

Appendix A

Map of KY Designated National Truck Network

Project Identification Form (PIF)

Federal Register Notice by FHWA

Official Order 110134

KENTUCKY DESIGNATED NATIONAL TRUCK NETWORK (NN)

(For use by increased dimension or STAA trucks)

A listing of the Designated Network can be obtained at:
<http://transportation.ky.gov/Planning/Pages/National-Truck-Network.aspx>

or by writing:
 Kentucky Transportation Cabinet
 Division of Planning
 200 Mero St., 5th Floor
 Frankfort, KY 40622

Federal Authorized Route
 Multilane highway
 Two lane highway

State Authorized Route
 Multilane highway
 Two lane highway

- AU** Audubon Parkway
- BG** Martha Layne Collins Bluegrass Parkway
- LN** Louie B. Nunn Cumberland Parkway
- HR** Hal Rogers Parkway
- MTN** Bert T. Combs Mountain Parkway
- EB** Edward T. Breathitt Pennyrile Parkway
- JC** Julian M. Carroll Purchase Parkway
- WN** William H. Natcher Parkway
- WK** Wendell H. Ford Western Kentucky Parkway

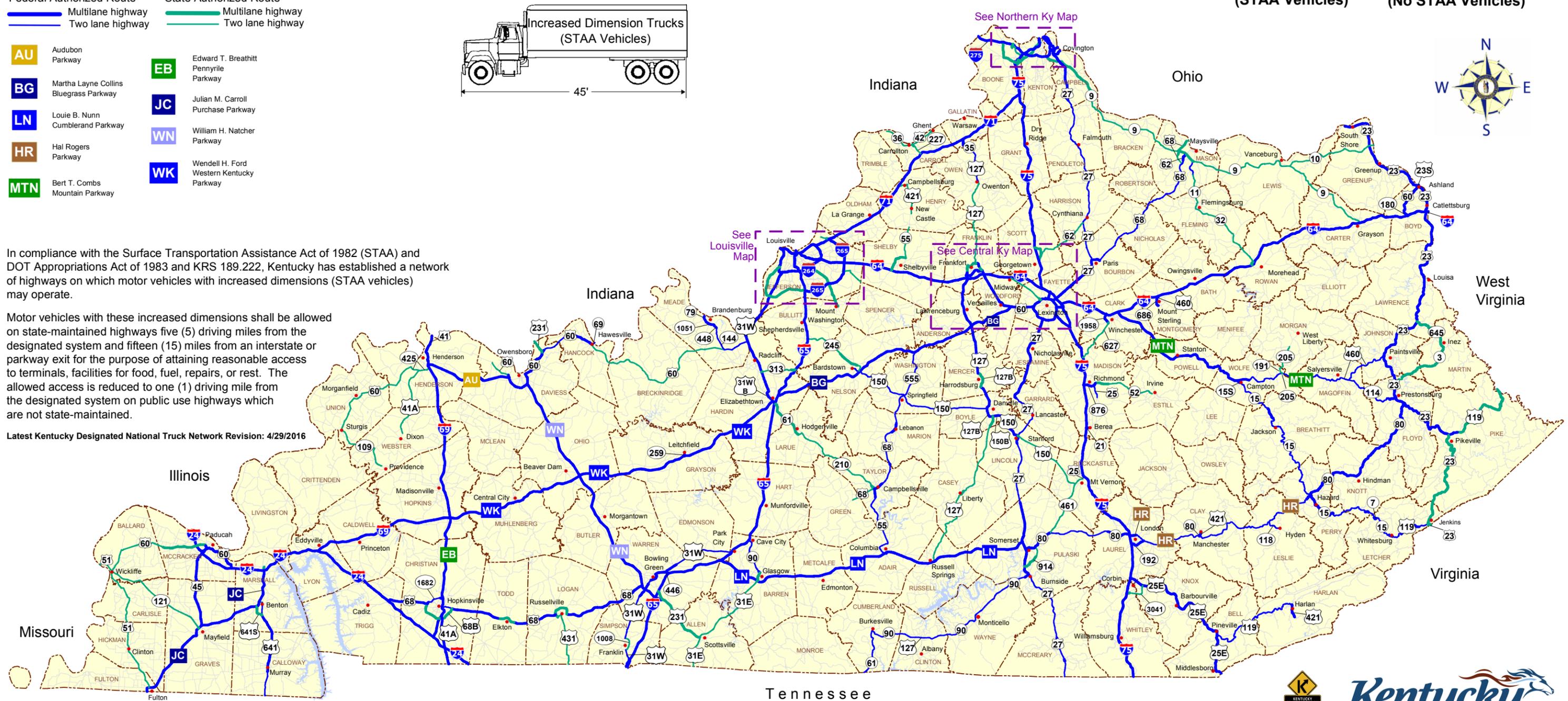
In compliance with the Surface Transportation Assistance Act of 1982 (STAA) and DOT Appropriations Act of 1983 and KRS 189.222, Kentucky has established a network of highways on which motor vehicles with increased dimensions (STAA vehicles) may operate.

