

## **Section 5 – Transportation Plan Development**

### ***2009-2035 Ashland Area Metropolitan Transportation Plan (MTP)***

The primary purpose of the Ashland Area 2009-2035 Metropolitan Transportation Plan is to assess the efficiency of the existing transportation system and develop a plan for adequately accommodating target year demands. Using the travel forecasts developed in **Section 4** of this report, future deficiencies were identified and a recommended transportation plan was developed. The following describes the phases of the study.

#### **A. Identification of Future Highway Deficiencies**

After the magnitude of future travel in the Ashland study area had been forecasted, the street system was evaluated to determine if the existing facilities (as well as committed projects) would be able to accommodate future traffic at a satisfactory level of service.

*Level of Service*, as defined by the *2000 Highway Capacity Manual*, is a “qualitative measure describing operational conditions within a traffic stream, generally in terms of service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.” Level of service ratings ranges from “A” (the best operating conditions) to “F” (the worst). Each level of service represents a range of operation conditions and the driver’s perception of those conditions.

The predicted target year traffic volumes were compared to the level of service “C” volumes for each segment of the system in order to identify future system deficiencies. The streets and highways already have experienced congestion problems. Driving conditions on these facilities should remain acceptable during most periods of the day; however, “rush hour” traffic may likely cause considerable problems. The operating conditions of these intersections will likely be very poor during peak periods of the day; therefore, can be identified as future deficiencies.

#### **B. Proposed Highway Improvements**

After identifying the future deficiencies, the next step in the process is to develop a plan of highway improvements aimed at reducing these deficiencies. First, there is the identification of potential projects followed by a detailed analysis of these projects, discussions with local officials, close review of crash data and roadway characteristics, and discussion with the Kentucky Transportation Cabinet personnel. Other important considerations include the estimated cost of each project, disruptions to existing land-use, and relocations. It should

be noted that the cost estimates for each project contained in this plan are generally based on very tentative assumptions of location and design details derived from limited studies of topographic maps and aerial photographs. For the purposes of this study, these estimates allow a comparative analysis of the cost effectiveness of the proposals. As the projects advance through the various implementation stages, estimates that are more refined should be prepared. The individual projects in the recommended plan are shown in *Tables 9, 10, 11, 12 and 13*. *Table 14* projects are illustrative projects and are not part of the fiscally constrained recommend plan.

*NOTE: Tables 9, 10, 11, and 12 are the TIP Project List while Table 13 is the Metropolitan Transportation Plan Project List*

