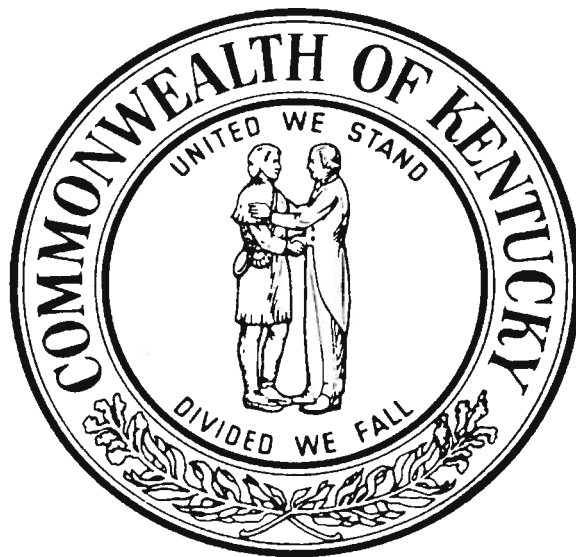


# PLANNING WORK PROGRAM

SP 0013 (001)  
JUNE 16, 2012 – JUNE 15, 2013



IN COOPERATION WITH  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Kentucky Division Office

West Broadway  
Frankfort, KY 40601  
(502) 223-6720  
(502) 223-6735

May 29, 2012

Mr. Michael W. Hancock, PE  
Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

Dear Mr. Hancock:

We have reviewed the May 3, 2012 submittal of the following document:

**Planning Work Program  
SP 0013 (001)  
June 16, 2012 - June 15, 2013  
(2013 SPR Work Program - Subpart A)**

**The activities in the 2013 Planning Work Program were found eligible under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 23 CFR 420 and 23 CFR 450. The work program should be administered in accordance with the provisions of 49 CFR Part 18 and 23 CFR Part 420. The effective time period for funding is from June 16, 2012 – June 15, 2013. Authorization of this work is subject to the availability of funds.**

Prior approval is required for the following changes to the SPR Work Program:

- Budgetary changes,
- Increase in federal funds,
- Cumulative transfer among already approved work program line items of 10% of the total federal funds or \$100,000,
- Programmatic changes,
- Change in the scope or objectives of activities (e.g., adding or deleting items),
- Extending the period of performance past the approved work program period,
- Transferring substantive programmatic work to a third party (e.g., consultant work not identified in the original work program), and/or
- Capital expenditures including purchase of equipment.

There are two additional requirements associated with the SPR Work Program, an

- independent audit and an
- annual performance and expenditure report.



The Single Audit Act Amendment of 1996 requires that an independent audit be completed of any non-federal entity expending \$500,000 or more in Federal funds from all sources in a fiscal year that ends after December 31, 2003. (49 CFR 18.26, OMB Circular A-133).

An annual performance and expenditure report is required to be submitted within 90 days (3 months) after the end of the report period. The report may be more frequent if deemed necessary by FHWA. [23 CFR 420.117 (b) and (c)].

We appreciate the work that went into the development of this work program and thank you for working with our office to make improvements.

Sincerely yours,

A handwritten signature in black ink that reads "Gregory D. Rawlings". The signature is written in a cursive style with a large, prominent "G" and "R".

Gregory D. Rawlings  
Transportation Specialist

c: Keith Damron, KYTC - Planning

**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING**



**WORK PROGRAM AND COST ESTIMATE  
FOR  
PROJECT SP 0013 (001)  
JUNE 16, 2012 THROUGH JUNE 15, 2013**

**PART I  
DIVISION OF PLANNING**

**PREPARED IN COOPERATION  
WITH  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

## INTRODUCTION

The Planning and Research Program Annual Work Program is required under 23 CFR 420.111. Due to the organization of the Cabinet, the Planning and Research portions are submitted as separate documents. This document outlines the transportation planning activities as Planning (Part I) of the work program. To illustrate the Division of Planning, a detailed organization chart (See Exhibit 1) has been inserted in the work program addressing the various functional areas of the Division responsible for planning activities.

The Kentucky Transportation Cabinet has many partners in performing the planning activities. In each of the work program chapters, there is a denotation of the Highway District Offices. Each Highway District Office has a Planning Branch that performs planning activities for many of the chapters in the work program. We also have agreements with each of the 15 Area Development Districts (ADDs) in the Commonwealth. The ADDs in cooperation with the Highway District Offices Planning Branch perform for the Cabinet much of the Public Involvement in Statewide Transportation Planning (23 CFR 450.200), intermodal and freight activities, and data collection. The Metropolitan Planning Organizations receive money each year to meet the requirements of 23 CFR 450 Subpart C. The consulting industry and the Kentucky Transportation Center are also used at times when additional resources are needed.

This year's work program continues activities related to improving the quality of the Cabinet's Highway Information System (HIS) data. To align with the recent HIS upgrade, we also seek to improve the storage and reporting of the traffic count data by integrating that database with the HIS database. There is an additional emphasis added to this year's regular count program to continue the process to collect counts for local bridges as well as collect counts for ramps. There is a continued effort to maintain and improve the count program with new ATDR's and additional traffic count loops at high volume locations. There is a continued effort to prepare and improve Kentucky's Traffic Models. In general, the Division of Planning is undertaking efforts to insure quality data, to store the data more effectively, and to improve the efficiency and convenience of extracting and reporting the data.

Because of downsizing efforts and staff retirements within the Cabinet, efforts will be placed toward outsourcing services which may include traffic counts, traffic forecasts, data collection, map products, planning studies, and other needed activities. The Division of Planning is also evaluating our core functions in order to streamline and align our efforts so that required activities are completed. It may become necessary during this time to significantly downsize or eliminate programs that are not directly required by regulation or statute. We also anticipate working this upcoming year to coordinate as needed with our elected officials and AASHTO on the upcoming reauthorization bill. The Division of Planning will continue to evaluate and assist with air quality conformity issues, and we will assist the Cabinet in identifying operational and performance improvements to maximize the efficiency of the existing transportation network.

Please refer to each chapter contained within this work program for more details.

## **FOREWORD**

This Planning Program SP 0013 (001) for the period June 16, 2012 to June 15, 2013 is submitted in compliance with the provisions of 23 CFR 420 and describes programs and operations for planning activities in the Kentucky Transportation Cabinet (KYTC). These funds will be administered in accordance with the provisions of 49 CFR 18 and 23 CFR 420. This program modifies and updates previous such programs and is specifically intended to reflect the needs of the Kentucky Transportation Cabinet. It is fully expected that products from this program will also have national applications. In general, these funds are used to assist the KYTC in meeting federal reporting and planning requirements.

The Division of Planning is charged with the responsibility for recommending, advising, and assisting the chief administrators of the KYTC in the development of the overall goals, policies, project priorities, and procedures relating to the total transportation program of the Cabinet. Proposed activities for Fiscal Year 2013 are reported in detail by Chapter in this Work Program.

We expect the majority of activities in this Work Program to be completed by June 15, 2013. However, occasionally there are programs, especially those that have to be contracted, that cannot be completed June 15. Those items that are not complete by June 15 will be identified in the Annual Performance and Expenditure Report and will either be completed under a time extension or by carry over to the next year in following 49 CFR 18 and 23 CFR 420. For those items not complete by June 15, but will be completed in a relatively short time period, an extension of the work program will be requested from FHWA so that the remainder of the funding commitments can be expended. If the commitment is expected to be long term, then a request to carry the program and funds into the next years work program will be requested.

The fiscal portions of the Work Program are based on funding availability provided by the Cabinet's Office of Budget and Fiscal Management.

