

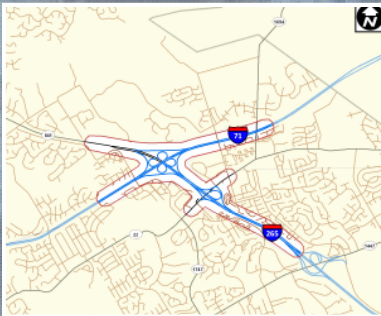
Alternatives Study for I-71 / I-265

Jefferson County, Kentucky

KYTC Item Number: 5-68.00

Final Report

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Prepared for :



**Kentucky Transportation Cabinet
District 5**

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1.0 EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC) is considering improvements to the existing interchange of Interstate 71 and Interstate 265. This interchange is directly connected to the I-265 and KY 22 interchange. Based on the need to improve the interchange at this location, KYTC initiated an Alternatives Study with the following purpose:

1. Examine improvement alternatives for the existing interchange at I-71 and I-265;
2. Develop conceptual alternatives and analyze them for effectiveness; and
3. Recommend a short list of three conceptual alternatives that will be advanced for continual study in the next phase of the project process (Phase I Design).

Existing and future traffic data was analyzed to evaluate the existing Level of Service (LOS) and future level of service. The analysis indicated Ramp 8 from I-265 NB to I-71 SB has an existing rating of E during AM peak conditions. This location creates congestion on mainline I-71 SB from north of Chamberlain Lane and I-265 NB from south of KY 22. In addition, the volume of traffic on KY 22 trying to enter I-265 NB creates congestion on KY 22. In the PM peak period a large volume of traffic exits I-71 NB to I-265 SB. The congestion in the AM and PM period contribute to a large number of rear end accidents. Based on future traffic projections in the “no build” scenario the existing interchange will have a LOS of F or E in a variety of locations.

RECOMMENDATIONS

Short-term (Quick-fix):

- Implement improvements of Alternative 1 from I-71 NB to I-265 SB. This ramp modification will add capacity to address current congestion issues in the PM and will be fully compatible with all other future alternatives recommended for advancement. Alternative 1 was included in the 2010 Recommended Highway Plan as Item 5-48.30 with design scheduled for Fiscal Year 2013.
- The second recommendation is to enhance the existing warning signage for the I-71 southbound exit ramp (ramp 8). Supplemental signs in advance of the bridge are recommended to alert motorists, especially truck drivers, to the tight curvature on ramp 8. It is recommended that a panel sign be mounted overhead, with flashers, on the I-265 bridge.



Long Range:

To address the existing deficiencies of the interchange(s) practical solutions, mid-term, and long term alternatives were developed and evaluated. Based on the Highway Capacity Analysis and VISSIM simulations, three alternatives were recommended for further development: Alternatives 5A, 8A, and 10A. These alternatives all met the project study purpose and should proceed to Phase I design.

The following is a summary of the recommended alternative improvement benefits:

Alternative 5A (See Figure 27, Page 39)

- Improves capacity on I-71
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound
- Safety

Alternative 8A (See Figure 32, Page 44)

- Improves capacity on I-71 and I-265
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound and I-71 northbound
- Safety

Alternative 10A (See Figure 34, Page 47)

- Improves capacity on I-71
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 during AM and PM peak period
- Minimal right of way and utilities affected
- Cost when compared to other ultimate build alternates

2.0 INTRODUCTION

2.1 Project Study Area

The project is located in northeastern Jefferson County, near Oldham County, as shown in **Figure 1**. This is one of the fastest growing areas in the county and has undergone intense land use changes since 2000. Jefferson County has the highest population in any county of Kentucky, with an estimated population of 721,594 in 2009.

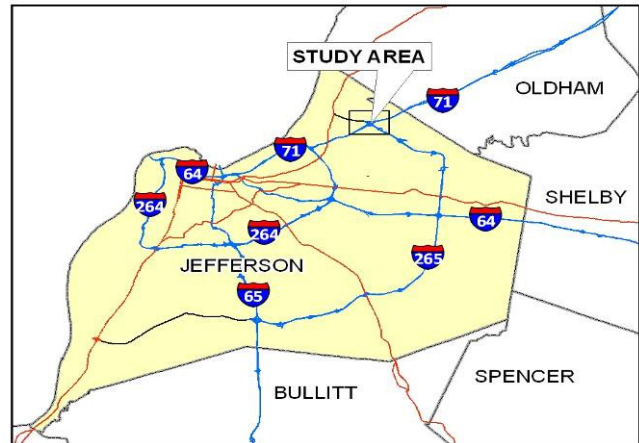


Figure 1. Location Map

The study area extends about 4 miles (north-south) along Interstate 71 and about 4 miles (east-west) along Interstate 265. The study area boundary used for the project is depicted in **Figure 2** which also shows a 1,000 foot buffer along existing I-71 and I-265.

Oldham County is located approximately 2 miles to the northeast of the project. Oldham County has an estimated population of 58,095 (2009), which is the 15th largest in Kentucky. Similar to Jefferson County, western Oldham County has experienced growth in residential development



Figure 2. Project Area

over the past decade as a bedroom community of Louisville. I-71 serves as a commuter corridor connecting Oldham County and northern Jefferson County to downtown Louisville. Major origins/destinations for traffic in this area include the bridges over the Ohio River, I-264, Louisville airports, several large retail centers, businesses, schools, medical centers and residential areas.

2.2 Purpose of the Study

The purpose of the Alternatives Study was to address the current safety and capacity deficiencies with short-term projects and plan for an ultimate future interchange.

1. Examine improvement alternatives for the existing interchange at I-71 and I-265;
2. Develop conceptual alternatives and analyze them for effectiveness; and
3. Recommend a short list of three conceptual alternatives that will be advanced for continual study in the next phase of the project process (Phase I Design).

Tasks undertaken as part of this effort included:

- Identifying project goals and issues;
- Defining the need for the project;
- Determining project termini and potential alternatives;
- Describing the conditions along the existing roadway;
- Performing an environmental overview to document potential impacts;
- Estimating the project costs; and
- Identifying priority segments for future phase activities.

One of the early steps in this process was the collection of technical and resource agency input concerning the project. This was accomplished by:

- Compiling information from existing data and reports;
- Establishing a project team to provide direction and review for the study; and
- Coordinating with resource agencies and local officials.

After an initial review of the data decisions were made to:

- Develop a project description;
- Define logical termini;
- Address the geometrics, level of service, CRASH history, and other influencing issues;
- Establish general design criteria;
- Document known environmental concerns; and
- Develop a draft statement of project issues and goals.

2.3 Planning Process



Transportation planning projects begin with identifying, collecting, and analyzing a wide range of data regarding the project study area. This data typically includes land use, environmental constraints, the overall roadway network, daily and peak period traffic volumes, existing safety data, researching other area plans or projects, and identifying public issues.



Shortly after the data gathering process was completed, a kickoff meeting was held with members of the KYTC and FHWA to present the early findings and define project goals and objectives. These were used as a key evaluation metric for the alternatives.

Coordination and review meetings were held with the KYTC and FHWA to update the project status, seek input and discuss resolution of various project issues, and evaluate the project alternatives.

At this stage of the overall project process, a public involvement component was not implemented. A full Public Involvement Plan will be implemented during the next phase of the project process (Phase I Design).

2.4 History of the Project

In the early 1990's the Kentucky Transportation Cabinet (KYTC) recognized the need to improve the existing interstate system in northeastern Jefferson County. As a result, in 1993 KYTC began work on the I-71 Corridor Improvement Study. This project evaluated multiple capacity adding improvements to I-71 from I-64 (Spaghetti Junction) to I-265 (Gene Snyder Freeway) and included an intensive public involvement process. During the latter course on this project (2005), KYTC and FHWA held a Peer-to-Peer meeting to review the project purpose and need. It was decided afterward that the most effective use of funds was to focus on the elimination of the bottlenecks/chokepoints caused at the interchanges during peak hour congestion instead of doing a wholesale corridor widening. This shift in focus lead to the following breakout projects in the Six Year Plan:

- **Item No. 5-48.10:** Improvements to the I-71 and Zorn Avenue interchange;
- **Item No. 5-48.20:** Improvements to the I-71 and I-264 interchange; and
- **Item No. 5-48.30:** Reconstruction of the I-71 and I-265 interchange.

The interchanges were constructed nearly 40 years ago using older design criteria and have exceeded their design life. This section of I-71 has an average daily traffic (ADT) as high as 77,000 vehicles per day and congestion and crashes are almost a daily occurrence, particularly during peak periods of the day.

The desire to improve the I-71 and I-265 interchange led KYTC to include an additional project in the 2006 Six Year Plan (**Item No. 5-68.00**) which is this project. URS Corporation was selected to complete the study to evaluate both short and long term improvements to I-71 and I-265 interchange.



3.0 PROJECT GOALS AND ISSUES

Based on meetings with the KYTC District 5 Project Team, goals for the project were developed. They are listed below:

- Simplify the traffic flow on ramps;
- Improve access between the two major interstate routes;
- Improve geometrics;
- Improve safety;
- Evaluate the safety and capacity of the existing interchange;
- Determine the future adequacy of the interchange; and
- Consideration of interim and ultimate-build scenarios.

The need for the project is defined by:

- Poor traffic flow;
- Closely spaced ramps;
- Insufficient acceleration, deceleration, merging and weaving distances; and
- Safety problems, including a high number of incidents and crashes.

4.0 EXISTING CONDITIONS

The process of developing future roadway alternatives began with a complete assessment of current conditions. This included roadway characteristics such as number of lanes, lane widths, right-of-way limits, topography, current traffic information, identification of bottlenecks or choke points, environmental constraints, condition of structures, and researching other planned projects in the vicinity of the study area.

4.1 Roadway Characteristics

The current cloverleaf interchange fits into a relatively compact area. Each loop ramp was designed with compound curves and minimum curve radii to conserve space, but maintain a 30 mph design speed. Both interstates are four-lane facilities with the exception of the northwestern leg of the Gene Snyder Freeway (KY 841). This segment of the Gene Snyder Freeway tapers into a two lane segment (KY 841) just beyond the interchange area and ends at US 42. Eventually, this segment will be widened and connect to the proposed East End Ohio River bridge. The speed limits on both interstates in the study area are 65 mph, with the exception of the two-lane section of the Gene Snyder Freeway which is 55 mph. The southeastern segment of the Gene Snyder Freeway (I-265) intersects with KY 22 in very close proximity to the interchange with I-71 (approximately 3,400 feet between centerlines). The interchanges of I-71 and KY 22 with I-265 are so close that they share auxiliary lanes between the ramps which are inadequate for proper weaving.



**Figure 3. I-265 Northbound to I-71 Southbound
AM Peak – Existing Merge/Weave**

Currently, this system interchange experiences peak hour congestion due to capacity bottlenecks or chokepoints. During the morning peak hour (7 AM – 9 AM), the heavy demand from I-265 northbound to I-71 southbound exceeds the capacity of the weaving section between the two loop ramps on I-71 (ramp 2 and 8). **Figure 3** at the left depicts the existing merge/weave from I-265 NB to I-71 SB and the resulting mainline congestion.

Note in Figure 3, the vehicles on top of the I-265 bridge are in the queue for the loop ramp from I-265 northbound to I-71 southbound. The weaving area between the loop ramps on I-71 is limited to 850 feet. The inbound commuting traffic volume from Oldham County places I-71 near

capacity. The addition of the Gene Snyder Freeway traffic tips the scales over capacity at the point where these two volumes merge together. Resulting congestion causes unsafe driving conditions such as high speed differential between entering/exiting and through vehicles.



Figure 4. I-71 Northbound Approaching I-265

During the afternoon peak hour, I-71 northbound travels very slowly between the Watterson Expressway and the Gene Snyder Freeway. **Figure 4** shows the difference between the northbound and southbound traffic volumes. On the left is the northbound volume heading toward I-265 during the PM peak hour. This is due to the high exit demand from I-71

northbound to I-265 southbound and/or KY 22. Over 50 percent of the PM northbound volume exits at KY 22 (ramp 5). Once traffic reaches the I-265 southbound off-ramp choke point; speeds on both ramp 5 and I-71 northbound increase.

Identification of these root causes of peak hour congestion was the key element in developing solutions for short and mid-range projects as well as ultimate solutions for the interchange. The chokepoints described above are shown on the next page in **Figure 5**.

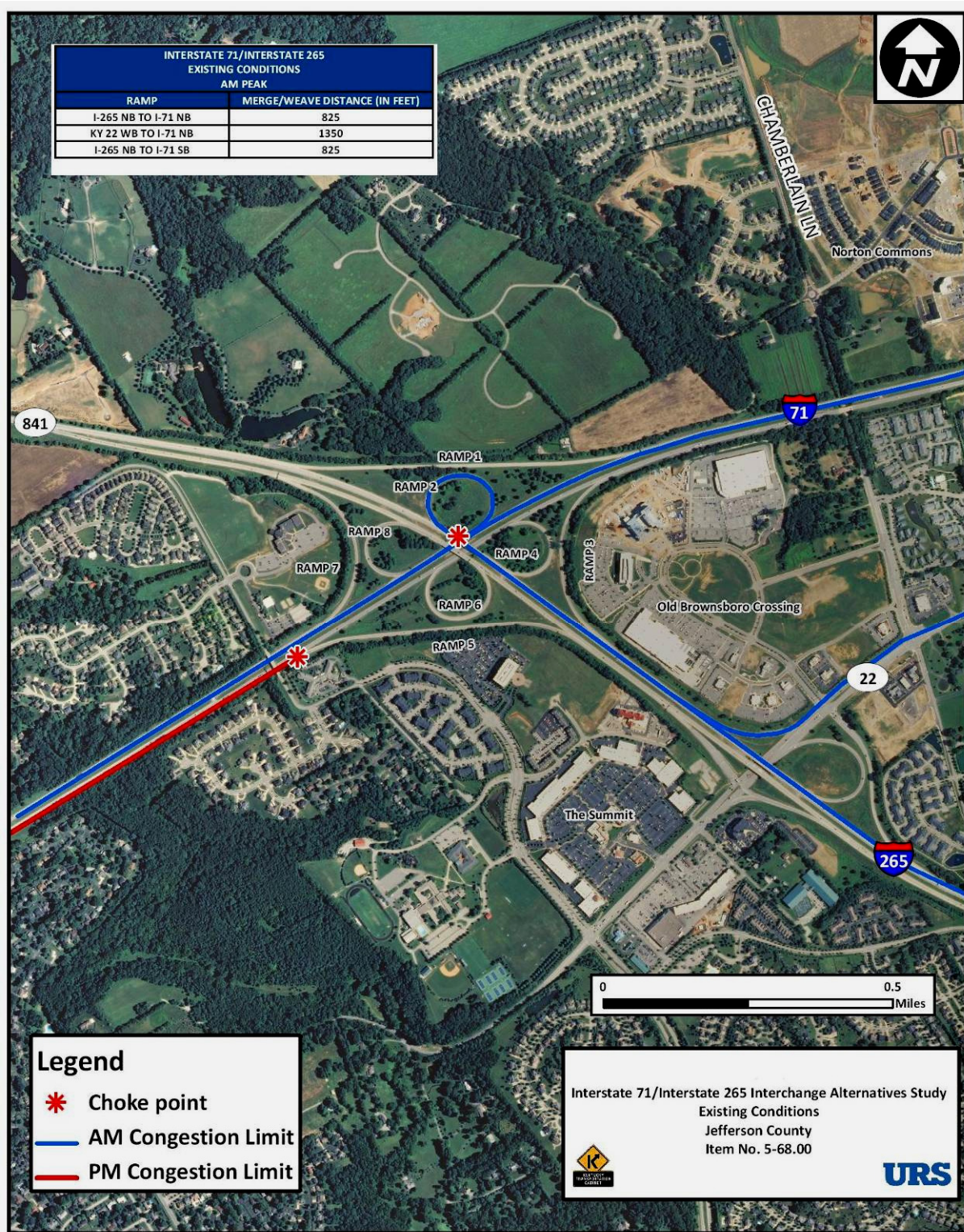


Figure 5. Project Area Chokepoints



4.2 Traffic Volumes

Traffic volumes for the existing interchange were collected by the consultant team. Average daily traffic volumes (ADT) were collected on all freeway segments and ramps in the study area. In addition, vehicle classification data was collected for all interstate traffic counts. Peak period turning movement counts were also collected on KY 22 at the signalized ramp intersections. Weaving counts were also collected in both directions on I-265 between KY 22 and I-71. This data was very beneficial in identifying travel patterns between the interchanges for the purposes of developing new ramp configurations for the future alternatives. This data was collected in February and March 2009. Existing and future “no build” traffic volumes are shown in **Table A** on the next page.

The Kentuckiana Regional Planning and Development Agency (KIPDA) was instrumental in developing the future traffic forecasts for the project. KIPDA used their regional travel demand model to examine multiple future scenarios that accounted for the Ohio River Bridges project, with or without a potential future interchange on I-71 near the Oldham County line. The volumes were provided in the form of average daily traffic (ADT) and the consultant team used this information to develop morning and afternoon peak hour movements. KIPDA’s future traffic data supplied for this project can be found in **Appendix A**.

Travel demand models are used to predict changes in travel patterns and the utilization of the transportation system in response to changes in regional development, demographics, and the transportation network. They can be used in a small area, but are typically used on a countywide or regional basis for the purpose of developing long-range transportation plans. For example, the KIPDA model covers the entire metropolitan region and was well suited for use on this project due to the regional impact anticipated by the Louisville Bridges project.

KIPDA provided 2030 base year, also known as a “no-build” forecast. The future No-Build analysis is a theoretical baseline that is used to evaluate the improvements of the proposed alternatives. It considers all projects that are currently programmed in the current Transportation Improvement Plan. Additional future projects were also considered such as a new interchange on I-71 at the Jefferson/Oldham county line on Haunz Lane and an “unconstrained” model. The purpose of the unconstrained model was to determine the future demand on I-71 assuming capacity were no obstacle. It was determined that some latent demand, trips that are taken on alternative routes to avoid congestion on I-71, does exist; however, the focus of this project was to address the current and future deficiencies of the system interchange and not the I-71 corridor.



The travel demand model determined a minor difference in future volumes if the current cloverleaf remains intact or if a two-lane flyover ramp is constructed. Because the travel demand model assigns traffic volumes according to a travel time estimate, higher capacity ramps will draw more traffic since that can handle higher traffic volumes. The different future volume data sets were used to analyze the appropriate alternatives based upon geometry.

TABLE A.

INTERSTATE 71 / INTERSTATE 265 EXISTING AND FUTURE NO BUILD TRAFFIC VOLUMES		
ROADWAY SEGMENT	EXISTING/NO-BUILD	
	ADT	
	2009	2030
Interstate 71		
I-264 to I-265	73,700	80,500
I-265 to Oldham Co. Line	56,800	87,000
Interstate 71 Ramps		
I-71 NB to KY 841 NB	1,100	3,400
KY 841 SB to I-71 SB	1,300	1,800
I-71 NB to I-265 SB	17,100	16,400
I-265 NB to I-71 SB	15,700	14,300
I-71 SB to KY 841 NB	600	8,500
KY 841 SB to I-71 NB	800	10,300
I-71 SB to I-265 SB	9,000	5,100
I-265 NB to I-71 NB	9,800	7,000
Interstate 265/KY 841		
I-71 to US 42	9,200	36,100
I-71 to KY 22	74,800	106,700
KY 22 to Westport Road	53,500	87,800
Interstate 265 Ramps		
NB off ramp at KY 22	6,100	12,700
SB on-ramp at KY 22	6,000	14,700
SB off-ramp at KY 22	12,900	19,000
NB on-ramp at KY 22 from east	7,300	13,000
NB on-ramp at KY 22 from west	5,400	5,500
KY 22		
West of Hurstbourne (KY 1747)	14,100	16,600
West of I-265	23,100	38,300
East of I-265	21,200	51,700
West of KY 1694	21,200	49,300
East of KY 1694	12,100	38,300
West of Haunz Lane	7,000	37,000
East of Haunz Lane	7,000	36,200
West of KY 329	9,000	32,000



4.3 Levels of Service

Level of Service (LOS) is a qualitative measure used to describe the operational performance of a transportation facility. There are several types of transportation facilities that serve different functions: freeways and interstates, multilane highways, urban and rural streets, and rural two-lane highways. The performance measures upon which LOS is based varies depending upon the type of facility.

The methodologies for calculating LOS are in the Highway Capacity Manual (HCM). The HCM is published by the Transportation Research Board. The current edition is the HCM 2000 and its analytical methodologies have been incorporated into a computer software package called the Highway Capacity Software (HCS).

The Level of Service (LOS) in the HCM is measured on a graduated scale from “A” to “F.” One confusing aspect of LOS is that its quantified differently for different types of facilities. For example, at signalized and unsignalized intersections, LOS is determined by average vehicle delay. For freeway or interstate facilities, LOS is determined by density of vehicles in the area of analysis. In the case of rural highways and urban arterial streets, LOS is based upon a calculated travel speed compared to “Free Flow Speed.”

This report uses a variety of technical terms related to transportation analysis. The following definitions are provided to help understand these terms.

- **Freeway** (interstate type facility) is defined as a divided highway with full control of access and two or more lanes for the exclusive use of traffic in each direction. This definition assumes that:
 1. There is no interaction with adjacent facilities (streets, other freeways)
 2. Free-flow conditions exist on either side of study area
 3. Basic freeway segments are outside the influence of ramps and weaving areas
- **Freeway capacity** is the maximum sustained 15-min flow rate, expressed in passenger cars per hour per lane (pc/hr/ln), that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in one direction of flow.
- **Free-Flow Speed (FFS)** is the mean speed of passenger cars that can be accommodated under low to moderate flow rates on a uniform freeway segment under prevailing roadway and traffic conditions. Some of the roadway conditions that affect FFS are lane width, lateral distance to roadside objects (guardrail, barriers, etc.), number of lanes, interchange frequency, hills and curves.
- **Undersaturated conditions** refers to traffic flow that is unaffected by upstream or downstream conditions.
- **Queue discharge** is where traffic flow that has just passed through a bottleneck and is accelerating back to the FFS of the freeway.
- **Congested Conditions** are achieved when a facility is at or exceeds its capacity. This usually occurs or is caused by a bottleneck at certain times of the day.
- A **Bottleneck/Chokepoint** is a point where capacity is restricted or reduced from a change in roadway geometry or a ramp within an interchange where the interaction of high volumes of vehicles exceeds the capacity.

It's important to know that freeway analysis is broken into many segments. A freeway is broken down into the following components for analysis.

- Basic Freeway Segments
- Ramps (both on and off-ramps)
- Weaving Areas

Figures 6, 7, and 8 are from the HCM and illustrate the various freeway facilities.

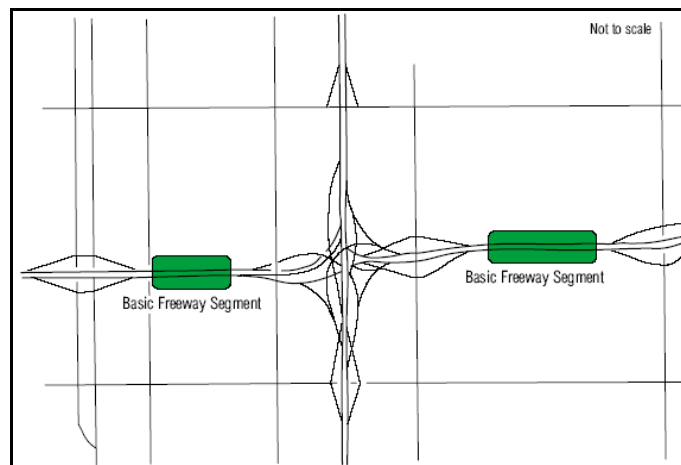


Figure 6. Illustration of an HCM Basic Freeway Segment

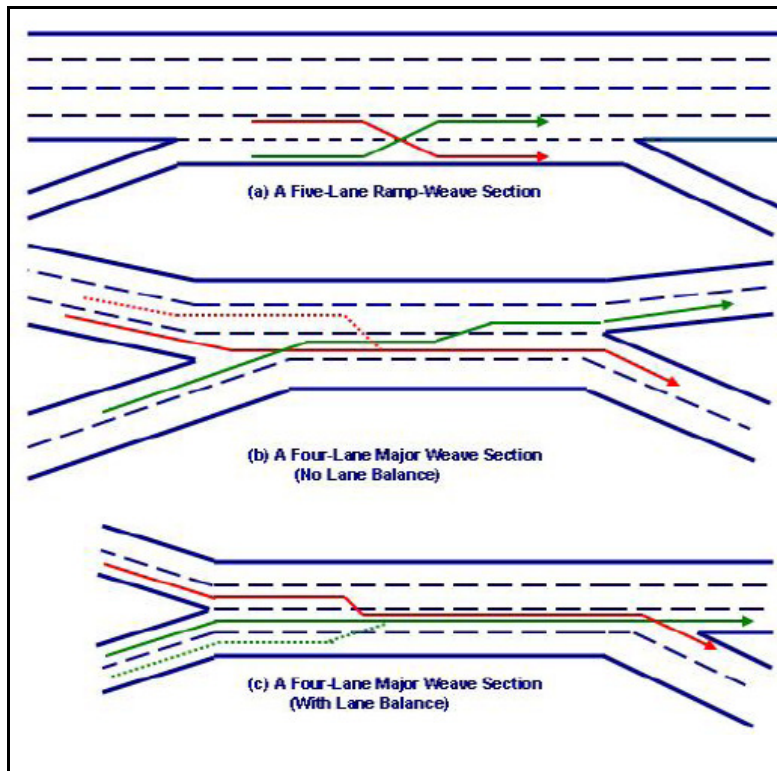


Figure 7. Illustration of HCM Weaving Areas

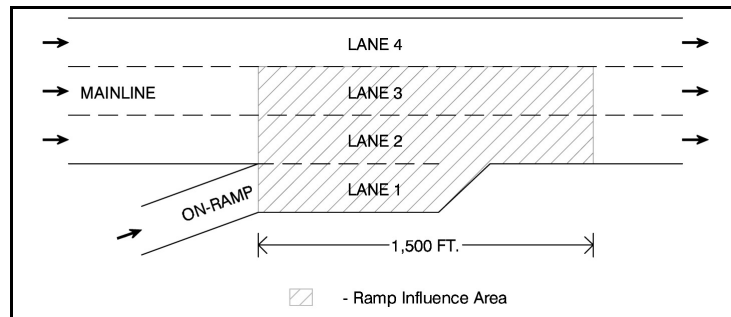


Figure 8. Illustration of an HCM On-Ramp Segment

As previously mentioned, the performance measure for freeway facilities is density of vehicles. This is measured in terms of passenger cars per mile per lane. In other words, envision an aerial photograph that covers a one mile segment of freeway. By averaging the vehicles in each lane in one direction over that one mile segment, you have measured the density for that direction.

The LOS criteria for freeway facilities are shown in **Table B**.

TABLE B	
LOS CRITERIA FOR FREEWAY SEGMENTS	
A	LESS THAN OR EQUAL TO 11 PC/MI/LN*
B	11 TO 18 PC/MI/LN*
C	18 TO 26 PC/MI/LN*
D	26 TO 35 PC/MI/LN*
E	35 TO 45 PC/MI/LN*
F	GREATER THAN 45 PC/MI/LN*
* pc/mi/ln = passenger cars per mile per lane	

Capacity analysis is traditionally performed using morning and afternoon peak hour traffic data from an average weekday. Occasionally weekend or seasonal analysis is performed. For this project, an average weekday was defined as typical weekday while schools are in session. It is important to note that by analyzing the peak hour conditions, the calculated LOS therefore represents the worst conditions of the day (also called design hour) and is not indicative of all hours of the day. In fact, this study area experiences all levels of service, from A through F, over a 24-hour period.

The following descriptions of each LOS is from the *Highway Capacity Manual 2000* :

LOS A describes free-flow operations. Traffic flows with very little delay and free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver the traffic stream. The effects of incidents or chokepoints are easily absorbed at this level. A picture from the HCM illustrating observed LOS A is shown in **Figure 9** at the right.



Figure 9. Photo Representing LOS A

LOS B also represents good traffic flow with very little delay, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of motorist comfort is still high. The effects of minor incidents and point breakdowns are still easily absorbed. A picture from the HCM illustrating observed LOS B is shown in **Figure 10** at the right.



Figure 10. Photo Representing LOS B

LOS C provides for flow with speeds at or near the free-flow speeds. Maneuvering within the traffic stream performing lane changes requires more care and vigilance on the part of the motorist. Minor incidents may still be absorbed, but the localized congestion around the incident could be substantial. Queues may be expected to form behind any significant blockage. A LOS of C is the typical design goal of rural areas. A picture from the HCM illustrating observed LOS C is shown in **Figure 11** at the right.



Figure 11. Photo Representing LOS C

LOS D is where speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is noticeably more limited, and the driver experiences reduced physical and psychological comfort levels. Minor incidents at this level will create queuing, because the traffic stream has little space to absorb disruptions. A LOS of D is the typical design goal of an urban area. A picture from the HCM illustrating observed LOS D is shown in **Figure 12** at the right.

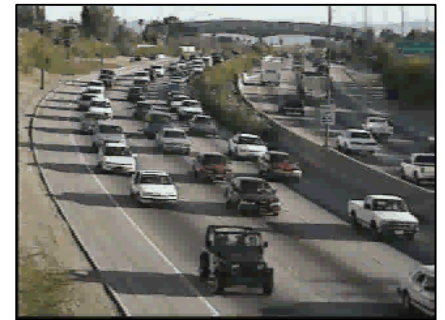


Figure 12. Photo Representing LOS D

LOS E, at its highest density value, describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 mi/h. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can send a shockwave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited. A picture from the HCM illustrating observed LOS E is shown at the right.

LOS F describes breakdowns in vehicular flow. These conditions generally exist within queues forming behind breakdown points forming “stop and go” traffic. Breakdowns in traffic flow occur for a number of reasons: Some of the more common situations found for this study include:

1. Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles discharged.
2. Traffic incidents causing temporary reductions in the capacity of a short segment, so that the number of vehicles arriving at the point is greater than the number of vehicles that can move through it. This is referred to as non-reoccurring congestion because the incident does not reoccur at the same point on a regular basis.

In forecasting situations, the projected peak-hour (or other) flow rate can exceed the estimated capacity of the location. Note that in all cases, breakdown occurs when the ratio of vehicular demand to actual capacity exceeds 1.00. Operations immediately downstream are generally at or near capacity, and gradually improve as discharging vehicles move away from the bottleneck. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.

Figure 13 displays simplistic scale noting the levels of service and their meaning.

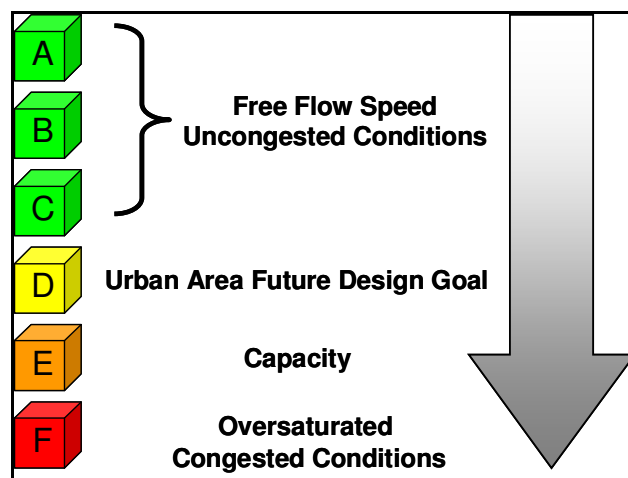


Figure 13. Simplistic LOS Descriptions

The question is frequently asked, “Why design only for LOS D in urban areas? Why not LOS A, B, or C?” The question is simply answered by cost. The cost of right-of-way and construction are very high. It’s important to remember that transportation projects are expected to have a 20-year design life and the reported Level of Service is what is projected for the design year. Furthermore, LOS D roughly equates to 80 percent of capacity; therefore, in theory, a transportation facility will have the ability to absorb more traffic growth beyond the design year.

As with most analytical methods, there are a variety of conditions that cannot be analyzed by HCS or other limitations such as:



- Special lanes reserved for a particular type of vehicle (High Occupancy Vehicles, truck climbing lanes, etc.)
- Extended bridge and tunnel segments and their impacts to flow
- Segments near a toll plaza
- Influence of downstream blockages or queuing
- Extent of police enforcement
- Intelligent transportation system features
- Capacity-enhancing effects of ramp metering
- Demand in excess of capacity (Oversaturated Conditions)

The last item is one of the more significant items and requires further explanation for this study

Focusing on the chokepoints, the current traffic volumes reveal why daily peak hour congestion occurs. **Table C** summarizes the existing and future “no build” AM and PM Peak Volumes and resulting Level of Service. The cells highlighted in the 2030 design year no-build scenario highlight the capacity deficiencies that are expected if nothing is done.



TABLE C

INTERSTATE 71/INTERSTATE 265 EXISTING AND FUTURE AM/PM PEAK HOUR VOLUMES & LEVEL OF SERVICE								
ROADWAY SEGMENT	EXISTING/NO-BUILD							
	AM PEAK				PM PEAK			
	2009 DHV	2009 LOS	2030 DHV	2030 LOS	2009 DHV	2009 LOS	2030 DHV	2030 LOS
Interstate 71 NB								
I-264 to I-265 NB	1,918	B	2,093	B	3,622	D	3,948	D
Ramp 5 - Off Ramp (I-71 NB to I-265 SB)	944	C	944	C	1,638	D	1,574	E
I-71 (Ramp 5 to Ramp 4)	974	A	1,1149	A	1,984	B	2,374	C
Ramp 4 (I-71 NB to I-265 NB Weave)	55	A	170	B	118	B	364	E
I-71 (Ramp 4 to Ramp 3)	959	A	1,504	B	2,005	B	3,802	D
Ramp 3 On-Ramp (I-265 NB to I-71 NB)	460	B	329	B	998	C	714	E
I-265 to KY 329 NB	1,419	B	1,833	B	3,003	C	4,516	E
Interstate 71 SB								
KY 329 to I-265 SB	3,000	C	4,009	C	1,905	B	2,904	B
Ramp 1 Off Ramp (I-71 SB to KY -841 NB)	74	D	1,046	E	55	C	782	D
I-71 (Ramp 1 to Ramp 8)	2,926	C	2,963	C	1,850	B	2,122	B
Ramp 8 (I-71 SB to I-265 SB Weave)	748	E	423	E	721	D	408	C
I-71 (Ramp 8 to Ramp 7)	3,510	D	3,756	D	2,280	C	2,758	C
Ramp 7 On Ramp (I-265 SB to I-71 SB)	253	D	351	F	81	C	112	D
I-71 SB to I-264	3,763	D	4,107	F	2,361	C	2,870	C
Interstate 265 NB								
Westport Road to I-265 NB	1,689	B	1,894	C	2,344	C	2,645	D
I-265 (KY 22 on ramp to I-265 Weave)	2,407	B	3,465	C	2,842	C	4,041	D
I-265 NB (Ramp 3 to Ramp 2)	1,947	B	3,136	D	1,844	B	3,327	D
Ramp 2 (I-265 NB to I-71 SB Weave)	1,332	D	1,216	E	1,151	C	1,044	E
I-265 NB (Ramp 2 to Ramp 1)	670	A	2,090	C	811	A	2,647	C
Ramp 1 On Ramp (I-71 SB to I-265 NB)	74	A	1,046	C	55	B	782	E
I-265 NB to KY 841 NB	744	A	3,136	D	866	A	3,429	D
Interstate 265 SB								
KY 841 SB to I-265 SB	928	A	2,813	D	947	A	4,310	D
Ramp 7 Off Ramp (I-265 SB to I-71 SB)	253	B	351	E	81	B	112	E
I-265 SB (Ramp 8 to Ramp 6)	675	A	2,462	D	866	A	4,198	D
Ramp 6 (I-265 SB to I-71 NB Weave)	40	B	525	D	139	B	1,792	E
I-265 SB (Ramp 6 to Ramp 5)	1,383	B	2,360	D	1,448	B	2,814	C
I-265 SB (Ramp 5 to KY 22 exit Weave)	2,327	B	3,306	E	3,086	C	4,388	D
I-265 SB to KY 22 Exit Ramp	1,013	B	1,501	C	1,554	B	1,748	B
I-265 SB to KY 22 On-Ramp	301	B	1,000	E	334	B	1,354	C
I-265 SB to Westport Road	1,314	B	1,803	D	1,532	B	2,640	D

4.4 Microsimulation Modeling

The use of microscopic traffic simulation models, such as VISSIM, has become more prevalent on complex transportation design projects. These models allow transportation professionals to analyze the detailed movement of vehicles in a computer environment. This level of analysis ultimately provides for better roadway designs. Traffic simulation models have the ability to provide multiple types of output. Operational performance is gauged through measures such as average vehicle speed, vehicle stops, delays, vehicle-hours and vehicle-miles of travel, queue length and duration, fuel consumption and vehicular emissions. However, model output cannot be directly translated into LOS. The models have the ability to provide animated simulations of the design alternatives; providing the design team, decision-makers, and the public an opportunity to visualize any future improvements.

Microsimulation modeling was performed for this study to compensate for the limitations of the highway capacity methodology; primarily for the HCS's inability to model queues that spill back through successive freeway segments. The current version of the HCS performs only a "spot" analysis of freeway segments. One of the most striking examples of this in the existing conditions analysis is the level of service for the weaving area between KY 22 and I-71 during the morning peak period.

Anyone who frequents this segment of I-265 traveling towards I-71 knows that the queue of traffic begins at the base of the loop ramp (Ramp 2), where I-265 northbound merges with I-71 southbound, and extends backward as far as the I-265 bridge over KY 22. The extent of the morning congestion is highlighted by the arrow in **Figure 14**. Due to the congestion every morning in this weaving area, it seems counterintuitive that the LOS for the weaving section is "B," as shown in Table B. In order to understand the HCS output, the root cause of the congestion must be determined.

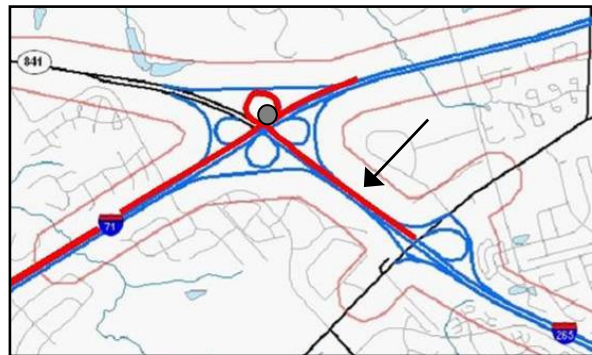


Figure 14. AM Peak Extent of Congestion

The root cause is the weaving maneuver at the base of the loop ramp (Ramp 2) on I-71 where the LOS was calculated as "E" (shown as the grey dot in the figure above). The result of this movement from I-265 northbound to I-71 southbound is that a queue develops and extends back to the KY 22 interchange. If the LOS at this chokepoint could be improved to where this condition no longer exists, then the weaving area from KY 22 to I-71 would indeed operate with

a LOS of B. The HCM methodologies assume there are no downstream chokepoints. This is a commonly misunderstood issue when using the HCM or its software counterpart.

Currently, TRB is finalizing a 2010 update to the HCM that provides many enhancements to the freeway facilities analysis methodologies. One of the major enhancements is to overcome the limitation just discussed. By the time the project process moves into the Interchange Justification Study phase, a new version of the HCS will likely be available.

The microsimulation models allow for a holistic analysis instead of a series of spot analyses. Therefore the interactions between freeway sections and impacts of chokepoints upon the rest of the study area can be better quantified.

The microsimulation model chosen for this study was VISSIM. VISSIM has the ability to analyze all modes of transportation. This includes urban streets and freeways, including pedestrians, cyclists, and mass transit (buses and rail). It also has the capability to simulate any type of traffic control from stop signs to traffic signals, and ramp meters.

4.5 Crash Data

KYTC provided crash data for three (3) years (January 1, 2006 to December 31, 2008) collected from the Kentucky State Police Accident Data System. Three routes within the interchange area (I-71, I-265, and KY 841) were combined to make one overall picture of reported vehicle crashes. Total crashes on all routes for the three-year period is 598. **Figure 15** presents a bar chart summary of the different crash types and their frequency over the three-year period.

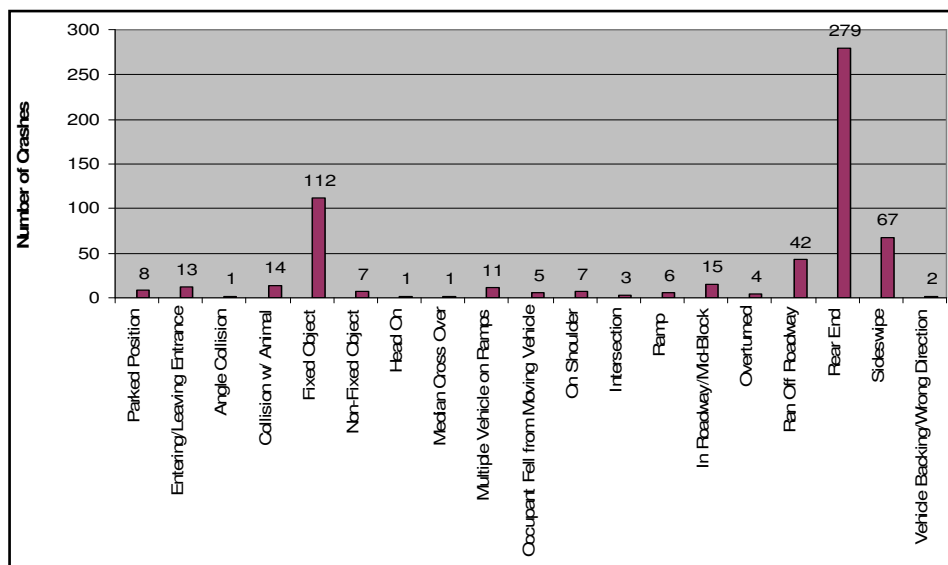


Figure 15. Summary of Crash Data



The bar chart points out the largest number of crashes is the rear-end type, which is most common under congested conditions with high speed differentials. Slowed or stopped traffic on the mainline and interchange ramps is the root cause for this type of crash. The number of fixed object/run off road crashes is also significant. This type of crash is usually a single-vehicle collision, occurring when the vehicle leaves the road. The horizontal alignment of the loop ramps combined with interstate speeds contributes to motorists leaving the roadway. There are also several sideswipe crashes which is an indicator of problems with lane changing, and insufficient merge/diverge lengths at the ramp areas.

Crashes are more prevalent when the congestion increases. Nearly 600 crashes averaged over a three-year period (1095 days), equates to having one crash every 1.8 days. **Figure 16**, on the next page, illustrates the concentration of the crash locations in the study area. Please note that each dot may represent more than one crash.

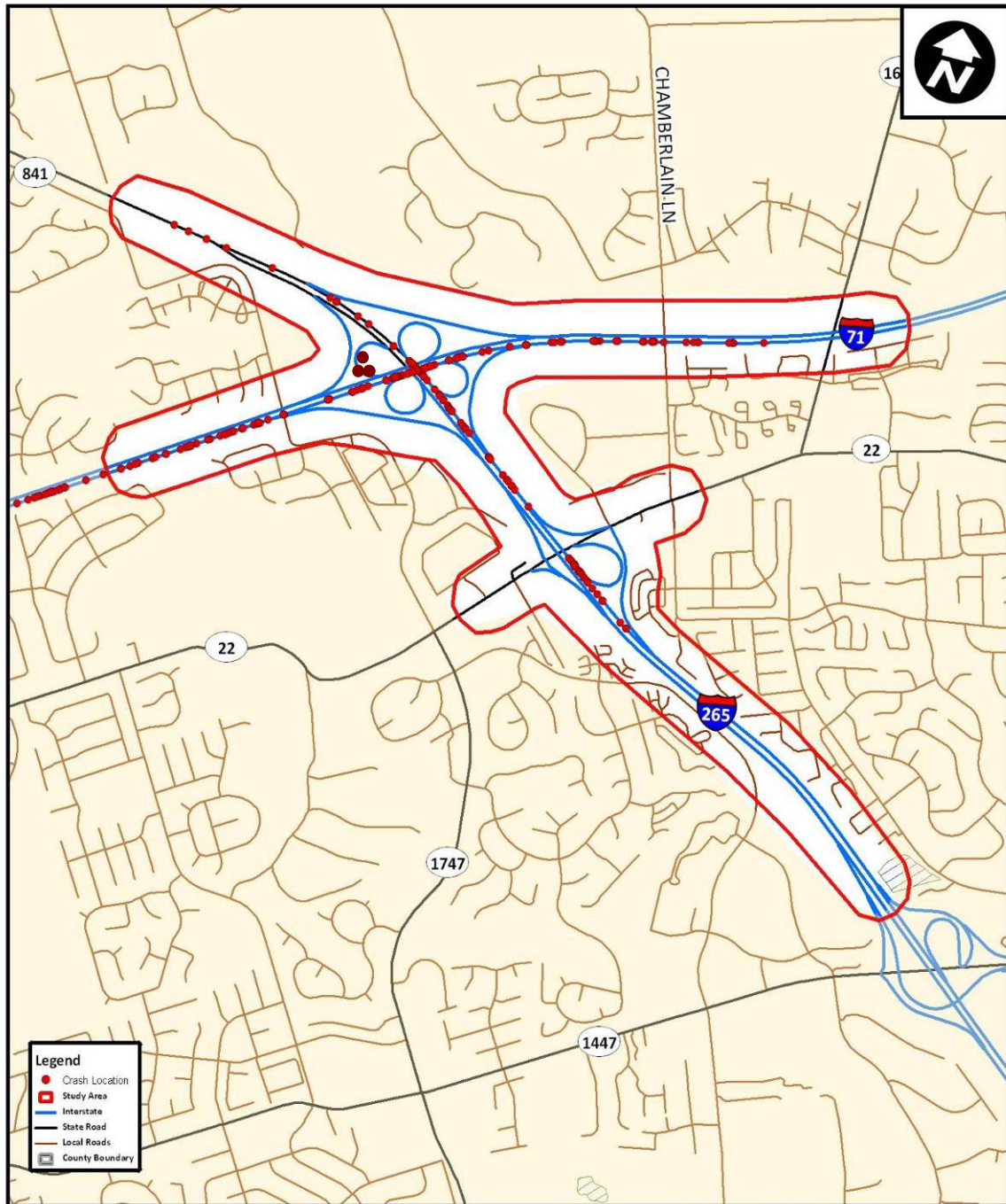


Figure 16. Map of Crash Locations

Crashes have a significant impact upon a roadway's capacity. Studies have shown that even a disabled vehicle on the shoulder can reduce through capacity by as much as 20 percent from rubbernecking. Improving capacity will reduce not only delays in the study area, but it will also reduce the number of rear end collisions that occur, especially during congested conditions. A

reduction in the number of crashes will have the compounding positive effect of increasing the reliability of the interstate system in this area.

Some areas of note where crashes routinely occur are:

1. The weaving area between the loop ramps on I-71 southbound
2. The I-71 southbound (loop) off-ramp to I-265 southbound.
3. I-265 northbound approaching the KY 22 overpass

The loop ramp from I-71 southbound to I-265 southbound has a combination of a high volume of exiting traffic, a compound curve and an uphill grade. There have been many truck accidents (turnovers) on this ramp due to excessive exiting speed.

In 2006, the cable barrier system was installed in the I-71 median during a rehabilitation project as a safety countermeasure. The barrier is shown in the photo to the right, in **Figure 17**. Since its installation, the KYTC District 5 office reports that the barrier has been struck over 160 times preventing wayward vehicles from crossing the median. In maintaining the barrier, the District has replaced over 950 structural posts. The barrier has proven itself very effective; there have been no fatal crashes on I-71 since installation.



Figure 17. I-71 Cable Barrier

4.6 Existing Sign Inventory Analysis



Figure 18. Existing Signage

As part of the existing conditions analysis for the study, a sign inventory was collected. The purpose of the inventory was to assess the adequacy of the existing signage and consider opportunities for improvements. The photo depicted in **Figure 18** at the left is the existing posted ramp speed for I-71 SB to I-265 SB. This area has been the location of many truck roll-overs or runoffs. Information regarding the inventory is included in **Appendix D**.

The exit advisory speed sign shown above could be enhanced as a short-term safety improvement. It is recommended that addition warning signs be installed in advance of the I-265 overpasses on I-71 southbound. The sign shown above is not very noticeable until motorists emerge from the shadows of the I-265 bridges.



4.7 Environmental Considerations

Issues identified as particular concern in subsequent project development phases can be found in the environmental overview document (a stand alone report) Issues covered in that report include:

- Land use – Undeveloped land continues to change from residential to commercial properties in the study area. Areas directly adjacent to the interchange and interstate continue are of particular concern as they limit the viability of purchasing future right of way due to high property impact and cost.
- Noise – Highway noise continues to be an important issue to residential properties directly adjacent to the interstate and interchange. Should capacity adding projects be pursued in the future, noise mitigation options may be considered pending completion of a noise analysis.
- Cultural Resources - Although historic resources are present within proximity to the study area, future improvements are not likely to have impacts.
- Threatened and Endangered Species - Little Goose Creek is crossed by I-71 and it has documented mist netting for Indiana Bat. Habitat assessment and possible coordination with US Fish and Wildlife Service will be required for any culvert extensions.
- Air Quality – PM 2.5 Interagency Coordination will be required for any proposed improvements. In addition, EPA has proposed new Ozone standards which may affect Jefferson County.

The Environmental Overview document is included in **Appendix F**.

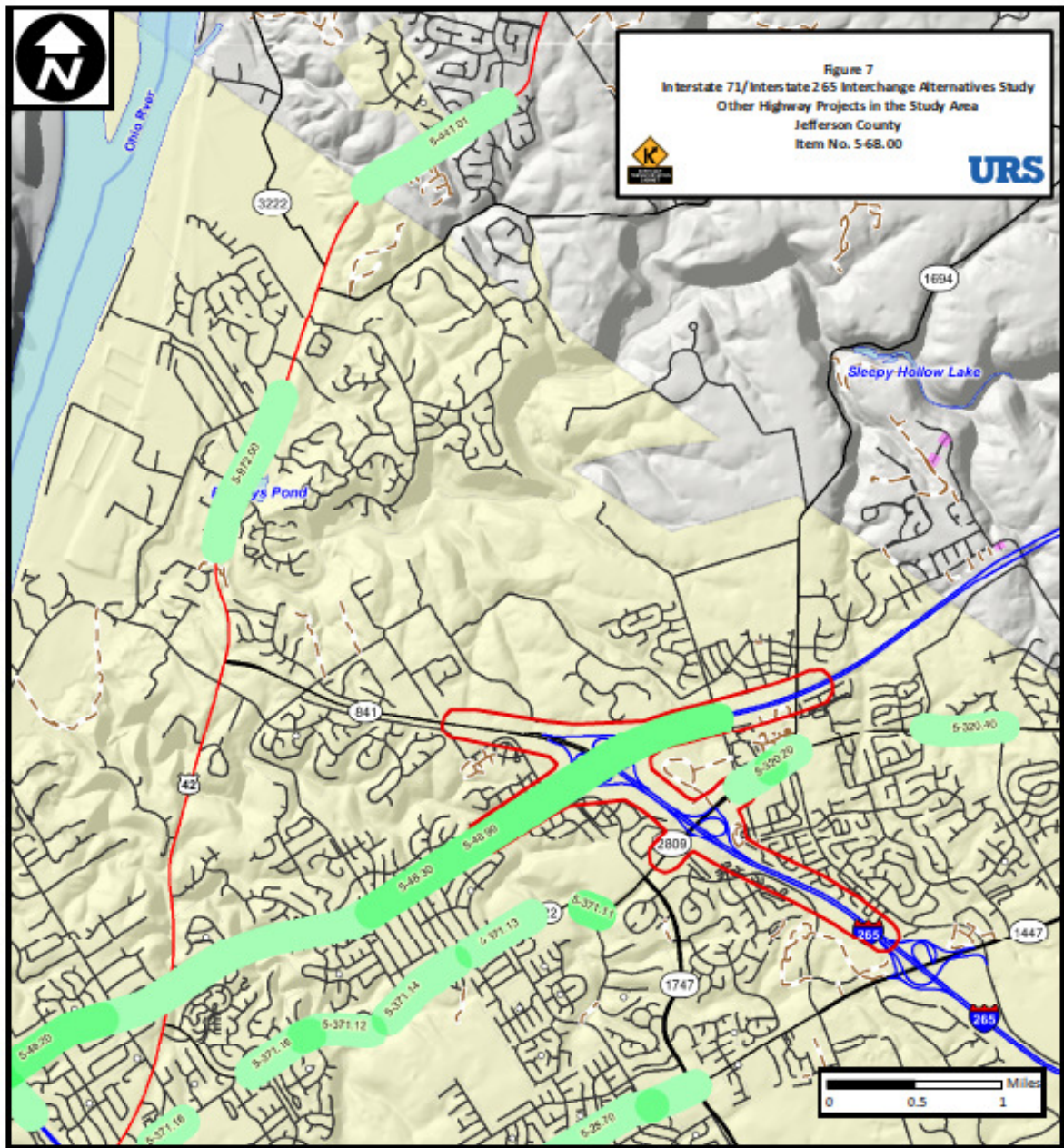
4.8 Other Highway Projects in the Study Area

There are a variety of other projects planned in the vicinity of this interchange. The list below summarizes these projects, as of the date of this report, noting the KYTC project item number and a brief description of the planned work. **Figure 19** on the next page highlights the location of each project and identifies it by Six Year Plan item number.

- **5-48.2** - I-71/I-264 Interchange improvements.
- **5-320.2** - KY 22 Widening from Chamberlain to KY 1694 to 5 lanes;
- **5- 320.4** - Widening to 3 lanes from Hitt Road to Murphy Lane;
- **5-371.01** - KY 22 intersection improvement projects at various locations;
- **5-441.01** - US 42 widening from the Oldham County Line to Ridgemoor Drive;
- **5-48.3** – I-71/I-265 Phase II Design, R/W, Utilities, Construction phases
- **5-972.00** - US 42 improvements;

The following projects, while not listed in the 2010 Recommended Highway Plan, are still under development by KYTC:

- **5-320.3** - KY 22 Widening to 3 lanes Silver Wing to Hitt Road;
- **5-745.000** – Louisville Bridges Section 5, East End Ohio River Bridge





5.0 PROJECT COORDINATION

5.1 KYTC Project Team

The Project Design Team was composed of representatives from various Divisions within the KYTC and FHWA. These included Traffic, Environmental Analysis, Planning and Project Development. Project team meetings were held at the District 5 office on June 2, 2009, September 18, 2009, November 3, 2009 and January 5, 2010. The four project team meetings were held to discuss project progress and present alternatives. Meeting minutes from all project team and stakeholder coordination meetings can be found in **Appendix E**.

5.2 Resource Agency Coordination

Other resource agencies were very helpful in either assembling and/or providing information for the study. The consultant team met with Community Transportation Solutions (CTS), the Ohio River Bridges program management consultant, to discuss this interchange as it relates to the proposed east end Ohio River Bridge. This meeting occurred on June 16, 2009 at the District 5 office. The consultant team was very interested in obtaining future traffic forecasts for this interchange that included the proposed east end Ohio River Bridge to provide a coordinated plan with past projects. Unfortunately, the I-71/I-265 interchange was not part of the bridges study and no traffic related information was provided.

The Kentuckiana Regional Planning and Development Agency (KIPDA) was instrumental in developing the future traffic forecasts for the project. KIPDA used their regional travel demand model to examine multiple future scenarios that accounted for the Ohio River Bridges project, with or without a potential future interchange on I-71 near the Oldham County line. The volumes were provided in the form of average daily traffic (ADT) and the consultant team used this information to develop morning and afternoon peak hour movements. As mentioned earlier, KIPDA's future traffic data supplied for this project can be found in Appendix A.

A coordination meeting at the TRIMARC office was held on October 1, 2009. TRIMARC is the incident management agency for the Louisville Metro area and was consulted to gain their perspective on the root causes of the daily congestion experienced at the interchange. The existing condition simulation models were shown to the TRIMARC staff to determine if they felt they reflected the daily conditions. They agreed with our model's presentation of the current conditions and the critical areas of need as shown in Figure 5.



6.0 STUDY ALTERNATIVES

6.1 Do-Nothing Alternative

The No-Build Alternative will not improve the operational and safety issues documented at the interchange. Continued development (commercial and residential) will increase traffic volumes and demand on the interstates and interchanges. Therefore, this alternative does not meet the study goals.

6.2 Interstate/Interchange Build Alternatives

Our approach began with identifying the root causes of the daily congestion and developing targeted solutions for current day deficiencies in capacity and safety using the Cabinet's "practical solutions" project development model. We began to build upon these smaller projects to develop our larger scale (longer term) projects for the future. During this process all interim projects were preserved by building upon them to develop the larger future alternatives.

Brief descriptions of each alternative are given below and schematic drawings for each alternative can be found in **Appendix B**.

6.3 Range of Alternatives

It was apparent at the onset of this project that the current transportation funding issues will persist for many years to come. It is extremely unlikely that an ultimate alternative would be built as a single construction project. In order to develop financially feasible and constructable alternatives, an incremental or phase construction approach was used. The project examined small-scale improvement projects that could be quickly constructed and provide immediate benefits. Later, five to ten years in the future, it was assumed that the funding salutation would improve and some larger components of the larger, ultimate interchange would be constructed. Finally, in ten to 15 years, the ultimate interchange would be completed.

While it may seem undesirable on the part of motorists for a heavily traveled section of freeway to be perpetually under construction, constructing the ultimate interchange as one project is not feasible given the many demands for capital improvement dollars across the Commonwealth.



SHORT-TERM ALTERNATIVES

The short-term projects focused directly on the chokepoints of the interchange. A series of improvements were investigated for both the AM and PM peak problems. Some projects fell short of solving the problem because larger scale improvements were necessary in addition to the proposed spot improvements. However, one project (Alternative 1) was found to have a substantial impact and met the requirements of a project that could be quickly implemented through the KYTC Six Year Plan.

MID-TERM ALTERNATIVES

The mid-term alternatives are billed as the next level of projects that build toward the ultimate interchange. As the project team continued with its bottom up approach, analyses using a 10 year traffic forecast were performed to predict where congestion and bottlenecks will exist in the relatively near future.

The mid-term alternatives were developed looking for future compatibility with the long-term ultimate build alternatives.

LONG-TERM (ULTIMATE) ALTERNATIVES

As the analysis progressed over the 20-year design year, the ultimate design options came into focus. Just as before the consultant team began building upon the mid-term alternatives to meet the future traffic demands. By the design year 2030, it is presumed that the east end Ohio River Bridge is completed and open to traffic.



7.0 EVALUATION OF ALTERNATIVES

Detailed traffic analysis was performed using traditional Highway Capacity Manual methodologies and the microsimulation traffic software VISSIM to analyze the alternatives. The Highway Capacity Software (HCS) was used to analyze the current conditions, and proposed future improvements. The level of service summaries for each alternative can be found in **Appendix C**.

Both the HCS and VISSIM software packages were used to serve different purposes. The HCS software provides Level of Service (LOS) which is a qualitative measure of a transportation facility's performance. The HCS LOS is a widely known and understood performance measure for transportation analysis among planners, designers, decision-makers, and laypersons. The HCS provides a higher level, macroscopic view of the transportation network.

Finally, the HCS analysis is required by the FHWA on interstate facilities. By performing this work now it can also be used later in the project design process (Phase I Design) when a Interchange Justification Study (IJS) is required.

7.1 Capacity Analysis & Simulation Modeling

As mentioned before, the critical points in the system are; 1) at the I-265 northbound to I-71 southbound loop ramp and I-71 southbound to I-265 southbound in the morning and 2) at the I-71 northbound to I-265 southbound ramp diverge in the afternoon (see Figure 5). The effects of the congestion at these points spill backward into other ramps, weave and mainline sections of the freeway over extended lengths that create substantial delay while creating many safety issues.

The following are descriptions for each alternatives analysis. Because each alternative was targeted to address a certain condition or set of conditions, the analysis commentary in this report focuses on current congestion hot spots and future areas of concern.



Alternative 0 - Summary of Project Benefits:

This alternative assumes a six-lane I-71, with no modifications to the existing interchange. This corresponds to the original study performed in the 1990's. This alternative is shown in **Appendix B-1** and includes one new lane in each direction on I-71. The additional lanes are added in the median. No modifications are made to the existing interchange.

Alternative 0 examines the capacity issues that currently exist along I-71 from the interchange of I-71 and I-265 to I-264 by adding an additional lane on I-71 from Chamberlain Lane to I-264. There is no modification or addition to any existing ramp with this alternative.

AM (2030): Alternative simulation shows that existing loop ramp from I-265 northbound to I-71 southbound and I-71 southbound to I-265 southbound continues to be congested while the standing queues are reduced.

PM (2030): Alternative simulation shows heavy congestion on I-71 northbound to I-265 northbound as well as from I-265 southbound to I-71 northbound due to the increased traffic from the construction of the east end bridge. The congestion is primarily caused by the lack of weaving distance between the two loops.

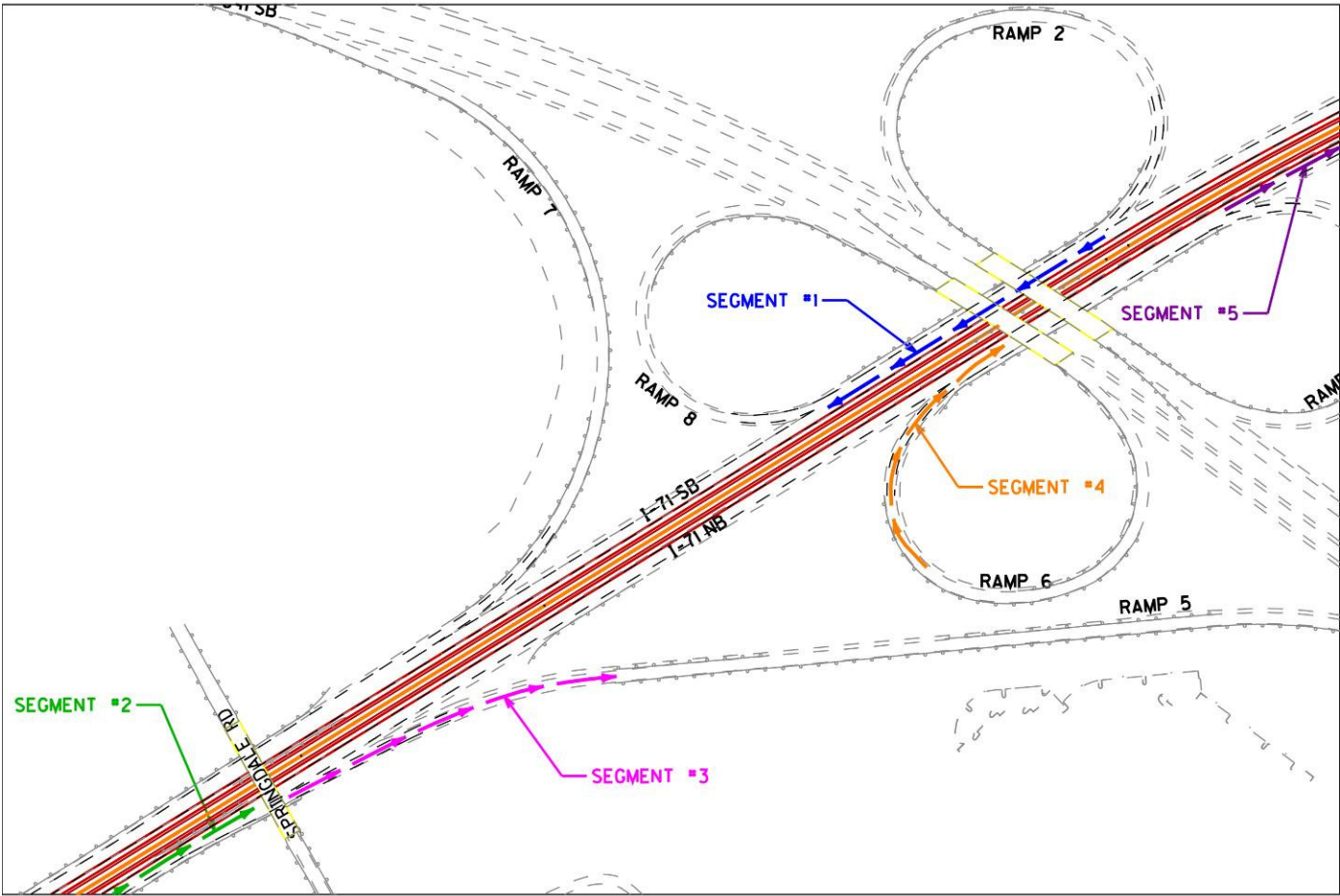
Pros:

- Improves capacity on I-71 with addition of six lanes to I-264
- Reduces right of way impacts with widening to the median as presented
- Safety

Cons:

- Environmental impacts with increased noise due to added lanes
- Does not resolve weaving issues with I-71 and I-265 ramps and KY 22
- Significant right of way of impacts if I-71 is widened to the outside
- Poor geometrics with existing loop ramps

Cost: **\$40 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	Ramp 2 (I-265 NB to I-71 SB Weave)	E/D	F/C	D/C
2	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
3	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	B/C
4	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/D
5	I-71 NB (Between Ramp 4 and Ramp 3)	A/B	B/D	A/C

Figure 20. Alternate 0 Critical Segment Analysis

Alternate 0 does not specifically address current congestion issues throughout the limits of the study area. Therefore, this project does not meet the project goals. This alternative was eliminated from advancing further in the process as a stand alone option. However, as will be discussed later, this alternative can be a break out project before constructing the ultimate alternative for the interchange.

Alternative 1 - Summary of Project Benefits:

This alternative, shown in **Appendix B-2** adds an auxiliary lane to I-71 northbound and continues up Ramp 5, creating a two-lane exit ramp to KY 22. The auxiliary lane, highlighted as “segment 1” in the analysis, is proposed to be 2,500 feet long. It will not be a continuous lane that extends back to the Watterson Expressway interchange. The second lane on the I-265 southbound off-ramp will carry forward through the weave area between I-71 and KY 22, and exit directly onto the KY 22 off-ramp.

Alternative 1 analyzes a solution that can be incorporated with any ultimate solution for the interchange as a potential break out project. Alternative 1 adds an auxiliary lane on I-71 northbound and widens Ramp 5 to two lanes to I-265 southbound at KY 22.

AM (2020): None. The ramp improvement for Alternative 1 addresses the PM peak period.

PM (2020): This alternative simulation shows a significant reduction in delay and congestion on I-71 northbound in the PM peak. The creation of the 2,500 foot auxiliary lane allows vehicles to segregate themselves into the proper lanes and provides two lanes of capacity for both northbound I-71 and Ramp 5 to I-265 southbound and KY 22. This improvement eliminates the current congestions issues and improves the LOS for this ramp in 2020 as well as 2030 which will be depicted later in a longer term alternative solution.

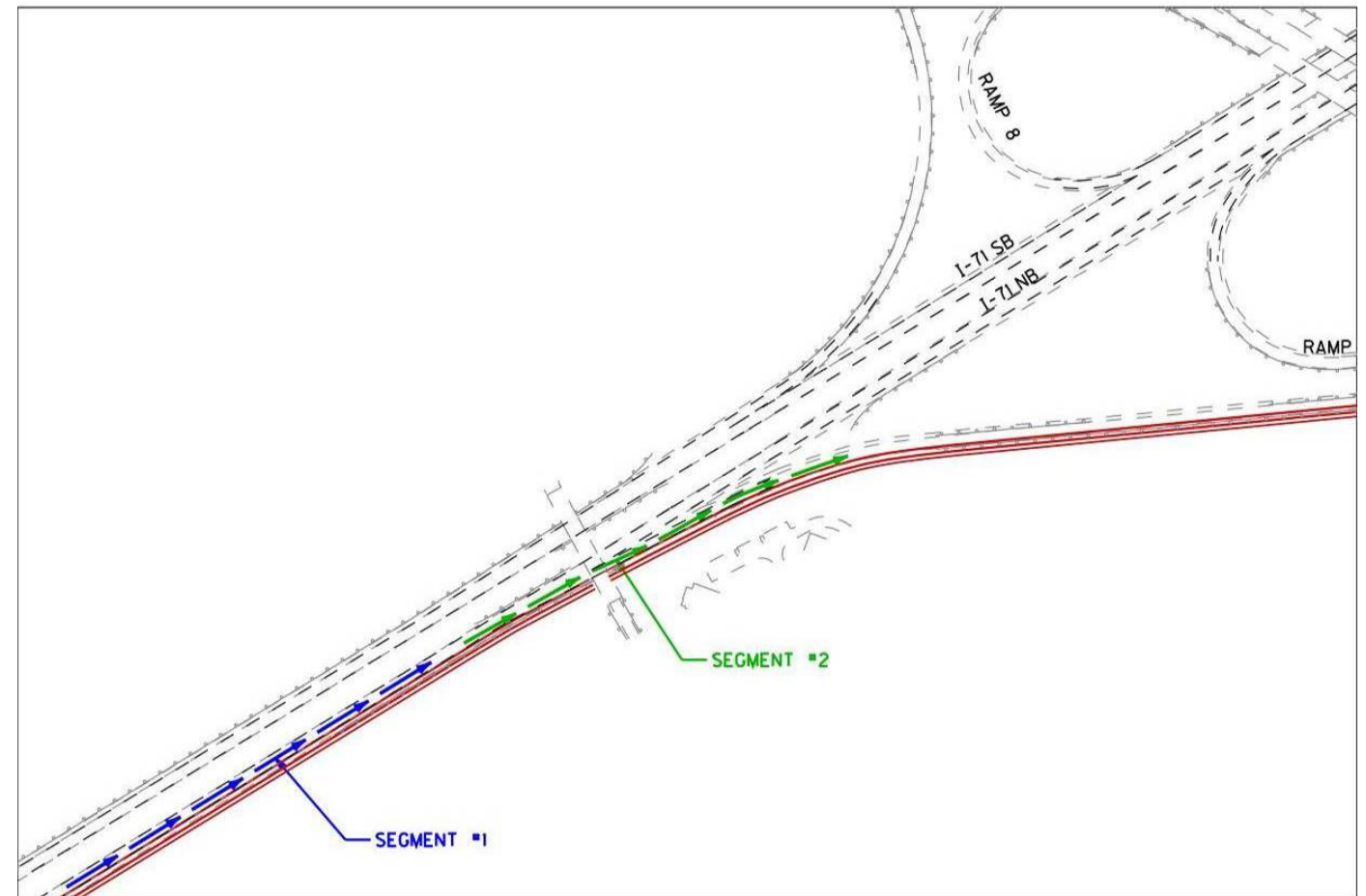
Pros:

- Eliminates PM congestion at Ramp 5

Cons:

- Does not address AM Conditions and improve capacity on I-71
- Effects Springdale Road Bridge
- Widening to the outside may affect right of way and/or utilities

Cost: **\$7.5 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2020 Build (AM/PM)
1	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
2	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	A/B

Figure 21. Alternate 1 Critical Segment Analysis

Alternate 1 was developed as a stand alone project and is incorporated into all other proposed future alternatives. It is cost effective, has significant benefits and can be quickly implemented. The KYTC District 5 office has recommended this project for inclusion into the 2010 Highway Plan.



Alternative 2

Due to lane diverging and converging issues creating significant delay, congestions, and safety issues, Alternative 2 was eliminated from further advancement and analysis. Therefore, it does not meet the project goals.

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Alternative 3

This alternative's primary purpose is to improve the congested AM conditions on I-71 southbound at I-265 as a potential break out project coordinated with the ultimate solution for the interchange. I-71 will be widened to the inside on the southbound side only creating three lanes from Chamberlain Lane and taper back to two lanes on I-71 just past Springdale Road. Also, due to the close proximity of the interchange with I-265/KY 22 and I-71/I-265, KY 22 is reconfigured at I-265 to increase the weaving distance between I-265 and I-71. Please refer to **Appendix B-4** for a detailed drawing of this alternative.

AM (2020): The simulation showed that the added lane on I-71 southbound helps mainline flow but the weaving from I-265 northbound to I-71 southbound remains heavily congested where I-71 tapers back to two lanes southbound. The addition of a third lane on I-71 southbound has effectively moved the point of highest congestion from the weaving area at the base of the loop ramp to the point where I-71 tapers back to two lanes. Also, with the reconfiguring of KY 22 creates tremendous delay and congestion on KY 22. This is illustrated in the screen images below.

PM (2020): This alternative has no affect to the PM since its primary purpose is to improve the AM only.

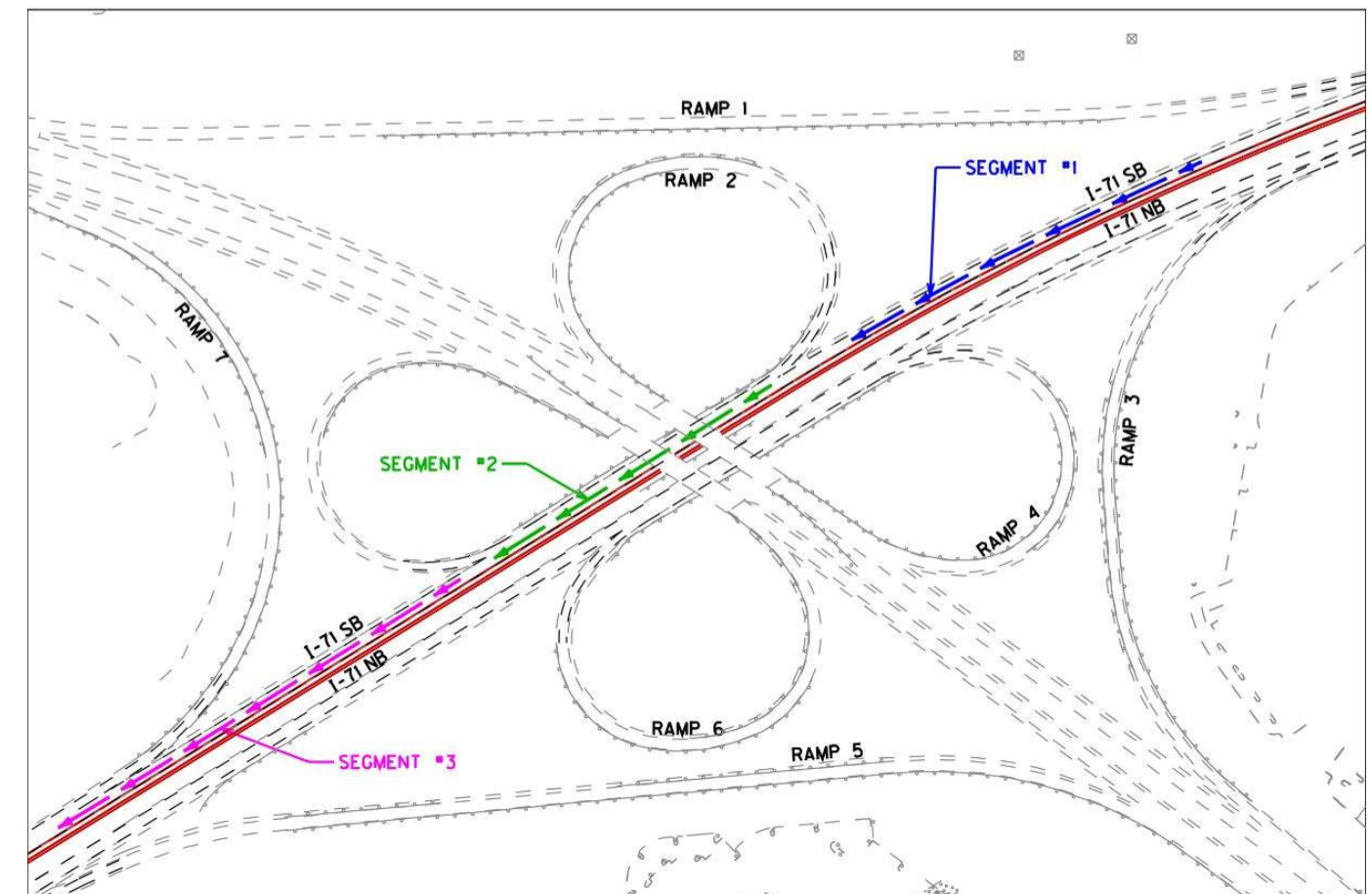
Pros:

- Increased weaving distance from KY 22 to I-265 with reconfiguration of KY 22 on ramp

Cons:

- Does not improve capacity on I-71
- Does not address PM Conditions
- Does not improve weaving from I-265 northbound to I-71 southbound
- Creates significant delay and backup on KY 22 due to the reconfiguration of the on ramp at KY 22
- Moves congestion point downstream on I-71 southbound

Cost: **\$10 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2020 Build (AM/PM)
1	I-71 SB (Between Ramp 1 and Ramp 2)	C/B	C/B	B/A
2	Ramp 2 (I-265 NB to I-71 SB Weave)	E/D	F/C	D/B
3	I-71 SB (Between Ramp 8 and Ramp 7)	D/C	D/C	C/B

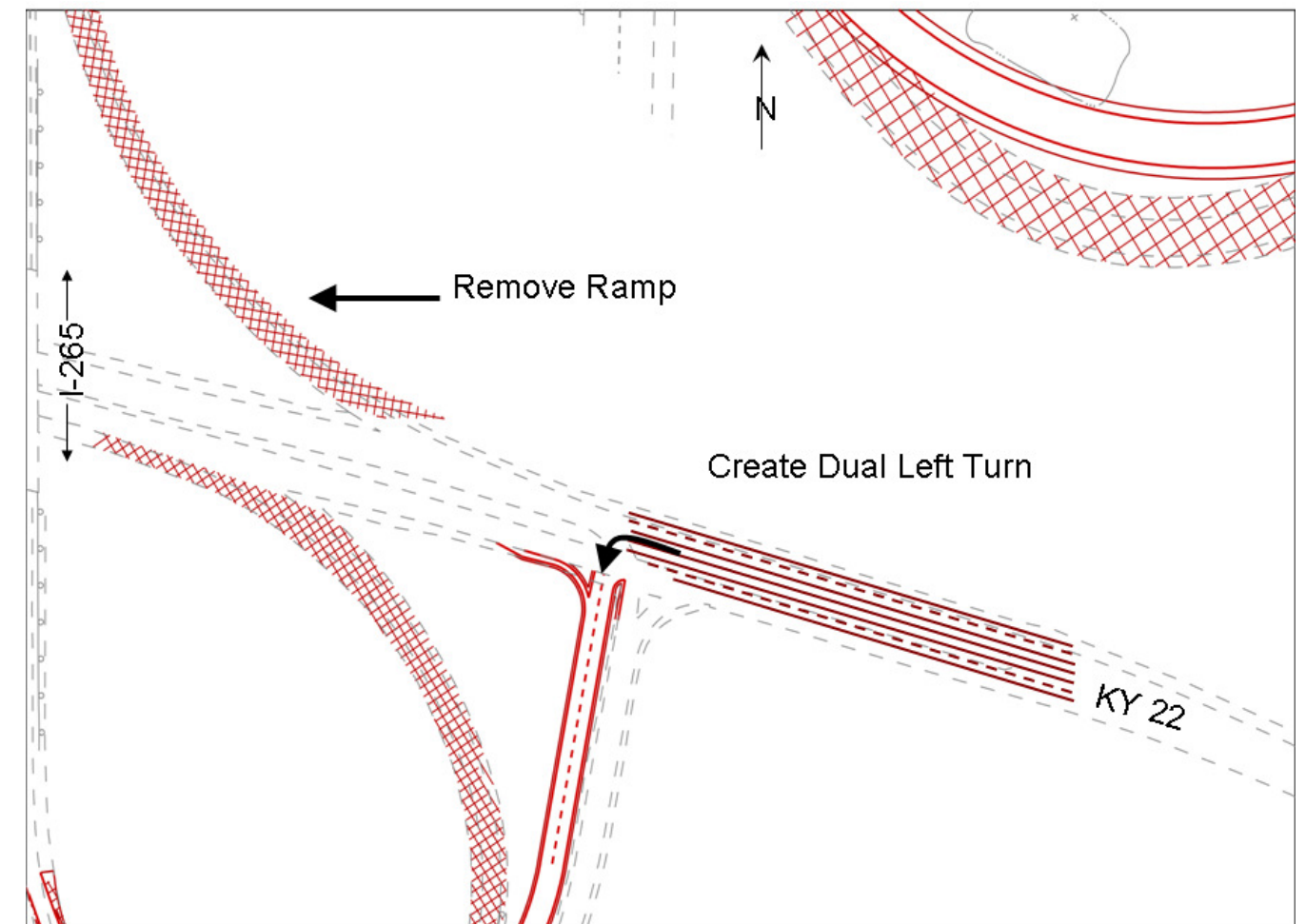
Figure 22. Alternate 3 Critical Segment Analysis

Continued on next page

Alternative 3 Continued

This alternative's primary purpose is to improve the congested AM conditions on I-71 southbound at I-265 as a potential break out project. This option has multiple issues:

- It takes a free flowing right turn onto I-265 northbound and creates the need for a dual left turn.
- It adds a phase to the traffic signal at this intersection which increases delay
- The loop ramp must be widened for two receiving lanes, however must quickly taper back to one lane
- Existing right turn onto loop ramp is shortened to a right turn lane creating additional congestion on KY 22 eastbound.