TABLE 9: BOYD COUNTY PROJECT LIST ASHLAND AREA MPO 2009-2035 METROPOLITAN TRANSPORTATION PLAN																		
County	Item #	Route	Begin/End Milepoint	Length	Current/Future Lanes	Sponsor Agency	Description	Fund/Scheduling Information						Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant	
								Fund Type	Phase	Year	Funding Source	Amount						
BOYD	09-129.00*	NEW	N/A	N/A	0/2	KYTC	ASHLAND CORRIDOR STUDY FROM I-64 TO DOWNTOWN ASHLAND (PREVIOUSLY CALLED THE ASHLAND URBAN PENETRATOR)	SP	D-A	2007	Federal	\$1,000,000	Planning Study	Non 6YP	Y	N/A		
								TOTAL PROJECT COST									\$1,000,000	
								TOTAL PROJECT COST									\$1,000,000	
BOYD	09-191.02	N/A	N/A	N/A	N/A	KYTC	ASHLAND RIVERFRONT DEVELOPMENT PROJECT IN ASHLAND	HPP	C-E	2008	Federal	\$5,707,000	Riverfront Development (non-highway)	N/A	N/A	N/A		
								TOTAL PROJECT COST									\$7,133,750	
								TOTAL PROJECT COST									\$7,133,750	
BOYD	09-191.03	N/A	N/A	N/A	N/A	KYTC	ASHLAND RIVERFRONT DEVELOPMENT PROJECT IN ASHLAND	HPP	C-E	2009	Federal	\$2,657,000	Riverfront Development (non-highway)	N/A	N/A	N/A		
								TOTAL PROJECT COST									\$964,250	
								TOTAL PROJECT COST									\$3,321,250	
BOYD	09-993.00	US-60	10.2/10.8	0.400	2/2	KYTC	US-60 @ HIGHLAND AVE., CONSTRUCT LEFT TURN LANES, INSTALL TRAFFIC SIGNAL, AND REALIGN INTERSECTION	HES	C-E	2008	Federal	\$420,000	Safety/Realignment	2011	Y	N/A		
								TOTAL PROJECT COST									\$420,000	
								TOTAL PROJECT COST									\$420,000	
BOYD	09-1050.00	KY-752	5.076/5.176	0.100	2/2	KYTC	REPLACE BRIDGE & APPROACHES AT DURBIN CREEK, 0.8 MILE WEST OF NEW US-23	R-E	2008	Federal	\$1,110,250	Bridge Replacement (no additional lanes)	2010	Y	N/A			
								TOTAL PROJECT COST								\$27,553		
								TOTAL PROJECT COST								\$108,160		
								TOTAL PROJECT COST								\$27,040		
								TOTAL PROJECT COST								\$528,436		
								TOTAL PROJECT COST								\$131,809		
BOYD	09-1054.00	KY-168	2.652/2.75	0.100	2/2	KYTC	REPLACE BRIDGE OVER KEYS CREEK 2.51 MILE NW OF JCT US-23	R-E	2009	Federal	\$231,525	Bridge Replacement (no additional lanes)	2011	Y	N/A			
								TOTAL PROJECT COST								\$57,881		
								TOTAL PROJECT COST								\$140,508		
								TOTAL PROJECT COST								\$35,152		
								TOTAL PROJECT COST								\$760,408		
								TOTAL PROJECT COST								\$190,102		
BOYD	09-2018.00	I-64	185.56/191.382	5.7	4/4	KYTC	PAVEMENT REHAB W/INTERMEDIATE OVERLAY INCLUDING CUT SLOPE CORRECTION AND SLIDE REPAIRS ON I-64	D-A	2007	Federal	\$340,000	Pavement Rehab	2010	Y	N/A			
								TOTAL PROJECT COST								\$85,000		
								TOTAL PROJECT COST								\$16,800		
								TOTAL PROJECT COST								\$4,200		
								TOTAL PROJECT COST								\$29,120,000		
								TOTAL PROJECT COST								\$7,280,000		

**TABLE 9: BOYD COUNTY PROJECT LIST  
ASHLAND AREA MPO  
2009-2035 METROPOLITAN TRANSPORTATION PLAN**

County	Item #	Route	Begin/End Milepoint	Length	Current/Future Lanes	Sponsor Agency	Description	Fund/Scheduling Information:						Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant
								Fund Type	Phase	Year	Funding Source	Amount					
BOYD	09-5011.00*	KY-538	4.019/ 6.683	2.700	2/2	KYTC	LANDSLIDE REPAIR ON KY-538 FROM 0.9 MILE SOUTH-EAST JCT KY-3294, EAST TO JCT US-23.	D-E	2010	Federal	\$0						
										Other	\$60,000						
								R-E	2011	Federal	\$0						
										Other	\$120,000						
		U-E	2011	Federal	\$0												
				Other	\$60,000												
		C-E	2012	Federal	\$0												
				Other	\$240,000												
						TOTAL PROJECT COST				\$480,000							
BOYD	09-8201.00*	KY-766	.612/.622	0.1	2/2	KYTC	Reconstruct intersection on KY-766 at Dawson Lane (includes funding for 09-8302 from 2008 6YP)	U-E	2010	Federal	\$0						
										Other	\$562,400						
								C-E	2012	Federal	\$0						
										Other	\$1,349,800						
						TOTAL PROJECT COST				\$1,912,200							
BOYD	09-8400.00	US-60	0.214.02	3.8	4/4	KYTC	US-60 FROM I-64 AT INTERCHANGE 181 (mp 0.2) EXTENDING NORTHERLY TO THE KY-180 (MP 4.02) INTERSECTION AT CANNONSBURG CONSISTING OF 4 DRIVING LANES WITH WIDE DGA, SHOULDERS.	D-E	2014	Federal	\$0						
										Other	\$200,000						
								R-E	2015	Federal	\$0						
										Other	\$4,700,000						
						TOTAL PROJECT COST				\$4,900,000							