# DIVISION OF PLANNING

## EXHIBIT 1

Current as of April 30, 2012

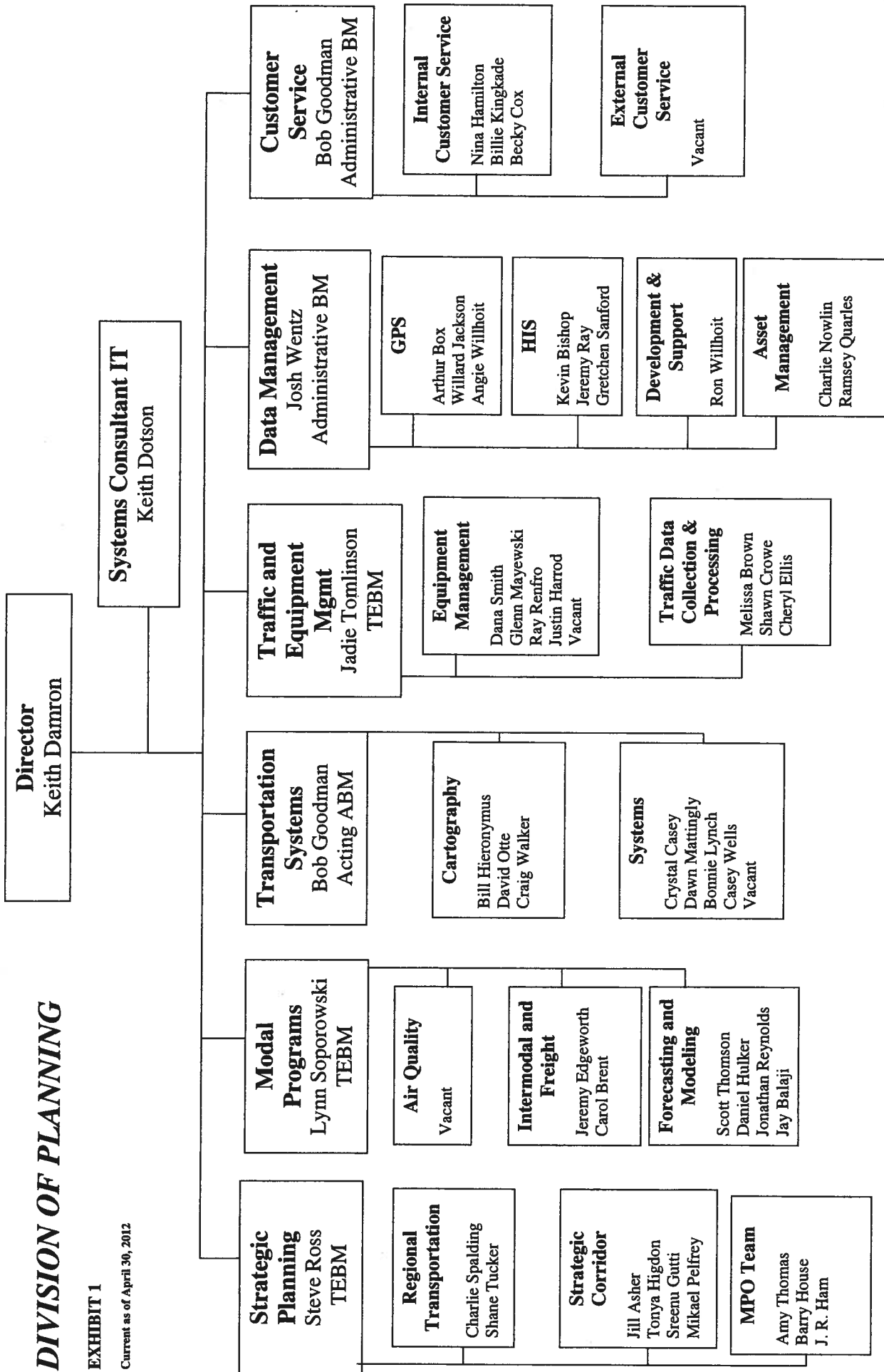






EXHIBIT 3

TOTAL PL BASE FORMULA FUNDING FOR FY 2013 UPWP						
MPO AREA	PL 80% Fed \$	KYTC 5% State \$	MPO 15% Local \$	TOTAL 100% F+S+L=\$	PL + KYTC (85% Total) F+S=\$	MPO AREA
LOUISVILLE	1,053,120.00	65,820.00	197,460.00	1,316,400.00	1,118,940.00	LOUISVILLE
NORTHERN KY	398,720.00	24,920.00	74,760.00	498,400.00	423,640.00	NORTHERN KY
LEXINGTON	335,200.00	20,950.00	62,850.00	419,000.00	356,150.00	LEXINGTON
HENDERSON	35,040.00	2,190.00	6,570.00	43,800.00	37,230.00	HENDERSON
OWENSBORO	90,400.00	5,650.00	16,950.00	113,000.00	96,050.00	OWENSBORO
ASHLAND	89,120.00	5,570.00	16,710.00	111,400.00	94,690.00	ASHLAND
CLARKSVILLE	35,040.00	2,190.00	6,570.00	43,800.00	37,230.00	CLARKSVILLE
BOWLING GREEN	89,120.00	5,570.00	16,710.00	111,400.00	94,690.00	BOWLING GREEN
RADCLIFF-ETOWN	89,120.00	5,570.00	16,710.00	111,400.00	94,690.00	RADCLIFF-ETOWN
<b>TOTALS</b>	<b>2,214,880.00</b>	<b>138,430.00</b>	<b>415,290.00</b>	<b>2,768,600.00</b>	<b>2,353,310.00</b>	<b>TOTALS</b>

PL DISCRETIONARY FUNDING FOR FY 2013			
MPO AREA	PL 80% Fed \$	MPO 20% Local \$	TOTAL 100% F+L=\$
LOUISVILLE	200,000.00	50,000.00	250,000.00
NORTHERN KY	---	---	---
LEXINGTON*	100,000.00	25,000.00	125,000.00
HENDERSON (1: TC)	6,000.00	1,500.00	7,500.00
HENDERSON (2: TDM)	11,600.00	2,900.00	14,500.00
OWENSBORO	---	---	---
ASHLAND	3,040.00	760.00	3,800.00
CLARKSVILLE	---	---	---
BOWLING GREEN	---	---	---
RADCLIFF-ETOWN	28,000.00	7,000.00	35,000.00
KYTC (O-D Data)	900,000.00	---	900,000.00
<b>TOTALS</b>	<b>1,248,640.00</b>	<b>87,160.00</b>	<b>1,335,800.00</b>

\* Lexington's total PL project cost (125,000) is a portion of the total cost of the project.

Other funding sources may include SPR, KYTC PL Discretionary, and SLX.

\*\* The KYTC origin-destination data project will be matched with KYTC toll credits.

**FY 2013**  
**SPR CHAPTER FUNDING SUMMARY**

<b><u>CHAPTER</u></b>	<b><u>TITLE</u></b>	<b><u>AMOUNT</u></b>
1	SPR Work Program	\$65,000
2	Personnel Training	\$357,400
3	Traffic and Equipment Management	\$3,005,100
4	Roadway Systems	\$696,200
5	Cartography	\$563,200
6	Highway Information System	\$1,596,200
7	Strategic Corridor Planning	\$1,309,500
8	Statewide Transportation Planning	\$966,900
9	Metropolitan Planning Organizations	\$546,100
10	Air Quality	\$147,800
11	Multimodal Transportation	\$211,200
12	Congestion, Mobility, and Access Management	\$127,300
13	Traffic Data Forecasting	\$450,900
14	Bicycle and Pedestrian Program	\$126,200
	<b>Planning Total</b>	<b>\$10,169,000</b>
15	Highway Safety Improvement Program	\$500,000
16	Value Engineering and Quality Assurance	\$500,000
	<b>Other Items Total</b>	<b>\$1,000,000</b>
	<b>WORK PROGRAM TOTAL</b>	<b>\$11,169,000</b>

**CHAPTER 1**

SPR Work Program

**RESPONSIBLE UNIT**

Division of Planning  
Customer Service Branch

**PURPOSE AND SCOPE**

The Customer Service Branch in the Division of Planning is responsible for administrative, budgetary, and expenditure tracking activities directly attributable to the completion of the SPR Planning Work Program chapters.

**PROPOSED ACTIVITIES FOR 2012-2013**

- Coordinate with all other branches in the Division of Planning in order to prepare the annual SPR Planning Work Program.
- Prepare monthly expenditure reports for each chapter of the SPR Planning Work Program.
- Update accomplishments of the SPR Planning Work Program quarterly.
- Coordinate and prepare the annual SPR Planning Work Program and Accomplishments and Expenditures Report.

**PRODUCTS**

The Internal Customer Service Section will coordinate and prepare the annual SPR Planning Work Program and the annual SPR Planning Work Program Accomplishments and Expenditures Report. This Section will also prepare and distribute to other Branches monthly expenditure reports for all chapters in the SPR Planning Work Program. The Internal Customer Service Branch will update accomplishments to the SPR Planning Work Program quarterly and distribute these updates to other Branches.

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$65,000</b>
<b>OTHER</b>	
<b>TOTAL</b>	<b>\$65,000</b>

**CHAPTER 2**

Personnel Training

**RESPONSIBLE UNIT**

Division of Planning

**PURPOSE AND SCOPE**

The training of personnel is essential to the transportation program in order to keep pace with changing techniques and evaluate new procedures and developments as well as to help better develop the abilities of employees as they assume the vacated duties brought on through mass retirements, promotions, and transfers. This is particularly essential to the Cabinet's programs as more efficient and detailed technical analyses and assistance are required.

**PROPOSED ACTIVITIES FOR 2012-2013**

An effort will be made to continue a level of staff training which will maintain the integrity of professional career development and improvement of technological skills. Such training will include, but not be limited to the following workshops, classes, and conference or like training. This will not include registration fees to attend annual meetings or conferences except fees for portions of such conferences that do provide eligible training. We will also provide annual in-state Traffic Count Technician Training for District personnel. Training for Highway District Office Planning personnel, ADD personnel, and MPO personnel in procedures, regulations, technical issues, etc., may also be included as necessary to provide for improved coordination and efficiency within and between the Statewide and Metropolitan planning efforts.