Motor vehicles with these increased dimensions shall be allowed on state-maintained highways five (5) driving miles from the designated system and fifteen (15) miles from an interstate or parkway exit for the purpose of attaining reasonable access to terminals, facilities for food, fuel, repairs, or rest. The allowed access is reduced to one (1) driving mile from the designated system on public use highways which are not state-maintained.

Latest Kentucky Designated National Truck Network Revision: 4/29/2016

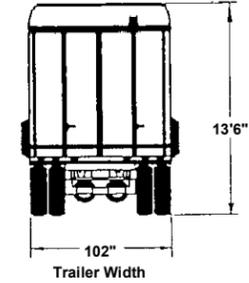
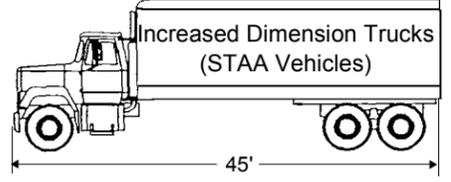
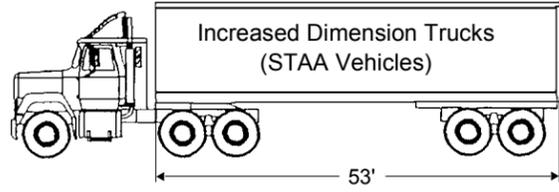
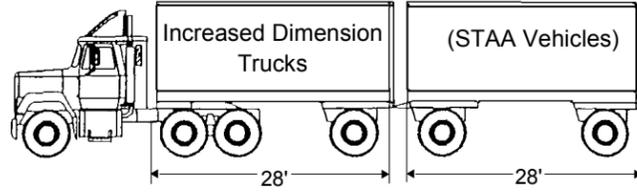
Illinois

Missouri



Tennessee

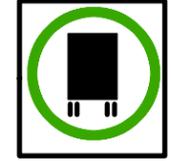
Virginia



Increased Dimension Trucks (STAA Vehicles)

Weight
 Single axle weight: 20,000 pounds
 Tandem axle weight: 34,000 pounds
 Gross vehicle weight : 80,000 pounds
 Compliance with the Federal Bridge Formula

National Truck Network (NN) Signs



Designated Truck Network Route (STAA Vehicles)



Increased Dimension Trucks Prohibited (No STAA Vehicles)



PIF - Control Number: 07 003 D0151 1.00

General Info

Requestor Name: Status: Active
Requestor Title: Mode: Highways
Requested By Date: 8/11/2008 12:00:00 AM Type: Major widening
Form Completed By: B. Duncan / R. Turner ADD: BLUEGRASS
Title / Organization: BGADD / KYTCD7 MPO:
Form Completed Date: 6/21/2010 12:00:00 AM Urban Area: Rural
District: 7 Parent Control No: 07 003 D0151 1.00
County: Anderson RSE Unique No: 003-KY-0151 -000
Prefix: KY State System:
Route No: 151
Route Type: D
Suffix:
BMP: 0.000
EMP: 4.587

BMP	EMP	SPRS
0	4.5870	State Primary (Other)

Functional System:

BMP	EMP	FC
0	1.4730	Urban Minor Arterial Street
1.4730	4.5870	Rural Minor Arterial

Length: 6.728

Existing Studies: NONE

Purpose Statement: Reconstruct KY 151 from US 127 in Anderson County to I-64 in Franklin County.