\*This project is still part of the Six-Year Plan but is illustrative only, and is not part of the federal fiscally constrained Plan/TIP

- All projects are:
1. Located in the MPO
  2. Located within the MSA
  3. In PM2.5 area
  4. In 8-hr area
  5. Funding/Phases as of December 2008



**TABLE 11: MISCELLANEOUS/OTHER PROJECT LIST  
ASHLAND AREA MPO  
2009-2035 METROPOLITAN TRANSPORTATION PLAN**

County	Item #	Route	Sponsor Agency	Description	Fund/Scheduling Information				Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant
					Fund Type	Year	Funding Source	Amount				
GREENUP	TE-1	N/A	KYTC	TRANSPORTATION ENHANCEMENT PROJECT TO CONTINUE RESTORATION ON THE MCCONNELL HOUSE (TOURISM CENTER) IN GREENUP COUNTY, USING HOUSE AS MATCHING FUNDS.	TE	2010	Federal	\$240,000	Transportation Enhancement	N/A	N/A	N/A
							Other	\$60,000				
					TOTAL PROJECT COST							
GREENUP	SB-1	N/A	KYTC	AWARDED TO SOUTHERN AND EASTERN KENTUCKY TOURISM DEVELOPMENT ASSOCIATION (SEKTDIA) FOR INTERPRETATIVE AND TRAILHEAD MARKERS AND STORYTELLERS	Scenic Byway	2010	Federal		Scenic Byway	N/A	N/A	
							Other					
					TOTAL PROJECT COST							\$5,667
BOYD	SB-2	N/A	KYTC	AWARDED TO SOUTHERN AND EASTERN KENTUCKY TOURISM DEVELOPMENT ASSOCIATION (SEKTDIA) FOR INTERPRETATIVE AND TRAILHEAD MARKERS AND STORYTELLERS	Scenic Byway	2009	Federal		Scenic Byway	N/A	N/A	
							Other					
					TOTAL PROJECT COST							\$5,667
Boyd County Projects					Boyd and Greenup County Projects: Funding and Phases as of December 2008							
1. Located in the MPO												
2. Located in the MSA												
3. In PM2.5 area												
4. In 8-hr area												
Greenup County Projects:					These projects are illustrative and not part of the federal fiscally constrained Plan/TIP							
1. Located in the MPO												
2. Located in the MSA												
3. In PM2.5 area												
4. Not in 8-hr area												

**TABLE 12  
ASHLAND AREA  
2009-2035 METROPOLITAN TRANSPORTATION PLAN  
VARIOUS PROJECTS**

(Cost = estimated annual expenditures)\*  
12/3/2008

Long-Range Plan ID#	COUNTY	PROJECT DESCRIPTION	SPONSOR	COST ESTIMATE	OPEN TO TRAFFIC	FUNDING TYPE
BG-100	Boyd/Greenup	General Operations projects eligible for resurfacing, restoration and rehabilitation utilizing National Highway Funds	KYTC	\$200,000	C - 2009-2035	NHS
BG-101	Boyd/Greenup	General Operations projects eligible for resurfacing, restoration and rehabilitation utilizing Interstate Maintenance Funds	KYTC	\$600,000	C - 2009-2035	IM
BG-102	Boyd/Greenup	General rail/highway protection improvement program projects	KYTC	\$200,000	C - 2009-2035	REHAB
BG-103	Boyd/Greenup	General Statewide pavement marker/markings program projects	KYTC	\$200,000	C - 2009-2035	NHS
BG-104	Boyd/Greenup	Projects utilizing Transportation Enhancement Funds	KYTC	\$62,500	C - 2009-2035	TE
BG-105	Boyd/Greenup	Congestion Mitigation and Air Quality projects	KYTC	\$125,000	C - 2009-2035	CMAQ
BG-106	Boyd/Greenup	Projects utilizing Safety Funds	KYTC	\$125,000	C - 2009-2035	SAFETY
BG-107	Boyd/Greenup	Projects utilizing Bridge Replacement Funds for bridge projects that are regionally significant	KYTC	\$250,000	C - 2009-2035	BRIDGE
BG-108	Boyd/Greenup	General category for bicycle and pedestrian projects	KYTC	\$62,500	C - 2009-2035	STP
BG-109	Boyd/Greenup	Projects utilizing Safe Routes to School Funds	KYTC	\$200,000	C - 2009-2035	SRTS
BG-110	Boyd/Greenup	Projects utilizing Scenic Byways Funds	KYTC	\$62,500	C - 2009-2035	SCENIC BYWAYS
BG-111	Boyd/Greenup	Projects utilizing Recreational Trails Funds	KYTC	\$62,500	C - 2009-2035	REC TRAILS
BG-112	Boyd/Greenup	Projects utilizing the Highway Safety Improvement Program Funds - Exempt Funds	KYTC	\$0	C - 2009-2035	HSIP
BG-113	Boyd/Greenup	Projects utilizing the Highway Safety Improvement Program Funds - Non-Exempt Funds	KYTC	\$0	C - 2009-2035	HSIP