PEEK Training (Chapter 3 – Traffic and Equipment Management)

NATMEC Training (Chapter 3 – Traffic and Equipment Management)

TMG Training (Chapter 3 – Traffic and Equipment Management)

TRADAS (Chapter 3–Traffic and Equipment Management and Chapter 13–Traffic Data Forecasting)

GIS Conference (Chapter 4 – Roadway Systems, Chapter 5 – Cartography, Chapter 6 – Highway Information System and Chapter 12 – Congestion, Mobility and Access Management)

Adobe Illustrator (Chapter 5 – Cartography)

KAMP (Ky Assoc of Mapping Professionals) Annual Meeting (Chapter 4 – Roadway Systems, Chapter 5 – Cartography)

GIS-T (GIS for Transportation) Annual Meeting (Chapter 4 – Roadway Systems, Chapter 5 – Cartography, Chapter 6 – Highway Information System)

COGNA Annual Meeting (Chapter 5 – Cartography)

Microstation (Chapter 4 – Roadway Systems, Chapter 5 – Cartography, Chapter 6 – Highway Information System)

Highway Performance Monitoring System (HPMS) (Chapter 6 – Highway Information System)

Highway Information System Conference (HIS) (Chapter 6 – Highway Information System)

Asset Management Conference (Chapter 6 – Highway Information System)

Bentley Training conference (Upgrade of HIS) (Chapter 6 – Highway Information System)

HIDAC Training (Chapter 6 – Highway Information System)

Business Objects Training (Chapter 6 – Highway Information System)

Standard Query Language (SQL) (Chapter 6 – Highway Information System)

Visual Basic (Chapter 6 – Highway Information System)

**CHAPTER 2**

Personnel Training (continued)

**RESPONSIBLE UNIT**

Division of Planning

**PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

Bentley InRoads (Chapter 7 – Strategic Corridor Planning)

Public Involvement in the Transportation Decision Making Process (Chapter 7 – Strategic Corridor Planning), (Chapter 8, Statewide Transportation Planning) and Chapter 9 – Metropolitan Planning Organization)

Effective Communications in Public Involvement(Chapter 7 – Strategic Corridor Planning), (Chapter 8, Statewide Transportation Planning) and Chapter 9 – Metropolitan Planning Organization)

Fundamentals of Title VI/Environmental Justice (Chapter 7 – Strategic Corridor Planning) and (Chapter 8, Statewide Transportation Planning) and Chapter 9 – Metropolitan Planning Organization)

Practical Conflict Management Skills for Environmental Issues (Chapter 7 – Strategic Corridor Planning) and (Chapter 8, Statewide Transportation Planning)

Highway Capacity 2010 manual/software (Chapter 7 – Strategic Corridor Planning)

KYTC Traffic Engineering Design (Chapter 7 – Strategic Corridor Planning)

Public Involvement (Chapter 7 –Strategic Corridor Planning, Chapter 8–Statewide Transportation Planning, and Chapter 9 – Metropolitan Planning Organization)

Road Safety Audit Training (Chapter 7 –Strategic Corridor Planning)

Highway Safety Manual Training (Chapter 7 –Strategic Corridor Planning)

2012 Partnering Conference (Chapter 7 –Strategic Corridor Planning)

Purpose and Needs Statements Training (Chapter 7 –Strategic Corridor Planning, Chapter 8– Statewide Transportation Planning Chapter 9 – Metropolitan Planning Organization)

NEPA(Chapter 7 –Strategic Corridor Planning, Chapter 8–Statewide Transportation Planning, and Chapter 9 – Metropolitan Planning Organization)

GIS (Chapter 7 –Strategic Corridor Planning, Chapter 8–Statewide Transportation Planning Microsimulation (Chapter 7 –Strategic Corridor Planning

Administration of FHWA Planning and Research Grants Chapter 9 – Metropolitan Planning Organization)

TRB Small and Medium Communities Conference (Chapter 9 – Metropolitan Planning Organization)

Transportation and Land Use (Chapter 9 – Metropolitan Planning Organization)

Climate Change (Chapter 9 – Metropolitan Planning Organization, Chapter 10 – Air Quality Conformity Analysis)

STAQS (Chapter 10 – Air Quality Conformity Analysis)

MOVES (Chapter 10 – Air Quality Conformity Analysis)

National Freight Conference (Chapter 11 – Multimodal Transportation)

Modeling Conferences and Training (Chapter 9 – Metropolitan Planning Organization, Chapter 13 – Traffic Data Forecasting)

TransCAD Training (Chapter 13 – Traffic Data Forecasting)

Census Training (Chapter 5 – Cartography, Chapter 9 – Metropolitan Planning Organization, Chapter 10 – Air Quality Conformity Analysis, Chapter 13 – Traffic Data Forecasting)

**CHAPTER 2**

Personnel Training (continued)

**RESPONSIBLE UNIT**

Division of Planning

**PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

Bike/Ped Conferences (Chapter 9 – Metropolitan Planning Organization, Chapter 14 – Bicycle and Pedestrian Program)

Bicycle and Pedestrian Facilities Conference (Chapter 9 – Metropolitan Planning Organization, Chapter 14 – Bicycle and Pedestrian Program)

Training for State Bicycle and Pedestrian Coordinator (Chapter 14 – Bicycle and Pedestrian Program)

Partnering Conference (Chapter 3 – Traffic and Equipment Management, Chapter 4 – Roadway Systems, Chapter 6 – Highway Information System, Chapter 7 – Strategic Corridor Planning, Chapter 8 – Statewide Transportation Planning, Chapter 9 – Metropolitan Planning Organization, Chapter 13 – Traffic Data Forecasting, and Chapter 14 – Bicycle and Pedestrian Program)

**PRODUCTS**

Personnel with career development opportunities, improved technological skills, broadened knowledge, enhanced capabilities, and more efficient operation.

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$322,400</b>
<b>OTHER</b>	<b>\$35,000</b>
<b>TOTAL</b>	<b>\$357,400</b>

**Other**

- Other Operational Cost \$35,000  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 3**

## Traffic and Equipment Management

### **RESPONSIBLE UNIT**

Division of Planning  
Traffic and Equipment Management Branch

### **PURPOSE AND SCOPE**

The primary functions of the Traffic and Equipment Management Branch are to collect, process, and store traffic data. Traffic data is used in virtually every decision made in transportation engineering. Applications of this information include, but are not limited to: project/program planning, project selection, pavement design, safety analysis, capacity analysis, air quality assessment, and federal funding.

The Branch is comprised of two Sections: the Equipment Section and the Data Section.

The Equipment Section is responsible for the acquisition, distribution, operation, maintenance, and repair of all equipment used at traffic data acquisition stations. The Equipment Section performs site design, installations, construction inspections, and maintenance at traffic data acquisition stations throughout the state. Additional duties of Equipment Section personnel include providing technical expertise and training to District personnel and performing traffic counts as necessary.

The Data Section performs quality control for, and processes and maintains data collected from data acquisition stations located statewide. The Data Section generates several different reports from said data throughout the year. These reports are prepared for the Federal Highway Administration (FHWA), Kentucky Transportation Center (KYTC), various planning agencies, and other governmental agencies. Data is also made available for public consumption.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Maintain, update, analyze, provide assurance of data, and make available data from approximately 15,000 traffic count stations including coverage, interstate, automatic traffic recorder (ATR), weigh in motion (WIM), and ramp counts.
- Download, process, and analyze data from approximately 80 permanent ATR stations.
- With the KYTC District Offices, collect and process vehicle volume data from approximately 4,900 short-duration, portable-machine, coverage and ramp counts.
- With KYTC District Offices, collect and process vehicle volume data from approximately 1,400 short-duration, portable-machine, local-road, bridge counts.
- With KYTC District Offices, review, assign, collect, process, analyze, and distribute data from special count stations that are requested by the highway districts and other divisions. The number of special counts can vary significantly from year to year with the average being approximately 400 counts.
- Concurrent with coverage, interstate, ATR, WIM, and ramp counts, collect and process vehicle classification data from approximately 1,400 stations, which is 28% of all traffic count stations statewide to comply with the FHWA, *Traffic Monitoring Guide* recommendation of 25%-30%.
- Provide traffic data for annual FHWA required Highway Performance Monitoring System (HPMS) report.
- Update axle and monthly factors used in adjusting short term counts from data collected at ATR and vehicle classification stations.



## **CHAPTER 3**

## Traffic and Equipment Management (continued)

### **RESPONSIBLE UNIT**

Division of Planning  
Traffic and Equipment Management Branch

### **PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

- Review and analyze functionally classified local road data to validate formula used to calculate local road Daily Vehicle-Miles of Travel (DVMT).
- Update in-house databases to include any new stations or roadway alignment changes. Correct beginning and ending mile points to better represent traffic generators.
- Review, analyze, and update data summaries for vehicle weights and calculating Equivalent Single Axle Loads (ESALs).
- Complete testing and initiate final implementation of new traffic data system (TRADAS) software.
- Maintain parallel data on mainframe until full implementation of TRADAS.
- Continue to grow and maintain the WIM data program to collect, process, analyze, and submit monthly, one-week, WIM data at permanent WIM stations. Periodically calibrate WIM data collection equipment in order to assure quality data.
- Review proper operation and coverage of ATR sites. Install additional stations as necessary.
- Investigate and purchase new traffic data collection equipment to provide for safer, more efficient and more accurate methods of collection.
- Certify, repair, and maintain approximately 700 traffic data recorders.
- Inspect, repair, and maintain approximately 600 ATR and semi-permanent vehicle sensor locations.
- Track upcoming highway projects and produce plans and specifications for new and replacement traffic sensor installations for submittal into construction and pavement rehabilitation contracts.
- Update the traffic management system (TMS) as needed.
- Provide contract management and oversight of consultants assisting with field data collection and other tasks. Process and provide quality assurance of the provided counts.
- Provide traffic count technician training.

### **PRODUCTS**

- Volume and classification data from ATRs
- Volume, classification, and weight data from WIM sites
- Volume and classification data from short-duration machine counts
- Volume and classification data from special counts
- Axle and monthly factors.
- Databases containing count station and count data information
- Accurate local DVMT data for FHWA reporting through HPMS

**CHAPTER 3**

Traffic and Equipment Management

**RESPONSIBLE UNIT**

Division of Planning  
Traffic and Equipment Management Branch

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$2,550,100</b>
<b>OTHER</b>	<b>\$455,000</b>
<b>TOTAL</b>	<b>\$3,005,100</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$100,000 contract for outsourced traffic counts and sensor installations to be performed by consultant under Statewide Traffic Counting contract.
- \$175,000 for count station maintenance through district maintenance contracts.
- \$944,000 for Interstate and Arterial contract for Loop and Piezo installation and maintenance
- \$100,000 WIM Installation Maintenance, Calibration, and Collection.