Regional Goal: To promote the safe and efficient movement of people, goods, and services to benefit all of the residents of the region.

Last Updated By: bret.blair

Last Updated Date: 6/29/2015 10:36:51 AM

Highway Network:

Non NHS:	True	NHS:	False	NN:	False	Scenic Way:	False
Coal Haul:	False	Bike:	False	Forest:	False	Strahnet:	False
Ext Weight:	False	ADHS:	False				

ROW

Average Width:

Source:

HIS:	False	Plans:	False	Microfilm:	False
Other:	False				

Current Primary Use:

Industrial:	False	Commercial:	False	Residential:	True	Farmland:	True
Other:	False						

Project may require additional R/W: True

Possible Number of Relocations:

Homes: 0 Businesses: 0

Comments: Number undermined

Utilities

Existing Utilities:

Electrical:	True	Gas:	True	Telephone:	True	Cable:	True
Sewer:	True	Water:	True	ITS:	False	None:	False
Other:	False						

Project may require Utility Relocations: True

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

Project may affect established Business, Commercial, or Industrial districts: False

Economic impacts on regional / local economy: True

Development:	True	Tax Revenues:	True	Emp Opportunity:	False
Retail Sales:	False	Other:	True		

Comments: Access to I-64 for trucks and access to National Truck Network

Direct access to major points of interest: False

Nat'l / St Parks:	False	Monuments:	False	Amusement Parks:	False
Historic Sites:	False	US Public Land:	False	Other:	False

Comments:

Direct access to major traffic generators: True

Shopping Centers:	False	Schools:	False	Industries:	False
Military Installations:	False	Other:	True		

Comments: Benson Valley Landfill in Franklin County

Multimodal

This Project is a Candidate for:

Bicycle Paths:	False	Sidewalks:	False	Shared-Use Paths:	False
Park / Ride Lots:	False	N/A	True		

Project Improves Direct Access to:

Airports:	False	Railways:	False	Riverports:	False
Trucking Routes:	True	N/A	False		

Type of Public Transportation Available:

Fixed Routes: False Demand Response: True

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion: False

Travel Patterns (vehicular, commuter, bicycle, pedestrian): False

Household relocations: False

Elderly, disabled, nondrivers, minorities, low-income persons: False

No adverse effects to neighborhoods apparent: True

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams: True Wetlands: False Floodplain: False

Wildlife Managed Areas: False Historic Properties: False Cemeteries: False

Schools: False Churches: True Endangered Species: False

Public Land / Park: False Noise Impact: False Arch. Sites: False

NR Properties: False Potential NR Properties: False

Other:

Potential Contaminated
Sites:

Gas Stations: True

Landfills: False

Auto Repair: False

Junkyards: False

Other:

Comments:

Air Quality

Maintenance or Nonattainment Area: False

Ozone: False

PM: False

Adds through Lane Capacity: True

Congestion Management Plan: False

Project is included in TIP/STIP: False

Comments:

Cost Estimate

PIF #: 07 003 D0151 1.00

Revision #: 4

BMP: 0.000

EMP: 4.587

Last Updated By: bret.blair

Last Updated Date: 8/3/2015 3:29:58 PM

Estimate Class: Ranking Process

Per Mile: False

Terrain:	BMP	EMP	Terrain
	0	0.4770	Flat
	0.4770	1.4730	Flat
	1.4730	4.1750	Flat
	4.1750	4.5870	Flat

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2016			

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2018			

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2018			

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2018			

Original Estimate:

Planning:	\$0.00
Design:	\$1,750,000.00
Right of Way:	\$5,000,000.00
Utilities:	\$5,000,000.00
Construction:	\$20,000,000.00
Total Cost:	\$31,750,000.00

Estimate Procedure Used:

Attachments:

Location Map: False Photograph(s): False Others: Sheet showing Cost Estimate: False

Comments:

Highway ATT

PIF #: 07 003 D0151 1.00

BMP: 0.000

EMP: 4.587

Last Updated By: bret.blair

Last Updated Date: 7/8/2015 10:10:43 AM

Needs Statement:

Adequacy Rating Range

	From:	To:		
Adequacy Rating:	85.50	93		
CRF:	0.4680	0.8950		
IRI:	85	194		
V/SF:	0.24	0.34		
ADT:	(YR - 2013) - 4588	(YR - 2014) - 7153		
% Trucks (Single):	5.5580	5.5580		
% Trucks (Combination):	6.5640	6.5640		
Speed Limit:	35	55		
ProjectedADT (HDO)/Year:	Coming Soon	% Growth:	Coming Soon	ProjectedADT: Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
0	0.4770	Partial
0.4770	4.5870	By Permit

Proposed Access Control: Partial

Lane Width:	BMP	EMP	WIDTH	LANES
	0.4770	4.1750	11	2
	0	0.4770	12	2
	4.1750	4.5870	12	2

Proposed Lane Width: 12

Proposed Lanes: 2

MedianType:	BMP	EMP	WIDTH	TYPE
	0	4.5870	0	None

Proposed Median Type: None

Proposed Median Width: 0

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
0	0.4770	10	Paved w/ Bituminous Material	CR
0	0.4770	10	Paved w/ Bituminous Material	NR
0.4770	4.16	4	Combination	CR
0.4770	4.16	4	Combination	NR
4.16	4.51	9	Paved w/ Bituminous Material	CR
4.16	4.51	9	Paved w/ Bituminous Material	NR
4.51	4.5870	10	Combination	CR
4.51	4.5870	10	Combination	NR

Proposed Shoulder Type: Paved w/ Bituminous Material

Proposed Shoulder Width: 8

No. of Bridges: 0

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: True

SYP: False

Resurface: False

Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	6/21/2010 1:33:43 PM	bruce.duncan
Active	10/18/2011 10:27:41 AM	ricky.sizemore
Active	10/27/2011 1:32:40 PM	ricky.sizemore
Active	10/27/2011 3:49:56 PM	Ricky.Sizemore
Active	8/9/2013 2:22:44 PM	ricky.sizemore
Active	6/29/2015 10:36:51 AM	bret.blair

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	HIGH	0			sowjanya.burugu palli	3/10/2010 12:53:50 PM
REGIONAL	2001	HIGH	0			sowjanya.burugu palli	3/10/2010 12:54:17 PM
DISTRICT	2001	MEDIUM	0			sowjanya.burugu palli	3/10/2010 12:55:15 PM
LOCAL	2003	MEDIUM	0	3		sowjanya.burugu palli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burugu palli	3/10/2010 2:26:12 PM
DISTRICT	2003	MEDIUM	0	3		sowjanya.burugu palli	3/10/2010 2:29:01 PM
LOCAL	2005	HIGH	0			sowjanya.burugu palli	4/5/2010 11:21:25 AM
REGIONAL	2005	HIGH	0			sowjanya.burugu palli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugu palli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	1			sowjanya.burugu palli	4/5/2010 1:15:00 PM

REGIONAL	2007	HIGH	4			sowjanya.burugu palli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	24			sowjanya.burugu palli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	1			sowjanya.burugu palli	4/5/2010 4:29:45 PM
REGIONAL	2009	HIGH	5			sowjanya.burugu palli	4/5/2010 4:30:32 PM
DISTRICT	2009	HIGH	19			sowjanya.burugu palli	4/5/2010 4:31:01 PM
REGIONAL	2009	HIGH	5	3	5	bruce.duncan	8/30/2010 8:30:11 AM
REGIONAL	2011	HIGH	6	3	6	bruce.duncan	6/22/2011 8:31:56 AM
DISTRICT	2011	HIGH	7	3	7	ricky.sizemore	5/21/2013 11:31:06 AM
REGIONAL	2013	NONE	5		5	chris.chaney	7/31/2013 10:38:35 AM
REGIONAL	2013	NONE	5	3		chris.chaney	7/31/2013 10:38:59 AM
LOCAL	2013	NONE	1			chris.chaney	7/31/2013 10:39:20 AM
DISTRICT	2013	NONE	5			dal.harper	8/8/2013 3:25:33 PM
DISTRICT	2013	NONE	4	3	5	ricky.sizemore	8/9/2013 2:23:54 PM
LOCAL	2015	NONE			2	chris.chaney	3/20/2015 8:39:06 AM
STATE	2015	NONE	42			ETLUSER	5/4/2015 3:33:06 PM
REGIONAL	2015	NONE			28	chris.chaney	5/22/2015 12:32:58 PM
DISTRICT	2015	NONE			14	bret.blair	7/8/2015 10:09:34 AM