Intersection	2009 Existing	2030 No-Build LOS	2030 Build (AM/PM)
KY 22 at I-265 NB off-ramp	C/D	F/F	F/F

Figure 23. Alternate 3 KY 22 Analysis

This alternative was eliminated from further consideration primarily because it does not solve the morning congestion problem and does not address the evening congestion issue. Therefore, this concept does not meet the project goals.



Alternative 4

This alternative shifts I-71 southbound to the median creating a third lane through the interchange, eliminates the KY 22 ramp to I-265 northbound, and aligns the new I-265 northbound ramps with the I-265 southbound ramp at KY 22. It also adds an auxiliary lane to I-71 northbound and continues up Ramp 5 to make a two-lane exit ramp to KY 22. Please see **Appendix B-5** for an illustration of this concept.

Because this alternative is a combination of Alternates 1 and 3, a detailed simulation was not developed; only the Highway Capacity analysis was performed. As a standalone project, only Alternative 1 was successful at solving the PM I-71 northbound congestion problem at Ramp 5. Alternate 4 was an attempt to develop an improvement package of multiple small improvements into one larger project.

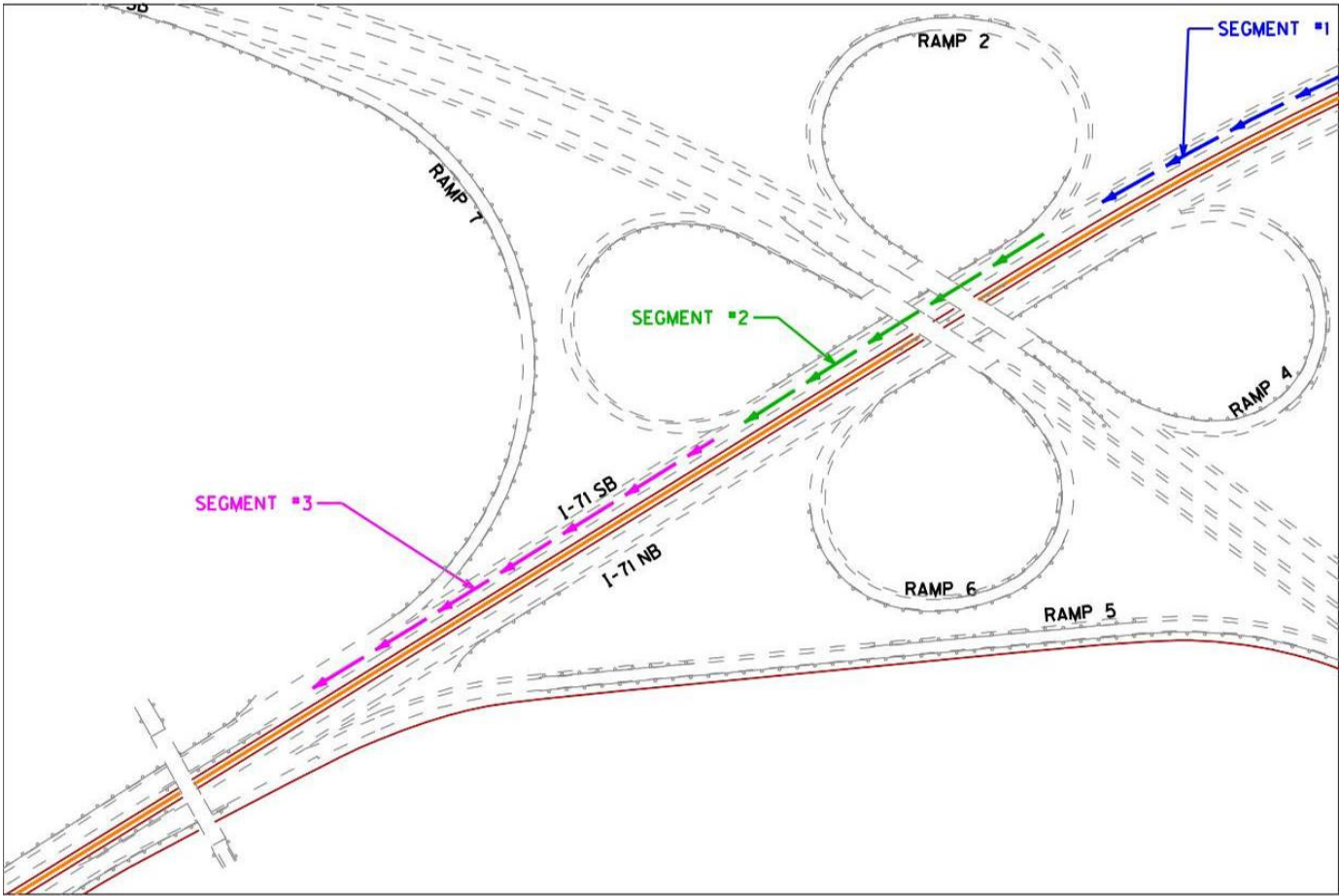
Pros:

- Increased weaving distance from KY 22 to I-265 with reconfiguration of KY 22 on ramp
- Eliminates PM congestion at Ramp 5
- Safety improvement for PM peak period

Cons:

- Does not improve capacity on I-71
- Does not improve weaving from I-265 northbound to I-71 southbound
- Creates significant delay and backup on KY 22 due to the reconfiguration of the on ramp at KY 22
- Moves congestion point downstream on I-71 southbound
- Effects Springdale Road Bridge
- Widening to the outside may affect right of way and/or utilities

Cost: \$25 million



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB (Between Ramp 1 and Ramp 2)	C/B	C/B	B/B
2	Ramp 2 (I-265 NB to I-71 SB Weave)	E/D	F/C	D/C
3	I-71 SB (Between Ramp 8 and Ramp 7)	D/C	D/C	C/C

Figure 24. Alternate 4 Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.

Alternative 4A

Alternate 4A is identical to Alternate 4 except that the KY 22 interchange is not reconfigured. Again, because this alternative is similar to Alternative 4, a detailed simulation model was not developed. Even without the negative impacts to the KY 22 interchange, this alternate does not provide any significant benefits for I-71 southbound during the AM peak period.

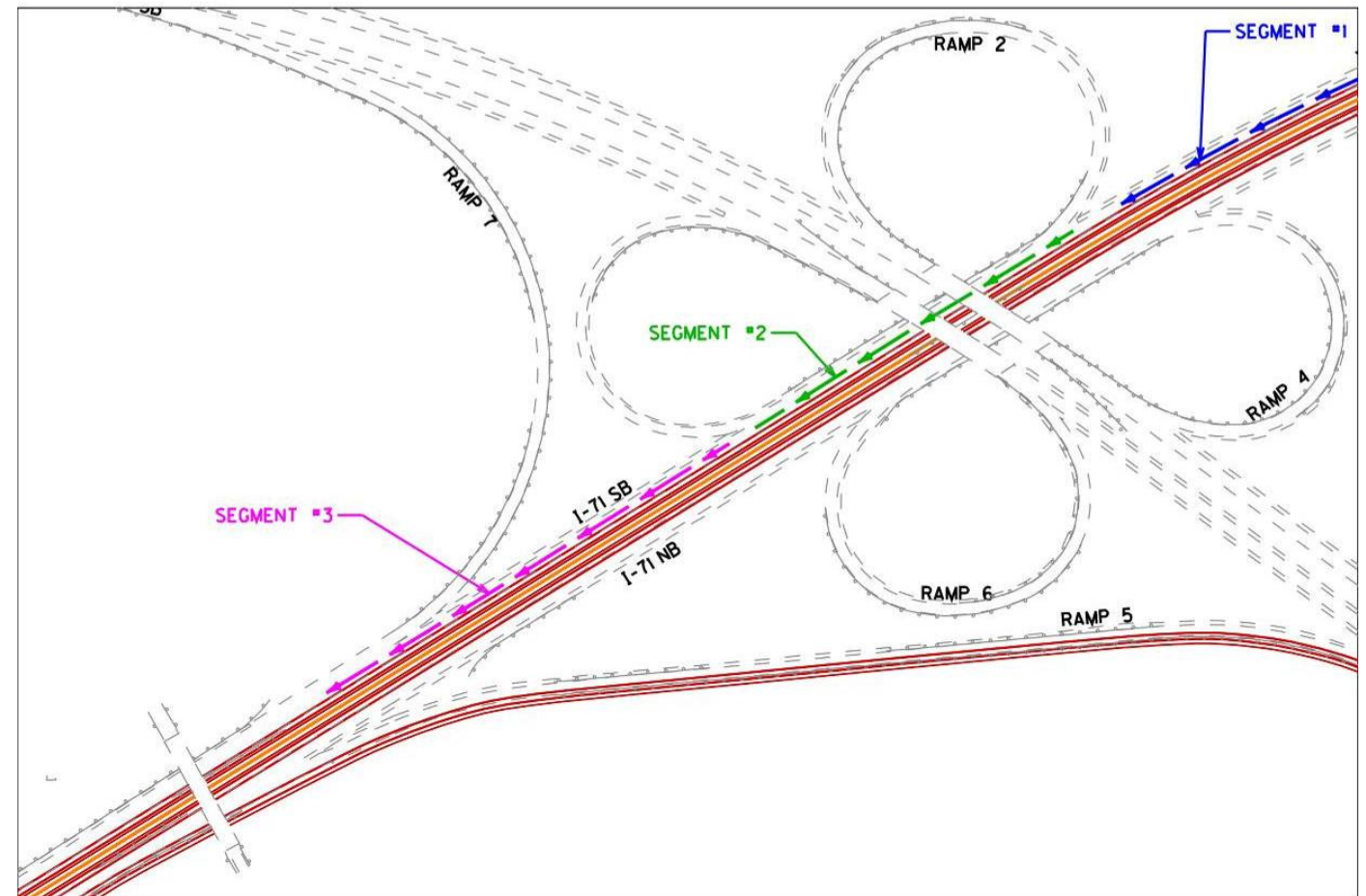
Pros:

- Eliminates PM congestion at Ramp 5
- Safety improvement for PM peak period

Cons:

- Does not improve capacity on I-71
- Does not improve weaving from I-265 northbound to I-71 southbound
- Moves congestion point downstream on I-71 southbound
- Effects Springdale Road Bridge
- Widening to the outside may affect right of way and/or utilities

Cost: **\$22.5 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB (Between Ramp 1 and Ramp 2)	C/B	C/B	B/B
2	Ramp 2 (I-265 NB to I-71 SB Weave)	E/D	F/C	D/C
3	I-71 SB (Between Ramp 3 and Ramp 4)	D/C	D/C	C/C

Figure 25. Alternate 4A Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.

Alternative 5

This is the first of the 2030 design year alternatives that attempted to address the AM and PM peak period congestion issues. As such, it is the first alternative that proposes a significant change to the existing interchange geometry. This alternative constructs a two-lane flyover ramp from I-265 northbound to I-71 southbound, and includes the Alternate 1 concept for the off-ramp from I-71 northbound to I-265 southbound. Other features of this alternative include:

- Extending the Ramp 3 auxiliary lane (I-71 Northbound merge lane) to the Chamberlain Lane bridge
- Reconfiguring the KY 22 interchange as described in Alternate 4; and
- Reconstructing the Springdale Road bridge, which needs to be widened for the two-lane flyover ramp.

The existing AM problematic merging point between I-265 and I-71 has been moved further downstream on I-71 with the proposed flyover to I-71 southbound. Also, KY 22 is reconfigured at I-265 to increase the weaving distance between I-265 and I-71. Please refer to **Appendix B-7** for a schematic view of all this alternative.

AM (2030): Due to the inadequate capacity on I-71 southbound (two lanes) at the merging point with the flyover from I-265 northbound, the two-lane flyover ramp basically stores traffic on it until traffic can merge onto I-71 southbound. The screen image from the simulation below shows the morning rush hour queuing on the proposed flyover ramp as well as significant back up and delay on KY 22. Conversely, Ramp 5 is widened as presented in Alternate 1 which still accommodates the 2030 traffic.

PM (2030): Alternative simulation shows improved performance of I-71 northbound to I-265 southbound and KY 22 because the improvements to Ramp 5 as illustrated in Alternative 1 decreases the delay and congestion in the 2030 PM Peak Period.

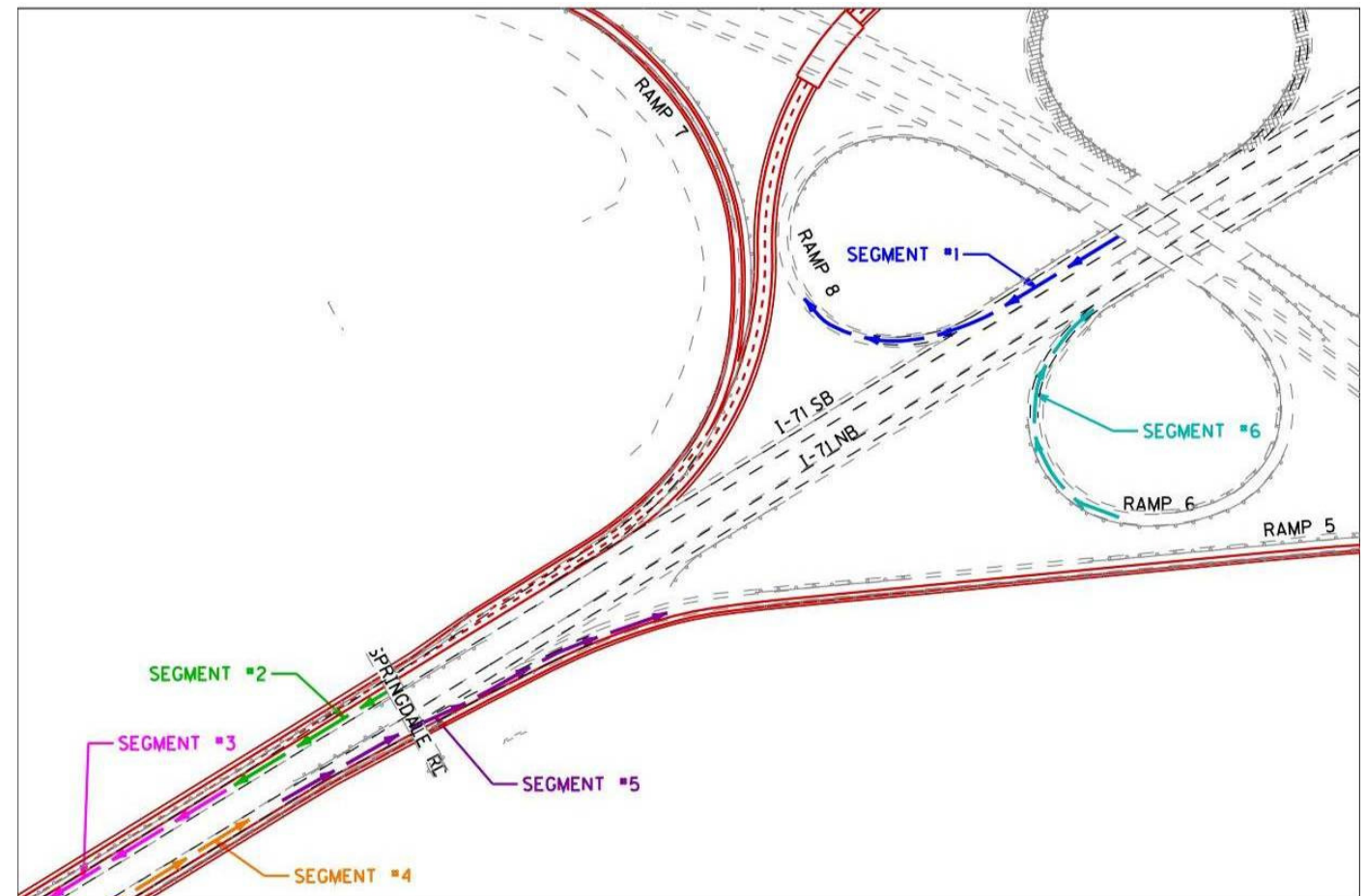
Pros:

- Eliminates AM congestion at KY 22 and I-265
- Eliminates PM congestion at Ramp 5
- Improved geometrics with flyover ramp to I-71 southbound
- Safety improvement for PM peak period

Cons:

- Does not improve capacity on I-71
- Moves congestion point downstream on I-71 southbound
- Effects Springdale Road Bridge
- Creates significant delay and backup on KY 22 due to the reconfiguration of the on ramp at KY 22
- Widening may affect right of way and/or utilities

Cost: **\$30 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	E/B
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	B/D
3	I-71 SB South of Ramp 7	D/C	F/C	B/A
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
5	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	A/B
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	B/E

Figure 26. Alternate 5 Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.

Alternative 5A

Due to the lack of capacity on I-71 with the increased traffic from I-265 and other contributing factors, it became apparent to the consultant team that in order to increase capacity at the interchange, capacity to I-71 would also have to be increased. Alternate 5A is identical to Alternate 5 with the exception that I-71 will be six lanes between I-264 and I-265. Also, KY 22 will not be reconfigured at I-265. **Appendix B-8** presents Alternate 5A which is identical to Alternative 5 without changes to the KY 22 interchange.

AM (2030): The simulation showed the AM significantly improved operations of the interchange and I-71 downstream while significantly decreasing congestion, delay, and weaving. Both the flyover ramp and southbound I-71 are estimated to have free-flowing conditions during the AM and PM peak (in the design year) with this alternative. Compare the previous simulation screen image of Alternative 5 with the one posted below.

PM (2030): Alternative simulation shows improved performance of I-71 northbound to I-265 southbound and KY 22 because the improvements to Ramp 5 as illustrated in Alternative 1 decreases the delay and congestion in the 2030 PM Peak Period as well as the additional lane to I-71 northbound tremendously decreases delay and improves capacity.

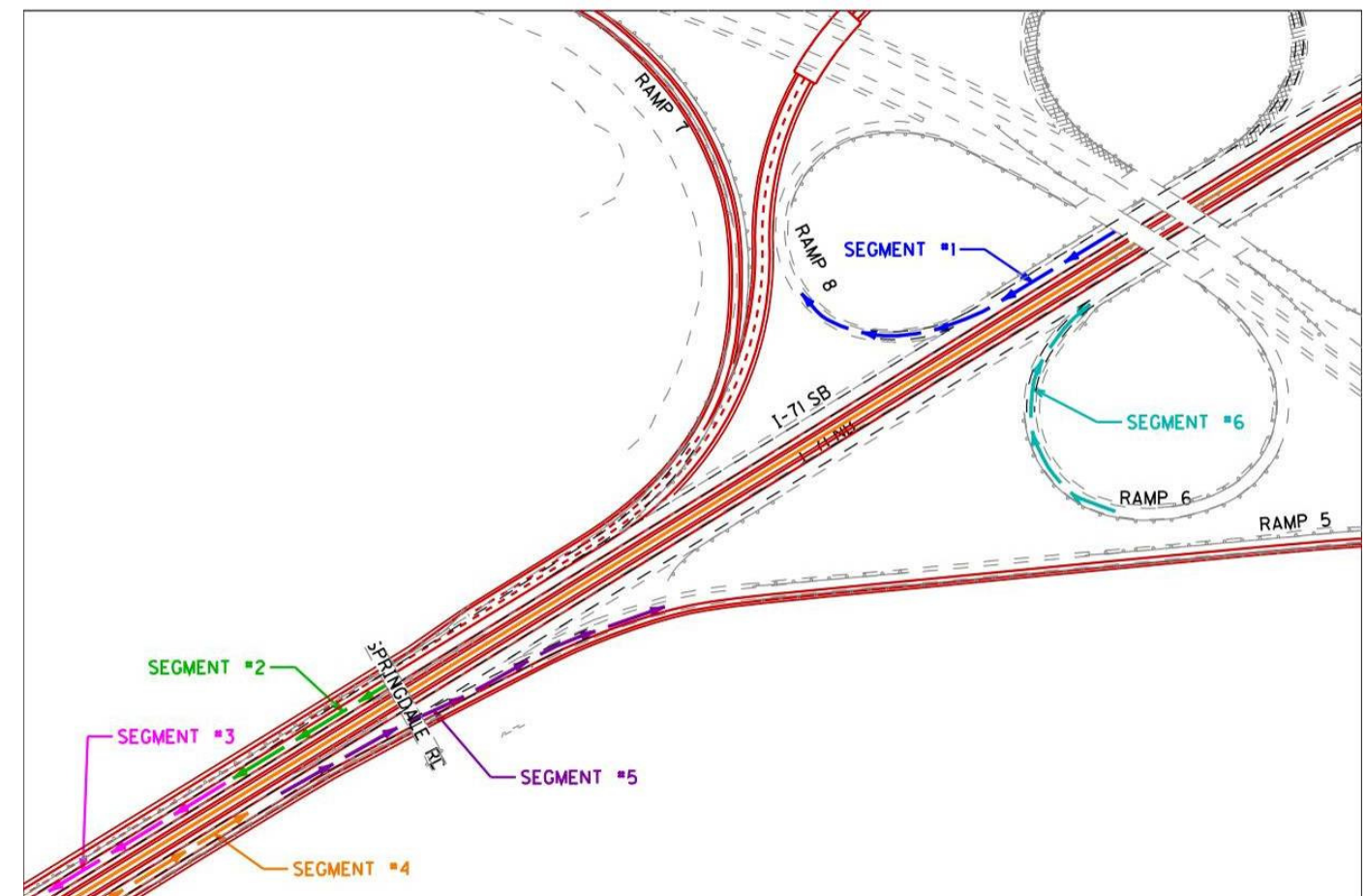
Pros:

- Improves capacity on I-71
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound
- Safety

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264
- Widening may affect right of way and/or utilities
- Environmental impacts with increased noise due to added lane
- Relatively High cost

Cost: **\$70 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	C/B
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	B/B
3	I-71 SB South of Ramp 7	D/C	F/C	B/A
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
5	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	B/C
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/D

Figure 27. Alternate 5A Critical Segment Analysis

This alternative shows significant improvements over the current conditions up to the design year. This alternative meets the project goals and is recommended to advance further in the project development process.

Alternative 6

Alternate 6 expands upon Alternate 5 by adding a CD for I-265 northbound between KY 22 and I-71 and creating a slip ramp at the end of the CD back to I-265. I-71 is also widened to six lanes to I-264.

AM and PM (2030): All future movements performed well after simulation and analysis.

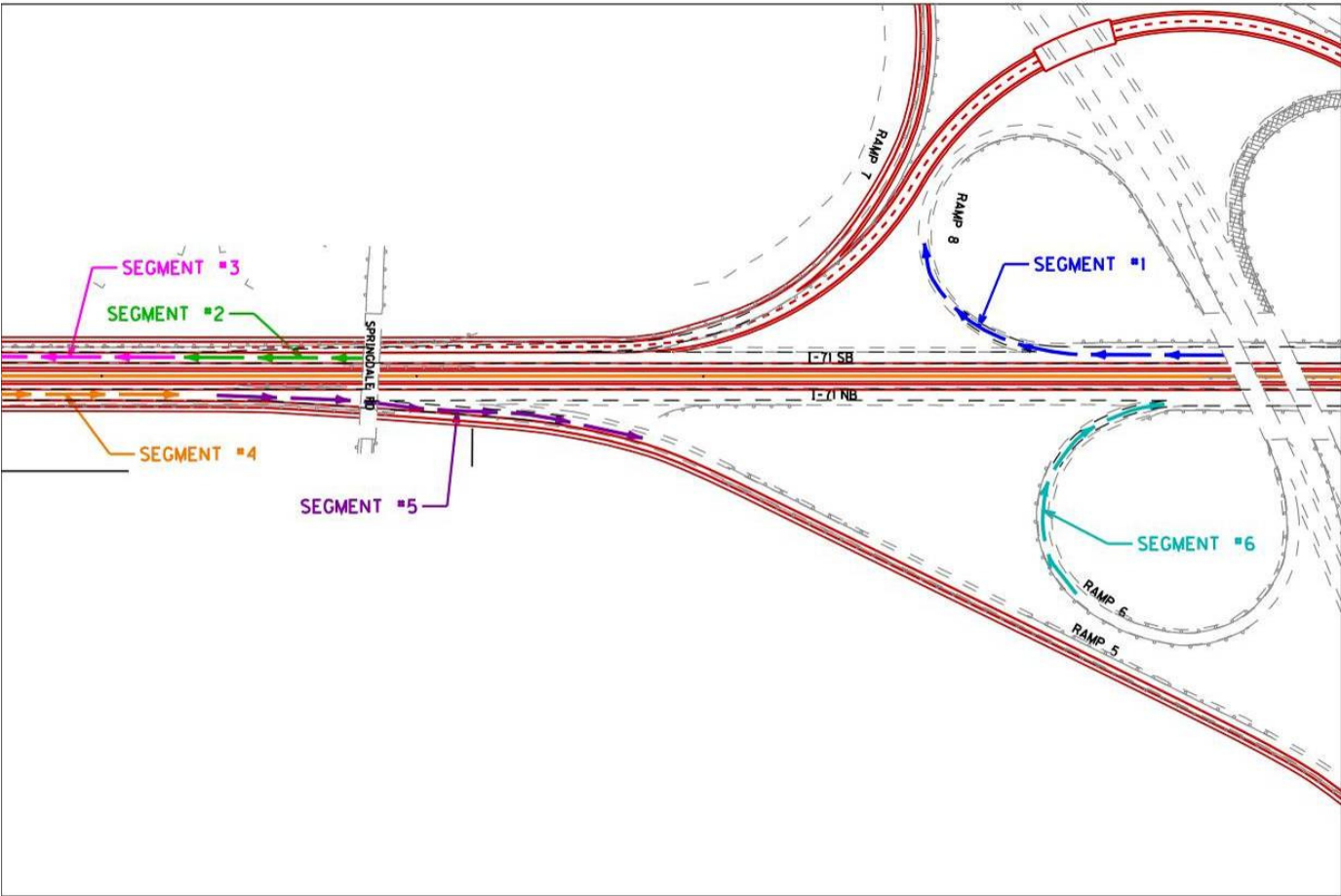
Pros:

- Improves capacity on I-71
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound
- Safety

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264
- Widening may affect right of way and/or utilities
- Environmental impacts with increased noise due to added lane
- Slip ramp from KY 22 to I-265 northbound is located in close proximity to I-71/I-265
- Cost

Cost: \$75 million



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	C/B
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	C/B
3	I-71 SB South of Ramp 7	D/C	F/C	B/A
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
5	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	B/C
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/D

Figure 28. Alternate 6 Critical Segment Analysis

This alternative was eliminated from further consideration because the modeling shows the CD system does not perform significantly better than Alternative 5A, has a higher cost and has undesirable ramp spacing from the end of the CD to the loop ramp from I-71 northbound to I-265 northbound (traveling toward the new Ohio River bridge).

Alternative 6A

Alternate 6A is the same as Alternative 6 with the exception that I-71 remains as four lanes to I-264.

AM (2030): Due to the inadequate capacity on I-71 southbound (two lanes) at the merging point with the flyover from I-265 northbound, the two-lane flyover ramp basically stores traffic on it until traffic can merge onto I-71 southbound as can be seen in the simulation image below.

PM (2030): Alternate 1 is incorporated into this plan and shows improved performance of I-71 northbound and significantly reduces delay and congestion.

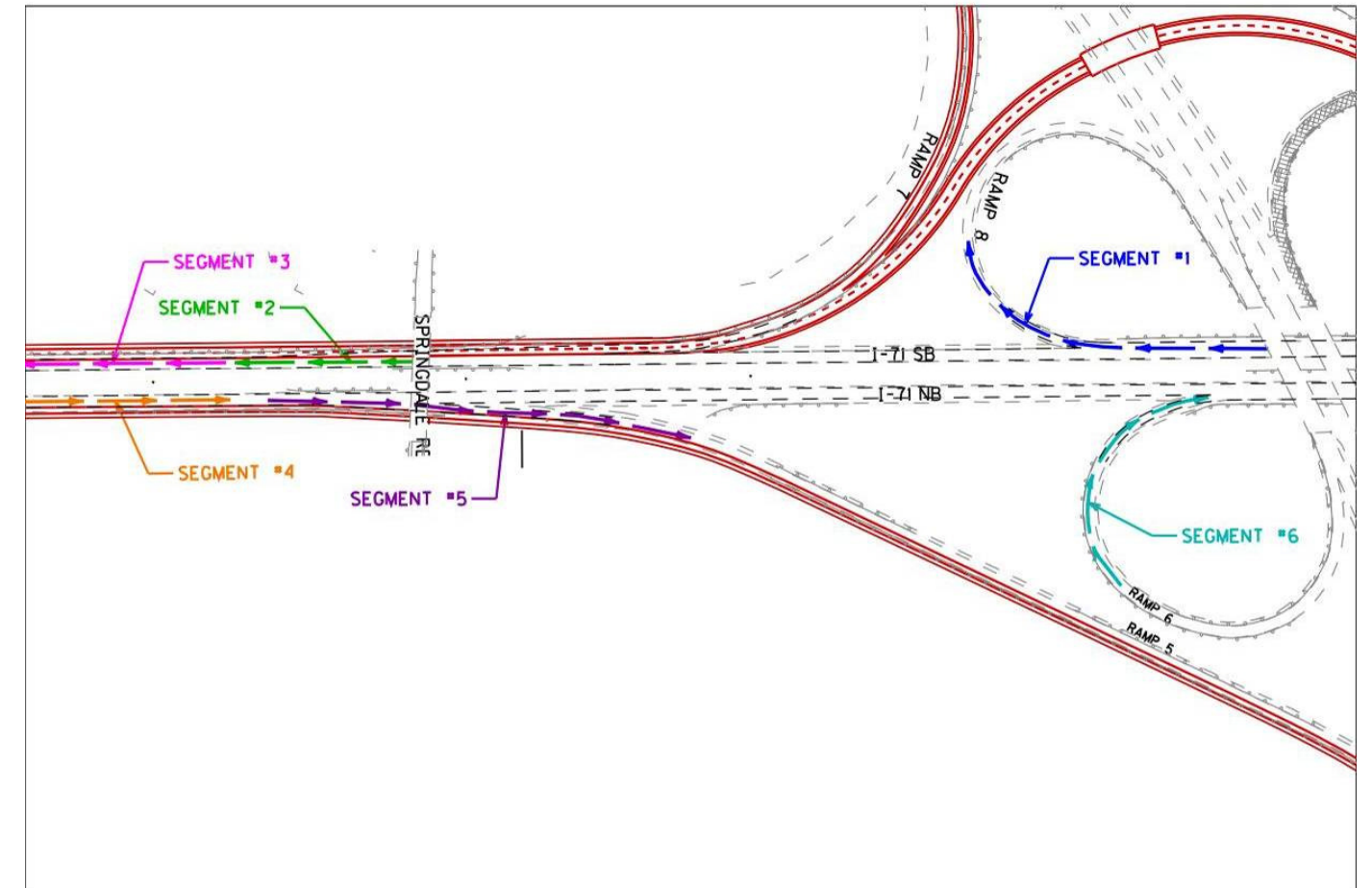
Pros:

- Eliminates AM congestion at KY 22 and I-265
- Eliminates PM congestion at Ramp 5
- Improved geometrics with flyover ramp to I-71 southbound
- Safety improvement for PM peak period

Cons:

- Does not improve capacity on I-71
- Moves congestion point downstream on I-71 southbound
- Effects Springdale Road Bridge
- Widening may affect right of way and/or utilities

Cost: **\$35 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	E/B
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	D/B
3	I-71 SB South of Ramp 7	D/C	F/C	B/A
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
5	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	B/C
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/E

Figure 29. Alternate 6A Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.

Alternative 7

Alternate 7 was developed to determine if moving the flyover to the intersection of I-71 and I-265 would be feasible and cost effective when compared to Alternative 5. The proposed traffic characteristics were very comparable to Alternate 5. Therefore, this scenario was dropped from further consideration and not recommended for advancement primarily due to structural logistics with the flyover from I-265 northbound to I-71 southbound being relocated to the intersection of existing I-71 and I-265 as well as the reconfiguration of KY 22 at I-265.

AM (2030): Due to the inadequate capacity on I-71 southbound (two lanes) at the merging point with the flyover from I-265 northbound, the two-lane flyover ramp basically stores traffic on it until traffic can merge onto I-71 southbound similar to Alternate 5 as well as creating significant back up and delay on KY 22.

PM (2030): Alternative shows improved performance of I-71 northbound to I-265 southbound and KY 22 because the improvements to Ramp 5 as illustrated in Alternative 1 decreases the delay and congestion in the PM Peak Period.

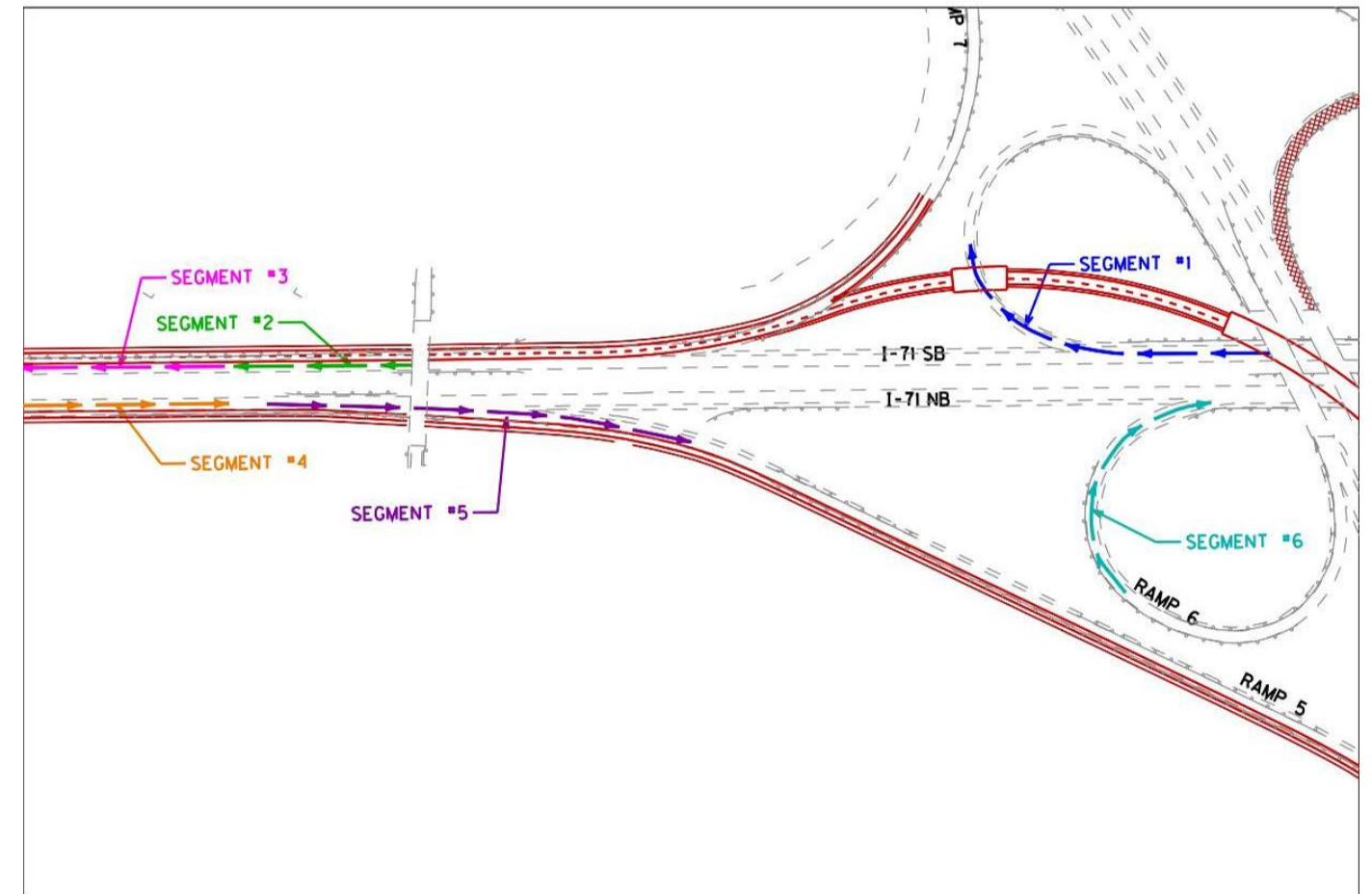
Pros:

- Eliminates AM congestion at KY 22 and I-265
- Eliminates PM congestion at Ramp 5
- Improved geometrics with flyover ramp to I-71 southbound
- Safety improvement for PM peak period

Cons:

- Does not improve capacity on I-71
- Moves congestion point downstream on I-71 southbound
- Creates significant delay and backup on KY 22 due to the reconfiguration of the on ramp at KY 22
- Effects Springdale Road Bridge
- Widening may affect right of way and/or utilities

Cost: **\$40 million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	E/B
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	D/B
3	I-71 SB South of Ramp 7	D/C	F/C	B/A
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	A/C
5	Ramp 5 (I-71 NB to I265 SB Off-Ramp)	C/D	C/E	B/C
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/E

Figure 30. Alternate 7 Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.

Alternative 8

Alternate 8 widens both I-71 and I-265 to six lanes. This alternative constructs a second flyover ramp from I-265 southbound to I-71 northbound to complement the flyover ramp that accommodates the morning peak traffic presented in previous alternates. To help compensate for the short distance between I-71 and KY 22, as well as reduce the number of weaving vehicles between interchanges, Alternate 8 has braided ramps near the KY 22 exit off of I-265. With this option the braided ramps are also part of a large and complex CD system proposed at Ramp 5 and I-265 southbound to KY 22.

AM and PM (2030): All future movements performed well after simulation and analysis.

Pros:

- Improves capacity on I-71 and I-265
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound and I-71 northbound
- Safety

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264 and effects overpasses on I-265
- Widening will affect right of way and/or utilities (braided weave near businesses will require significant right of way and utility relocations)
- Environmental impacts with increased noise due to added lanes
- Cost

Cost: \$105 million

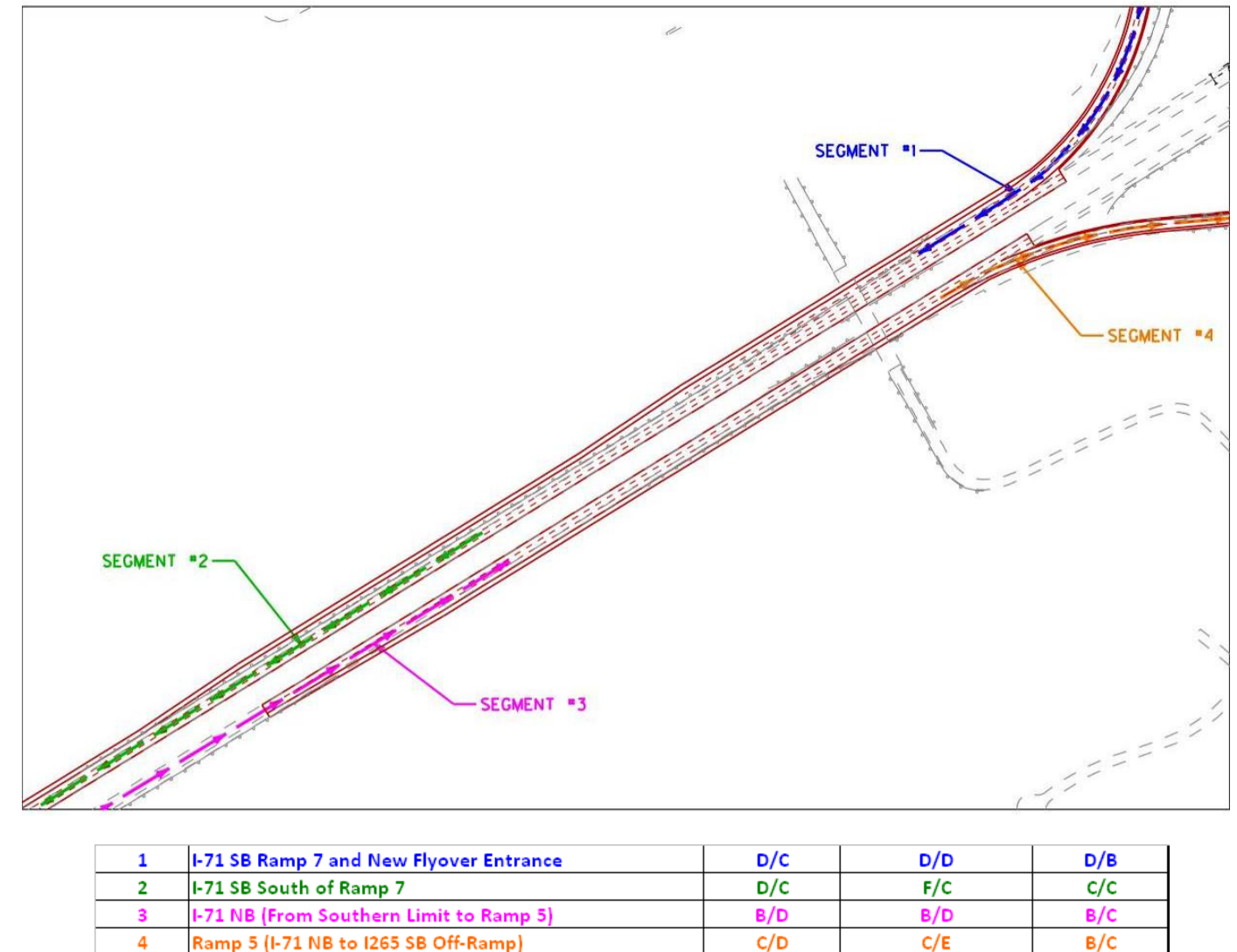


Figure 31. Alternate 8 Critical Segment Analysis

This alternative was eliminated from further consideration due to significant right of way and utility impacts primarily located at the braided weave to KY 22.



Alternative 8A

Alternate 8A is similar to Alternate 8 with the removal of the braided weave at KY 22 while I-71 and I-265 are six lanes each, respectively.

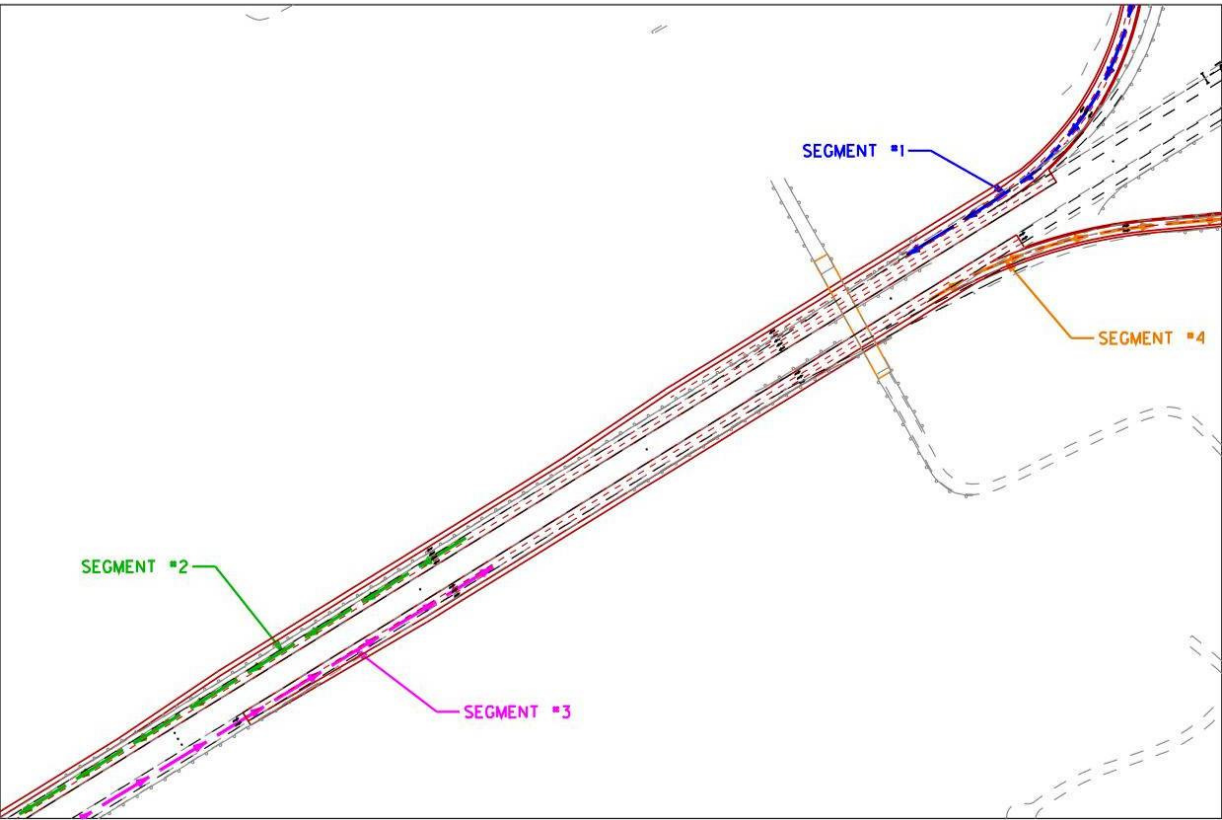
Pros:

- Improves capacity on I-71 and I-265
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound and I-71 northbound
- Safety

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264 and effects overpasses on I-265
- Widening may affect right of way and/or utilities
- Environmental impacts with increased noise due to added lanes
- Cost

Cost: \$100 million



1	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	D/B
2	I-71 SB South of Ramp 7	D/C	F/C	C/C
3	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	B/C
4	Ramp 5 (I-71 NB to I265 SB Off-Ramp)	C/D	C/E	B/C

Figure 32. Alternate 8A Critical Segment Analysis

This alternative meets the project goals and is recommended to proceed in the project development process into Phase I design as part of the ultimate solution for the interchange.

Alternative 9

Alternate 9 is similar to Alternate 8A with the removal of the flyover from I-265 southbound to I-71 northbound while I-71 and I-265 are six lanes each, respectively.

AM (2030): The future movements performed well with good levels of services and with little to no delay in the simulation model.

PM (2030): The future movements performed without delay with the exception of the loop ramp from I-265 southbound to I-71 northbound (ramp 6). With the increased traffic volume from the construction of the east end bridge for the design year, this area showed extreme congestion and delay as well as weaving issues. Ramp 6 is the only movement that may need additional improvements in the future (ie. flyover ramp shown in 8A). Additional coordination with KIPDA and the Louisville Bridges project is recommended for the next phase of the design process.

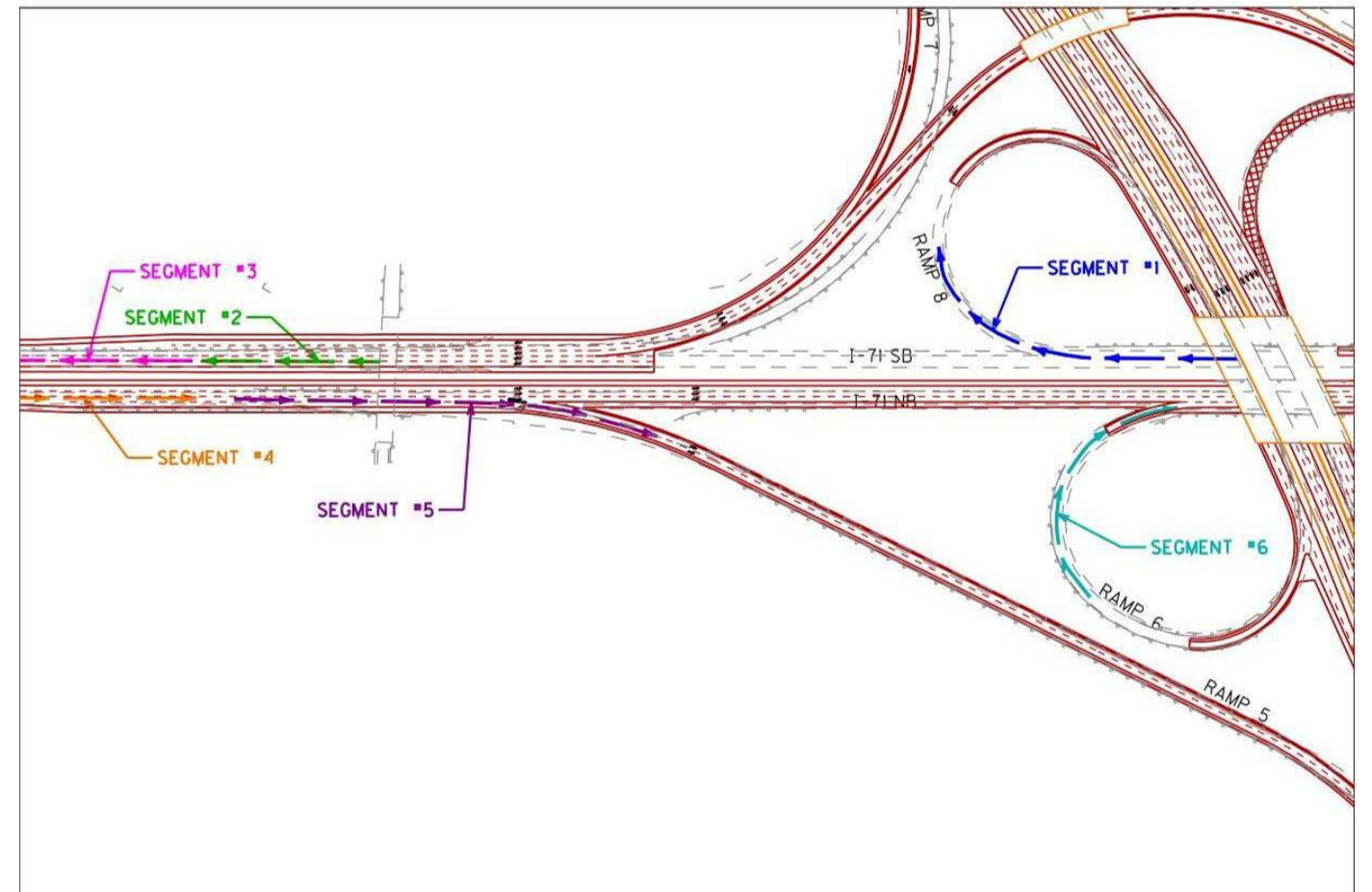
Pros:

- Improves capacity on I-71 and I-265
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 and increases free flow speed
- Improved geometrics with flyover ramp to I-71 southbound
- Safety

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264 and effects overpasses on I-265
- Widening may affect right of way and/or utilities
- Environmental impacts with increased noise due to added lanes
- Relatively high cost

Estimated Cost- **\$85 Million**



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 SB Ramp 8-No longer Weave	E/D	F/C	D/C
2	I-71 SB Ramp 7 and New Flyover Entrance	D/C	D/D	C/B
3	I-71 SB South of Ramp 7	D/C	F/C	C/C
4	I-71 NB (From Southern Limit to Ramp 5)	B/D	B/D	B/C
5	Ramp 5 (I-71 NB to I-265 SB Off-Ramp)	C/D	C/E	B/C
6	Ramp 6 (I-265 SB to I-71 NB Weave)	A/B	B/F	A/C

Figure 33. Alternate 9 Critical Segment Analysis

Because this alternative is similar to Alternative 8A and after further engineering investigation and analysis, it was determined that due to the heavy movement in the 2030 design year, the existing loop ramp from I-265 southbound to I-71 northbound would not adequately handle the increased traffic. Therefore, this alternative was eliminated from further consideration.



Alternative 10

Alternative 10 examines a CD system though the I-265 interchange creating the C/D on I-71 north and southbound. The CD is created by constructing the CD through the abutment on I-71 (spill through abutment). With this scenario the existing cloverleaf interchange is maintained and I-71 is four lanes beyond the C/D merge points.

AM (2030): New merge/weave point from I-265 southbound to I-71 northbound is heavily congested with traffic moving at low speeds on I-71 according to the simulation.

PM (2030): Ramp congestion will exist from I-265 southbound to I-71 northbound (ramp 6) and I-265 northbound to I-71 northbound.

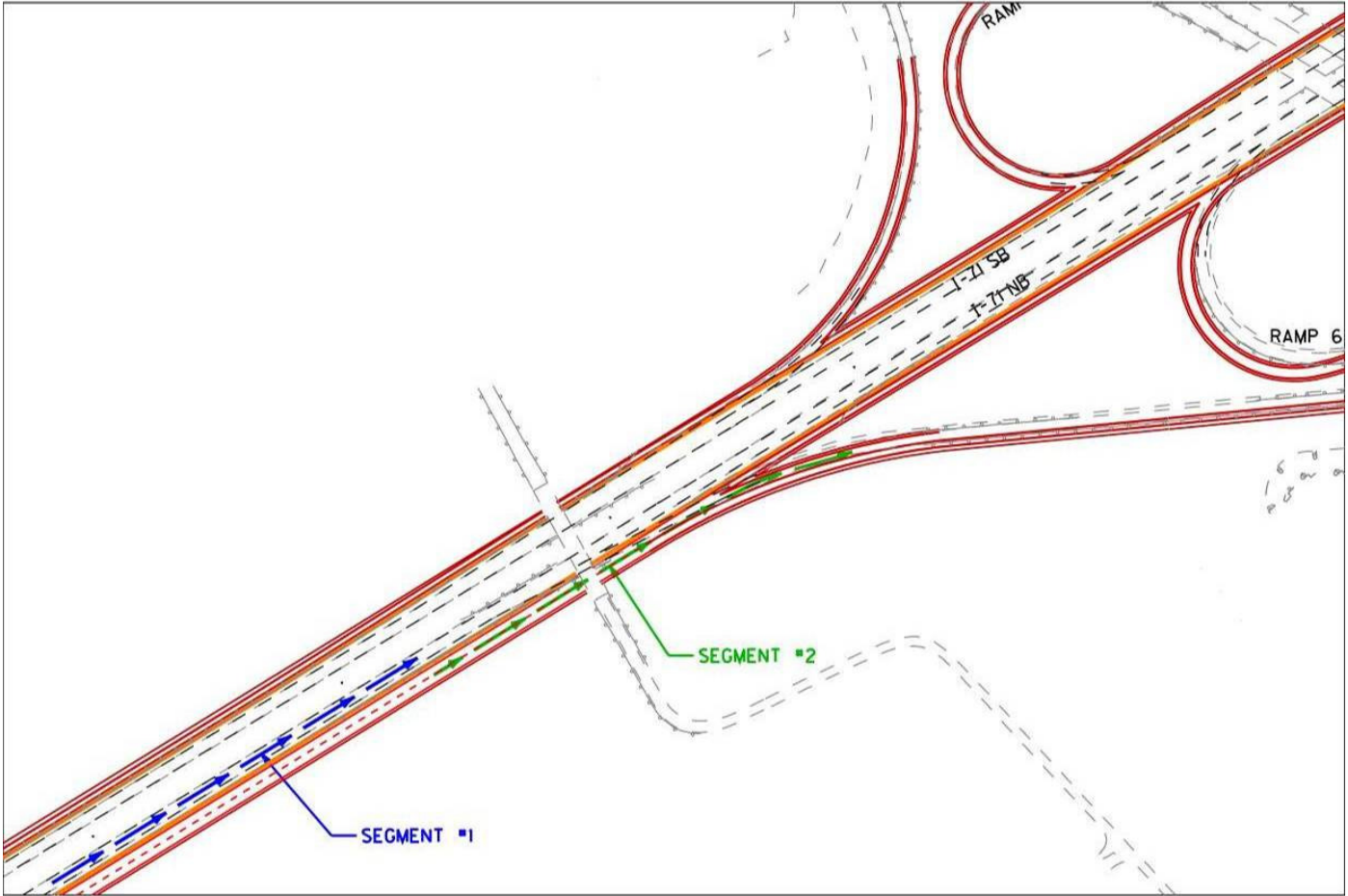
Pros:

- Eliminates PM congestion as presented in Alternate 1
- Improves weaving from KY 22 and/or I-265 to I-71 during PM peak period as presented in Alternate 1
- Minimal right of way and utilities affected

Cons:

- Does not improve capacity on I-71 and stores merging traffic on the CD due to inadequate capacity on I-71
- Moves congestion point downstream on I-71 southbound
- Effects Springdale Road Bridge
- Effects I-265 overpass with the construction of the CD on I-71
- Ramp congestion from I-265 southbound to I-71 northbound and I-265 northbound to I-71 northbound
- Does not improve geometrics of interchange

Estimated Cost- \$25 Million



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 NB Southern Limit Mainline	B/D	B/D	B/C
2	I-71 NB C/D Ramp 5	C/D	C/E	B/C

Figure 34. Alternate 10 Critical Segment Analysis

This alternative was eliminated from further consideration because it does not meet the project goals.



Alternative 10A:

Alternative 10A is similar to Alternative 10 with the exception that I-71 is widened to six lanes to I-264.

AM (2030): CD system and mainline show traffic free flowing in the simulation.

PM (2030): CD system and mainline show traffic free flowing in the simulation.

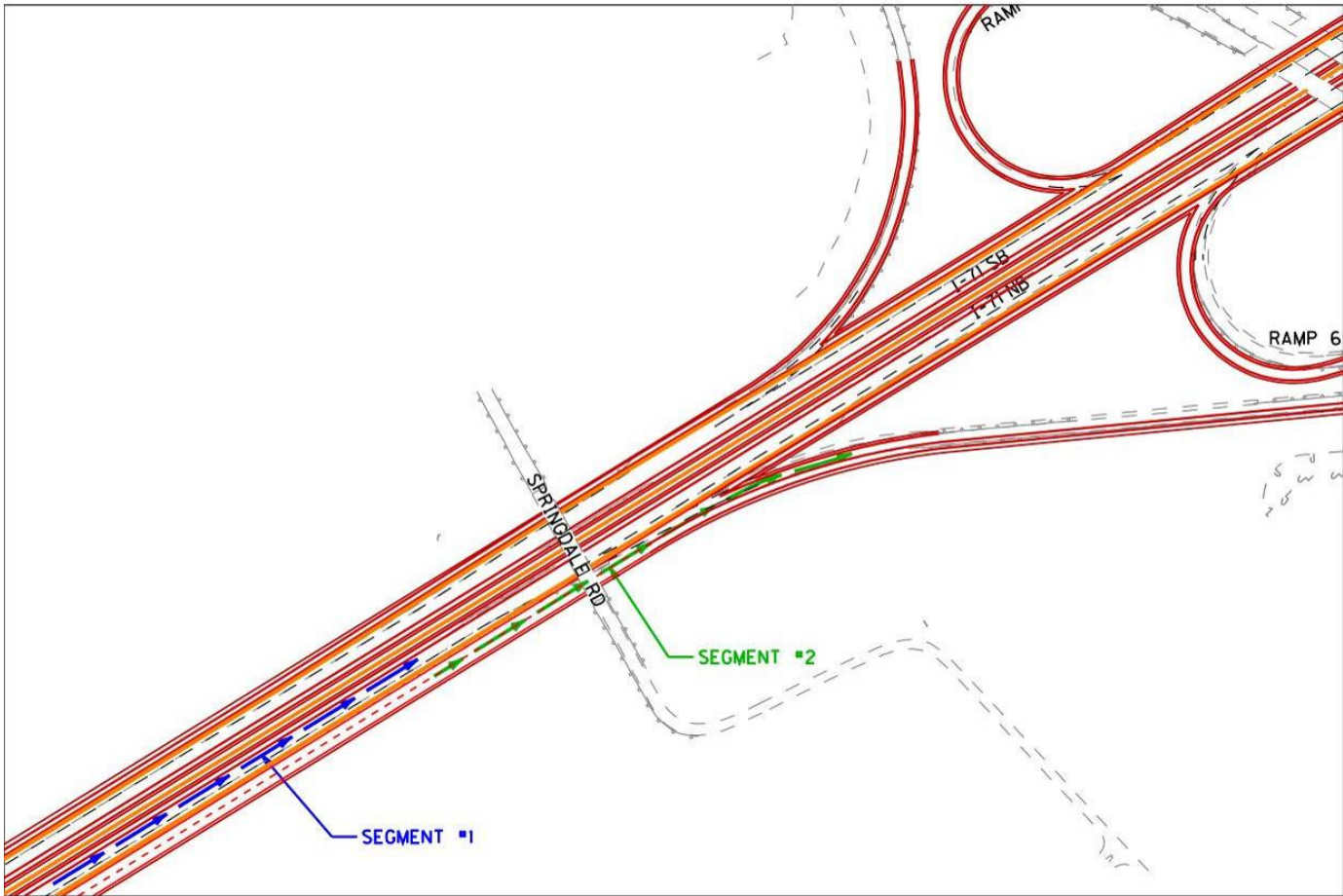
Pros:

- Improves capacity on I-71
- Eliminates AM and PM congestion
- Improves weaving from KY 22 and/or I-265 to I-71 during AM and PM peak period
- Minimal right of way and utilities affected
- Cost when compared to other ultimate build alternates

Cons:

- Effects underpasses and overpasses with the widening on I-71 to I-264
- Effects I-265 overpass with the construction of the CD on I-71
- Does not improve geometrics of interchange

Estimated Cost - \$65 Million



Segment Number	Segment	2009 Existing (AM/PM)	2030 No-Build LOS (AM/PM)	2030 Build (AM/PM)
1	I-71 NB Southern Limit Mainline	B/D	B/D	B/C
2	I-71 NB C/D Ramp 5	C/D	C/E	B/C

Figure 35. Alternate 10A Critical Segment Analysis

This alternative meets the project goals and is recommended to proceed in the project development process into Phase I design as part of the ultimate solution for the interchange.

8.0 RECOMMENDATIONS

Due to the current transportation funding situation, it is not feasible to construct an ultimate interchange design with one large project. Instead, a phased construction approach is recommended to address current needs with cost effective, small-scale improvement projects and construct additional pieces of the ultimate interchange for the next 5 to 15 years.

There are two recommendations as a result of this study. Alternative 1 was presented to the State Highway Engineer's office and was recommended for advancement as its own standalone project. This ramp modification will add capacity to address current congestion issues in the PM and will be fully compatible with all other future alternatives recommended for advancement. Alternative 1 was included in the 2010 Recommended Highway Plan as Item 5-48.30 with design scheduled for Fiscal Year 2013.

The second recommendation is to enhance the existing warning signage for the I-71 southbound exit ramp (ramp 8). As shown in Figure 18, in the Existing Signing section on page 23, the advance warning signage for the loop ramp is limited to one advanced warning sign. While this is compliant with the Manual on Uniform Traffic Control Devices, supplemental signs in advance of the bridge are recommended to alert motorists, especially truck drivers, to the tight curvature on ramp 8. By nature, loop off-ramps have more crash problems than loop on-ramps because of the speed differential between mainline speeds and the design speed of the ramp.

It is recommended that a panel sign be mounted overhead, with flashers, on the I-265 bridge. An example of this sign is shown in Figure 35 below. This sign presents the rollover risk to trucks for safely exiting via ramp 8.



Figure 36. Recommended Supplemental Warning Signage for Ramp 8

Regarding the longer-term solutions for this interchange, the project team is recommending that Alternatives 5A, 8A, and 10A should be advanced for Phase I analysis and design.