\*Amounts of funds available for various general maintenance, rail/highway protection, operations, pavement marking and transportation enhancement funds will be amended as the information from the FHWA and KYTC becomes available

**TABLE 13**  
**2009-2035 ASHLAND AREA METROPOLITAN TRANSPORTATION PLAN**  
**ANTICIPATED FUTURE PROJECTS**

2/12/2009

MPO UPL RANK*	UPL#	COUNTY	ROUTE	DESCRIPTION	SPONSOR	ESTIMATED COSTS	LENGTH (MILES)	EXEMPT STATUS	EPA Cite Re: Title 40, Part 93
1	09 010 B0023 10.00	Boyd	US-23	Reduce emissions, improve traffic flow and increase safety by eliminating a conflict point on US-23 from MP 15.5 to MP 15.8 (near 42nd Street)	KYTC	\$1,613,000	0.30	Exempt	Sec. 93.126
2	09 045 D0207 1.00	Greenup	KY-207	Reconstruct from KY-67 (Industrial Parkway - MP 10.84) to KY-693 (MP 15.59)	KYTC	\$28,158,000	4.75	Exempt	Sec. 93.126
3	09 045 D2541 1.00	Greenup	KY-2541	Construct turn lanes from KY-2541 on to US-23 (MP 1.52 to MP 1.62)	KYTC	\$500,000	0.10	Exempt	Sec. 93.126
4	09 045 D0750 68.00	Greenup	KY-750	Reconstruction from Raceland Avenue to KY-207 in Flatwoods (MP .37 to MP 1.67)	KYTC	\$19,800,000	1.30	Exempt	Sec. 93.126
5	09 045 D0010 2.00	Greenup	KY-10	Construct 5-lane section from US-23 transitioning to 2-lane section at Greenup Locks and Dam (MP 11.582 to MP 12.400)	KYTC	\$3,750,000	0.82	Exempt	Sec. 93.126
6	09 045 D0001 64.00	Greenup	KY-10	Sight distance correction 0.2 miles south of W Hollow Road (MP 14.0 to MP 14.2)	KYTC	\$450,000	0.20	Exempt	Sec. 93.126
7	09 045 D0244 2.00	Greenup	KY-244	Separate KY-244 stormwater systems from the City of Worthington's Sanitary Sewer System	KYTC	\$328,000	N/A	Exempt	Non-Highway Project
8	09 045 D0603 10.00	Greenup	KY-503	New connector/relocation of KY-503 from near McKensie Hollow Road (MP 8.0) to KY-67 (Industrial Parkway)	KYTC	\$47,000,000	1.00	Exempt	N/A
9	09 045 D0002 65.00	Greenup	KY-2	Curve correction at Old Town Creek Road MP 8.3 to MP 8.9)	KYTC	\$500,000	0.60	Exempt	Sec. 93.126
10	09 045 D0007 69.10	Greenup	KY-7	Sight distance correction North of Allen Church Road (MP 16.75 to MP 16.95)	KYTC	\$2,000,000	0.20	Exempt	Sec. 93.126
11	09 010 B0060 18.00	Boyd	KY-60	Decrease rear-end collisions and crash frequency and improve traffic flow on US-60 (13th Street) in Ashland beginning at MP 8.0 (KY-716) to MP 9.8 (near Rose Hill Cemetery)	KYTC	\$5,100,000	1.80	Exempt	Sec. 93.126
12	09 045 D0244 1.00	Greenup	KY-244	Reconstruct RR underpass at Worthington (MP 3.23 to MP 3.33)	KYTC	\$10,800,000	0.10	Exempt	Sec. 93.126
13	09 010 D0005 28.00	Boyd	KY-5	Curve revision and intersection improvements at KY-716 (MP 6.8 to MP 7.1)	KYTC	\$2,650,000	0.30	Exempt	Sec. 93.126
14	09 010 D0168 23.00	Boyd	KY-168	Improve intersection at KY-1012 (South Belmont Street) in Ashland (MP 3.17 to MP 3.97)	KYTC	\$450,000	0.10	Exempt	Sec. 93.126
						<b>\$123,099,000</b>			