and the port(s) at which they are interested in filing the appropriate PGA Message Set and DIS information.

Requests to participate in this test will be accepted throughout the duration of the test without limitation as to number of participants. To be eligible for this pilot, the applicant must be a self-filing importer who has the ability to file ACE Entry Summaries certified for cargo release and ACE cargo release or a broker who has the ability to file ACE Entry Summaries certified for cargo release and ACE cargo release; and the applicant files entries for shrimp or shrimp products. All PGA Message Set participants are required to use a software program that has completed ACE certification testing for the PGA Message Set. The PGA Message Set data and DIS submissions are not limited by entry type except by the ACE Mandatory Use Dates which can be found at <https://www.cbp.gov/trade/automated/ace-mandatory-use-dates>.

VI. Anticipated Process Changes

The current paper process for the DS-2031 will eventually be replaced by the submittal of data and scanned document images through a combination of the PGA Message Set and DIS. This test covers communication and coordination among the agencies and those who file the DS-2031 for the importation of shrimp and shrimp products. The agencies will also be testing new operational processes in real time with actual ACE filings in the production environment that include test messages of errors in filing and release status updates to the port and to the filer. Entry data submissions will be subject to validation edits and any applicable PGA business rules programmed into ACE. Once entry data has cleared the initial stage of validation edits and PGA business rules, the filer will receive messages, automatically generated or manually initiated by, thus keeping the filer informed as to the status of the shipment from the time of entry data submission until the time of release. Once all of the PGAs have concluded their review of the shipment and have unset any remaining holds, CBP will send one U.S. government release message to the filer to indicate that the filer has fulfilled all U.S. government filing requirements for the shipment.

VII. Confidentiality

All data submitted and entered into ACE is subject to the Trade Secrets Act (18 U.S.C. 1905) and is considered confidential, except to the extent as otherwise provided by law. As stated in previous notices, participation in this or any of the previous ACE tests is not

confidential and the name(s) of an approved participant(s) may be disclosed by CBP.

Dated: June 9, 2016.

William Gibbons-Fly,

*Director, Office of Marine Conservation,
Bureau of Oceans and International
Environmental and Scientific Affairs,
Department of State.*

[FR Doc. 2016-14184 Filed 6-14-16; 8:45 am]

BILLING CODE 4710-09-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2016-0012]

Emergency Deletion of National Network Route—Kentucky Route 151

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice; request for comments.

SUMMARY: This notice requests comments on the emergency deletion of Kentucky Route 151 (KY 151) (from US 127 north of Lawrenceburg, KY to Interstate 64 (I-64) Exit 48) from the National Network (NN) based on safety considerations related to numerous truck accidents and route geometric deficiencies. On April 26, 2016, FHWA approved the emergency deletion of KY 151 (from U.S. 127 north of Lawrenceburg to I-64 Exit 48), from the NN based on safety considerations. The deletion is not final and FHWA seeks public comments and information to assist in assessing its impacts.

DATES: Comments must be received on or before July 15, 2016.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590-0001.
- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

- *Instructions:* You must include the agency name and docket number at the beginning of your comments. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: For questions about the deletion from the NN, contact Crystal Jones, FHWA Office of Freight Management and Operations, telephone at 202-366-2976, or via email at Crystal.Jones@dot.gov. For legal questions, please contact William Winne, FHWA Office of the Chief Counsel, telephone at 202-366-1397, or via email at William.Winne@dot.gov. Business hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

You may retrieve a copy of the notice through the Federal eRulemaking portal at <http://www.regulations.gov>. The Web site is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site. An electronic copy of this document may also be downloaded from Office of the Federal Register's Web site at http://www.archives.gov/federal_register and the Government Printing Office's Web page at <http://www.gpoaccess.gov>.