APPENDIX A

Counts

I-265 Interchanges at I-71 and KY 22							
2030 Traffic Forecasts							
	Recent Count	Count Year	2030 Base Adjusted	No Build Adjusted	Alt. 3 Adjusted	Alt. 6 Adjusted	# of Lanes
I-71							
South of I-265	73,700	2009	80,500	80,400	81,900	81,200	4/5
North of I-265	56,800	2009	87,000	83,600	87,500	89,700	4/5
South of KY 329	56,800	2009	82,100	83,600	81,800	83,200	4
I-71 Ramps							
I-71 NB to KY 841 NB	1,100	2009	3,400	4,500	3,500	3,400	1
KY 841 SB to I-71 SB	1,300	2009	1,800	3,600	1,700	1,300	1
I-71 NB to I-265 SB	17,100	2009	16,400	18,000	18,000	15,700	1/2
I-265 NB to I-71 SB	15,700	2009	14,300	15,500	15,400	18,300	1/2
I-71 SB to KY 841 NB	600	2009	8,500	7,100	7,800	8,100	1
KY 841 SB to I-71 NB	800	2009	10,300	10,400	9,400	10,700	1
I-71 SB to I-265 SB	9,000	2009	5,100	6,200	6,500	8,700	1
I-265 NB to I-71 NB	9,800	2009	7,000	7,300	7,800	7,000	1
NB off-ramp at new interchange			6,000	N/A	6,000	7,100	1
SB on-ramp at new interchange			5,700	N/A	5,500	4,400	1
NB on-ramp at new interchange			2,900	N/A	3,000	3,500	1
SB off-ramp at new interchange			3,600	N/A	2,500	1,200	1
NB off-ramp at KY 329			6,900	8,400	7,600	7,500	1
SB on ramp at KY 329			6,600	8,400	7,800	6,600	1
NB on-ramp at KY 329			1,000	1,200	1,900	1,400	1
SB off ramp at KY 329			1,200	2,000	2,100	1,300	1
I-265/KY 841							
South of US 42	18,400	2009	74,400	76,800	73,800	74,700	4
Between I-71 & KY 22	74,800	2008	106,700	113,900	113,500	115,500	6
South of KY 22	53,500	2008	87,800	87,000	89,400	92,300	6
I-265 Ramps							
NB off-ramp at KY 22	6,100	2009	12,700	11,500	11,100	11,900	1
SB on-ramp at KY 22	6,000	2009	14,700	11,300	13,600	12,100	2
SB off-ramp at KY 22	12,900	2009	19,000	19,500	20,300	18,300	2
NB on-ramp at KY 22 from east	7,300	2009	13,000	15,100	13,800	15,900	1/2
NB on-ramp at KY 22 from west	5,400	2009	5,500	5,100	5,300	4,200	1/2
NB off-ramp at US 42			5,400	7,200	5,200	5,400	1
SB on-ramp at US 42			5,600	7,500	5,200	5,700	1
KY 22							
West of Hurstbourne	14,100	2007	16,600	18,000	16,300	16,500	2
West of I-265	23,100	2008	38,300	38,100	37,600	38,600	7
East of I-265	21,200	2005	51,700	50,800	51,300	50,600	7
West of KY 1694	21,200	2005	49,300	48,300	50,400	47,600	7
East of KY 1694	12,100	2006	38,800	39,000	38,800	37,400	5
West of Haunz Ln.	7,000	2008	37,000	36,200	35,900	35,400	5
East of Haunz Ln.	7,000	2008	36,200	36,200	36,100	36,500	5
West of KY 329	9,000	2006	32,000	31,800	29,500	29,500	5
Hurstbourne Pkwy.							
South of KY 22	16,200	2008	23,600	23,200	23,300	23,600	5
KY 1694							
North of KY 22	7,400	2006	8,900	7,900	9,800	8,500	2
South of US 42	500	2006	4,900	7,100	4,500	4,400	2
KY 329							
North of I-71 interchange	3,600	2006	6,300	8,100	6,500	6,500	2
South of I-71 interchange	11,000	2007	9,400	13,600	12,300	10,500	4
North of KY 22	4,100	2008	3,500	5,800	5,100	4,300	2
KY 329B							
South of KY 329	6,700	2006	3,500	5,900	5,300	4,500	4
North of KY 146	6,830	2008	5,800	9,300	7,900	7,100	5
US 42							
East of KY 841	28,700	2007	39,400	39,400	38,700	38,500	4
West of River Rd.	28,700	2007	37,600	41,900	36,800	36,100	5
East of River Rd.	28,700	2007	42,500	42,900	41,800	43,000	5
New Road							
Between KY 22 and I-71	N/A	N/A	15,200	N/A	13,000	13,000	3
North of I -71	N/A	N/A	7,900	N/A	8,400	8,200	3
Connector to KY 1694	N/A	N/A	7,700	N/A	8,800	7,000	3
South of US 42	N/A	N/A	13,800	N/A	14,400	13,700	3

I-265 Interchanges at I-71 and KY 22							
2030 Traffic Forecasts							
	Recent Count	Count Year	2030 Base Adjusted	No Build Adjusted	Alt. 3 Adjusted	Alt. 6 Adjusted	# of Lanes
I-71							
NB south of I-265	36,600	2009	40,400	40,200	40,700	40,600	
SB south of I-265	37,100	2009	40,100	40,200	41,200	40,600	
South of I-265	73,700	2009	80,500	80,400	81,900	81,200	4/5
NB north of I-265	28,100	2009	44,400	42,600	43,600	45,500	
SB north of I-265	28,700	2009	42,600	41,100	43,900	44,200	
North of I-265	56,800	2009	87,000	83,600	87,500	89,700	4/5
NB south of KY 329	28,100	2009	41,500	42,600	40,700	42,100	
SB south of KY 329	28,700	2009	40,600	41,100	41,100	41,100	
South of KY 329	56,800	2009	82,100	83,600	81,800	83,200	4
I-71 Ramps							
I-71 NB to KY 841 NB	1,100	2009	3,400	4,500	3,500	3,400	1
KY 841 SB to I-71 SB	1,300	2009	1,800	3,600	1,700	1,300	1
I-71 NB to I-265 SB	17,100	2009	16,400	18,000	18,000	15,700	1/2
I-265 NB to I-71 SB	15,700	2009	14,300	15,500	15,400	18,300	1/2
I-71 SB to KY 841 NB	600	2009	8,500	7,100	7,800	8,100	1
KY 841 SB to I-71 NB	800	2009	10,300	10,400	9,400	10,700	1
I-71 SB to I-265 SB	9,000	2009	5,100	6,200	6,500	8,700	1
I-265 NB to I-71 NB	9,800	2009	7,000	7,300	7,800	7,000	1
NB off-ramp at new interchange			6,000	N/A	6,000	7,100	1
SB on-ramp at new interchange			5,700	N/A	5,500	4,400	1
NB on-ramp at new interchange			2,900	N/A	3,000	3,500	1
SB off-ramp at new interchange			3,600	N/A	2,500	1,200	1
NB off-ramp at KY 329			6,900	8,400	7,600	7,500	1
SB on ramp at KY 329			6,600	8,400	7,800	6,600	1
NB on-ramp at KY 329			1,000	1,200	1,900	1,400	1
SB off ramp at KY 329			1,200	2,000	2,100	1,300	1
I-265/KY 841							
NB south of US 42	9,200	2009	36,100	37,300	35,800	36,500	
SB south of US 42	9,200	2009	38,300	39,600	37,900	38,200	
South of US 42	18,400	2009	74,400	76,800	73,800	74,700	4
NB between I-71 & KY 22	37,400	2008	53,800	57,200	56,400	58,400	
SB between I-71 & KY 22	37,400	2008	52,800	56,800	57,100	57,100	
Between I-71 & KY 22	74,800	2008	106,700	113,900	113,500	115,500	6
NB south of KY 22	26,750	2008	43,500	44,100	43,900	46,100	
SB south of KY 22	26,750	2008	44,400	42,900	45,500	46,200	
South of KY 22	53,500	2008	87,800	87,000	89,400	92,300	6
I-265 Ramps							
NB off-ramp at KY 22	6,100	2009	12,700	11,500	11,100	11,900	1
SB on-ramp at KY 22	6,000	2009	14,700	11,300	13,600	12,100	2
SB off-ramp at KY 22	12,900	2009	19,000	19,500	20,300	18,300	2
NB on-ramp at KY 22 from east	7,300	2009	13,000	15,100	13,800	15,900	1/2
NB on-ramp at KY 22 from west	5,400	2009	5,500	5,100	5,300	4,200	1/2
NB off-ramp at US 42			5,400	7,200	5,200	5,400	1
SB on-ramp at US 42			5,600	7,500	5,200	5,700	1
KY 22							
West of Hurstbourne	14,100	2007	16,600	18,000	16,300	16,500	2
West of I-265	23,100	2008	38,300	38,100	37,600	38,600	7
East of I-265	21,200	2005	51,700	50,800	51,300	50,600	7
West of KY 1694	21,200	2005	49,300	48,300	50,400	47,600	7
East of KY 1694	12,100	2006	38,800	39,000	38,800	37,400	5
West of Haunz Ln.	7,000	2008	37,000	36,200	35,900	.400	5
East of Haunz Ln.	7,000	2008	36,200	36,200	36,100	36,500	5
West of KY 329	9,000	2006	32,000	31,800	29,500	29,500	5
Hurstbourne Pkwy.							
South of KY 22	16,200	2008	23,600	23,200	23,300	23,600	5
KY 1694							
North of KY 22	7,400	2006	8,900	7,900	9,800	8,500	2
South of US 42	500	2006	4,900	7,100	4,500	4,400	2
KY 329							
North of I-71 interchange	3,600	2006	6,300	8,100	6,500	6,500	2
South of I-71 interchange	11,000	2007	9,400	13,600	12,300	10,500	4
North of KY 22	4,100	2008	3,500	5,800	5,100	4,300	2
KY 329B							
South of KY 329	6,700	2006	3,500	5,900	5,300	4,500	4
North of KY 146	6,830	2008	5,800	9,300	7,900	7,100	5
US 42							
East of KY 841	28,700	2007	39,400	39,400	38,700	38,500	4
West of River Rd.	28,700	2007	37,600	41,900	36,800	36,100	5
East of River Rd.	28,700	2007	42,500	42,900	41,800	43,000	5
New Road							
Between KY 22 and I-71	N/A	N/A	15,200	N/A	13,000	13,000	3
North of I-71	N/A	N/A	7,900	N/A	8,400	8,200	3
Connector to KY 1694	N/A	N/A	7,700	N/A	8,800	7,000	3
South of US 42	N/A	N/A	13,800	N/A	14,400	13,700	3

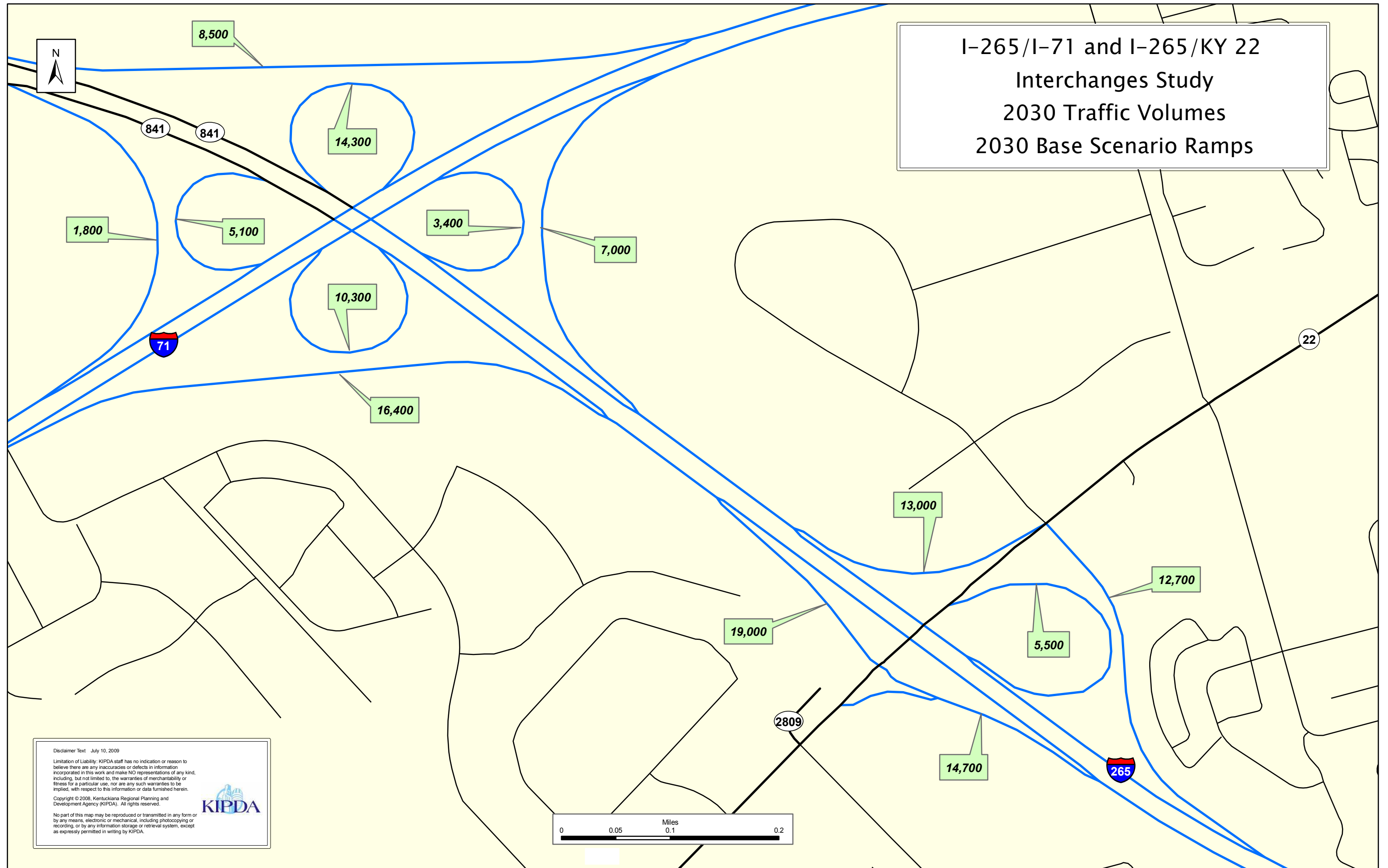
I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
2030 Base Scenario



Legend
Proposed

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I-265/I-71 and I-265/KY 22 Interchanges Study 2030 Traffic Volumes 2030 Base Scenario Ramps



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0 0.05 0.1 0.2
Miles

I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
No Oldham/Jefferson Interchange



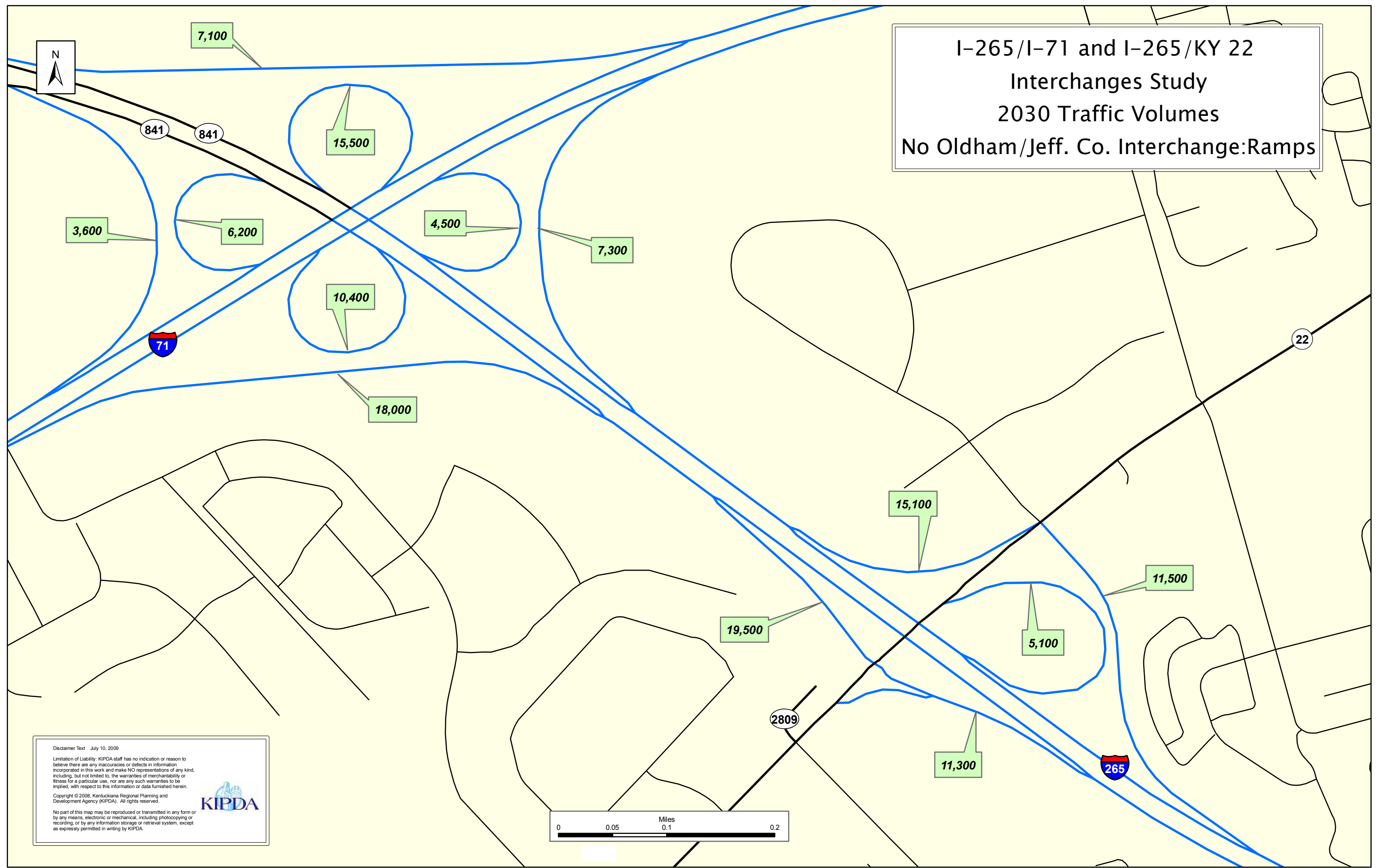
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I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
No Oldham/Jeff. Co. Interchange:Ramps



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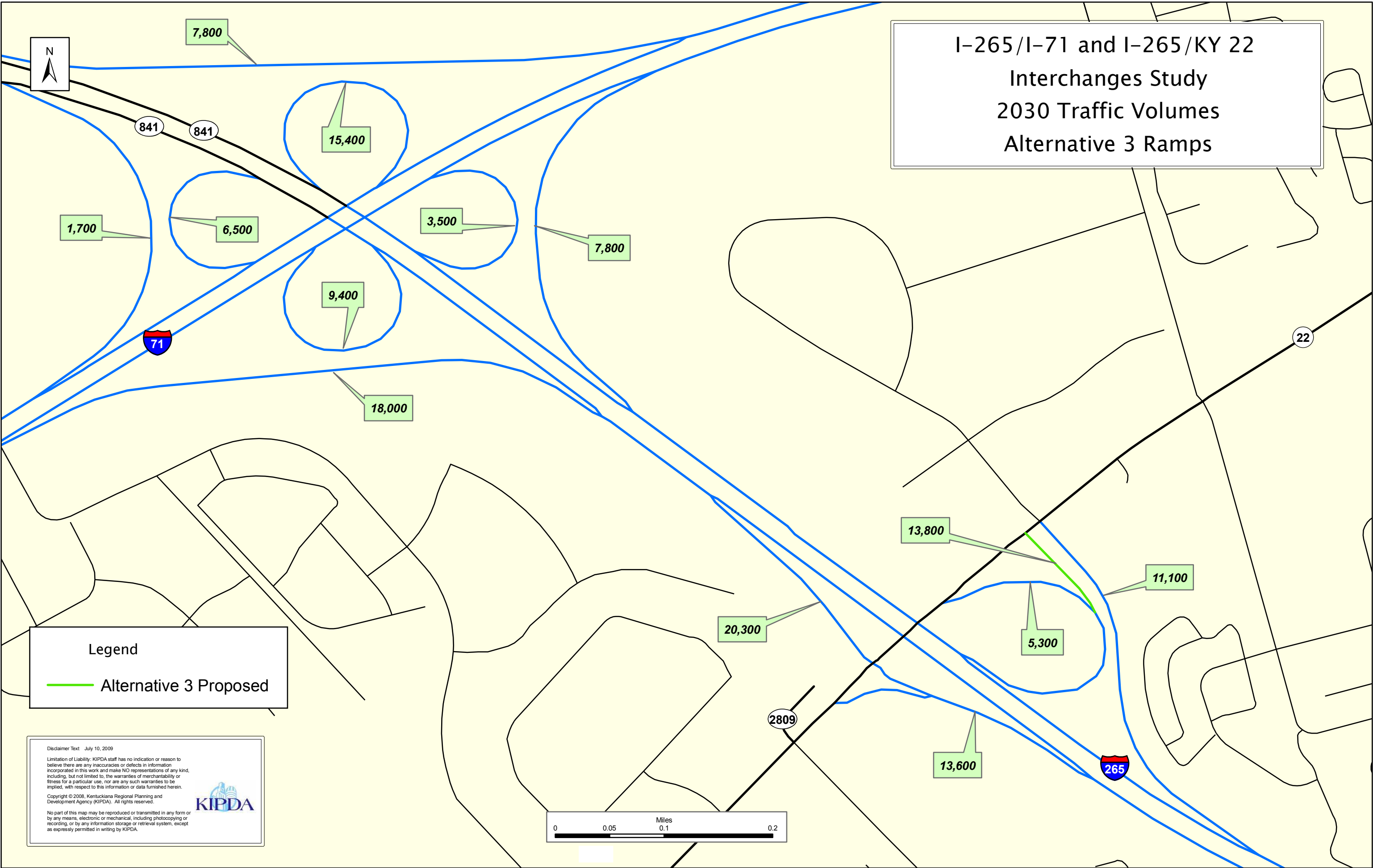
I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
Alternative 3



Legend
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I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
Alternative 3 Ramps



Legend
Alternative 3 Proposed

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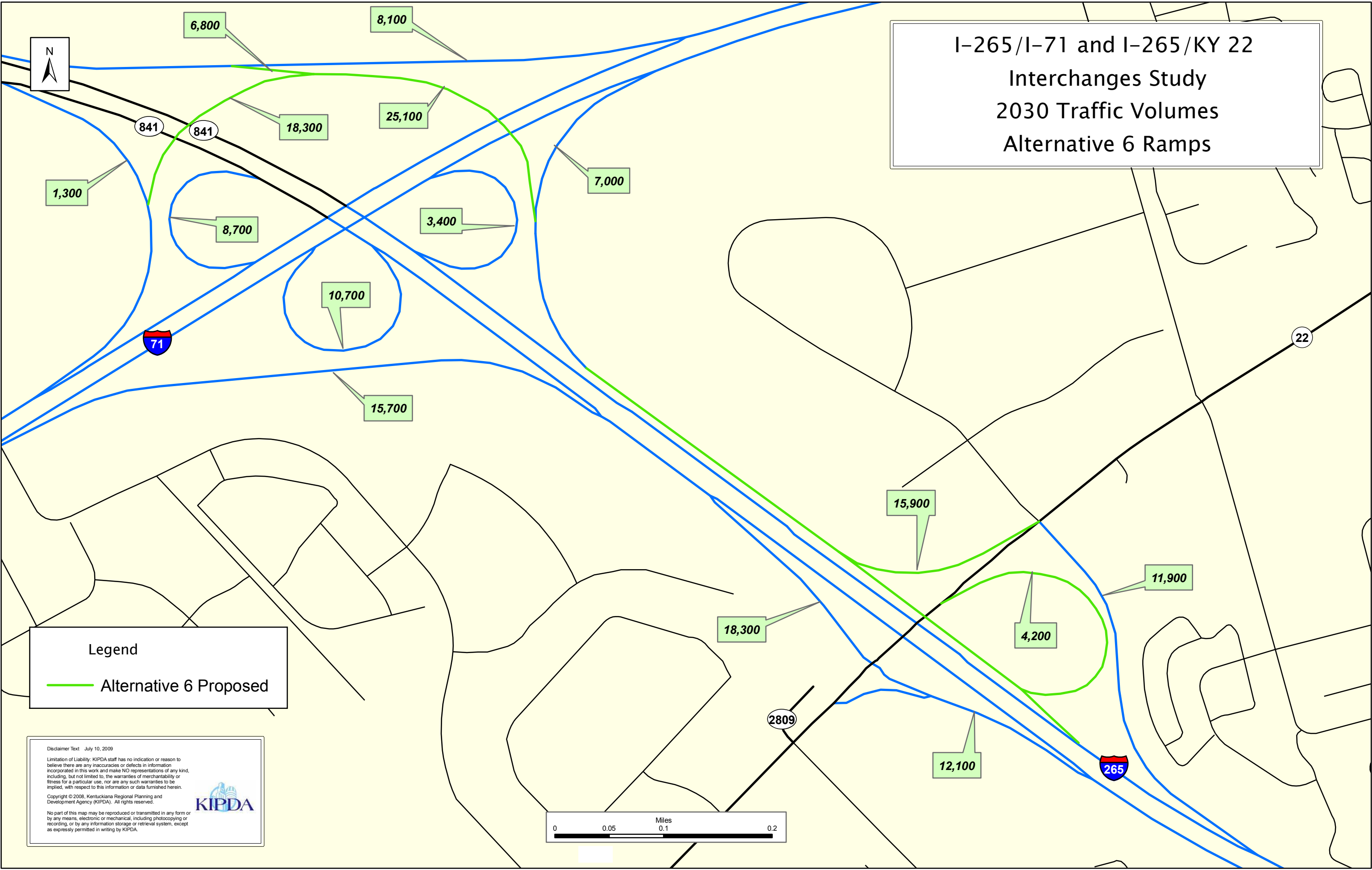
I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
Alternative 6



Legend
Proposed

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I-265/I-71 and I-265/KY 22
Interchanges Study
2030 Traffic Volumes
Alternative 6 Ramps



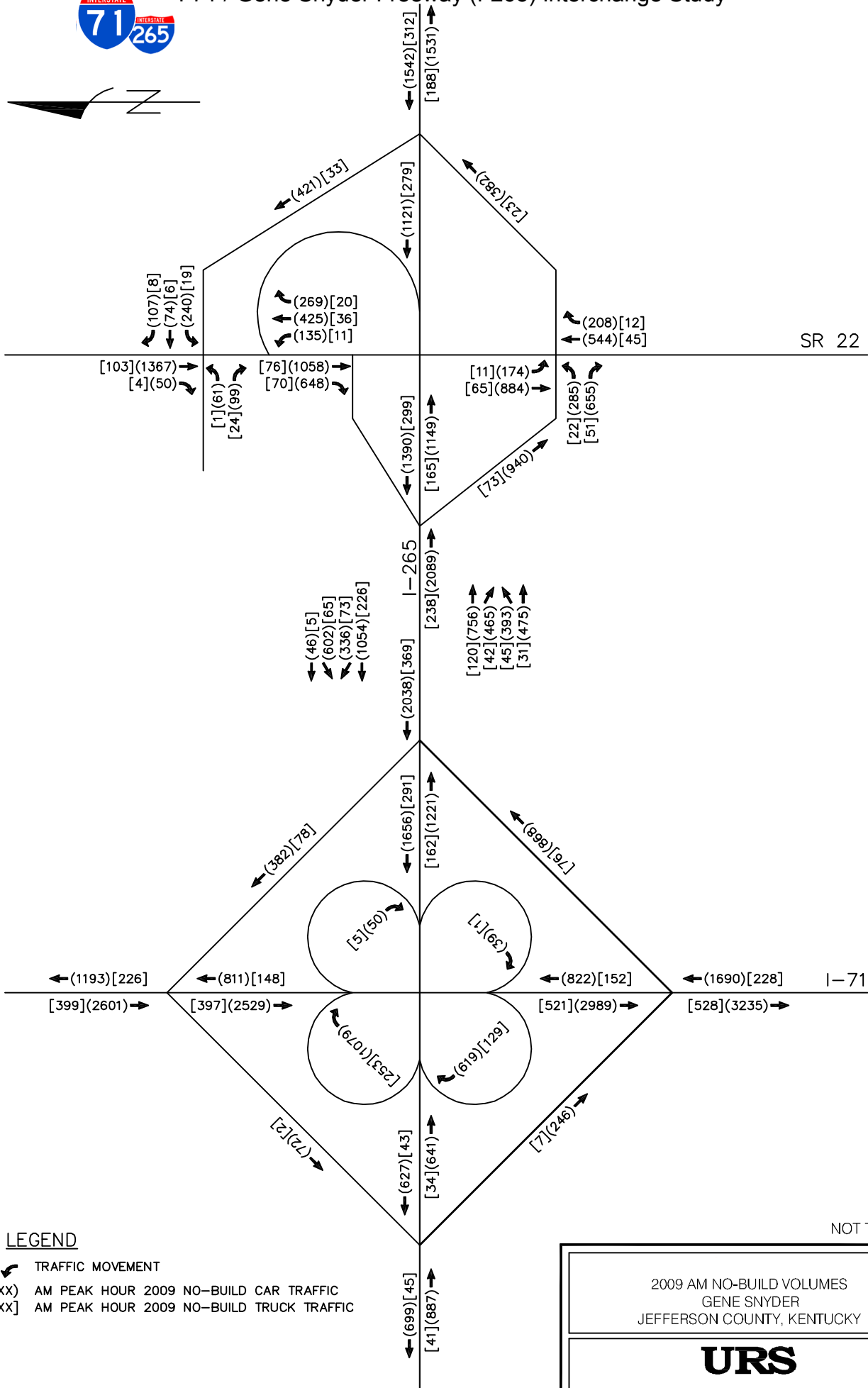
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Alternative 6 Proposed

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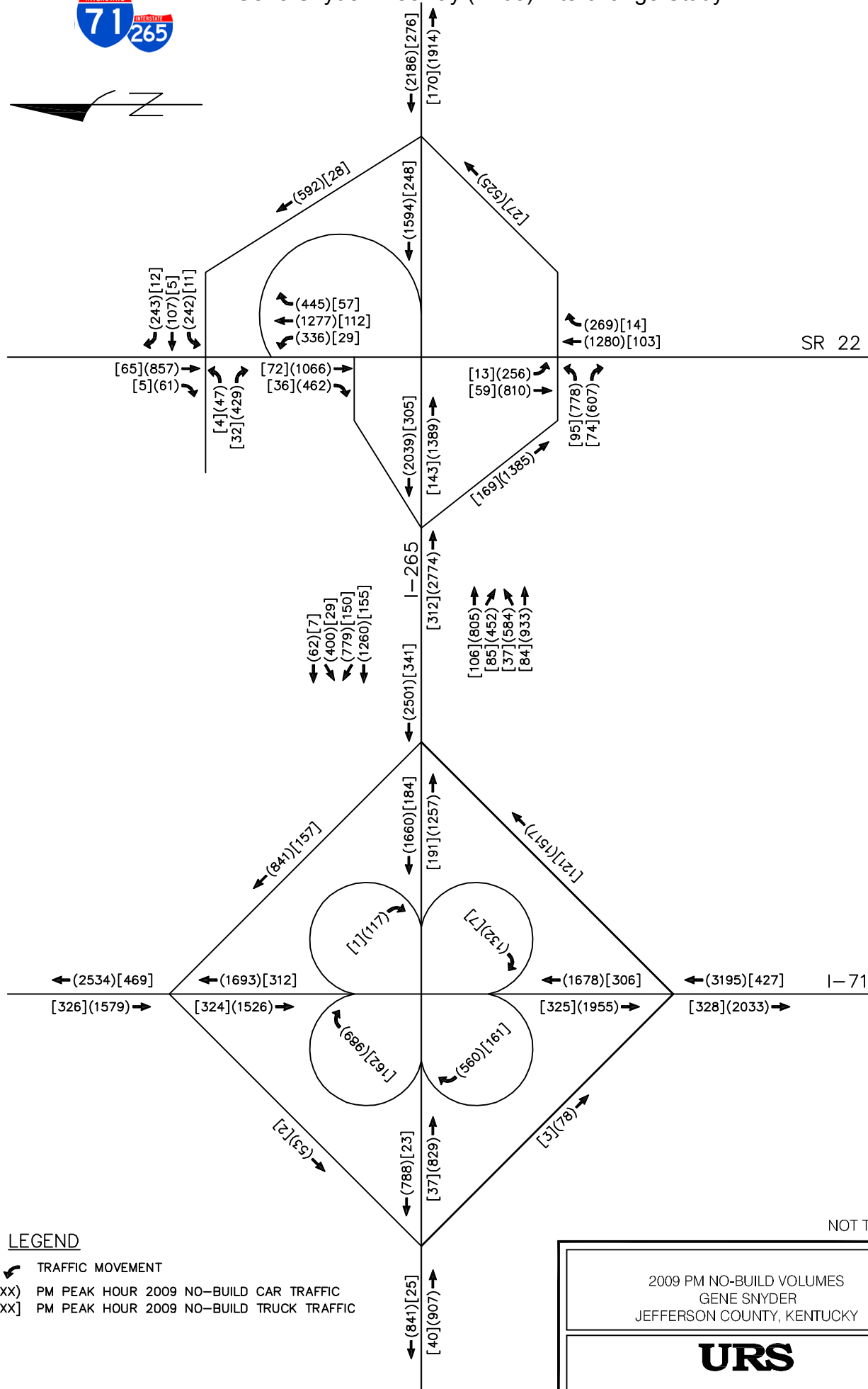


I-71 / Gene Snyder Freeway (I-265) Interchange Study



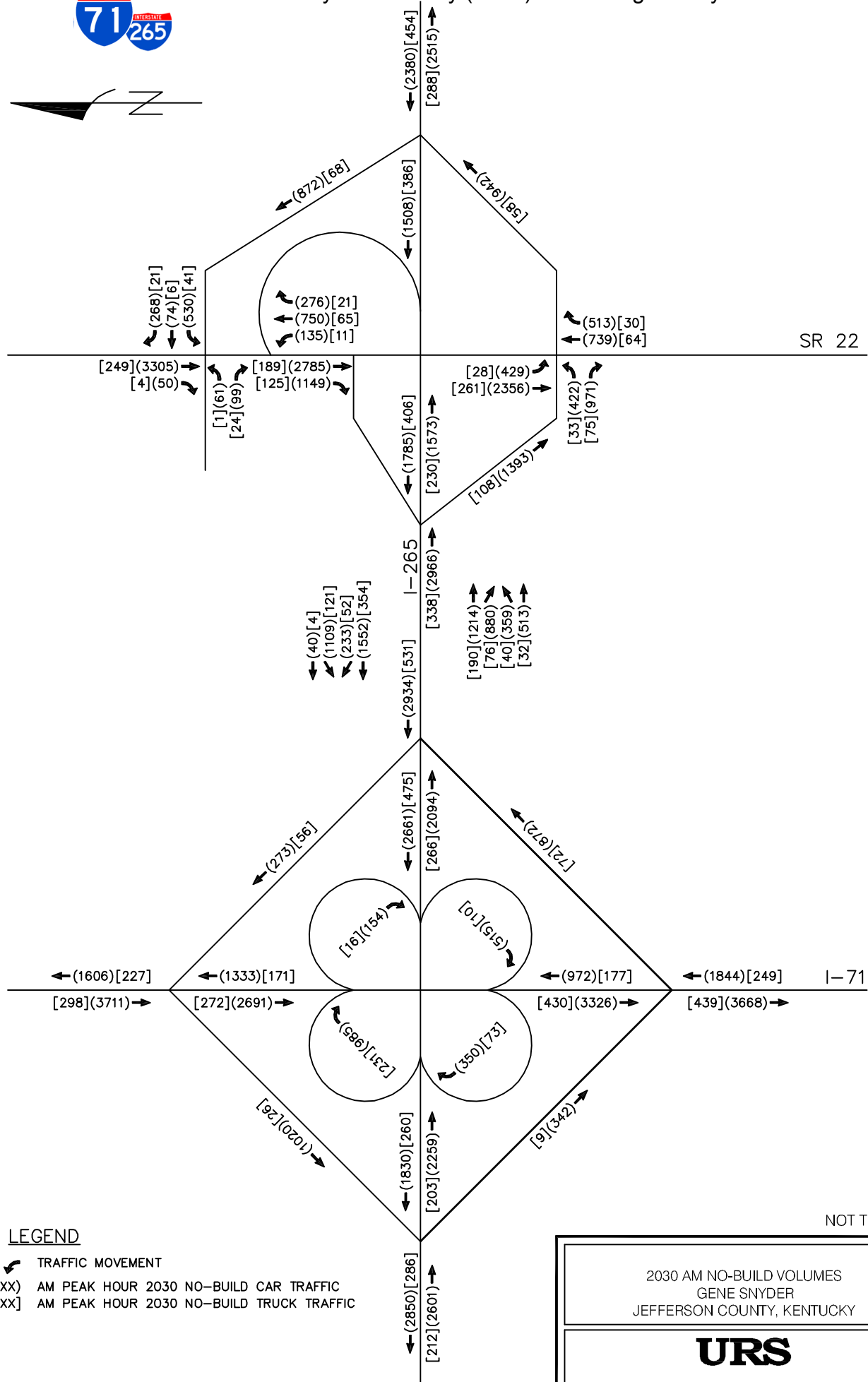


I-71 / Gene Snyder Freeway (I-265) Interchange Study





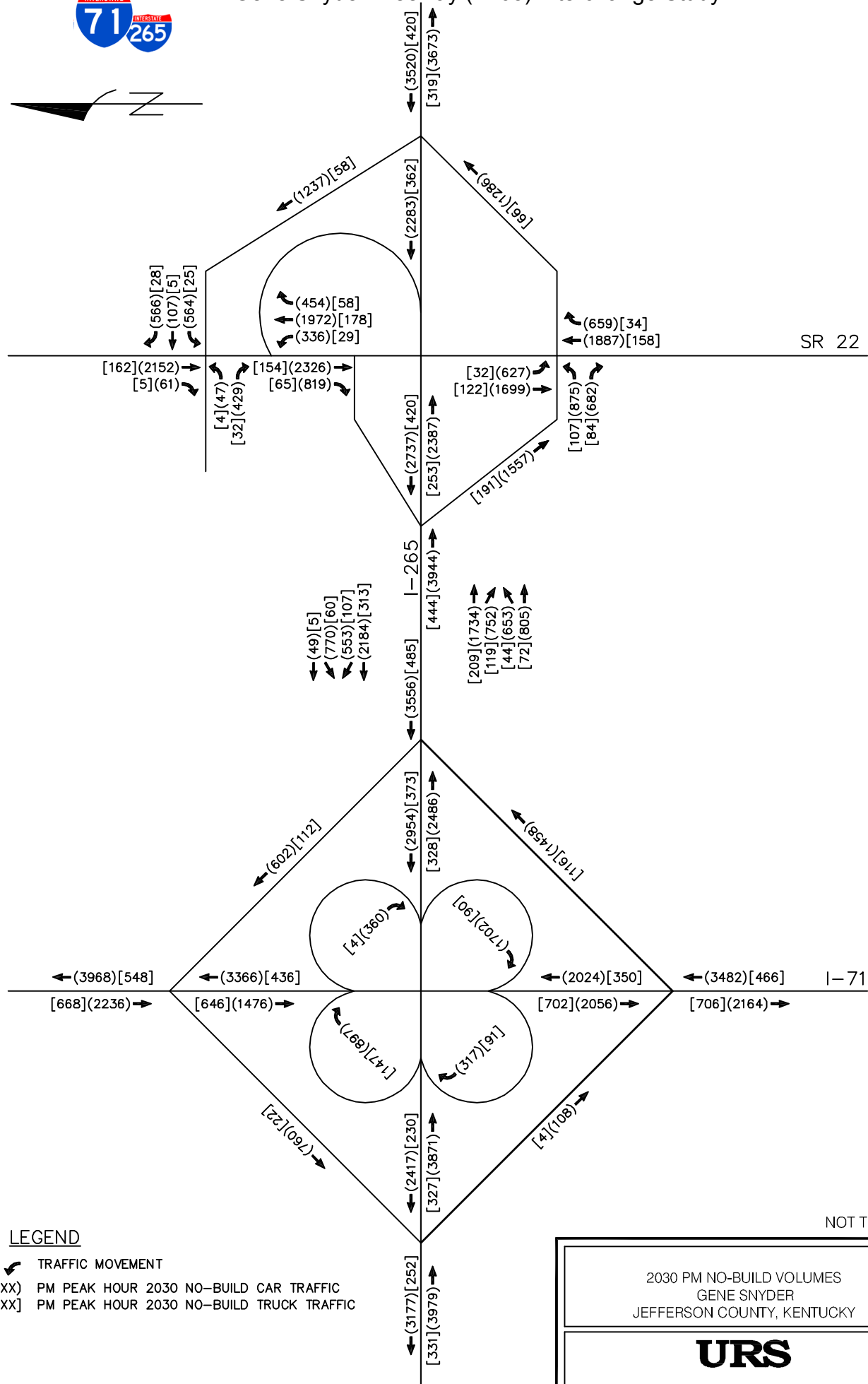
I-71 / Gene Snyder Freeway (I-265) Interchange Study



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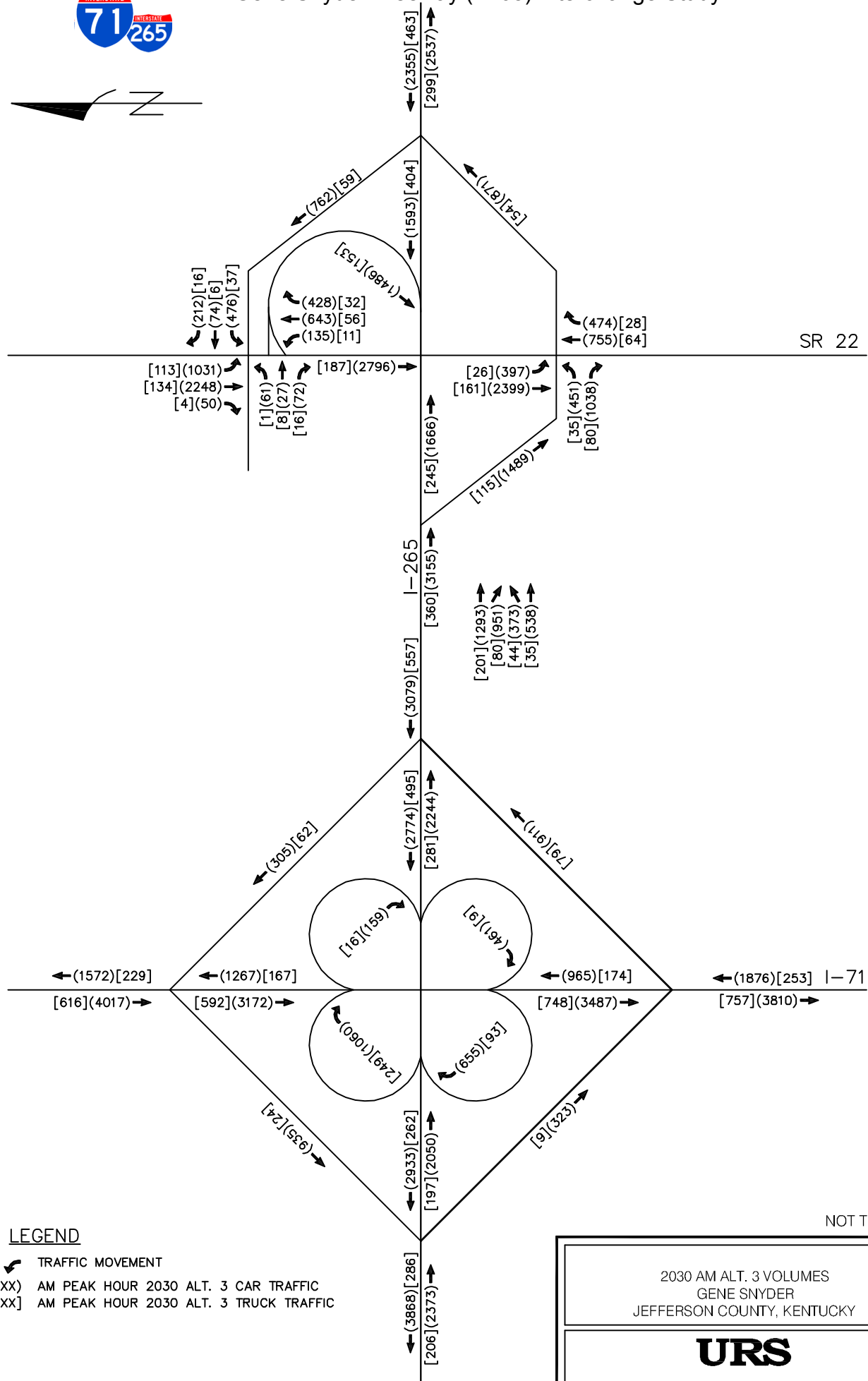


I-71 / Gene Snyder Freeway (I-265) Interchange Study





I-71 / Gene Snyder Freeway (I-265) Interchange Study



LEGEND

- TRAFFIC MOVEMENT
- (XXX) AM PEAK HOUR 2030 ALT. 3 CAR TRAFFIC
- [XXX] AM PEAK HOUR 2030 ALT. 3 TRUCK TRAFFIC

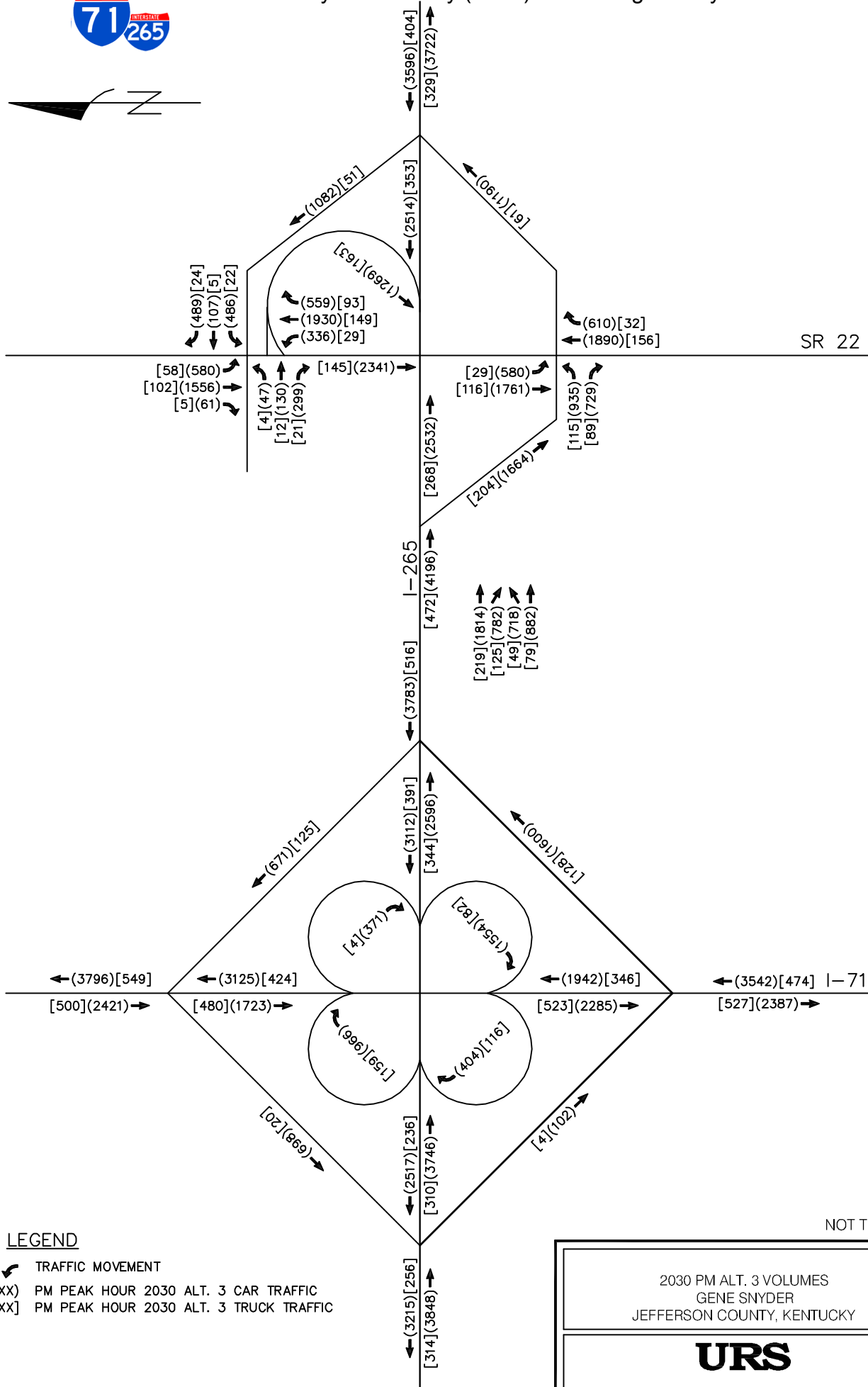
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2030 AM ALT. 3 VOLUMES
GENE SNYDER
JEFFERSON COUNTY, KENTUCKY

URS

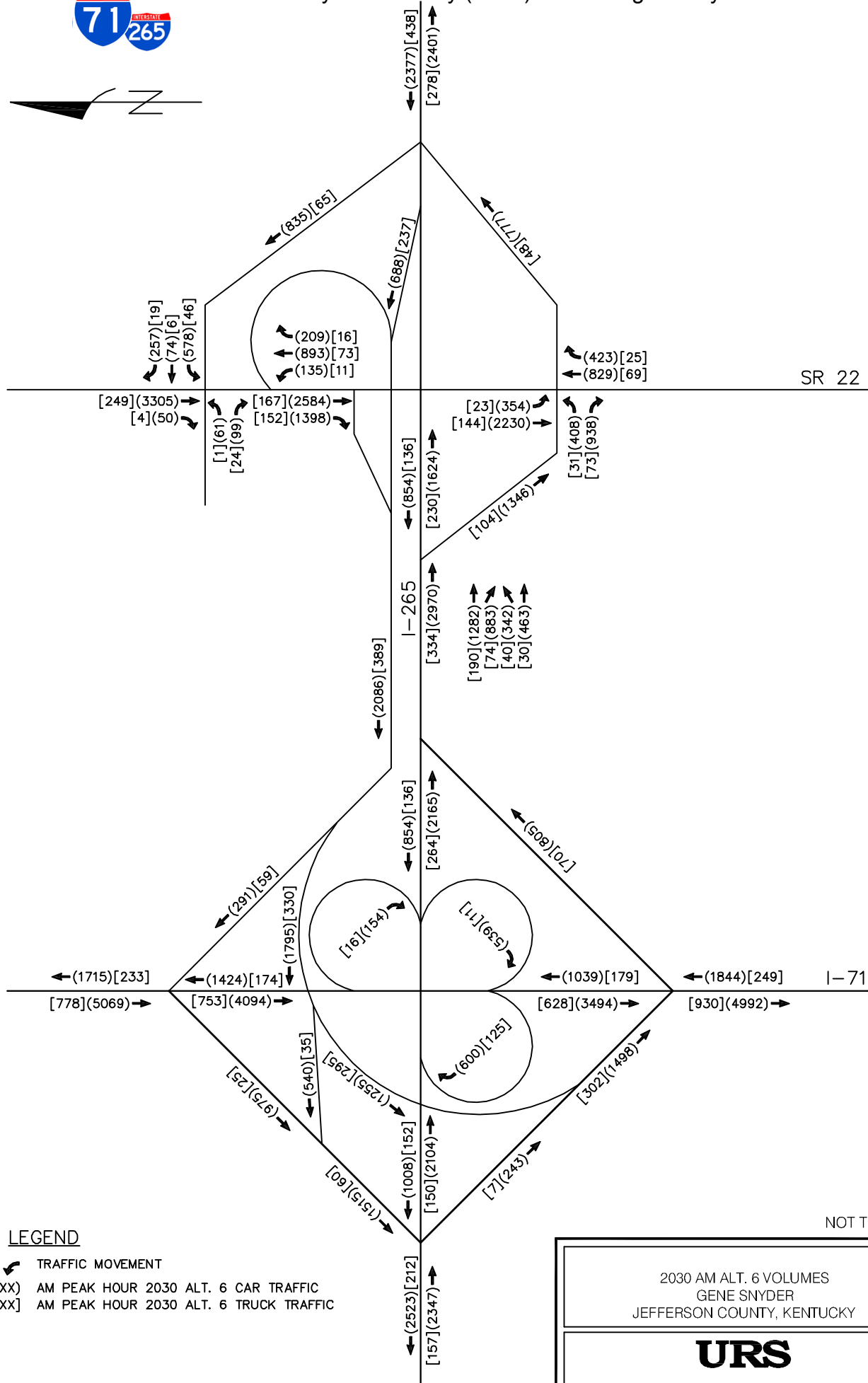


I-71 / Gene Snyder Freeway (I-265) Interchange Study



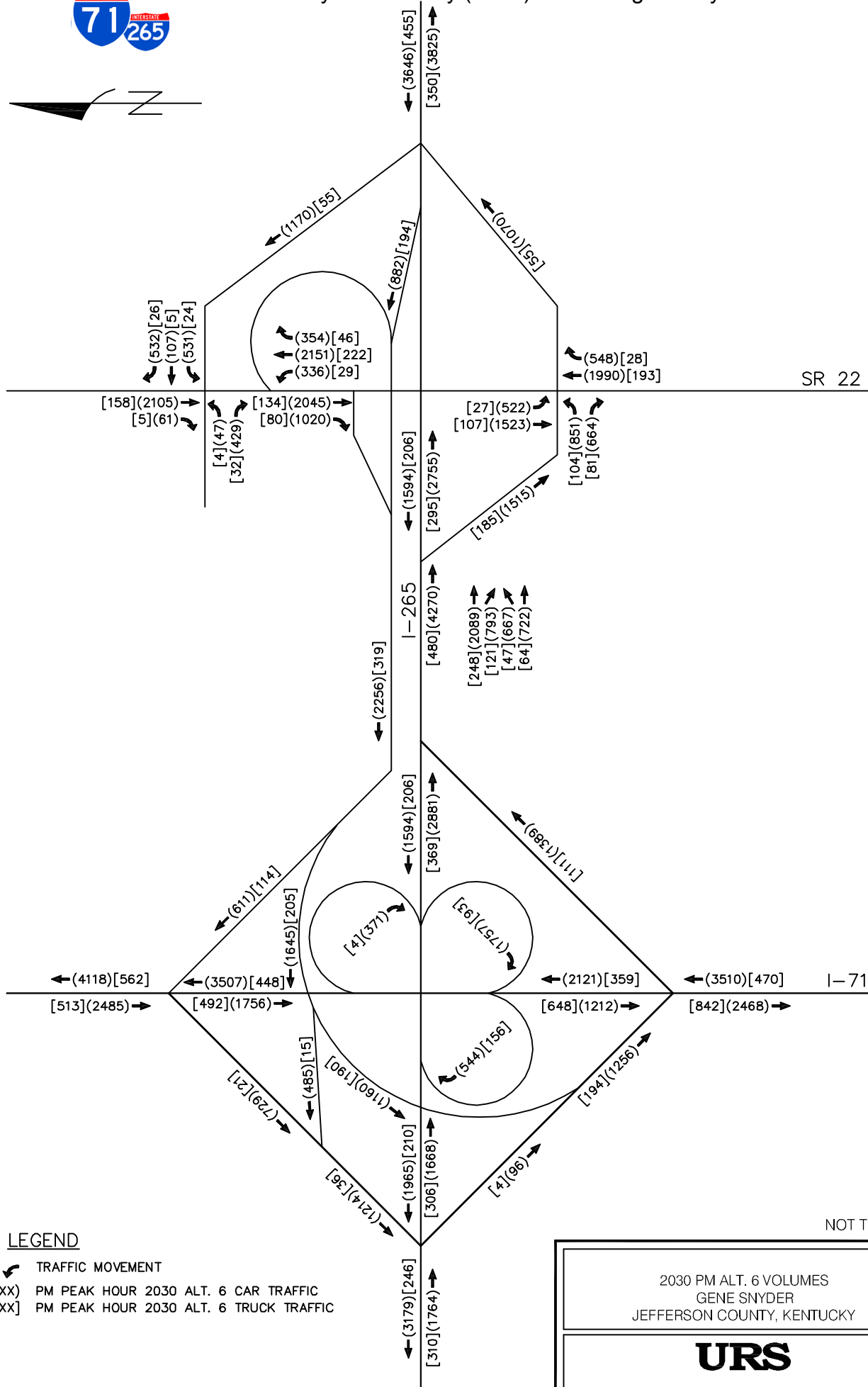


I-71 / Gene Snyder Freeway (I-265) Interchange Study



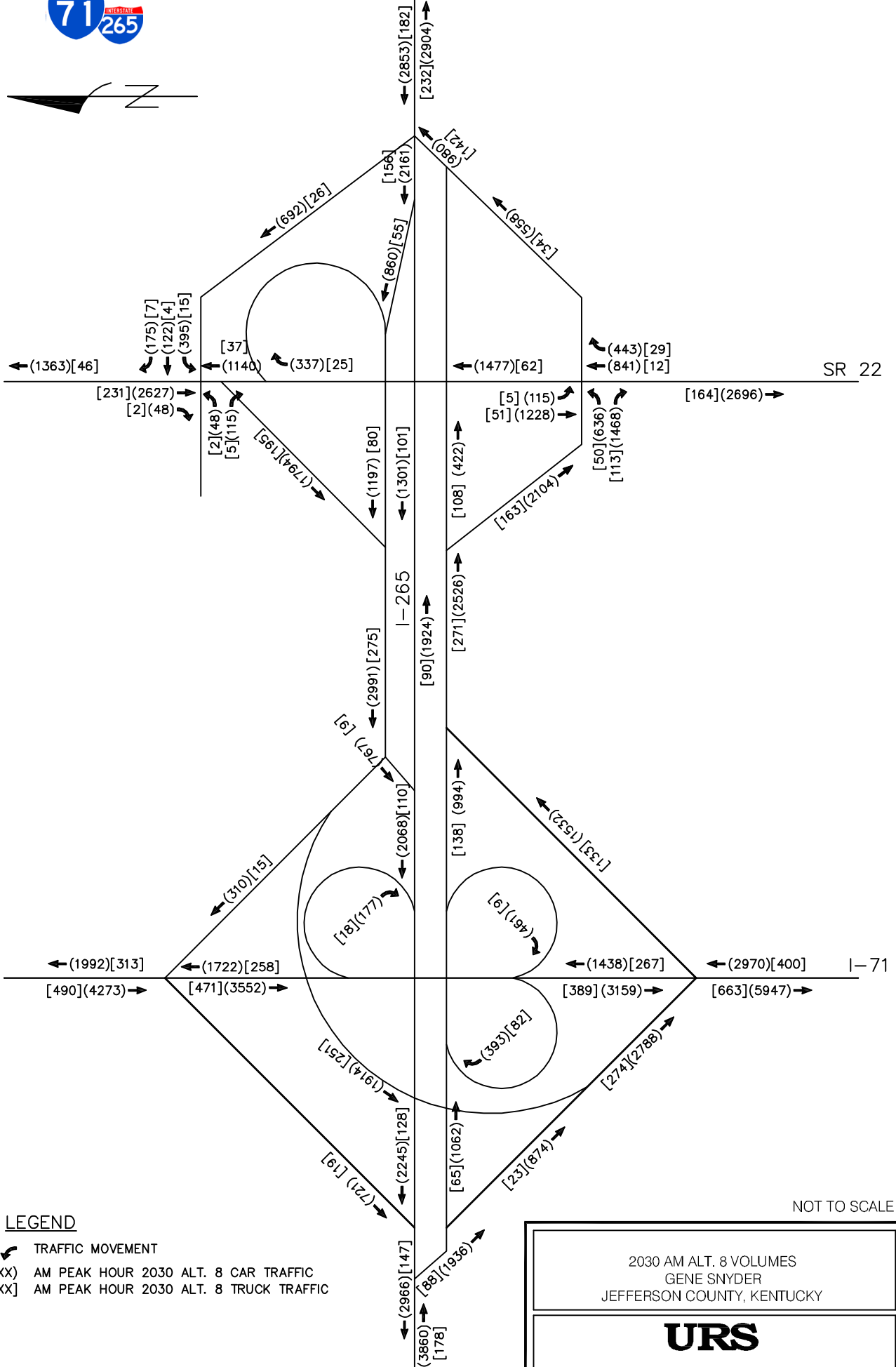


I-71 / Gene Snyder Freeway (I-265) Interchange Study



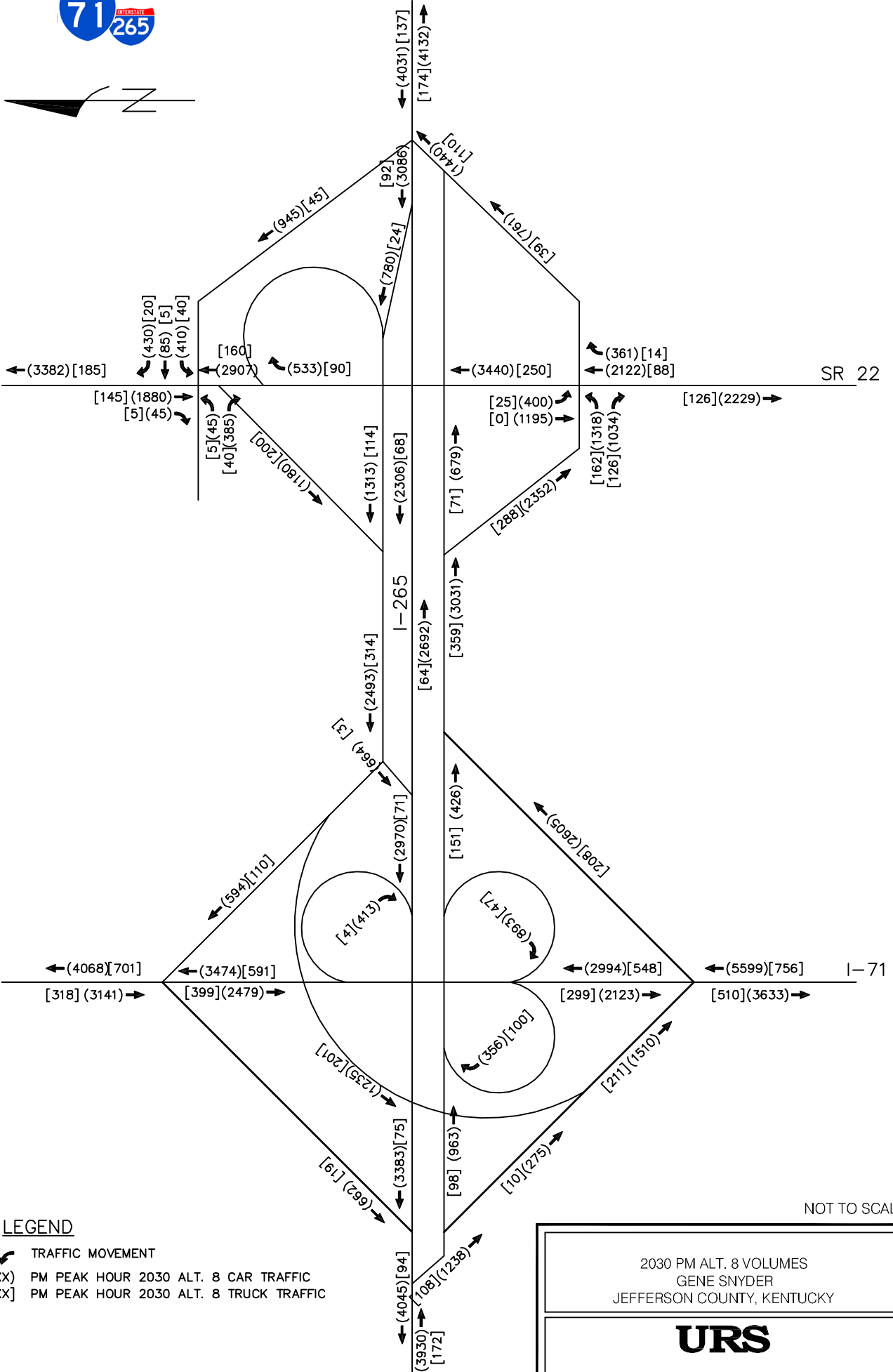


I-71 / Gene Snyder Freeway (I-265) Interchange Study



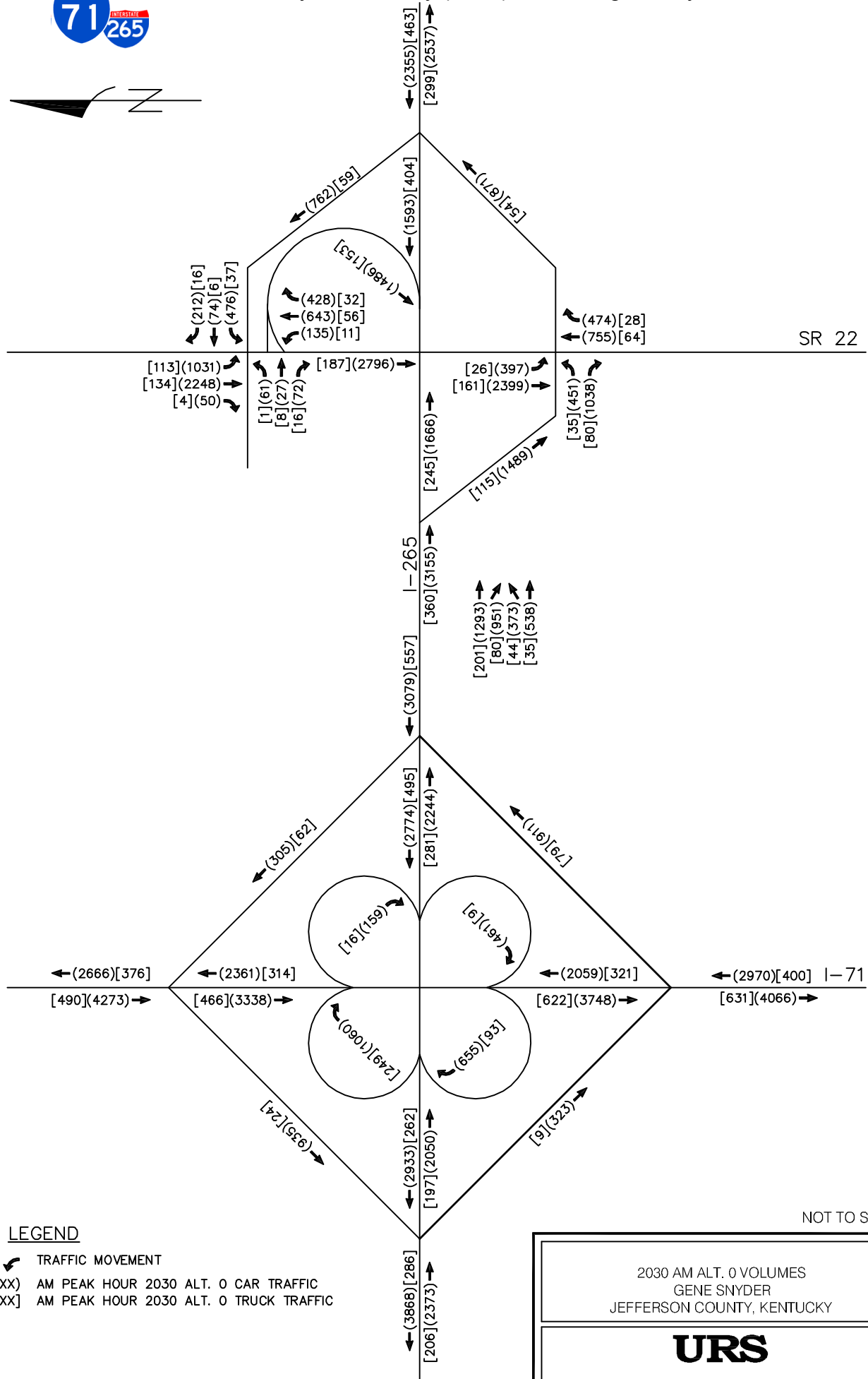


I-71 / Gene Snyder Freeway (I-265) Interchange Study



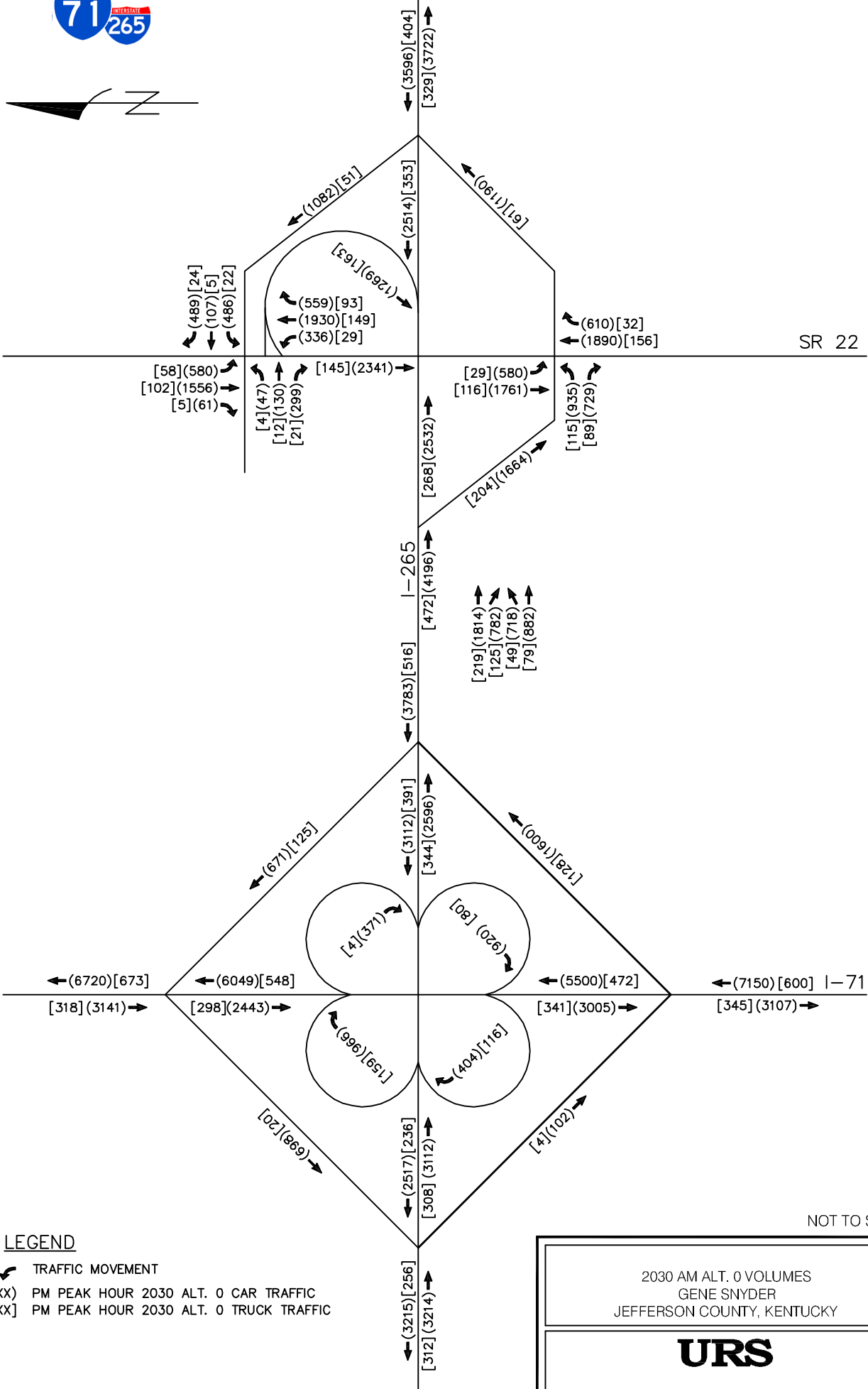


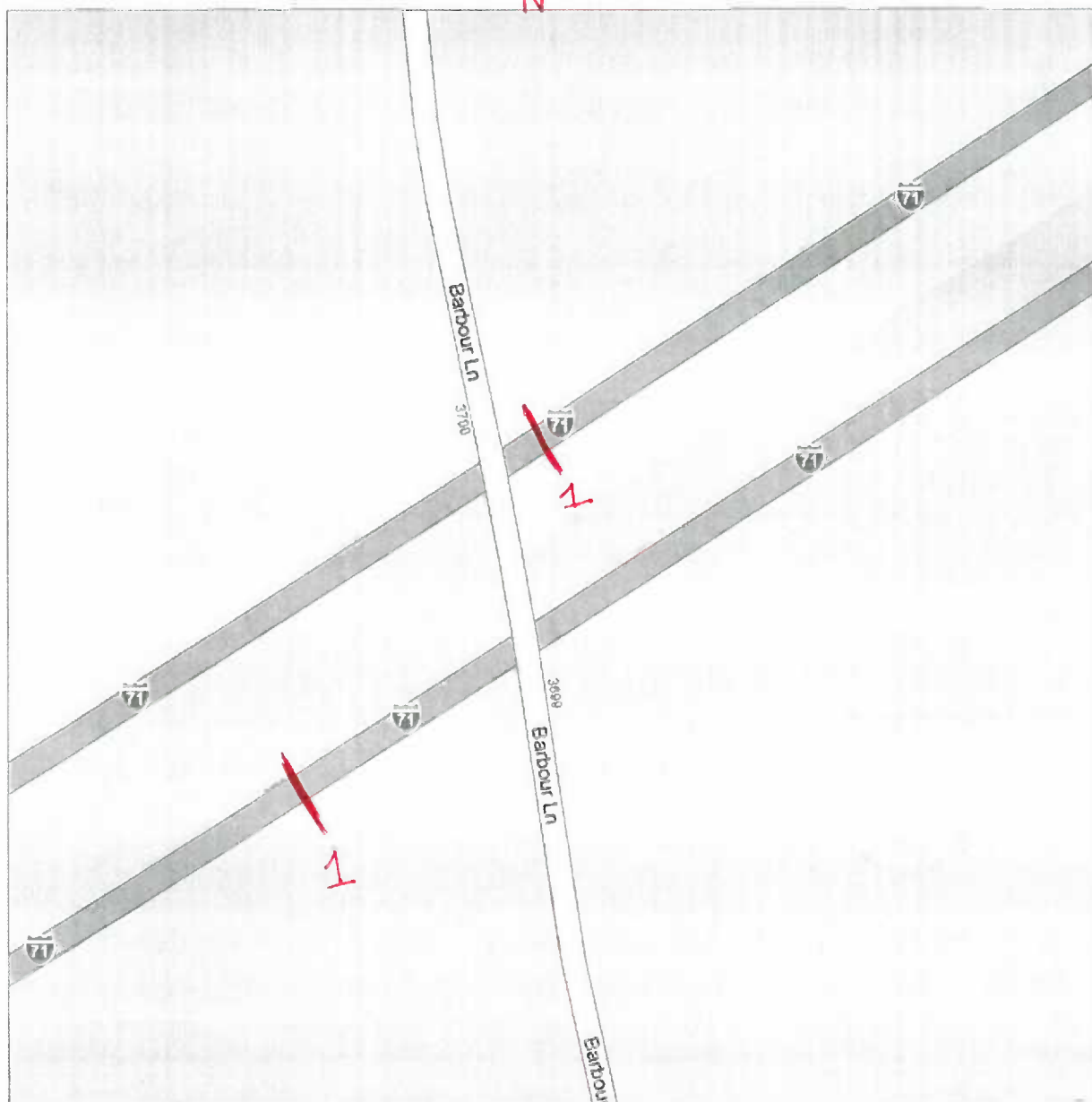
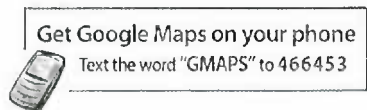
I-71 / Gene Snyder Freeway (I-265) Interchange Study



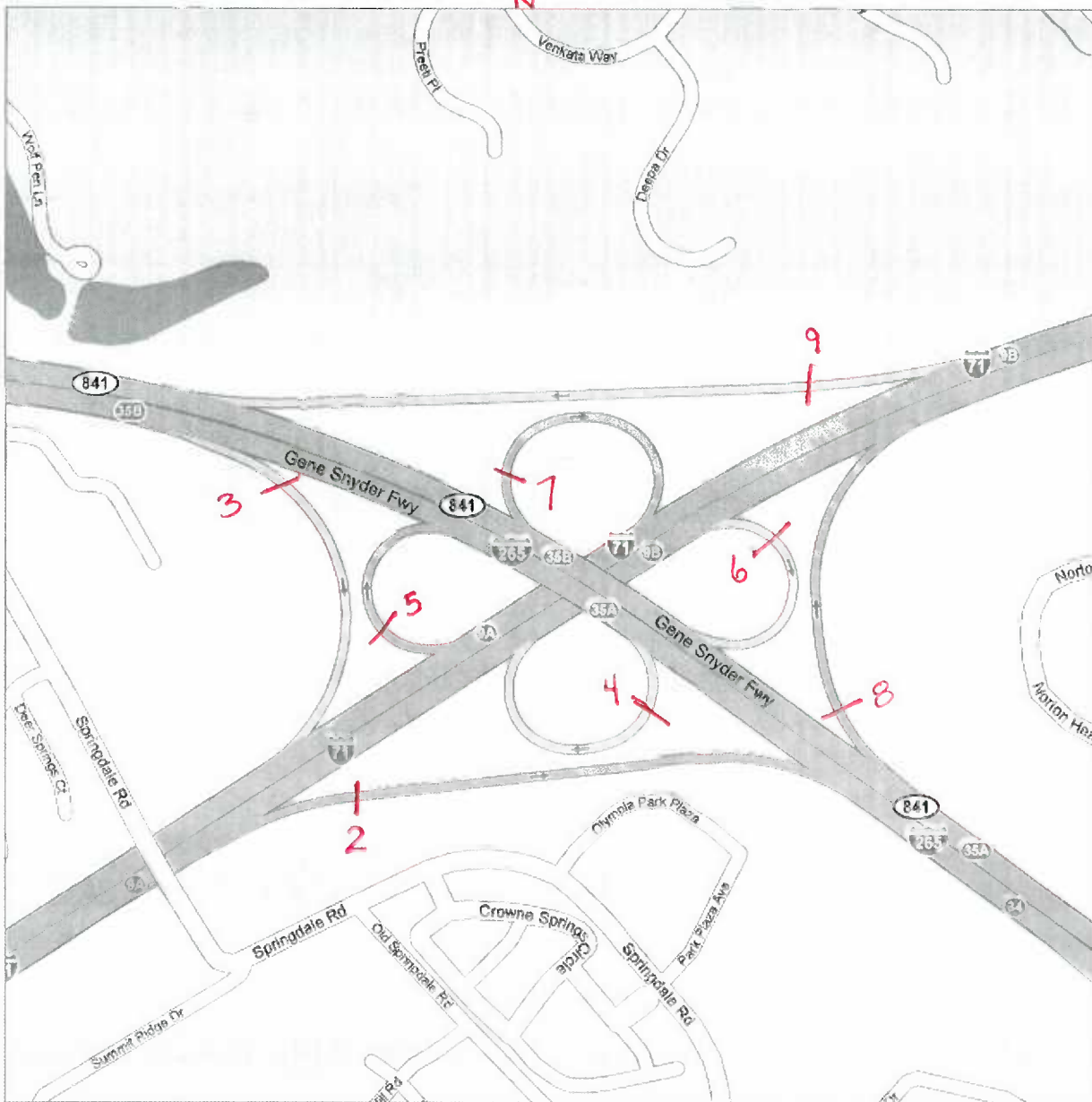
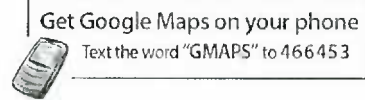


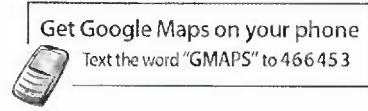
I-71 / Gene Snyder Freeway (I-265) Interchange Study



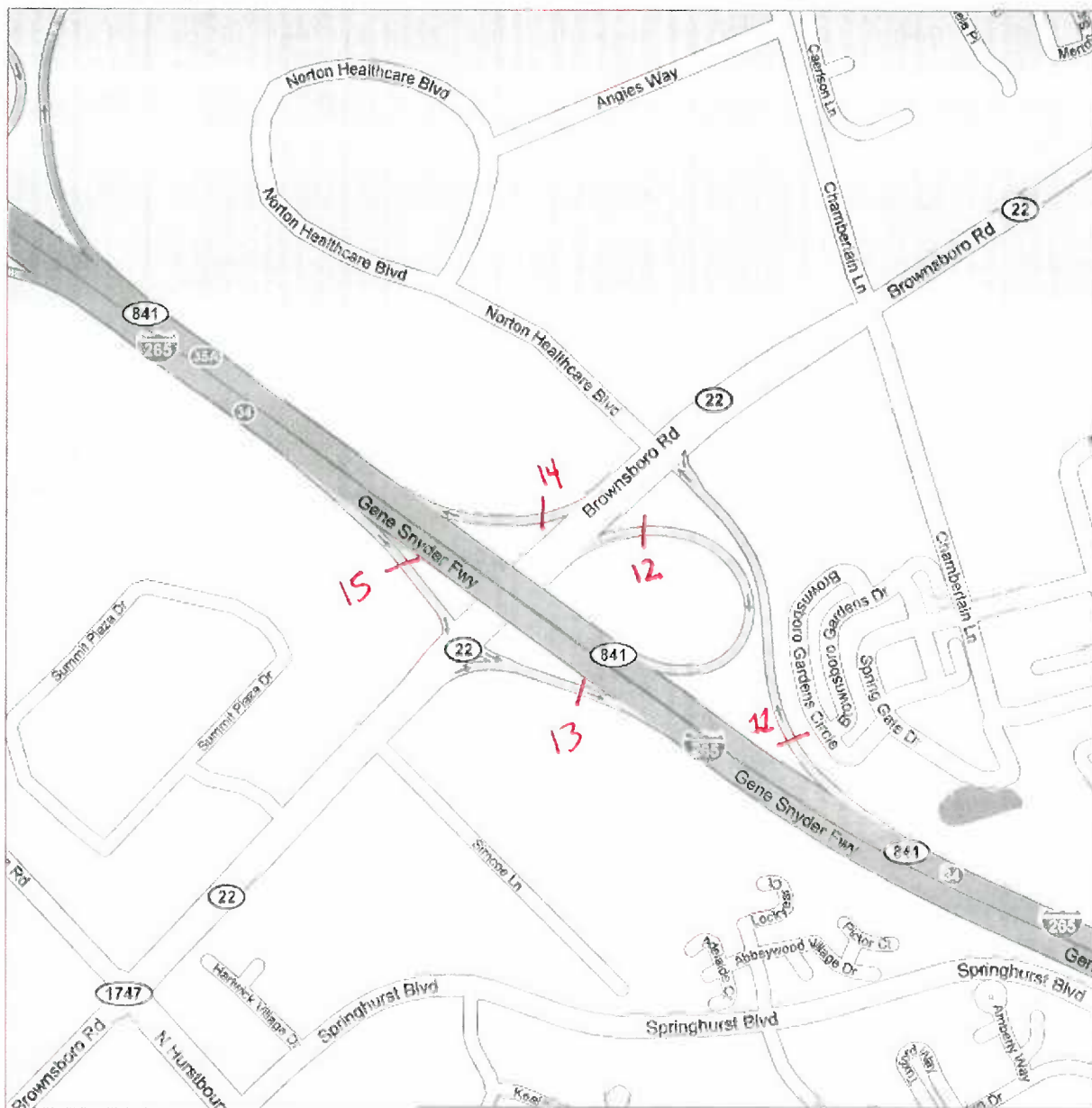
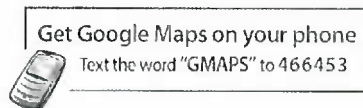


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URS
CLASSIFICATION SUMMARY
Mon 2/23/2009

Page: 1

CNTR #: 0000000015051
STATION #: 000000001110
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
14:00	0	321	87	1	10	16	2	13	65	0	1	1	2	0	8	527
15:00	0	735	183	2	19	14	3	31	135	0	2	2	0	0	20	1146
16:00	1	967	216	4	18	14	0	20	130	0	6	2	3	0	20	1401
17:00	3	1076	195	10	15	9	0	23	94	0	9	3	1	0	32	1470
18:00	0	1140	140	15	9	6	1	22	75	1	10	4	6	0	47	1476
19:00	0	907	128	4	5	4	0	38	82	0	2	0	1	0	19	1190
20:00	2	669	92	1	5	2	0	30	69	0	6	2	0	0	9	887
21:00	1	540	59	1	5	3	0	31	56	3	3	2	0	0	7	711
22:00	0	444	60	3	3	2	0	32	79	1	18	2	2	0	2	648
23:00	0	334	65	1	3	1	0	36	70	1	7	2	0	0	2	522
24:00	0	199	38	2	0	0	0	27	77	1	7	2	0	0	4	357

DAY TOTAL	7	7332	1263	44	92	71	6	303	932	7	71	22	15	0	170	10335
PERCENTS	0.1%	71.0%	12.3%	0.5%	0.9%	0.7%	0.1%	2.9%	9.0%	0.0%	0.6%	0.2%	0.1%	0.0%	1.6%	100%
Passenger Vehicles											83.2%			Trucks & Buses	16.7%	

AM Times
AM Peaks

PM Times	17:00	18:00	16:00	18:00	15:00	14:00	15:00	19:00	15:00	21:00	22:00	18:00	18:00		18:00	18:00
PM Peaks	3	1140	216	15	19	16	3	38	135	3	18	4	6		47	1476