\*Ranking approved at the November 7, 2008 Technical Coordinating Meeting and Policy Committee Meeting

**TABLE 14: 2005-2030 MTP PROJECT STATUS  
ASHLAND AREA MPO  
2009-2035 METROPOLITAN TRANSPORTATION PLAN**

PROJECT NO.	COUNTY	ROUTE	DESCRIPTION	A=ACTIVE C=COMPLETE	% COMPLETE AS OF 2-13-09	CONTRACTED AMOUNT
09-60.00/60.01	Boyd	I-64	Reconstruct I-64/KY-180 interchange @ Cannonsburg and correct sight distance on KY-180 0.5 miles south of I-64	C	100	\$36,967,332.55
09-60.00/60.01	Boyd	I-64	Reconstruct I-64/KY-180 interchange @ Cannonsburg and correct sight distance on KY-180 0.5 miles south of I-64	C	100	\$36,967,332.55
09-112.00	Boyd	US-23S	Powerwash and paint the 12th Street Bridge in Ashland which carries US-23S over the Ohio River	C	100	\$6,180,000
09-114.00	Boyd	US-23N	Powerwash and paint the 13th Street Bridge in Ashland which carries US-23N over the Ohio River	C	100	\$4,324,166.00
09-129.00	Boyd	Study	Ashland Connector Study - In Progress	A	N/A	N/A
09-191.00	Boyd	N/A	City of Ashland - Riverfront	C		
09-191.01	Boyd	N/A	City of Ashland - Riverfront	C		
09-191.02	Boyd	N/A	City of Ashland - Riverfront	A	N/A	N/A
09-191.03	Boyd	N/A	City of Ashland - Riverfront	A	N/A	N/A
09-196.00	Boyd	N/A	Install Storm sewer system along and across US-60 at Summit to correct Drainage problem	Inactive		
09-993.00	Boyd	US-60	US-60 @ Highland Avenue construct left turn lanes, install traffic signal and realign intersection	A	N/A	N/A
09-1050.00	Boyd	KY-752	Replace bridge and approaches at Durbin Creek, 0.8 miles west of new US-23	A	N/A	N/A
09-1054.00	Boyd	KY-168	Replace bridge over Keys Creek, 2.5 miles NW of Jct US-23	A	N/A	N/A
09-2018.00	Boyd	I-64	Mill 2" immediate overlay on I-64 from MP 185.66 to MP 191.382	A	N/A	N/A
09-2019.00	Boyd	I-64	Mill 2" immediate overlay on I-64 from MP 180.812 to MP 185.26	C	92	\$18,016,925.03
09-5011.00	Boyd	KY-538	Landslide repair on KY-538 from .08 mil SE Jct. KY-3294 East to Jct. US-23	A	N/A	N/A
09-8112.00	Boyd	US-60	PCC intersection overlay on US-60 at KY-180	C		
09-8200.00	Boyd	KY-3	Improve sight distance appx .55 miles north of the Lawrence Co. Line on KY-3 in Boyd County	C	92	\$381,378.93
09-8201.00	Boyd	KY-766	Reconstruct intersection on KY-766 at Dawson Lane	A	N/A	N/A
09-8301.00	Boyd	New	Extend Technology Drive	C	100	\$450,000.00
09-8302.00	Boyd	KY-766	Reconstruct intersection on KY-766 at Dontia Road (removed from Active Status/same project as 09-8201.00)	Inactive		
09-109.00	Greenup	KY8S	Powerwash and paint the Carl Perkins Bridge carrying KY-8S over the Ohio River between S. Shore and Portsmouth, OH	A	N/A	N/A