**Other**

- \$250, 000 for purchase of new Traffic Data Collection Equipment
- \$100,000 for Piezos, Road Tube, and counting supplies
- \$75,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 4**

## Roadway Systems

### **RESPONSIBLE UNIT**

Division of Planning  
Transportation Systems Branch

### **PURPOSE AND SCOPE**

The Roadway Systems Team maintains the official Department of Highways records for the following: State Primary Road System (SPRS); National Highway System (NHS); Functional Classification; Designated National Truck Network (NN); Coal Haul Highway System; and Forest Highway System. The team works with Highway District Office Planning Section and Central Office Data Management staffs and other sources as available to track changes in roadways and highway systems, accomplish systems changes, and prepare official documents for approval. The team annually gathers and compiles source data on the transportation of coal by trucks in the Commonwealth of Kentucky to prepare the tables, maps and descriptive information published in the Coal Haul Highway System Annual Report and other coal transportation information.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Track roadway construction or maintenance projects to identify changes in roadways and their effect on roadway system designations.
- Adapt project design plans and use GIS software to generate maps for resolving issues of roadway system and ownership designations and for use by other branches.
- Coordinate the two-way flow of information between the Highway District planning staffs and Central Office Transportation Systems and Data Management branch staffs regarding roadway construction and ownership status.
- Generate official documentation recommending appropriate SPRS revisions to the Commissioner of the Department of Highways for approval. (KRS 177.020 and 603 KAR 3:030)
- Ensure the SPRS reflects roadways of significance, and correlates with the functional classification system and the electronic base map coverage.
- Review the Functional Classification of roadways and consult with Data Management branch and others as appropriate to ensure the system reflects roadways of significance and correlates with the SPRS and the electronic base map coverage.
- Prepare quarterly reports for publication on the internet of SPRS mileage and of the designated routes and mileage of roads in the NHS and NN systems.
- Review revisions to the SPRS to discover any modifications made necessary to other systems such as functional classification, NHS, or NN classifications.
- As requested by local public agencies or Highway Districts, review requests for revisions of functional classification, NHS and NN. As appropriate, prepare request from Cabinet to FHWA for system revision.
- As necessary or appropriate, review interstate frontage roads. Coordinate documentation by Highway District offices of suitability for transfer to local government and prepare request from Cabinet to FHWA for permission to complete transfer of property to local government.
- As necessary or appropriate, prepare and submit request for approval by AASHTO Standing Committee on Highways, U.S. Route Numbering Special Committee, for any significant change to routing of a U.S. numbered highway
- Provide all system revision information to the Data Management branch and others as appropriate.

**CHAPTER 4**

Roadway Systems (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Transportation Systems Branch

**PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

- Compile data to provide ton-mile statistics to the Governor’s Office for Local Development for coal transported on Kentucky Highways as required by KRS 177.977 and KRS 42.455.
- Publish Kentucky’s Official Coal Haul Highway System Report as required by KRS 177.977 and KRS 42.455.
- Provide the Division of Maintenance coal haul route information for their review of bridge weight limits. Develop the update of the Extended Weight Coal and Coal By-Products Haul Road System for replacement of the current system in the Highway Information System database. Prepare the Official Order for approval of the updated Extended Weight system.

**PRODUCTS**

- Official Order Changes to the State Primary Road System
- State Primary Road System Official Order Listings and Functional Classification Reports
- Quarterly Reports on internet: State Primary Road System Mileage, National Highway System routes and mileage, Designated National Truck Network routes and mileage
- GIS map files incorporating project design files for decision-making and use by other Branches
- Coal Haul System Report with associated maps and separate datasets to Department of Local Governments, KYTC Budgets and KYTC Bridge Maintenance
- Inform FHWA of modification of functional classification
- Request to FHWA for modification of National Truck Network (NN) or Official Order Change to State Designated National Truck Network
- Request to FHWA for modification of National Highway System
- Request to FHWA for permission to relinquish interstate frontage road to local government

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$671,200</b>
<b>OTHER</b>	<b>\$25,000</b>
<b>TOTAL</b>	<b>\$696,200</b>

**Other**

- \$25,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 5**

## Cartography

### **RESPONSIBLE UNIT**

Division of Planning  
Transportation Systems Branch

### **PURPOSE AND SCOPE**

The Cartography Team meets the needs of the Division, Cabinet, other state agencies, and entities outside state government for general and special purpose maps. The team creates, updates, and distributes a wide variety of standard cartographic products in electronic and/or paper format. The team creates maps depicting various analyses of highway transportation data in digital and/or printed format. They also work to develop procedural and technical standards for digital mapping.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Provide electronic mapping for all city, county, district, state, and special-purpose cartographic products.
- Maintain and publish electronic formats of cartographic products for display on the Internet.
- Update the Official State Highway Map electronic files and accomplish necessary publication. Monitor inventory at 17 locations and coordinate additional deliveries as needed.
- Create reports and exhibits for various Division projects and studies to assist transportation decision-makers in their roles.
- Provide mapping and graphic assistance to other Divisions and Departments as requested.
- Develop and provide to outside entities digital maps as requested.
- Develop and provide geographic information systems (GIS) files locating non-roadway modes of transportation.

### **PRODUCTS**

- Official Highway Map
- State Primary Road System Maps
- Functional Classification Maps
- Other Highway Data Maps (i.e., traffic counts, NHS, NN, etc. maps)
- Cabinet and Planning Project Exhibit Maps/Displays
- GIS Analyses of various data for transportation decision-making
- General and special purpose maps as requested by other agencies
- Geographic information systems (GIS) electronic files

**CHAPTER 5**

Cartography (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Transportation Systems Branch

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$458,200</b>
<b>OTHER</b>	<b>\$105,000</b>
<b>TOTAL</b>	<b>\$563,200</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$150,000 for Technical Assistance program with UK to provide Interns to help with various SPR program items.
- \$50,000 for highway map outsourced production assistance.

**Other**

- \$100,000 for Official Highway Map Publication.
- \$5,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 6**

## Highway Information System

### **RESPONSIBLE UNIT**

Division of Planning  
Data Management Branch

### **PURPOSE AND SCOPE**

The Data Management Branch responsibilities include assistance and support for maintenance of the Transportation Cabinet's Highway Information System (HIS) which includes storage of all roadway characteristic information, transportation systems information, and the Cabinet's roadway centerline Geographic Information System (GIS). The branch contributes to the KYTC Asset Management program, providing an up-to-date route network of asset location for other divisions and provides asset extraction for updates to the network. They perform a yearly Functional Class review with the Highway Districts and MPO's. They coordinate all Functional Class changes associated with state road changes and requests from external entities. They perform data collection activities for the statewide Geographic Information System (GIS) transportation layer, HPMS data, operational performance data, and roadway characteristics using data collected from Division of Maintenance Photo Van. From this information the Branch uses the Highway Performance Monitoring System (HPMS) to establish a baseline and assist with analysis for measuring highway system performance and produce the highway data submittal required annually by the Federal Highway Administration (FHWA). They provide information to the Transportation Cabinet, other governmental agencies, consultants, and private organizations via requests or by posting data to the Division's web site.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Work with the Office of Information Technology (OIT) to upgrade the HIS database to the next release of "Highways by EXOR" and deploy to other data owners within the cabinet.
- Work with OIT to assist with database upgrades that include links, functionality, and data exchange with other division databases.
- Assist with implementation of new Traffic System database including links, functionality, and data exchange between HIS and the new database.
- Assist with implementation of the photo van imaging system for data collection purposes. This will include providing up to date route network for photo location accuracy and data extraction oversight.
- Assist with cabinet wide asset management data collection and data dissemination.
- Coordinate with other divisions concerning asset management needs of HIS and TED and HIS needs of other divisions data
- Continue to develop processes and procedures to review, edit, and update Cabinet's base map and HIS database.
- Assist with testing, training, report migration, and enhancements with the HIS.
- Assist in the development and maintenance of a Cabinet GIS and maintain database network for Kentucky's public highway system.
- Update newly acquired road centerline data collected from Division of Maintenance Photo Van or central office staff using GPS collection methods or CAD design file extraction to the existing highway network. Update and verify roadway mileage, highway systems data, for use in maintaining and generating data driven maps.
- Improve and update roadway characteristic, HPMS, Performance Measure, and analysis data through Division of Maintenance Photo Van data collection project.

## CHAPTER 6

## Highway Information System (continued)

### RESPONSIBLE UNIT

Division of Planning  
Data Management Branch

### PROPOSED ACTIVITIES FOR 2012-2013 (continued)

- Perform office reviews to verify data meets the required standards and confidence levels established by this Division and FHWA.
- Provide up-to-date route network, DMI, roadway characteristics and system information through various programs.
- Conduct a statewide urban boundary review in cooperation with Highway Districts, MPO's and Local Officials
- Process and submit annual HPMS submittal.
- Perform statewide review of functional class in cooperation with Highway Districts and MPO's
- Review functional class change requests from Highway Districts and other external entities.
- Coordinate changes to the NHS and Strategic Highway Network following proper procedure for approval from FHWA and DOD
- Utilize HPMS to update Rating Indices, Capacity, and Volume/Service Flow ratio in the HIS database.
- Use HIS to measure highway system performance and assist with analyses of the Unscheduled Projects List.
- Maintain currency of HPMS software and perform changes required by federal legislation, regulations, policies, and/or guidelines, as needed to the HPMS.
- Investigate results of HPMS each year and analyze changes in processes to improve output of report.
- Assist in processing and reporting of the FHWA 534 and 536 reports.