URS
CLASSIFICATION SUMMARY
Tue 2/24/2009

Page: 2

CNTR #: 000000015051
STATION #: 000000001110
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	142	25	1	1	0	0	35	61	1	5	9	0	0	1	281
02:00	0	77	20	1	3	0	0	18	61	0	6	4	1	0	0	191
03:00	0	61	19	1	3	2	0	18	53	1	14	4	0	0	0	176
04:00	0	59	18	0	5	1	0	11	58	0	13	6	0	0	0	171
05:00	1	111	24	2	8	4	0	20	51	1	20	3	0	0	1	246
06:00	0	364	116	1	11	5	0	26	53	5	6	1	0	0	9	597
07:00	2	425	155	5	19	5	0	24	64	2	1	4	0	0	5	711
08:00	0	641	202	3	30	10	6	27	53	6	10	3	0	0	9	1000
09:00	0	552	218	8	40	5	3	43	78	2	3	0	0	0	11	963
10:00	2	428	201	11	37	6	4	54	119	2	7	4	0	0	7	882
11:00	3	466	164	3	20	15	4	37	118	1	3	5	8	0	22	869
12:00	1	526	153	2	20	7	3	29	154	2	6	5	1	0	12	921
13:00	0	611	143	1	23	18	2	27	144	0	5	1	1	0	10	986
14:00	3	632	173	3	26	19	1	22	148	1	8	1	0	0	14	1051
15:00	0	717	179	5	15	14	2	20	150	1	5	5	2	0	15	1130
16:00	1	936	227	4	21	15	1	22	123	0	7	7	3	0	23	1390
17:00	0	1086	204	8	18	5	0	24	123	0	9	2	2	0	25	1506
18:00	1	1141	148	10	13	8	0	10	93	0	9	5	4	0	35	1477
19:00	0	881	113	3	6	1	0	28	116	2	6	3	6	0	23	1188
20:00	2	686	97	0	1	1	0	28	125	1	6	4	1	0	11	963
21:00	0	592	78	0	3	3	0	29	78	0	4	7	0	0	7	801
22:00	0	518	73	0	3	1	0	31	86	0	18	2	1	0	2	735
23:00	0	356	62	2	2	0	0	29	71	0	9	4	0	0	2	537
24:00	0	196	43	2	2	0	0	25	62	3	4	5	0	0	3	345

DAY TOTAL	16	12204	2855	76	330	145	26	637	2242	31	184	94	30	0	247	19117
PERCENTS	0.1%	63.9%	15.0%	0.4%	1.8%	0.8%	0.2%	3.4%	11.7%	0.1%	0.9%	0.4%	0.1%	0.0%	1.2%	100%
Passenger Vehicles	78.8%			Trucks & Buses 21.1%												
AM Times	11:00	08:00	09:00	10:00	09:00	11:00	08:00	10:00	12:00	08:00	05:00	01:00	11:00			
AM Peaks	3	641	218	11	40	15	6	54	154	6	20	9	8			
PM Times	14:00	18:00	16:00	18:00	14:00	14:00	13:00	22:00	15:00	24:00	22:00	16:00	19:00			
PM Peaks	3	1141	227	10	26	19	2	31	150	3	18	7	6			

URS
CLASSIFICATION SUMMARY
Wed 2/25/2009

Page: 3

CNTR #: 000000015051
STATION #: 000000001110
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	145	29	1	3	1	0	28	59	2	1	7	0	0	0	277
02:00	0	85	14	1	3	2	0	16	43	0	7	2	0	0	4	177
03:00	0	79	19	0	5	0	1	15	42	0	16	8	0	0	1	186
04:00	0	64	22	0	5	0	0	24	53	2	9	4	0	0	0	183
05:00	0	109	34	1	4	3	0	23	64	0	23	2	0	0	0	263
06:00	0	342	121	4	11	2	0	12	75	0	10	2	2	0	2	583
07:00	1	429	156	4	20	7	2	23	64	0	3	4	0	0	7	720
08:00	1	644	188	0	17	11	3	23	83	2	6	2	0	0	17	997
09:00	1	500	229	6	41	11	7	27	104	0	2	2	1	0	11	942
10:00	1	486	188	2	30	5	6	20	143	3	8	2	0	0	6	900
11:00	1	480	168	1	20	26	3	33	143	3	5	1	2	0	7	893
12:00	0	494	152	3	20	17	7	22	178	1	5	3	1	0	8	911
13:00	0	596	143	2	20	11	3	20	154	0	7	3	0	0	12	971
14:00	2	616	170	2	22	13	4	17	164	2	3	1	0	0	7	1023
15:00	2	760	189	5	21	17	6	21	138	0	10	2	3	0	17	1191
16:00	1	911	223	3	12	12	4	21	147	1	12	6	4	0	24	1381
17:00	1	1100	212	7	23	6	4	26	100	0	11	2	2	0	31	1525
18:00	3	1189	150	12	17	3	0	18	95	0	4	7	7	0	51	1556
19:00	2	871	127	5	7	6	0	15	123	0	5	6	2	0	16	1185
20:00	0	661	89	4	3	1	0	14	102	2	7	2	1	0	10	896
21:00	1	585	73	1	3	2	0	18	88	0	5	4	0	0	9	789
22:00	1	512	70	1	1	2	0	25	107	0	15	6	1	0	5	746
23:00	1	425	70	0	2	3	0	16	92	0	9	3	0	0	6	627
24:00	1	223	34	2	2	1	0	11	88	0	7	9	0	0	2	380

DAY TOTAL	21	12306	2870	67	312	162	50	488	2449	18	190	90	26	0	253	19302
PERCENTS	0.2%	63.8%	14.9%	0.4%	1.7%	0.9%	0.3%	2.5%	12.6%	0.0%	0.9%	0.4%	0.1%	0.0%	1.3%	100%
Passenger Vehicles	78.7%												Trucks & Buses	21.2%		

AM Times	01:00	08:00	09:00	09:00	09:00	11:00	09:00	11:00	12:00	10:00	05:00	03:00	06:00			
AM Peaks	1	644	229	6	41	26	7	33	178	3	23	8	2	17 997		
PM Times	18:00	18:00	16:00	18:00	17:00	15:00	15:00	17:00	14:00	14:00	22:00	24:00	18:00	18:00 18:00		
PM Peaks	3	1189	223	12	23	17	6	26	164	2	15	9	7	51 1556		

URS
CLASSIFICATION SUMMARY
Thu 2/26/2009

Page: 4

CNTR #: 000000015051
STATION #: 000000001110
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	138	31	2	1	1	0	16	71	0	8	7	0	0	0	276
02:00	0	82	18	1	3	2	0	12	63	1	8	6	0	0	1	197
03:00	0	76	18	1	5	6	0	8	54	0	13	1	0	0	1	183
04:00	0	64	21	1	7	2	0	7	84	0	21	3	0	0	1	211
05:00	0	136	26	2	4	6	0	12	64	0	17	4	0	0	1	272
06:00	0	349	117	4	7	2	0	11	80	0	7	6	0	0	3	586
07:00	0	384	132	9	13	12	1	18	77	0	4	3	0	0	3	656
08:00	2	615	153	3	30	9	2	22	81	3	9	5	0	0	14	948
09:00	0	538	181	8	37	12	7	26	94	1	2	1	0	0	10	917
10:00	2	436	164	6	35	16	4	20	149	0	8	2	1	0	2	845
11:00	0	422	153	1	31	19	7	34	138	2	5	2	1	0	7	822
12:00	0	525	165	3	24	17	2	20	132	1	3	5	1	0	2	900
13:00	2	549	143	3	16	20	0	29	150	2	9	2	0	0	14	939
14:00	0	649	162	3	31	10	3	31	136	3	5	2	0	0	19	1054
15:00	0	737	190	5	28	21	4	17	145	2	7	5	1	0	20	1182
16:00	1	948	248	5	13	12	2	20	120	1	9	3	3	0	23	1408
17:00	1	1086	194	12	19	9	0	19	129	0	9	3	2	0	36	1519
18:00	3	1140	158	7	19	7	1	19	108	1	5	4	3	0	33	1508
19:00	1	884	122	2	3	1	1	17	109	1	8	2	1	0	13	1165
20:00	1	731	77	4	1	1	1	13	96	0	3	2	0	0	15	945
21:00	1	615	84	2	2	0	0	15	81	1	3	4	0	0	17	825
22:00	1	504	68	5	7	1	0	8	100	1	16	5	0	0	7	723
23:00	3	404	58	1	2	0	1	6	86	0	10	1	0	0	10	582
24:00	0	238	58	2	3	2	0	7	74	0	7	4	0	0	1	396

DAY TOTAL	19	12250	2741	92	341	188	36	407	2421	20	196	82	13	0	253	19059
PERCENTS	0.1%	64.3%	14.4%	0.5%	1.8%	1.0%	0.2%	2.2%	12.7%	0.1%	1.0%	0.4%	0.0%	0.0%	1.3%	100%
Passenger Vehicles	78.7%															
	Trucks & Buses										21.2%					
AM Times	08:00	08:00	09:00	07:00	09:00	11:00	09:00	11:00	10:00	08:00	04:00	01:00	10:00	08:00 08:00		
AM Peaks	2	615	181	9	37	19	7	34	149	3	21	7	1	14 948		
PM Times	18:00	18:00	16:00	17:00	14:00	15:00	15:00	14:00	13:00	14:00	22:00	15:00	16:00	17:00 17:00		
PM Peaks	3	1140	248	12	31	21	4	31	150	3	16	5	3	36 1519		

URS
CLASSIFICATION SUMMARY
Fri 2/27/2009

Page: 5

CNTR #: 000000015051
STATION #: 000000001110
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	154	19	0	5	0	0	9	79	0	7	6	0	0	3	282
02:00	0	99	21	0	5	1	0	10	47	2	11	5	0	0	1	202
03:00	0	97	20	0	6	0	0	8	41	0	8	4	0	0	3	187
04:00	0	73	20	1	5	0	0	6	55	0	15	4	0	0	3	182
05:00	0	83	39	1	3	4	0	8	45	1	11	0	0	0	23	218
06:00	4	282	118	7	6	3	0	9	72	2	5	1	0	0	32	541
07:00	0	390	159	4	13	4	1	12	65	0	7	4	0	0	14	673
08:00	1	597	179	8	26	8	2	19	65	1	2	2	0	0	9	919
09:00	3	517	183	10	35	10	5	21	103	3	5	2	2	0	21	920
10:00	2	480	171	10	33	13	0	35	119	0	7	4	1	0	11	886
11:00	1	525	146	3	30	16	2	33	120	0	4	1	1	0	13	895
12:00	1	633	189	1	28	16	3	23	114	0	8	3	0	0	18	1037
13:00	0	652	185	4	23	14	5	27	128	5	5	5	1	0	13	1067
14:00	1	347	103	3	9	9	1	14	49	3	2	0	1	0	14	556

DAY TOTAL	13	4929	1552	52	227	98	19	234	1102	17	97	41	6	0	178	8565
PERCENTS	0.2%	57.6%	18.2%	0.7%	2.7%	1.2%	0.3%	2.7%	12.8%	0.1%	1.1%	0.4%	0.0%	0.0%	2.0%	100%
Passenger Vehicles	75.8%		Trucks & Buses 24.1%													

AM Times	06:00	12:00	12:00	09:00	09:00	11:00	09:00	10:00	11:00	09:00	04:00	01:00	09:00		06:00	12:00
AM Peaks	4	633	189	10	35	16	5	35	120	3	15	6	2		32	1037
PM Times	14:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00		14:00	13:00
PM Peaks	1	652	185	4	23	14	5	27	128	5	5	5	1		14	1067

GRAND TOTAL	76	49021	11281	331	1302	664	137	2069	9146	93	738	329	90	0	1101	76378
PERCENTS	0.1%	64.2%	14.8%	0.5%	1.8%	0.9%	0.2%	2.7%	11.9%	0.1%	0.9%	0.4%	0.1%	0.0%	1.4%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/23/2009

Page: 1

CNTR #: 000000015060
STATION #: 000000001120
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
14:00	1	311	115	4	7	1	0	3	20	1	1	0	3	0	11	478
15:00	0	794	218	2	8	3	0	14	26	0	3	1	1	0	35	1105
16:00	1	1111	306	16	3	2	0	25	39	0	6	4	7	0	65	1585
17:00	0	1452	341	10	6	6	0	22	22	0	11	3	2	0	94	1969
18:00	1	1376	283	21	4	5	1	15	26	0	19	8	11	0	92	1862
19:00	0	1066	166	8	3	1	0	10	21	0	1	1	1	0	40	1318
20:00	0	578	118	0	1	0	0	4	23	0	1	0	0	0	12	737
21:00	0	423	67	0	5	0	0	5	18	0	2	0	0	0	13	533
22:00	0	314	72	0	3	0	0	3	17	0	1	0	0	0	13	423
23:00	0	188	31	0	2	0	0	3	14	0	0	2	0	0	8	248
24:00	1	109	23	0	0	0	0	0	8	0	1	3	0	0	11	156

DAY TOTAL	4	7722	1740	61	42	18	1	104	234	1	46	22	25	0	394	10414
PERCENTS	0.1%	74.2%	16.8%	0.6%	0.5%	0.2%	0.0%	0.9%	2.2%	0.0%	0.4%	0.2%	0.2%	0.0%	3.7%	100%
Passenger Vehicles	90.8%													Trucks & Buses	9.1%	

AM Times
AM Peaks

PM Times	14:00	17:00	17:00	18:00	15:00	17:00	18:00	16:00	16:00	14:00	18:00	18:00	18:00		17:00	17:00
PM Peaks	1	1452	341	21	8	6	1	25	39	1	19	8	11		94	1969

URS
CLASSIFICATION SUMMARY
Tue 2/24/2009

Page: 2

CNTR #: 000000015060
STATION #: 000000001120
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	57	13	0	0	0	0	2	12	0	2	1	1	0	6	94
02:00	0	29	8	0	1	0	0	1	8	0	2	0	0	0	13	62
03:00	0	28	6	0	0	0	0	1	9	0	3	0	0	0	8	55
04:00	0	9	2	0	1	0	0	3	8	0	0	0	0	0	5	28
05:00	0	53	20	0	1	0	0	1	14	0	1	1	0	0	4	95
06:00	0	246	120	1	0	1	0	3	9	0	1	0	0	0	10	391
07:00	1	347	130	4	5	1	0	6	13	0	1	2	2	0	17	529
08:00	0	742	198	10	4	1	1	8	11	0	3	2	1	0	38	1019
09:00	2	529	166	2	3	2	0	9	22	0	4	2	0	0	19	760
10:00	0	394	153	3	11	1	1	4	26	0	2	2	0	0	14	611
11:00	0	354	115	7	5	3	1	11	27	1	1	4	1	0	23	553
12:00	0	437	154	2	9	3	0	8	32	0	2	1	0	0	16	664
13:00	2	487	147	2	10	2	0	8	29	0	1	1	1	0	17	707
14:00	1	572	193	2	14	2	0	13	31	0	5	0	0	0	24	857
15:00	0	779	241	9	5	4	0	21	33	1	6	1	0	0	45	1145
16:00	1	1062	331	8	4	0	3	15	37	0	5	2	5	0	57	1530
17:00	0	1527	370	21	8	6	0	23	37	0	7	6	2	0	89	2096
18:00	2	1497	283	16	9	2	0	18	38	1	2	7	14	0	73	1962
19:00	1	977	196	8	3	1	0	9	23	0	4	6	1	0	45	1274
20:00	1	625	163	0	2	3	0	6	25	0	4	0	1	0	27	857
21:00	0	458	100	1	3	0	0	0	14	1	1	1	1	0	7	587
22:00	0	346	65	0	0	1	0	3	15	0	6	0	0	0	14	450
23:00	0	226	40	1	0	0	0	2	12	0	3	0	2	0	8	294
24:00	0	102	25	1	0	1	0	1	15	0	2	0	0	0	8	155

DAY TOTAL	11	11883	3239	98	98	34	6	176	500	4	68	39	32	0	587	16775
PERCENTS	0.1%	70.9%	19.4%	0.6%	0.6%	0.3%	0.1%	1.0%	2.9%	0.0%	0.4%	0.2%	0.1%	0.0%	3.4%	100%
Passenger Vehicles	90.2%		Trucks & Buses										9.7%			

AM Times	09:00	08:00	08:00	08:00	10:00	11:00	08:00	11:00	12:00	11:00	09:00	11:00	07:00		08:00	08:00
AM Peaks	2	742	198	10	11	3	1	11	32	1	4	4	2		38	1019
PM Times	13:00	17:00	17:00	17:00	14:00	17:00	16:00	17:00	18:00	15:00	17:00	18:00	18:00		17:00	17:00
PM Peaks	2	1527	370	21	14	6	3	23	38	1	7	7	14		89	2096

URS
CLASSIFICATION SUMMARY
Wed 2/25/2009

Page: 3

CNTR #: 000000015060
STATION #: 000000001120
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	76	10	0	1	0	0	3	6	0	1	1	0	0	7	105
02:00	0	35	13	0	0	0	0	0	15	0	0	1	0	0	9	73
03:00	0	24	11	0	1	0	0	2	14	0	1	1	0	0	10	64
04:00	0	18	5	0	0	0	0	0	5	0	0	0	0	0	11	39
05:00	2	49	20	0	1	0	0	2	8	0	1	1	0	0	15	99
06:00	1	257	141	4	3	0	0	3	12	0	0	1	0	0	7	429
07:00	1	366	148	1	4	0	0	6	18	0	5	0	0	0	6	555
08:00	0	706	186	2	4	2	0	4	18	1	1	0	0	0	28	952
09:00	1	599	167	4	8	3	1	16	29	0	1	4	0	0	26	859
10:00	2	386	136	1	5	1	0	12	43	2	3	2	1	0	25	619
11:00	0	384	157	1	8	1	3	7	34	0	2	2	1	0	15	615
12:00	1	395	172	1	1	2	2	10	28	0	1	2	2	0	19	636
13:00	0	482	150	1	4	6	1	6	37	0	0	4	1	0	21	713
14:00	1	602	188	3	5	1	2	10	31	0	3	3	2	0	28	879
15:00	2	792	269	9	6	3	0	17	39	0	7	1	5	0	46	1196
16:00	2	1180	397	7	8	1	0	18	41	1	11	6	5	0	78	1755
17:00	2	1450	377	21	10	3	0	26	36	0	12	5	4	0	95	2041
18:00	4	1432	273	20	9	3	0	18	32	1	15	5	14	0	126	1952
19:00	3	1013	201	9	4	2	1	13	35	0	1	2	4	0	36	1324
20:00	0	637	126	5	0	1	0	11	22	0	2	0	1	0	23	828
21:00	0	451	100	1	1	0	0	6	25	0	2	0	0	0	19	605
22:00	1	404	91	0	1	0	0	5	20	0	2	1	0	0	13	538
23:00	0	270	64	0	1	0	0	1	11	0	1	1	1	0	9	359
24:00	0	123	23	3	0	0	0	0	11	0	0	0	0	0	6	166

DAY TOTAL	23	12131	3425	93	85	29	10	196	570	5	72	43	41	0	678	17401
PERCENTS	0.2%	69.8%	19.7%	0.6%	0.5%	0.2%	0.1%	1.1%	3.2%	0.0%	0.4%	0.2%	0.2%	0.0%	3.8%	100%
Passenger Vehicles	89.5%												Trucks & Buses	10.4%		

AM Times	05:00	08:00	08:00	06:00	09:00	09:00	11:00	09:00	10:00	10:00	07:00	09:00	12:00		08:00	08:00
AM Peaks	2	706	186	4	8	3	3	16	43	2	5	4	2		28	952
PM Times	18:00	17:00	16:00	17:00	17:00	13:00	14:00	17:00	16:00	16:00	18:00	16:00	18:00		18:00	17:00
PM Peaks	4	1450	397	21	10	6	2	26	41	1	15	6	14		126	2041

URS
CLASSIFICATION SUMMARY
Thu 2/26/2009

Page: 4

CNTR #: 000000015060
STATION #: 000000001120
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	69	15	1	0	0	0	1	7	1	1	2	0	0	6	103
02:00	0	28	11	0	0	0	0	1	7	0	0	3	0	0	9	59
03:00	0	40	5	1	2	1	0	0	7	0	1	1	0	0	8	66
04:00	0	32	8	0	1	0	0	3	12	0	4	0	0	0	7	67
05:00	0	60	23	0	1	0	0	0	7	0	3	0	0	0	10	104
06:00	0	255	138	0	1	0	0	2	20	0	1	0	0	0	14	431
07:00	1	372	161	0	4	1	0	3	13	0	3	1	0	0	9	568
08:00	0	669	198	6	3	3	1	8	20	0	3	2	0	0	21	934
09:00	2	564	184	5	11	5	0	6	29	0	1	2	0	0	15	824
10:00	2	423	159	2	11	5	1	5	39	4	4	2	0	0	11	668
11:00	0	402	167	4	8	2	2	5	40	2	2	6	0	0	12	652
12:00	0	452	176	1	11	3	3	3	39	2	2	1	0	0	8	701
13:00	2	541	188	6	8	1	0	12	46	1	0	2	2	0	24	833
14:00	2	628	183	5	10	0	0	10	37	0	3	2	1	0	30	911
15:00	0	848	288	7	10	5	1	15	23	0	5	2	1	0	47	1252
16:00	1	1132	392	23	4	2	1	31	33	0	8	11	3	0	79	1720
17:00	1	1537	405	14	7	3	2	16	32	0	14	1	5	0	112	2149
18:00	2	1468	326	14	7	2	0	17	39	0	11	4	4	0	76	1970
19:00	2	1031	242	7	4	1	0	9	21	0	4	2	1	0	32	1356
20:00	1	694	136	3	3	0	0	10	29	0	3	0	0	0	18	897
21:00	0	522	102	0	0	0	0	3	19	0	2	4	0	0	17	669
22:00	0	403	83	0	6	1	0	6	25	1	2	1	0	0	14	542
23:00	0	294	69	0	1	0	0	6	21	0	2	2	0	0	11	406
24:00	0	136	34	0	2	0	0	1	12	1	1	2	0	0	7	196

DAY TOTAL	16	12600	3693	99	115	35	11	173	577	12	80	53	17	0	597	18078
PERCENTS	0.1%	69.7%	20.5%	0.6%	0.7%	0.2%	0.1%	1.0%	3.2%	0.0%	0.4%	0.2%	0.0%	0.0%	3.3%	100%
Passenger Vehicles	90.2%			Trucks & Buses										9.7%		

AM Times	09:00	08:00	08:00	08:00	09:00	09:00	12:00	08:00	11:00	10:00	04:00	11:00					08:00	08:00	
AM Peaks	2	669	198	6	11	5	3	8	40	4	4	6					21	934	
PM Times	13:00	17:00	17:00	16:00	14:00	15:00	17:00	16:00	13:00	13:00	17:00	16:00	17:00					17:00	17:00
PM Peaks	2	1537	405	23	10	5	2	31	46	1	14	11	5					112	2149

URS
CLASSIFICATION SUMMARY
Fri 2/27/2009

Page: 5

CNTR #: 000000015060
STATION #: 000000001120
Location: I-71 1 MILE N OF 264
Direction: NORTH
Lane: 1

File: 01120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tots
01:00	0	76	25	1	0	0	0	0	8	0	2	2	0	0	17	131
02:00	0	34	8	0	1	0	0	0	5	0	1	1	0	0	14	64
03:00	0	48	15	0	0	0	0	1	6	0	1	0	0	0	9	80
04:00	1	17	6	0	2	0	0	1	10	0	5	1	0	0	10	53
05:00	0	39	19	2	0	0	0	3	8	0	1	2	0	0	10	84
06:00	0	227	127	1	2	0	0	2	16	1	4	1	1	0	5	387
07:00	1	333	156	0	4	1	0	4	10	0	1	0	0	0	14	524
08:00	0	660	166	1	5	1	0	10	18	0	6	0	1	0	34	902
09:00	2	530	183	3	10	2	3	8	36	0	3	2	1	0	26	809
10:00	1	420	168	1	9	3	0	8	27	1	1	3	0	0	18	660
11:00	0	451	173	3	5	3	0	13	21	0	2	4	0	0	27	702
12:00	2	507	192	5	12	5	0	13	30	0	2	3	0	0	22	793
13:00	2	645	259	4	11	1	1	17	31	1	5	2	3	0	25	1007
14:00	0	398	109	4	4	2	2	7	14	0	3	3	2	0	24	572
DAY TOTAL	9	4385	1606	25	65	18	6	87	240	3	37	24	8	0	255	6768
PERCENTS	0.2%	64.8%	23.8%	0.4%	1.0%	0.3%	0.1%	1.3%	3.5%	0.0%	0.5%	0.3%	0.1%	0.0%	3.7%	100%
Passenger Vehicles											88.6%					
											Trucks & Buses 11.3%					
AM Times	09:00	08:00	12:00	12:00	12:00	12:00	09:00	11:00	09:00	06:00	08:00	11:00	06:00	08:00 08:00		
AM Peaks	2	660	192	5	12	5	3	13	36	1	6	4	1	34 902		
PM Times	13:00	13:00	13:00	13:00	13:00	14:00	14:00	13:00	13:00	13:00	13:00	14:00	13:00	13:00 13:00		
PM Peaks	2	645	259	4	11	2	2	17	31	1	5	3	3	25 1007		
GRAND TOTAL	63	48721	13703	376	405	134	34	736	2121	25	303	181	123	0	2511	69436
PERCENTS	0.1%	70.2%	19.8%	0.6%	0.6%	0.2%	0.1%	1.1%	3.0%	0.0%	0.4%	0.2%	0.1%	0.0%	3.6%	100%

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 1

CNTR #: 000000013440
STATION #: 000000001310
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

12:00	0	212	54	2	7	12	1	5	55	1	0	1	1	0	6	357
13:00	1	521	125	3	20	14	3	22	97	0	1	1	0	0	9	817
14:00	0	510	151	1	33	9	4	10	88	2	1	2	0	0	7	818
15:00	1	537	159	0	12	16	3	17	77	0	6	0	2	0	12	842
16:00	3	565	183	4	19	13	2	12	108	0	0	1	0	0	7	917
17:00	2	646	177	2	13	10	3	10	87	0	2	1	1	0	13	967
18:00	3	676	131	4	13	3	0	4	79	0	1	0	0	0	13	927
19:00	2	492	86	3	9	3	1	9	74	0	0	1	0	0	6	686
20:00	1	343	54	2	5	0	0	7	101	0	1	1	0	0	5	520
21:00	2	251	55	1	2	2	0	8	102	0	2	0	0	0	3	428
22:00	0	260	37	0	6	2	0	4	86	0	4	0	1	0	1	401
23:00	0	231	37	0	2	2	0	7	79	0	6	1	0	0	1	366
24:00	0	187	47	3	4	0	0	7	62	0	11	1	0	0	3	325

DAY TOTAL	15	5431	1296	25	145	86	17	122	1095	3	35	10	5	0	86	8371
PERCENTS	0.2%	64.9%	15.5%	0.3%	1.8%	1.1%	0.3%	1.4%	13.0%	0.0%	0.4%	0.1%	0.0%	0.0%	1.0%	100%
Passenger Vehicles	80.5%															
											Trucks & Buses 19.4%					
AM Times	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00		12:00
AM Peaks	212	54	2	7	12	1	5	55	1			1	1			6 357
PM Times	16:00	18:00	16:00	16:00	14:00	15:00	14:00	13:00	16:00	14:00	24:00	14:00	15:00	17:00		17:00
PM Peaks	3	676	183	4	33	16	4	22	108	2	11	2	2	13		967

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 2

CNTR #: 000000013440
STATION #: 000000001310
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	118	26	2	1	3	0	5	62	0	11	1	0	0	1	230
02:00	0	73	19	1	2	2	0	6	59	0	3	3	0	0	0	168
03:00	0	39	14	2	0	0	0	4	40	0	4	1	0	0	0	104
04:00	0	63	14	0	3	1	1	3	42	0	4	4	0	0	0	135
05:00	0	117	25	0	6	2	0	6	60	0	4	6	0	0	0	226
06:00	0	271	51	1	4	2	1	2	64	0	6	3	0	0	1	406
07:00	0	645	128	5	20	6	0	5	67	0	4	3	0	0	15	898
08:00	0	1373	165	13	9	3	0	17	52	1	9	0	2	0	67	1711
09:00	0	1069	110	21	9	10	0	12	82	2	8	6	4	0	55	1388
10:00	0	619	155	3	25	8	0	7	82	3	1	3	0	0	6	912
11:00	0	462	178	6	23	12	1	7	91	4	3	1	0	0	6	794
12:00	1	464	148	1	19	12	5	6	109	1	2	3	1	0	4	776
13:00	0	429	155	9	24	11	4	9	119	3	4	4	1	0	7	779
14:00	0	410	202	15	16	11	6	12	103	1	5	1	1	0	6	789
15:00	0	552	220	4	29	14	4	9	75	0	0	3	0	0	8	918
16:00	0	535	233	1	11	10	0	14	108	2	3	0	0	0	6	923
17:00	1	560	195	4	11	10	4	8	95	0	2	0	0	0	16	906
18:00	0	634	175	9	7	2	1	3	89	0	0	0	0	0	11	931
19:00	1	476	120	5	5	6	2	6	69	0	1	3	0	0	5	699
20:00	0	320	100	3	3	1	1	8	72	0	3	1	1	0	2	515
21:00	0	273	75	0	3	0	0	5	85	0	2	1	0	0	6	450
22:00	0	240	73	1	7	1	0	7	77	0	2	0	0	0	2	410
23:00	0	194	53	4	4	0	0	5	72	0	5	0	0	0	1	338
24:00	0	149	45	2	3	4	0	7	81	0	10	5	0	0	1	307

DAY TOTAL	3	10085	2679	112	244	131	30	173	1855	17	96	52	10	0	226	15713
PERCENTS	0.1%	64.2%	17.1%	0.8%	1.6%	0.8%	0.1%	1.1%	11.8%	0.1%	0.6%	0.3%	0.0%	0.0%	1.4%	100%
Passenger Vehicles	81.2%			Trucks & Buses							18.7%					
AM Times	12:00	08:00	11:00	09:00	10:00	11:00	12:00	08:00	12:00	11:00	01:00	05:00	09:00	08:00 08:00		
AM Peaks	1	1373	178	21	25	12	5	17	109	4	11	6	4	67 1711		
PM Times	17:00	18:00	16:00	14:00	15:00	15:00	14:00	16:00	13:00	13:00	24:00	24:00	13:00	17:00 18:00		
PM Peaks	1	634	233	15	29	14	6	14	119	3	10	5	1	16 931		

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 3

CNTR #: 000000013440
STATION #: 000000001310
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	132	43	2	4	1	0	2	59	0	7	4	0	0	2	256
02:00	0	86	36	1	2	1	0	7	53	0	2	3	0	0	2	193
03:00	0	44	23	1	1	0	0	1	48	1	2	1	0	0	1	123
04:00	0	60	18	0	4	3	1	3	59	0	6	2	0	0	1	157
05:00	0	113	30	1	2	2	2	4	55	0	3	5	0	0	0	217
06:00	0	238	74	3	9	4	0	2	47	0	5	2	0	0	1	385
07:00	0	612	162	21	9	3	0	3	70	2	3	2	0	0	11	898
08:00	1	1299	175	23	6	4	1	10	51	0	10	4	6	0	79	1669
09:00	0	1132	198	10	13	3	3	13	76	3	6	4	4	0	53	1518
10:00	0	581	207	13	29	7	3	11	102	1	7	0	0	0	16	977
11:00	0	501	129	3	14	12	5	12	121	1	5	4	2	0	14	823
12:00	0	500	135	0	8	20	4	12	117	1	2	1	1	0	6	807
13:00	0	462	127	6	17	10	1	16	101	1	1	4	0	0	7	753
14:00	0	447	130	2	33	12	3	9	113	2	3	1	0	0	3	758
15:00	0	590	178	0	14	6	2	8	92	1	2	2	0	0	13	908
16:00	0	606	175	1	7	8	2	8	87	1	1	0	0	0	9	905
17:00	1	606	138	2	13	6	1	9	95	1	1	2	0	0	13	888
18:00	0	713	132	5	8	4	1	3	79	0	4	3	0	0	14	966
19:00	0	491	92	4	7	1	0	5	80	1	0	1	0	0	4	686
20:00	0	299	68	1	1	2	0	12	69	0	3	0	0	0	3	458
21:00	0	248	49	1	1	0	0	3	67	0	2	0	0	0	1	372
22:00	0	232	51	1	1	1	0	4	84	0	2	1	0	0	1	378
23:00	0	218	39	1	2	2	0	7	66	1	2	1	0	0	0	339
24:00	0	178	27	3	1	1	0	7	49	0	8	1	0	0	0	275

DAY TOTAL	2	10388	2436	105	206	113	29	171	1840	17	87	48	13	0	254	15709
PERCENTS	0.1%	66.2%	15.6%	0.7%	1.4%	0.7%	0.1%	1.0%	11.7%	0.1%	0.5%	0.3%	0.0%	0.0%	1.6%	100%
Passenger Vehicles	81.6%			Trucks & Buses							18.3%					
AM Times	08:00	08:00	10:00	08:00	10:00	12:00	11:00	09:00	11:00	09:00	08:00	05:00	08:00	08:00 08:00		
AM Peaks	1	1299	207	23	29	20	5	13	121	3	10	5	6	79 1669		
PM Times	17:00	18:00	15:00	13:00	14:00	14:00	14:00	13:00	14:00	14:00	24:00	13:00	18:00 18:00			
PM Peaks	1	713	178	6	33	12	3	16	113	2	8	4	14 966			

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 4

CNTR #: 000000013440
STATION #: 000000001310
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	94	29	2	2	1	0	6	59	0	12	3	0	0	0	208
02:00	0	144	49	1	2	4	0	6	44	0	5	3	0	0	3	261
03:00	0	64	21	1	0	0	0	3	40	0	2	0	0	0	1	132
04:00	0	53	17	0	1	0	1	5	42	0	4	1	0	0	1	125
05:00	0	120	18	0	3	0	2	8	63	0	7	3	0	0	2	226
06:00	0	284	65	3	11	2	2	9	52	1	2	4	0	0	2	437
07:00	0	690	126	0	29	1	1	7	74	3	5	1	0	0	13	950
08:00	2	1286	161	5	17	1	1	9	60	0	6	5	0	0	49	1602
09:00	2	1103	163	3	11	11	1	14	74	1	4	2	1	0	44	1434
10:00	0	639	189	3	23	14	4	8	99	4	4	3	0	0	20	1010
11:00	1	539	163	0	20	16	9	10	111	0	1	5	1	0	17	893
12:00	0	517	135	2	21	18	3	8	119	0	1	3	0	0	5	832
13:00	1	524	145	1	20	20	4	8	112	1	4	4	2	0	7	853
14:00	1	533	150	3	36	8	4	27	107	0	4	3	0	0	12	888
15:00	1	659	159	1	16	12	6	12	89	0	3	1	3	0	17	979
16:00	1	621	179	2	16	9	2	13	85	2	3	2	1	0	16	952
17:00	1	665	178	1	17	2	1	14	97	0	3	2	2	0	15	998
18:00	4	765	124	3	10	7	1	5	54	0	2	0	0	0	11	986
19:00	1	641	123	6	8	4	0	10	81	1	1	1	1	0	15	893
20:00	0	425	88	2	7	4	0	8	68	2	4	1	0	0	9	618
21:00	0	352	82	0	2	2	0	7	73	0	2	1	0	0	0	521
22:00	0	333	54	1	3	3	0	6	82	1	2	3	0	0	6	494
23:00	0	307	49	1	1	3	0	5	59	0	7	1	0	0	3	436
24:00	0	210	27	2	3	2	0	12	55	0	6	4	0	0	2	323

DAY TOTAL	15	11568	2494	43	279	144	42	220	1799	16	94	56	11	0	270	17051
PERCENTS	0.1%	67.9%	14.7%	0.3%	1.7%	0.9%	0.3%	1.3%	10.5%	0.0%	0.5%	0.3%	0.0%	0.0%	1.5%	100%
Passenger Vehicles	82.5%			Trucks & Buses							17.4%					
AM Times	08:00	08:00	10:00	08:00	07:00	12:00	11:00	09:00	12:00	10:00	01:00	08:00	09:00	08:00		08:00
AM Peaks	2	1286	189	5	29	18	9	14	119	4	12	5	1	49		1602
PM Times	18:00	18:00	16:00	19:00	14:00	13:00	15:00	14:00	13:00	16:00	23:00	13:00	15:00	15:00		17:00
PM Peaks	4	765	179	6	36	20	6	27	112	2	7	4	3	17		998

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 5

CNTR #: 000000013440
STATION #: 000000001310
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	1	125	17	1	1	1	0	6	71	0	9	3	0	0	0	235
02:00	1	150	44	0	2	0	0	8	44	0	4	2	0	0	2	257
03:00	0	76	18	1	3	2	0	6	43	0	4	0	0	0	2	155
04:00	0	77	14	0	3	1	0	8	46	1	5	1	0	0	1	157
05:00	0	128	19	2	3	0	1	6	38	0	3	7	0	0	1	208
06:00	0	298	50	1	7	4	0	1	60	0	5	3	0	0	2	431
07:00	0	632	108	2	29	1	0	9	74	0	5	3	0	0	14	877
08:00	0	1281	165	4	16	6	2	9	63	2	4	0	0	0	34	1586
09:00	0	1004	170	1	15	4	1	8	82	1	6	2	1	0	37	1332
10:00	0	701	192	3	17	15	1	6	93	2	4	4	1	0	14	1053
11:00	0	586	175	5	11	11	1	14	99	2	5	2	1	0	9	921

DAY TOTAL	2	5058	972	20	107	45	6	81	713	8	54	27	3	0	116	7212
PERCENTS	0.1%	70.2%	13.5%	0.3%	1.5%	0.7%	0.1%	1.1%	9.8%	0.1%	0.7%	0.3%	0.0%	0.0%	1.6%	100%
Passenger Vehicles	83.6%			Trucks & Buses										16.3%		

AM Times	01:00	08:00	10:00	11:00	07:00	10:00	08:00	11:00	11:00	08:00	01:00	05:00	09:00		09:00	08:00
AM Peaks	1	1281	192	5	29	15	2	14	99	2	9	7	1		37	1586

PM Times
PM Peaks

GRAND TOTAL	37	42530	9877	305	981	519	124	767	7302	61	366	193	42	0	952	64056
PERCENTS	0.1%	66.4%	15.5%	0.5%	1.6%	0.9%	0.2%	1.2%	11.4%	0.0%	0.5%	0.3%	0.0%	0.0%	1.4%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 1

CNTR #: 000000013441
STATION #: 000000001320
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
12:00	0	298	65	1	4	5	0	8	25	3	5	2	3	0	17	436
13:00	1	684	155	4	9	7	1	19	56	2	8	4	1	0	30	981
14:00	1	679	246	2	11	9	4	9	52	1	12	6	1	0	36	1069
15:00	1	765	232	8	14	7	2	25	43	1	10	8	2	0	31	1149
16:00	3	853	252	7	13	6	0	15	57	0	7	3	6	0	39	1261
17:00	0	987	208	5	3	4	4	13	52	0	3	6	4	0	44	1333
18:00	1	1075	165	5	6	2	1	9	45	0	8	6	1	0	45	1369
19:00	1	663	121	0	1	1	1	8	46	0	6	1	3	0	22	874
20:00	0	423	69	1	3	2	0	5	51	0	1	2	3	0	10	570
21:00	0	308	32	0	2	1	0	11	57	0	0	3	2	0	3	419
22:00	0	215	38	1	3	3	0	3	39	0	3	2	0	0	7	314
23:00	1	215	40	1	2	1	0	7	54	0	4	0	0	0	3	328
24:00	0	157	31	2	1	1	0	11	32	1	8	3	1	0	3	251
DAY TOTAL	9	7322	1654	37	72	49	13	143	609	8	75	46	27	0	290	10354
PERCENTS	0.1%	70.8%	16.0%	0.4%	0.7%	0.5%	0.2%	1.4%	5.8%	0.0%	0.7%	0.4%	0.2%	0.0%	2.8%	100%
Passenger Vehicles	86.7%															
	Trucks & Buses										13.2%					
AM Times	12:00	12:00	12:00	12:00	12:00		12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00	
AM Peaks	298	65	1	4	5		8	25	3	5	2	3		17	436	
PM Times	16:00	18:00	16:00	15:00	15:00	14:00	14:00	15:00	16:00	13:00	14:00	15:00	16:00		18:00	18:00
PM Peaks	3	1075	252	8	14	9	4	25	57	2	12	8	6		45	1369

URS
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 2

CNTR #: 000000013441
STATION #: 000000001320
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	79	21	1	3	0	0	7	40	0	12	1	0	0	4	168
02:00	0	49	5	1	0	0	0	1	34	0	3	0	1	0	2	96
03:00	0	20	4	0	0	1	0	3	28	0	3	3	0	0	1	63
04:00	0	43	13	0	1	0	0	5	28	0	3	3	0	0	1	97
05:00	1	76	20	0	3	2	0	3	38	0	4	0	0	0	2	149
06:00	1	305	90	0	5	1	0	8	52	0	9	7	0	0	6	484
07:00	0	1151	266	11	9	2	0	21	55	0	11	8	2	0	50	1586
08:00	0	1599	265	15	11	1	2	19	71	0	18	5	2	0	82	2090
09:00	2	1347	227	22	17	7	1	24	50	0	19	5	16	0	97	1834
10:00	0	950	259	8	27	7	0	18	63	0	6	7	1	0	45	1391
11:00	1	759	248	1	28	3	1	15	88	0	12	6	2	0	32	1196
12:00	0	618	262	5	25	6	2	14	79	2	11	6	2	0	24	1056
13:00	1	633	212	9	13	14	3	9	81	1	11	10	3	0	29	1029
14:00	0	609	285	11	47	8	2	19	84	0	9	9	4	0	28	1115
15:00	1	785	318	4	39	7	3	21	79	1	7	10	3	0	33	1311
16:00	0	791	312	7	14	4	4	14	66	1	8	3	2	0	39	1265
17:00	0	917	253	6	12	2	0	20	68	0	6	1	4	0	41	1330
18:00	0	984	243	7	6	5	0	13	65	0	4	0	0	0	32	1359
19:00	0	611	175	0	11	2	0	10	70	1	3	0	2	0	11	896
20:00	0	355	116	1	6	2	0	5	71	0	4	0	0	0	5	565
21:00	0	259	76	2	1	0	0	4	73	0	2	1	0	0	3	421
22:00	0	249	55	1	3	0	0	5	59	0	6	1	0	0	1	380
23:00	0	210	55	1	1	2	0	3	49	0	5	1	0	0	1	328
24:00	0	122	34	0	3	0	0	8	31	0	10	2	0	0	2	212

DAY TOTAL	7	13521	3814	113	285	76	18	269	1422	6	186	89	44	0	571	20421
PERCENTS	0.1%	66.3%	18.7%	0.6%	1.4%	0.4%	0.1%	1.3%	6.9%	0.0%	0.9%	0.4%	0.2%	0.0%	2.7%	100%
Passenger Vehicles	84.9%										Trucks & Buses 15.0%					
AM Times	09:00	08:00	07:00	09:00	11:00	09:00	08:00	09:00	11:00	12:00	09:00	07:00	09:00	09:00 08:00		
AM Peaks	2	1599	266	22	28	7	2	24	88	2	19	8	16	97 2090		
PM Times	13:00	18:00	15:00	14:00	14:00	13:00	16:00	15:00	14:00	13:00	13:00	13:00	14:00	17:00 18:00		
PM Peaks	1	984	318	11	47	14	4	21	84	1	11	10	4	41 1359		

URS
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 3

CNTR #: 000000013441
STATION #: 000000001320
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	107	41	0	1	0	0	5	39	0	17	2	0	0	1	213
02:00	0	56	25	1	1	0	0	6	26	0	4	1	0	0	0	120
03:00	0	21	11	0	2	0	0	3	20	0	3	4	0	0	3	67
04:00	0	31	13	0	3	1	0	6	32	0	1	1	0	0	0	88
05:00	0	87	24	2	2	0	0	4	32	0	4	2	0	0	1	158
06:00	0	283	95	1	8	0	1	6	49	1	6	5	1	0	3	459
07:00	0	1127	272	8	5	1	1	18	68	0	15	6	2	0	49	1572
08:00	2	1491	287	28	12	3	2	27	35	0	21	7	18	0	111	2044
09:00	0	1411	347	19	24	4	1	22	67	0	19	4	10	0	98	2026
10:00	1	879	310	13	35	8	1	20	72	1	13	0	4	0	39	1396
11:00	0	821	229	8	16	7	2	18	78	0	15	7	6	0	46	1253
12:00	0	739	177	5	6	5	3	25	67	1	9	11	3	0	46	1097
13:00	0	621	162	3	10	7	5	21	60	0	9	2	4	0	34	938
14:00	0	647	214	2	21	6	0	20	81	1	10	2	0	0	22	1026
15:00	0	784	289	4	19	5	1	20	92	1	10	3	2	0	32	1262
16:00	0	812	223	6	8	3	0	11	66	1	5	1	1	0	26	1163
17:00	0	832	187	7	5	3	0	11	68	0	5	6	2	0	33	1159
18:00	2	996	174	10	6	0	1	18	63	1	9	6	3	0	52	1341
19:00	0	622	116	4	9	0	0	9	47	0	9	1	0	0	18	835
20:00	0	309	61	1	2	1	0	9	66	1	1	2	0	0	7	460
21:00	0	224	54	0	2	0	0	5	54	0	2	3	1	0	2	347
22:00	0	213	33	0	1	3	0	5	51	0	5	3	0	0	4	318
23:00	1	186	52	0	1	2	0	1	53	0	9	2	0	0	1	308
24:00	1	111	26	1	1	1	0	12	37	0	6	3	0	0	3	202

DAY TOTAL	7	13410	3422	123	200	60	18	302	1323	8	207	84	57	0	631	19852
PERCENTS	0.1%	67.6%	17.3%	0.7%	1.1%	0.4%	0.0%	1.5%	6.6%	0.0%	1.0%	0.4%	0.2%	0.0%	3.1%	100%
Passenger Vehicles	84.8%															
Trucks & Buses	15.1%															

AM Times	08:00	08:00	09:00	08:00	10:00	10:00	12:00	08:00	11:00	06:00	08:00	12:00	08:00		08:00	08:00
AM Peaks	2	1491	347	28	35	8	3	27	78	1	21	11	18		111	2044
PM Times	18:00	18:00	15:00	18:00	14:00	13:00	13:00	13:00	15:00	14:00	14:00	17:00	13:00		18:00	18:00
PM Peaks	2	996	289	10	21	7	5	21	92	1	10	6	4		52	1341

URS
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 4

CNTR #: 000000013441
STATION #: 000000001320
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	72	11	0	1	0	0	5	24	0	15	1	0	0	0	129
02:00	0	115	33	1	0	0	0	2	25	0	13	2	0	0	3	194
03:00	0	28	13	0	0	1	0	4	18	0	5	1	0	0	1	71
04:00	1	43	11	0	4	0	0	5	24	0	5	3	0	0	2	98
05:00	1	83	24	0	4	0	0	3	24	0	2	4	0	0	2	147
06:00	1	317	72	1	2	2	0	6	38	1	7	3	0	0	6	456
07:00	1	1209	234	9	11	4	0	25	58	1	12	5	3	0	68	1640
08:00	1	1862	319	18	9	3	1	23	44	0	17	6	4	0	97	2404
09:00	1	1574	298	28	19	3	0	35	69	0	24	3	6	0	111	2171
10:00	1	1060	288	6	16	7	1	10	49	0	10	5	5	0	57	1515
11:00	1	846	255	9	12	6	2	22	63	0	15	12	0	0	42	1285
12:00	0	749	203	9	6	6	4	24	59	0	13	4	4	0	29	1110
13:00	0	759	180	7	17	10	4	19	59	1	11	8	2	0	44	1121
14:00	1	772	271	6	23	7	6	18	70	0	7	4	3	0	33	1221
15:00	1	870	276	12	12	6	3	20	74	0	8	8	3	0	50	1343
16:00	1	880	248	3	7	11	1	14	48	1	4	5	4	0	50	1277
17:00	0	1027	227	14	11	3	1	12	47	0	12	6	4	0	54	1418
18:00	0	1073	175	6	5	3	0	17	39	0	8	2	2	0	47	1377
19:00	2	1000	179	6	4	3	0	9	53	1	6	2	3	0	41	1309
20:00	1	471	81	3	5	3	0	12	45	0	2	2	0	0	11	636
21:00	0	360	69	1	5	1	0	8	46	0	2	2	3	0	11	508
22:00	0	372	58	0	3	2	0	9	41	1	3	1	1	0	10	501
23:00	0	271	44	0	3	1	0	3	42	0	6	2	2	0	4	378
24:00	0	148	39	0	1	0	0	4	28	0	10	5	1	0	3	239

DAY TOTAL	14	15961	3608	139	180	82	23	309	1087	6	217	96	50	0	776	22548
PERCENTS	0.1%	70.8%	16.1%	0.7%	0.8%	0.4%	0.1%	1.3%	4.8%	0.0%	0.9%	0.4%	0.2%	0.0%	3.4%	100%
Passenger Vehicles	86.8%												Trucks & Buses	13.1%		

AM Times	04:00	08:00	08:00	09:00	09:00	10:00	12:00	09:00	09:00	06:00	09:00	11:00	09:00			
AM Peaks	1	1862	319	28	19	7	4	35	69	1	24	12	6	111 2404		
PM Times	19:00	18:00	15:00	17:00	14:00	16:00	14:00	15:00	15:00	13:00	17:00	13:00	16:00	17:00 17:00		
PM Peaks	2	1073	276	14	23	11	6	20	74	1	12	8	4	54 1418		

URS
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 5

CNTR #: 000000013441
STATION #: 000000001320
Location: I-71 1 MILE N OF 264
Direction: SOUTH
Lane: 1

File: 01320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	106	14	1	1	1	0	5	24	0	18	1	0	0	0	171
02:00	0	131	25	0	0	0	0	2	30	0	6	2	0	0	2	198
03:00	0	50	8	1	0	1	0	4	25	0	4	2	0	0	1	96
04:00	0	48	10	0	1	0	0	3	23	0	2	5	0	0	1	93
05:00	0	82	21	2	1	1	0	4	19	0	5	3	0	0	1	139
06:00	0	302	78	1	4	0	0	6	33	0	5	6	0	0	6	441
07:00	0	1165	224	14	7	3	1	13	51	0	9	3	2	0	54	1546
08:00	3	1836	340	28	18	4	1	36	43	0	16	5	7	0	139	2476
09:00	2	1531	288	30	18	4	1	25	42	0	23	8	12	0	101	2085
10:00	0	1049	309	21	16	9	0	30	50	0	11	6	2	0	53	1556
11:00	1	904	233	9	20	3	2	20	58	1	8	9	4	0	54	1326
DAY TOTAL	6	7204	1550	107	86	26	5	148	398	1	107	50	27	0	412	10127
PERCENTS	0.1%	71.2%	15.4%	1.1%	0.9%	0.3%	0.1%	1.4%	3.9%	0.0%	1.0%	0.4%	0.2%	0.0%	4.0%	100%
Passenger Vehicles	86.5%										Trucks & Buses 13.4%					
AM Times	08:00	08:00	08:00	09:00	11:00	10:00	11:00	08:00	11:00	11:00	09:00	11:00	09:00	08:00		08:00
AM Peaks	3	1836	340	30	20	9	2	36	58	1	23	9	12	139		2476
PM Times																
PM Peaks																
GRAND TOTAL	43	57418	14048	519	823	293	77	1171	4839	29	792	365	205	0	2680	83302
PERCENTS	0.1%	69.0%	16.9%	0.7%	1.0%	0.4%	0.0%	1.4%	5.8%	0.0%	0.9%	0.4%	0.2%	0.0%	3.2%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015055
STATION #: 000000002510
Location: I-71NB (EXIT 9A) TO SB265 500' S OF I-71
Direction: RAMP
Lane: 1

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

12:00	0	394	28	1	0	1	0	1	1	0	1	0	0	0	14	441
13:00	0	692	43	1	3	1	0	0	6	0	3	0	0	0	20	769
14:00	0	763	56	6	2	3	1	2	4	0	1	0	0	0	20	858
15:00	1	798	51	3	0	1	0	0	4	0	1	2	2	0	24	887
16:00	0	752	44	3	0	0	0	1	2	0	2	0	0	0	12	816
17:00	4	807	55	4	1	2	0	0	7	0	2	0	0	0	19	901
18:00	2	769	46	1	0	2	0	2	6	0	2	2	0	0	15	847
19:00	2	649	39	5	1	0	0	1	5	0	2	1	0	0	15	720
20:00	0	515	30	1	0	1	0	4	7	0	2	0	0	0	10	570
21:00	0	385	24	0	0	2	0	0	5	0	0	0	0	0	2	418
22:00	0	332	13	0	1	0	0	1	6	0	0	1	0	0	8	362
23:00	0	298	29	0	1	0	0	0	2	0	0	0	0	0	3	333
24:00	0	154	9	0	0	0	0	1	2	0	0	0	0	0	2	168

DAY TOTAL	9	7308	467	25	9	13	1	13	57	0	16	6	2	0	164	8090
PERCENTS	0.2%	90.4%	5.8%	0.4%	0.2%	0.1%	0.0%	0.1%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	2.0%	100%
Passenger Vehicles	96.2%										Trucks & Buses 3.7%					

AM Times	12:00	12:00	12:00		12:00		12:00	12:00		12:00					12:00	12:00
AM Peaks	394	28	1		1		1	1		1					14	441

PM Times	17:00	17:00	14:00	14:00	13:00	14:00	14:00	20:00	17:00		13:00	15:00	15:00		15:00	17:00
PM Peaks	4	807	56	6	3	3	1	4	7		3	2	2		24	901

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015055
STATION #: 000000002510
Location: I-71NB (EXIT 9A) TO SB265 500' S OF I-71
Direction: RAMP
Lane: 1

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	76	7	0	2	0	0	0	8	0	0	0	0	0	0	93
02:00	0	36	2	0	0	0	0	0	4	0	1	0	0	0	0	43
03:00	0	35	6	0	0	0	0	0	2	0	1	0	0	0	0	44
04:00	0	30	7	0	0	0	0	0	1	0	0	1	0	0	2	41
05:00	0	63	11	0	0	2	0	0	4	0	0	0	0	0	1	81
06:00	0	445	96	1	6	3	0	1	14	0	1	0	0	0	13	580
07:00	1	521	149	2	1	6	0	3	17	0	1	1	0	0	12	714
08:00	0	772	115	3	9	4	1	7	14	2	5	1	2	0	24	959
09:00	2	653	94	5	17	4	7	7	17	0	2	2	1	0	20	831
10:00	0	498	109	0	22	9	9	7	20	0	3	3	0	0	19	699
11:00	0	479	81	4	10	1	9	9	20	0	2	0	0	0	10	625
12:00	1	571	86	2	17	8	7	6	20	0	1	1	0	0	12	732
13:00	1	637	77	3	7	8	10	5	16	0	2	0	1	0	11	778
14:00	0	651	91	6	8	8	8	6	12	3	2	2	1	0	22	820
15:00	0	868	107	7	15	9	8	11	18	0	9	5	2	0	40	1099
16:00	5	1180	115	7	12	5	6	6	15	2	11	3	6	0	45	1418
17:00	3	1372	133	27	9	2	5	5	17	0	13	1	5	0	54	1646
18:00	2	1544	78	18	11	1	2	6	21	0	22	0	5	0	80	1790
19:00	3	1261	82	5	4	1	0	7	13	0	10	1	3	0	48	1438
20:00	1	834	41	1	0	3	0	0	8	0	1	0	0	0	16	905
21:00	0	589	32	1	2	0	0	2	8	0	1	0	0	0	7	642
22:00	1	480	37	0	0	1	0	3	8	0	0	0	1	0	8	539
23:00	0	352	32	0	0	2	0	0	11	0	0	0	0	0	3	400
24:00	0	181	13	0	0	1	0	0	6	0	0	0	0	0	3	204

DAY TOTAL	20	14128	1601	92	152	78	72	91	294	7	88	21	27	0	450	17121
PERCENTS	0.2%	82.6%	9.4%	0.6%	0.9%	0.4%	0.4%	0.5%	1.7%	0.0%	0.5%	0.1%	0.1%	0.0%	2.6%	100%
Passenger Vehicles	92.9%															
	Trucks & Buses										8.0%					
AM Times	09:00	08:00	07:00	09:00	10:00	10:00	10:00	11:00	10:00	08:00	08:00	10:00	08:00	08:00 08:00		
AM Peaks	2	772	149	5	22	9	9	9	20	2	5	3	2	24 959		
PM Times	16:00	18:00	17:00	17:00	15:00	15:00	13:00	15:00	18:00	14:00	18:00	15:00	16:00	18:00 18:00		
PM Peaks	5	1544	133	27	15	9	10	11	21	3	22	5	6	80 1790		

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015055
STATION #: 000000002510
Location: I-71NB (EXIT 9A) TO SB265 500' S OF I-71
Direction: RAMP
Lane: 1

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	103	7	0	0	1	0	1	4	1	0	0	0	0	1	118
02:00	0	56	2	0	0	0	0	1	4	0	0	1	0	0	0	64
03:00	0	48	9	0	0	2	0	1	10	0	1	0	0	0	1	72
04:00	0	32	10	0	0	2	0	0	8	0	2	0	0	0	0	54
05:00	0	90	17	0	0	5	0	0	4	0	0	0	0	0	0	116
06:00	0	468	106	3	7	1	0	2	20	0	1	0	1	0	14	623
07:00	0	565	145	3	3	2	0	6	14	0	2	0	0	0	16	756
08:00	1	796	127	2	9	6	2	3	10	2	1	0	0	0	24	983
09:00	1	617	120	5	17	6	8	4	14	0	1	3	2	0	20	818
10:00	1	502	106	0	34	6	7	9	29	1	1	1	1	0	15	713
11:00	0	450	86	0	13	10	4	5	25	1	1	0	0	0	11	606
12:00	0	601	87	1	14	5	6	5	19	0	0	0	1	0	9	748
13:00	0	646	94	5	9	5	5	7	23	0	2	0	1	0	21	818
14:00	0	695	98	1	8	9	4	3	22	1	1	1	0	0	11	854
15:00	0	904	103	5	8	7	4	6	12	0	0	0	0	0	28	1077
16:00	2	1218	130	12	15	5	4	5	12	0	7	0	1	0	41	1452
17:00	2	1336	128	10	5	2	3	9	13	0	12	1	4	0	59	1584
18:00	0	1353	80	12	15	4	0	1	13	0	15	0	6	0	66	1565
19:00	1	1266	78	18	4	2	0	5	15	0	15	0	5	0	68	1477
20:00	0	812	46	6	0	0	0	1	8	0	3	0	1	0	25	902
21:00	0	600	25	0	1	1	0	4	7	0	0	0	0	0	7	645
22:00	0	601	27	2	0	1	0	2	11	0	1	0	1	0	13	659
23:00	0	352	39	0	0	2	0	0	7	0	1	0	0	0	4	405
24:00	0	180	13	0	0	0	0	0	5	0	0	1	0	0	1	200

DAY TOTAL	8	14291	1683	85	162	84	47	80	309	6	67	8	24	0	455	17309
PERCENTS	0.1%	82.6%	9.8%	0.5%	1.0%	0.5%	0.3%	0.5%	1.7%	0.0%	0.3%	0.0%	0.1%	0.0%	2.6%	100%
Passenger Vehicles	92.3%			Trucks & Buses							7.6%					
AM Times	08:00	08:00	07:00	09:00	10:00	11:00	09:00	10:00	10:00	08:00	04:00	09:00	09:00	08:00 08:00		
AM Peaks	1	796	145	5	34	10	8	9	29	2	2	3	2	24 983		
PM Times	16:00	18:00	16:00	19:00	16:00	14:00	13:00	17:00	13:00	14:00	18:00	14:00	18:00	19:00 17:00		
PM Peaks	2	1353	130	18	15	9	5	9	23	1	15	1	6	68 1584		

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015055
STATION #: 000000002510
Location: I-71NB (EXIT 9A) TO SB265 500' S OF I-71
Direction: RAMP
Lane: 1

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	127	6	0	1	0	0	2	6	0	0	0	0	0	2	144
02:00	0	52	7	0	1	0	0	0	5	0	1	0	0	0	1	67
03:00	0	56	7	0	0	0	0	0	8	0	0	0	0	0	0	71
04:00	0	30	5	0	0	2	0	0	7	0	1	0	0	0	0	45
05:00	0	91	15	0	0	2	0	0	5	0	0	0	0	0	0	113
06:00	0	476	109	3	4	0	0	5	11	0	1	0	0	0	17	626
07:00	0	513	138	3	0	7	0	9	10	0	1	1	0	0	10	692
08:00	1	769	107	9	8	9	4	8	11	1	12	1	2	0	33	975
09:00	0	682	107	5	17	4	7	11	18	1	1	1	0	0	23	877
10:00	0	492	92	2	30	6	7	9	22	1	3	0	0	0	17	681
11:00	0	432	73	2	8	9	3	7	24	1	2	0	0	0	12	573
12:00	0	542	107	2	16	10	6	4	20	0	0	4	0	0	10	721
13:00	0	607	84	2	7	9	9	6	18	1	1	1	1	0	12	758
14:00	0	695	85	3	11	6	5	1	13	0	2	0	0	0	16	837
15:00	3	876	100	2	15	5	3	4	13	0	2	0	0	0	25	1048
16:00	1	684	87	1	5	3	1	4	7	0	1	0	0	0	20	814
17:00	0	1040	85	3	4	2	1	5	12	1	5	2	0	0	26	1186
18:00	1	1419	86	18	3	1	2	3	10	0	13	4	6	0	61	1627
19:00	0	1180	83	10	4	1	0	5	8	0	6	0	4	0	50	1351
20:00	0	759	37	4	0	1	0	1	5	0	3	0	1	0	19	830
21:00	0	570	37	2	3	2	0	0	5	0	2	2	0	0	12	635
22:00	0	502	26	1	0	0	0	3	5	1	0	1	0	0	6	545
23:00	0	370	35	0	1	0	0	0	7	0	1	0	0	0	4	418
24:00	0	193	21	0	0	1	0	0	5	0	1	0	0	0	3	224

DAY TOTAL	6	13157	1539	72	138	80	48	87	255	7	59	17	14	0	379	15858
PERCENTS	0.1%	83.0%	9.8%	0.5%	0.9%	0.6%	0.3%	0.5%	1.6%	0.0%	0.3%	0.1%	0.0%	0.0%	2.3%	100%
Passenger Vehicles	92.7%						Trucks & Buses				7.2%					

AM Times	08:00	08:00	07:00	08:00	10:00	12:00	09:00	09:00	11:00	08:00	08:00	12:00	08:00	08:00 08:00	
AM Peaks	1	769	138	9	30	10	7	11	24	1	12	4	2	33 975	
PM Times	15:00	18:00	15:00	18:00	15:00	13:00	13:00	13:00	13:00	13:00	18:00	18:00	18:00	18:00 18:00	
PM Peaks	3	1419	100	18	15	9	9	6	18	1	13	4	6	61 1627	

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015055
STATION #: 000000002510
Location: I-71NB (EXIT 9A) TO SB265 500' S OF I-71
Direction: RAMP
Lane: 1

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	83	14	0	1	1	0	1	4	0	0	0	0	0	1	105
02:00	0	61	6	0	0	1	0	0	4	0	0	0	0	0	0	72
03:00	0	58	9	0	0	4	0	1	9	0	2	0	0	0	0	83
04:00	0	52	10	0	0	4	0	1	10	0	0	0	0	0	0	77
05:00	0	101	20	0	0	3	0	1	10	0	0	0	0	0	0	135
06:00	0	476	108	2	7	3	0	4	14	0	1	0	1	0	10	626
07:00	1	503	125	2	0	5	0	4	12	0	2	1	0	0	11	666
08:00	1	711	120	6	10	5	4	7	18	2	3	1	1	0	24	913
09:00	0	675	141	6	19	2	8	4	21	0	4	0	3	0	19	902
10:00	0	563	113	2	29	3	8	4	28	0	0	1	1	0	11	763
11:00	0	468	104	4	6	12	14	11	16	1	1	1	2	0	12	652
12:00	0	550	104	2	9	3	7	5	29	0	2	3	0	0	19	733
13:00	1	720	87	3	11	10	8	7	11	0	2	3	1	0	20	884
14:00	1	713	95	5	9	11	10	10	18	1	2	0	0	0	25	900
15:00	0	931	116	2	8	8	12	1	17	0	4	1	1	0	29	1130
16:00	1	1129	120	9	20	5	6	9	18	0	6	0	1	0	36	1360
17:00	2	1374	118	9	10	3	3	3	20	1	14	0	2	0	45	1604
18:00	0	1476	104	10	12	2	8	9	11	0	9	2	3	0	58	1704
19:00	2	1334	84	18	4	1	0	7	10	0	8	0	2	0	65	1535
20:00	1	906	53	4	1	0	0	3	11	0	3	1	0	0	27	1010
21:00	1	689	34	1	3	1	0	1	6	0	2	0	0	0	10	748
22:00	1	559	29	1	0	1	0	3	9	0	1	1	0	0	12	617
23:00	2	454	50	0	0	0	0	0	10	0	0	0	0	0	8	524
24:00	0	264	27	0	1	0	0	1	6	0	0	0	0	0	6	305

DAY TOTAL	14	14850	1791	86	160	88	88	97	322	5	66	15	18	0	448	18048
PERCENTS	0.1%	82.3%	10.0%	0.5%	0.9%	0.5%	0.5%	0.6%	1.8%	0.1%	0.3%	0.0%	0.0%	0.0%	2.4%	100%
Passenger Vehicles	92.2%			Trucks & Buses							7.7%					
AM Times	07:00	08:00	09:00	08:00	10:00	11:00	11:00	11:00	12:00	08:00	09:00	12:00	09:00	08:00		
AM Peaks	1	711	141	6	29	12	14	11	29	2	4	3	3	24		
PM Times	17:00	18:00	16:00	19:00	16:00	14:00	15:00	14:00	17:00	14:00	17:00	13:00	18:00	19:00		
PM Peaks	2	1476	120	18	20	11	12	10	20	1	14	3	3	65		

Page: 6

File: 02510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	129	10	0	0	0	0	0	9	0	0	0	0	0	0	148
02:00	0	87	9	0	1	0	0	0	4	0	1	0	0	0	4	106
03:00	0	71	11	0	0	0	0	0	5	0	1	0	0	0	1	89
04:00	0	48	7	0	0	0	0	0	6	0	1	0	0	0	0	62
05:00	0	83	17	0	0	3	0	1	10	0	0	0	0	0	1	115
06:00	0	464	100	1	4	0	0	2	13	0	1	0	0	0	9	594
07:00	0	504	148	1	2	5	0	6	18	0	1	0	1	0	15	701
08:00	1	707	116	5	9	2	4	9	9	1	4	1	0	0	24	892
09:00	1	686	135	2	21	9	2	4	20	2	2	2	1	0	25	912
10:00	0	12	4	0	7	0	0	0	1	0	0	0	0	0	8	32

DAY TOTAL	2	2791	557	9	44	19	6	22	95	3	11	3	2	0	87	3651
PERCENTS	0.1%	76.5%	15.3%	0.3%	1.3%	0.6%	0.1%	0.6%	2.6%	0.0%	0.3%	0.0%	0.0%	0.0%	2.3%	100%
Passenger Vehicles	91.7%						Trucks & Buses			8.2%						

AM Times	08:00	08:00	07:00	08:00	09:00	09:00	08:00	08:00	09:00	09:00	08:00	09:00	07:00		09:00	09:00
AM Peaks	1	707	148	5	21	9	4	9	20	2	4	2	1		25	912

PM Times
PM Peaks

GRAND TOTAL	59	66525	7638	369	665	362	262	390	1332	28	307	70	87	0	1983	80077
PERCENTS	0.1%	83.1%	9.6%	0.5%	0.9%	0.5%	0.4%	0.5%	1.6%	0.0%	0.3%	0.0%	0.1%	0.0%	2.4%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015058
STATION #: 000000003510
Location: 265SB (EXIT 35B) TO SBI-71 200' S OF 265
Direction: RAMP
Lane: 1

File: 03510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

12:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	1	19
13:00	0	48	12	0	0	0	0	0	0	0	0	0	0	0	0	60
14:00	0	52	5	0	0	0	0	0	0	0	0	0	0	0	3	60
15:00	0	34	10	0	0	0	0	0	1	0	0	0	0	0	0	45
16:00	0	40	9	0	1	0	0	0	0	0	0	0	0	0	1	51
17:00	1	31	4	0	0	0	0	0	0	0	0	0	0	0	0	36
18:00	0	36	8	0	0	0	0	0	0	0	0	0	0	0	1	45
19:00	0	30	13	0	0	0	0	0	0	0	0	0	0	0	0	43
20:00	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
21:00	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
22:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5

DAY TOTAL	1	363	79	0	1	0	0	0	1	0	0	0	0	0	6	451
PERCENTS	0.3%	80.5%	17.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	100%
Passenger Vehicles	98.2%										Trucks & Buses		1.7%			

AM Times	12:00	12:00											12:00	12:00
AM Peaks	13	5											1	19
PM Times	17:00	14:00	19:00	16:00		15:00					14:00		13:00	
PM Peaks	1	52	13	1		1					3		60	

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015058
STATION #: 000000003510
Location: 265SB (EXIT 35B) TO SBI-71 200' S OF 265
Direction: RAMP
Lane: 1

File: 03510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
06:00	0	16	2	0	0	0	0	1	0	0	0	0	0	0	0	19
07:00	0	45	10	0	1	0	0	0	0	0	0	0	0	0	0	56
08:00	0	240	29	0	2	0	0	1	0	0	1	0	0	0	7	280
09:00	0	130	22	0	1	0	1	0	0	0	0	0	0	0	0	154
10:00	0	67	16	0	3	0	0	0	0	0	0	0	0	0	0	86
11:00	0	42	15	0	0	0	0	1	0	0	0	0	0	0	2	60
12:00	0	39	19	1	2	3	0	0	2	0	0	0	0	0	0	66
13:00	0	45	10	0	1	0	0	0	0	0	0	0	0	0	1	57
14:00	0	42	17	0	3	1	0	0	0	0	0	0	0	0	2	65
15:00	0	54	20	1	2	0	0	2	0	0	0	0	0	0	5	84
16:00	1	44	15	0	3	0	0	0	0	0	0	0	0	0	0	63
17:00	0	55	23	0	4	1	1	0	0	0	0	0	0	0	0	84
18:00	1	56	11	0	0	0	0	0	0	0	0	0	0	0	1	69
19:00	0	38	9	0	2	0	0	0	0	0	0	0	0	0	0	49
20:00	0	25	12	0	0	0	0	0	1	0	0	0	0	0	0	38
21:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5

DAY TOTAL	2	985	239	2	24	5	2	6	3	0	1	0	0	0	18	1287
PERCENTS	0.2%	76.6%	18.6%	0.2%	1.9%	0.4%	0.2%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	100%
Passenger Vehicles			95.2%													
Trucks & Buses																
AM Times	08:00	08:00	12:00	10:00	12:00	09:00	05:00	12:00			08:00				08:00	08:00
AM Peaks	240	29	1	3	3	1	1	2			1				7	280
PM Times	16:00	18:00	17:00	15:00	17:00	14:00	17:00	15:00	20:00						15:00	15:00
PM Peaks	1	56	23	1	4	1	1	2	1						5	84

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015058
STATION #: 000000003510
Location: 265SB (EXIT 35B) TO SBI-71 200' S OF 265
Direction: RAMP
Lane: 1

File: 03510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	10	4	0	0	1	0	0	0	0	0	0	0	0	0	15
07:00	0	47	4	0	1	0	0	1	0	0	0	0	0	0	0	53
08:00	0	229	37	0	1	0	0	0	0	0	0	0	0	0	1	268
09:00	0	136	29	1	1	0	0	1	3	0	0	0	0	0	2	173
10:00	0	66	17	0	1	0	0	0	1	1	0	0	0	0	2	88
11:00	0	56	25	0	1	0	0	1	2	0	0	0	0	0	0	85
12:00	0	36	17	0	2	1	0	0	2	0	0	0	0	0	0	58
13:00	0	44	19	0	1	0	0	1	1	0	0	0	0	0	0	66
14:00	0	46	22	0	1	1	0	0	1	0	0	0	0	0	1	72
15:00	0	34	19	0	3	0	0	1	0	0	0	0	0	0	1	58
16:00	0	50	26	0	1	0	0	1	0	0	0	0	0	0	0	78
17:00	0	55	17	0	1	1	0	1	0	0	0	0	0	0	1	76
18:00	0	51	11	0	0	0	0	1	0	0	0	0	0	0	0	63
19:00	0	35	8	0	0	0	0	0	0	0	0	0	0	0	1	44
20:00	0	22	9	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5

DAY TOTAL	0	964	274	1	14	4	0	8	10	1	0	0	0	0	9	1285
PERCENTS	0.0%	75.1%	21.4%	0.1%	1.1%	0.3%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100%
Passenger Vehicles		96.3%														
Trucks & Buses																
AM Times	08:00	08:00	09:00	12:00	06:00			07:00	09:00	10:00					09:00	08:00
AM Peaks	229	37	1	2	1			1	3	1					2	268
PM Times	17:00	16:00		15:00	14:00			13:00	13:00						14:00	16:00
PM Peaks	55	26		3	1			1	1						1	78

Page: 4

File: 03510.prn
City:
County: JEFFERSON

[illegible]

DAY TOTAL	0	1004	218	2	15	3	1	8	4	0	0	0	0	0	10	1265		
PERCENTS	0.0%	79.4%	17.3%	0.2%	1.2%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100%		
Passenger Vehicles	96.6%			Trucks & Buses						3.3%								
AM Times	08:00	08:00	10:00	08:00	06:00	11:00	06:00	10:00									09:00	08:00
AM Peaks	216	31	1	2	1	1	1	1									4	252
PM Times	17:00	16:00	16:00	15:00	14:00	13:00		14:00									13:00	16:00
PM Peaks	55	22	1	2	1	2		1									1	77

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015058
STATION #: 000000003510
Location: 265SB (EXIT 35B) TO SBI-71 200' S OF 265
Direction: RAMP
Lane: 1

File: 03510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	11	6	0	1	0	0	0	0	0	0	0	0	0	0	18
07:00	0	60	8	0	1	0	0	0	0	0	0	0	0	0	1	70
08:00	0	221	35	0	3	0	0	0	1	0	0	0	0	0	1	261
09:00	0	142	28	0	1	0	0	0	1	0	0	0	0	0	3	175
10:00	0	83	23	1	1	0	0	1	1	0	0	0	0	0	2	112
11:00	0	46	22	0	3	0	0	0	0	0	0	0	0	0	0	71
12:00	0	35	23	0	2	2	0	0	2	0	0	0	0	0	2	66
13:00	0	45	22	0	2	0	0	1	1	0	0	0	0	0	2	73
14:00	0	45	22	0	1	1	0	2	2	0	0	0	0	0	1	74
15:00	0	57	23	0	2	0	0	0	0	0	0	0	0	0	0	82
16:00	0	55	19	0	1	0	0	1	0	0	0	0	0	0	1	77
17:00	0	54	23	0	2	0	0	0	0	0	0	0	0	0	1	80
18:00	0	65	18	0	1	0	0	1	1	0	0	0	0	0	1	87
19:00	0	42	7	0	0	0	0	1	2	0	0	0	0	0	0	52
20:00	0	20	9	0	0	0	0	1	0	0	0	0	0	0	0	30
21:00	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	8	2	0	2	0	0	0	0	0	0	0	0	0	0	12
24:00	0	3	2	0	4	0	0	1	0	0	0	0	0	0	1	11

DAY TOTAL	0	1042	302	1	29	3	0	9	13	0	0	0	0	0	16	1415		
PERCENTS	0.0%	73.7%	21.4%	0.1%	2.0%	0.2%	0.0%	0.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	100%		
Passenger Vehicles	95.9%			Trucks & Buses							5.0%							
AM Times	08:00	08:00	10:00	08:00	12:00			10:00	12:00							09:00	08:00	
AM Peaks	221	35	1	3	2			1	2							3	261	
PM Times	18:00	15:00			24:00	14:00			14:00	14:00							13:00	18:00
PM Peaks	65	23			4	1			2	2							2	87

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015048
STATION #: 000000004510
Location: 265 SB (EXIT35A) TO SB I-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 04510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
13:00	0	43	5	0	0	0	0	0	1	0	0	0	0	0	0	49
14:00	0	26	3	0	0	0	0	1	0	0	0	0	0	0	0	30
15:00	2	43	5	0	0	0	0	0	1	0	0	0	0	0	1	52
16:00	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
17:00	1	29	1	0	1	0	0	0	0	0	0	0	0	0	1	33
18:00	0	30	9	0	1	0	0	1	1	0	0	0	0	0	1	43
19:00	1	26	7	0	0	0	0	0	1	0	0	0	0	0	0	35
20:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
21:00	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

DAY TOTAL	4	273	43	0	2	0	0	2	5	0	0	0	0	0	5	334
PERCENTS	1.2%	81.8%	12.9%	0.0%	0.6%	0.0%	0.0%	0.6%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	100%
Passenger Vehicles	95.8%													Trucks & Buses	4.1%	

AM Times	12:00														12:00	12:00
AM Peaks	1														2	3
PM Times	15:00	13:00	18:00	17:00			14:00			13:00	15:00			15:00		
PM Peaks	2	43	9	1			1			1	1			52		