**TABLE 14: 2005-2030 MTP PROJECT STATUS  
ASHLAND AREA MPO  
2009-2035 METROPOLITAN TRANSPORTATION PLAN**

PROJECT NO.	COUNTY	ROUTE	DESCRIPTION	A=ACTIVE C=COMPLETE	% COMPLETE AS OF 2-13-09	CONTRACTED AMOUNT
09-132.00	Greenup	KY-2	Reconstruct KY-2 from MP 13.2 to US-23 (MP 17.2)	A	N/A	N/A
09-189.00	Greenup	KY-750	Reconstruct KY-750 (Major widening)			
09-1038.00	Greenup	KY-2541	Replace Main Street bridge and approaches at Little Sandy River	A	N/A	N/A
09-1059.00	Greenup	KY-7	Replace bridge/approaches on KY-7 over left Fork Beechy Creek 2.5 miles N. Jct. on KY-827	A	N/A	N/A
09-1060.00	Greenup	KY-7	Replace bridge/approaches on KY-7 over Plumfork 4.4 miles north Jct. KY-827	A	N/A	N/A
09-1063.00	Greenup	CR-1041E	Replace bridge/approaches on CR-1041E over Coal Branch	Inactive		
09-5001.00	Greenup	KY-503	Embankment failure & right of way @MP 8.0 to MP 9.0	Inactive		
<b>Miscellaneous/Other Projects</b>						
(CP-1) Congressional Project 1	Greenup	N/A	Boyd/Greenup Riverport - Congressional Project (Ferry Boat Discretionary funds)	C	100	\$1,062,500.00
TE-1	Greenup	N/A	Resort oration of McConnell House (Applicant: Greenup County Fiscal Ct.)	C	100	\$250,00.00
CMAQ-1	Boyd/ Greenup	N/A	Air Quality Outreach -GEM (Applicant: FIVCO ADD)	C	100	No funding-project cancelled
CMAQ-2	Boyd/ Greenup	N/A	Air Quality Outreach -Segway (Applicant: FIVCO ADD)	C	100	\$16,260.00
CMAQ-3	Boyd	N/A	Total Deployment Station (Applicant: City of Ashland)	C	100	\$16,497.00

### **C. Transportation System Management (TSM)**

Transportation System Management (TSM) is a response to areas that have not achieved air quality standards as required by the Clean Air Act. TSM's are various control strategies, which are implemented in an area to reduce emissions. The 1990 Clean Air Act Amendments contain many provisions for areas depending on the severity of their air quality problems.

There are three basic approaches to reducing vehicular air pollution: (1) Measures attempting to reduce the number of vehicles contributing emissions by encouraging group travel; (2) reduce emissions directly through improved technology; (3) reduction by relieving traffic congestion that causes vehicles to emit at higher rates. Below outlines a more detailed list of some of the TSM's.

#### **1. Group Travel Measures**

- Programs for improved public transit. Varying degrees of improvements may be considered
- Programs to establish or expand area wide carpool/vanpool programs
- Programs to construct new parking facilities and operate existing parking facilities for the purpose of park and ride lots and fringe parking
- Provisions for employer participation in programs to encourage carpooling, vanpooling, mass transit, bicycle and walking
- Employer transportation management plans and incentive plans

#### **2. Improved Technology Measures**

- Programs to control vapor emissions from fuel transfer and storage operations using solvents
- Programs to control fleet vehicle operations
- Programs to reduce motor vehicle emissions that are caused by extreme cold start conditions.
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 year light duty vehicles and pre-1980 model light duty trucks.
- Motor vehicle inspection and maintenance programs – make them more stringent

#### **3. Congestion Reducing Measures**

- Programs to control on street parking
- Programs for secure bicycle storage and the inclusion of bicycle on streets or shared paths
- Provisions for the protection and convenience of bicyclists
- Programs for other non-motorized forms of transportation
- Programs to reduce emissions by improvements in flow of traffic

Some of these measures or programs are addressed in other areas of this plan. However, other measures are left to local officials to decide which program or programs to pursue. It is a decision made with the assistance of the Kentucky Transportation Cabinet and the Natural resources and Environmental Protection Cabinet's Division for Air Quality.