### PRODUCTS

- Routines to extract better road information from the GPS files (i.e. vertical grade, horizontal curve)
- Queries and routines for quality control of the database concerning asset items and road information
- Database and GIS application troubleshooting when errors take place
- Database and GIS upgrades
- Other agency information loaded or linked to HIS database
- New roadway centerlines obtained through GPS technology and CAD design files and updates to both the GIS layers and HIS database
- New roadway inventory either through field collection or extracted from CAD design files to update the GIS layers and HIS database
- New roadway inventory extracted through photo van software
- Existing roadway characteristic inventory QC checks from photo van pictures
- Transportation Enterprise database updates for cabinet wide consumption of data
- Cabinet wide Asset Management updates and route locations to update other divisions
- HPMS 534 and 536 Reports
- HPMS submittal due June 15, 2011
- Reports created concerning information about transportation network stored in HIS database
- Provide Certification of Public Road Mileage by June 1



**CHAPTER 6**

Highway Information System (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Data Management Branch

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$1,346,200</b>
<b>OTHER</b>	<b>\$250,000</b>
<b>TOTAL</b>	<b>\$1,596,200</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$50,000 Special GPS Maintenance
- \$150,000 Asset Management & Support through IT
- \$135,000 to outsource for Local Road Attribute Data Collection to all of the 15 ADD's, with contracts less than \$100,000 for each
- \$110,000 Roadway Attribute Data Collection
- \$50,000 to outsource for Asset Management data extraction from photo van images
- \$50,000 for Asset Management data collection
- \$68,000 for 536 Report

**Other**

- \$100,000 for EXOR ecredits
- \$75,000 Other Operational Cost For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.
- \$75,000 computer software maintenance for upgrading HPMS.

## CHAPTER 7

## Strategic Corridor Planning

### RESPONSIBLE UNIT

Division of Planning  
Strategic Planning Branch  
Strategic Corridor Planning Team

### PURPOSE AND SCOPE

The Strategic Corridor Planning Team evaluates system and corridor needs for the state maintained roadways. It enhances and continues to update an evaluation process for prioritizing projects for consideration for inclusion in the Six-Year Highway Plan, the District Transportation Plan (Consisting of the Unscheduled Projects List) and the Unscheduled Needs List. It also conducts technical project studies consisting of large studies to Data Needs Analysis (DNA) Studies in order to perform the necessary levels of planning to develop a conceptual and draft purpose and need statement, identifies major environmental issues including environmental justice, initiates consultation with local officials, initiates agency coordination and conducts appropriate levels of public involvement. It identifies and evaluates alternatives, generates project cost estimates and recommends phasing priorities where appropriate. The team oversees outsourced activities and works with the Highway District Offices (HDOs), Metropolitan Planning Organizations (MPOs), and Area Development Districts (ADDs) as needed to complete necessary tasks. Through analysis of data, sustainable and fundable projects will be identified.

### PROPOSED ACTIVITIES FOR 2012-2013

- Continue to develop and update policy and procedures for evaluating corridor level needs.
- Conduct corridor, system, small urban area studies, data needs analyses (DNA), and other studies.
- Respond to inquiries about corridor planning issues.
- Identify, evaluate and prioritize corridor, system, and small urban area needs through data analysis and public involvement.
- Oversee outsourced activities.
- Evaluate identified needs statewide to assist in prioritizing projects for programming in the Highway Plan.

### PRODUCTS

Such Studies will include, but not be limited to the following:

- **Corridor Studies**

<u>County(ies)</u>	<u>Route</u>	<u>Item No.</u>	<u>% Activity in 2013</u>	<u>SPR Funding</u>
McCracken	US 60	01-125.00	To completion	No
Henderson, Daviess, Ohio, Butler, Warren	I-66, I-69/ I-65 Spurs	2-85.00	To completion	No
Wolfe, Breathitt, Perry	KY 15	N/A	To completion	Yes

**CHAPTER 7**

Strategic Corridor Planning (continued)

**RESPONSIBLE UNIT**Division of Planning  
Strategic Planning Branch  
Strategic Corridor Planning Team**PRODUCTS (continued)**

Jefferson	KY 1931	KIPDA #446	90 %	No
Breckinridge	KY 86	N/A	80%	Yes (in-house)

- Small Urban Area Studies

<u>County</u>	<u>SUA</u>	<u>% Activity in 2013</u>	<u>SPR Funding</u>
Shelby	Shelbyville	To completion	Yes (in-house)
Christian	Hopkinsville	90%	Yes
Barren	Glasgow	85%	Yes (in-house)

- Data Needs Analysis (DNA) Studies

A DNA study will be completed for most projects in the Highway Plan intended to be advertised for Consultant services, prior to the Advertisement.

- Priorities for Highway Plan Programming that are sustainable and fundable.

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$1,289,500</b>
<b>OTHER</b>	<b>\$20,000</b>
<b>TOTAL</b>	<b>\$1,309,500</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES****Outsourcing**

- \$750,000 to outsource for Planning Studies. FHWA will be notified when planning studies utilizing SPR funds are initiated.

**Other**

- \$20,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 8**

## Statewide Transportation Planning

### **RESPONSIBLE UNIT**

Division of Planning  
Strategic Planning Branch

### **PURPOSE AND SCOPE**

The Statewide Planning Team conducts a comprehensive statewide transportation planning process with the Area Development Districts (ADDs), Metropolitan Planning Organizations (MPOs), and the Highway District Offices (HDOs). This process includes consideration of all modes and development of a policy driven and data-based approach to identification, analysis and prioritization of needs. The team also updates a Statewide Transportation Plan (STP) as needed and ensures that the STP and STP Program are SAFETEA-LU compliant. Through these processes and partnerships, this team provides meaningful input to the Highway Plan through the Unscheduled Needs List (UNL) and District Transportation Plan (DTP).

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Review and update the STP document as needed.
- Develop and implement processes as needed to ensure SAFETEA-LU compliance.
- Coordinate with other transportation modes, land use, environmental, and other resource agencies.
- Enhance the statewide transportation planning process by including data collection and analysis, public involvement, and coordination.
- Identify, evaluate, and prioritize transportation projects through data analysis and public involvement.
- Recommend sustainable and fundable projects.
- Maintain and oversee further development of the Project Identification Form/Unscheduled Needs, the District Transportation Plan containing the Unscheduled Projects List (UPL) List and an online database for use as a tool in project prioritization and analysis.
- Coordinate with other Divisions, Districts, and Agencies and incorporate applicable plans as necessary to ensure compliance with new authorization or SAFETEA-LU extension compliance.
- Coordinate and oversee the ADD Regional Transportation Program. Coordinate and assist the Highway District Offices as they develop the District Regional Transportation Plan.

### **PRODUCTS**

- Statewide Transportation Plan updates as needed
- Unscheduled Needs List database
- Annual Work Programs and Contracts for 15 Area Development Districts
- Statewide Transportation Planning Meetings
- Individual ADD Planner Assessments
- District Regional Transportation Plan containing the Unscheduled Projects List.

**CHAPTER 8**

Statewide Transportation Planning (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Strategic Planning Branch

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$931,900</b>
<b>OTHER</b>	<b>\$35,000</b>
<b>TOTAL</b>	<b>\$966,900</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$75,000 to outsource for studies and assistance related to the Statewide Planning SPR Work Program

**Other**

- \$25,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 9**

## Metropolitan Planning Organizations

(Areas over 50,000 Population)

### **RESPONSIBLE UNIT**

Division of Planning  
Strategic Planning Branch  
MPO Team

### **PURPOSE AND SCOPE**

The MPO Team provides technical assistance to and coordination with the Metropolitan Planning Organizations (MPOs) for developing and maintaining a continuing, cooperative, and comprehensive (3C) transportation planning process. This process ensures that KYTC and local transportation projects remain eligible to receive federal funding. The scope of work is in accordance with the Unified Planning Work Program (UPWP), which describes all anticipated urban transportation and transportation-related planning activities to be performed.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Review and implement any changes to the MPO planning process as a result of an expected new federal transportation bill.
- Incorporate statewide changes and provide data, analysis, and support in implementation of new Census 2010 data within the planning process including activities such as updating the PL distribution formula for state FY 2014, coordinating the review of MPO urban boundaries, responding if new MPOs are identified, etc.
- Provide technical assistance and oversight review of MPO activities, programs, documents, models and/or tools.
- Attend technical, policy, and other committee meetings to represent the Cabinet.
- Conduct contract management and oversight for federal funds.
- Ensure consistency between local and state plans and programs.
- Coordinate with other transportation modes to obtain input on multimodal issues for the Metropolitan Transportation Plans (MTPs).
- Work with the MPOs and Highway District Offices (HDOs) on Project Identification Forms (PIFs), data collection, project evaluation and ranking, and training.
- Conduct regular statewide meetings.
- Coordinate with the Transportation Management Areas (TMAs) on the programming and tracking of dedicated Federal Statewide Transportation Program (STP) funded projects and the development of compliant Congestion Management Processes (CMPs).
- Coordinate with MPOs on air quality issues, analysis, and conformity.