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015048
STATION #: 000000004510
Location: 265 SB (EXIT35A) TO SB I-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 04510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	15	2	0	1	1	0	2	0	0	0	0	0	0	0	21
08:00	0	40	7	0	1	0	0	0	0	0	0	0	0	0	0	48
09:00	0	36	8	0	1	0	0	0	0	0	0	0	0	0	0	45
10:00	0	26	4	0	0	1	0	0	1	0	0	0	0	0	0	32
11:00	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	30
12:00	0	27	7	0	1	0	0	2	1	0	0	0	0	0	2	40
13:00	0	22	8	0	0	2	0	0	1	0	1	0	0	0	2	36
14:00	0	31	11	0	0	0	0	1	1	0	0	0	0	0	1	45
15:00	0	36	9	1	0	0	0	1	0	0	0	0	0	0	1	48
16:00	0	40	14	0	0	0	0	0	0	0	0	0	0	0	2	56
17:00	0	56	11	0	0	0	0	0	0	0	0	0	0	0	1	68
18:00	0	86	13	0	1	0	0	0	0	0	0	0	0	0	1	101
19:00	0	32	10	0	0	0	0	0	0	0	0	0	0	0	0	42
20:00	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
21:00	1	15	4	0	0	0	0	1	0	0	0	0	0	0	0	21
22:00	0	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16
23:00	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8

DAY TOTAL	1	547	130	1	5	4	0	7	9	0	1	0	0	0	10	715
PERCENTS	0.2%	76.6%	18.2%	0.2%	0.7%	0.6%	0.0%	0.9%	1.2%	0.0%	0.1%	0.0%	0.0%	0.0%	1.3%	100%
Passenger Vehicles	94.8%			Trucks & Buses							5.1%					
AM Times	08:00 11:00		07:00 07:00		07:00 01:00		12:00 08:00									
AM Peaks	40 11		1 1		2 1		2 48									
PM Times	21:00	18:00	16:00	15:00	18:00	13:00	14:00 13:00		13:00				13:00 18:00			
PM Peaks	1	86	14	1	1	2	1 1		1				2 101			

Page: 3

File: 04510.prn
City:
County: JEFFERSON

[illegible]

DAY TOTAL	0	560	121	2	9	1	0	5	4	2	0	0	0	0	6	710
PERCENTS	0.0%	78.9%	17.1%	0.3%	1.3%	0.2%	0.0%	0.7%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%	100%
Passenger Vehicles							Trucks & Buses									
							4.0%									
AM Times	09:00		11:00		08:00		12:00		01:00		04:00		10:00		09:00	
AM Peaks	48		9		1		3		1		1		2		52	
PM Times	18:00		18:00		18:00		13:00		14:00		13:00		17:00		13:00 18:00	
PM Peaks	90		15		1		1		1		1		1		100	

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015048
STATION #: 000000004510
Location: 265 SB (EXIT35A) TO SB I-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 04510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
07:00	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
08:00	0	32	6	0	0	0	0	0	0	0	0	0	0	0	0	38
09:00	0	41	10	0	0	0	0	1	0	0	0	0	0	0	3	55
10:00	0	33	4	0	1	0	0	1	1	0	0	0	0	0	0	40
11:00	0	15	3	0	0	0	0	1	0	0	0	0	0	0	0	19
12:00	0	21	12	0	2	0	0	1	0	0	0	0	0	0	0	36
13:00	0	26	7	0	1	0	0	2	0	0	0	0	0	0	0	36
14:00	0	27	15	0	1	0	0	1	0	0	0	0	0	0	0	44
15:00	0	37	5	0	0	1	0	1	0	0	0	0	0	0	0	44
16:00	0	74	18	1	0	2	0	4	1	0	1	0	0	0	2	103
17:00	0	134	48	0	1	1	0	5	1	0	1	1	0	0	7	199
18:00	0	119	20	0	1	0	0	0	1	0	0	0	0	0	8	149
19:00	0	54	8	0	0	0	0	0	0	0	0	0	0	0	2	64
20:00	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

DAY TOTAL	0	699	169	1	7	4	0	17	6	0	2	1	0	0	23	929
PERCENTS	0.0%	75.3%	18.2%	0.2%	0.8%	0.4%	0.0%	1.8%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	2.4%	100%
Passenger Vehicles			93.4%													
Trucks & Buses																
AM Times	09:00	12:00		12:00				09:00	06:00						09:00	09:00
AM Peaks	41	12		2				1	1						3	55
PM Times	17:00	17:00	16:00	13:00	16:00			17:00	16:00		16:00	17:00			18:00	17:00
PM Peaks	134	48	1	1	2			5	1		1	1			8	199

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015048
STATION #: 000000004510
Location: 265 SB (EXIT35A) TO SB I-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 04510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5
06:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
08:00	0	38	6	0	0	1	0	0	0	0	0	0	0	0	0	45
09:00	0	38	7	0	0	0	0	0	0	0	0	0	0	0	0	45
10:00	0	25	4	1	3	0	0	0	0	0	0	0	0	0	1	34
11:00	0	18	10	0	1	0	0	1	0	0	0	0	0	0	1	31
12:00	0	23	8	0	0	0	0	0	1	0	0	0	0	0	1	33
13:00	0	26	13	0	0	0	1	0	1	0	0	0	0	0	1	42
14:00	0	34	16	0	0	0	0	0	2	0	0	0	0	0	0	52
15:00	0	32	10	0	0	0	0	0	0	0	0	0	0	0	3	45
16:00	0	44	17	0	0	0	0	0	0	0	0	0	0	0	2	63
17:00	0	73	33	0	1	0	0	1	0	0	0	0	0	0	1	109
18:00	0	76	15	0	0	0	0	0	0	0	0	0	0	0	3	94
19:00	1	43	7	0	0	0	0	0	1	0	0	0	0	0	1	53
20:00	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8

DAY TOTAL	1	580	162	1	5	2	1	2	6	0	0	0	0	0	14	774
PERCENTS	0.2%	75.0%	21.0%	0.2%	0.6%	0.2%	0.1%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	100%
Passenger Vehicles	96.9%									Trucks & Buses			4.0%			
AM Times	08:00	11:00	10:00	10:00	05:00				11:00	05:00				10:00	08:00	
AM Peaks	38	10	1	3	1				1	1				1	45	
PM Times	19:00	18:00	17:00	17:00				13:00	17:00	14:00				15:00	17:00	
PM Peaks	1	76	33	1				1	1	2				3	109	

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

13:00	1	411	79	6	2	1	0	16	6	0	1	2	6	0	36	567
14:00	2	486	87	4	1	1	0	16	9	0	5	3	4	0	38	656
15:00	1	440	62	6	1	0	0	19	12	0	3	1	5	0	36	586
16:00	2	399	63	9	0	0	0	15	17	0	4	1	6	0	23	539
17:00	1	425	83	2	2	0	0	17	7	0	2	2	5	0	28	574
18:00	1	389	64	3	1	1	0	11	12	0	3	1	3	0	19	508
19:00	1	328	57	5	2	0	0	14	8	0	3	1	4	0	15	438
20:00	2	266	55	0	0	0	0	16	10	0	2	1	0	0	18	370
21:00	0	173	31	3	0	0	0	9	13	0	0	2	3	0	7	241
22:00	0	144	32	1	3	0	0	8	13	0	0	1	0	0	3	205
23:00	0	94	33	2	2	0	0	2	11	0	1	1	1	0	3	150
24:00	0	52	9	0	0	0	0	9	9	0	0	0	0	0	1	80

DAY TOTAL	11	3607	655	41	14	3	0	152	127	0	24	16	37	0	227	4914
PERCENTS	0.3%	73.5%	13.4%	0.9%	0.3%	0.1%	0.0%	3.0%	2.5%	0.0%	0.4%	0.3%	0.7%	0.0%	4.6%	100%
Passenger Vehicles	87.9%															
											Trucks & Buses 13.0%					

AM Times
AM Peaks

PM Times	14:00	14:00	14:00	16:00	22:00	13:00		15:00	16:00		14:00	14:00	13:00		14:00	14:00
PM Peaks	2	486	87	9	3	1		19	17		5	3	6		38	656

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	32	7	2	1	0	0	5	9	0	1	0	0	0	0	57
02:00	0	17	2	0	0	0	0	3	10	0	0	0	0	0	0	32
03:00	0	9	4	0	2	0	0	10	6	0	0	0	0	0	1	32
04:00	0	20	5	1	0	0	0	7	7	0	1	0	0	0	1	42
05:00	0	28	17	1	1	0	0	5	8	0	1	1	0	0	1	63
06:00	0	116	49	3	1	0	1	8	20	0	2	6	1	0	9	216
07:00	0	223	101	6	2	0	0	22	7	0	9	2	4	0	18	394
08:00	1	519	142	7	6	0	0	20	16	0	7	3	15	0	34	770
09:00	1	442	114	17	3	2	0	28	19	0	6	6	9	0	36	683
10:00	0	257	82	5	8	2	0	32	19	0	3	3	7	0	25	443
11:00	0	262	92	11	8	0	0	41	18	0	3	6	8	0	29	478
12:00	0	287	96	7	11	0	1	26	19	0	7	6	5	0	24	489
13:00	0	296	87	13	9	3	0	39	23	0	2	2	6	0	29	509
14:00	0	306	96	8	11	2	0	32	13	1	3	2	6	0	22	502
15:00	2	278	116	6	6	2	0	32	30	0	2	5	6	0	23	508
16:00	0	336	106	13	7	2	0	37	31	0	8	5	12	0	42	599
17:00	1	408	91	13	5	3	0	38	36	0	5	10	14	0	33	657
18:00	0	411	90	14	3	4	0	37	26	0	5	9	13	0	37	649
19:00	2	323	99	4	4	0	0	29	41	1	1	7	9	0	21	541
20:00	0	204	41	8	2	0	0	33	24	0	1	4	6	0	14	337
21:00	0	152	27	5	1	1	0	25	34	1	2	4	3	0	15	270
22:00	0	113	30	1	1	0	0	25	19	0	0	4	3	0	8	204
23:00	0	79	26	1	0	0	0	25	23	0	0	2	0	0	4	160
24:00	0	44	28	1	0	1	0	16	18	0	0	2	0	0	1	111

DAY TOTAL	7	5162	1548	147	92	22	2	575	476	3	69	89	127	0	427	8746
PERCENTS	0.1%	59.1%	17.7%	1.7%	1.1%	0.3%	0.1%	6.6%	5.4%	0.0%	0.7%	1.0%	1.4%	0.0%	4.8%	100%
Passenger Vehicles	76.8%			Trucks & Buses							23.1%					
AM Times	08:00	08:00	08:00	09:00	12:00	09:00	06:00	11:00	06:00		07:00	06:00	08:00		09:00	08:00
AM Peaks	1	519	142	17	11	2	1	41	20		9	6	15		36	770
PM Times	15:00	18:00	15:00	18:00	14:00	18:00		13:00	19:00	14:00	16:00	17:00	17:00		16:00	17:00
PM Peaks	2	411	116	14	11	4		39	41	1	8	10	14		42	657

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	28	13	1	1	1	0	14	11	0	1	1	1	0	2	74
02:00	0	9	5	0	0	0	0	9	9	0	1	0	0	0	0	33
03:00	0	15	1	1	0	1	0	9	7	0	2	0	0	0	0	36
04:00	0	19	9	0	3	0	0	12	16	0	1	0	0	0	1	61
05:00	0	29	14	1	1	0	0	11	10	0	0	1	0	0	1	68
06:00	0	109	47	1	0	0	0	15	22	0	1	5	3	0	11	214
07:00	0	225	99	6	0	1	0	23	33	0	2	10	3	0	19	421
08:00	0	460	111	9	1	0	0	27	25	0	8	5	5	0	35	686
09:00	0	433	103	16	7	1	0	40	31	0	6	6	12	0	36	691
10:00	0	308	84	6	7	2	0	25	20	0	4	4	4	0	13	477
11:00	0	321	91	7	7	2	0	36	34	1	3	1	4	0	27	534
12:00	0	280	84	8	7	0	0	41	40	2	3	8	9	0	23	505
13:00	0	259	89	4	6	0	0	38	34	0	3	3	10	0	21	467
14:00	1	280	75	5	5	0	0	42	34	0	1	3	9	0	17	472
15:00	0	257	100	10	8	4	1	47	35	2	3	9	8	0	38	522
16:00	0	371	110	6	6	1	0	36	35	0	6	5	13	0	26	615
17:00	0	470	105	15	6	2	0	40	32	0	5	5	11	0	37	728
18:00	0	427	106	18	5	1	1	38	50	1	8	5	22	0	25	707
19:00	0	312	92	10	3	0	0	29	24	0	4	5	7	0	26	512
20:00	0	206	55	4	1	0	1	23	46	0	2	5	9	0	17	369
21:00	0	129	34	0	1	1	1	22	42	0	3	4	2	0	7	246
22:00	0	121	37	1	3	0	1	20	31	0	1	3	1	0	8	227
23:00	0	88	34	1	0	0	0	20	26	0	1	3	3	0	6	182
24:00	0	54	22	1	0	1	0	11	15	0	0	1	0	0	4	109

DAY TOTAL	1	5210	1520	131	78	18	5	628	662	6	69	92	136	0	400	8956
PERCENTS	0.1%	58.2%	17.0%	1.5%	0.9%	0.3%	0.1%	7.0%	7.3%	0.0%	0.7%	1.0%	1.5%	0.0%	4.4%	100%
Passenger Vehicles		75.1%														
Trucks & Buses																
AM Times	08:00	08:00	09:00	09:00	10:00			12:00	12:00	12:00	08:00	07:00	09:00		09:00	09:00
AM Peaks	460	111	16	7	2			41	40	2	8	10	12		36	691
PM Times	14:00	17:00	16:00	18:00	15:00	15:00	15:00	15:00	18:00	15:00	18:00	15:00	18:00		15:00	17:00
PM Peaks	1	470	110	18	8	4	1	47	50	2	8	9	22		38	728

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	27	12	1	1	0	0	16	13	0	1	0	0	0	4	75
02:00	0	17	5	1	0	0	0	12	9	0	0	0	0	0	0	44
03:00	0	11	6	1	0	0	0	12	14	0	2	1	0	0	2	49
04:00	0	22	4	0	3	0	0	18	12	0	1	0	0	0	0	60
05:00	0	22	14	0	1	1	0	19	17	0	0	0	0	0	0	74
06:00	0	109	46	2	1	0	0	16	19	0	3	8	1	0	13	218
07:00	0	235	98	3	5	1	0	23	23	0	1	2	6	0	11	408
08:00	0	470	122	13	6	0	0	34	26	0	8	3	10	0	42	734
09:00	0	438	103	10	4	1	0	38	36	1	7	2	21	0	34	695
10:00	0	262	82	6	7	2	0	28	24	0	1	0	11	0	23	446
11:00	0	269	85	7	1	0	0	46	32	2	3	2	11	0	25	483
12:00	0	272	87	4	3	2	1	54	25	0	8	3	8	0	28	495
13:00	0	250	88	7	7	2	0	48	27	0	6	4	12	0	23	474
14:00	0	229	74	5	4	2	0	27	34	1	5	7	4	0	20	412
15:00	0	282	78	10	12	3	0	43	30	0	4	7	8	0	24	501
16:00	0	325	105	14	3	2	0	40	26	0	4	6	7	0	26	558
17:00	0	412	102	15	9	0	0	43	34	0	10	7	7	0	48	687
18:00	1	408	104	13	4	1	0	38	48	0	10	8	14	0	31	680
19:00	0	302	58	5	2	0	0	30	17	0	7	6	4	0	25	456
20:00	0	197	51	1	0	1	0	15	29	0	2	0	5	0	5	306
21:00	0	121	20	4	2	0	0	24	19	0	1	6	2	0	6	205
22:00	0	98	22	1	1	0	0	18	28	0	0	5	2	0	5	180
23:00	0	89	36	1	0	0	0	19	23	0	0	1	0	0	1	170
24:00	0	40	6	2	0	0	0	21	11	0	0	0	0	0	2	82

DAY TOTAL	1	4907	1408	126	76	18	1	682	576	4	84	78	133	0	398	8492
PERCENTS	0.1%	57.8%	16.6%	1.5%	0.9%	0.3%	0.1%	8.1%	6.7%	0.0%	0.9%	0.9%	1.5%	0.0%	4.6%	100%
Passenger Vehicles		74.3%														
Trucks & Buses																
AM Times	08:00	08:00	08:00	10:00	10:00	12:00	12:00	09:00	11:00	08:00	06:00	09:00			08:00	08:00
AM Peaks	470	122	13	7	2	1	54	36	2	8	8	21			42	734
PM Times	18:00	17:00	16:00	17:00	15:00	15:00		13:00	18:00	14:00	17:00	18:00	18:00		17:00	17:00
PM Peaks	1	412	105	15	12	3		48	48	1	10	8	14		48	687

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	36	15	1	0	0	0	12	9	0	1	1	0	0	3	78
02:00	0	28	13	0	1	0	0	17	8	0	0	0	0	0	1	68
03:00	0	25	5	1	0	0	0	13	9	0	1	0	0	0	0	54
04:00	0	22	6	2	0	0	0	18	13	0	1	1	0	0	1	64
05:00	0	31	15	0	2	0	0	12	15	0	0	1	0	0	0	76
06:00	0	137	61	1	0	2	0	32	14	0	2	2	0	0	7	258
07:00	2	225	108	3	3	0	0	28	27	0	3	6	7	0	20	432
08:00	1	517	120	20	3	1	0	32	30	0	6	4	12	0	40	786
09:00	0	477	103	11	4	3	0	44	25	0	6	1	14	0	42	730
10:00	1	284	106	10	4	3	2	46	24	0	6	4	5	0	26	521
11:00	1	304	107	14	4	2	0	37	29	0	6	3	10	0	33	550
12:00	2	330	91	13	6	3	0	40	25	0	4	5	10	0	27	556
13:00	0	287	90	15	7	0	0	54	36	0	4	6	5	0	28	532
14:00	0	285	106	9	4	1	0	49	27	0	4	2	4	0	36	527
15:00	1	325	96	8	7	1	0	35	30	0	7	5	8	0	29	552
16:00	1	419	110	17	6	1	0	42	32	0	4	9	9	0	25	675
17:00	0	479	115	14	8	1	0	30	27	0	8	9	19	0	39	749
18:00	0	331	83	10	2	0	0	29	18	0	2	3	4	0	29	511
19:00	0	422	99	21	3	0	0	44	41	0	13	9	20	0	41	713
20:00	0	234	64	5	0	1	0	31	34	0	5	8	7	0	20	409
21:00	1	173	30	5	3	1	0	19	31	0	2	7	4	0	15	291
22:00	0	137	25	2	2	0	0	10	20	0	2	2	0	0	8	208
23:00	1	118	38	1	3	1	0	13	22	0	1	1	3	0	2	204
24:00	0	62	17	2	0	0	0	13	11	0	0	0	1	0	2	108

DAY TOTAL	11	5688	1623	185	72	21	2	700	557	0	88	89	142	0	474	9652
PERCENTS	0.2%	59.0%	16.9%	2.0%	0.7%	0.2%	0.0%	7.2%	5.7%	0.0%	0.9%	0.9%	1.4%	0.0%	4.9%	100%
Passenger Vehicles	75.8%						Trucks & Buses				24.1%					
AM Times	07:00	08:00	08:00	08:00	12:00	09:00	10:00	10:00	08:00	08:00		07:00	09:00	09:00 08:00		
AM Peaks	2	517	120	20	6	3	2	46	30	6		6	14	42 786		
PM Times	15:00	17:00	17:00	19:00	17:00	14:00	13:00		19:00	19:00		16:00	19:00	19:00 17:00		
PM Peaks	1	479	115	21	8	1	54		41	13		9	20	41 749		

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000015059
STATION #: 000000005510
Location: I-71 SB (EXIT9A) TO SB 265 100'N OF I-71
Direction: RAMP
Lane: 1

File: 05510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	40	14	0	1	1	0	15	16	0	0	2	0	0	1	90
02:00	0	23	5	2	0	2	0	10	6	0	2	2	0	0	0	52
03:00	0	16	11	1	1	0	0	14	17	0	2	1	0	0	0	63
04:00	0	20	12	1	2	1	0	17	10	0	0	0	0	0	0	63
05:00	0	24	19	2	0	0	0	9	11	0	0	5	0	0	0	70
06:00	1	112	48	2	3	0	0	16	15	0	2	3	2	0	8	212
07:00	0	230	103	3	3	0	0	17	17	0	5	4	1	0	13	396
08:00	0	513	119	6	0	0	0	32	28	1	4	5	12	0	42	762
09:00	1	394	100	12	6	1	0	44	24	0	3	6	8	0	34	633

DAY TOTAL	2	1372	431	29	16	5	0	174	144	1	18	28	23	0	98	2341
PERCENTS	0.1%	58.7%	18.5%	1.3%	0.7%	0.3%	0.0%	7.5%	6.1%	0.0%	0.7%	1.1%	0.9%	0.0%	4.1%	100%
Passenger Vehicles	77.1%						Trucks & Buses			22.8%						

AM Times	06:00	08:00	08:00	09:00	09:00	02:00		09:00	08:00	08:00	07:00	09:00	08:00		08:00	08:00
AM Peaks	1	513	119	12	6	2		44	28	1	5	6	12		42	762

PM Times
PM Peaks

GRAND TOTAL	33	25946	7185	659	348	87	10	2911	2542	14	352	392	598	0	2024	43101
PERCENTS	0.1%	60.2%	16.7%	1.6%	0.9%	0.3%	0.1%	6.7%	5.8%	0.0%	0.8%	0.9%	1.3%	0.0%	4.6%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015054
STATION #: 000000006510
Location: I-71 NB EXIT 9B) TO NB265 200' S OF I-71
Direction: RAMP
Lane: 1

File: 06510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
13:00	0	29	4	0	0	0	0	0	0	0	0	0	0	0	1	34
14:00	0	40	4	0	0	1	0	0	0	0	0	0	0	0	0	45
15:00	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	39
16:00	0	39	10	0	0	0	0	0	0	0	0	0	0	0	0	49
17:00	0	43	3	0	0	0	0	0	0	0	0	0	0	0	0	46
18:00	0	49	9	0	1	0	0	0	0	0	0	0	0	0	0	59
19:00	0	27	10	0	0	0	0	0	1	0	0	0	0	0	0	38
20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	0	1	38
21:00	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	14	2	0	0	1	0	0	0	0	0	0	0	0	0	17
24:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
DAY TOTAL	0	357	61	0	1	2	0	0	1	0	0	0	0	0	2	424
PERCENTS	0.0%	84.2%	14.4%	0.0%	0.3%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100%
Passenger Vehicles											Trucks & Buses 1.4%					

AM Times
AM Peaks

PM Times	18:00	16:00		18:00	14:00		19:00		13:00	18:00
PM Peaks	49	10		1	1		1		1	59

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015054
STATION #: 000000006510
Location: I-71 NB EXIT 9B) TO NB265 200' S OF I-71
Direction: RAMP
Lane: 1

File: 06510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:00	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	15	5	0	3	1	0	0	0	0	0	0	0	0	0	24
08:00	0	34	16	1	0	0	0	0	0	0	0	0	1	0	0	52
09:00	0	28	10	0	0	0	0	0	1	0	0	0	0	0	0	39
10:00	0	28	14	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00	0	35	20	0	2	0	1	0	0	0	0	0	0	0	0	58
12:00	2	53	12	0	0	2	0	0	0	0	0	0	0	0	1	70
13:00	0	40	14	0	2	0	1	0	0	0	0	0	0	0	0	57
14:00	0	38	12	0	3	0	0	0	0	0	0	0	1	0	0	54
15:00	0	56	16	0	0	0	0	1	0	0	0	0	0	0	0	73
16:00	1	87	25	0	0	2	0	1	0	0	0	0	0	0	2	118
17:00	0	101	16	0	1	0	0	0	1	0	0	0	0	0	1	120
18:00	0	111	18	0	2	1	0	0	0	0	0	0	0	0	1	133
19:00	0	90	12	0	0	0	0	0	0	0	0	0	0	0	1	103
20:00	0	59	4	0	0	0	0	1	0	0	0	0	0	0	0	64
21:00	0	40	10	0	0	0	0	0	0	0	0	0	0	0	0	50
22:00	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
24:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9

DAY TOTAL	3	875	211	1	14	7	2	3	4	0	0	0	2	0	6	1128
PERCENTS	0.3%	77.6%	18.8%	0.1%	1.3%	0.7%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.5%	100%
Passenger Vehicles	96.5%			Trucks & Buses								3.4%				
AM Times	12:00	12:00	11:00	08:00	07:00	12:00	11:00	04:00				08:00			12:00 12:00	
AM Peaks	2	53	20	1	3	2	1	1				1			1	70
PM Times	16:00	18:00	16:00	14:00		16:00	13:00	15:00	17:00		14:00			16:00 18:00		
PM Peaks	1	111	25	3		2	1	1	1		1			2	133	

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015054
STATION #: 000000006510
Location: I-71 NB EXIT 9B) TO NB265 200' S OF I-71
Direction: RAMP
Lane: 1

File: 06510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
07:00	0	17	2	0	2	1	0	2	0	0	0	0	0	0	0	24
08:00	0	39	17	0	4	1	0	0	0	0	0	0	1	0	1	63
09:00	0	36	17	0	2	0	0	1	0	0	0	0	0	0	0	56
10:00	0	29	15	0	2	0	1	1	1	0	0	0	0	0	0	49
11:00	0	28	12	0	1	0	0	1	0	0	0	1	0	0	1	44
12:00	0	29	18	0	1	0	0	0	3	0	0	0	0	0	0	51
13:00	0	38	26	0	2	1	0	1	1	0	0	0	0	0	3	72
14:00	0	42	24	0	3	0	0	0	0	0	0	0	0	0	0	69
15:00	0	50	15	0	0	0	0	1	1	0	0	0	0	0	1	68
16:00	0	77	16	0	0	0	0	1	0	0	0	0	0	0	2	96
17:00	1	100	18	0	1	0	0	0	0	0	0	0	0	0	0	120
18:00	0	75	21	0	0	0	0	0	0	0	0	0	0	0	1	97
19:00	0	68	11	0	1	1	0	0	0	0	0	0	0	0	0	81
20:00	0	40	10	0	0	0	0	0	0	0	0	0	0	0	0	50
21:00	0	41	4	0	0	0	0	0	0	0	0	0	0	0	0	45
22:00	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
24:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11

DAY TOTAL	1	787	239	0	19	6	1	8	7	0	0	1	1	0	9	1079
PERCENTS	0.1%	73.0%	22.2%	0.0%	1.8%	0.6%	0.1%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	100%
Passenger Vehicles	95.1%			Trucks & Buses								4.8%				

AM Times	08:00	12:00		08:00	01:00	10:00	07:00	12:00			11:00	08:00		08:00	08:00
AM Peaks	39	18		4	1	1	2	3			1	1		1	63
PM Times	17:00	17:00	13:00		14:00	13:00		13:00	13:00					13:00	17:00
PM Peaks	1	100	26		3	1		1	1					3	120

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015054
STATION #: 000000006510
Location: I-71 NB EXIT 9B) TO NB265 200' S OF I-71
Direction: RAMP
Lane: 1

File: 06510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	15	8	0	2	0	0	0	0	0	0	0	0	0	0	25
08:00	0	40	11	1	1	0	0	0	0	0	0	0	0	0	0	53
09:00	0	23	20	0	2	3	0	1	0	0	0	0	0	0	0	49
10:00	0	25	14	0	2	2	0	1	0	0	0	0	0	0	1	45
11:00	0	36	21	0	2	0	0	2	0	0	0	0	0	0	0	61
12:00	0	34	11	1	0	1	1	0	0	0	0	0	0	0	0	48
13:00	0	30	16	0	1	1	0	0	0	0	0	0	0	0	0	48
14:00	0	35	16	0	0	0	0	0	0	0	0	0	0	0	0	51
15:00	0	51	15	0	1	1	0	1	0	0	0	0	0	0	1	70
16:00	0	33	6	0	0	1	0	1	1	0	0	0	0	0	1	43
17:00	0	54	17	0	0	0	0	1	0	0	0	0	0	0	0	72
18:00	0	110	13	1	0	0	0	0	0	0	0	0	0	0	1	125
19:00	0	93	17	0	0	0	0	0	0	0	0	0	0	0	1	111
20:00	0	60	5	1	0	1	0	0	0	0	0	0	0	0	0	67
21:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
22:00	0	28	1	0	1	0	0	0	1	0	0	0	0	0	0	31
23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
24:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15

DAY TOTAL	0	737	209	4	12	10	1	7	2	0	0	0	0	0	5	987
PERCENTS	0.0%	74.7%	21.2%	0.4%	1.2%	1.0%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100%
Passenger Vehicles	95.8%															
											Trucks & Buses 4.1%					

AM Times	08:00	11:00	08:00	07:00	09:00	12:00	11:00									10:00	11:00
AM Peaks	40	21	1	2	3	1	2									1	61
PM Times	18:00	17:00	18:00	13:00	13:00			15:00	16:00							15:00	18:00
PM Peaks	110	17	1	1	1			1	1							1	125

Page: 5

File: 06510.prn
City:
County: JEFFERSON

DAY TOTAL	0	861	241	0	25	9	3	4	9	0	0	0	0	0	11	1163
PERCENTS	0.0%	74.1%	20.8%	0.0%	2.2%	0.8%	0.2%	0.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	100%
Passenger Vehicles	94.7%		Trucks & Buses							5.2%						
AM Times	11:00	11:00	07:00	07:00	08:00	10:00	11:00								10:00	11:00
AM Peaks	44	22	2	2	1	1	4								2	74
PM Times	18:00	17:00	17:00	16:00	13:00	14:00								16:00	18:00	
PM Peaks	92	24	5	2	1	1								2	110	

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

13:00	2	294	27	5	0	0	0	3	4	0	3	0	3	0	16	357
14:00	6	614	76	8	1	0	0	6	3	0	6	3	2	0	30	755
15:00	1	592	62	7	0	0	0	8	8	0	4	0	4	0	31	717
16:00	5	541	66	5	0	0	0	6	2	0	6	0	1	0	31	663
17:00	4	615	65	9	2	0	0	7	3	0	5	1	5	0	42	758
18:00	2	579	48	4	0	0	0	5	1	0	3	1	1	0	24	668
19:00	1	523	55	4	0	0	0	3	2	0	4	0	0	0	17	609
20:00	0	368	33	2	0	0	0	0	0	0	4	1	3	0	20	431
21:00	0	279	24	1	1	0	0	2	1	0	1	0	0	0	4	313
22:00	0	238	21	2	0	1	0	1	2	0	0	0	0	0	5	270
23:00	0	182	14	0	1	0	0	1	1	0	0	1	0	0	4	204
24:00	0	101	17	0	0	1	0	1	0	0	0	0	0	0	1	121

DAY TOTAL	21	4926	508	47	5	2	0	43	27	0	36	7	19	0	225	5866
PERCENTS	0.4%	84.0%	8.7%	0.9%	0.1%	0.0%	0.0%	0.7%	0.4%	0.0%	0.6%	0.1%	0.3%	0.0%	3.8%	100%
Passenger Vehicles	93.9%															
											Trucks & Buses 7.0%					

AM Times
AM Peaks

PM Times	14:00	17:00	14:00	17:00	17:00	22:00		15:00	15:00		14:00	14:00	17:00		17:00	17:00
PM Peaks	6	615	76	9	2	1		8	8		6	3	5		42	758

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	59	6	0	0	1	0	2	5	0	0	0	0	0	1	74
02:00	0	21	4	1	1	3	0	0	1	0	0	0	0	0	0	31
03:00	0	29	0	0	1	0	0	1	5	0	0	0	0	0	0	36
04:00	0	50	4	0	1	2	0	1	2	0	0	0	0	0	0	60
05:00	0	105	10	0	1	0	2	2	6	0	0	1	0	0	1	128
06:00	0	293	51	0	9	2	1	2	8	0	1	1	0	0	13	381
07:00	0	919	95	23	17	2	0	14	18	0	20	2	17	0	67	1194
08:00	2	1099	60	29	5	1	2	7	22	1	20	7	63	0	53	1371
09:00	2	957	75	42	2	5	0	12	20	1	19	13	55	0	64	1267
10:00	1	718	108	15	7	7	0	13	12	0	11	4	5	0	37	938
11:00	3	549	124	13	5	15	0	18	13	0	6	0	4	0	30	780
12:00	2	520	107	6	13	5	0	18	18	0	8	2	8	0	36	743
13:00	0	577	121	18	11	7	0	18	15	0	7	6	12	0	41	833
14:00	2	584	171	19	21	5	1	25	11	0	14	6	10	0	68	937
15:00	2	649	169	15	9	10	0	24	12	0	9	2	9	0	49	959
16:00	2	760	187	16	12	4	0	24	15	0	15	2	12	0	62	1111
17:00	1	784	145	24	4	0	0	12	10	0	16	4	14	0	60	1074
18:00	1	875	112	28	3	0	0	4	10	0	17	5	14	0	55	1124
19:00	1	555	79	6	3	1	0	5	17	0	5	3	3	0	26	704
20:00	1	396	39	6	1	1	0	5	13	0	0	0	2	0	9	473
21:00	2	277	35	0	0	1	0	6	6	0	3	1	1	0	12	344
22:00	0	261	31	4	0	0	0	1	7	0	1	2	1	0	10	318
23:00	1	294	54	2	0	0	0	1	7	0	0	0	0	0	10	369
24:00	0	227	47	1	0	0	0	2	7	0	1	0	2	0	10	297

DAY TOTAL	23	11558	1834	268	126	72	6	217	260	2	173	61	232	0	714	15546
PERCENTS	0.2%	74.4%	11.8%	1.8%	0.9%	0.5%	0.1%	1.4%	1.6%	0.0%	1.1%	0.3%	1.4%	0.0%	4.5%	100%
Passenger Vehicles	86.2%															
	Trucks & Buses										13.7%					
AM Times	11:00	08:00	11:00	09:00	07:00	11:00	05:00	11:00	08:00	08:00	07:00	09:00	08:00	07:00 08:00		
AM Peaks	3	1099	124	42	17	15	2	18	22	1	20	13	63	67 1371		
PM Times	14:00	18:00	16:00	18:00	14:00	15:00	14:00	14:00	19:00	18:00 13:00 17:00			14:00 18:00			
PM Peaks	2	875	187	28	21	10	1	25	17	17 6 14			68 1124			

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	106	25	1	0	2	0	1	8	0	0	0	1	0	2	146
02:00	0	63	16	0	0	0	0	0	8	0	1	0	0	0	2	90
03:00	0	29	6	0	0	0	0	1	8	0	0	0	0	0	0	44
04:00	0	62	12	0	0	0	1	1	8	0	0	0	0	0	1	85
05:00	0	107	12	0	2	3	0	4	8	0	0	0	0	0	2	138
06:00	0	299	45	1	12	0	1	6	6	0	1	0	0	0	9	380
07:00	0	906	92	30	16	1	1	12	15	0	21	5	20	0	76	1195
08:00	1	993	84	51	4	0	0	7	32	0	29	11	72	0	56	1340
09:00	1	822	75	32	2	0	0	10	33	0	27	8	85	0	34	1129
10:00	2	709	164	15	15	7	0	15	9	2	11	5	6	0	70	1030
11:00	0	550	129	12	11	8	0	12	23	1	4	4	8	0	30	792
12:00	0	516	150	15	7	5	0	13	22	1	5	4	7	0	33	778
13:00	1	509	129	10	13	9	0	13	13	1	10	6	8	0	31	753
14:00	1	507	175	19	22	3	1	16	30	2	13	5	12	0	49	855
15:00	1	768	192	20	9	4	4	17	21	0	9	5	12	0	50	1112
16:00	0	705	181	18	5	3	0	15	14	0	18	5	9	0	54	1027
17:00	1	782	155	16	3	0	0	16	14	0	12	0	4	0	62	1065
18:00	1	900	106	14	4	1	1	9	15	0	12	1	4	0	68	1136
19:00	1	573	76	8	4	3	1	3	15	0	2	1	0	0	22	709
20:00	0	374	42	3	1	3	1	7	9	0	2	0	2	0	16	460
21:00	0	295	34	0	0	0	0	1	3	0	1	1	0	0	10	345
22:00	0	276	25	1	1	0	0	1	4	0	0	2	0	0	2	312
23:00	0	259	31	2	0	2	0	1	5	0	2	0	1	0	6	309
24:00	0	184	27	0	0	1	0	2	7	0	1	1	0	0	5	228

DAY TOTAL	10	11294	1983	268	131	55	11	183	330	7	181	64	251	0	690	15458
PERCENTS	0.1%	73.1%	12.9%	1.8%	0.9%	0.4%	0.1%	1.1%	2.1%	0.0%	1.1%	0.4%	1.6%	0.0%	4.4%	100%
Passenger Vehicles	86.9%															
	Trucks & Buses										14.0%					
AM Times	10:00	08:00	10:00	08:00	07:00	11:00	04:00	10:00	09:00	10:00	08:00	08:00	09:00	07:00		08:00
AM Peaks	2	993	164	51	16	8	1	15	33	2	29	11	85	76		1340
PM Times	13:00	18:00	15:00	15:00	14:00	13:00	15:00	15:00	14:00	14:00	16:00	13:00	14:00	18:00		18:00
PM Peaks	1	900	192	20	22	9	4	17	30	2	18	6	12	68		1136

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	174	51	2	0	1	0	2	6	0	0	0	1	0	8	245
02:00	0	102	29	0	1	1	0	1	3	0	0	0	0	0	4	141
03:00	0	39	11	0	0	0	0	1	7	0	0	0	0	0	0	58
04:00	0	49	8	0	2	3	0	1	7	0	0	2	0	0	0	72
05:00	0	117	14	0	0	1	2	0	8	0	0	0	0	0	1	143
06:00	0	278	48	0	9	1	0	1	9	0	1	0	0	0	8	355
07:00	0	914	103	32	13	0	0	8	15	0	20	3	16	0	70	1194
08:00	2	993	72	47	4	3	0	11	21	0	21	19	78	0	48	1319
09:00	2	857	93	26	6	4	0	6	18	0	16	10	64	0	45	1147
10:00	1	727	134	33	9	5	0	16	19	1	22	4	9	0	58	1038
11:00	0	563	140	17	13	6	0	22	21	0	6	3	8	0	37	836
12:00	0	558	112	9	5	6	1	17	14	1	1	2	4	0	33	763
13:00	0	494	120	9	12	10	0	14	17	0	6	0	5	0	29	716
14:00	1	483	146	8	31	3	0	18	27	0	9	3	3	0	36	768
15:00	0	693	214	23	10	3	1	26	22	0	12	2	15	0	71	1092
16:00	0	713	179	12	7	2	1	21	13	0	9	3	5	0	61	1026
17:00	0	805	151	12	4	3	0	13	12	0	9	2	4	0	44	1059
18:00	0	823	99	17	5	0	0	9	15	0	10	1	12	0	43	1034
19:00	0	550	55	5	2	0	0	2	6	0	5	2	5	0	39	671
20:00	0	302	30	0	0	1	0	3	6	0	3	0	0	0	11	356
21:00	0	254	43	1	0	0	0	3	7	0	2	0	1	0	5	316
22:00	0	253	26	3	0	0	0	3	11	0	1	2	1	0	12	312
23:00	0	262	44	1	0	1	0	1	6	0	1	0	1	0	7	324
24:00	0	174	27	0	0	0	0	2	6	0	0	0	0	0	1	210

DAY TOTAL	6	11177	1949	257	133	54	5	201	296	2	154	58	232	0	671	15195
PERCENTS	0.1%	73.6%	12.9%	1.7%	0.9%	0.4%	0.0%	1.3%	1.9%	0.0%	1.0%	0.3%	1.5%	0.0%	4.4%	100%
Passenger Vehicles	86.4%										Trucks & Buses 13.5%					
AM Times	08:00	08:00	11:00	08:00	07:00	11:00	05:00	11:00	08:00	10:00	10:00	08:00	08:00	07:00 08:00		
AM Peaks	2	993	140	47	13	6	2	22	21	1	22	19	78	70 1319		
PM Times	14:00	18:00	15:00	15:00	14:00	13:00	15:00	15:00	14:00	15:00 14:00 15:00			15:00 15:00			
PM Peaks	1	823	214	23	31	10	1	26	27	12 3 15			71 1092			

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	98	21	1	0	0	0	1	12	0	1	0	0	0	3	137
02:00	0	172	41	1	0	2	0	0	4	0	1	0	0	0	5	226
03:00	0	41	13	0	0	0	0	0	7	0	0	0	0	0	0	61
04:00	0	54	11	0	1	0	1	0	7	0	0	1	0	0	1	76
05:00	0	103	12	0	1	0	3	0	16	0	1	0	0	0	1	137
06:00	0	308	48	2	8	0	1	4	9	0	0	0	2	0	8	390
07:00	0	1045	93	38	16	1	1	10	16	0	18	0	11	0	63	1312
08:00	1	977	65	25	2	3	0	8	27	0	22	16	78	0	65	1289
09:00	2	848	75	30	8	0	0	4	29	1	17	15	88	0	54	1171
10:00	1	683	179	24	16	4	0	20	27	0	12	1	13	0	51	1031
11:00	0	536	145	15	10	9	0	16	18	1	11	10	8	0	33	812
12:00	0	554	108	12	13	4	1	14	21	0	9	4	7	0	37	784
13:00	0	571	119	15	16	8	0	9	24	1	8	5	4	0	35	815
14:00	0	606	173	14	34	4	3	19	16	0	9	4	6	0	51	939
15:00	0	755	197	27	12	4	0	35	21	0	18	1	11	0	70	1151
16:00	0	763	172	14	7	2	0	16	17	1	8	2	11	0	54	1067
17:00	0	812	161	26	11	2	0	19	12	0	11	0	6	0	59	1119
18:00	5	931	118	27	4	4	0	11	17	1	18	4	15	0	70	1225
19:00	0	757	114	13	3	1	0	9	11	0	9	0	7	0	47	971
20:00	0	425	52	4	4	2	0	3	3	0	4	0	3	0	18	518
21:00	0	339	44	4	0	1	0	1	6	0	3	1	1	0	14	414
22:00	0	389	23	4	1	2	0	1	12	0	1	1	1	0	11	446
23:00	0	309	39	2	0	2	0	2	6	0	0	1	0	0	14	375
24:00	0	199	23	0	0	0	0	1	6	0	1	0	0	0	7	237

DAY TOTAL	9	12275	2046	298	167	55	10	203	344	5	182	66	272	0	771	16703
PERCENTS	0.1%	73.5%	12.3%	1.8%	1.0%	0.4%	0.1%	1.3%	2.0%	0.0%	1.0%	0.3%	1.6%	0.0%	4.6%	100%
Passenger Vehicles	85.7%			Trucks & Buses							14.2%					
AM Times	09:00	07:00	10:00	07:00	07:00	11:00	05:00	10:00	09:00	09:00	08:00	08:00	09:00	08:00 07:00		
AM Peaks	2	1045	179	38	16	9	3	20	29	1	22	16	88	65 1312		
PM Times	18:00	18:00	15:00	15:00	14:00	13:00	14:00	15:00	13:00	13:00	15:00	13:00	18:00	15:00 18:00		
PM Peaks	5	931	197	27	34	8	3	35	24	1	18	5	15	70 1225		

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000015052
STATION #: 000000007510
Location: 265 NB (EXIT 35B) TO SBI-71 200'N OF 265
Direction: RAMP
Lane: 1

File: 07510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	1	111	20	0	0	0	0	1	9	0	0	0	0	0	2	144
02:00	1	209	52	2	0	0	0	3	2	0	0	0	0	0	11	280
03:00	0	41	8	0	1	1	0	0	3	0	0	0	0	0	0	54
04:00	0	65	6	0	1	0	0	1	7	0	0	0	0	0	1	81
05:00	0	106	13	0	2	1	1	4	7	0	0	0	0	0	1	135
06:00	0	280	46	0	5	2	0	2	2	0	0	0	1	0	7	345
07:00	1	939	95	29	20	0	0	9	12	0	14	4	17	0	56	1196
08:00	3	965	80	44	5	2	0	9	27	0	33	15	87	0	71	1341
09:00	0	986	79	41	7	3	0	15	22	1	17	10	44	0	57	1282

DAY TOTAL	6	3702	399	116	41	9	1	44	91	1	64	29	149	0	206	4858
PERCENTS	0.2%	76.3%	8.3%	2.4%	0.9%	0.2%	0.0%	0.9%	1.8%	0.0%	1.3%	0.5%	3.0%	0.0%	4.2%	100%
Passenger Vehicles	84.5%						Trucks & Buses				15.4%					

AM Times	08:00	09:00	07:00	08:00	07:00	09:00	05:00	09:00	08:00	09:00	08:00	08:00	08:00	08:00		
AM Peaks	3	986	95	44	20	3	1	15	27	1	33	15	87	71		

PM Times
PM Peaks

GRAND TOTAL	75	54932	8719	1254	603	247	33	891	1348	17	790	285	1155	0	3277	73626
PERCENTS	0.2%	74.7%	11.9%	1.8%	0.9%	0.3%	0.0%	1.2%	1.8%	0.0%	1.0%	0.3%	1.5%	0.0%	4.4%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
13:00	0	50	11	0	1	1	0	0	5	1	0	0	0	0	3	72
14:00	2	474	101	1	0	0	2	11	23	11	2	3	3	0	10	643
15:00	2	528	99	1	2	2	1	3	27	13	0	3	0	0	18	699
16:00	1	456	93	1	1	0	3	6	20	12	1	3	1	0	13	611
17:00	1	518	113	3	1	0	4	2	27	13	1	7	2	0	15	707
18:00	3	525	87	2	1	2	5	4	26	12	1	2	1	0	18	689
19:00	3	419	90	3	1	4	5	2	13	18	0	3	3	0	14	578
20:00	2	357	64	3	0	1	2	2	12	19	0	3	2	0	6	473
21:00	0	280	48	1	0	3	5	2	16	12	0	3	5	0	7	382
22:00	0	170	25	0	0	0	2	3	10	14	1	1	1	0	4	231
23:00	0	97	25	2	2	3	5	1	11	8	0	0	1	0	1	156
24:00	0	61	13	2	0	2	0	1	12	15	0	0	4	0	1	111
DAY TOTAL	14	3935	769	19	9	18	34	37	202	148	6	28	23	0	110	5352
PERCENTS	0.3%	73.6%	14.4%	0.4%	0.2%	0.4%	0.7%	0.6%	3.7%	2.7%	0.1%	0.5%	0.4%	0.0%	2.0%	100%
Passenger Vehicles											88.1%					
											Trucks & Buses 11.8%					

AM Times
AM Peaks

PM Times	18:00	15:00	17:00	17:00	15:00	19:00	18:00	14:00	15:00	20:00	14:00	17:00	21:00		15:00	17:00
PM Peaks	3	528	113	3	2	4	5	11	27	19	2	7	5		18	707

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	22	7	0	0	2	1	0	12	10	0	1	2	0	0	57
02:00	0	20	2	1	0	1	4	0	7	8	0	0	1	0	0	44
03:00	0	21	3	0	0	0	3	1	8	7	0	0	1	0	0	44
04:00	0	14	2	0	0	0	2	0	7	7	0	0	0	0	0	32
05:00	0	32	13	0	3	1	0	0	8	10	1	0	1	0	0	69
06:00	0	131	43	1	3	1	6	2	10	4	0	2	0	0	3	206
07:00	3	213	55	0	3	5	0	2	12	8	0	0	1	0	4	306
08:00	0	322	83	0	4	3	2	5	20	18	2	1	1	0	13	474
09:00	1	288	115	1	8	5	0	3	35	22	3	0	1	0	11	493
10:00	0	257	100	1	12	7	7	6	31	11	1	5	3	0	12	453
11:00	0	222	111	2	8	7	4	10	36	14	0	1	3	0	7	425
12:00	1	253	98	0	15	3	5	4	31	14	0	0	1	0	7	432
13:00	2	306	98	1	12	5	1	12	32	12	1	2	0	0	11	495
14:00	2	326	142	4	5	5	3	7	47	6	1	6	4	0	14	572
15:00	1	377	137	5	7	2	6	10	48	9	1	3	0	0	14	620
16:00	3	404	155	1	10	4	6	12	37	11	5	5	3	0	23	679
17:00	2	498	154	4	8	6	2	11	33	17	0	8	5	0	16	764
18:00	3	690	151	9	3	5	4	17	45	20	3	2	3	0	35	990
19:00	2	480	117	3	2	4	9	7	41	14	2	3	5	0	11	700
20:00	2	328	79	5	3	3	3	7	24	15	0	6	4	0	13	492
21:00	1	240	63	0	0	4	3	5	23	19	0	2	5	0	8	373
22:00	1	200	37	2	0	2	2	1	19	25	1	4	2	0	4	300
23:00	0	136	28	0	2	3	3	2	19	7	0	0	7	0	2	209
24:00	0	87	39	0	0	1	4	1	12	7	0	0	6	0	2	159

DAY TOTAL	24	5867	1832	40	108	79	80	125	597	295	21	51	59	0	210	9388
PERCENTS	0.3%	62.5%	19.6%	0.5%	1.2%	0.9%	0.8%	1.3%	6.3%	3.1%	0.2%	0.5%	0.6%	0.0%	2.2%	100%
Passenger Vehicles	82.2%			Trucks & Buses							17.7%					
AM Times	07:00	08:00	09:00	11:00	12:00	10:00	10:00	11:00	11:00	09:00	09:00	10:00	10:00	08:00		09:00
AM Peaks	3	322	115	2	15	7	7	10	36	22	3	5	3	13		493
PM Times	16:00	18:00	16:00	18:00	13:00	17:00	19:00	18:00	15:00	22:00	16:00	17:00	23:00	18:00		18:00
PM Peaks	3	690	155	9	12	6	9	17	48	25	5	8	7	35		990

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	46	9	0	0	2	2	1	20	13	1	1	0	0	1	96
02:00	1	37	10	0	0	1	1	0	10	7	1	2	1	0	0	71
03:00	0	26	5	0	1	0	5	0	8	15	0	2	0	0	0	62
04:00	0	19	5	0	1	0	2	0	3	14	1	2	3	0	0	50
05:00	0	28	9	0	3	1	0	2	7	10	0	0	1	0	0	61
06:00	0	104	40	0	1	2	3	0	11	14	0	1	1	0	2	179
07:00	0	199	57	1	4	8	1	2	15	22	1	1	2	0	4	317
08:00	0	274	63	2	7	4	2	4	28	15	1	1	5	0	10	416
09:00	0	297	103	1	4	8	2	3	38	19	1	2	5	0	5	488
10:00	0	200	128	0	5	7	8	6	38	22	1	1	7	0	7	430
11:00	2	221	94	0	3	9	9	6	34	22	0	2	5	0	8	415
12:00	1	253	89	2	9	6	2	3	40	20	1	5	2	0	8	441
13:00	0	280	105	2	7	2	7	6	38	22	1	2	4	0	6	482
14:00	1	360	120	0	9	8	3	5	51	34	1	3	2	0	10	607
15:00	1	409	114	3	5	9	6	10	39	28	4	2	5	0	17	652
16:00	1	430	164	2	7	2	7	12	45	21	0	4	7	0	20	722
17:00	1	537	174	3	4	3	6	10	39	21	2	10	7	0	18	835
18:00	1	647	161	5	3	9	7	6	35	23	3	5	8	0	24	937
19:00	0	525	119	6	2	4	4	4	40	42	2	5	9	0	28	790
20:00	0	348	75	1	2	2	4	0	27	37	0	2	3	0	7	508
21:00	2	278	68	2	0	1	4	2	30	18	0	1	4	0	6	416
22:00	0	220	50	1	0	2	1	2	30	22	0	2	2	0	8	340
23:00	0	133	24	1	0	1	0	1	25	12	0	1	3	0	0	201
24:00	0	76	30	0	3	1	2	0	15	14	2	3	4	0	2	152

DAY TOTAL	11	5947	1816	32	80	92	88	85	666	487	23	60	90	0	191	9668
PERCENTS	0.2%	61.6%	18.8%	0.4%	0.9%	1.0%	0.9%	0.8%	6.8%	5.0%	0.2%	0.6%	0.9%	0.0%	1.9%	100%
Passenger Vehicles	80.4%			Trucks & Buses							19.5%					
AM Times	11:00	09:00	10:00	08:00	12:00	11:00	11:00	10:00	12:00	07:00	01:00	12:00	10:00	08:00 09:00		
AM Peaks	2	297	128	2	9	9	9	6	40	22	1	5	7	10 488		
PM Times	21:00	18:00	17:00	19:00	14:00	15:00	13:00	16:00	14:00	19:00	15:00	17:00	19:00	19:00 18:00		
PM Peaks	2	647	174	6	9	9	7	12	51	42	4	10	9	28 937		

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	68	24	0	1	1	4	2	14	16	0	2	0	0	2	134
02:00	0	38	9	0	0	1	3	2	17	19	0	5	0	0	0	94
03:00	0	19	7	0	2	0	0	1	14	10	2	0	1	0	0	56
04:00	0	18	6	0	0	0	3	0	12	6	1	1	3	0	1	51
05:00	0	23	10	0	0	1	2	0	8	11	0	3	1	0	1	60
06:00	0	120	44	0	1	1	2	0	19	12	1	2	3	0	2	207
07:00	0	201	54	1	6	8	4	3	14	12	0	0	2	0	1	306
08:00	2	290	74	1	4	4	1	1	35	16	1	0	6	0	8	443
09:00	0	300	91	0	6	5	5	2	46	19	2	3	4	0	12	495
10:00	0	226	108	1	6	3	3	7	44	24	2	3	0	0	8	435
11:00	1	216	97	1	10	3	4	7	47	18	0	1	5	0	8	418
12:00	1	223	82	3	12	6	5	5	62	14	1	1	2	0	5	422
13:00	1	294	100	3	5	7	3	9	41	18	0	4	1	0	11	497
14:00	3	348	104	1	6	6	7	4	52	28	2	3	3	0	8	575
15:00	1	338	116	1	5	4	8	7	31	29	2	5	5	0	13	565
16:00	0	378	135	3	6	4	5	7	41	26	1	6	5	0	16	633
17:00	0	549	153	7	4	2	6	6	38	25	5	10	7	0	22	834
18:00	0	697	155	9	3	1	10	10	44	37	3	15	10	0	42	1036
19:00	1	438	106	1	2	4	4	4	28	31	2	8	7	0	17	653
20:00	1	331	58	2	2	7	3	0	19	30	0	2	5	0	12	472
21:00	1	241	42	2	1	1	5	3	15	30	1	7	3	0	8	360
22:00	1	190	39	0	1	0	4	0	10	28	1	4	8	0	2	288
23:00	0	133	21	3	0	2	5	2	9	24	0	5	11	0	2	217
24:00	0	79	27	0	0	2	4	0	11	17	1	4	4	0	0	149

DAY TOTAL	13	5758	1662	39	83	73	100	82	671	500	28	94	96	0	201	9400
PERCENTS	0.2%	61.3%	17.7%	0.5%	0.9%	0.8%	1.1%	0.8%	7.1%	5.3%	0.2%	1.0%	1.0%	0.0%	2.1%	100%
Passenger Vehicles	79.0%			Trucks & Buses							20.9%					
AM Times	08:00	09:00	10:00	12:00	12:00	07:00	09:00	10:00	12:00	10:00	03:00	02:00	08:00	09:00 09:00		
AM Peaks	2	300	108	3	12	8	5	7	62	24	2	5	6	12 495		
PM Times	14:00	18:00	18:00	18:00	14:00	13:00	18:00	18:00	14:00	18:00	17:00	18:00	23:00	18:00 18:00		
PM Peaks	3	697	155	9	6	7	10	10	52	37	5	15	11	42 1036		

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	43	13	1	1	1	5	1	13	20	0	2	6	0	1	107
02:00	0	44	19	0	2	0	2	0	8	22	1	5	2	0	2	107
03:00	0	23	11	1	1	0	2	0	8	27	0	1	4	0	2	80
04:00	1	19	5	0	0	0	1	0	10	14	1	1	2	0	0	54
05:00	0	24	11	1	1	0	0	2	5	17	0	0	2	0	1	64
06:00	2	119	38	3	0	3	3	3	10	10	0	0	2	0	1	194
07:00	2	236	70	2	7	8	6	3	16	23	0	0	5	0	5	383
08:00	0	334	86	3	4	3	5	2	24	19	2	1	9	0	9	501
09:00	1	298	111	0	7	6	4	11	51	36	2	3	5	0	16	551
10:00	2	211	106	3	7	7	7	4	35	30	0	3	6	0	9	430
11:00	2	282	108	1	8	5	10	8	45	19	2	6	5	0	8	509
12:00	0	306	109	2	9	3	4	9	51	18	1	4	5	0	6	527
13:00	1	316	165	1	11	7	3	12	41	33	0	3	4	0	7	604
14:00	0	376	137	3	7	5	13	14	49	23	0	13	5	0	13	658
15:00	0	448	154	3	5	8	7	6	46	22	1	7	4	0	14	725
16:00	2	510	173	3	4	1	9	14	39	22	3	7	6	0	29	822
17:00	2	626	170	6	5	9	5	15	38	16	2	4	8	0	28	934
18:00	3	703	156	12	2	9	4	8	32	29	5	10	11	0	37	1021
19:00	1	562	136	3	5	3	8	4	27	30	1	10	8	0	30	828
20:00	2	388	81	3	2	3	5	5	22	25	0	0	5	0	12	553
21:00	1	332	61	2	1	4	7	1	18	27	1	4	12	0	14	485
22:00	1	254	50	1	0	3	6	0	17	25	0	2	7	0	2	368
23:00	1	155	47	2	0	4	4	2	8	23	0	0	5	0	4	255
24:00	0	105	28	0	0	1	4	1	10	16	0	2	4	0	2	173

DAY TOTAL	24	6714	2045	56	89	93	124	125	623	546	22	88	132	0	252	10933
PERCENTS	0.3%	61.5%	18.8%	0.6%	0.8%	0.8%	1.1%	1.1%	5.6%	4.9%	0.2%	0.8%	1.2%	0.0%	2.3%	100%
Passenger Vehicles	80.3%			Trucks & Buses							19.6%					
AM Times	06:00	08:00	09:00	06:00	12:00	07:00	11:00	09:00	09:00	09:00	08:00	11:00	08:00	09:00		
AM Peaks	2	334	111	3	9	8	10	11	51	36	2	6	9	16		
PM Times	18:00	18:00	16:00	18:00	13:00	17:00	14:00	17:00	14:00	13:00	18:00	14:00	21:00	18:00		
PM Peaks	3	703	173	12	11	9	13	15	49	33	5	13	12	37		

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000015049
STATION #: 000000008510
Location: 265NB (EXIT 35A) TO NBI-71 200' N OF 265
Direction: RAMP
Lane: 1

File: 08510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	50	17	0	2	1	4	0	14	18	0	2	0	0	0	109
02:00	1	46	23	0	0	0	2	1	22	9	0	2	3	0	1	110
03:00	0	23	8	0	0	1	0	0	14	14	0	1	4	0	0	65
04:00	0	27	8	1	0	1	2	0	18	11	3	2	1	0	1	75
05:00	0	45	8	0	3	1	3	1	12	8	0	0	2	0	1	84
06:00	1	95	46	0	4	2	1	5	12	8	0	1	3	0	3	181
07:00	0	208	64	1	8	9	2	2	12	15	1	2	2	0	11	337
08:00	0	307	78	2	2	7	5	3	22	23	1	4	4	0	7	465
09:00	0	296	99	2	7	5	4	7	37	22	6	2	3	0	10	500

DAY TOTAL	3	1097	351	6	26	27	23	19	163	128	11	16	22	0	34	1926
PERCENTS	0.2%	57.0%	18.3%	0.4%	1.4%	1.5%	1.2%	0.9%	8.4%	6.6%	0.5%	0.8%	1.1%	0.0%	1.7%	100%
Passenger Vehicles	75.3%						Trucks & Buses			24.6%						

AM Times	01:00	08:00	09:00	08:00	07:00	07:00	08:00	09:00	09:00	08:00	09:00	08:00	03:00		07:00	09:00
AM Peaks	1	307	99	2	8	9	5	7	37	23	6	4	4		11	500

PM Times
PM Peaks

GRAND TOTAL	89	29318	8475	192	395	382	449	473	2922	2104	111	337	422	0	998	46667
PERCENTS	0.2%	62.9%	18.2%	0.5%	0.9%	0.8%	0.9%	1.0%	6.2%	4.5%	0.2%	0.7%	0.9%	0.0%	2.1%	100%

Page: 1

File: 09510.prn
City:
County: JEFFERSON

AM Times						
AM Peaks						
PM Times	14:00	17:00	20:00	17:00	14:00	17:00
PM Peaks	1	32	11	2	2	45

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015056
STATION #: 000000009510
Location: I-71SB (EXIT 9B) TO NB265 200' N ON I-71
Direction: RAMP
Lane: 1

File: 09510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	21	10	0	0	0	0	0	0	0	0	0	0	0	0	31
08:00	0	57	17	0	0	0	0	0	2	0	0	0	0	0	0	76
09:00	0	46	33	0	2	1	0	1	0	0	0	0	0	0	1	84
10:00	0	20	13	0	0	1	0	1	0	0	0	0	0	0	0	35
11:00	0	17	11	1	2	1	0	0	0	0	0	0	0	0	0	32
12:00	0	14	14	2	0	0	0	0	0	0	0	0	0	0	0	30
13:00	0	23	19	0	0	0	0	0	0	0	0	0	0	0	0	42
14:00	0	13	8	0	2	0	0	0	0	0	0	0	0	0	0	23
15:00	1	31	12	0	1	0	0	1	0	0	0	0	0	0	0	46
16:00	0	26	14	0	0	0	0	0	0	0	0	0	0	0	0	40
17:00	0	35	16	0	1	0	0	0	1	0	0	0	0	0	0	53
18:00	0	42	5	0	0	0	0	0	0	0	0	0	0	0	0	47
19:00	1	24	7	0	0	0	0	0	0	0	0	0	0	0	1	33
20:00	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
21:00	0	16	2	0	0	0	0	0	1	0	0	0	0	0	0	19
22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
24:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4

DAY TOTAL	2	428	197	3	10	3	0	3	6	0	0	0	0	0	2	654	
PERCENTS	0.4%	65.5%	30.2%	0.4%	1.5%	0.4%	0.0%	0.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100%	
Passenger Vehicles	95.8%			Trucks & Buses								4.1%					
AM Times	08:00	09:00	12:00	09:00	09:00			09:00	08:00							09:00	09:00
AM Peaks	57	33	2	2	1			1	2							1	84
PM Times	15:00	18:00	13:00	14:00				15:00	17:00							19:00	17:00
PM Peaks	1	42	19	2				1	1							1	53

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000015056
STATION #: 000000009510
Location: I-71SB (EXIT 9B) TO NB265 200' N ON I-71
Direction: RAMP
Lane: 1

File: 09510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
06:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
08:00	0	44	17	0	2	0	0	0	0	0	0	0	0	0	1	64
09:00	0	64	41	0	2	0	0	0	2	0	0	0	0	0	0	109
10:00	0	14	17	3	2	0	0	1	0	0	0	0	0	0	0	37
11:00	0	20	7	1	0	0	0	1	1	0	0	0	0	0	0	30
12:00	0	17	10	0	0	0	0	1	1	0	0	0	0	0	0	29
13:00	0	10	14	0	1	0	0	0	0	0	0	0	0	0	0	25
14:00	0	16	10	0	2	0	0	0	1	0	0	0	0	0	0	29
15:00	0	26	18	0	0	0	0	0	0	0	0	0	0	0	0	44
16:00	0	30	11	0	1	0	0	0	0	0	0	0	0	0	0	42
17:00	0	24	17	0	0	0	0	0	0	0	0	0	0	0	0	41
18:00	0	44	17	0	0	0	0	0	0	0	0	0	0	0	0	61
19:00	0	21	8	0	1	0	0	0	0	0	0	0	0	0	0	30
20:00	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	1	17
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4

DAY TOTAL	0	401	210	4	12	0	0	3	7	0	0	0	0	0	2	639
PERCENTS	0.0%	62.8%	32.9%	0.7%	1.9%	0.0%	0.0%	0.4%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100%
Passenger Vehicles	95.6%			Trucks & Buses							4.3%					
AM Times	09:00	09:00	10:00	08:00	10:00				09:00	08:00				09:00		
AM Peaks	64	41	3	2	1				2	1				109		
PM Times	18:00	15:00	14:00		14:00				22:00				18:00			
PM Peaks	44	18	2		1				1				61			

Page: 4

File: 09510.prn
City:
County: JEFFERSON

DAY TOTAL	0	409	153	3	9	1	1	4	2	0	0	0	0	0	2	584
PERCENTS	0.0%	70.1%	26.2%	0.6%	1.6%	0.2%	0.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100%
Passenger Vehicles	96.2%						Trucks & Buses			3.7%						
AM Times	08:00	09:00	09:00	11:00	06:00	09:00			07:00				09:00	09:00		
AM Peaks	62	27	1	3	1	1			1				2	88		
PM Times	18:00	17:00	13:00	14:00	14:00			14:00	24:00				18:00			
PM Peaks	38	10	1	2	1			1	1				44			

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015056
STATION #: 000000009510
Location: I-71SB (EXIT 9B) TO NB265 200' N ON I-71
Direction: RAMP
Lane: 1

File: 09510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	8
07:00	0	17	7	0	0	0	0	0	1	0	0	0	0	0	0	25
08:00	0	63	16	0	1	0	0	1	1	0	0	0	0	0	0	82
09:00	0	68	34	0	2	0	0	1	2	0	0	0	0	0	0	107
10:00	0	23	12	0	3	0	0	0	1	0	0	0	0	0	0	39
11:00	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	32
12:00	0	24	13	0	0	1	0	0	2	0	0	0	0	0	0	40
13:00	0	20	11	0	1	0	0	0	1	0	0	0	0	0	0	33
14:00	0	20	8	0	3	1	0	0	0	0	0	0	0	0	0	32
15:00	0	20	17	0	1	0	0	0	0	0	0	0	0	0	0	38
16:00	0	26	15	0	0	0	0	1	0	0	0	0	0	0	0	42
17:00	0	35	20	1	2	0	0	0	1	0	0	0	0	0	1	60
18:00	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
19:00	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	44
20:00	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	22
21:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

DAY TOTAL	0	457	198	1	15	3	0	4	9	0	0	0	0	0	1	688
PERCENTS	0.0%	66.5%	28.8%	0.2%	2.2%	0.4%	0.0%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100%
Passenger Vehicles	95.2%			Trucks & Buses								4.7%				
AM Times	09:00	09:00		10:00	04:00			06:00	09:00							09:00
AM Peaks	68	34		3	1			1	2							107
PM Times	19:00	17:00	17:00	14:00	14:00			16:00	13:00						17:00	17:00
PM Peaks	36	20	1	3	1			1	1						1	60

URS
CLASSIFICATION SUMMARY
Mon 2/23/2009

Page: 1

CNTR #: 000000015052
STATION #: 000000010110
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tots
14:00	0	114	41	0	7	6	2	5	60	0	1	0	0	0	3	239
15:00	0	500	140	1	12	16	2	29	150	1	4	0	1	0	2	858
16:00	0	533	181	5	17	16	0	18	209	1	5	3	1	0	6	995
17:00	0	686	185	7	12	15	0	15	159	0	9	4	1	0	12	1105
18:00	0	738	140	1	10	12	0	21	150	2	7	4	1	0	11	1097
19:00	1	574	117	1	5	4	0	16	171	0	4	3	1	0	8	905
20:00	0	437	72	0	4	1	0	11	137	0	8	1	0	0	2	673
21:00	1	365	55	0	2	3	0	17	140	0	1	5	0	0	1	590
22:00	0	302	49	3	3	0	0	9	146	0	18	3	0	0	1	534
23:00	0	185	43	1	2	2	0	6	123	0	7	4	0	0	1	374
24:00	1	136	36	2	0	0	0	10	101	1	9	4	0	0	0	300
DAY TOTAL	3	4570	1059	21	74	75	4	157	1546	5	73	31	5	0	47	7670
PERCENTS	0.1%	59.6%	13.9%	0.3%	1.0%	1.0%	0.1%	2.0%	20.1%	0.0%	0.9%	0.4%	0.0%	0.0%	0.6%	100%
Passenger Vehicles	73.4%															
	Trucks & Buses										26.5%					
AM Times																
AM Peaks																
PM Times	19:00	18:00	17:00	17:00	16:00	15:00	14:00	15:00	16:00	18:00	22:00	21:00	15:00	17:00 17:00		
PM Peaks	1	738	185	7	17	16	2	29	209	2	18	5	1	12 1105		

URS
CLASSIFICATION SUMMARY
Tue 2/24/2009

Page: 2

CNTR #: 000000015052
STATION #: 000000010110
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	93	30	3	3	1	0	22	92	0	6	9	0	0	0	259
02:00	0	63	20	1	3	0	0	11	87	0	11	5	0	0	0	201
03:00	0	47	19	2	2	0	0	13	76	0	14	3	0	0	1	177
04:00	0	41	13	0	6	1	0	4	77	0	13	6	0	0	0	161
05:00	0	70	17	1	6	2	0	9	88	0	20	2	0	0	0	215
06:00	0	197	57	1	8	3	0	10	83	0	7	1	0	0	1	368
07:00	0	275	93	0	25	4	0	13	102	1	5	4	1	0	0	523
08:00	0	438	134	0	18	9	5	11	100	0	9	0	0	0	4	728
09:00	0	404	136	1	13	17	2	26	170	0	5	2	0	0	3	779
10:00	1	341	176	3	22	8	1	20	179	0	7	5	0	0	4	767
11:00	0	360	122	3	17	15	1	29	180	4	7	2	1	0	3	744
12:00	2	331	124	2	20	6	0	29	200	2	8	6	2	0	1	733
13:00	1	414	131	1	14	12	2	30	178	0	5	3	0	0	0	791
14:00	0	434	133	1	24	10	0	21	213	0	6	1	1	0	5	849
15:00	0	477	160	3	12	12	3	26	199	1	6	3	0	0	4	906
16:00	1	503	178	2	16	8	0	30	183	4	5	5	1	0	4	940
17:00	1	656	167	3	10	8	0	26	184	1	17	12	4	0	13	1102
18:00	1	682	125	8	11	5	0	16	144	0	10	9	4	0	10	1025
19:00	1	536	105	1	4	1	0	24	205	0	6	4	1	0	3	891
20:00	2	427	78	1	4	3	0	20	198	0	8	1	0	0	1	743
21:00	0	367	68	0	2	1	0	20	121	1	2	5	1	0	2	590
22:00	0	299	62	0	3	1	0	15	137	0	25	4	0	0	0	546
23:00	0	250	40	2	3	0	0	30	112	0	9	7	0	0	0	453
24:00	0	142	50	3	2	1	0	14	112	1	11	7	0	0	1	344

DAY TOTAL	10	7847	2238	42	248	128	14	469	3420	15	222	106	16	0	60	14835
PERCENTS	0.1%	52.9%	15.1%	0.3%	1.7%	0.9%	0.1%	3.2%	23.0%	0.1%	1.4%	0.7%	0.1%	0.0%	0.4%	100%
Passenger Vehicles	68.0%									Trucks & Buses			31.9%			

AM Times	12:00	08:00	10:00	01:00	07:00	09:00	08:00	11:00	12:00	11:00	05:00	01:00	12:00		08:00	09:00
AM Peaks	2	438	176	3	25	17	5	29	200	4	20	9	2		4	779
PM Times	20:00	18:00	16:00	18:00	14:00	13:00	15:00	13:00	14:00	16:00	22:00	17:00	17:00		17:00	17:00
PM Peaks	2	682	178	8	24	12	3	30	213	4	25	12	4		13	1102

URS
CLASSIFICATION SUMMARY
Wed 2/25/2009

Page: 3

CNTR #: 000000015052
STATION #: 000000010110
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	83	25	2	7	0	0	24	90	0	1	9	0	0	0	242
02:00	0	73	25	3	1	1	0	16	78	0	10	3	0	0	0	210
03:00	0	44	12	1	5	2	0	15	71	0	20	3	0	0	0	173
04:00	0	37	15	0	5	0	0	13	75	0	8	8	0	0	0	161
05:00	0	68	21	1	4	2	2	18	87	0	23	3	0	0	0	229
06:00	0	170	68	3	10	2	0	10	90	0	12	2	0	0	1	368
07:00	0	274	102	1	18	4	0	13	83	0	6	4	0	0	0	505
08:00	1	459	122	1	14	10	1	20	114	2	6	0	1	0	3	754
09:00	1	357	142	2	26	5	2	31	162	0	6	4	0	0	6	744
10:00	0	318	159	0	19	6	3	25	189	5	8	1	1	0	2	736
11:00	1	360	138	0	21	10	3	34	198	3	5	2	3	0	2	780
12:00	0	364	116	2	17	13	3	40	198	1	4	3	1	0	1	763
13:00	0	404	131	1	14	10	2	40	192	0	8	4	2	0	5	813
14:00	0	441	131	0	21	9	1	30	218	3	4	2	0	0	6	866
15:00	0	532	116	3	16	12	1	27	219	0	11	4	1	0	5	947
16:00	0	558	182	0	4	7	0	20	197	2	13	5	1	0	3	992
17:00	1	682	184	2	15	7	0	15	148	0	13	4	4	0	7	1082
18:00	0	691	135	1	11	6	0	18	178	0	9	4	0	0	9	1062
19:00	0	532	98	5	4	4	0	21	201	0	7	5	0	0	2	879
20:00	1	400	70	2	3	1	0	19	170	1	11	1	3	0	2	684
21:00	0	369	59	3	2	2	0	17	132	0	5	6	0	0	5	600
22:00	1	300	68	1	2	1	0	19	142	0	21	5	1	0	1	562
23:00	0	240	40	0	1	2	0	19	127	0	10	5	0	0	0	444
24:00	1	147	40	4	3	1	0	14	112	0	10	12	0	0	0	344

DAY TOTAL	8	7903	2199	38	243	117	18	518	3471	17	231	99	18	0	60	14940
PERCENTS	0.1%	52.9%	14.8%	0.3%	1.7%	0.8%	0.1%	3.4%	23.2%	0.1%	1.5%	0.6%	0.1%	0.0%	0.4%	100%
Passenger Vehicles	67.6%															
	Trucks & Buses 32.3%															

AM Times	01:00	08:00	10:00	02:00	09:00	12:00	10:00	12:00	11:00	10:00	05:00	01:00	11:00		09:00	11:00
AM Peaks	1	459	159	3	26	13	3	40	198	5	23	9	3		6	780
PM Times	17:00	18:00	17:00	19:00	14:00	15:00	13:00	13:00	15:00	14:00	22:00	24:00	17:00		18:00	17:00
PM Peaks	1	691	184	5	21	12	2	40	219	3	21	12	4		9	1082

URS
CLASSIFICATION SUMMARY
Thu 2/26/2009

Page: 4

CNTR #: 000000015052
STATION #: 000000010110
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	1	82	31	3	2	1	0	18	91	0	9	10	0	0	0	248
02:00	0	81	15	1	1	1	0	14	89	1	8	9	0	0	0	220
03:00	0	58	11	2	5	1	0	11	77	0	16	3	0	0	0	184
04:00	0	49	14	1	7	0	0	5	102	0	21	3	0	0	0	202
05:00	0	76	20	1	5	5	1	13	74	0	21	4	1	0	0	221
06:00	0	161	59	1	10	1	0	15	100	1	9	3	0	0	0	360
07:00	1	285	82	4	18	5	1	18	98	0	6	3	0	0	0	521
08:00	0	410	89	2	26	10	1	18	102	1	8	5	0	0	3	675
09:00	0	408	130	0	31	12	4	24	123	0	2	5	0	0	6	745
10:00	1	315	140	2	22	13	0	23	204	2	10	6	0	0	3	741
11:00	0	349	117	0	19	19	3	19	186	2	7	1	1	0	1	724
12:00	0	359	128	1	25	17	1	20	183	2	5	3	0	0	4	748
13:00	0	417	117	0	17	15	0	28	198	1	8	3	0	0	3	807
14:00	0	492	129	1	23	9	3	23	208	3	2	1	2	0	2	898
15:00	1	533	129	4	16	18	3	25	194	2	9	4	1	0	4	943
16:00	0	600	176	3	12	12	0	18	167	1	6	7	3	0	10	1015
17:00	0	699	134	3	9	5	0	29	186	1	14	9	1	0	11	1101
18:00	2	676	129	6	13	5	0	21	179	1	9	4	1	0	5	1051
19:00	2	548	105	2	3	0	0	19	174	0	10	5	0	0	4	872
20:00	0	473	108	3	0	1	0	17	147	0	4	5	0	0	4	762
21:00	0	424	67	0	4	1	0	15	120	2	7	3	0	0	1	644
22:00	0	343	65	5	7	1	0	13	124	0	19	4	1	0	0	582
23:00	0	256	51	1	3	0	0	14	127	0	13	5	0	0	0	470
24:00	0	180	51	2	3	1	0	7	97	2	7	5	0	0	0	355

DAY TOTAL	8	8274	2097	48	281	153	17	427	3350	22	230	110	11	0	61	15089
PERCENTS	0.1%	54.9%	13.9%	0.4%	1.9%	1.0%	0.1%	2.8%	22.2%	0.1%	1.5%	0.7%	0.0%	0.0%	0.4%	100%
Passenger Vehicles	68.7%													Trucks & Buses	31.2%	