Background

The NN was authorized by the Surface Transportation Assistance Act of 1982 (STAA) (Pub. L. 97-424). Title 23 CFR 658 requires States to allow conventional large truck combinations on designated roadways that link principal cities and densely developed areas of the States. Conventional large truck combinations are tractors with one semitrailer of 48 feet in length or one 28-foot semitrailer and one 28-foot trailer, both of which can be up to 102 inches wide.

Even though the geography of interstate commerce has changed significantly with the growth of smaller communities into principle cities and the emergence of new densely developed areas, the NN has not changed significantly in a quarter century. The definition of conventional large truck combinations has also not changed, although 53-feet instead of 48-feet is the prevalent length of a single trailer and is allowed in most States.

The STAA acknowledged that the NN might need to be changed over time. Accordingly, FHWA developed regulations on the procedures for additions, deletions, and use restrictions. Title 23 CFR 658.11(e) provided for emergency deletions of any route from the NN for safety considerations. Emergency deletions are not considered final, and must be published in the **Federal Register** for notice and comment.

Conventional large truck combinations often use KY 151 as a shortcut from I-64 Exit 48 to connect with four-lane divided U.S. 127 north of Lawrenceburg, KY. A recent series of large truck crashes have raised concerns on the appropriateness of its designation as an NN route. The predominant type of crash involves trucks veering off the roadway where the roadway and shoulders are too narrow for conventional combination large trucks. The route has experienced an increasingly high rate of single vehicle truck accidents. It has marginal lane widths (11 to 12 foot) and shoulder widths (1 to 2 foot) and includes sections with horizontal curvature that negatively impact sight distances and safe operation of combination truck and bus vehicle traffic. The current traffic volume on the nearby alternate route (U.S. 127) is approximately 18,000 average annual daily traffic (AADT). Based on traffic data available, FHWA expects that truck traffic on U.S. 127 will increase from 1,260 to 1,694 AADT per day, that is, approximately 434 trucks per day. The percentage of trucks on U.S. 127 would increase from about 7 to 9 percent trucks.

Vehicle collision data gathered from the Kentucky State Police show that KY 151 experienced single vehicle accidents involving large trucks and buses six times more often than U.S. 127 (the alternate route), during the same time period. Further analysis shows that half of the accidents on KY 151 are "Ran Off Roadway (One Vehicle With/Earth Embankment/Ditch)" collisions, while U.S. 127 did not experience a single accident of this type during the same reporting period (2010-2015). The U.S. 127 is a four-lane divided partially controlled access highway with 12-foot lanes, 10-foot paved outside shoulders, 4-foot paved inside shoulders, and a 40-foot median.

Purpose of the Notice

The purpose of this notice is to request comments on the deletion of KY 151 (from U.S. 127 north of Lawrenceburg to I-64 Exit 48) from the NN. To ensure that the NN remains substantially intact, FHWA retains the authority to rule upon all requested additions to, and deletions from, the NN. This authority includes emergency deletions based on safety considerations (23 CFR 658.11(e)). On April 26, 2016, FHWA approved the emergency deletion of KY 151 from I-64 to U.S. 127 (near Lawrenceburg, KY) from the NN based on safety considerations. This deletion is not final and FHWA seeks public comments to assist in assessing its impacts.