### **PRODUCTS**

- Assistance to MPOs in preparing compliant Transportation Improvement Programs (TIPs), MTPs, Participation Plans (PPs), CMP's and UPWP's
- Review TIP actions and request STIP modifications to incorporate changes
- Assistance to MPOs in updating their urban boundaries
- Updated MPO PL distribution formula
- MPO UPWP contracts and administration

**CHAPTER 9**

Metropolitan Planning Organizations (continued)  
(Areas over 50,000 Population)

**RESPONSIBLE UNIT**

Division of Planning  
Strategic Planning Branch  
MPO Team

**PRODUCTS (continued)**

- MPO dedicated STP fund contracts and administration
- Statewide Transportation Planning Meetings
- Special Studies

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$521,100</b>
<b>OTHER</b>	<b>\$25,000</b>
<b>TOTAL</b>	<b>\$546,100</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$50,000 Various studies (CTPP participation, etc.), as needed.

**Other**

- \$25,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 10**

## Air Quality

### **RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch  
Air Quality Team

### **PURPOSE AND SCOPE**

The Air Quality Team will coordinate and perform analyses necessary to determine regional air quality conformity. They will also assist in the development of regulations, guidance, and best practices in order to ensure compliance and deliver transportation projects within designated non-attainment and maintenance areas.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Host and/or participate in interagency consultation calls regarding transportation conformity for updates and amendments to MTP plans, TIPs, and STIP.
- Run the current emissions model for ozone and PM2.5 regional air quality conformity analyses for Ashland and Christian County areas as well as other newly designated areas.
- Maintain a working knowledge of the guidelines for the 8-hour ozone and PM 2.5 standards, EPA's current emissions model, air quality regulations, and implementation guidance. Attend necessary meetings and conferences to stay abreast of air quality issues.
- Facilitate monthly conference calls with federal, state, and local partners to discuss timely air quality regulations and conformity issues.
- Educate KYTC staff, KYTC management, public officials, and the general public about air quality, conformity analysis, and federal guidelines and on new developments with greenhouse gas/climate change requirements. Disseminate information about the PM2.5 and 8-hour ozone standards and designation process and on new developments with greenhouse gas requirements.
- Provide VMT, speeds, and vehicle registration age/type distribution to DAQ for their development of the State Implementation Plans (SIPs) for non-attainment and maintenance areas as well as for other projects such as emissions analyses for Southeastern Modeling, Analysis, and Planning Project (SEMAP) to evaluate visibility in the Southeast
- Work with KYTC IT to develop Kentucky vehicle registration age/type distribution for use with MOVES. Review, comment, and participate during the preparation of mobile budgets for the development of the attainment demonstration and maintenance SIPs for the 8-hour ozone and PM2.5 standards designations, SIP amendments, and budget adjustments.
- Provide support to the Office of Local Government for CMAQ related issues, as needed.
- Assist District Offices with the preparation of CMAQ applications including emission calculations and documentation.
- Maintain a working knowledge of emerging issues and best practices, such as diesel emissions reduction strategies and greenhouse gases.
- Work with the freight team to address pertinent air quality issues including diesel retrofits on locomotives and emission reduction best practices at rail yards and ports.
- Implement Central Kentucky Vanpool CMAQ project if approved.
- Develop working knowledge of MOVES, EPA's current mobile emissions model.



**CHAPTER 10**

Air Quality Conformity Analysis (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch  
Air Quality Team

**PRODUCTS**

- Ozone and PM 2.5 Regional Conformity Analysis for required all non-attainment and maintenance areas
- Conforming statewide and MPO planning documents
- Data to Division of Air Quality as requested.
- Emission calculations for CMAQ, GHG/CC as needed.

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$142,800</b>
<b>OTHER</b>	<b>\$5,000</b>
<b>TOTAL</b>	<b>\$147,800</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$10,000 Greenhouse Gas/Climate Change and Land Use training
- \$30,000 Travel Time Reliability and Incidents research

**Other**

- \$5,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter

## CHAPTER 11

## Multimodal Freight Transportation

### RESPONSIBLE UNIT

Division of Planning  
Multimodal Programs Branch

### PURPOSE AND SCOPE

The Modal Team will collect data, plan, promote, and assist in the development of a multimodal and intermodal transportation system in Kentucky. The programs addressed in this chapter are public riverports, railroads, freight, and ferryboats. The team will administer and have oversight/support of TIGER I & III Grants, KSRA, and other federal or state contracts as well as serve as staff support for the Water Transportation Advisory Board.

### PROPOSED ACTIVITIES FOR 2012-2013

#### Public Riverports

- Develop Kentucky's guidelines for public riverport applications to submit to the Secretary's Office for approval. Review and approve any public riverport applications received for grants.
- Provide staff support for the Water Transportation Advisory Board.
- Plan and host Riverport Meeting as needed.
- Interface with the public riverports in the state by responding to information requests, and serving as a member of the Kentucky Association of Riverports.
- Actively participate as a member on the AASHTO Standing Committee on Water Transportation (SCOWT).
- Conduct annual on-site visits of active public riverports in the state.

#### Railroads

- Administer KYTC's TIGER Grant Project with RJ Corman Railroad.
- Administer KYTC's TIGER III Grant Project with Paducah & Louisville Railway.
- Administer Kentucky Shortline Railroad Assistance program including advertising fund availability, receiving and disseminating applications, contact administration, and project inspection.
- Assist with development and maintaining the statewide railroad GIS mapping and data set using RR GIS, RR maps, and aerial photographs. Rail maps may be used by KYTC for roadway planning and project development.
- Update the 2002 Kentucky Statewide Rail Plan to meet current requirements (From the Passenger Rail Investment and Improvement Act (PRIIA) of 2008).
- Participate in various rail studies and research with KYTC involvement.
- Collect railroad annual reports and rail accident/incident reports as directed in 603 KAR 7:090.
- Actively participate as a member on the AASHTO Standing Committee on Rail Transportation (SCORT), American Railway Engineering and Maintenance-of-Way Association (AREMA), American Short Line & Regional Railroad Association (ASLRRA), and Kentucky Operation Lifesaver.
- Monitor, track, and distribute information about railroad line abandonments in Kentucky.
- Review need to update the 1999 passenger rail feasibility study as needed.
- Respond to public inquiries on passenger and freight rail issues.

## CHAPTER 11

Multimodal Freight Transportation (continued)

### RESPONSIBLE UNIT

Division of Planning  
Multimodal Programs Branch

### PROPOSED ACTIVITIES FOR 2012-2013 (continued)

#### Freight

- Provide technical assistance and disseminate information to MPOs, ADDs, HDOs, and project teams regarding freight movement, planning, and safety.
- Evaluate, receive, and update freight data from MPOs, ADDs, and HDOs as needed.
- Participate in regional freight planning efforts.
- Continue involvement with Mid-America Freight Coalition (MAFC), Institute for Trade and Transportation Studies (ITTS), and National Cooperative Freight Research Program (NCFRP).
- Visit intermodal sites and communicate with rail, water, and road modes to identify freight-related needs and concerns involving highways.
- Continue developing relationships with Economic Development to identify and promote intermodal freight needs.
- Research, prepare, and populate information for FHWA Intermodal Connector Assessment Tool (ICAT).

#### Ferryboats

- Coordinate the Kentucky Ferryboat program.
- Share information concerning Ferryboat Discretionary Fund (FBD) Grant program. Review and prioritize applications received for submitting to the State Highway Engineer's Office and the Secretary's Office for approval. Administer FBD funds. FHWA will be provided all applications for review and approval.
- Administer FBD Grants for Kentucky ferry boats.
- Plan and host the Ferryboat Meeting as needed
- Conduct annual on-site visits of Kentucky Ferryboat Operations.

### PRODUCTS

- Revised riverport application guidelines.
- Updated Statewide Rail Plan
- Updating railroad GIS database and maps for KYTC purposes
- Working ferryboat operations, contracts, site inspections, and invoice review/approval
- ICAT documentation
- FBD awards administered.
- Annual Waterways meeting as needed
- RJ Corman TIGER Grant administration
- Paducah & Louisville Railway TIGER III administration
- Kentucky Shortline Railroad Assistance administration.
- Water Transportation Advisory Board staff support.

**CHAPTER 11**

Multimodal Freight Transportation (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$171,200</b>
<b>OTHER</b>	<b>\$40,000</b>
<b>TOTAL</b>	<b>\$211,200</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$75,000 Rail Plan

**Other**

- \$5,000 Operation Lifesaver
- \$10,000 Other Operational Cost  
For items such as travel, mileage, equipment, and other costs directly associated to the completion of this work chapter
- Tombigbee Waterway Dues are paid through Regional Planning (EA51 General Fund \$50,000).
- \$25,000 Mid-America Freight Coalition, an AASHTO subcommittee paid as a pooled fund study.
- \$64,000 Institute for Trade and Transportation Studies, a SAASHTO subcommittee paid as a pooled study. Institute For Trade and Transportation Studies 5 Year Commitment of 64,000. \$200,000 paid in advance in 2FY 2012 to cover 3 years and \$8,000 in 4<sup>th</sup>. First of 5 Years Commitment.

## CHAPTER 12

## Congestion and Mobility Analysis

### RESPONSIBLE UNIT

Division of Planning  
Multimodal Programs Branch

### PURPOSE AND SCOPE

Congestion mitigation and smooth traffic flow is important for continuing safe, efficient operation of Kentucky's roadways. During the normal transportation planning processes, traffic congestion is routinely considered when selecting and prioritizing long range planning projects. Therefore, the Congestion and Mobility Management Team will work to improve the planning methods, strategies, and policies used by KYTC and local planning organizations that lead to a more efficiently planned multimodal transportation system for Kentucky.