AM Times	01:00	08:00	10:00	07:00	09:00	11:00	09:00	09:00	10:00	10:00	04:00	01:00	05:00		09:00	12:00
AM Peaks	1	410	140	4	31	19	4	24	204	2	21	10	1		6	748
PM Times	18:00	17:00	16:00	18:00	14:00	15:00	14:00	17:00	14:00	14:00	22:00	17:00	16:00		17:00	17:00
PM Peaks	2	699	176	6	23	18	3	29	208	3	19	9	3		11	1101

URS
CLASSIFICATION SUMMARY
Fri 2/27/2009

Page: 5

CNTR #: 000000015052
STATION #: 000000010110
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	111	36	0	6	0	0	11	95	0	11	10	0	0	1	281
02:00	0	81	35	0	7	1	0	9	64	2	10	7	0	0	0	216
03:00	0	64	10	0	3	1	0	14	64	0	10	8	0	0	1	175
04:00	1	52	11	2	5	1	0	7	67	1	18	8	1	0	2	176
05:00	1	75	14	1	6	3	3	17	53	0	13	2	0	0	0	188
06:00	0	154	53	0	9	1	0	15	99	1	12	3	0	0	1	348
07:00	0	248	77	0	25	3	0	16	76	0	8	5	0	0	0	458
08:00	0	427	101	1	18	7	0	11	98	0	5	2	0	0	0	670
09:00	0	375	136	1	26	8	7	21	168	4	7	1	1	0	1	756
10:00	0	363	152	2	14	11	0	30	163	2	10	5	0	0	3	755
11:00	0	429	144	0	18	14	1	25	175	1	5	2	0	0	6	820
12:00	0	468	141	1	19	15	1	29	161	0	8	2	3	0	5	853
13:00	0	513	132	2	17	17	1	24	173	6	7	5	0	0	7	904
14:00	0	560	143	4	22	17	0	18	152	5	10	6	3	0	8	948
15:00	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	7

DAY TOTAL	2	3924	1185	14	195	99	13	247	1611	22	134	66	8	0	35	7555
PERCENTS	0.1%	52.0%	15.7%	0.2%	2.6%	1.4%	0.2%	3.3%	21.3%	0.2%	1.7%	0.8%	0.1%	0.0%	0.4%	100%
Passenger Vehicles	67.6%															
				Trucks & Buses 32.3%												

AM Times	04:00	12:00	10:00	04:00	09:00	12:00	09:00	10:00	11:00	09:00	04:00	01:00	12:00		11:00	12:00
AM Peaks	1	468	152	2	26	15	7	30	175	4	18	10	3		6	853

PM Times	14:00	14:00	14:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00	14:00	14:00	14:00		14:00	14:00
PM Peaks	560	143	4	22	17	1	24	173	6	10	6	3			8	948

GRAND TOTAL	31	32518	8778	163	1041	572	66	1818	13398	81	890	412	58	0	263	60089
PERCENTS	0.1%	54.2%	14.7%	0.3%	1.8%	1.0%	0.2%	3.0%	22.2%	0.1%	1.4%	0.6%	0.0%	0.0%	0.4%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/23/2009

Page: 1

CNTR #: 000000015053
STATION #: 000000010120
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
14:00	0	136	33	3	0	1	1	2	12	0	0	1	0	0	3	192
15:00	1	573	113	10	4	3	1	12	27	1	2	3	0	0	18	768
16:00	1	842	194	11	2	3	1	14	43	0	7	3	2	0	29	1152
17:00	1	1053	238	6	4	2	1	9	27	0	7	1	4	0	41	1394
18:00	0	1147	218	8	1	2	0	8	36	0	7	4	4	0	45	1480
19:00	1	804	133	3	1	0	0	9	38	1	2	1	2	0	36	1031
20:00	1	442	64	1	2	0	0	8	30	0	1	4	1	0	15	569
21:00	1	300	42	0	3	0	0	4	28	0	1	2	0	0	8	389
22:00	0	250	49	1	1	0	0	3	19	0	3	0	0	0	6	332
23:00	0	120	13	1	3	1	0	4	18	0	1	0	0	0	5	166
24:00	1	63	23	0	0	1	0	3	20	0	3	0	0	0	4	118

DAY TOTAL	7	5730	1120	44	21	13	4	76	298	2	34	19	13	0	210	7591
PERCENTS	0.1%	75.5%	14.8%	0.6%	0.3%	0.2%	0.1%	1.1%	3.9%	0.0%	0.4%	0.2%	0.1%	0.0%	2.7%	100%
Passenger Vehicles											90.3%					
Trucks & Buses											9.6%					

AM Times
AM Peaks

PM Times	15:00	18:00	17:00	16:00	15:00	15:00	14:00	16:00	16:00	15:00	16:00	18:00	17:00		18:00	18:00
PM Peaks	1	1147	238	11	4	3	1	14	43	1	7	4	4		45	1480

Page: 2

File: 10120.prn
City:
County: JEFFERSON

DAY TOTAL	11	9004	1924	47	56	27	1	151	623	3	68	46	47	0	309	12317
PERCENTS	0.1%	73.2%	15.7%	0.4%	0.5%	0.3%	0.0%	1.2%	5.0%	0.0%	0.5%	0.3%	0.3%	0.0%	2.5%	100%
Passenger Vehicles	88.8%			Trucks & Buses							11.1%					
AM Times	05:00	08:00	11:00	12:00	09:00	05:00	08:00	11:00	12:00	11:00	12:00	12:00	11:00	10:00 09:00		
AM Peaks	2	472	104	3	9	2	1	9	46	1	3	6	3	15 604		
PM Times	15:00	18:00	17:00	16:00	13:00	15:00	15:00		19:00	13:00	17:00	17:00	18:00	18:00 18:00		
PM Peaks	2	1127	219	9	5	6	19		42	1	13	8	9	55 1444		

URS
CLASSIFICATION SUMMARY
Wed 2/25/2009

Page: 3

CNTR #: 000000015053
STATION #: 000000010120
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	53	12	1	0	0	0	3	25	0	1	2	0	0	3	100
02:00	0	31	6	0	1	0	0	0	21	0	2	0	0	0	0	61
03:00	0	29	5	2	0	1	0	3	19	0	3	1	0	0	1	64
04:00	0	17	5	0	2	2	0	2	14	0	2	0	0	0	1	45
05:00	0	43	10	1	1	0	0	4	22	0	2	0	0	0	5	88
06:00	0	113	40	0	3	0	0	2	19	0	1	1	0	0	6	185
07:00	0	231	63	0	3	2	0	3	19	0	0	0	0	0	3	324
08:00	0	500	67	4	4	1	0	4	27	1	3	1	0	0	5	617
09:00	0	464	95	2	2	2	1	5	39	1	1	1	1	0	10	624
10:00	1	353	93	1	2	6	0	10	40	0	1	2	4	0	8	521
11:00	1	292	99	1	7	1	2	9	39	0	2	5	2	0	13	473
12:00	0	374	98	1	2	0	1	8	44	0	0	3	0	0	9	540
13:00	0	467	107	2	3	1	0	9	46	0	3	2	0	0	12	652
14:00	0	554	112	1	5	2	0	8	53	0	4	1	0	0	12	752
15:00	1	715	142	6	4	1	0	18	52	0	5	6	8	0	26	984
16:00	6	823	192	9	3	1	2	12	36	1	5	3	7	0	33	1133
17:00	3	1110	190	15	6	1	0	16	41	0	8	7	12	0	40	1449
18:00	3	1346	189	5	3	4	1	14	46	1	8	2	7	0	52	1681
19:00	3	789	122	7	0	2	1	18	30	0	6	5	1	0	28	1012
20:00	0	510	73	0	2	1	0	9	30	0	0	3	0	0	16	644
21:00	0	328	56	0	0	1	0	7	23	0	0	2	1	0	10	428
22:00	0	284	59	1	1	2	0	4	21	2	1	3	1	0	7	386
23:00	0	187	36	0	1	0	0	4	26	1	0	1	0	0	1	257
24:00	1	96	21	6	0	0	0	4	24	0	0	2	0	0	0	154

DAY TOTAL	19	9709	1892	65	55	31	8	176	756	7	58	53	44	0	301	13174
PERCENTS	0.2%	73.7%	14.4%	0.5%	0.5%	0.3%	0.1%	1.3%	5.7%	0.0%	0.4%	0.4%	0.3%	0.0%	2.2%	100%
Passenger Vehicles	88.2%										Trucks & Buses 11.7%					

AM Times	10:00	08:00	11:00	08:00	11:00	10:00	11:00	10:00	12:00	08:00	03:00	11:00	10:00			
AM Peaks	1	500	99	4	7	6	2	10	44	1	3	5	4	11:00 09:00		
PM Times	16:00	18:00	16:00	17:00	17:00	18:00	16:00	15:00	14:00	22:00	17:00	17:00	17:00	18:00 18:00		
PM Peaks	6	1346	192	15	6	4	2	18	53	2	8	7	12	52 1681		

URS
CLASSIFICATION SUMMARY
Thu 2/26/2009

Page: 4

CNTR #: 000000015053
STATION #: 000000010120
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	1	50	9	2	1	0	0	2	12	0	1	0	0	0	3	81
02:00	0	25	14	0	1	0	0	4	11	0	2	1	0	0	5	63
03:00	0	32	6	2	0	1	0	2	10	0	1	0	0	0	2	56
04:00	0	26	8	2	1	0	0	4	16	0	3	0	0	0	2	62
05:00	0	43	11	1	1	0	0	1	12	0	1	0	0	0	4	74
06:00	0	124	44	1	0	0	0	2	12	0	1	2	1	0	2	189
07:00	0	255	54	0	4	0	0	3	16	0	0	4	0	0	8	344
08:00	2	514	79	4	4	3	0	8	31	1	3	1	0	0	7	657
09:00	1	464	116	2	15	2	0	9	47	0	1	1	3	0	11	672
10:00	1	362	96	1	3	3	1	11	68	2	2	3	2	0	11	566
11:00	1	392	78	1	3	2	0	14	64	2	2	3	5	0	5	572
12:00	0	426	108	1	7	2	2	7	54	3	3	3	0	0	7	623
13:00	0	492	94	2	4	3	0	9	58	2	2	3	2	0	9	680
14:00	0	548	137	5	10	1	1	11	42	0	2	5	1	0	18	781
15:00	1	714	130	5	5	4	1	19	49	0	1	2	6	0	26	963
16:00	1	900	196	10	1	1	0	13	33	0	4	9	3	0	43	1214
17:00	0	1179	254	16	2	2	1	11	41	0	13	3	10	0	49	1581
18:00	2	1265	183	15	3	3	0	12	41	0	13	10	8	0	57	1612
19:00	0	787	111	9	3	1	0	13	32	1	4	6	3	0	26	996
20:00	0	533	85	2	1	1	0	8	37	0	4	2	2	0	7	682
21:00	0	421	57	1	0	0	0	1	37	1	2	3	3	0	12	538
22:00	0	305	58	2	3	0	0	4	32	3	3	5	4	0	7	426
23:00	1	212	43	0	2	0	0	5	17	0	1	0	0	0	6	287
24:00	1	111	31	3	0	0	1	4	26	0	3	4	2	0	3	189

DAY TOTAL	12	10180	2002	87	74	29	7	177	798	15	72	70	55	0	330	13908
PERCENTS	0.1%	73.2%	14.4%	0.7%	0.6%	0.3%	0.1%	1.2%	5.7%	0.1%	0.5%	0.5%	0.3%	0.0%	2.3%	100%
Passenger Vehicles	87.6%															
Trucks & Buses	12.3%															

AM Times	08:00	08:00	09:00	08:00	09:00	08:00	12:00	11:00	10:00	12:00	04:00	07:00	11:00		09:00	09:00
AM Peaks	2	514	116	4	15	3	2	14	68	3	3	4	5		11	672
PM Times	18:00	18:00	17:00	17:00	14:00	15:00	14:00	15:00	13:00	22:00	17:00	18:00	17:00		18:00	18:00
PM Peaks	2	1265	254	16	10	4	1	19	58	3	13	10	10		57	1612

URS
CLASSIFICATION SUMMARY
Fri 2/27/2009

Page: 5

CNTR #: 000000015053
STATION #: 000000010120
Location: I-71 1.50 MILE N OF 265
Direction: NORTH
Lane: 1

File: 10120.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	77	17	0	2	1	0	6	17	2	0	1	0	0	3	126
02:00	0	41	10	1	0	0	0	4	14	0	4	3	0	0	7	84
03:00	0	25	10	3	0	0	0	8	12	0	2	2	0	0	5	67
04:00	0	11	4	0	1	0	0	3	20	0	5	2	0	0	5	51
05:00	1	38	17	0	2	0	0	2	18	0	2	3	0	0	2	85
06:00	0	121	43	2	0	1	0	6	12	2	0	2	0	0	1	190
07:00	0	223	54	0	2	1	0	1	20	0	0	0	0	0	10	311
08:00	0	475	86	0	2	2	1	2	21	0	1	3	1	0	12	606
09:00	0	457	99	4	6	3	1	7	39	3	2	4	0	0	14	639
10:00	0	380	96	1	4	3	0	6	38	1	3	6	3	0	15	556
11:00	0	401	96	2	4	5	0	10	35	0	0	2	1	0	10	566
12:00	0	478	117	4	3	3	1	9	23	1	2	2	2	0	18	663
13:00	0	633	144	11	5	2	1	12	41	1	10	2	4	0	37	903
14:00	0	776	148	9	2	2	0	12	39	0	3	2	3	0	22	1018
15:00	0	74	13	0	2	0	1	0	14	1	4	0	0	0	7	116
DAY TOTAL	1	4210	954	37	35	23	5	88	363	11	38	34	14	0	168	5981
PERCENTS	0.1%	70.4%	16.0%	0.7%	0.6%	0.4%	0.1%	1.5%	6.0%	0.1%	0.6%	0.5%	0.2%	0.0%	2.8%	100%
Passenger Vehicles											86.3%					
											Trucks & Buses 13.6%					
AM Times	05:00	12:00	12:00	09:00	09:00	11:00	08:00	11:00	09:00	09:00	04:00	10:00	10:00		12:00	12:00
AM Peaks	1	478	117	4	6	5	1	10	39	3	5	6	3		18	663
PM Times		14:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00		13:00	14:00
PM Peaks		776	148	11	5	2	1	12	41	1	10	2	4		37	1018
GRAND TOTAL	50	38833	7892	280	241	123	25	668	2838	38	270	222	173	0	1318	52971
PERCENTS	0.1%	73.4%	14.9%	0.6%	0.5%	0.3%	0.1%	1.2%	5.3%	0.0%	0.5%	0.4%	0.3%	0.0%	2.4%	100%

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 1

CNTR #: 000000015060
STATION #: 000000010310
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

12:00	0	446	134	0	23	8	4	20	124	2	10	3	1	0	9	784
13:00	1	466	158	3	19	6	3	29	156	1	6	6	1	0	5	860
14:00	0	452	144	1	26	11	5	25	123	1	5	4	1	0	4	802
15:00	4	472	183	2	19	6	4	32	147	1	7	3	0	0	6	886
16:00	1	516	166	2	19	9	1	24	176	0	3	3	1	0	7	928
17:00	1	558	149	3	14	9	4	17	166	0	8	6	2	0	7	944
18:00	1	576	125	3	10	6	1	22	150	1	4	3	0	0	5	907
19:00	3	476	107	0	6	3	1	24	146	1	3	0	0	0	3	773
20:00	0	331	70	0	4	3	0	32	152	0	2	2	1	0	0	597
21:00	0	262	56	2	3	1	0	22	169	1	1	2	1	0	0	520
22:00	0	213	60	0	8	4	0	24	129	0	5	2	0	0	2	447
23:00	0	137	36	1	3	1	0	26	139	1	10	3	1	0	2	360
24:00	1	103	45	3	5	4	0	18	100	0	15	3	1	0	0	298

DAY TOTAL	12	5008	1433	20	159	71	23	315	1877	9	79	40	10	0	50	9106
PERCENTS	0.2%	55.0%	15.8%	0.3%	1.8%	0.8%	0.3%	3.4%	20.6%	0.0%	0.8%	0.4%	0.1%	0.0%	0.5%	100%
Passenger Vehicles	70.8%			Trucks & Buses							29.1%					
AM Times	12:00	12:00		12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00
AM Peaks	446	134		23	8	4	20	124	2	10	3	1			9	784
PM Times	15:00	18:00	15:00	13:00	14:00	14:00	14:00	15:00	16:00	13:00	24:00	13:00	17:00		16:00	17:00
PM Peaks	4	576	183	3	26	11	5	32	176	1	15	6	2		7	944

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 2

CNTR #: 000000015060
STATION #: 000000010310
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	1	80	29	2	6	0	0	19	97	0	21	2	0	0	0	257
02:00	0	39	7	1	3	1	0	9	83	0	6	3	0	0	0	152
03:00	0	41	12	3	0	1	0	15	60	1	5	2	0	0	0	140
04:00	0	63	19	0	3	3	0	21	63	0	6	8	0	0	0	186
05:00	1	100	31	0	10	1	1	19	82	2	5	6	0	0	0	258
06:00	1	229	70	1	4	1	1	26	107	2	8	14	0	0	5	469
07:00	0	438	127	0	10	4	1	23	117	1	10	5	0	0	7	743
08:00	0	764	132	4	10	2	0	16	110	2	11	9	3	0	28	1091
09:00	0	652	138	2	19	9	0	16	159	0	3	7	1	0	10	1016
10:00	0	518	157	0	31	6	1	15	132	2	5	3	0	0	5	875
11:00	0	481	168	0	25	5	0	33	157	4	8	3	2	0	4	890
12:00	0	453	143	2	17	11	6	30	209	2	10	6	0	0	6	895
13:00	0	401	158	4	22	12	5	21	183	1	7	5	0	0	4	823
14:00	1	378	166	1	20	16	3	32	176	1	8	8	0	0	2	812
15:00	0	443	176	1	21	9	9	30	172	4	3	6	0	0	5	879
16:00	0	484	181	1	15	7	5	22	184	2	8	7	0	0	4	920
17:00	1	545	144	5	23	7	2	28	169	1	9	1	0	0	6	941
18:00	1	568	145	5	12	4	0	20	185	0	3	2	4	0	5	954
19:00	0	479	123	0	9	0	0	16	118	1	2	1	0	0	7	756
20:00	0	338	90	3	6	2	1	20	142	1	3	2	2	0	14	624
21:00	1	242	71	0	3	0	2	22	168	1	1	0	0	0	0	511
22:00	0	232	74	0	11	2	1	15	150	0	7	1	0	0	0	493
23:00	0	143	58	3	2	1	0	19	137	0	12	1	0	0	0	376
24:00	0	103	36	2	5	2	0	19	112	0	18	5	0	0	0	302

DAY TOTAL	7	8214	2455	40	287	106	38	506	3272	28	179	107	12	0	112	15363
PERCENTS	0.1%	53.5%	16.0%	0.3%	1.9%	0.7%	0.3%	3.3%	21.3%	0.2%	1.1%	0.6%	0.0%	0.0%	0.7%	100%
Passenger Vehicles	69.4%			Trucks & Buses							30.5%					
AM Times	01:00	08:00	11:00	08:00	10:00	12:00	12:00	11:00	12:00	11:00	01:00	06:00	08:00	08:00		
AM Peaks	1	764	168	4	31	11	6	33	209	4	21	14	3	28		
PM Times	14:00	18:00	16:00	17:00	17:00	14:00	15:00	14:00	18:00	15:00	24:00	14:00	18:00	20:00		
PM Peaks	1	568	181	5	23	16	9	32	185	4	18	8	4	14		

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 3

CNTR #: 000000015060
STATION #: 000000010310
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	59	25	3	2	0	0	24	93	0	21	5	0	0	0	232
02:00	0	45	17	2	1	0	0	19	71	0	8	5	0	0	0	168
03:00	1	36	15	1	3	1	0	15	72	0	4	3	0	0	1	152
04:00	0	53	16	0	4	2	0	10	92	0	7	1	0	0	0	185
05:00	0	83	39	1	4	1	0	12	98	0	6	7	0	0	3	254
06:00	0	225	86	1	9	3	0	9	105	0	9	10	0	0	2	459
07:00	1	393	156	3	10	1	0	18	124	1	7	9	1	0	6	730
08:00	6	785	214	8	12	2	2	13	104	1	13	9	5	0	45	1219
09:00	1	628	204	6	17	3	4	20	143	3	8	4	1	0	8	1050
10:00	1	457	174	7	28	7	4	20	166	0	7	3	0	0	4	878
11:00	0	425	166	3	22	4	5	25	207	5	8	7	2	0	6	885
12:00	0	431	136	3	10	9	6	24	216	0	7	9	1	0	9	861
13:00	1	367	162	7	17	10	3	31	192	0	7	5	1	0	8	811
14:00	0	379	141	6	25	8	4	24	171	3	10	2	1	0	2	776
15:00	0	460	154	1	27	5	3	19	172	0	4	5	0	0	5	855
16:00	1	505	158	2	12	3	0	27	159	3	6	2	1	0	8	887
17:00	1	537	151	2	20	5	1	11	185	1	11	5	0	0	2	932
18:00	0	569	133	4	17	2	2	17	167	1	5	3	1	0	8	929
19:00	1	472	124	4	10	1	0	15	115	1	2	0	0	0	2	747
20:00	0	299	92	2	2	2	0	16	140	1	2	0	0	0	1	557
21:00	0	235	51	2	5	1	0	17	133	0	3	5	0	0	2	454
22:00	0	170	57	1	6	2	0	16	144	0	7	1	0	0	3	407
23:00	0	135	50	2	2	3	0	25	112	1	10	3	0	0	3	346
24:00	0	99	24	5	2	0	0	21	98	0	18	5	0	0	0	272

DAY TOTAL	14	7847	2545	76	267	75	34	448	3279	21	190	108	14	0	128	15046
PERCENTS	0.1%	52.2%	17.0%	0.6%	1.8%	0.5%	0.3%	3.0%	21.7%	0.1%	1.2%	0.7%	0.0%	0.0%	0.8%	100%
Passenger Vehicles	69.1%			Trucks & Buses							30.8%					
AM Times	08:00	08:00	08:00	08:00	10:00	12:00	12:00	11:00	12:00	11:00	01:00	06:00	08:00	08:00		
AM Peaks	6	785	214	8	28	9	6	25	216	5	21	10	5	45		
PM Times	13:00	18:00	13:00	13:00	15:00	13:00	14:00	13:00	13:00	14:00	24:00	13:00	13:00	13:00		
PM Peaks	1	569	162	7	27	10	4	31	192	3	18	5	1	8		

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 4

CNTR #: 000000015060
STATION #: 000000010310
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	83	20	3	3	2	0	22	71	1	27	4	0	0	0	236
02:00	0	72	27	0	2	1	0	14	74	0	15	3	0	0	0	208
03:00	0	49	21	1	0	1	0	21	57	0	8	1	0	0	0	159
04:00	0	46	19	1	4	1	0	22	67	0	14	3	0	0	1	178
05:00	1	100	42	0	8	0	0	24	79	0	9	6	0	0	0	269
06:00	0	256	103	2	8	3	1	25	93	0	10	7	0	0	2	510
07:00	1	381	190	6	15	3	0	36	124	1	8	9	1	0	1	776
08:00	0	786	207	14	13	4	2	28	123	3	15	13	5	0	47	1260
09:00	0	648	224	2	25	13	3	41	130	1	10	7	0	0	19	1123
10:00	0	515	229	3	30	10	3	25	151	3	3	6	0	0	8	986
11:00	0	454	230	6	20	12	10	29	184	1	8	5	2	0	8	969
12:00	0	470	179	3	19	8	4	36	178	0	11	2	1	0	8	919
13:00	1	457	183	3	16	17	5	26	200	0	10	4	0	0	7	929
14:00	2	441	178	2	20	14	6	34	187	0	8	6	0	0	7	905
15:00	0	459	205	3	15	6	8	32	157	0	6	8	0	0	10	909
16:00	2	532	196	2	28	9	3	26	163	1	6	3	2	0	5	978
17:00	1	603	209	4	20	3	0	20	161	0	9	1	2	0	10	1043
18:00	0	437	145	7	7	5	1	17	108	0	4	1	0	0	2	734
19:00	2	528	185	7	10	3	0	30	184	2	4	1	2	0	9	967
20:00	0	380	123	1	9	3	0	23	142	2	6	2	1	0	3	695
21:00	0	294	95	2	16	2	0	38	134	0	1	2	0	0	2	586
22:00	0	242	70	2	4	4	0	18	97	0	7	2	0	0	4	450
23:00	1	210	55	1	6	1	0	22	109	0	16	2	0	0	1	424
24:00	0	116	47	3	2	1	0	26	77	0	14	5	0	0	1	292

DAY TOTAL	11	8559	3182	78	300	126	46	635	3050	15	229	103	16	0	155	16505
PERCENTS	0.1%	51.9%	19.3%	0.5%	1.9%	0.8%	0.3%	3.9%	18.5%	0.0%	1.3%	0.6%	0.0%	0.0%	0.9%	100%
Passenger Vehicles		71.2%														
Trucks & Buses																
AM Times	05:00	08:00	11:00	08:00	10:00	09:00	11:00	09:00	11:00	08:00	01:00	08:00	08:00		08:00	08:00
AM Peaks	1	786	230	14	30	13	10	41	184	3	27	13	5		47	1260
PM Times	14:00	17:00	17:00	18:00	16:00	13:00	15:00	21:00	13:00	19:00	23:00	15:00	16:00		15:00	17:00
PM Peaks	2	603	209	7	28	17	8	38	200	2	16	8	2		10	1043

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 5

CNTR #: 000000015060
STATION #: 000000010310
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	96	26	2	4	2	0	28	87	1	27	3	0	0	0	276
02:00	0	60	21	1	0	2	0	29	53	0	12	2	0	0	1	181
03:00	0	54	20	2	3	2	0	28	64	0	7	4	0	0	0	184
04:00	0	67	28	2	6	1	0	36	59	0	7	5	0	0	0	211
05:00	0	101	35	6	3	0	0	17	55	1	5	12	0	0	0	235
06:00	0	226	107	2	10	3	0	30	76	3	9	7	1	0	1	475
07:00	0	370	190	4	11	2	0	46	93	2	9	4	0	0	3	734
08:00	0	736	228	3	9	2	2	33	108	3	5	6	0	0	15	1150
09:00	2	597	228	3	27	6	1	49	111	2	10	6	1	0	14	1057
10:00	1	534	249	7	32	2	0	34	121	1	8	7	0	0	6	1002
11:00	0	542	240	3	26	7	2	27	153	0	9	3	1	0	5	1018

DAY TOTAL	3	3383	1372	35	131	29	5	357	980	13	108	59	3	0	45	6523
PERCENTS	0.1%	51.9%	21.1%	0.6%	2.1%	0.5%	0.1%	5.4%	15.0%	0.1%	1.6%	0.9%	0.0%	0.0%	0.6%	100%
Passenger Vehicles		72.9%														
								Trucks & Buses			27.0%					

AM Times	09:00	08:00	10:00	10:00	10:00	11:00	08:00	09:00	11:00	06:00	01:00	05:00	06:00		08:00	08:00
AM Peaks	2	736	249	7	32	7	2	49	153	3	27	12	1		15	1150

PM Times																
PM Peaks																
=====																
GRAND TOTAL	47	33011	10987	249	1144	407	146	2261	12458	86	785	417	55	0	490	62543
PERCENTS	0.1%	52.8%	17.6%	0.4%	1.9%	0.7%	0.3%	3.7%	19.9%	0.1%	1.2%	0.6%	0.0%	0.0%	0.7%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 1

CNTR #: 000000013199
STATION #: 000000010320
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00	1	410	113	1	4	4	0	20	32	0	2	5	1	0	18	611
13:00	0	435	98	0	4	1	0	15	13	0	3	2	1	0	15	587
14:00	1	363	109	1	2	1	0	6	30	1	1	2	2	0	8	527
15:00	0	446	124	1	5	3	1	13	15	0	4	1	1	0	14	628
16:00	1	500	140	3	5	1	1	12	25	0	2	1	2	0	15	708
17:00	4	640	140	4	4	2	1	12	32	0	0	2	3	0	11	855
18:00	0	651	140	3	2	1	0	10	29	0	1	1	0	0	15	853
19:00	3	441	97	1	0	1	0	10	28	0	0	0	0	0	10	591
20:00	0	248	54	0	1	0	0	7	18	0	1	0	0	0	4	333
21:00	0	159	26	0	1	0	0	7	22	0	0	1	0	0	4	220
22:00	0	109	18	1	0	0	0	6	10	0	0	0	0	0	2	146
23:00	0	81	14	0	0	1	0	6	15	0	0	2	0	0	3	122
24:00	0	34	11	2	0	0	0	7	11	0	2	1	0	0	1	69
DAY TOTAL	10	4517	1084	17	28	15	3	131	280	1	16	18	10	0	121	6251
PERCENTS	0.2%	72.3%	17.4%	0.3%	0.5%	0.3%	0.1%	2.1%	4.4%	0.0%	0.2%	0.2%	0.1%	0.0%	1.9%	100%
Passenger Vehicles	89.7%															
	Trucks & Buses										10.2%					
AM Times	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00		12:00	12:00	12:00		12:00	12:00
AM Peaks	1	410	113	1	4	4		20	32		2	5	1		18	611
PM Times	17:00	18:00	16:00	17:00	15:00	15:00	15:00	13:00	17:00	14:00	15:00	13:00	17:00		13:00	17:00
PM Peaks	4	651	140	4	5	3	1	15	32	1	4	2	3		15	855

URS
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 2

CNTR #: 000000013199
STATION #: 000000010320
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	24	9	0	0	0	0	4	7	0	3	0	0	0	6	53
02:00	0	19	7	0	0	0	0	1	4	0	1	0	0	0	3	35
03:00	1	8	2	0	0	1	0	1	8	0	2	2	0	0	2	27
04:00	0	11	7	0	1	0	0	1	4	0	1	1	0	0	4	30
05:00	0	29	17	0	0	0	0	5	6	0	2	0	0	0	3	62
06:00	0	188	71	0	3	0	0	4	22	0	2	1	0	0	4	295
07:00	0	689	216	1	2	4	1	10	35	0	5	1	0	0	13	977
08:00	0	1270	203	6	3	1	0	14	39	0	13	2	4	0	38	1593
09:00	0	1076	154	2	7	4	0	8	33	1	7	3	0	0	25	1320
10:00	0	580	134	0	4	0	0	17	24	0	1	5	0	0	18	783
11:00	1	516	142	0	5	2	0	10	42	0	2	2	1	0	9	732
12:00	0	433	143	1	3	2	0	11	36	0	3	3	0	0	12	647
13:00	0	430	121	1	7	1	0	12	38	2	3	2	0	0	11	628
14:00	0	400	153	1	2	1	1	12	38	0	2	3	2	0	12	627
15:00	0	459	154	0	10	3	1	13	35	1	0	2	0	0	6	684
16:00	0	558	161	0	7	3	0	8	41	1	1	4	0	0	12	796
17:00	0	657	165	2	7	1	0	12	47	0	3	0	0	0	17	911
18:00	0	670	180	1	4	3	0	8	38	0	2	0	0	0	9	915
19:00	0	403	132	2	7	1	0	9	51	0	1	1	0	0	7	614
20:00	0	215	67	2	2	1	0	12	57	0	2	1	0	0	2	361
21:00	0	160	44	0	1	0	0	7	33	0	0	1	1	0	4	251
22:00	0	136	34	0	1	0	0	4	16	0	2	1	0	0	3	197
23:00	0	90	30	0	0	0	0	1	17	0	0	0	0	0	4	142
24:00	0	47	13	1	0	0	0	4	10	0	1	1	0	0	0	77

DAY TOTAL	2	9068	2359	20	76	28	3	188	681	5	59	36	8	0	224	12757
PERCENTS	0.1%	71.1%	18.5%	0.2%	0.6%	0.3%	0.1%	1.5%	5.3%	0.0%	0.4%	0.2%	0.0%	0.0%	1.7%	100%
Passenger Vehicles	89.5%			Trucks & Buses 10.4%												

AM Times	03:00	08:00	07:00	08:00	09:00	07:00	07:00	10:00	11:00	09:00	08:00	10:00	08:00		08:00	08:00
AM Peaks	1	1270	216	6	7	4	1	17	42	1	13	5	4		38	1593
PM Times	18:00	18:00	17:00	15:00	15:00	14:00	15:00	20:00	13:00	13:00	16:00	14:00		17:00	18:00	
PM Peaks	670	180	2	10	3	1	13	57	2	3	4	2		17	915	

URS
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 3

CNTR #: 000000013199
STATION #: 000000010320
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	1	28	10	1	1	0	0	4	9	0	3	0	0	0	0	57
02:00	0	18	3	0	0	0	0	2	5	0	1	0	0	0	3	32
03:00	0	10	1	0	0	0	0	2	7	0	3	0	0	0	3	26
04:00	0	15	9	0	2	0	0	2	10	0	2	1	0	0	2	43
05:00	0	40	9	0	1	0	0	2	10	0	1	0	0	0	3	66
06:00	0	186	70	1	1	0	0	1	15	0	3	1	0	0	6	284
07:00	0	672	226	1	6	1	0	7	42	1	9	3	1	0	20	989
08:00	2	1297	266	18	7	2	1	17	36	0	6	6	8	0	69	1735
09:00	1	1004	266	5	7	2	0	14	37	1	5	6	1	0	40	1389
10:00	0	504	185	6	9	0	1	10	36	1	5	3	1	0	22	783
11:00	0	526	173	2	5	2	0	19	40	0	4	10	0	0	21	802
12:00	0	475	156	3	5	2	0	14	40	0	4	0	0	0	12	711
13:00	0	386	117	1	5	0	1	12	29	0	5	1	4	0	12	573
14:00	0	357	144	1	9	2	0	11	51	0	3	2	0	0	16	596
15:00	0	399	146	1	3	1	1	11	64	1	3	4	1	0	13	648
16:00	0	450	132	2	2	1	2	14	35	1	3	0	0	0	13	655
17:00	1	548	166	6	9	0	0	12	44	0	1	6	0	0	32	825
18:00	1	601	146	5	4	1	1	13	45	0	2	5	1	0	22	847
19:00	0	372	104	2	2	0	0	6	41	0	2	0	0	0	6	535
20:00	0	168	60	2	1	0	0	3	32	0	0	1	1	0	2	270
21:00	0	103	28	0	2	0	0	7	20	0	0	0	0	0	1	161
22:00	0	87	26	0	0	0	0	3	15	0	0	1	0	0	2	134
23:00	0	78	27	1	1	0	0	7	15	0	0	0	1	0	0	130
24:00	0	40	11	0	1	0	0	4	2	0	1	0	0	0	0	59

DAY TOTAL	6	8364	2481	58	83	14	7	197	680	5	66	50	19	0	320	12350
PERCENTS	0.1%	67.8%	20.1%	0.5%	0.7%	0.2%	0.1%	1.5%	5.5%	0.0%	0.5%	0.4%	0.1%	0.0%	2.5%	100%
Passenger Vehicles											Trucks & Buses 12.1%					

AM Times	08:00	08:00	08:00	08:00	10:00	08:00	08:00	11:00	07:00	07:00	07:00	11:00	08:00		08:00	08:00
AM Peaks	2	1297	266	18	9	2	1	19	42	1	9	10	8		69	1735
PM Times	17:00	18:00	17:00	17:00	14:00	14:00	16:00	16:00	15:00	15:00	13:00	17:00	13:00		17:00	18:00
PM Peaks	1	601	166	6	9	2	2	14	64	1	5	6	4		32	847

URS
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 4

CNTR #: 000000013199
STATION #: 000000010320
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	26	10	0	0	1	0	1	9	0	1	1	0	0	2	51
02:00	0	35	6	0	0	0	0	1	3	0	0	0	0	0	2	47
03:00	0	18	7	0	0	0	0	1	2	0	0	0	0	0	2	30
04:00	0	14	6	0	1	0	0	2	4	0	1	0	0	0	5	33
05:00	0	44	12	0	0	0	0	6	6	0	0	0	0	0	1	69
06:00	0	180	64	1	1	0	0	4	17	1	0	1	0	0	4	273
07:00	1	690	232	3	5	2	0	13	22	2	2	1	0	0	19	992
08:00	2	1256	262	18	6	2	2	12	31	0	18	8	24	0	65	1706
09:00	1	1042	232	9	8	1	0	31	31	0	9	4	0	0	57	1425
10:00	0	591	199	1	6	1	0	9	26	1	2	2	2	0	21	861
11:00	0	573	200	0	8	4	1	17	31	0	9	7	0	0	24	874
12:00	0	485	174	1	4	4	0	17	29	0	2	5	0	0	18	739
13:00	0	478	159	2	7	4	0	17	30	0	1	2	0	0	20	720
14:00	1	444	200	2	12	0	2	19	34	0	2	5	1	0	17	739
15:00	2	500	155	0	7	2	1	10	35	0	4	3	2	0	11	732
16:00	0	559	165	3	7	4	0	7	31	1	4	2	4	0	14	801
17:00	0	716	215	4	8	0	0	18	24	0	4	4	2	0	31	1026
18:00	1	549	124	2	4	0	0	6	15	0	0	0	0	0	18	719
19:00	0	725	190	4	8	2	0	14	28	0	2	3	0	0	19	995
20:00	0	293	95	1	4	2	0	9	22	0	0	1	0	0	9	436
21:00	0	207	58	1	1	0	0	4	12	0	2	0	0	0	5	290
22:00	0	187	61	0	1	0	0	3	33	2	0	2	1	0	3	293
23:00	0	119	39	0	1	2	0	4	10	0	0	1	0	0	4	180
24:00	0	60	21	2	0	0	0	5	4	0	0	2	0	0	6	100

DAY TOTAL	8	9791	2886	54	99	31	6	230	489	7	63	54	36	0	377	14131
PERCENTS	0.1%	69.3%	20.5%	0.4%	0.8%	0.3%	0.1%	1.6%	3.4%	0.0%	0.4%	0.3%	0.2%	0.0%	2.6%	100%
Passenger Vehicles	89.7%						Trucks & Buses			10.2%						

AM Times	08:00	08:00	08:00	08:00	09:00	11:00	08:00	09:00	08:00	07:00	08:00	08:00	08:00		08:00	08:00
AM Peaks	2	1256	262	18	8	4	2	31	31	2	18	8	24		65	1706
PM Times	15:00	19:00	17:00	17:00	14:00	13:00	14:00	14:00	15:00	22:00	15:00	14:00	16:00		17:00	17:00
PM Peaks	2	725	215	4	12	4	2	19	35	2	4	5	4		31	1026

URS
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 5

CNTR #: 000000013199
STATION #: 000000010320
Location: I-71 1.5 MILE N OF 265
Direction: SOUTH
Lane: 1

File: 10320.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	46	10	0	0	0	0	5	8	0	2	0	0	0	3	74
02:00	0	17	8	0	0	0	0	1	7	0	2	0	0	0	0	35
03:00	0	21	6	1	0	0	0	2	7	0	0	0	0	0	0	37
04:00	0	18	8	0	0	0	0	1	3	0	0	1	0	0	6	37
05:00	0	27	14	0	1	0	0	2	6	0	1	1	0	0	2	54
06:00	0	188	76	0	0	0	0	2	18	0	2	2	0	0	4	292
07:00	1	614	246	1	6	2	0	11	28	0	2	0	0	0	16	927
08:00	1	1331	327	5	5	3	1	17	24	0	6	1	0	0	53	1774
09:00	0	947	273	5	4	2	0	17	28	0	9	1	0	0	47	1333
10:00	1	629	253	4	12	4	0	12	25	0	5	3	3	0	30	981
11:00	0	601	240	3	7	2	0	12	30	0	4	2	1	0	17	919
12:00	0	307	105	3	5	0	0	7	14	0	3	0	1	0	8	453
DAY TOTAL	3	4746	1566	22	40	13	1	89	198	0	36	11	5	0	186	6916
PERCENTS	0.1%	68.7%	22.7%	0.4%	0.6%	0.2%	0.1%	1.2%	2.8%	0.0%	0.5%	0.1%	0.0%	0.0%	2.6%	100%
Passenger Vehicles	91.3%															
	Trucks & Buses										8.6%					
AM Times	07:00	08:00	08:00	08:00	10:00	10:00	08:00	08:00	11:00		09:00	10:00	10:00		08:00	08:00
AM Peaks	1	1331	327	5	12	4	1	17	30		9	3	3		53	1774
PM Times																
PM Peaks																
GRAND TOTAL	29	36486	10376	171	326	101	20	835	2328	18	240	169	78	0	1228	52405
PERCENTS	0.1%	69.7%	19.8%	0.4%	0.7%	0.2%	0.1%	1.5%	4.4%	0.0%	0.4%	0.3%	0.1%	0.0%	2.3%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/23/2009

Page: 1

CNTR #: 000000015049
STATION #: 000000011510
Location: 265 NB TO KY 22 200' N OF 265
Direction: RAMP
Lane: 1

File: 11510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
14:00	0	94	34	1	3	2	0	0	1	0	0	0	0	0	3	138
15:00	2	265	76	1	4	6	2	3	0	0	0	0	0	0	4	363
16:00	1	307	115	2	3	8	0	3	3	0	1	0	0	0	7	450
17:00	1	359	79	1	3	4	1	1	4	0	1	1	0	0	6	461
18:00	1	462	85	0	0	2	0	0	1	0	1	0	0	0	7	559
19:00	3	359	68	2	2	4	0	3	1	2	0	0	0	0	8	452
20:00	2	212	38	0	1	4	1	0	0	0	2	0	0	0	3	263
21:00	1	157	28	0	0	0	0	0	0	0	0	0	0	0	1	187
22:00	1	107	17	0	0	1	0	0	4	1	0	0	0	0	0	131
23:00	0	49	10	0	1	0	0	0	0	0	0	0	0	0	0	60
24:00	0	22	12	0	1	0	1	0	0	1	0	0	0	0	0	37

DAY TOTAL	12	2393	562	7	18	31	5	10	14	4	5	1	0	0	39	3101
PERCENTS	0.4%	77.2%	18.2%	0.3%	0.6%	1.0%	0.2%	0.3%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	1.2%	100%
Passenger Vehicles	95.6%															
											Trucks & Buses 4.3%					

AM Times
AM Peaks

PM Times	19:00	18:00	16:00	16:00	15:00	16:00	15:00	15:00	17:00	19:00	20:00	17:00				19:00	18:00
PM Peaks	3	462	115	2	4	8	2	3	4	2	2	1				8	559

URS
CLASSIFICATION SUMMARY
Tue 2/24/2009

Page: 2

CNTR #: 000000015049
STATION #: 000000011510
Location: 265 NB TO KY 22 200' N OF 265
Direction: RAMP
Lane: 1

File: 11510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	12	2	0	0	0	1	0	3	0	0	0	0	0	0	18
02:00	1	8	1	0	0	0	0	0	0	1	0	0	0	0	0	11
03:00	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4
04:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	30	9	1	1	0	0	0	0	0	0	0	0	0	0	41
07:00	1	124	93	3	2	1	0	1	0	0	0	0	0	0	2	227
08:00	2	259	98	0	7	5	0	2	3	0	0	0	0	0	7	383
09:00	1	258	108	2	4	11	3	4	6	2	1	0	0	0	6	406
10:00	2	217	88	0	8	8	1	4	2	0	1	0	0	0	6	337
11:00	3	231	99	1	6	4	0	1	4	2	0	0	0	0	2	353
12:00	0	245	94	0	3	2	1	1	3	2	1	0	0	0	4	356
13:00	4	309	89	0	5	1	2	3	1	0	0	0	0	0	6	420
14:00	1	272	85	1	5	4	1	6	1	1	1	0	0	0	10	388
15:00	3	259	107	2	5	5	1	4	2	1	0	0	0	0	5	394
16:00	1	318	81	2	6	4	2	3	2	1	1	0	0	0	5	426
17:00	1	348	108	1	3	3	1	2	1	1	1	1	0	0	15	486
18:00	3	487	112	5	2	2	0	3	1	0	0	0	0	0	12	627
19:00	1	373	73	2	1	2	0	4	4	0	0	1	0	0	11	472
20:00	0	242	53	1	1	2	1	0	0	0	0	0	0	0	6	306
21:00	3	158	38	0	0	0	2	0	3	0	0	0	0	0	1	205
22:00	0	104	22	0	0	1	0	0	0	0	0	0	0	0	0	127
23:00	1	52	12	0	1	0	0	0	0	0	0	0	0	0	0	66
24:00	0	30	9	0	0	1	0	0	0	0	0	0	0	0	0	40

DAY TOTAL	28	4356	1387	21	60	57	16	38	37	11	6	2	0	0	98	6117
PERCENTS	0.5%	71.3%	22.7%	0.4%	1.0%	1.0%	0.2%	0.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	1.6%	100%
Passenger Vehicles	94.3%															
											Trucks & Buses 5.6%					

AM Times	11:00	08:00	09:00	07:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00						08:00	09:00	
AM Peaks	3	259	108	3	8	11	3	4	6	2	1						7	406	
PM Times	13:00	18:00	18:00	18:00	16:00	15:00	13:00	14:00	19:00	14:00	14:00	17:00						17:00	18:00
PM Peaks	4	487	112	5	6	5	2	6	4	1	1	1						15	627

Page: 3

File: 11510.prn
City:
County: JEFFERSON

DAY TOTAL	35	4262	1494	18	63	63	18	45	23	6	6	5	2	0	101	6141
PERCENTS	0.6%	69.5%	24.4%	0.3%	1.1%	1.1%	0.3%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	100%
Passenger Vehicles	94.3%						Trucks & Buses			5.6%						
AM Times	11:00	08:00	11:00	07:00	11:00	09:00	10:00	09:00	12:00	11:00	09:00	09:00	09:00	09:00 08:00		
AM Peaks	4	286	123	4	10	9	3	8	3	1	2	1	1	12 422		
PM Times	15:00	18:00	18:00	17:00	14:00	17:00	14:00	15:00	14:00	17:00	17:00	15:00	19:00	18:00 18:00		
PM Peaks	4	465	116	5	9	7	2	5	5	2	1	1	1	18 614		

URS
CLASSIFICATION SUMMARY
Thu 2/26/2009

Page: 4

CNTR #: 000000015049
STATION #: 000000011510
Location: 265 NB TO KY 22 200' N OF 265
Direction: RAMP
Lane: 1

File: 11510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
02:00	1	15	4	0	0	0	0	0	0	1	0	0	0	0	0	21
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	35	7	0	0	1	0	0	2	0	0	0	0	0	0	45
07:00	0	117	86	5	1	1	1	1	1	0	0	0	0	0	1	214
08:00	1	299	112	1	6	5	1	6	1	0	0	1	0	0	8	441
09:00	3	309	110	2	5	2	0	6	1	1	2	0	0	0	7	448
10:00	1	181	86	1	6	9	0	2	1	0	0	0	0	0	3	290
11:00	4	197	84	2	5	3	0	2	2	0	1	0	1	0	4	305
12:00	1	233	88	1	2	2	1	2	0	1	0	1	0	0	3	335
13:00	1	289	100	2	3	3	3	3	5	2	1	1	1	0	12	426
14:00	1	252	77	2	6	12	0	4	1	2	0	0	0	0	6	363
15:00	3	264	123	1	4	4	0	3	3	1	0	0	0	0	5	411
16:00	3	320	123	0	0	2	1	3	0	2	1	0	0	0	7	462
17:00	1	326	96	3	0	2	0	4	2	0	0	1	0	0	16	451
18:00	3	477	109	4	0	2	0	5	1	0	1	0	0	0	16	618
19:00	1	364	87	0	0	3	1	1	1	0	2	0	0	0	9	469
20:00	3	266	63	1	0	2	0	1	1	0	0	1	0	0	3	341
21:00	6	158	34	1	1	3	0	1	2	1	0	0	0	0	2	209
22:00	0	118	16	0	0	0	0	0	1	0	0	0	0	0	1	136
23:00	0	75	9	0	1	1	0	0	1	0	0	1	0	0	0	88
24:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27

DAY TOTAL	33	4355	1424	26	41	57	8	44	27	11	8	6	2	0	103	6145
PERCENTS	0.6%	70.9%	23.2%	0.5%	0.7%	1.0%	0.2%	0.7%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	1.6%	100%
Passenger Vehicles	94.5%										Trucks & Buses 5.4%					

AM Times	11:00	09:00	08:00	07:00	08:00	10:00	07:00	08:00	06:00	02:00	09:00	08:00	11:00		08:00	09:00
AM Peaks	4	309	112	5	6	9	1	6	2	1	2	1	1		8	448
PM Times	21:00	18:00	15:00	18:00	14:00	14:00	13:00	18:00	13:00	13:00	19:00	13:00	13:00		17:00	18:00
PM Peaks	6	477	123	4	6	12	3	5	5	2	2	1	1		16	618

URS
CLASSIFICATION SUMMARY
Fri 2/27/2009

Page: 5

CNTR #: 000000015049
STATION #: 000000011510
Location: 265 NB TO KY 22 200' N OF 265
Direction: RAMP
Lane: 1

File: 11510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	17	5	0	0	0	0	0	0	1	0	0	0	0	0	23
02:00	1	15	6	0	0	0	0	0	0	0	0	0	0	0	0	22
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9
05:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
07:00	2	120	81	4	3	2	0	1	1	1	0	0	0	0	1	216
08:00	0	276	86	0	1	5	2	2	0	1	0	0	0	0	5	378
09:00	1	266	96	0	5	11	1	2	0	0	0	0	0	0	7	389
10:00	1	217	90	1	12	4	0	3	2	2	0	0	0	0	6	338
11:00	1	231	95	0	7	7	0	5	2	1	0	0	0	0	5	354
12:00	1	299	114	0	2	3	1	2	1	0	0	0	0	0	5	428
13:00	1	340	99	4	3	4	0	3	0	2	1	1	0	0	10	468
14:00	3	228	67	0	4	5	1	1	2	2	2	0	0	0	5	320

DAY TOTAL	11	2061	748	9	37	41	5	19	8	10	3	1	0	0	45	2998
PERCENTS	0.4%	68.8%	25.0%	0.4%	1.3%	1.3%	0.1%	0.6%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	1.5%	100%
Passenger Vehicles	94.0%															
											Trucks & Buses		5.9%			

AM Times	07:00	12:00	12:00	07:00	10:00	09:00	08:00	11:00	10:00	10:00							09:00	12:00
AM Peaks	2	299	114	4	12	11	2	5	2	2							7	428
PM Times	14:00	13:00	13:00	13:00	14:00	14:00	14:00	13:00	14:00	13:00	14:00	13:00					13:00	13:00
PM Peaks	3	340	99	4	4	5	1	3	2	2	2	1					10	468

GRAND TOTAL	119	17427	5615	81	219	249	52	156	109	42	28	15	4	0	386	24502
PERCENTS	0.5%	71.2%	23.0%	0.4%	0.9%	1.1%	0.2%	0.6%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	1.5%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000015050
STATION #: 000000012510
Location: KY 22 TO NB 265 100' S OF KY 22
Direction: RAMP
Lane: 1

File: 12510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

14:00	1	138	21	1	0	0	0	1	2	0	1	1	0	0	15	181
15:00	1	326	33	4	0	0	0	3	1	0	1	0	1	0	17	387
16:00	0	304	24	1	0	0	0	1	0	0	2	0	1	0	12	345
17:00	0	295	84	4	1	0	0	1	0	0	4	0	0	0	20	409
18:00	2	183	168	3	1	0	0	6	0	0	2	0	0	0	13	378
19:00	0	137	178	2	0	0	0	4	0	0	1	0	0	0	13	335
20:00	0	99	134	1	2	0	0	6	0	0	0	0	0	0	6	248
21:00	0	88	99	0	3	0	0	2	0	0	0	0	0	0	3	195
22:00	0	74	72	0	0	0	0	2	1	0	1	0	0	0	3	153
23:00	0	39	35	0	0	0	0	1	0	0	0	0	0	0	1	76
24:00	0	22	16	0	1	0	0	0	0	0	0	0	0	0	0	39

DAY TOTAL	4	1705	864	16	8	0	0	27	4	0	12	1	2	0	103	2746
PERCENTS	0.2%	62.1%	31.5%	0.6%	0.3%	0.0%	0.0%	1.0%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	3.7%	100%
Passenger Vehicles	93.6%										Trucks & Buses		6.3%			

AM Times
AM Peaks

PM Times	18:00	15:00	19:00	15:00	21:00		18:00	14:00		17:00	14:00	15:00		17:00	17:00
PM Peaks	2	326	178	4	3		6	2		4	1	1		20	409

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000015050
STATION #: 000000012510
Location: KY 22 TO NB 265 100' S OF KY 22
Direction: RAMP
Lane: 1

File: 12510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	23
06:00	0	33	39	0	1	0	0	1	1	0	0	0	0	0	1	76
07:00	0	108	106	1	2	0	0	2	0	0	0	0	0	0	4	223
08:00	0	157	108	1	3	0	0	2	1	0	0	0	0	0	10	282
09:00	0	129	133	3	5	1	0	2	1	0	1	0	0	0	9	284
10:00	0	100	112	2	3	0	0	0	1	0	2	0	0	0	6	226
11:00	0	76	134	1	3	1	0	7	0	0	3	0	1	0	9	235
12:00	0	98	184	2	3	0	0	2	1	0	2	0	0	0	5	297
13:00	0	100	141	1	3	1	0	6	0	0	1	0	0	0	10	263
14:00	0	122	171	2	4	0	0	7	0	0	0	1	0	0	15	322
15:00	0	136	196	2	3	0	0	8	1	0	1	0	0	0	13	360
16:00	3	152	217	6	4	0	0	14	1	0	3	0	1	0	19	420
17:00	1	198	181	8	3	0	0	17	1	0	6	0	1	0	40	456
18:00	1	216	239	8	4	0	0	28	1	0	4	0	0	0	33	534
19:00	1	162	219	3	2	0	0	22	0	0	1	0	0	0	21	431
20:00	0	109	182	1	3	0	0	9	1	0	1	0	0	0	11	317
21:00	2	77	143	0	2	1	0	1	1	0	1	1	0	0	5	234
22:00	0	74	115	0	3	0	0	4	0	0	0	0	0	0	6	202
23:00	0	55	49	0	0	0	0	1	0	0	0	0	0	0	2	107
24:00	0	20	18	0	0	0	0	1	0	0	0	0	0	0	1	40

DAY TOTAL	8	2154	2710	41	51	4	0	134	11	0	26	2	3	0	220	5364
PERCENTS	0.2%	40.2%	50.6%	0.8%	1.0%	0.1%	0.0%	2.4%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	4.1%	100%
Passenger Vehicles	90.8%			Trucks & Buses							9.1%					
AM Times	08:00	12:00	09:00	09:00	09:00	11:00			06:00	11:00		11:00		08:00 12:00		
AM Peaks	157	184	3	5	1	7			1	3		1		10 297		
PM Times	16:00	18:00	18:00	17:00	14:00	13:00	18:00			15:00	17:00		14:00	16:00	17:00 18:00	
PM Peaks	3	216	239	8	4	1	28			1	6		1	1	40 534	

Page: 3

File: 12510.prn
City:
County: JEFFERSON

DAY TOTAL	0	2151	2713	50	58	4	0	98	8	0	22	2	1	0	159	5266	
PERCENTS	0.0%	40.9%	51.6%	1.0%	1.2%	0.0%	0.0%	1.8%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	3.0%	100%	
Passenger Vehicles	92.3%						Trucks & Buses			7.6%							
AM Times	08:00	12:00	12:00	11:00	08:00	09:00			08:00	11:00			11:00			08:00	
AM Peaks	133	147	7	5	1	7			1	2			10			289	
PM Times	18:00	17:00	18:00	13:00	14:00	15:00			14:00	13:00			17:00	20:00	19:00		18:00
PM Peaks	222	218	7	6	1	12			1	3			1	1	22		480

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000015050
STATION #: 000000012510
Location: KY 22 TO NB 265 100' S OF KY 22
Direction: RAMP
Lane: 1

File: 12510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	11	18	0	0	0	0	0	0	0	0	0	0	0	0	29
02:00	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	33	31	0	1	0	0	0	2	0	0	0	0	0	2	69
07:00	0	90	117	4	2	0	0	4	0	0	2	0	0	0	7	226
08:00	0	131	131	4	1	1	0	1	0	0	4	1	1	0	9	284
09:00	0	117	146	5	4	2	0	7	1	0	0	0	1	0	7	290
10:00	0	96	118	2	3	0	0	5	1	0	0	1	0	0	7	233
11:00	0	101	130	2	8	1	0	7	0	0	3	0	0	0	12	264
12:00	0	106	156	5	3	0	0	8	1	0	0	0	0	0	6	285
13:00	0	105	157	2	3	1	0	8	0	0	2	0	0	0	12	290
14:00	0	114	159	4	4	0	0	5	0	0	0	0	1	0	11	298
15:00	0	105	152	1	7	1	0	6	0	0	1	0	0	0	9	282
16:00	0	156	197	2	3	0	0	10	1	0	2	0	0	0	19	390
17:00	0	195	212	6	3	0	0	13	1	0	4	1	1	0	31	467
18:00	0	204	226	10	3	0	0	15	0	0	5	0	0	0	29	492
19:00	0	152	190	1	4	0	0	5	0	0	2	0	0	0	9	363
20:00	0	130	132	1	4	0	0	5	0	0	0	0	0	0	9	281
21:00	0	91	134	1	4	0	0	1	0	0	0	0	0	0	3	234
22:00	0	96	91	1	3	0	0	2	0	0	0	0	1	0	4	198
23:00	0	66	37	1	0	0	0	1	1	0	2	0	0	0	2	110
24:00	0	29	19	0	0	0	0	0	0	0	0	0	0	0	0	48

DAY TOTAL	0	2148	2573	52	60	6	0	103	8	0	27	3	5	0	188	5173
PERCENTS	0.0%	41.6%	49.8%	1.1%	1.2%	0.2%	0.0%	1.9%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	3.6%	100%
Passenger Vehicles		91.2%														
Trucks & Buses																
AM Times	08:00	12:00	09:00	11:00	09:00			12:00	06:00		08:00	08:00	08:00		11:00	09:00
AM Peaks	131	156	5	8	2			8	2		4	1	1		12	290
PM Times	18:00	18:00	18:00	15:00	13:00			18:00	16:00		18:00	17:00	14:00		17:00	18:00
PM Peaks	204	226	10	7	1			15	1		5	1	1		31	492

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000015050
STATION #: 000000012510
Location: KY 22 TO NB 265 100' S OF KY 22
Direction: RAMP
Lane: 1

File: 12510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	21
02:00	0	5	15	0	0	1	0	0	2	0	0	0	0	0	0	23
03:00	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	7
04:00	0	3	9	0	0	0	0	0	1	0	0	0	0	0	0	13
05:00	0	6	10	0	0	0	0	1	1	0	0	0	0	0	0	18
06:00	0	29	37	0	2	0	0	0	0	0	0	0	0	0	0	68
07:00	0	110	105	1	3	0	0	3	0	0	0	0	0	0	7	229
08:00	0	155	104	2	1	0	0	5	1	0	1	0	0	0	7	276
09:00	0	131	132	3	4	0	0	7	0	0	1	0	0	0	9	287
10:00	0	107	126	2	7	2	0	7	1	0	0	0	1	0	9	262
11:00	0	118	129	0	3	0	0	4	0	0	0	1	0	0	9	264
12:00	0	117	161	4	3	2	0	7	0	0	0	0	0	0	8	302
13:00	0	122	172	1	10	0	0	7	0	0	1	0	0	0	10	323
14:00	0	136	179	3	8	0	0	11	0	0	1	0	0	0	12	350
15:00	0	129	185	4	7	1	0	11	2	0	2	1	0	0	18	360
16:00	0	158	224	4	7	0	0	12	0	0	3	0	2	0	18	428
17:00	0	185	241	5	5	0	0	16	1	0	4	0	1	0	27	485
18:00	0	259	209	11	2	0	0	17	2	0	6	0	1	0	27	534
19:00	1	181	261	4	2	0	0	14	1	0	4	0	0	0	28	496
20:00	0	136	190	3	3	0	0	10	0	0	1	0	0	0	12	355
21:00	0	119	182	3	7	0	0	9	0	0	0	0	1	0	11	332
22:00	0	110	138	0	3	0	0	7	0	0	0	0	0	0	9	267
23:00	0	65	58	0	3	0	0	2	3	0	0	0	0	0	3	134
24:00	0	29	31	0	0	0	0	0	0	0	0	0	0	0	0	60

DAY TOTAL	1	2421	2912	50	81	6	0	150	17	0	24	2	6	0	224	5894
PERCENTS	0.1%	41.1%	49.5%	0.9%	1.3%	0.1%	0.0%	2.5%	0.2%	0.0%	0.4%	0.0%	0.1%	0.0%	3.8%	100%
Passenger Vehicles		90.4%														
Trucks & Buses																
AM Times	08:00	12:00	12:00	10:00	10:00			09:00	02:00		08:00	11:00	10:00		09:00	12:00
AM Peaks	155	161	4	7	2			7	2		1	1	1		9	302
PM Times	19:00	18:00	19:00	18:00	13:00	15:00		18:00	23:00		18:00	15:00	16:00		19:00	18:00
PM Peaks	1	259	261	11	10	1		17	3		6	1	2		28	534

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000015050
STATION #: 000000012510
Location: KY 22 TO NB 265 100' S OF KY 22
Direction: RAMP
Lane: 1

File: 12510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	10	19	0	0	0	0	0	0	0	0	0	0	0	0	29
02:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	20
06:00	0	27	32	0	0	0	0	0	1	0	0	0	0	0	0	60
07:00	0	83	119	3	2	0	0	4	1	0	1	0	0	0	5	218
08:00	0	129	141	7	3	0	0	5	1	0	2	0	0	0	10	298
09:00	0	115	123	2	5	0	0	7	2	0	0	0	0	0	8	262
10:00	0	92	143	2	4	2	0	4	1	0	1	1	0	0	9	259

DAY TOTAL	0	484	603	14	15	2	0	20	6	0	4	1	0	0	32	1181
PERCENTS	0.0%	41.0%	51.1%	1.2%	1.3%	0.2%	0.0%	1.7%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	2.7%	100%
Passenger Vehicles	92.0%												Trucks & Buses		7.9%	

AM Times	08:00	10:00	08:00	09:00	10:00			09:00	09:00			08:00	10:00			08:00	08:00
AM Peaks	129	143	7	5	2			7	2			2	1			10	298

PM Times
PM Peaks

GRAND TOTAL	13	11063	12375	223	273	22	0	532	54	0	115	11	17	0	926	25624
PERCENTS	0.1%	43.2%	48.3%	0.9%	1.1%	0.1%	0.0%	2.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	3.6%	100%

URS
CLASSIFICATION SUMMARY
Mon 2/8/2049

Page: 1

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
14:00	2	100	28	0	0	0	0	1	0	0	1	0	0	0	2	134
15:00	1	380	65	2	1	0	1	2	6	0	1	0	3	0	4	466
16:00	7	392	90	4	1	0	0	2	0	0	2	2	0	0	5	505
17:00	1	427	50	3	1	0	0	1	0	0	2	0	1	0	3	489
18:00	0	392	61	1	1	0	0	0	0	0	3	1	1	0	2	462
19:00	1	293	64	1	0	1	0	1	0	0	1	0	0	0	4	366
20:00	0	176	42	2	0	0	0	2	0	0	0	0	1	0	3	226
21:00	1	162	30	1	0	0	0	0	0	0	0	0	0	0	2	196
22:00	0	119	12	0	0	0	0	0	0	0	0	0	0	0	1	132
23:00	0	48	14	1	0	0	0	0	0	0	0	0	0	0	1	64
24:00	0	30	8	0	0	0	0	0	0	0	0	0	0	0	1	39

DAY TOTAL	13	2519	464	15	4	1	1	9	6	0	10	3	6	0	28	3079
PERCENTS	0.5%	81.9%	15.1%	0.5%	0.2%	0.1%	0.1%	0.2%	0.1%	0.0%	0.3%	0.0%	0.1%	0.0%	0.9%	100%
Passenger Vehicles	97.3%						Trucks & Buses			2.6%						

AM Times
AM Peaks

PM Times	16:00	17:00	16:00	16:00	15:00	19:00	15:00	15:00	15:00		18:00	16:00	15:00		16:00	16:00
PM Peaks	7	427	90	4	1	1	1	2	6		3	2	3		5	505

URS
CLASSIFICATION SUMMARY
Tue 2/9/2049

Page: 2

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	12	7	0	0	1	0	0	0	0	0	0	0	0	0	20
06:00	0	34	12	0	0	1	1	0	0	0	0	0	0	0	1	49
07:00	0	110	32	0	1	0	0	1	0	0	0	0	0	0	2	146
08:00	0	320	73	2	2	1	0	2	2	0	2	1	1	0	6	412
09:00	0	262	81	6	6	1	0	7	2	0	3	0	1	0	5	374
10:00	0	195	62	0	6	3	0	2	0	0	0	0	0	0	4	272
11:00	3	215	90	1	5	0	0	6	4	0	1	0	1	0	3	329
12:00	0	262	77	3	3	1	0	6	3	0	2	1	1	0	2	361
13:00	0	290	96	5	3	0	0	3	2	0	1	0	2	0	4	406
14:00	4	274	116	1	6	1	0	4	2	0	2	0	1	0	7	418
15:00	3	306	114	8	4	2	0	2	3	0	3	0	1	0	6	452
16:00	3	372	164	6	2	1	1	7	0	0	6	2	2	0	8	574
17:00	2	362	99	8	3	1	1	5	7	0	2	1	0	0	5	496
18:00	0	427	88	5	2	1	1	5	2	0	1	0	1	0	4	537
19:00	1	331	78	3	0	0	0	1	2	0	2	0	2	0	4	424
20:00	1	276	68	0	0	0	0	0	0	0	0	0	0	0	4	349
21:00	1	182	39	0	0	0	0	1	0	0	0	0	0	0	3	226
22:00	0	122	33	3	0	0	0	0	0	0	0	0	0	0	2	160
23:00	0	70	19	0	0	0	0	1	0	0	0	0	0	0	2	92
24:00	1	31	3	0	0	0	0	1	0	0	0	0	0	0	0	36

DAY TOTAL	19	4473	1360	51	43	14	4	54	29	0	25	5	13	0	72	6162
PERCENTS	0.4%	72.6%	22.1%	0.9%	0.7%	0.3%	0.1%	0.8%	0.4%	0.0%	0.4%	0.0%	0.2%	0.0%	1.1%	100%
Passenger Vehicles	95.9%										Trucks & Buses 5.0%					

AM Times	11:00	08:00	11:00	09:00	09:00	10:00	06:00	09:00	11:00		09:00	08:00	08:00		08:00	08:00
AM Peaks	3	320	90	6	6	3	1	7	4		3	1	1		6	412
PM Times	14:00	18:00	16:00	15:00	14:00	15:00	16:00	16:00	17:00		16:00	16:00	13:00		16:00	16:00
PM Peaks	4	427	164	8	6	2	1	7	7		6	2	2		8	574

URS
CLASSIFICATION SUMMARY
Wed 2/10/2049

Page: 3

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	17	3	0	0	1	0	0	0	0	0	0	0	0	0	21
02:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	6
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	12	9	0	0	1	0	0	1	0	0	1	0	0	0	24
06:00	0	45	11	1	0	0	0	0	1	0	0	0	0	0	0	58
07:00	0	130	34	1	1	0	0	0	0	0	0	0	0	0	3	169
08:00	1	269	112	6	3	1	0	5	0	0	2	3	1	0	9	412
09:00	2	231	90	6	9	0	0	4	4	0	2	1	2	0	5	356
10:00	2	198	84	2	5	2	0	2	3	0	0	0	3	0	4	305
11:00	1	187	97	5	3	7	0	7	0	0	1	0	1	0	7	316
12:00	1	246	93	4	4	0	0	2	2	0	0	0	0	0	4	356
13:00	0	253	103	1	3	0	0	4	2	0	2	0	2	0	5	375
14:00	0	240	95	4	3	1	0	4	2	0	0	0	1	0	6	356
15:00	0	292	111	7	2	0	0	5	2	0	5	0	1	0	6	431
16:00	2	341	131	7	2	0	2	7	1	0	3	0	3	0	6	505
17:00	1	345	119	1	4	2	0	3	1	0	3	0	1	0	7	487
18:00	2	344	82	8	0	0	0	2	5	0	6	0	0	0	5	454
19:00	0	294	73	6	1	0	1	1	3	0	2	0	2	0	5	388
20:00	0	253	84	0	0	1	0	0	1	0	0	0	1	0	6	346
21:00	0	158	33	0	0	1	0	0	0	0	0	0	0	0	2	194
22:00	0	141	23	0	0	0	0	1	0	0	1	0	0	0	2	168
23:00	0	66	11	0	0	0	0	0	0	0	0	0	0	0	0	77
24:00	0	20	11	0	0	0	0	0	0	0	0	0	0	0	1	32

DAY TOTAL	12	4096	1416	59	40	17	3	48	28	0	27	5	18	0	83	5852
PERCENTS	0.3%	70.0%	24.2%	1.1%	0.7%	0.3%	0.1%	0.8%	0.4%	0.0%	0.4%	0.0%	0.3%	0.0%	1.4%	100%
Passenger Vehicles	94.3%										Trucks & Buses 5.6%					

AM Times	09:00	08:00	08:00	08:00	09:00	11:00		11:00	09:00		08:00	08:00	10:00		08:00	08:00
AM Peaks	2	269	112	6	9	7		7	4		2	3	3		9	412
PM Times	16:00	17:00	16:00	18:00	17:00	17:00	16:00	16:00	18:00		18:00		16:00		17:00	16:00
PM Peaks	2	345	131	8	4	2	2	7	5		6		3		7	505

URS
CLASSIFICATION SUMMARY
Thu 2/11/2049

Page: 4

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	10	2	0	0	0	0	1	0	0	0	0	0	0	0	13
02:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	43	18	0	0	0	0	0	0	0	0	0	0	0	1	62
07:00	0	119	35	1	0	1	2	1	0	0	1	0	0	0	2	162
08:00	1	293	75	1	1	1	1	6	2	0	0	1	3	0	5	390
09:00	0	276	80	6	6	1	0	2	1	0	2	0	2	0	5	381
10:00	1	195	65	0	3	2	0	1	1	0	0	1	0	0	3	272
11:00	1	195	85	1	5	1	0	1	1	0	1	0	2	0	3	296
12:00	1	225	71	1	3	0	0	5	5	0	6	1	2	0	3	323
13:00	0	288	66	2	2	0	0	2	2	1	2	1	4	0	2	372
14:00	0	304	99	3	3	1	0	4	2	0	3	0	2	0	4	425
15:00	0	227	82	0	1	0	0	2	1	0	0	0	2	0	3	318
16:00	0	344	131	2	4	0	0	4	0	0	0	1	0	0	5	491
17:00	0	357	91	2	4	2	0	0	3	0	3	1	0	0	3	466
18:00	2	356	95	5	5	0	0	2	3	0	3	0	3	0	5	479
19:00	0	282	73	4	0	1	1	0	0	0	0	0	1	0	6	368
20:00	0	184	62	0	0	0	0	2	0	0	0	0	0	0	5	253
21:00	0	173	49	0	1	0	0	0	0	0	0	0	0	0	4	227
22:00	0	127	47	2	0	1	0	0	0	0	0	0	0	0	4	181
23:00	0	65	19	0	0	0	0	0	0	0	0	0	0	0	1	85
24:00	0	22	11	0	0	0	0	0	0	0	0	0	0	0	0	33

DAY TOTAL	6	4114	1266	30	39	12	4	33	21	1	21	6	21	0	64	5638
PERCENTS	0.2%	73.0%	22.5%	0.6%	0.7%	0.3%	0.1%	0.5%	0.3%	0.0%	0.3%	0.1%	0.3%	0.0%	1.1%	100%
Passenger Vehicles	95.5%										Trucks & Buses 4.4%					

AM Times	08:00	08:00	11:00	09:00	09:00	10:00	07:00	08:00	12:00		12:00	08:00	08:00		08:00	08:00
AM Peaks	1	293	85	6	6	2	2	6	5		6	1	3		5	390
PM Times	18:00	17:00	16:00	18:00	18:00	17:00	19:00	14:00	17:00	13:00	14:00	13:00	13:00		19:00	16:00
PM Peaks	2	357	131	5	5	2	1	4	3	1	3	1	4		6	491

URS
CLASSIFICATION SUMMARY
Fri 2/12/2049

Page: 5

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	10	2	0	0	1	0	0	1	0	0	0	0	0	0	14
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	37	17	1	1	0	0	0	1	0	0	0	0	0	1	58
07:00	1	123	37	0	0	0	0	2	0	0	1	0	1	0	2	167
08:00	0	248	73	7	1	2	0	1	2	0	0	2	2	0	5	343
09:00	1	226	106	7	6	1	0	2	2	0	2	0	0	0	7	360
10:00	3	167	103	5	4	1	0	2	3	0	2	1	0	0	7	298
11:00	1	210	95	1	3	0	1	3	1	0	1	0	0	0	5	321
12:00	1	275	89	5	1	1	0	8	4	0	2	0	1	0	3	390
13:00	1	298	93	3	6	1	1	3	1	0	7	0	1	0	4	419
14:00	2	328	85	5	3	1	0	1	4	0	3	0	1	0	4	437
15:00	0	368	99	2	6	1	0	6	1	1	0	0	0	0	3	487
16:00	0	371	116	2	2	4	0	8	4	0	1	0	1	0	3	512
17:00	0	410	100	4	2	2	1	6	2	0	3	2	4	0	4	540
18:00	0	407	115	4	2	0	3	4	3	0	3	1	2	0	8	552
19:00	5	352	125	4	1	0	0	2	4	0	2	0	2	0	9	506
20:00	5	266	75	0	1	0	0	3	2	0	1	0	2	0	6	361
21:00	1	204	75	0	1	0	1	1	0	0	0	1	1	0	5	290
22:00	0	171	40	1	0	0	0	0	0	0	1	0	0	0	4	217
23:00	0	85	28	0	0	0	0	0	0	0	0	0	0	0	2	115
24:00	0	29	13	0	0	0	0	0	0	0	0	0	0	0	1	43

DAY TOTAL	21	4613	1492	51	40	15	7	53	35	1	29	7	18	0	83	6465
PERCENTS	0.4%	71.4%	23.1%	0.8%	0.7%	0.3%	0.1%	0.8%	0.5%	0.0%	0.4%	0.1%	0.2%	0.0%	1.2%	100%
Passenger Vehicles	94.7%										Trucks & Buses 5.2%					

AM Times	10:00	12:00	09:00	08:00	09:00	08:00	11:00	12:00	12:00		09:00	08:00	08:00		09:00	12:00
AM Peaks	3	275	106	7	6	2	1	8	4		2	2	2		7	390
PM Times	19:00	17:00	19:00	14:00	13:00	16:00	18:00	16:00	14:00	15:00	13:00	17:00	17:00		19:00	18:00
PM Peaks	5	410	125	5	6	4	3	8	4	1	7	2	4		9	552

URS
CLASSIFICATION SUMMARY
Sat 2/13/2049

Page: 6

CNTR #: 000000015062
STATION #: 000000013510
Location: KY 22 TO SB 265 200' S OF KY 22
Direction: RAMP
Lane: 1

File: 13510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
05:00	1	13	4	1	1	1	1	0	0	0	0	0	0	0	0	22
06:00	0	46	13	0	0	0	0	1	0	1	0	1	0	0	0	62
07:00	1	117	32	1	1	0	0	0	1	0	1	0	1	0	2	157
08:00	0	254	64	2	2	2	2	5	1	0	1	0	2	0	4	339
09:00	2	225	110	4	4	1	0	4	4	0	2	1	1	0	8	366
10:00	1	180	93	0	3	0	1	4	6	0	1	0	2	0	5	296
11:00	2	131	51	1	2	0	0	0	0	0	0	0	1	0	3	191

DAY TOTAL	7	994	378	9	13	5	4	14	12	1	5	2	7	0	22	1473
PERCENTS	0.5%	67.5%	25.7%	0.7%	0.9%	0.4%	0.3%	1.0%	0.8%	0.0%	0.3%	0.1%	0.4%	0.0%	1.4%	100%
Passenger Vehicles	93.6%															
											Trucks & Buses 6.3%					

AM Times	09:00	08:00	09:00	09:00	09:00	08:00	08:00	08:00	10:00	06:00	09:00	06:00	08:00	09:00 09:00		
AM Peaks	2	254	110	4	4	2	2	5	6	1	2	1	2	8 366		