Comments are requested on the following matters and any others relating to the deletion of the route from the NN:

- Will the deletion of the route negatively impact the flow of interstate commerce?
- Are there safety issues with the route, particularly as it relates to operation of conventional combination large trucks that are generally tractors with one semitrailer up to 48 feet in length, or one 28-foot semitrailer and one 28-foot trailer, and up to 102 inches wide?
- What is the safety record of the route, including current or anticipated safety problems?
- Is the route experiencing above normal accident rates and/or accident severities?
- Is there information available that indicates that the accident problems on the route are aggravated by larger conventional trucks?
- What are the geometric, structural, or traffic operations features that might preclude safe and efficient operation of large conventional trucks (e.g., lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics, and vulnerability of roadside property)? (*Pictures or illustrations would be helpful.*)
- Are there operational restrictions that might be implemented in lieu of deletion of the route from the NN?
- Are there locations on the route that large trucks require access to such as terminals and facilities for food, fuel, repairs, and rest?
- Is U.S. 127 a reasonable alternate route?
- Are there safety concerns with the use of U.S. 127 as alternate route. (*Pictures or illustrations would be helpful.*)

Authority: 49 U.S.C. 31111-31114; Sections 411 and 412 of the Surface Transportation Assistance Act of 1982 (Pub. L. 97-424).

Issued on: June 1, 2016.

Gregory G. Nadeau,
Administrator, Federal Highway Administration.

[FR Doc. 2016-14129 Filed 6-14-16; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the re-use of historical U.S. 40 steel bridge truss members for construction of a bicycle and pedestrian bridge over Little Blue River in the City of Grandview in the State of Missouri.

DATES: The effective date of the waiver is June 16, 2016.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, 202-366-1562, or via email at gerald.yakowenko@dot.gov. For legal questions, please contact Ms. Jennifer Mayo, FHWA Office of the Chief Counsel, 202-366-1523, or via email at jennifer.mayo@dot.gov. Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at <http://www.archives.gov> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the re-use of historical U.S. 40 steel bridge truss members in construction of bicycle and pedestrian bridge over Little Blue River in Grandview, MO.

In accordance with Division K, section 122 of the Consolidated and Further Continuing Appropriations Act of 2015 (Pub. L. 113-235), FHWA



Matthew G. Bevin
Governor

**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

OFFICIAL ORDER: 110134

**SUBJECT: Kentucky National Truck Network
Anderson & Franklin Counties
KY 151**

Pursuant to the provisions of KRS 189.222 and KRS 189.231 and in accordance with 23 C.F.R § 658.11(e), it is hereby directed that KY 151 in Anderson County and Franklin County be removed from the Kentucky National Truck Network (NN). The KY 151 roadway is described as follows:

KY 151, from the junction with US 127 north of Lawrenceburg, via Alton, to the Franklin County Line, a distance of 4.587 miles. (MP 0.000 to MP 4.587)

KY 151, from the Anderson County Line to the junction with the I-64 interchange, a distance of 2.141 miles. (MP 0.000 to MP 2.141)

The removal of this route from the Kentucky National Truck Network is justified because Interstate 64 (I-64) and United States Highway 127 (U.S. 127) provide a safer route for vehicles with 102-inch wide trailers while further promoting safety to the travelling public.

It is further directed that the operation of motor vehicles or a combination of motor vehicles upon the aforementioned route shall not exceed the following dimensions:

- (a) Height, thirteen and one-half (13 ½) feet;

(b) Width, ninety six (96) inches, including any part of the body or load;

(c) Length:

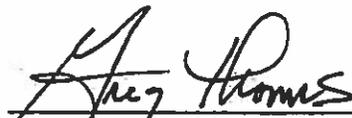
- 1) Semitrailers – sixty-five (65) feet including body and load when operated in a tractor-semitrailer combination.
- 2) Trailers – forty-eight (48) feet including body and load when operated in a tractor-semitrailer combination, not to exceed one (1) per truck and not operated in a tractor-semitrailer-trailer combination.
- 3) Single Unit Trucks – forty-five (45) feet including body and load.

Motor vehicles with increased dimensions (102-inch wide trailers) are allowed one (1) driving mile access from the designated NN for the purpose of attaining reasonable access to terminals, facilities for food, fuel, repairs and rest.

Exempted from this Official Order are single unit vehicles designed for and engaged exclusively in the collection and hauling of refuse.

By letter of April 27, 2016, the Federal Highway Administration approved the removal of the above segments of KY 151 from the National Truck Network (NN).

Signed and approved on this the 29th day of April, 2016.



Greg Thomas, Secretary
Kentucky Transportation Cabinet

Approved as to form and legality:



KYTC, Office of Legal Services