### PROPOSED ACTIVITIES FOR 2012-2013

#### Measure Mobility & Identify Congestion

- Continue efforts to analyze 2010 and 2011 non-factored speed data for freeways and arterials statewide.
- Acquire 2012 non-factored speed data for freeways and arterials statewide.
- Analyze resulting speed data and develop travel time index for all segments and all years.
- Choose, based on the real data, representative periods to determine free-flow speeds.
- With free-flow established, develop a travel-time index formula.
- Develop a web-based query formula for the processed data for public-agency users.
- Using acquired speed data, continue research efforts to develop mobility performance measures compatible with the speed data and HPMS traffic volumes.
- Assist TMAs to develop and implement performance measures into their congestion management process.
- Refine the mobility component of the Adequacy Rating System using new performance measures. Assist planners and designers in using mobility measures in studies and projects.
- Fund participation in the Texas Transportation Institute's (TTI) pooled-funded Urban Mobility Study. There are several elements of research that affects measuring mobility.

#### Provide Information and Educate about Congestion Management Measures

- Update and maintain the web-based Kentucky Congestion Mitigation Toolbox.
- Continue the update of the Planning Units (planning & zoning) GIS database.
- Maintain a park and ride GIS database of existing assets.

**RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch

**PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

**PRODUCTS**

- Maps and database of mobility measures on freeways and arterials
- Updated Congestion Toolbox website
- Updated Park and Ride GIS Database
- Updated Planning Unit Database
- Creation of a new Statewide Vanpool Program, if approved by the Secretary

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$112,300</b>
<b>OTHER</b>	<b>\$15,000</b>
<b>TOTAL</b>	<b>\$127,300</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$55,000 for analysis of speed (mobility) data for calendar year 2012

**Other**

- \$5,000 Other Operational Cost  
For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.
- \$10,000 for 2011 for TTI Urban Mobility Study (pooled-fund study)

## **CHAPTER 13**

### Traffic Data Forecasting Statewide Traffic Model

#### **RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch  
Forecasting and Modeling Team

#### **PURPOSE AND SCOPE**

The Forecasting and Modeling Team will maintain traffic trends, provide current and projected traffic volume estimates for planning, project development, operations, and other purposes. They will update and maintain local, regional, and statewide traffic models (KySTM). They will collect, process, and assemble data for determining route location or relocation, selecting among alternate routes, or as input into KySTM.

#### **PROPOSED ACTIVITIES FOR 2012-2013**

- Prepare traffic estimates for planning studies, design projects, road user costs, maintenance, and other purposes, as needed.
- Administer statewide traffic forecasting contracts and provide quality review for traffic projections prepared by the MPOs and Project Development consultants.
- Maintain databases that track traffic forecasts and traffic forecast parameters. Make databases available to other users and offices. Maintain the traffic forecasting web page as a tool for other users.
- Maintain and update internal traffic forecasting tools (e.g. ESAL spreadsheets; turning movement spreadsheets).
- Provide future year forecasting of K-factors/D-factors for the Highway Performance Monitoring System (HPMS) and compare result with TRADAS outputs.
- Participate in Regional Forecaster User's Group. This group includes forecasters from surrounding states that are trying to identify the state of practice for traffic forecasts.
- Host/Facilitate the Traffic Model Users Group and a TransCAD workshop for traffic forecasters and traffic modelers composed of members from government, academia, and the private sector.
- Participate in Caliper workshops held at adjacent States, foster a peer exchange with such agencies regarding statewide model and regional models.
- Calibrate the KySTM model to 2010 conditions including the incorporation of socio-economic data from existing county-wide models. Forecast future KySTM to 2040. Document the process.
- Update the Lexington MPO model to 2010 conditions including the incorporation of socio-economic data from existing county-wide models. Forecast future Lexington MPO model to 2040. Document the process.
- Build the Boyle County model to 2010 conditions including the incorporation of socio-economic data from available sources. Forecast future Boyle County model to 2040. Document the process.
- Conduct studies to better calibrate and validate models. Extend peer review of large MPO models and coordinate model updates as needed for small MPO models.
- Investigate speed data collected for congestion's travel time indices for use in travel demand models.

**CHAPTER 13**

Traffic Data Forecasting (continued)  
Statewide Traffic Model

**RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch  
Forecasting and Modeling Team

**PROPOSED ACTIVITIES FOR 2012-2013 (continued)**

- Identify areas needing an area-wide model. Develop small area and county-wide models using a standardized interface.

**PRODUCTS**

- Corridor or other traffic forecasts
- District Office coordination regarding models and forecasts
- Travel Time and Road User Cost Studies
- Traffic forecast factors for HPMS
- Updated tools for consultants and District (e.g. ESAL Calculator; look-up tables)
- Various City/County/MPO & Statewide Traffic Models such as, but not be limited to the following:
  - Boyle County
  - Lexington Area MPO model
  - Validation and Calibration of new and existing Statewide models

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$430,900</b>
<b>OTHER</b>	<b>\$20,000</b>
<b>TOTAL</b>	<b>\$450,900</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Outsourcing**

- \$200,000 for County-Wide Traffic models (outsource)
- \$150,000 for update of Lexington MPO model (PL Funds)
- \$50,000 for creation of Boyle County model

**Other**

- \$5,000 Other Operational Cost



**CHAPTER 13**

Traffic Data Forecasting (continued)  
Statewide Traffic Model

**RESPONSIBLE UNIT**

Division of Planning  
Multimodal Programs Branch  
Forecasting and Modeling Team

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES (continued)**

- For items such as equipment and software directly associated to the completion of this work chapter.
- \$15,000 TransCAD & TransModeler Workshops  
For items such as travel, mileage, registration, and other costs directly associated with attending Caliper training sponsored by adjacent State Transportation Agencies and sponsoring an advanced TransCAD workshop

## **CHAPTER 14**

## **Pedestrian and Bicycle Program**

### **RESPONSIBLE UNIT**

Division of Planning  
Modal Programs Branch

### **PURPOSE AND SCOPE**

The team will coordinate the state's Bicycle and Pedestrian Program, continue develop a statewide bikeway system, and work within Transportation and other Cabinets. They will work to expand non-motorized transportation opportunities in Kentucky by providing assistance to state and local governments and other groups, as requested. This assistance will be in the form of technical advice, development of plans, and coordinating studies. The responsibility of the Kentucky Pedestrian and Bicycle Coordinator is to prepare, assist, and promote bicycle and safety programs throughout the state and to work with project teams to recommend opportunities for bicycle-pedestrian facilities for proposed highway improvements. The Bicycle and Pedestrian Coordinator will also act as secretariat for the Kentucky Bicycle and Bikeway Commission to provide assistance to the general public, municipal governments, and other state agencies in the planning and development of bicycle and pedestrian facilities and programs.

The Bicycle and Pedestrian team will coordinate with the Cabinet for Tourism, Arts and Heritage, the Governor's Office of Local Development as well as the Cabinet for Health and Family Services to promote pedestrian and bicycle travel as well as recreational trail and Adventure Kentucky programs. Promote livability through biking and walking.

The Office of Local Programs coordinates several programs that support and encourage bicycling and walking as viable forms of transportation. The team will coordinate with them, especially in regards to Safe Routes to School, Scenic Byways, Transportation Enhancements, Recreational Trails, and CMAQ programs.

### **PROPOSED ACTIVITIES FOR 2012-2013**

#### **Planning**

- Assist local governments in the development of local bicycle and pedestrian network facilities and plan using bikeability and walkability audits.
- Participate in the KYTC Strategic Safety Plan implementation.
- Participate in FHWA Pedestrian Fatality Focus Study for Louisville and Kentucky.
- Revise and update the statewide bike tour system and associated maps.
- Review and update the Kentucky Bicycle and Pedestrian Plan. Review and revise the Kentucky Pedestrian and Bicycle Travel Policy, as needed.
- Investigate the possible implementation of a TCOB State Employee bike Sharing Program for lunch and break uses in the Frankfort Area.

## CHAPTER 14

## Pedestrian and Bicycle Program (continued)

### RESPONSIBLE UNIT

Division of Planning  
Modal Programs Branch

### PROPOSED ACTIVITIES FOR 2012-2013 (continued)

#### Engineering and Projects

- Answer requests concerning planning and design guidelines regarding pedestrian and bicycle facilities and provide review of bicycle and pedestrian projects and facilities with KYTC's HDO and CO Divisions, ADDs, MPOs, and local government.
- Review the list of proposed resurfacing projects for opportunities to improve biking and walking facilities through restriping and other improvements as part of Maintenance activities.
- Review Share the Road sign requests for applicability and proper system placement.
- Develop in coordination with HDO, Maintenance, Traffic Operations, Design, and Planning Share the Road sign procedures for review, placement, and maintenance.
- Provide and assist with implementation of the Lane Reconfiguration Guide to KYTC district Maintenance and Traffic staff. Update as need with their input.
- GIS applications- Develop and maintaining a GIS of bicycle and pedestrian network facilities and plans statewide
- Obtain any federal, state, local, or private funds available to the cabinet.