PM Times
PM Peaks

GRAND TOTAL	78	20809	6376	215	179	64	23	211	131	3	117	28	83	0	352	28669
PERCENTS	0.3%	72.6%	22.3%	0.8%	0.7%	0.3%	0.1%	0.7%	0.4%	0.0%	0.4%	0.0%	0.2%	0.0%	1.2%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:00	1	356	76	4	0	0	0	3	2	0	5	0	0	0	20	467
16:00	2	288	78	2	1	1	0	3	0	0	1	0	0	0	14	390
17:00	3	362	101	2	4	1	0	4	1	0	0	0	0	0	16	494
18:00	0	335	77	3	1	0	0	2	1	0	2	0	0	0	15	436
19:00	1	243	66	0	4	0	0	4	0	0	1	0	0	0	8	327
20:00	0	183	43	0	1	0	0	0	0	0	0	0	0	0	6	233
21:00	0	135	38	0	2	0	0	0	1	0	0	0	0	0	2	178
22:00	0	88	21	0	0	0	0	0	0	0	0	0	0	0	0	109
23:00	0	55	14	0	0	0	0	0	0	0	0	0	0	0	0	69
24:00	0	38	10	0	0	0	0	0	0	0	0	0	0	0	0	48

DAY TOTAL	7	2083	524	11	13	2	0	16	5	0	9	0	0	0	83	2753
PERCENTS	0.3%	75.7%	19.1%	0.4%	0.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	3.0%	100%
Passenger Vehicles	95.9%															
											Trucks & Buses		5.0%			

AM Times
AM Peaks

PM Times	17:00	17:00	17:00	15:00	17:00	16:00		17:00	15:00		15:00				15:00	17:00
PM Peaks	3	362	101	4	4	1		4	2		5				20	494

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
05:00	0	44	9	0	1	0	2	1	0	0	0	0	0	0	0	57
06:00	0	122	37	0	0	0	1	0	0	0	1	0	0	0	4	165
07:00	0	422	87	10	2	1	0	3	1	0	7	0	1	0	39	573
08:00	6	441	90	16	1	1	0	7	12	2	15	7	22	0	78	698
09:00	1	522	129	15	6	1	1	8	2	0	8	1	4	0	47	745
10:00	0	330	99	3	3	3	0	7	1	0	1	0	0	0	26	473
11:00	1	239	123	1	3	4	0	4	3	0	0	0	1	0	16	395
12:00	1	256	101	2	8	3	1	4	1	0	0	0	0	0	13	390
13:00	1	248	112	3	7	4	0	2	0	0	0	0	0	0	18	395
14:00	0	261	118	4	3	1	0	1	4	0	0	0	2	0	9	403
15:00	2	281	105	2	3	6	0	5	1	0	1	0	0	0	21	427
16:00	2	306	146	3	6	5	0	8	2	0	2	0	0	0	21	501
17:00	1	297	99	2	1	2	0	7	0	0	1	0	0	0	17	427
18:00	0	336	107	3	4	0	0	4	2	0	2	1	0	0	23	482
19:00	0	259	99	3	3	0	0	4	3	0	0	1	0	0	12	384
20:00	0	207	52	0	1	0	0	0	2	0	0	0	0	0	7	269
21:00	0	156	39	0	0	0	0	0	0	0	0	0	0	0	2	197
22:00	0	120	19	0	0	0	0	1	0	0	0	0	0	0	3	143
23:00	1	87	26	0	0	0	0	0	0	0	0	0	0	0	1	115
24:00	0	33	14	0	0	0	0	0	0	0	0	0	0	0	2	49

DAY TOTAL	16	5005	1624	67	52	31	5	66	34	2	38	10	30	0	360	7340
PERCENTS	0.3%	68.2%	22.2%	1.0%	0.8%	0.4%	0.0%	0.8%	0.4%	0.0%	0.5%	0.1%	0.4%	0.0%	4.9%	100%
Passenger Vehicles	90.5%			Trucks & Buses							9.4%					
AM Times	08:00	09:00	09:00	08:00	12:00	11:00	05:00	09:00	08:00	08:00	08:00	08:00	08:00	08:00 09:00		
AM Peaks	6	522	129	16	8	4	2	8	12	2	15	7	22	78 745		
PM Times	15:00	18:00	16:00	14:00	13:00	15:00		16:00	14:00		16:00	18:00	14:00	18:00 16:00		
PM Peaks	2	336	146	4	7	6		8	4		2	1	2	23 501		

URS Corporation
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	19	2	0	0	0	0	1	0	0	0	0	0	0	1	23
02:00	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
04:00	0	20	4	0	0	1	0	0	0	0	0	0	0	0	0	25
05:00	0	37	11	0	2	1	0	0	1	0	0	0	0	0	0	52
06:00	0	124	43	0	0	1	0	0	1	0	0	0	0	0	1	170
07:00	0	468	97	9	1	1	0	8	0	0	3	0	0	0	29	616
08:00	7	457	100	4	3	1	0	7	3	0	2	15	22	0	79	700
09:00	0	483	109	15	4	2	0	11	6	0	4	1	4	0	44	683
10:00	0	321	114	8	4	0	0	2	1	0	1	0	0	0	20	471
11:00	0	230	105	2	3	1	0	6	0	0	0	0	0	0	14	361
12:00	0	231	107	2	5	1	1	4	1	0	2	0	0	0	17	371
13:00	0	238	113	5	6	2	0	6	2	0	1	0	1	0	10	384
14:00	0	288	119	1	2	0	0	5	3	0	1	1	0	0	13	433
15:00	1	245	118	3	2	3	0	7	2	0	1	0	0	0	18	400
16:00	0	270	141	1	1	1	0	5	1	0	1	0	0	0	22	443
17:00	0	296	116	2	0	0	0	4	2	0	0	0	0	0	11	431
18:00	0	343	120	0	1	0	0	7	1	0	2	0	0	0	22	496
19:00	0	246	87	2	2	0	0	3	1	0	2	0	0	0	6	349
20:00	0	199	53	0	0	0	0	2	2	0	0	0	0	0	4	260
21:00	0	138	40	1	0	0	0	1	0	0	0	0	0	0	2	182
22:00	0	91	22	0	0	0	0	0	0	0	0	0	0	0	1	114
23:00	0	87	21	0	0	0	0	0	0	0	0	0	0	0	0	108
24:00	0	45	14	0	0	0	0	0	0	0	0	0	0	0	1	60

DAY TOTAL	8	4893	1660	56	36	15	1	79	28	0	20	17	27	0	315	7155
PERCENTS	0.2%	68.4%	23.3%	0.8%	0.6%	0.2%	0.0%	1.1%	0.3%	0.0%	0.2%	0.2%	0.3%	0.0%	4.4%	100%
Passenger Vehicles	91.6%			Trucks & Buses							8.3%					
AM Times	08:00	09:00	10:00	09:00	12:00	09:00	12:00	09:00	09:00		09:00	08:00	08:00		08:00	08:00
AM Peaks	7	483	114	15	5	2	1	11	6		4	15	22		79	700
PM Times	15:00	18:00	16:00	13:00	13:00	15:00		15:00	14:00		18:00	14:00	13:00		16:00	18:00
PM Peaks	1	343	141	5	6	3		7	3		2	1	1		22	496

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
02:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	20	9	0	0	0	0	0	0	0	0	0	0	0	0	29
05:00	0	31	15	0	0	0	1	0	0	0	0	0	0	0	0	47
06:00	0	116	39	0	2	2	1	1	0	0	0	0	0	0	1	162
07:00	0	445	84	13	2	0	0	7	1	0	3	0	3	0	32	590
08:00	9	442	86	8	7	3	0	9	15	1	7	10	15	0	73	685
09:00	1	490	113	17	1	0	0	10	5	0	9	3	2	0	42	693
10:00	0	355	91	5	4	3	0	8	3	0	4	0	2	0	26	501
11:00	0	263	96	3	4	4	0	5	0	0	1	0	0	0	15	391
12:00	0	280	99	3	4	0	1	3	2	0	0	0	0	0	12	404
13:00	0	226	84	2	4	2	1	9	0	0	1	0	0	0	17	346
14:00	0	242	98	2	1	1	1	5	2	0	1	0	0	0	14	367
15:00	0	253	87	1	3	1	0	4	2	0	0	0	0	0	10	361
16:00	0	270	125	0	5	2	0	3	0	0	1	0	0	0	15	421
17:00	0	294	112	2	1	0	0	2	2	0	1	0	0	0	15	429
18:00	0	354	88	3	1	0	0	3	2	0	0	0	1	0	12	464
19:00	0	262	57	2	0	0	0	2	0	0	3	0	1	0	11	338
20:00	0	193	26	0	1	0	0	0	0	0	0	0	0	0	1	221
21:00	0	118	28	0	0	0	0	1	0	0	0	0	0	0	4	151
22:00	0	101	28	0	0	0	0	1	0	0	0	0	0	0	2	132
23:00	0	95	24	0	1	1	0	0	0	0	0	0	0	0	4	125
24:00	0	41	15	0	0	0	0	0	0	0	0	0	0	0	2	58

DAY TOTAL	10	4925	1415	61	42	19	5	73	34	1	31	13	24	0	308	6961
PERCENTS	0.2%	70.8%	20.4%	0.9%	0.7%	0.3%	0.1%	1.0%	0.4%	0.0%	0.4%	0.1%	0.3%	0.0%	4.4%	100%
Passenger Vehicles	91.2%			Trucks & Buses							8.7%					
AM Times	08:00	09:00	09:00	09:00	08:00	11:00	05:00	09:00	08:00	08:00	09:00	08:00	08:00	08:00		
AM Peaks	9	490	113	17	7	4	1	10	15	1	9	10	15	73		
PM Times	18:00		16:00	18:00	16:00	13:00	13:00	13:00	14:00	19:00		18:00		13:00		
PM Peaks	354		125	3	5	2	1	9	2	3		1		17		

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	17	6	0	0	0	0	0	1	0	0	0	0	0	0	24
02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	1	16
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	9	6	0	1	0	1	0	0	0	0	0	0	0	0	17
05:00	0	34	11	0	1	2	0	1	0	0	0	0	0	0	0	49
06:00	0	122	42	0	1	2	0	1	0	0	0	0	0	0	2	170
07:00	0	470	101	8	1	1	2	6	1	0	5	0	2	0	33	630
08:00	6	510	116	17	2	1	0	5	8	0	10	6	16	0	71	768
09:00	0	532	114	14	2	3	0	14	5	0	6	2	3	0	50	745
10:00	0	317	133	7	4	0	0	10	0	0	3	0	2	0	20	496
11:00	0	235	106	4	6	0	0	6	3	0	0	1	0	0	11	372
12:00	0	249	119	1	7	1	0	3	2	0	0	0	0	0	12	394
13:00	0	281	113	2	3	4	0	1	1	0	0	0	0	0	16	421
14:00	0	297	123	0	4	1	0	5	4	0	0	0	0	0	18	452
15:00	1	276	123	2	5	1	0	3	2	0	1	0	0	0	19	433
16:00	2	338	139	5	6	3	0	9	2	0	0	1	0	0	30	535
17:00	0	290	124	5	2	2	0	3	1	0	1	0	0	0	13	441
18:00	0	352	113	2	1	0	0	4	1	0	1	0	1	0	26	501
19:00	0	360	113	5	3	0	0	6	2	0	2	0	0	0	22	513
20:00	0	218	67	2	0	0	0	1	0	0	3	0	0	0	8	299
21:00	0	164	66	0	1	0	0	2	2	0	0	0	0	0	12	247
22:00	0	148	26	0	0	0	0	0	0	0	0	0	0	0	4	178
23:00	0	120	29	0	0	0	0	0	0	0	0	0	0	0	1	150
24:00	0	46	10	0	0	0	0	0	0	0	0	0	0	0	1	57

DAY TOTAL	9	5402	1804	74	50	21	3	80	35	0	32	10	24	0	370	7914
PERCENTS	0.2%	68.3%	22.8%	1.0%	0.7%	0.2%	0.0%	1.0%	0.4%	0.0%	0.4%	0.1%	0.3%	0.0%	4.6%	100%
Passenger Vehicles	91.1%			Trucks & Buses							8.8%					
AM Times	08:00	09:00	10:00	08:00	12:00	09:00	07:00	09:00	08:00		08:00	08:00	08:00		08:00	08:00
AM Peaks	6	532	133	17	7	3	2	14	8		10	6	16		71	768
PM Times	16:00	19:00	16:00	16:00	16:00	13:00		16:00	14:00		20:00	16:00	18:00		16:00	16:00
PM Peaks	2	360	139	5	6	4		9	4		3	1	1		30	535

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000013435
STATION #: 000000014510
Location: KY 22 TO NB 265 100' N OF KY 22
Direction: RAMP
Lane: 1

File: 14510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	15	2	0	0	0	0	0	1	0	0	0	0	0	0	18
03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	39	16	0	2	3	0	0	3	0	0	0	0	0	0	63
06:00	0	102	37	0	1	0	0	1	0	0	0	0	0	0	3	144
07:00	0	426	108	7	3	0	0	3	0	0	4	0	1	0	30	582
08:00	0	635	103	14	1	0	0	6	4	0	10	0	2	0	47	822
09:00	0	499	163	9	1	2	0	12	3	0	5	0	3	0	51	748
10:00	0	293	131	3	2	1	0	13	3	0	3	0	1	0	34	484

DAY TOTAL	0	2041	578	33	10	6	0	35	14	0	22	0	7	0	165	2911
PERCENTS	0.0%	70.2%	19.9%	1.2%	0.4%	0.2%	0.0%	1.2%	0.4%	0.0%	0.7%	0.0%	0.2%	0.0%	5.6%	100%
Passenger Vehicles	90.9%										Trucks & Buses 10.0%					

AM Times	08:00	09:00	08:00	07:00	05:00			10:00	08:00		08:00		09:00		09:00	08:00
AM Peaks	635	163	14	3	3			13	4		10		3		51	822

PM Times
PM Peaks

GRAND TOTAL	50	24349	7605	302	203	94	14	349	150	3	152	50	112	0	1601	35034
PERCENTS	0.2%	69.6%	21.8%	0.9%	0.6%	0.3%	0.0%	0.9%	0.4%	0.0%	0.4%	0.1%	0.3%	0.0%	4.5%	100%

URS
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
15:00	4	537	58	7	0	0	0	1	3	0	6	0	0	0	11	627
16:00	4	705	96	4	0	1	0	4	4	0	3	1	1	0	15	838
17:00	6	707	118	8	2	0	0	4	1	0	5	0	3	0	24	878
18:00	4	593	108	15	0	0	0	4	1	0	7	1	0	0	25	758
19:00	3	535	94	8	2	0	0	2	3	0	2	0	1	0	16	666
20:00	3	404	64	2	0	0	0	0	1	0	2	0	0	0	12	488
21:00	1	298	57	3	1	0	0	0	0	0	1	0	0	0	12	373
22:00	0	255	22	1	0	0	0	2	3	0	0	0	0	0	5	288
23:00	0	137	18	1	0	0	0	0	0	0	0	0	0	0	3	159
24:00	1	105	10	0	1	0	0	0	0	0	0	0	0	0	0	117

DAY TOTAL	26	4276	645	49	6	1	0	17	16	0	26	2	5	0	123	5192
PERCENTS	0.6%	82.4%	12.5%	1.0%	0.1%	0.0%	0.0%	0.3%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	2.3%	100%
Passenger Vehicles	95.2%															
	Trucks & Buses										4.7%					

AM Times
AM Peaks

PM Times	17:00	17:00	17:00	18:00	17:00	16:00		16:00	16:00		18:00	16:00	17:00		18:00	17:00
PM Peaks	6	707	118	15	2	1		4	4		7	1	3		25	878

URS
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
02:00	0	28	2	0	0	0	0	0	2	0	0	0	0	0	0	32
03:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	25	2	0	0	0	0	0	1	0	0	0	0	0	0	28
05:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
06:00	0	85	12	0	1	1	0	0	3	0	0	0	0	0	1	103
07:00	3	276	102	2	2	1	0	1	1	0	1	1	0	0	12	402
08:00	6	657	138	3	2	2	1	6	1	0	7	3	2	0	22	850
09:00	6	566	123	9	6	1	2	5	4	0	4	0	3	0	20	749
10:00	3	439	146	6	5	6	0	6	2	1	5	1	0	0	24	644
11:00	2	448	138	18	4	1	0	2	3	1	7	1	0	0	26	651
12:00	3	473	124	15	2	5	1	10	1	0	6	0	3	0	22	665
13:00	4	547	134	7	2	4	2	1	3	0	3	0	2	0	18	727
14:00	0	524	130	8	7	2	2	5	1	0	6	2	1	0	21	709
15:00	5	618	135	13	5	3	1	8	6	2	3	0	1	0	23	823
16:00	8	779	166	19	3	4	0	9	6	1	13	1	2	0	30	1041
17:00	9	881	184	17	3	5	1	14	13	2	17	4	12	0	36	1198
18:00	13	885	239	21	5	6	5	15	18	2	27	5	22	0	55	1318
19:00	16	705	214	26	2	4	0	9	9	1	14	2	5	0	50	1057
20:00	0	535	145	8	3	1	0	1	1	2	9	0	1	0	36	742
21:00	1	384	81	5	2	0	1	3	0	1	4	0	0	0	19	501
22:00	2	278	61	9	2	1	1	2	1	0	3	0	0	0	14	374
23:00	0	154	19	3	0	0	0	1	2	0	0	0	0	0	5	184
24:00	0	104	22	3	0	1	0	0	1	0	0	0	0	0	4	135

DAY TOTAL	81	9467	2323	192	56	48	17	98	79	13	129	20	54	0	438	13015
PERCENTS	0.7%	72.8%	17.9%	1.5%	0.5%	0.4%	0.2%	0.7%	0.6%	0.0%	0.9%	0.1%	0.4%	0.0%	3.3%	100%
Passenger Vehicles	91.2%										Trucks & Buses 8.7%					

AM Times	08:00	08:00	10:00	11:00	09:00	10:00	09:00	12:00	09:00	10:00	08:00	08:00	09:00		11:00	08:00
AM Peaks	6	657	146	18	6	6	2	10	4	1	7	3	3		26	850
PM Times	19:00	18:00	18:00	19:00	14:00	18:00	18:00	18:00	18:00	15:00	18:00	18:00	18:00		18:00	18:00
PM Peaks	16	885	239	26	7	6	5	15	18	2	27	5	22		55	1318

URS
CLASSIFICATION SUMMARY
Tue 2/10/2009

Page: 3

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	58	6	1	0	0	0	0	0	0	0	0	0	0	1	66
02:00	0	34	8	0	0	0	0	0	0	0	0	0	0	0	2	44
03:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	1	29
04:00	0	26	2	0	0	0	0	0	1	0	0	0	0	0	0	29
05:00	0	42	4	0	0	0	0	0	1	0	0	0	0	0	1	48
06:00	0	97	13	0	1	1	0	0	1	0	0	0	0	0	1	114
07:00	0	289	106	1	2	0	0	5	1	0	1	0	0	0	15	420
08:00	1	626	144	8	4	2	0	2	3	1	7	0	1	0	21	820
09:00	0	582	139	5	6	3	0	3	7	2	7	1	1	0	22	778
10:00	2	442	150	5	5	1	1	6	2	0	4	0	1	0	24	643
11:00	2	433	132	5	7	3	2	3	1	1	6	1	1	0	22	619
12:00	5	514	164	8	2	0	2	3	2	0	5	2	1	0	31	739
13:00	3	503	158	2	6	2	0	7	5	0	4	0	1	0	32	723
14:00	2	517	120	7	3	0	0	6	5	1	6	2	1	0	22	692
15:00	2	604	160	8	2	3	0	4	5	1	6	0	2	0	33	830
16:00	6	681	192	12	8	5	4	4	8	3	12	1	4	0	43	983
17:00	9	762	234	9	3	4	2	5	9	1	13	1	5	0	53	1110
18:00	6	852	196	14	7	7	2	4	9	3	18	2	7	0	44	1171
19:00	3	888	155	11	2	6	3	6	7	0	14	3	5	0	32	1135
20:00	0	578	107	4	0	0	0	4	1	0	4	1	3	0	25	727
21:00	2	382	97	1	1	1	0	1	2	0	3	0	0	0	23	513
22:00	1	351	84	3	0	1	0	1	3	1	3	1	0	0	21	470
23:00	0	158	34	1	0	0	0	0	0	0	1	0	0	0	5	199
24:00	0	119	24	0	0	0	0	0	0	0	0	1	0	0	5	149

DAY TOTAL	44	9562	2433	105	59	39	16	64	73	14	114	16	33	0	479	13051
PERCENTS	0.4%	73.3%	18.7%	0.9%	0.5%	0.3%	0.2%	0.4%	0.5%	0.1%	0.8%	0.1%	0.2%	0.0%	3.6%	100%
Passenger Vehicles	92.2%			Trucks & Buses 7.7%												

AM Times	12:00	08:00	12:00	08:00	11:00	09:00	11:00	10:00	09:00	09:00	08:00	12:00	08:00		12:00	08:00
AM Peaks	5	626	164	8	7	3	2	6	7	2	7	2	1		31	820
PM Times	17:00	19:00	17:00	18:00	16:00	18:00	16:00	13:00	17:00	16:00	18:00	19:00	18:00		17:00	18:00
PM Peaks	9	888	234	14	8	7	4	7	9	3	18	3	7		53	1171

URS
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	71	13	2	0	0	0	0	1	0	0	0	0	0	3	90
02:00	0	30	5	0	0	0	0	0	1	0	0	0	0	0	1	37
03:00	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
04:00	0	27	4	0	1	1	0	0	0	0	0	0	0	0	0	33
05:00	0	42	4	0	0	0	0	0	1	0	0	0	0	0	0	47
06:00	0	93	15	0	0	1	0	0	0	1	0	0	0	0	2	112
07:00	0	264	106	7	0	3	0	3	2	0	2	0	0	0	17	404
08:00	5	632	148	11	3	3	1	6	7	0	6	1	3	0	25	851
09:00	3	564	159	16	6	7	1	4	3	0	10	1	4	0	33	811
10:00	1	424	134	11	4	6	0	5	6	0	10	0	1	0	24	626
11:00	0	412	141	20	5	1	0	3	3	1	2	1	1	0	26	616
12:00	1	480	150	26	2	3	1	4	4	0	6	0	2	0	30	709
13:00	6	462	151	21	1	0	1	3	3	0	6	1	3	0	29	687
14:00	0	493	142	6	5	2	1	2	1	0	9	1	0	0	27	689
15:00	5	556	145	5	2	1	1	3	2	1	6	0	6	0	32	765
16:00	3	500	131	13	4	2	2	2	1	1	5	1	2	0	28	695
17:00	4	699	176	19	3	1	2	4	4	0	14	0	2	0	35	963
18:00	16	737	237	18	6	7	6	8	19	3	21	5	15	0	57	1155
19:00	5	711	197	12	3	2	1	3	7	0	10	4	5	0	41	1001
20:00	4	488	91	7	0	0	0	3	1	0	3	0	0	0	19	616
21:00	1	388	67	3	0	0	0	1	1	0	0	0	0	0	14	475
22:00	0	294	48	1	0	0	0	1	0	0	0	1	0	0	9	354
23:00	0	196	24	5	0	0	0	0	0	0	2	0	0	0	5	232
24:00	0	120	16	0	0	0	0	0	1	0	0	0	0	0	1	138

DAY TOTAL	54	8713	2306	203	45	40	17	55	68	7	112	16	44	0	458	12138
PERCENTS	0.5%	71.8%	19.0%	1.7%	0.4%	0.4%	0.2%	0.5%	0.5%	0.0%	0.9%	0.1%	0.3%	0.0%	3.7%	100%
Passenger Vehicles	91.2%															
	Trucks & Buses 8.7%															

AM Times	08:00	08:00	09:00	12:00	09:00	09:00	08:00	08:00	08:00	06:00	09:00	08:00	09:00		09:00	08:00
AM Peaks	5	632	159	26	6	7	1	6	7	1	10	1	4		33	851
PM Times	18:00	18:00	18:00	13:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00		18:00	18:00
PM Peaks	16	737	237	21	6	7	6	8	19	3	21	5	15		57	1155

URS
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	49	7	0	0	0	0	0	2	0	0	0	0	0	0	58
02:00	0	36	4	0	0	1	0	0	0	0	0	0	0	0	0	41
03:00	0	26	1	0	0	1	0	0	1	0	0	0	0	0	0	29
04:00	0	44	6	0	0	0	0	0	0	1	0	0	0	0	0	51
05:00	0	45	3	1	0	0	0	1	2	0	0	0	0	0	0	52
06:00	0	107	21	1	2	1	0	2	0	0	0	0	0	0	1	135
07:00	1	257	98	2	1	1	0	2	0	1	1	0	0	0	11	375
08:00	5	498	136	10	3	2	1	2	3	0	6	0	1	0	25	692
09:00	3	600	165	7	5	4	2	2	4	0	5	1	4	0	28	830
10:00	0	466	156	8	3	0	1	6	2	2	5	0	1	0	29	679
11:00	2	403	155	19	4	0	2	4	4	0	6	1	0	0	24	624
12:00	1	511	140	15	2	0	0	3	2	1	11	0	2	0	23	711
13:00	4	589	151	16	4	2	0	7	5	0	11	0	0	0	27	816
14:00	3	604	143	4	4	0	0	1	4	0	2	2	0	0	21	788
15:00	4	617	140	6	6	4	0	7	4	0	10	1	2	0	21	822
16:00	4	736	197	12	3	3	1	5	5	0	13	3	6	0	39	1027
17:00	7	763	236	18	5	5	0	3	6	0	8	5	9	0	51	1116
18:00	7	782	247	16	9	6	7	5	9	0	19	4	11	0	61	1183
19:00	7	887	226	15	5	3	4	2	4	1	11	2	4	0	51	1222
20:00	3	614	143	2	4	0	0	1	3	1	1	3	1	0	30	806
21:00	0	433	103	5	1	0	1	4	0	2	3	0	1	0	25	578
22:00	1	340	80	4	2	1	0	0	0	0	0	0	0	0	20	448
23:00	1	235	40	2	0	0	0	0	2	0	0	0	0	0	5	285
24:00	0	139	21	1	0	0	1	0	0	0	0	0	0	0	1	163

DAY TOTAL	53	9781	2619	164	63	34	20	57	62	9	112	22	42	0	493	13531
PERCENTS	0.4%	72.3%	19.4%	1.3%	0.5%	0.3%	0.2%	0.4%	0.4%	0.0%	0.8%	0.1%	0.3%	0.0%	3.6%	100%
Passenger Vehicles											92.0%					
Trucks & Buses											7.9%					

AM Times	08:00	09:00	09:00	11:00	09:00	09:00	09:00	10:00	09:00	10:00	12:00	09:00	09:00		10:00	09:00
AM Peaks	5	600	165	19	5	4	2	6	4	2	11	1	4		29	830
PM Times	17:00	19:00	18:00	17:00	18:00	18:00	18:00	13:00	18:00	21:00	18:00	17:00	18:00		18:00	19:00
PM Peaks	7	887	247	18	9	6	7	7	9	2	19	5	11		61	1222

URS
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000013432
STATION #: 000000015510
Location: 265 SB TO KY 22 100' S OF 265
Direction: RAMP
Lane: 1

File: 15510.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	65	9	0	1	0	0	1	0	0	0	0	0	0	0	76
02:00	0	53	8	0	0	0	0	1	0	0	0	0	0	0	0	62
03:00	0	29	4	0	0	0	0	0	1	0	0	0	0	0	0	34
04:00	0	28	0	0	0	0	0	0	1	0	0	0	0	0	0	29
05:00	0	41	10	0	0	1	0	0	1	0	0	0	0	0	0	53
06:00	0	99	14	1	1	1	0	1	0	1	0	0	0	0	1	119
07:00	2	220	106	6	4	2	0	2	1	0	1	0	0	0	14	358
08:00	6	501	128	6	3	1	0	1	3	0	4	2	2	0	20	677
09:00	4	541	149	13	10	0	0	5	4	1	6	0	2	0	24	759
10:00	2	470	137	8	1	3	0	5	2	0	5	0	1	0	18	652
11:00	1	419	112	10	2	0	1	1	2	0	3	0	1	0	15	567

DAY TOTAL	15	2466	677	44	22	8	1	17	15	2	19	2	6	0	92	3386
PERCENTS	0.5%	72.9%	20.0%	1.3%	0.7%	0.3%	0.1%	0.5%	0.4%	0.0%	0.5%	0.0%	0.1%	0.0%	2.7%	100%
Passenger Vehicles	93.2%															
	Trucks & Buses										6.7%					

AM Times	08:00	09:00	09:00	09:00	09:00	10:00	11:00	09:00	09:00	06:00	09:00	08:00	08:00		09:00	09:00
AM Peaks	6	541	149	13	10	3	1	5	4	1	6	2	2		24	759

PM Times
PM Peaks

GRAND TOTAL	273	44265	11003	757	251	170	71	308	313	45	512	78	184	0	2083	60313
PERCENTS	0.5%	73.4%	18.3%	1.3%	0.5%	0.3%	0.1%	0.5%	0.5%	0.0%	0.8%	0.1%	0.3%	0.0%	3.4%	100%

URS Corporation
CLASSIFICATION SUMMARY
Sun 2/8/2009

Page: 1

CNTR #: 000000013434
STATION #: 000000016110
Location: 265 1 MILE N OF 1-71
Direction: NORTH
Lane: 1

File: 16110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

15:00	1	255	34	1	0	0	0	1	0	0	0	0	1	0	5	298
16:00	0	476	68	0	1	0	0	4	1	0	0	0	0	0	11	561
17:00	2	535	97	0	2	1	0	3	0	0	0	0	0	0	9	649
18:00	5	512	106	0	2	0	0	1	0	0	0	1	0	0	6	633
19:00	1	412	75	0	6	0	0	0	0	0	0	0	0	0	2	496
20:00	1	313	46	0	1	0	0	1	0	0	0	0	0	0	3	365
21:00	0	222	34	0	2	1	0	0	1	0	0	0	0	0	0	260
22:00	0	189	18	0	0	0	0	1	0	0	0	0	0	0	1	209
23:00	0	68	18	0	0	1	0	0	0	0	0	0	0	0	0	87
24:00	0	48	4	0	1	0	0	0	0	0	0	0	0	0	0	53

DAY TOTAL	10	3030	500	1	15	3	0	11	2	0	0	1	1	0	37	3611
PERCENTS	0.3%	84.0%	13.9%	0.1%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	100%
Passenger Vehicles	98.0%															
											Trucks & Buses 1.9%					

AM Times
AM Peaks

PM Times	18:00	17:00	18:00	15:00	19:00	17:00		16:00	16:00		18:00	15:00		16:00	17:00
PM Peaks	5	535	106	1	6	1		4	1		1	1		11	649

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000013434
STATION #: 000000016110
Location: 265 1 MILE N OF 1-71
Direction: NORTH
Lane: 1

File: 16110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	23	1	0	0	0	0	0	1	0	0	0	0	0	0	25
02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	7	1	0	0	1	0	0	1	0	0	0	0	0	0	10
05:00	0	12	4	0	3	0	0	0	0	0	0	0	0	0	0	19
06:00	0	20	8	2	0	0	0	0	0	0	0	0	0	0	0	30
07:00	0	135	40	4	7	4	0	1	1	0	0	0	0	0	1	193
08:00	0	498	101	1	6	2	0	0	2	0	1	1	0	0	10	622
09:00	1	521	172	3	17	4	4	7	2	0	0	0	0	0	7	738
10:00	0	262	118	0	10	3	4	6	1	0	0	0	0	0	6	410
11:00	0	263	120	0	5	3	3	3	3	0	0	0	0	0	5	405
12:00	2	353	98	2	8	2	2	2	2	0	1	0	0	0	8	480
13:00	0	331	127	0	5	5	2	0	3	0	0	1	0	0	7	481
14:00	0	402	121	1	11	1	0	6	3	0	0	0	0	0	6	551
15:00	2	466	106	0	4	1	0	7	1	0	0	0	0	0	10	597
16:00	5	530	140	1	4	2	0	2	2	0	0	0	0	0	10	696
17:00	2	615	124	2	4	1	0	3	2	0	1	0	0	0	9	763
18:00	2	741	120	1	4	1	0	1	1	0	1	0	0	0	18	890
19:00	1	646	73	1	1	0	0	0	0	0	0	0	0	0	10	732
20:00	0	426	52	0	1	0	0	2	1	0	0	0	0	0	4	486
21:00	0	342	49	0	0	0	0	0	1	0	0	0	0	0	0	392
22:00	0	244	41	0	0	0	0	1	1	0	0	0	0	0	4	291
23:00	0	110	14	0	0	0	0	0	2	0	0	0	0	0	0	126
24:00	0	42	10	0	1	0	0	0	0	0	0	0	0	0	0	53

DAY TOTAL	15	7009	1644	18	91	30	15	41	30	0	4	2	0	0	115	9014
PERCENTS	0.2%	77.8%	18.3%	0.2%	1.1%	0.4%	0.1%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	100%
Passenger Vehicles	96.1%			Trucks & Buses								3.8%				
AM Times	12:00	09:00	09:00	07:00	09:00	07:00	09:00	09:00	11:00		08:00	08:00			08:00	09:00
AM Peaks	2	521	172	4	17	4	4	7	3		1	1			10	738
PM Times	16:00	18:00	16:00	17:00	14:00	13:00	13:00	15:00	13:00		17:00	13:00			18:00	18:00
PM Peaks	5	741	140	2	11	5	2	7	3		1	1			18	890

Page: 3

File: 16110.prn
City:
County: JEFFERSON

DAY TOTAL	2	6758	1709	15	90	14	11	34	42	1	0	0	1	0	81	8758
PERCENTS	0.1%	77.2%	19.6%	0.2%	1.1%	0.1%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	100%
Passenger Vehicles	Trucks & Buses										3.2%					
AM Times	09:00	09:00	09:00	07:00	09:00	12:00	09:00	09:00	11:00	10:00	10:00			09:00 09:00		
AM Peaks	1	539	159	3	15	6	1	8	6	1	1			13 741		
PM Times	21:00	18:00	13:00	14:00	14:00	13:00	14:00	15:00	13:00	18:00 18:00						
PM Peaks	1	694	145	2	9	1	5	4	3	11 823						

URS Corporation
CLASSIFICATION SUMMARY
Wed 2/11/2009

Page: 4

CNTR #: 000000013434
STATION #: 000000016110
Location: 265 1 MILE N OF 1-71
Direction: NORTH
Lane: 1

File: 16110.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	46	17	0	1	0	0	0	0	0	0	0	0	0	0	64
02:00	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
06:00	0	18	10	2	1	3	0	0	0	0	0	0	0	0	0	34
07:00	0	115	40	6	3	2	0	0	3	0	0	0	0	0	0	169
08:00	0	479	104	4	2	1	0	1	0	0	0	0	0	0	7	598
09:00	0	539	140	6	15	5	1	10	0	0	0	0	0	0	12	728
10:00	0	290	112	2	8	3	1	1	4	0	0	0	0	0	2	423
11:00	0	317	126	0	11	3	0	6	3	0	0	0	0	0	8	474
12:00	0	376	105	1	8	1	1	2	4	0	0	0	0	0	5	503
13:00	0	317	99	0	6	1	0	4	0	0	0	0	0	0	7	434
14:00	0	343	93	0	6	2	1	2	3	0	0	0	0	0	5	455
15:00	0	361	88	0	6	2	0	5	2	0	0	0	0	0	3	467
16:00	0	438	89	1	2	1	0	0	2	0	0	0	0	0	4	537
17:00	0	521	107	1	1	1	0	1	1	0	0	0	0	0	4	637
18:00	0	749	100	1	3	0	0	3	0	0	0	0	0	0	17	873
19:00	0	564	80	2	0	0	0	1	0	0	0	0	0	0	5	652
20:00	0	393	54	0	2	1	0	1	1	0	0	0	0	0	2	454
21:00	0	273	56	0	0	0	0	0	0	0	0	0	0	0	0	329
22:00	0	189	37	1	1	0	0	0	1	0	0	0	0	0	1	230
23:00	0	127	12	0	1	0	0	0	0	0	0	0	0	0	0	140
24:00	0	62	13	0	0	0	0	0	1	0	0	0	0	0	0	76

DAY TOTAL	0	6582	1489	27	78	26	4	37	25	0	0	0	0	0	82	8350
PERCENTS	0.0%	78.9%	17.9%	0.4%	1.0%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	100%
Passenger Vehicles		96.6%														
								Trucks & Buses		3.3%						

AM Times	09:00	09:00	07:00	09:00	09:00	09:00	09:00	10:00							09:00	09:00
AM Peaks	539	140	6	15	5	1	10	4							12	728
PM Times	18:00	17:00	19:00	13:00	14:00	14:00	15:00	14:00							18:00	18:00
PM Peaks	749	107	2	6	2	1	5	3							17	873

Page: 5

File: 16110.prn
City:
County: JEFFERSON

DAY TOTAL	5	7414	1862	21	114	24	5	50	39	3	5	2	0	0	131	9675	
PERCENTS	0.1%	76.7%	19.3%	0.3%	1.2%	0.2%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	100%	
Passenger Vehicles	95.9%			Trucks & Buses							4.0%						
AM Times	09:00	09:00	09:00	07:00	10:00	10:00	08:00	09:00	08:00	10:00	09:00	11:00				09:00	09:00
AM Peaks	1	552	169	4	16	5	1	8	4	1	1	1				13	764
PM Times	14:00	18:00	18:00	17:00	15:00	14:00	13:00	16:00	13:00	14:00	18:00	17:00				18:00	18:00
PM Peaks	1	733	132	3	10	4	3	7	4	1	3	1				21	902

URS Corporation
 CLASSIFICATION SUMMARY
 Sun 2/8/2009

Page: 1

CNTR #: 000000013442
 STATION #: 000000016310
 Location: 265 1 MILE N OF 1-71
 Direction: SOUTH
 Lane: 1

File: 16310.prn
 City:
 County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

15:00	2	260	32	1	0	0	0	0	1	0	0	0	0	0	14	310
16:00	7	487	81	0	0	1	0	2	0	0	1	0	0	0	10	589
17:00	4	430	72	0	2	0	0	3	1	0	1	0	0	0	14	527
18:00	4	419	81	0	3	0	0	1	0	0	0	0	0	0	8	516
19:00	3	320	69	0	0	0	0	0	1	0	1	0	0	0	5	399
20:00	0	229	28	0	3	0	0	1	0	0	1	0	0	0	2	264
21:00	0	199	13	0	2	0	0	0	1	0	0	0	0	0	2	217
22:00	1	132	13	0	0	0	0	0	0	0	0	0	0	0	0	146
23:00	0	66	4	0	1	1	0	0	0	0	0	0	0	0	0	72
24:00	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31

DAY TOTAL	21	2566	400	1	11	2	0	7	4	0	4	0	0	0	55	3071
PERCENTS	0.7%	83.6%	13.1%	0.1%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	1.7%	100%
Passenger Vehicles	97.2%															
											Trucks & Buses 2.7%					

AM Times
 AM Peaks

PM Times	16:00	16:00	16:00	15:00	18:00	16:00		17:00	15:00		16:00				15:00	16:00
PM Peaks	7	487	81	1	3	1		3	1		1				14	589

URS Corporation
CLASSIFICATION SUMMARY
Mon 2/9/2009

Page: 2

CNTR #: 000000013442
STATION #: 000000016310
Location: 265 1 MILE N OF 1-71
Direction: SOUTH
Lane: 1

File: 16310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	21	7	0	0	1	0	0	2	0	0	0	0	0	0	31
06:00	0	81	16	0	0	0	0	1	1	0	0	0	0	0	0	99
07:00	0	219	53	1	4	0	0	2	2	0	2	0	0	0	7	290
08:00	0	827	110	4	4	0	0	1	1	0	1	0	0	0	20	968
09:00	1	650	117	2	6	2	1	4	1	0	1	1	0	0	26	812
10:00	0	389	115	0	10	8	0	4	1	0	0	0	0	0	13	540
11:00	0	378	120	1	3	4	1	3	0	0	1	0	0	0	6	517
12:00	0	379	110	3	8	8	0	6	4	1	1	0	0	0	14	534
13:00	0	412	106	3	4	2	1	5	2	0	1	0	0	0	18	554
14:00	0	373	105	3	8	5	2	3	1	0	1	0	0	0	10	511
15:00	2	407	127	2	11	2	1	7	1	1	0	0	0	0	9	570
16:00	3	484	151	3	8	1	0	4	2	0	2	0	0	0	15	673
17:00	0	571	159	5	21	1	1	3	1	0	0	0	0	0	19	781
18:00	4	654	122	4	4	2	0	2	2	0	4	0	0	0	15	813
19:00	0	462	91	1	5	1	0	5	0	0	1	0	0	0	15	581
20:00	1	294	41	0	3	0	0	3	1	0	0	0	0	0	6	349
21:00	2	184	34	0	1	0	0	0	0	0	0	0	0	0	0	221
22:00	0	144	22	0	2	0	0	0	1	0	0	0	0	0	1	170
23:00	0	71	11	1	0	0	0	0	2	0	0	0	0	0	0	85
24:00	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31

DAY TOTAL	13	7066	1626	33	102	37	7	53	26	2	15	1	0	0	194	9175	
PERCENTS	0.2%	77.1%	17.8%	0.4%	1.2%	0.4%	0.0%	0.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	2.1%	100%	
Passenger Vehicles	94.8%			Trucks & Buses							5.1%						
AM Times	09:00	08:00	11:00	08:00	10:00	10:00	09:00	12:00	12:00	12:00	07:00	09:00				09:00	08:00
AM Peaks	1	827	120	4	10	8	1	6	4	1	2	1				26	968
PM Times	18:00	18:00	17:00	17:00	17:00	14:00	14:00	15:00	13:00	15:00	18:00				17:00	18:00	
PM Peaks	4	654	159	5	21	5	2	7	2	1	4				19	813	

Page: 3

File: 16310.prn
City:
County: JEFFERSON

DAY TOTAL	3	7256	1641	26	83	26	1	50	36	2	6	1	0	0	194	9325		
PERCENTS	0.1%	77.9%	17.6%	0.3%	0.9%	0.3%	0.1%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	100%		
Passenger Vehicles	95.4%			Trucks & Buses							4.5%							
AM Times	08:00	08:00	11:00	09:00	10:00	10:00	09:00	12:00	09:00	10:00	07:00					09:00	08:00	
AM Peaks	1	788	134	3	8	3	1	7	5	2	1					24	940	
PM Times	18:00	18:00	17:00	17:00	13:00	14:00		14:00	13:00		14:00	13:00					14:00	18:00
PM Peaks	1	736	160	7	10	8		9	4		2	1					19	894

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File: 16310.prn
City:
County: JEFFERSON

DAY TOTAL	0	7166	1572	20	86	23	4	43	26	0	18	1	2	0	201	9162
PERCENTS	0.0%	78.3%	17.2%	0.3%	1.0%	0.3%	0.1%	0.4%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	2.1%	100%
Passenger Vehicles	95.3%			Trucks & Buses							4.6%					
AM Times	08:00	11:00	08:00	10:00	10:00	11:00	08:00	07:00		08:00	12:00	12:00			08:00	08:00
AM Peaks	762	113	6	9	5	2	7	3		5	1	1			30	918
PM Times	17:00	17:00	19:00	17:00	15:00	16:00	14:00	17:00		17:00		13:00			17:00	17:00
PM Peaks	774	185	3	17	3	1	6	7		3		1			28	1022

URS Corporation
CLASSIFICATION SUMMARY
Thu 2/12/2009

Page: 5

CNTR #: 000000013442
STATION #: 000000016310
Location: 265 1 MILE N OF 1-71
Direction: SOUTH
Lane: 1

File: 16310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	11	11	0	0	0	0	0	1	0	0	0	0	0	0	23
02:00	0	11	3	0	1	1	0	0	1	0	0	0	0	0	0	17
03:00	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
04:00	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	16
05:00	0	30	3	0	0	1	0	0	1	0	0	0	0	0	0	35
06:00	0	63	23	0	2	0	0	1	0	0	0	0	0	0	1	90
07:00	0	245	37	0	5	2	0	3	0	0	1	0	0	0	6	299
08:00	0	745	104	3	5	1	2	1	2	0	1	0	0	0	25	889
09:00	0	759	130	3	6	1	0	4	4	0	0	0	0	0	20	927
10:00	0	467	124	3	11	1	0	2	6	0	2	0	0	0	16	632
11:00	0	373	115	0	13	5	0	1	1	0	0	0	0	0	12	520
12:00	0	431	119	2	9	5	2	5	5	0	2	0	1	0	14	595
13:00	1	456	140	1	6	3	0	6	5	1	1	0	0	0	19	639
14:00	0	395	124	1	8	1	0	7	4	0	0	0	0	0	15	555
15:00	1	490	130	0	10	3	0	2	3	0	0	0	0	0	12	651
16:00	0	543	157	5	10	2	1	10	1	0	2	0	0	0	21	752
17:00	0	639	188	11	15	1	1	6	2	0	3	0	0	0	23	889
18:00	2	743	150	1	2	0	0	6	1	0	1	0	0	0	19	925
19:00	1	544	88	0	4	0	0	4	4	0	0	0	0	0	14	659
20:00	0	281	80	0	2	0	0	3	0	0	0	0	0	0	8	374
21:00	0	206	34	0	2	0	0	1	0	0	0	0	0	0	7	250
22:00	0	143	14	0	0	0	0	0	0	0	0	0	0	0	1	158
23:00	0	79	20	0	2	0	0	1	0	0	0	0	0	0	0	102
24:00	0	31	9	0	7	0	0	0	0	0	0	0	0	0	0	47

DAY TOTAL	5	7704	1810	30	120	27	6	63	44	1	13	0	1	0	233	10057
PERCENTS	0.1%	76.7%	18.0%	0.3%	1.2%	0.3%	0.0%	0.6%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	2.3%	100%
Passenger Vehicles	94.6%			Trucks & Buses							5.3%					
AM Times	09:00	09:00	08:00	11:00	11:00	08:00	12:00	10:00		10:00		12:00		08:00	09:00	
AM Peaks	759	130	3	13	5	2	5	6		2		1		25	927	
PM Times	18:00	18:00	17:00	17:00	17:00	13:00	16:00	16:00	13:00	13:00	17:00			17:00	18:00	
PM Peaks	2	743	188	11	15	3	1	10	5	1	3			23	925	

URS Corporation
CLASSIFICATION SUMMARY
Fri 2/13/2009

Page: 6

CNTR #: 000000013442
STATION #: 000000016310
Location: 265 1 MILE N OF 1-71
Direction: SOUTH
Lane: 1

File: 16310.prn
City:
County: JEFFERSON

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total

01:00	0	28	3	0	1	0	0	1	0	0	0	0	0	0	0	33
02:00	0	13	3	0	0	0	0	0	1	0	0	0	0	0	0	17
03:00	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
04:00	0	15	1	0	0	1	0	0	1	0	0	0	0	0	0	18
05:00	0	16	4	0	0	1	0	0	0	0	0	0	0	0	0	21
06:00	0	64	21	0	3	1	0	1	0	0	0	0	0	0	1	91
07:00	0	215	36	0	5	0	0	3	2	0	0	0	0	0	6	267
08:00	0	637	107	2	7	1	0	2	3	0	0	0	0	0	18	777
09:00	0	626	123	5	7	3	1	6	2	1	0	0	0	0	20	794
10:00	0	409	124	1	11	3	2	6	4	0	0	0	0	0	14	574

DAY TOTAL	0	2030	425	8	34	10	3	19	14	1	0	0	0	0	59	2603
PERCENTS	0.0%	78.0%	16.4%	0.4%	1.4%	0.3%	0.1%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	100%
Passenger Vehicles	94.3%		Trucks & Buses 5.6%													

AM Times	08:00	10:00	09:00	10:00	09:00	10:00	09:00	10:00	09:00							
AM Peaks	637	124	5	11	3	2	6	4	1							
											09:00 09:00					
											20 794					

PM Times
PM Peaks

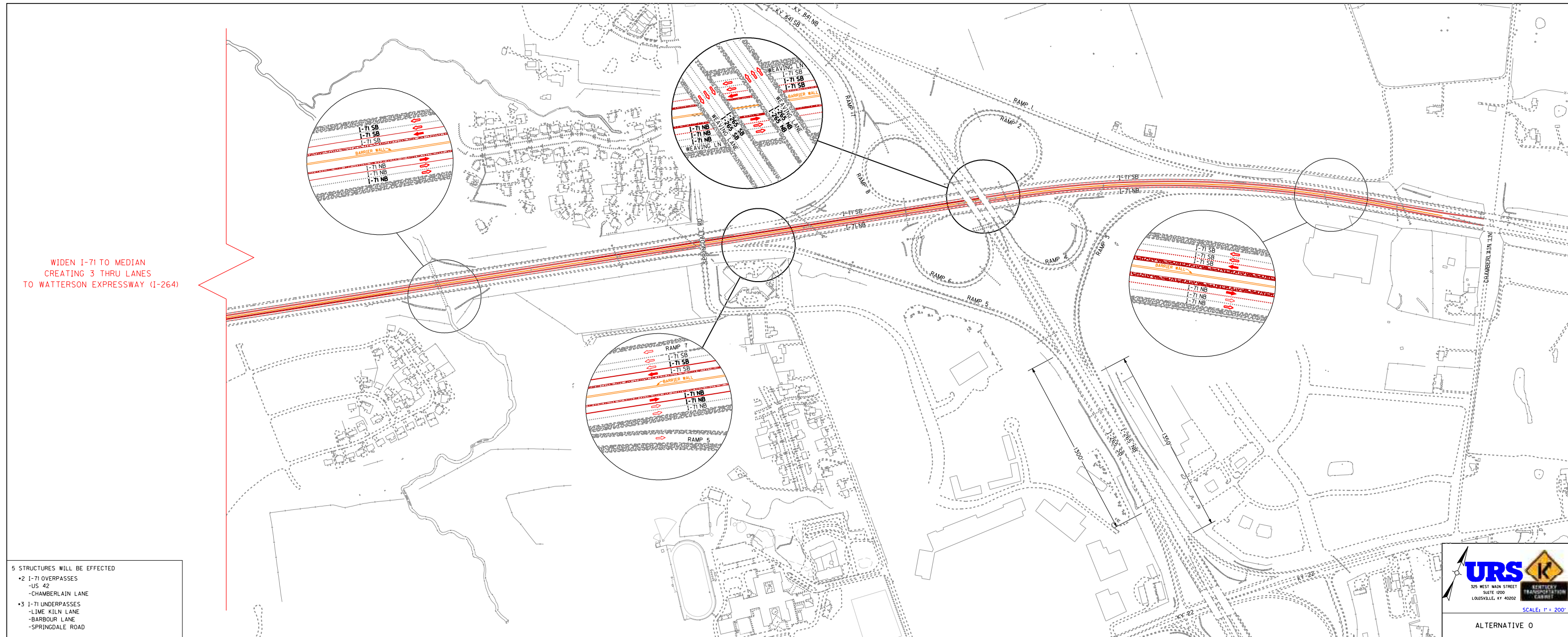
GRAND TOTAL	42	33788	7474	118	436	125	21	235	150	6	56	3	3	0	936	43393
PERCENTS	0.1%	77.9%	17.3%	0.3%	1.1%	0.3%	0.0%	0.5%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	2.1%	100%

APPENDIX B

Alternates

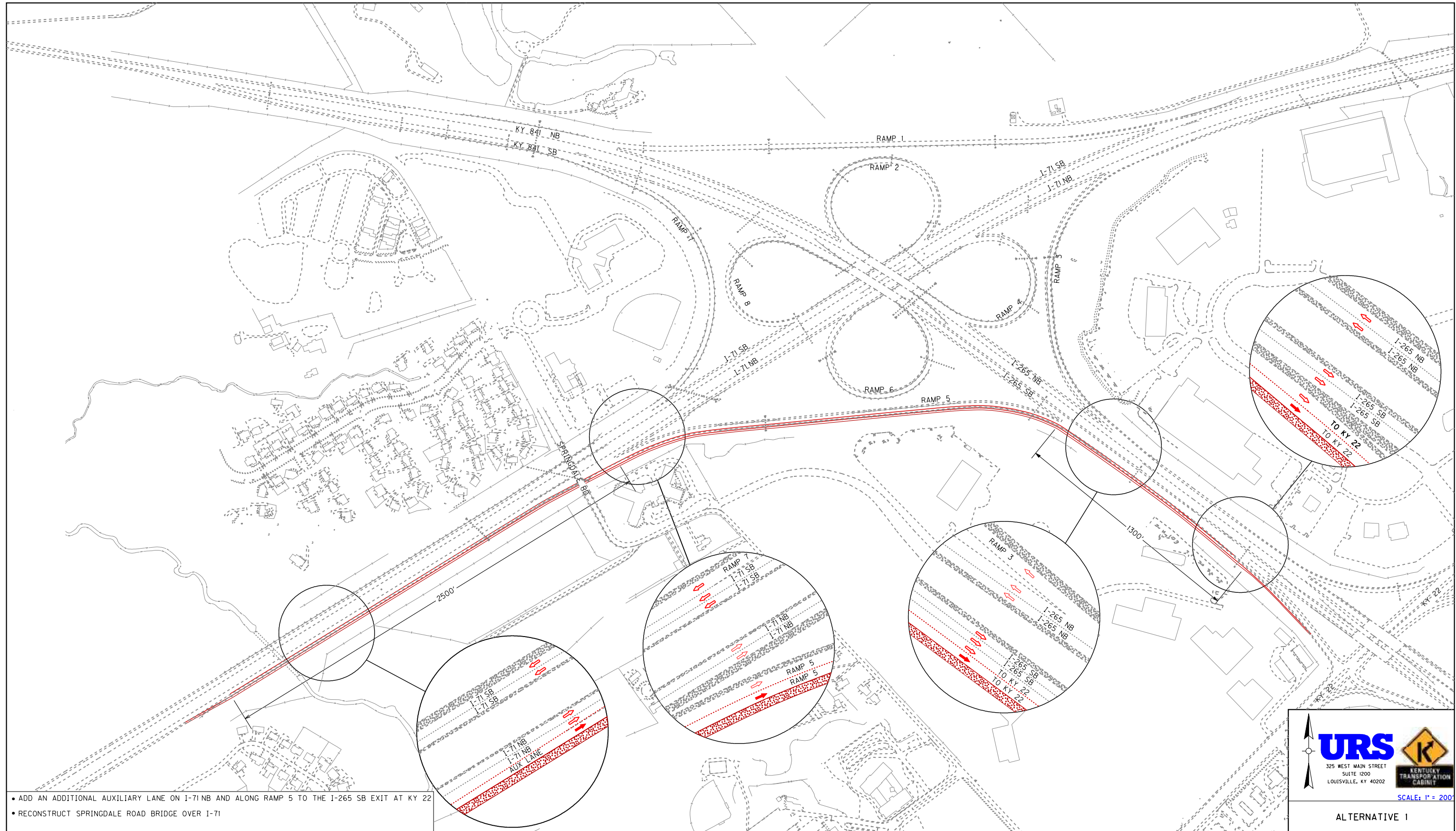


I-71 / Gene Snyder Freeway (I-265) Interchange Study





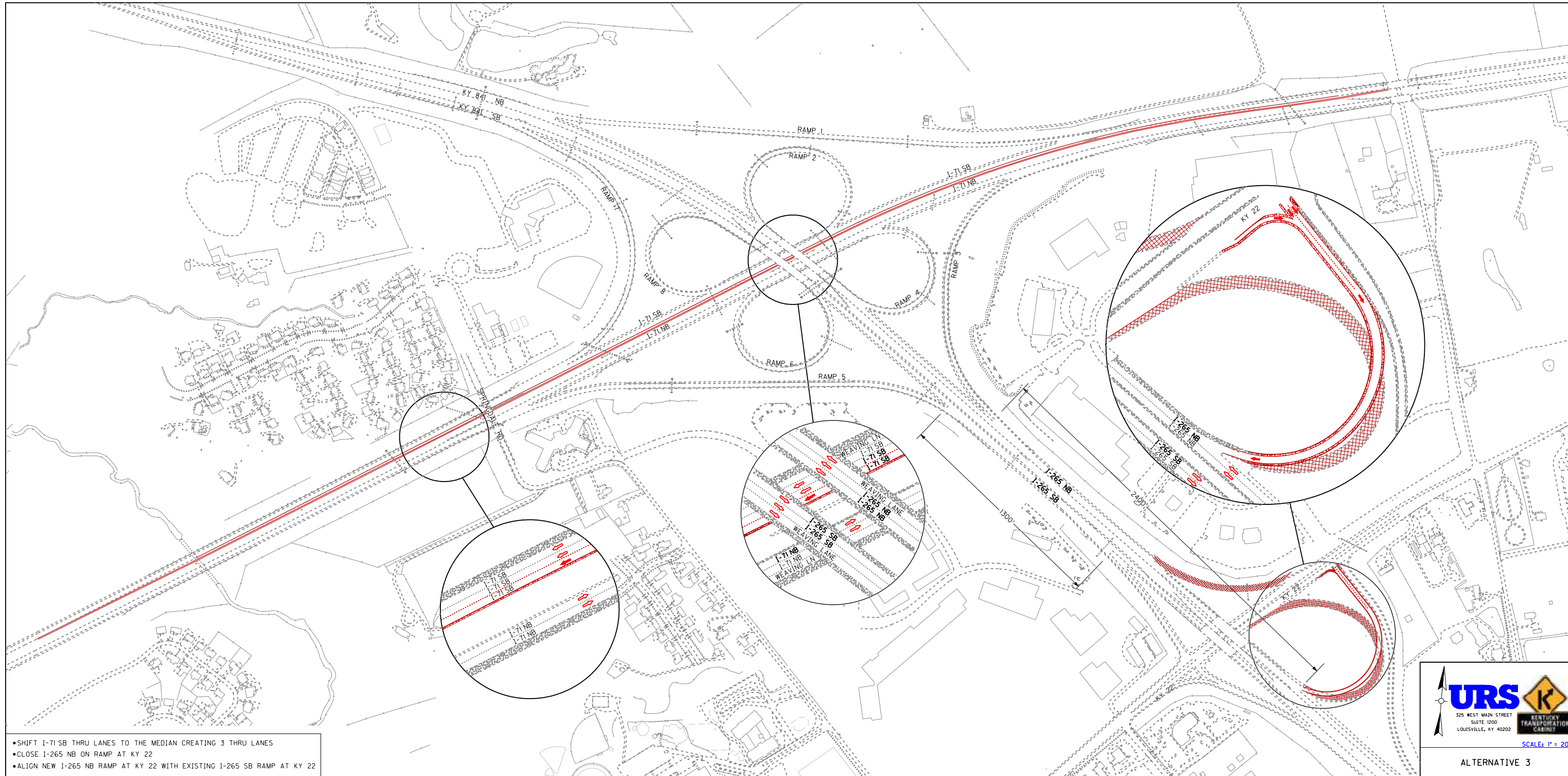
I-71 / Gene Snyder Freeway (I-265) Interchange Study



ALTERNATIVE 1

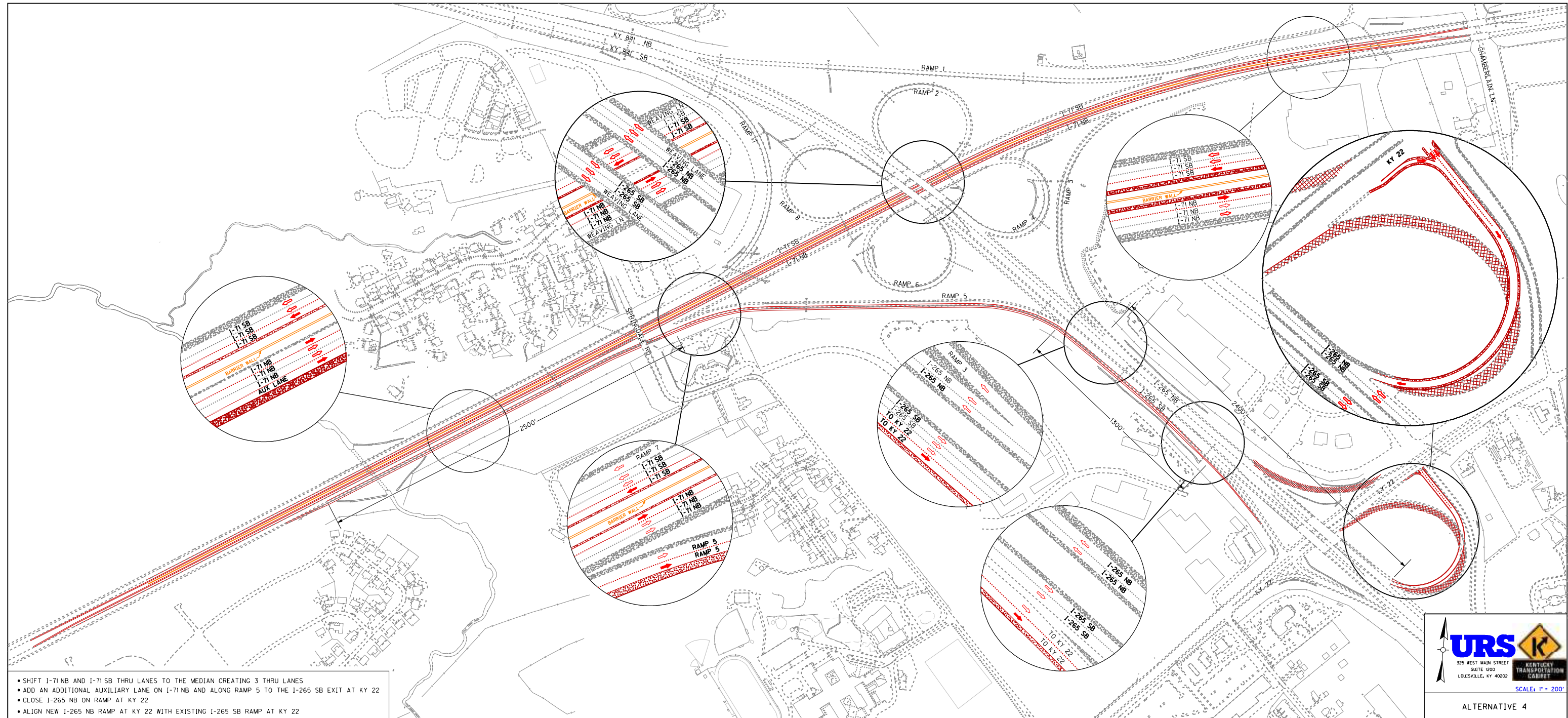


I-71 / Gene Snyder Freeway (I-265) Interchange Study



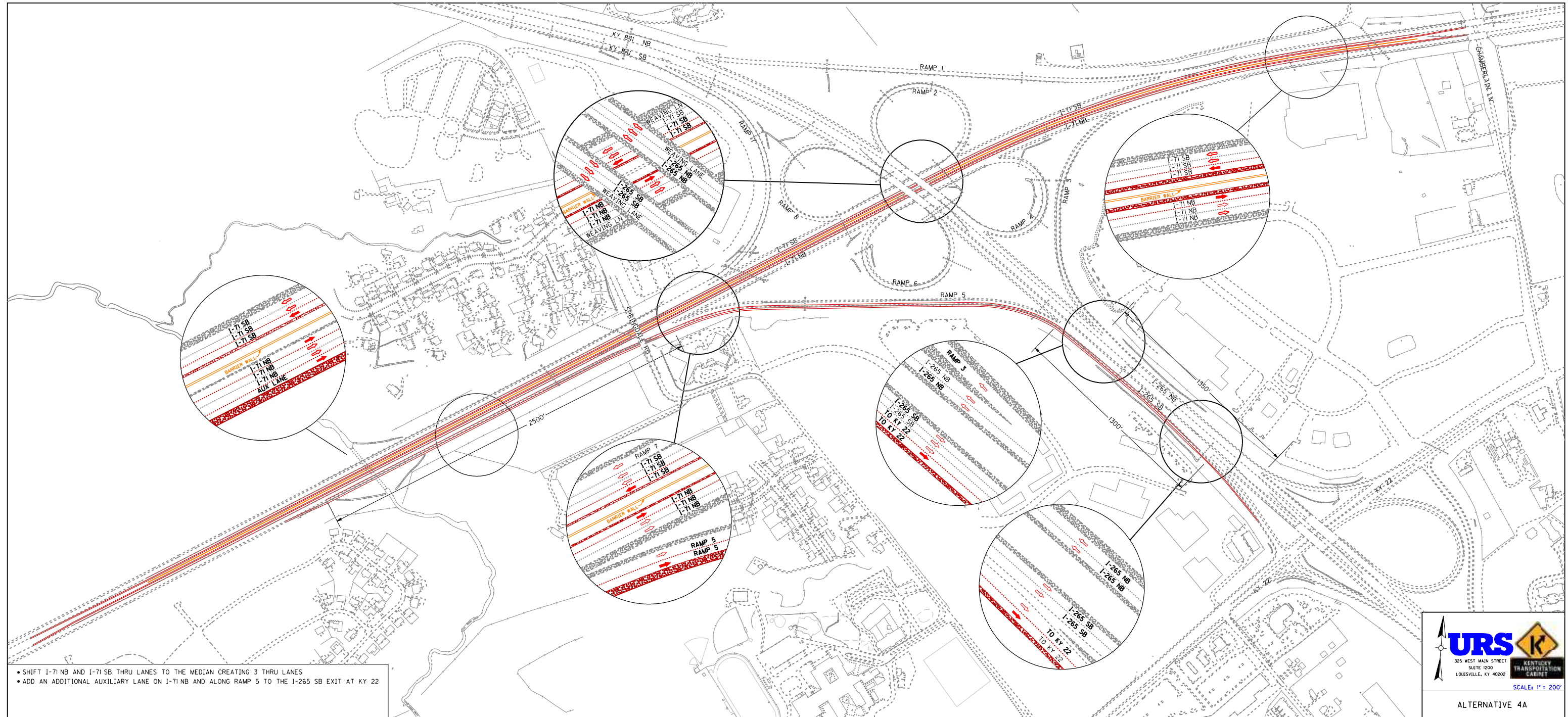


I-71 / Gene Snyder Freeway (I-265) Interchange Study



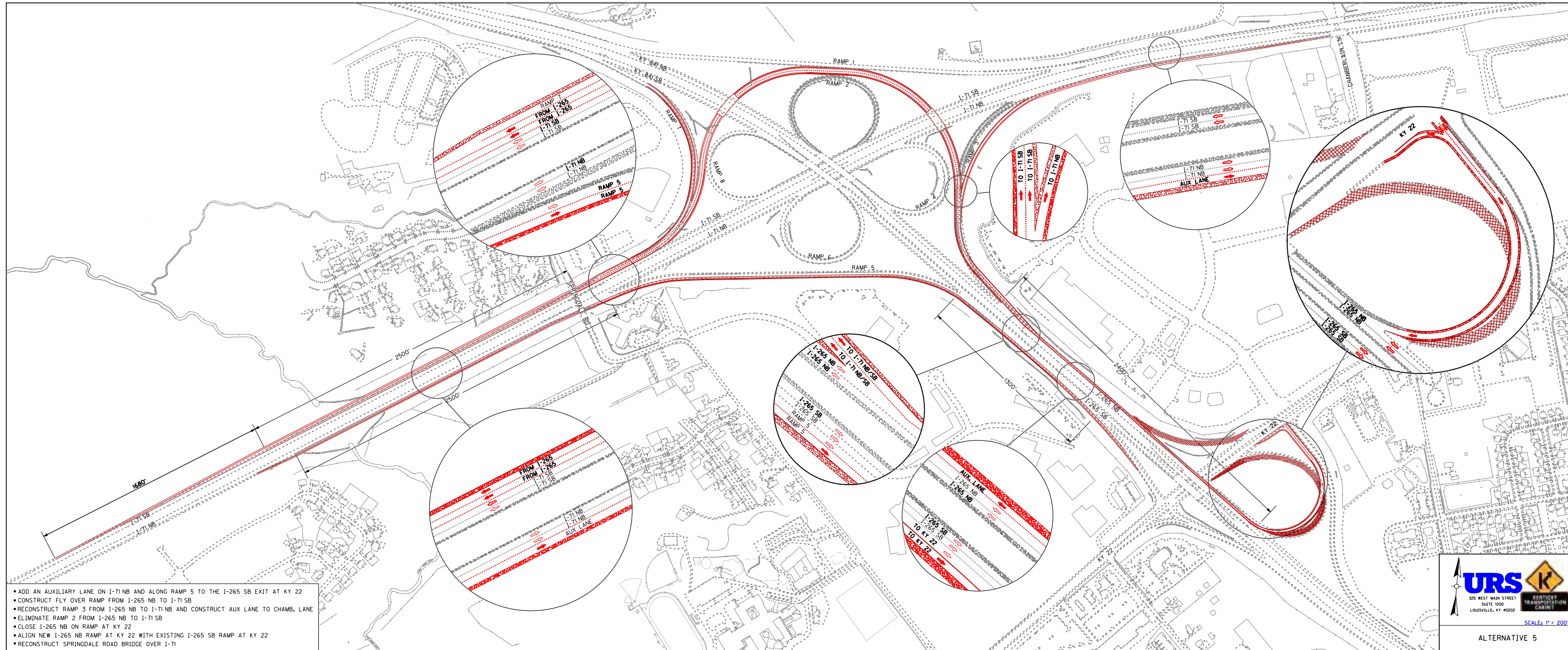


I-71 / Gene Snyder Freeway (I-265) Interchange Study





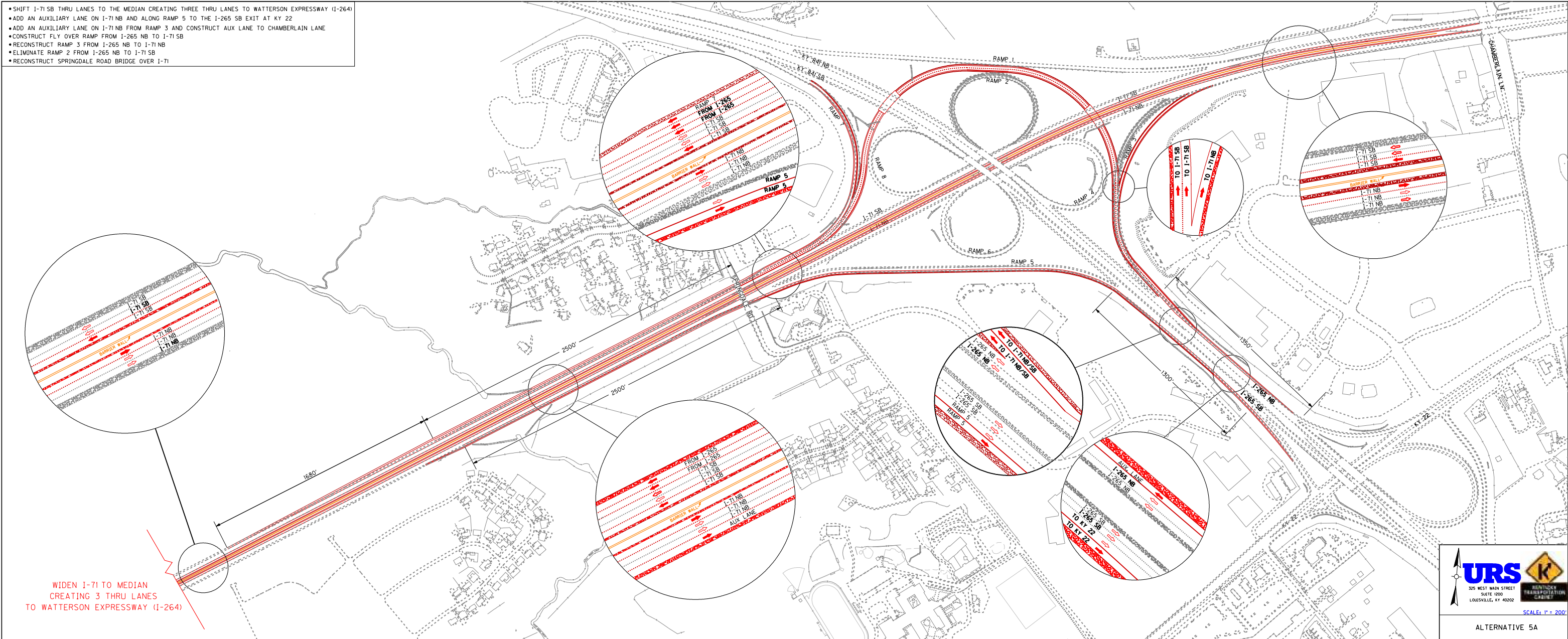
I-71 / Gene Snyder Freeway (I-265) Interchange Study

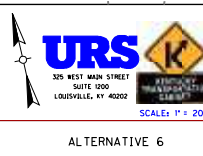




I-71 / Gene Snyder Freeway (I-265) Interchange Study

- SHIFT I-71 SB THRU LANES TO THE MEDIAN CREATING THREE THRU LANES TO WATTERSON EXPRESSWAY (I-264)
- ADD AN AUXILIARY LANE ON I-71 NB AND ALONG RAMP 5 TO THE I-265 SB EXIT AT KY 22
- ADD AN AUXILIARY LANE ON I-71 NB FROM RAMP 3 AND CONSTRUCT AUX LANE TO CHAMBERLAIN LANE
- CONSTRUCT FLY OVER RAMP FROM I-265 NB TO I-71 SB
- RECONSTRUCT RAMP 3 FROM I-265 NB TO I-71 NB
- ELIMINATE RAMP 2 FROM I-265 NB TO I-71 SB
- RECONSTRUCT SPRINGDALE ROAD BRIDGE OVER I-71







I-71 / Gene Snyder Freeway (I-265) Interchange Study

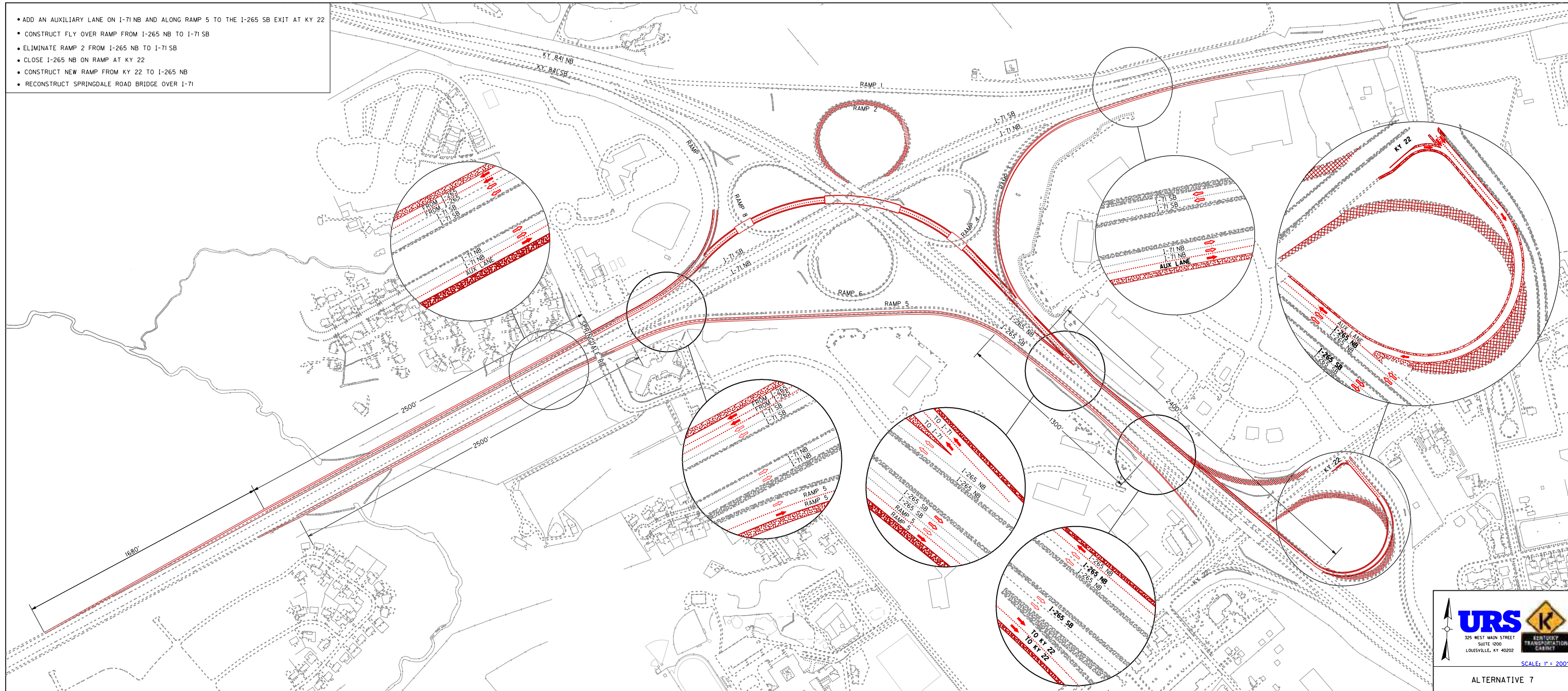
- CONSTRUCT CD ROAD ON I-265 NB WITH A FLY OVER TO I-71 SB
- TIE KY 22 ON RAMP TO NEW RAMP FROM I-265 NB TO I-71
- CREATE 'SLIP' ON THE CD ROAD FROM I-265 TO ALLOW TRAFFIC FROM KY 22 TO MERGE BACK ONTO I-265 NB
- RECONSTRUCT RAMP 3 FROM I-265 NB TO I-71 NB
- RECONSTRUCT SPRINGDALE ROAD BRIDGE OVER I-71
- ADD AN AUXILIARY LANE ON I-71 NB AND ALONG RAMP 5 TO THE I-265 SB EXIT TO KY 22