**D. Truck and Rail**

The Ashland Area should be focused on maintaining both the existing truck routes and rail lines. **Table 15** highlights the projects on *Major Truck Routes*.

**Table 15: Transportation Projects on Major Truck Routes**

County	Route	Project Number	Description	TIP	MTP
Boyd	US-60	09-993.00	US-60 @ Highland Avenue, construct left turn lanes, install traffic signal, realign intersection	X	X
Boyd	US-60	09-8400.00	US-60 from I-64 at interchange 181 (MP 0.2) extending northerly to the KY-180 (MP 4.02) intersection at Cannonsburg consisting of 4 driving lanes with wide DGA, shoulders)	X	X
Boyd	I-64	09-2018.00	Pavement rehab with intermediate overlay including slope correction and slide repairs on I-64 from MP 185.66 to MP 191.382	X	X
Boyd	U-60	09-010-B0060 18.00	Decrease rear-end collisions and crash frequency and improve traffic flow on US-60 (13 <sup>th</sup> Street) in Ashland beginning at MP 8.0 (KY-716) to MP 9.8 (near Rose Hill Cemetery)	N/A	+
Boyd	US-23	09-010-B0023 10.00	Reduce emissions, improve traffic flow and increase safety by eliminating a conflict point on US023 from MP 15.5 to MP 15.8 (near 42 <sup>nd</sup> Street)	N/A	+

**KEY**

MTP=Metropolitan Transportation Plan

TIP=Transportation Improvement Program

+=Not Top Ten Regional Prioritization LRTP Projects (illustrative projects-not funded)

**E. Airport and Riverports**

Both the Ashland-Boyd County Airport at Worthington, Kentucky and the Port of Wurtland need continued support for their use, improvements, and advocacy as a regional facility.

The forecast developed by the Ashland-Body County Airport indicate that the based aircraft and operations will have a slight increase by the year 2016. Based aircraft are expected to increase from 7,200 to 8,528 during the same period. Of the 8,528 total expected operations, 7,101 (83%) are projected to be local operations with the remaining 1,421 (17%) representing itinerant operations.

The Wurtland Riverport is located in Greenup County and is operated by the Greenup/Boyd County Port Authority.

**F. Transit**

The Ashland Bus System (ABS) ridership has increased over the past several years. The ABS intends to promote this growth by continued advertising and improved bus services. Expansion outside its current boundaries has also been discussed to include the Russell/Flatwoods area of Greenup County. At this time no negotiations to include the additional routes have occurred. The ABS is predicting replacement of several buses within the next several years.

**G. Non-Motorized**

Bicycle and pedestrian planning will continue in the development of all transportation related projects. It is now the policy of the Kentucky Transportation Cabinet (KYTC) to consider bicycle and pedestrian accommodations on all projects. This plan reinforces the KYTC policy by recommending that all new highway construction and all roadway reconstruction projects consider non-motorized travel. Funding may be available through traditional transportation sources such as the Transportation Enhancement (TE) and Congestion Mitigation and Air Quality (CMAQ) programs. Additionally, non-motorized transportation projects may qualify for other federal funds from health related programs that promote the benefits of cycling and walking.

**H. Title VI/Environmental Justice**

Following the Presidential Executive Order 12098 on Environmental Justice, the USDOT has formalized the objective of recognizing the needs and protecting the interests of minority populations, as well as low-income populations in the transportation planning process. Two methods will be emphasized in addressing the issue. First, the MPO will extend its contact list to include additional persons and representatives of those groups identified. Secondly, areas including concentrations of low-income and minority persons will be identified in order that project planning may include any possible relationships with the affected areas. The MPO public participation process will also be sensitive to the requirements. (Note: The 2007 Ashland Area/FIVCO ADD Public Participation Plan addresses these elements).