#### Education & Enforcement

- Provide technical training that includes pedestrian and bicycle design to planners, designers, local governments, and other KYTC staff statewide.
- Provide training to HDO, ADD, MPO, and local staffs on how to conduct a walkability and bikeability audits as requested.
- Facilitate public education of non-motorized modes of transportation, as opportunity arises.
- Work with local law enforcement to promote education and enforcement of pedestrian and bicycle safety laws.
- Coordinate with the Office of Local Government.
- Citizen responses-Respond to citizens' need for information, maps, bike routes, walking trails, availability of funds for projects.
- Information Clearinghouse-Provide latest research, methods, criteria to CO Divisions, ADDs, MPOs, and local government.
- Website-Maintain [www.bikewalk.ky.gov](http://www.bikewalk.ky.gov) website

#### Kentucky Bicycle and Bikeways Commission (KBBC)

- Plan quarterly KBBC meetings
- Prepare agenda before each KBBC meeting and minutes after each KBBC meeting.
- Assist KBBC on communications and technical matters
- Assist in facilitating the Paula Nye Education Grant program.

**CHAPTER 14**

Pedestrian and Bicycle Program (continued)

**RESPONSIBLE UNIT**

Division of Planning  
Modal Programs Branch

**PRODUCTS**

- Local pedestrian and bicycle master plans, as needed
- Updated bicycle and pedestrian brochures and promotional materials
- Updated statewide bicycle tour maps
- Pedestrian and Bicycle technical training course
- Walkability/Bikeability Audit training course
- Quarterly KBBC meetings
- NYE Grant status reports.

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$88,700</b>
<b>OTHER</b>	<b>\$37,500</b>
<b>TOTAL</b>	<b>\$126,200</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

**Other**

- \$10,000 Pedestrian and bicycle training course instructor
- \$2,500 for attendance of national conference
- \$10,000 for Kentucky Bicycle and Bikeway Commission meetings.
- \$5,000 for Bicycle and Pedestrian Brochures and Bicycle Route Tour Guides
- \$5,000 for Bicycle and Pedestrian Promotional Items (bike lights, reflectors, pedometers)
- \$5,000 Other Operational Cost

For items such as travel, mileage, equipment and other cost directly associated to the completion of this work chapter.

## **CHAPTER 15**

## Highway Safety Improvement Program

### **RESPONSIBLE UNIT**

Division of Traffic Operations  
Traffic Engineering Branch  
Highway Safety Improvement Program Team

### **PURPOSE AND SCOPE**

The Highway Safety Improvement Program (HSIP) Team evaluates, develops, and implements safety improvements on all roadways. It enhances and continues to update an evaluation process for prioritizing projects for consideration for inclusion in the Highway Safety improvement Program. It also conducts Road Safety Audit Reviews performing the necessary levels of evaluation to identify and develop a conceptual purpose and need statement of safety issues needs. It identifies and evaluates alternatives, generates project cost estimates and recommends phasing priorities where appropriate. The team oversees outsourced activities and works with the other Division and Agencies as needed to complete necessary tasks.

### **PROPOSED ACTIVITIES FOR 2012-2013**

- Continue to develop and update procedures for evaluating safety needs.
- Conduct Roadway Safety Audit Reviews.
- Respond to inquiries about safety issues.
- Identify, evaluate and prioritize safety needs through data analysis and public involvement.
- Evaluate identified needs District wide/Statewide to assist in prioritizing projects for programming in the Highway Safety Improvement Program.

### **PRODUCTS**

- Crash Analysis
- Road Safety Audit Reviews
- Alternatives Studies
- Feasibility Studies
- Special Studies
- Environmental Studies
- Utility Studies
- Project Estimates
- Priorities for Highway Safety Improvement Program

**CHAPTER 15**

Highway Safety Improvement Program (continued)

**RESPONSIBLE UNIT**

Division of Traffic Operation  
Traffic Engineering Branch  
Highway Safety Improvement Program Team

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$500,000</b>
<b>OTHER</b>	
<b>TOTAL</b>	<b>\$500,000</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

Provide \$25,000 to each of 12 Districts to administer the Highway Safety Improvement Program (HSIP), including planning, implementation, evaluation, and reporting.

## **CHAPTER 16**

## Value Engineering and Quality Assurance

### **RESPONSIBLE UNIT**

Division of Highway Design  
Quality Assurance Branch

### **PURPOSE AND SCOPE**

The Quality Assurance Branch (QAB) includes three programs: Value Engineering (VE), Constructability Review and Post-Construction (PC) Review. The purpose for this Branch is to ensure that federal guidelines are met and to improve Kentucky Transportation Cabinet's (KYTC) design deliverables and its policy, processes and procedures through early intervention in preparation and planning. Below is a brief scope of each program:

The Value Engineering (VE) program was established in 1995 as an independent review process to examine potential ways to improve a project's design or reduce its cost. A VE study may be done for any project, but federal regulations require that a VE study be conducted on highway projects over \$25 million and bridge projects over \$20 million on the National Highway System (NHS). These cost thresholds include the summation of all project development costs: design, environmental, right-of-way, utility relocation, and construction. Recommendations developed in a VE study are shared with the project development team to consider for implementation.

Constructability Review program is a work in progress. It has traditionally consisted of formal meetings prescribed by the Project Manager during the design phase as spelled out in the KYTC's Design Manual. However, due to declining levels of personnel, in the last several years constructability reviews have only been completed on a selected number of projects. Therefore, in order to address potential constructability issues on a broader range of projects, the Constructability Review Program is undergoing a revamping process. Currently it has been tasked to review all projects throughout the state while in "Design" phase for two "red-flags" – Maintenance of Traffic (MOTs) and horizontal/vertical alignments for roadways and structures. Along with these two topics, QAB is currently compiling an annual check list comprised of other "red-flag" issues that frequently reoccur during the plan review process. The follow-up action is to present these items at our Annual ACEC/FHWA/KYTC Partnering Conference. The attendees are usually roadway and structure designers in the state of Kentucky gathering to share an all-encompassing transportation experience. Furthermore, this venue will facilitate discussions on items that need to be addressed. Another follow-up action will be to meet with Cabinet Officials to propose recommendations and changes to our internal processes for the betterment of the Cabinet.

Post-Construction Review (PCR) program is a cyclic process. Projects that meet the criteria of over \$1 million dollars (state and federally funded) and have been open to the public for approximately one year are solicited from the District's Transportation Engineer Branch Managers (TEBM) in July and August. The target is 4 projects per district per fiscal year. There is a possibility to review more and smaller projects in the future. Meetings are scheduled from August to April. Consultants, Contractors, Federal Highway Administration (FHWA) and KYTC Personnel are invited and provided prior information such as documented change orders.

## CHAPTER 16

## Value Engineering and Quality Assurance (continued)

### RESPONSIBLE UNIT

Division of Highway Design  
Quality Assurance Branch

### PURPOSE AND SCOPE (continued)

During these meetings, it is discussed how the project(s) progressed and what were the major issues that arose. The attendees participate as a team to identify collective solutions for the relevant issues. After the meeting, a draft Fact Sheet for each project is created and sent back to the participants for review. Once finalized, the Fact Sheet is distributed among Cabinet Personnel, FHWA Personnel and an American Council for Engineering Companies of KY (ACEC-KY) Organizer. Following the completion of the team meeting and data collection phases, data entry of the issues/solutions are inputted to the Lessons Learned GIS geodatabase. (The other programs are compiled into this database at different intervals throughout the year). The collection of data may also substantiate follow up meetings or contacting those who can make decisions to improve/change/revise the design process to improve overall quality and cost saving in future projects.

### PROPOSED ACTIVITIES (Annually)

- Continue to develop and update policy and procedures for all aspects of each program.
- Conduct mandated Value Engineering studies to meet federal guidelines.
- Conduct Post-Construction Reviews in their prescribed cycle.
- Conduct Constructability Reviews to improve quality of designs and enhance efficiency of work flow during the construction phase.
- Collect data for the 3 program datasets to include in the Lessons Learned GIS geodatabase.
- Provide technical assistance from the programs to identify, evaluate and prioritize needs for improvements and coordinate those recommendations within the Cabinet through the collection and analysis of data.
- Ensure consistency and quality of design products delivered by the Cabinet.
- Train in-house and consultant personnel on findings for the betterment of designs and design processes.
- Oversee outsourced activities.

### PRODUCTS

- VE Studies
- VE Check Lists
- VE Punch Lists
- VE Project Database
- VECF Database
- Post-Construction Review Fact Sheets
- Post-Construction Review Database
- Constructability Review Database
- *Quality Matters* Newsletter
- Lessons Learned Geodatabase



**CHAPTER 16**

Value Engineering and Quality Assurance (continued)

**RESPONSIBLE UNIT**

Division of Highway Design  
Quality Assurance Branch

**PRODUCTS (continued)**

- Lessons Learned Mapping
- Annual Reports from all Programs
- Special Studies

**DISTRIBUTION OF ESTIMATED COST FOR 2012-2013**

<b>PERSONNEL</b>	<b>\$325,000</b>
<b>OTHER</b>	<b>\$175,000</b>
<b>TOTAL</b>	<b>\$500,000</b>

**ESTIMATED OUTSOURCING EXPENSES AND PURCHASES**

- \$175,000 to outsource but not limited to the following: Other VE studies that are state funded, Value Engineering Training, SAVE International Membership fees, SAVE International Annual Conferences, AASHTO VE Committee Conferences, Transportation Research Board (TRB) attendance and participation in TRB committees, research or assistance related to Quality Assurance and Quality Control. (FHWA will be notified in advance when the Quality Assurance Branch needs utilize the funds when initiated.)