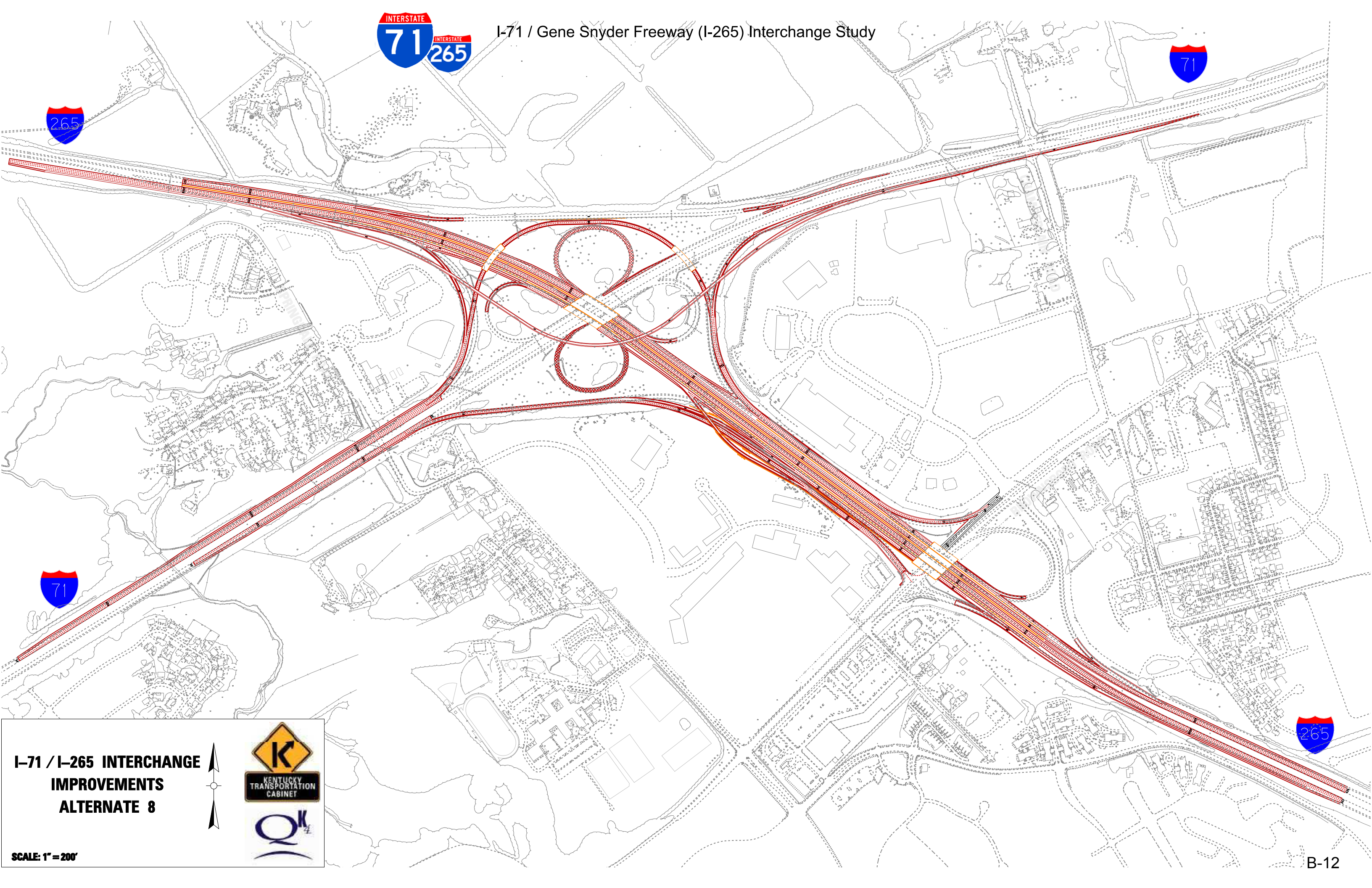
I-71 / Gene Snyder Freeway (I-265) Interchange Study

- ADD AN AUXILIARY LANE ON I-71 NB AND ALONG RAMP 5 TO THE I-265 SB EXIT AT KY 22
- CONSTRUCT FLY OVER RAMP FROM I-265 NB TO I-71 SB
- ELIMINATE RAMP 2 FROM I-265 NB TO I-71 SB
- CLOSE I-265 NB ON RAMP AT KY 22
- CONSTRUCT NEW RAMP FROM KY 22 TO I-265 NB
- RECONSTRUCT SPRINGDALE ROAD BRIDGE OVER I-71





I-71 / Gene Snyder Freeway (I-265) Interchange Study

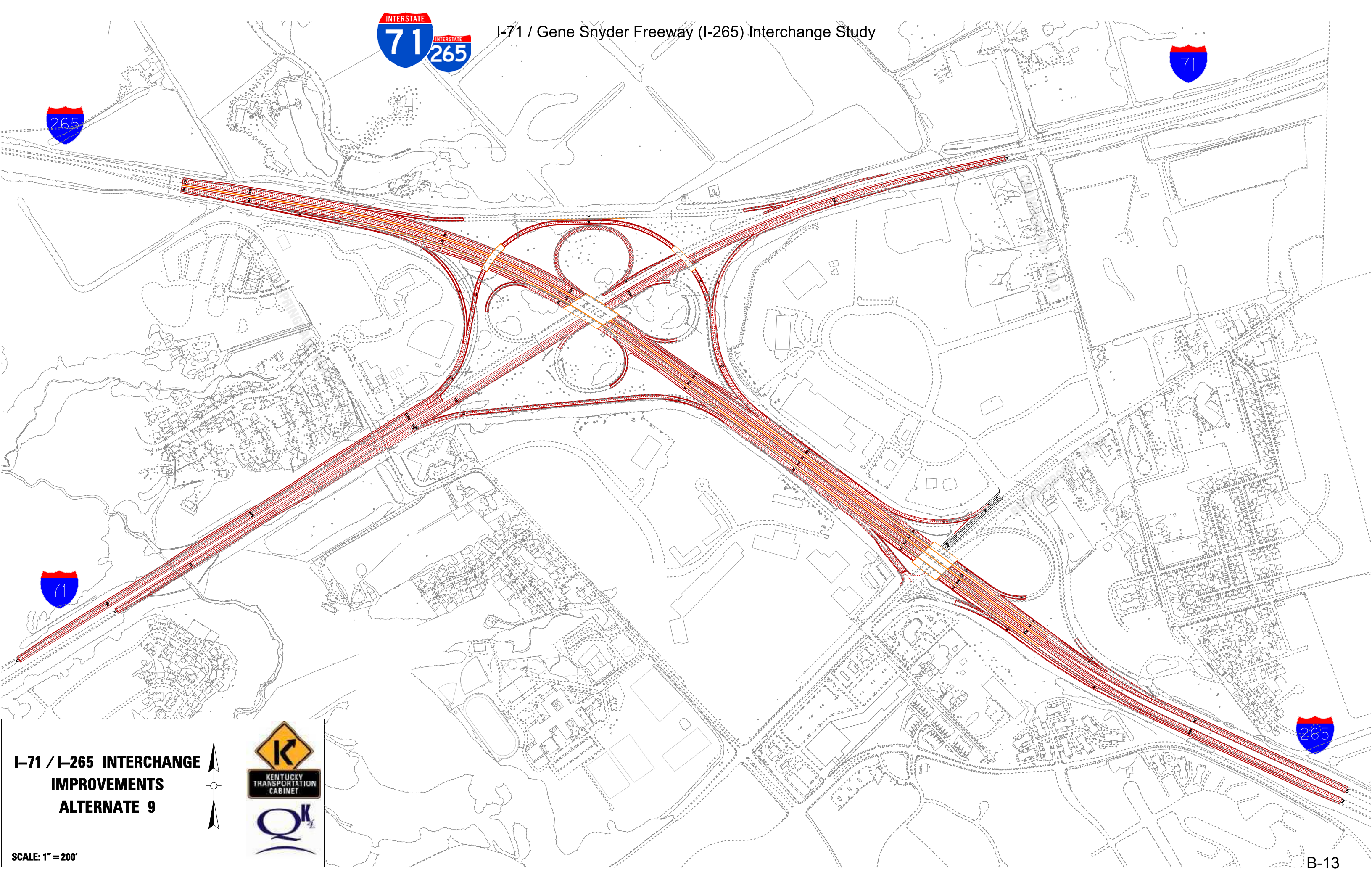


**I-71 / I-265 INTERCHANGE
IMPROVEMENTS
ALTERNATE 8**

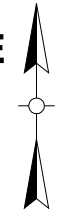
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I-71 / Gene Snyder Freeway (I-265) Interchange Study



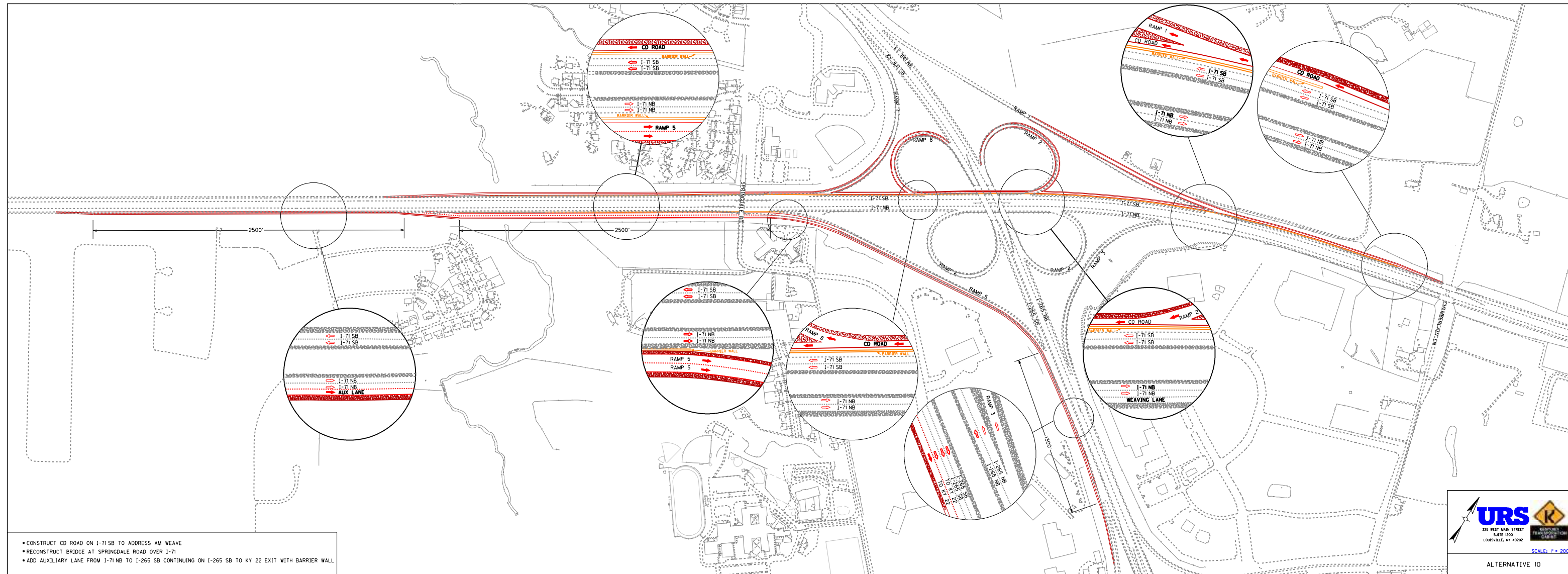
**I-71 / I-265 INTERCHANGE
IMPROVEMENTS
ALTERNATE 9**



SCALE: 1" = 200'



I-71 / Gene Snyder Freeway (I-265) Interchange Study





I-71 / Gene Snyder Freeway (I-265) Interchange Study

WIDEN I-71 NB AND SB TO MEDIAN
CREATING 3 THRU LANES
TO WATTERSON EXPRESSWAY (I-264)

- CONSTRUCT CD ROAD ON I-71 NB & SB
- RECONSTRUCT BRIDGE AT SPRINGDALE ROAD OVER I-71
- ADD AUXILIARY LANE FROM I-71 NB TO I-265 SB CONTINUING ON I-265 SB TO KY 22 EXIT
- SHIFT I-71 NB AND I-71 SB THRU LANES TO THE MEDIAN CREATING 3 THRU LANES



325 WEST MAIN STREET
SUITE 300
LOUISVILLE, KY 40202

SCALE: 1" = 200'

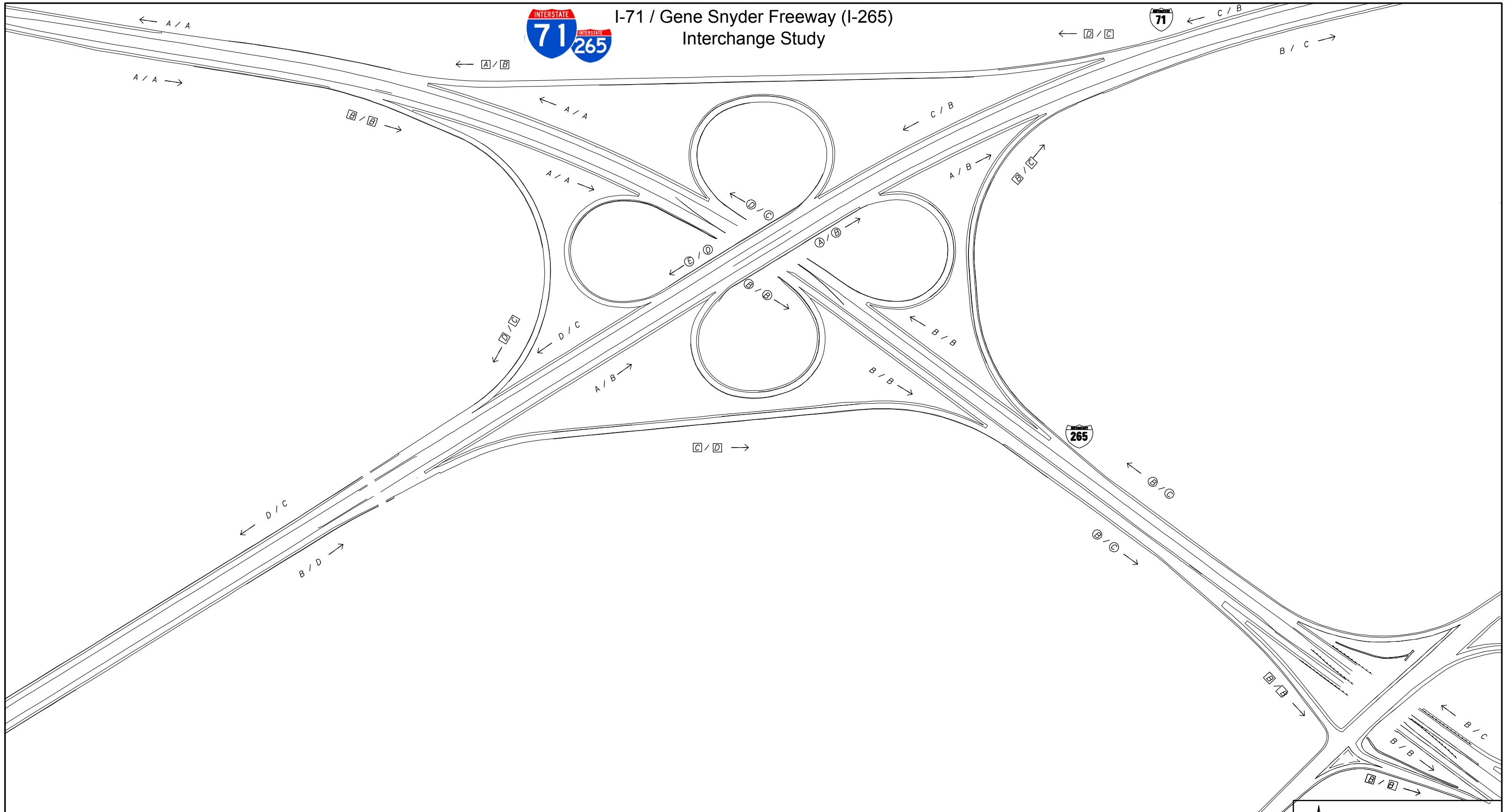
ALTERNATIVE 10A

APPENDIX C

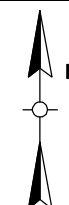
LOS



I-71 / Gene Snyder Freeway (I-265) Interchange Study



LEVEL OF SERVICE
A - SEGMENT LOS
[A] - RAMP LOS
Ⓐ - WEAVE LOS



325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

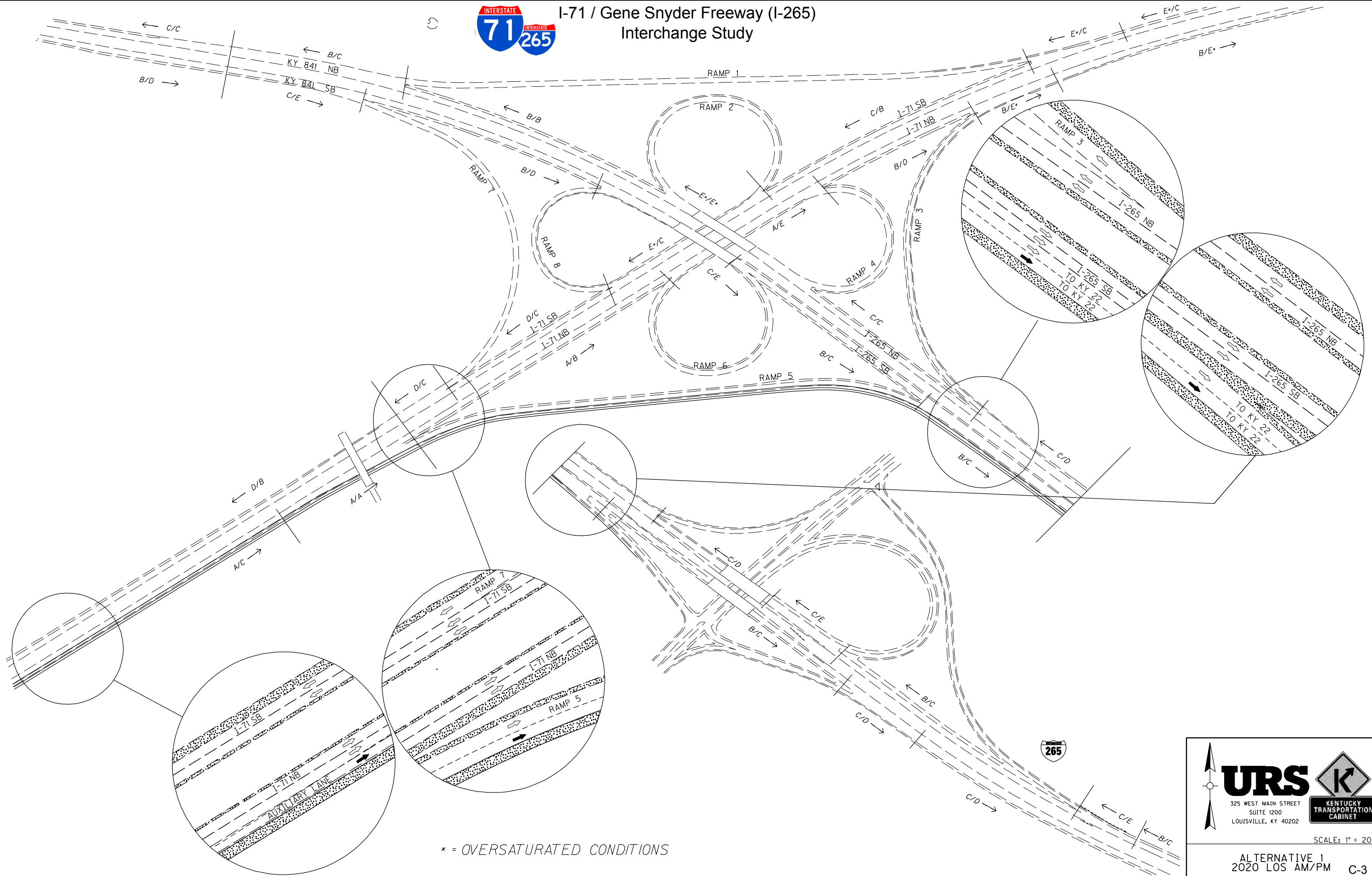


SCALE: 1" = 200'

EXISTING
2009 LOS AM/PM C-2



I-71 / Gene Snyder Freeway (I-265) Interchange Study





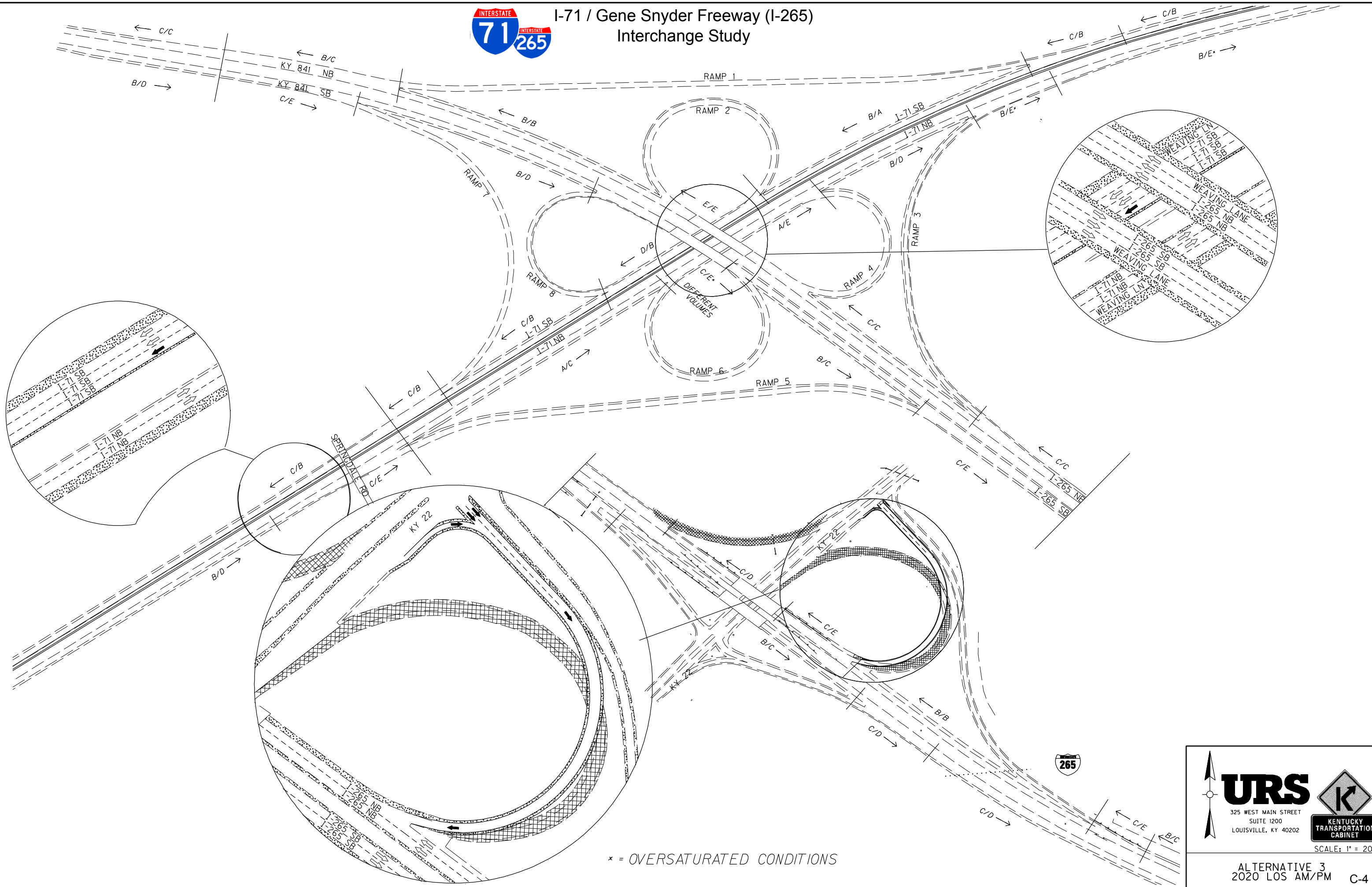
325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

SCALE: 1" = 200'

ALTERNATIVE 1
2020 LOS AM/PM C-3



I-71 / Gene Snyder Freeway (I-265) Interchange Study



* = OVERSATURATED CONDITIONS

325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

KENTUCKY
TRANSPORTATION
CABINET

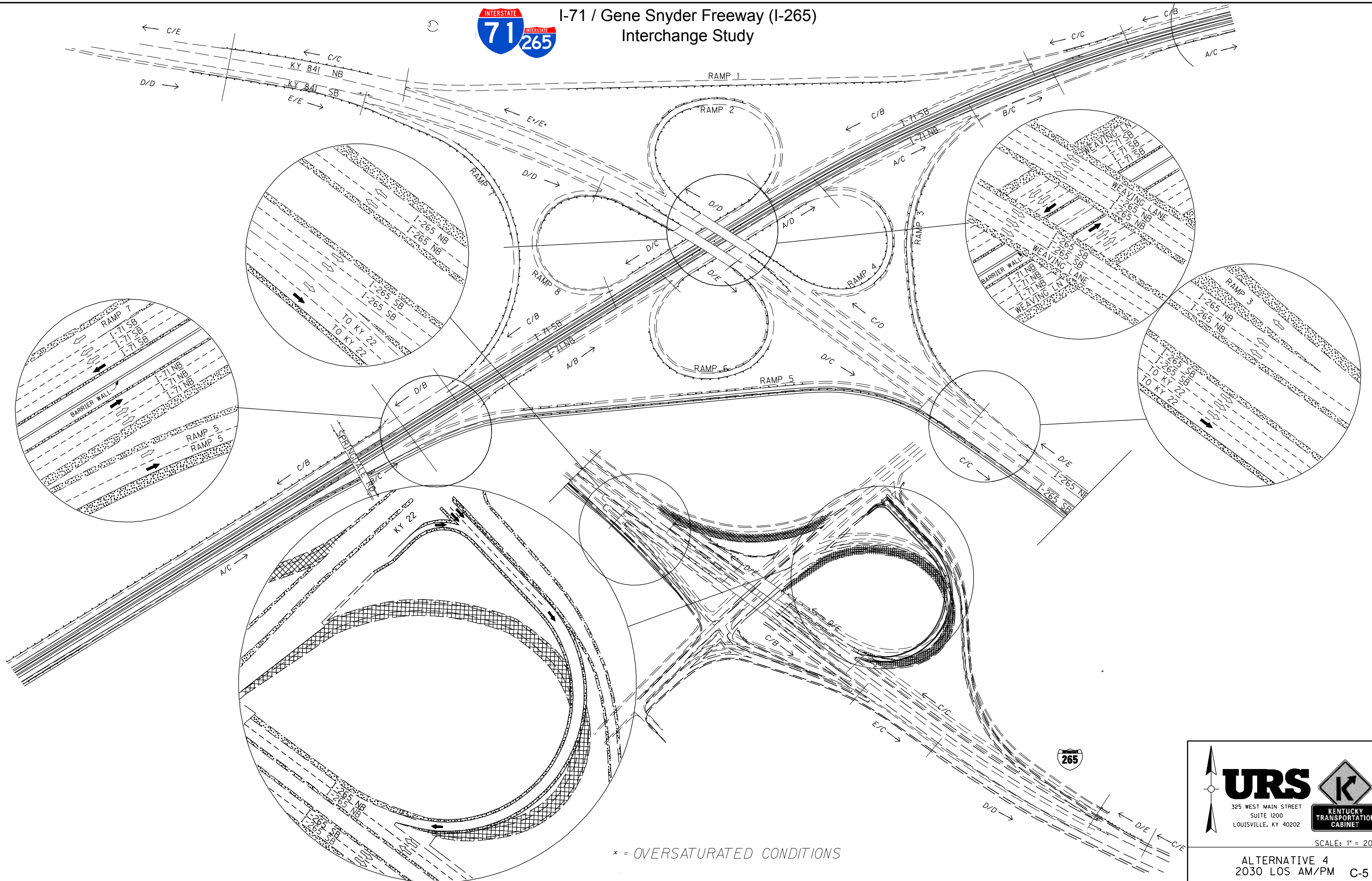
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ALTERNATIVE 3
2020 LOS AM/PM

C-4



I-71 / Gene Snyder Freeway (I-265) Interchange Study



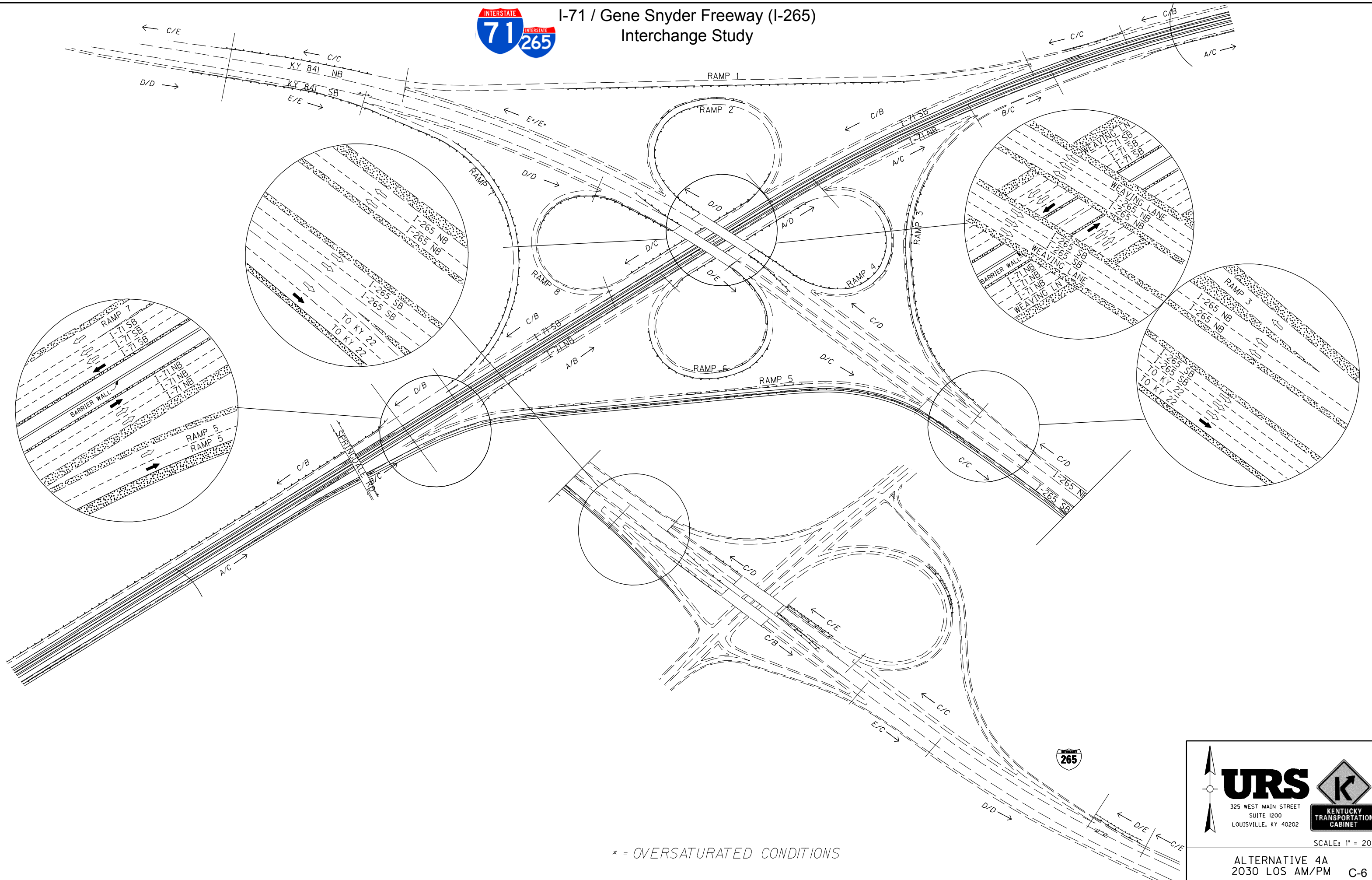
325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

SCALE: 1" = 200'

ALTERNATIVE 4
2030 LOS AM/PM C-5



I-71 / Gene Snyder Freeway (I-265) Interchange Study

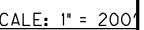
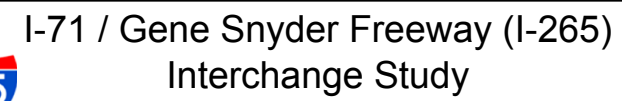


* = OVERSATURATED CONDITIONS

325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

SCALE: 1" = 200'

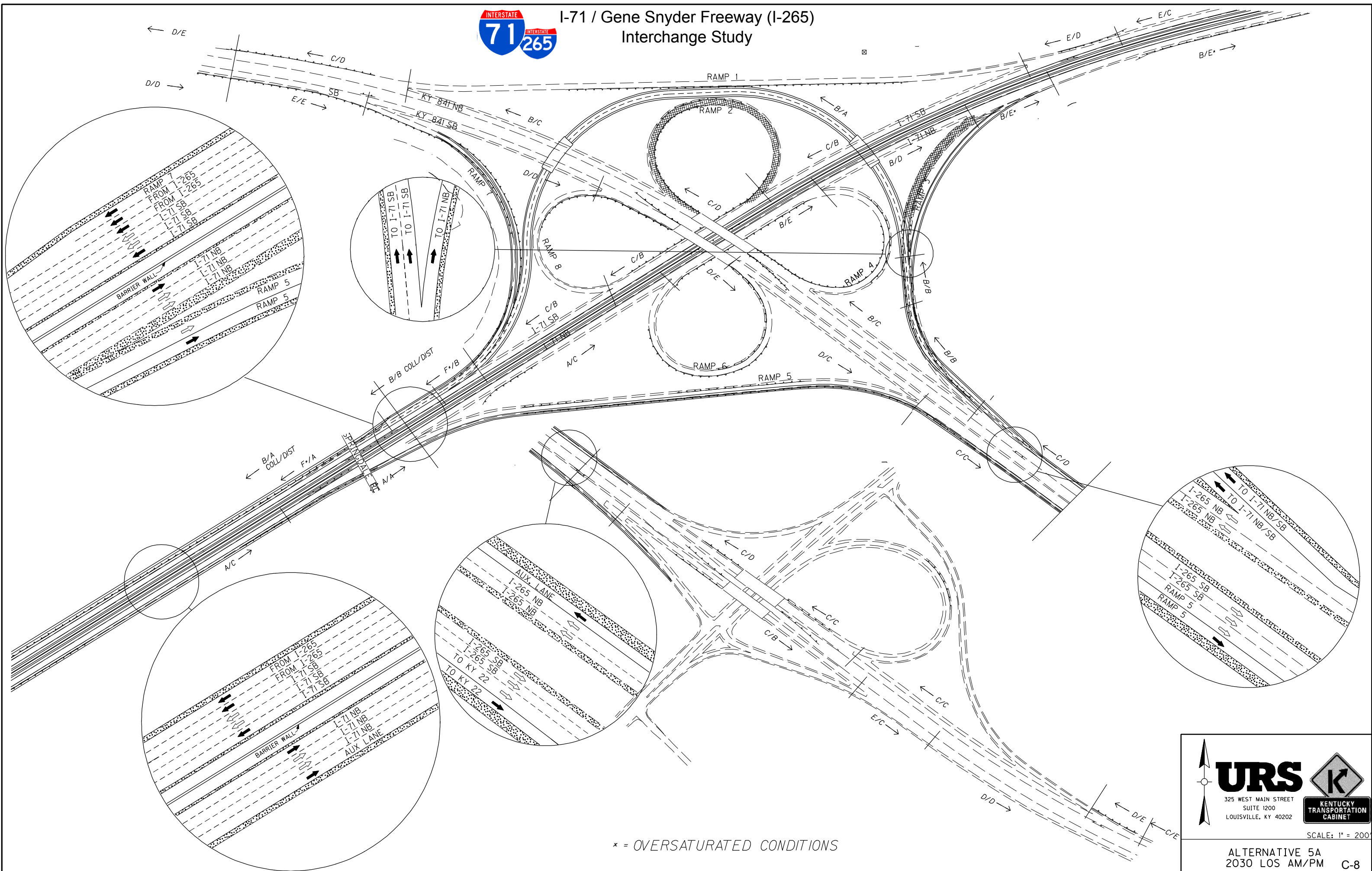
ALTERNATIVE 4A
2030 LOS AM/PM C-6



ALTERNATIVE 5
2030 LOS AM/PM C-7



I-71 / Gene Snyder Freeway (I-265) Interchange Study



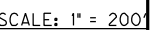
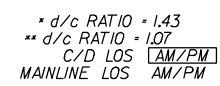
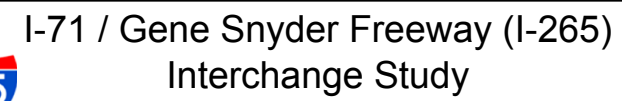
* = OVERSATURATED CONDITIONS

325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

KENTUCKY
TRANSPORTATION
CABINET

SCALE: 1" = 200'

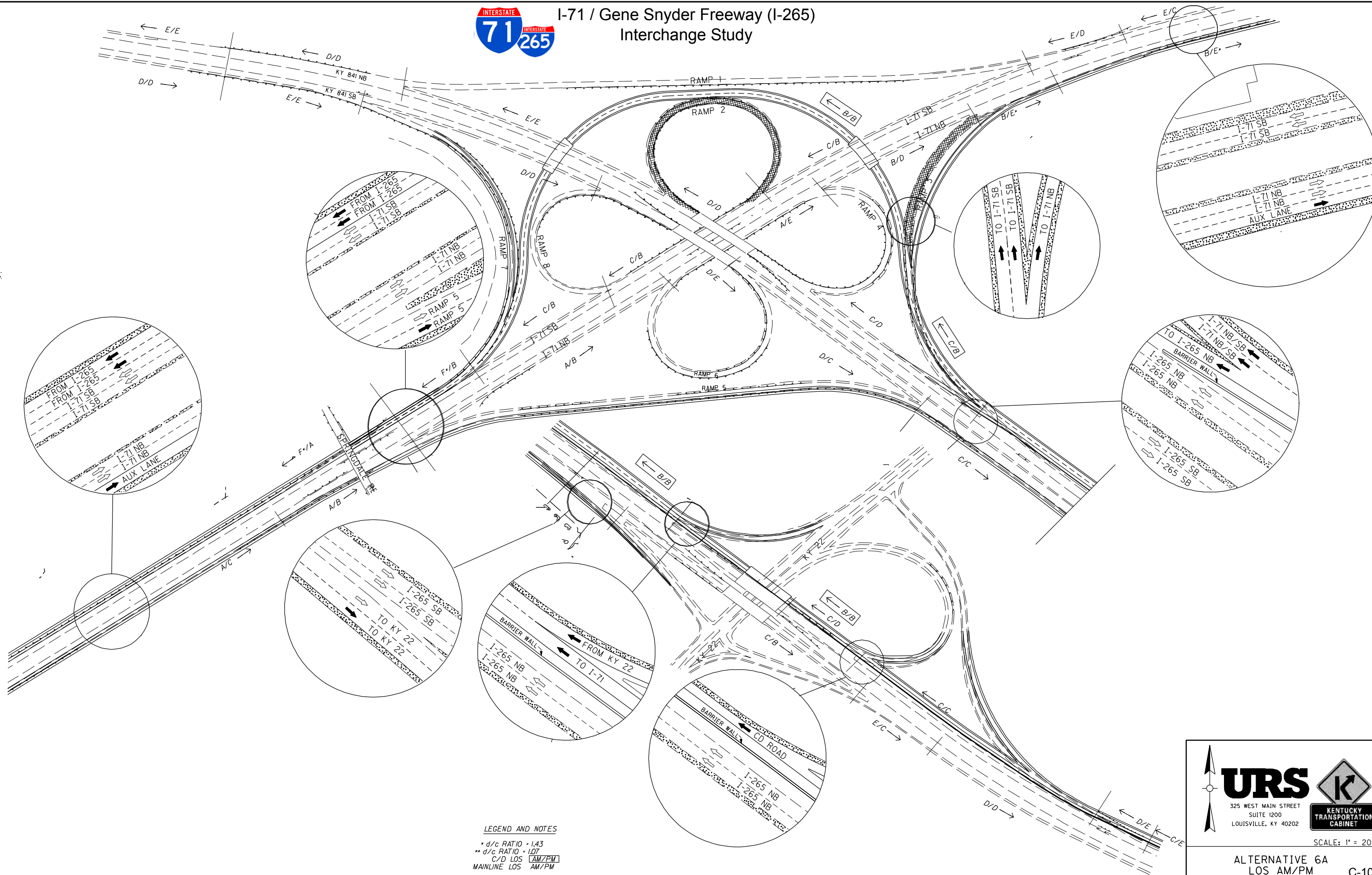
ALTERNATIVE 5A
2030 LOS AM/PM C-8



ALTERNATIVE 6
LOS AM/PM C-9



I-71 / Gene Snyder Freeway (I-265) Interchange Study



LEGEND AND NOTES

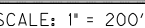
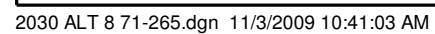
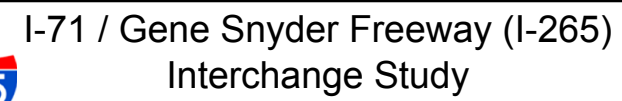
* d/c RATIO = 1.43
** d/c RATIO = 1.07
C/D LOS AM/PM
MAINLINE LOS AM/PM



SCALE: 1" = 200'

ALTERNATIVE 6A
LOS AM/PM

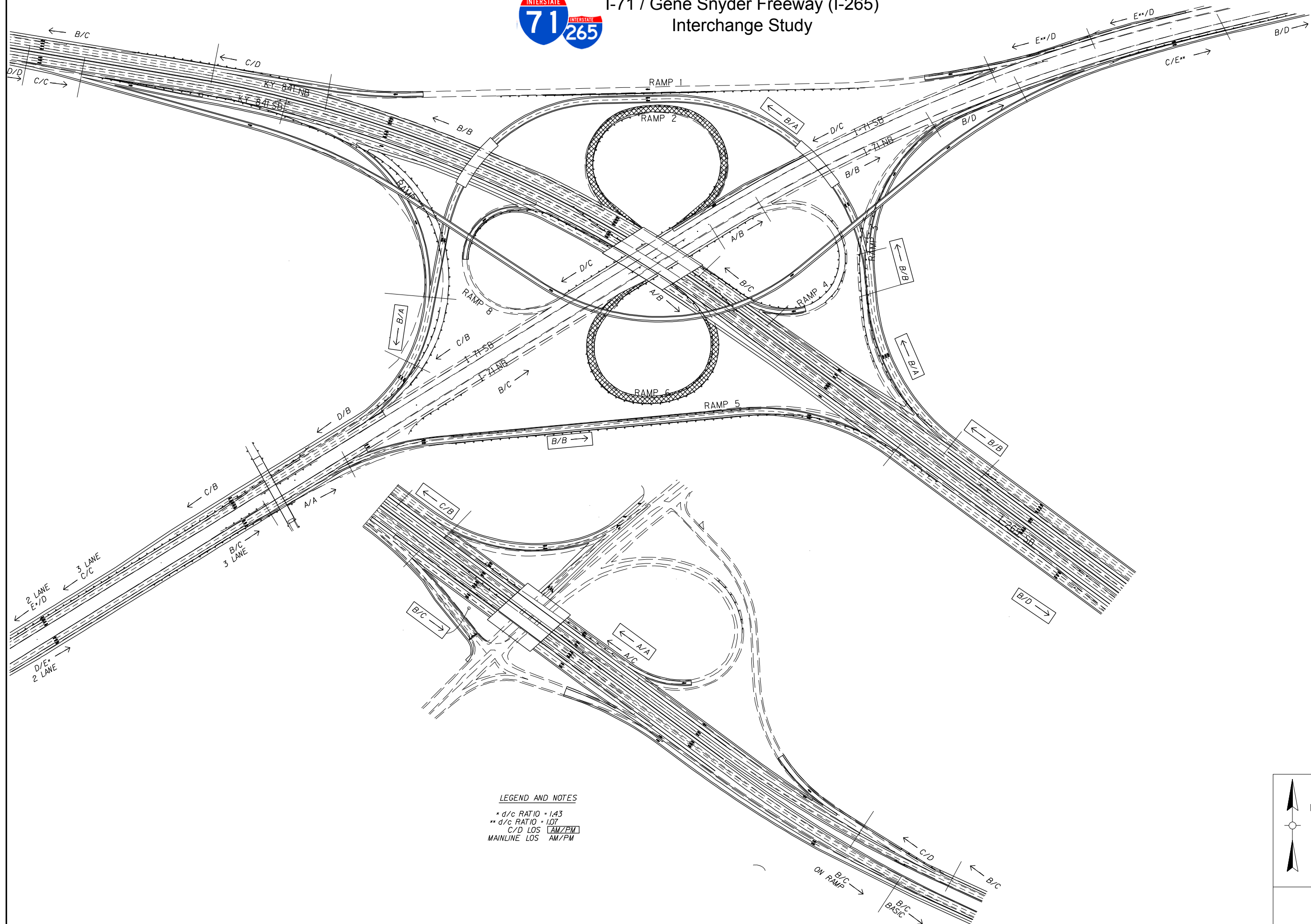
C-10



ALTERNATIVES 8 & 9
2030 LOS AM/PM C-11



I-71 / Gene Snyder Freeway (I-265) Interchange Study



LEGEND AND NOTES

* d/c RATIO = 1.43
** d/c RATIO = 1.07
C/D LOS [AM/PM]
MAINLINE LOS AM/PM

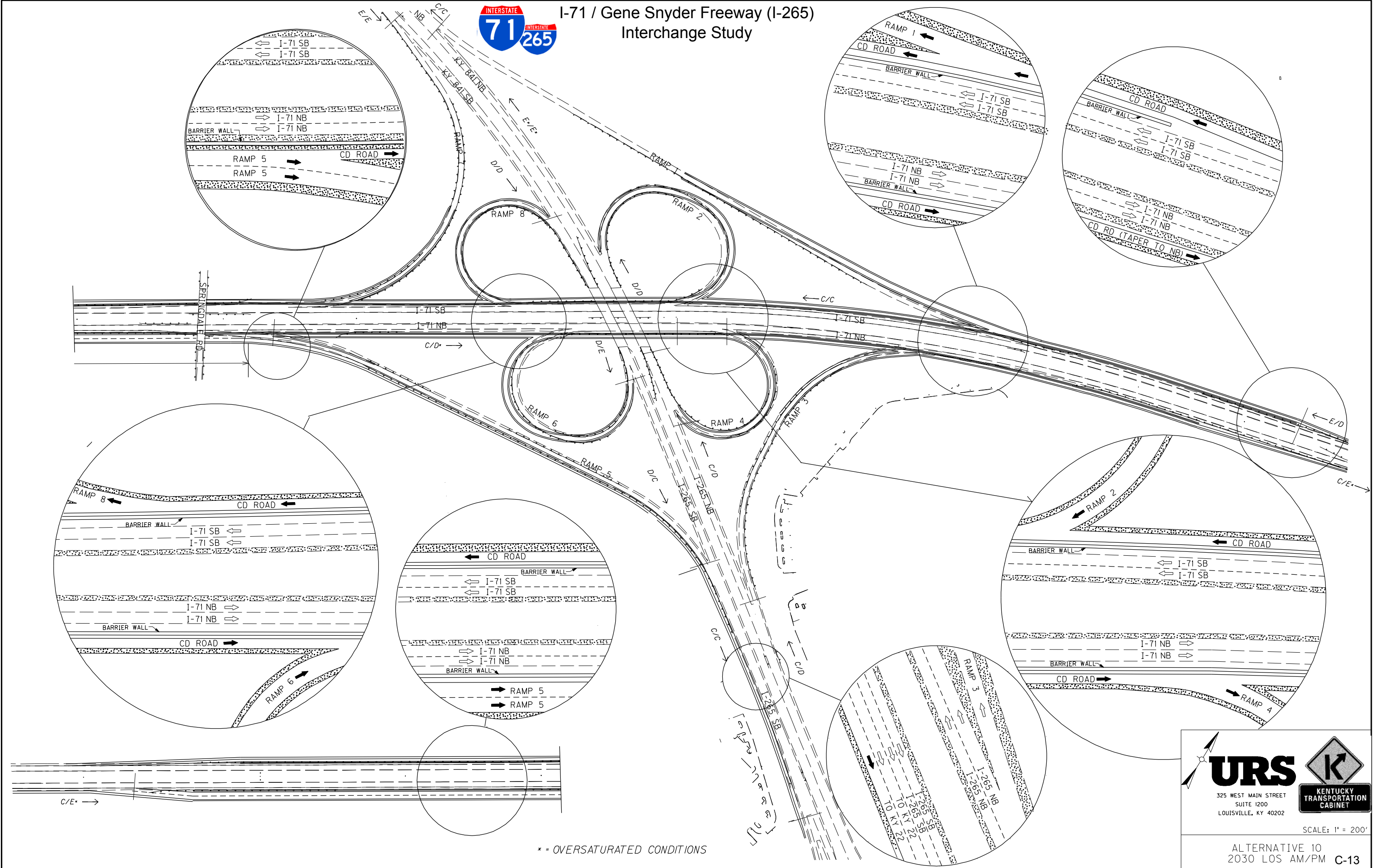


SCALE: 1" = 200'

ALTERNATIVE 8A
2030 LOS AM/PM C-12



I-71 / Gene Snyder Freeway (I-265) Interchange Study



* = OVERSATURATED CONDITIONS

325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

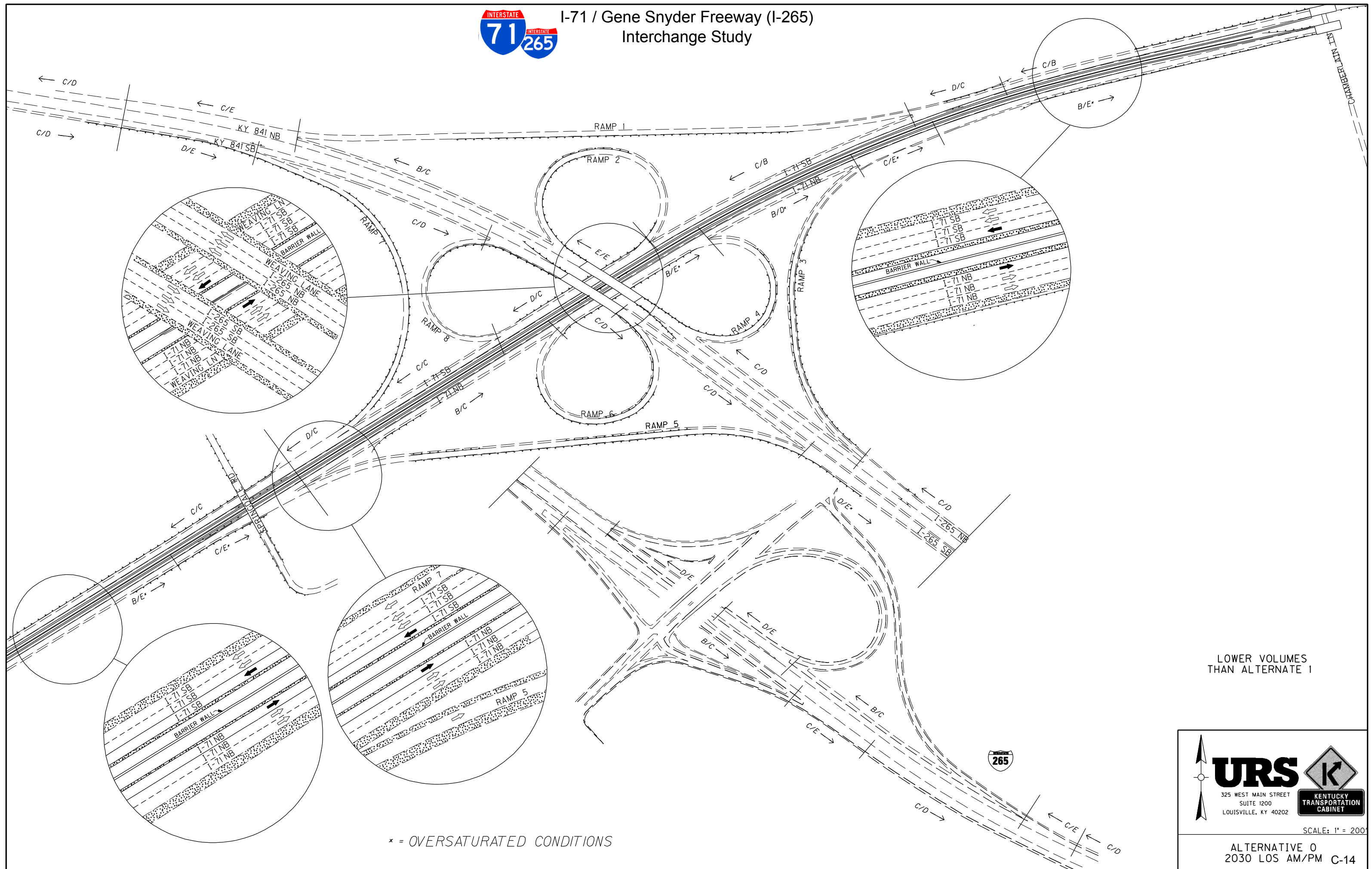
KENTUCKY
TRANSPORTATION
CABINET

SCALE: 1" = 200'

ALTERNATIVE 10
2030 LOS AM/PM C-13

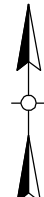


I-71 / Gene Snyder Freeway (I-265) Interchange Study



LOWER VOLUMES
THAN ALTERNATE 1

* = OVERSATURATED CONDITIONS



325 WEST MAIN STREET
SUITE 1200
LOUISVILLE, KY 40202

SCALE: 1" = 200'

ALTERNATIVE 0
2030 LOS AM/PM C-14

APPENDIX D

Sign Inventory

PREPARED BY _____
 CHECKED BY _____
 APPROVED BY _____
 DATE _____
 DATE _____
 DATE _____

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-68.00	



SCALE: 1" = 1000'

I-71 EXISTING SIGN SHEET 01

USER: sssssssssss
 DATE: sssssssssss
 FILE NAME: sssdesigns\file\specification\ssss
 E-SHEET NAME: sssssssssss

USER: sssuser88888
DATE: sssdttssss
FILE NAME: sssdesignsfile#specificationssss
SHEET NAME: -----

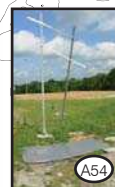
PREPARED BY: _____
DATE: _____
CHECKED BY: _____
DATE: _____
APPROVED BY: _____
DATE: _____

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-68.00	



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-68.00	

PREPARED BY _____	DATE _____
CHECKED BY _____	DATE _____
APPROVED BY _____	DATE _____



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USER: $$$USER$$$
DATE: $$$DATE$$$
FILE NAME: $$$design$file$specification$$$
SHEET NAME: -----

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SCALE 1" = 1000'

I-265 EXISTING SIGN SHEET 01

APPENDIX E

Meeting Minutes

PROGRESS MEETING MINUTES

I-71 at I-265 Interchange Study

Item No. 5-68.00

June 2, 2009 - 9:30 A.M.

A progress meeting was held at the KYTC-District 5 office in the Design Conference Room.

Those in attendance at the meeting are as follows:

Paul Davis	KYTC District 5 Project Manager
Jeff Schaefer	KYTC District 5 Environmental Coordinator
Mohamad Abdol	KYTC District 5 Engineering Support Br. Manager
Pat Matheny	KYTC District 5 Design
Tala Quinio	KYTC District 5 Design
Bob Farley	KYTC Central Office Design
Jason Hyatt	KYTC Central Office Traffic
Scott Thomson	KYTC Central Office Planning
Bill Hanson	FHWA Kentucky Division
Greg Groves	URS
Paul Slone	URS
Mitch Thomas	URS
Kevin Dant	URS
Bob Gustafson	Qk4
Darryl Renfrow	Qk4

1. URS began the meeting by giving an overview of the history of the I-71 Widening project (5-48.00) which was started by Qk4 in 1994. The project evaluated a six-lane widening of I-71 from I-64 to I-265. After public involvement and a peer-to-peer review KYTC decided the most effective use of funds was to eliminate the bottlenecks caused at the interchanges during peak hour congestion. The following projects were identified:
 - 5-48.10:** Add an auxiliary lane from I-64 to Zorn Avenue
 - 5-48.20:** Add an auxiliary lane from I-264 to I-71 NB and evaluate other improvements to the interchange.
 - 5-68.00:** A study to evaluate short and long-term improvements to I-71 and I-265 interchange. The existing interchange at KY-22 and I-265 influences the function of this interchange.

In addition, the previous study influenced the construction of cable barriers along I-71 due to cross-over collisions, creation of a TARC express bus route from Oldham County, and the implementation of ITS (TRIMARC) solutions along the corridor.

2. A review of the current existing conditions was given to the Project Team.
The following is a summary of the issues reviewed:

- **Existing Land Use Zoning** – A 1998 aerial of the project area was reviewed. It was noted the majority of the commercial development was not present at that time. Since that time the Summit, Old Brownsboro Crossing (Lowes, Costco, Norton Healthcare), Kroger, Hilton Garden Inn, and commercial office buildings have been constructed adjacent to or within close proximity to the existing interchanges of I 71/I 265 and I 265/KY 22, respectively.
- **Existing Geometrics** – existing interchange geometrics were reviewed. The design speed on the existing loop ramps is 30 mph and the design speed on the outside ramps is 50 mph. Both I 71 and I 265 mainline design speeds are 65 mph, respectively.
 1. The distance between existing interchanges is summarized below:
 - I 265/I 71 to I 265/KY 22 is approximately 2500 feet.
 - I 265/I 71 to Crestwood exit is approximately 5 miles
 - I 265/I 71 to I 264 is approximately 4 miles
 2. The existing weave lengths (nose to nose) are summarized below:
 - I 265 NB to I 71 SB is approximately 675 feet
 - I 265 NB to I 71 NB is approximately 850 feet
 - I 71 SB to I 265 SB is approximately 675 feet
 - I 71 NB to I 265 SB is approximately 650 feet
- **Safety** – A review of accident data from Jan. 2006-Dec 2008 was conducted. For the period there were 598 accidents of which nearly 50% were rear end collisions, or one crash every 1.8 days. The second largest number was collisions with a fixed object. KYTC D-5 provided data regarding cable barrier impacts. 158 impacts were noted resulting in the replacement of 944 posts. Since the cable barrier has been installed there has not been a cross-over fatality in the project study area. Other safety considerations discussed were the speed differential on I 265 NB in the AM peak due to vehicles stacking the outside lane on I 265 NB to the ramp to I 71 SB. Vehicles in the outside lane on I 265 NB heading to I 71 SB are progressing at an approximate rate of 10-15 mph while vehicles in the inside lane of I 265 NB heading north on I 265 to US 42 are at or near mainline posted speed of 65 mph. The large speed differential is a significant factor in causing rear-end crashes.
- **Sign Inventory**- A review of the existing signs were discussed. The exit ramp from I-71 SB to I-265 WB has a posted speed of 30 mph and has rollover warning signs on the ramp. It was noted a semi with trailer or other large vehicle has no other ramp speed warning signs prior to exit.

- **Environmental Review** – URS gave an overview of preliminary environmental data from GIS which included UST Hazmat sites, historic properties, streams, and FEMA Flood Zones. Other factors to be considered for future improvements include noise and right of way impacts.
- **Traffic** - URS presented a video of the existing merge weave conditions at AM/PM peak from the KY 22 WB ramp to I-265/I-71 and I-71 SB to I-265 NB/KY22 exit ramp. In addition, to the video URS collected traffic counts during AM/PM peaks noting the number of merges and weaves. URS presented a VISSIM model which depicted the existing conditions. LOS for the interchanges was discussed. It was noted the KY 22 WB ramp to I-265/I-71 existing LOS was a B/C, respectively. Paul Slone explained that the highway capacity methodologies evaluate spot locations. The critical points in the system are at the base of the I-265 WB to I-71 SB loop ramp in the morning and the I-71 NB to I-265 EB ramp diverge in the afternoon. The effects of the congestion at these points spills backward into other ramp, weave and mainline sections of the freeway. The HCS cannot quantify the spillback effects into other analyzed sections.

3. URS presented preliminary study alternatives primarily addressing short-term improvements. The alternatives presented are as follows:

- **Alternative 1** – Add an additional auxiliary lane to the outside from I-71 NB (Ramp 5) to I-265 SB exit to KY 22. (PM solution)
- **Alternative 2** – Shift I-71 NB thru lanes to the median allowing the outside lane to become an auxiliary lane and widen Ramp 5 to the inside or the outside to KY 22 exit. (PM solution)
- **Alternative 3** – Shift I-71 SB thru lanes to the median allowing the outside lane to become an auxiliary lane for the I-265 ramps. Align the I 265 NB on ramp at KY 22 with the existing I-265 NB exit ramp at KY 22 and eliminate the existing I-265 NB on ramp at KY 22. By aligning the new I 265 NB on ramp at KY 22 with the off ramp will increase the weaving length to approximately 1200 feet. (AM solution)
- **Alternative 4** – Add an additional auxiliary lane on I-71 NB and along Ramp 5 to I-265 SB exit to KY 22 exit. Shift I-71 NB and SB thru lanes to the median allowing the outside lane to become an auxiliary lane for the on and off ramps. Eliminate I-265 NB on ramp at KY 22 and align new I-265 NB on ramp with the existing I-265 NB exit ramp at KY 22. By aligning the new I 265 NB on ramp at KY 22 with the off ramp will increase the weaving length to approximately 1200 feet. (AM and PM solution)
- **Alternative 5** – Add an auxiliary lane on I-71 NB and along Ramp 5 to the I-265 SB exit to KY 22 exit. Construct a fly over ramp from I-265 NB to I-71 SB and tie down to I-71 NB. Eliminate Ramp 2 (loop ramp) from I-265 NB to I-71 SB. Eliminate I-265 NB ramp at KY 22 and align new I-265 NB ramp with the existing I-265 NB exit ramp at KY 22. By aligning the new I 265 NB on ramp at KY 22

with the off ramp will increase the weaving length to approximately 1200 feet. (AM and PM solution)

- **Alternative 6** – Add an additional auxiliary lane on I-71 NB and along Ramp 5 to I-265 SB exit to KY 22 exit. Construct a fly over ramp from I-265 NB to I-71 SB and tie down to I-71 NB while maintaining access to I 265 NB. Eliminate Ramp 2 (loop ramp) from I-265 NB to I-71 SB. (AM and PM solution)
- **Alternative 7** – Add an auxiliary lane on I-71 NB and along Ramp 5 to I-265 SB exit to KY 22. Construct a fly over ramp from I-265 NB to I-71 SB and I-71 NB. This fly over would be tighter and near the center of the existing bridge to allow for another future flyover from KY 841 SB to I-71 NB. Eliminate Ramp 2 (loop ramp) from I-265 NB to I-71 SB. Eliminate I-265 NB ramp at KY 22 and align new I-265 NB ramp with the existing I-265 NB exit ramp at KY 22. Aligning the new I 265 NB on ramp at KY 22 with the off ramp will increase the weaving length to approximately 1200 feet. (AM and PM solution).

Evaluation of alternatives 5-7 should be deferred for consideration until development of an ultimate solution has been completed.

Three additional alternative considerations beyond the project scope were discussed with the project team and summarized below:

- Ramp Metering at KY 22 on ramps in the AM peak
- Close KY 22 on ramps and make traffic proceed down Chamberlain Lane to Westport Road to access I 265 (approximately 1 mile to the south)
- Construct a new interchange north of I 265/I 71 moving traffic that access I 265 at KY 22 to access I 71 upstream
- Evaluate improvements and lane configurations within the existing bridge piers. This improvement would function as a CD system and leave the existing loop ramps.

During the review of alternatives discussion was had regarding improvements (short-term and long range). URS will evaluate short-term and long range alternatives with this study. Design year traffic volumes should consider the impact of the Ohio River Bridges project for the East End Bridge, while construction year may not consider this project. Currently the project is estimated at a cost of \$4 billion dollars and is on hold pending a financing strategy from the Kentucky legislature.

Other items of discussion were any improvements beyond the existing right of way would be prohibitively expensive. Noise walls will most likely be required for any capacity additions along residential corridors in the project study area.

4. Next Steps for the project study are as follows:

- Coordination Meetings with the following:
 - ✓ TARC
 - ✓ CTS (Ohio River Bridge Update and traffic data)
 - ✓ TRIMARC
- Alternatives development and traffic evaluation.

- Continue environmental overview and development of preliminary purpose and need of projects.

KIPDA MEETING SUMMARY

I-71 at I-265 Interchange Study

Item No. 5-68.00

June 26, 2009 - 9:30 A.M.

The meeting was held at the KYTC-District 5 office in the Main Conference Room.

Those in attendance at the meeting are as follows:

Paul Davis	KYTC District 5 Project Manager
Scott Thomson	KYTC Central Office Planning
Andy Rush	KIPDA
Larry Chaney	KIPDA
Lauren Hatfield	URS
Kevin Dant	URS

1. KIPDA presented projected 2030 Traffic Forecasts and 2030 Socioeconomic Data supplied to BTM during a previous study.
2. Socioeconomic data provided by LMPDS was reviewed. Revised LMPDS Socioeconomic Data was provided. In particular, changes made TAZ section 533 were reviewed. Group present agreed that revised figures should be used for modeling and other study purposes.
3. Socioeconomic data model is based on preset controls. LMPDS officials have to move "household" and "employment" numbers from one area to another to maintain set controls. Data figures are from 2004.
4. KIPDA presented map of Proposed I-71 Interchange and Alternate Routes containing projected 2030 revised version of the LMPDS socioeconomic data. Map depicted I-71 as is present day and included widening of KY 22 to 5 lanes west of Crestwood.
5. Proposed County Line Interchange was discussed. Interchange to run from approximately Haunz Lane area providing access to I-71 continuing across 1694 and ending with connection approximately at Locke Lane. Study for this interchange is not complete.
6. KIPDA will project volumes to provide to URS and KYTC based on the LMPDS TAZ revised Socioeconomic Data.
7. Andy Rush will run and provide scenarios based on the following options:
 - a. No-Build (includes only the projects currently in KIPDA's Long-Range Transportation Plan)
 - b. A run without the proposed interchange on I-71 at the Jefferson/Oldham county line
 - c. A run that includes auxiliary lanes on I-71 (both directions)
 - d. A run that includes a new flyover ramp(s)
8. Kevin Dant to send conceptual drawings to Andy for flyover and auxiliary lanes.

Tentative follow-up meeting set for 2nd week in July. Specific date and time TBD.

KIPDA MEETING SUMMARY

I-71 at I-265 Interchange Study

Item No. 5-68.00

July 21, 2009 - 9:30 A.M.

The meeting was held at the KYTC-District 5 office in the Main Conference Room.

Those in attendance at the meeting are as follows:

Paul Davis	KYTC District 5 Project Manager
Scott Thomson	KYTC Central Office Planning
Brian Meade	KYTC
Bob Farley	KYTC
Tala Quinio	KYTC
Larry Chaney	KIPDA
Andy Rush	KIPDA
Kevin Dant	URS

1. KIPDA presented projected 2030 Traffic Forecasts with updates discussed at 06/26/09 meeting.
2. All options were reviewed. The “No Build” option did not include the construction of an Oldham/Jefferson Interchange.
3. Collector Distributor System Alt. 6 (2 Lane Fly Over) was reviewed. Simulation of traffic 265 Westbound showed:
 - e. 61% of Total Traffic used the flyover
 - f. 38% of Total Traffic remained on the mainline
4. All numbers of the simulation are a reflection of I-71 having only 4 lanes .
5. Andy Rush provided scenarios based on the following options:
 - g. No-Build (includes only the projects currently in KIPDA’s Long-Range Transportation Plan)
 - h. A run without the proposed interchange on I-71 at the Jefferson/Oldham county line
 - i. A run that includes auxiliary lanes on I-71 (both directions)
 - j. A run that includes a new flyover ramp(s)
6. URS will develop traffic modeling simulations for the study alternatives using the traffic data forecasts provided by KIPDA.

PROGRESS MEETING SUMMARY

I-71 at I-265 Interchange Study

Item No. 5-68.00

September 18, 2009 - 1:30 P.M.

The meeting was held at the KYTC-District 5 office in the Design Conference Room. Those in attendance at the meeting are as follows:

Paul Davis	KYTC District 5 Project Manager
Tala Quinio	KTYC District 5 Design
Mohamad Abdol	KYTC District 5 Engineering Support
Jeff Schaefer	KYTC District 5 Environmental Coordinator
Kyle Cooper	KYTC District 5 Planning
Greg Groves	URS
Mitch Thomas	URS
Kevin Dant	URS
Glen Kelly	Qk4
Darryl Renfrow	Qk4

1. URS discussed the status of the current alternatives and provided detail drawings of each improvement.
2. Discussion was had regarding the KY 22 ramps in Alternative 3. It is anticipated the model will show KY 22 would be negatively impacted by this change by realigning all traffic to enter I-265 beside the existing I-265 off ramp at KY 22.
3. Discussion was held regarding cost estimates for alternatives. Conceptual level estimates will be prepared for each alternative prior to the next Project Team Meeting.
4. URS gave a review of progress on the environmental overview. KYTC indicated the overview should be prepared based on the final alternatives from the study.
5. It was decided to hold another progress meeting with KYTC personnel (District 5 and Central Office) prior to the next Project Team Meeting. The anticipated date for the meeting is mid-October.

TRIMARC MEETING SUMMARY

I-71 at I-265 Interchange Study

Item No. 5-68.00

October 1, 2009 - 2:00 pm

URS scheduled a meeting with TRIMARC to review the existing conditions of the interchange, discuss possible improvements, and receive input from TRIMARC regarding future plans and/or needs.

Those in attendance at the meeting are as follows:

Tim Emington	TRIMARC Operations Manager
Todd Hood	TRIMARC Systems Administrator
Daniel Woo	TRIMARC Asst. Systems Administrator
Greg Groves	URS
Kevin Dant	URS

1. URS reviewed the existing AM/PM VISSIM traffic simulation videos. TRIMARC indicated the models were a good representation of existing conditions. We discussed the PM cue on the northbound PM and TRIMARC indicated it is usually back to the Watterson or at least Barbour Lane.
2. TRIMARC will have new dynamic message boards in the I-71 South direction (north of I-265, and between I-265 and I-264) operational by the end of the month. A new camera is present near the Oldham and Jefferson County line. The camera will be fully integrated by the end of the year.
3. URS reviewed preliminary alternative concepts with TRIMARC. TRIMARC indicated they believe any improvement to the I-265 NB to I-71 SB weave should help traffic on KY 22. They had concerns with eliminating the free-flow ramp from KY 22 to I-265. This change would impact the signal at Old Brownsboro Crossing.
4. After reviewing the alternatives TRIMARC indicated the flyover would be a relief to congestion at this interchange. They requested consideration of outbound variable message signs and other ITS solutions for any improvements to I-71 between I-264 and Oldham County.

cc: File
Paul Davis, KYTC Project Manager

FHWA/KYTC Central Office
PROJECT BRIEFING MEETING
I-71 at I-265 Interchange Study
Item No. 5-68.00
January 5, 2010 - 9:30 A.M.

The meeting was held at the KYTC-Central Office in Conference Room #118. Those in attendance at the meeting are as follows:

Steve Waddle	KYTC State Highway Engineer-Project Development
Paul Davis	KYTC District 5 Project Manager
Brian Meade	KYTC District 5 Project Development
Bob Farley	KYTC Central Office Design
Gilberto De Leon	FHWA Kentucky Division
Greg Groves	URS
Mitch Thomas	URS
Paul Slone	URS
Kevin Dant	URS

The purpose of the meeting was to review the project alternatives and recommendations to date with FHWA Kentucky Division and KYTC Central Office State Highway Engineer-Office of Project Development.

1. URS presented a review of the existing conditions of the interchange using a video montage of the peak hour weaving between KY 22 and I-71 as well as videos driving the project in the AM and PM peak..
6. URS reviewed the project goals of the study:
 - *Evaluate the safety and capacity of the existing interchange*
 - *Determine the future adequacy of the interchange*
 - *Consideration of interim build/ultimate build scenarios*

The primary need of the study is peak hour congestion relief and improved safety during the AM peak period from I-265 NB to I-71 SB and in the PM peak from I-71 NB to I-265 SB.

7. URS presented the project alternatives and discussed the effectiveness of each alternative when compared to the project's goals. After reviewing each alternative, URS recommended the project team continue to evaluate Alternative 5A, 8A, and 10A.
8. KYTC discussed the opportunity for portions of the alternatives to be broken out into future design projects. Central Office was interested in breaking out Alternative 1 as a stand alone future Highway Plan project. FHWA will determine the potential for projects to progress without completing a full IJS/IMR at this time.
9. Drawings of alternatives, Level of Service Analysis and 2020/2030 traffic projections were provided to FHWA
10. URS will proceed with completion of the study based on the recommendations of further study on Alternative 5A, 8A and 10A.

CTS MEETING SUMMARY

I-71 at I-265 Interchange Study

Item No. 5-68.00

June 16, 2009 - 9:30 A.M.

After the project status review meeting on June 2, 2009, URS contacted CTS regarding traffic data used for LSIORB analysis for the I-71/I-265 interchange. The meeting was scheduled and was held at the KYTC-District 5 office in the Main Conference Room.

Those in attendance at the meeting are as follows:

Paul Davis	KYTC District 5 Project Manager
Tala Quinio	KYTC District 5 Design
Scott Thomson	KYTC Central Office Planning
Gary Valentine	KYTC – LSIORB Project Manager
Andy Barber	KYTC – LSIORB Deputy Project Manager
Greg Groves	URS
Paul Slone	URS
Kevin Dant	URS
John Sacksteder	CTS
Kevin Villier	CTS

1. URS gave an overview of the I-71 and I-265 interchange study and the impact traffic from the LSIORB project, specifically the East End Bridge, would have on any future improvements to the interchange.
2. CTS indicated traffic at this interchange was not evaluated as part of the LSIORB project and all traffic forecasts for the project were contained in the Engineering Section of the project documentation. CTS will provide this information to URS.
3. CTS indicated all traffic data was based on the KIPDA traffic model and was based on a design year of 2025. The 2030 model was used for an Air Quality (PM 2.5) update.
4. 2030 should be the lookout year for the I-71/I-265 interchange study. This data should be available from KIPDA. URS will contact KIPDA to schedule a meeting regarding the traffic model and the projects proposed as completed in the 2030 forecast.
5. KIPDA meeting is scheduled for June 26 at 9:30 at District 5 office.

APPENDIX F

Environmental Overview

Environmental Overview Alternatives Study for I-71 / I-265

Jefferson County, Kentucky
KYTC Item Number: 5-68.00

July 2010



Prepared for :



**Kentucky Transportation Cabinet
District 5**

Prepared By : **URS**

**URS Corporation
325 West Main Street
Suite 1200
Louisville, KY 40202**

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- 2 EXISTING CONDITIONS AERIAL MAP
- 3 ENVIRONMENTAL FOOTPRINT – USGS TOPOGRAPHIC MAP
- 4 EXISTING LAND USE

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- A KDFWR – KSNPC SPECIES LIST
- B KENTUCKY EPPC ACTIVITY SITE LIST
- C USEPA ENVIRONMENTAL JUSTICE ASSESSMENT DATA



EXECUTIVE SUMMARY

URS Corporation (URS) was retained by the Kentucky Transportation Cabinet (KYTC) District 5 to perform an alternatives study for the I-71/I-265 interchange in Jefferson County, Kentucky. Included in the study is the I-265 and KY-22 interchange which is less than 0.1 miles from the I-71/I-265 interchange. The purpose of the study is as follows:

- Evaluate the safety and capacity of the interchange(s).
- Determine the future adequacy of the interchange(s).
- The scenarios included in the alternatives study included the consideration of interim build and ultimate build solutions.

The **Environmental Overview** completed for the project identified the following issues for consideration in design and environmental analysis for future projects.

- Improvements to I-71 NB and I-71 near Little Goose Creek will most likely require culvert extensions. The impacts associated with the culvert extension will require coordination and permitting with the US Army Corps of Engineers and Kentucky Division of Water. In addition, the area will require a habitat assessment for Indiana Bat, as this stream has a documented mist netting capture for this species.
- Any project which adds capacity to the Interstate will require a noise analysis to determine existing and future predicted noise levels. This will be important as land use adjacent to I-71 from I-264 to I-265 is primarily residential. During previous KYTC studies noise concerns were raised by the public.
- Undeveloped land use adjoining the interchange at I-71 and I-265 is minimal and is primarily on the northeast quadrant. The majority of land is residential or commercial. Therefore, any improvements which would require significant right of way acquisition would most likely be cost prohibitive and controversial.

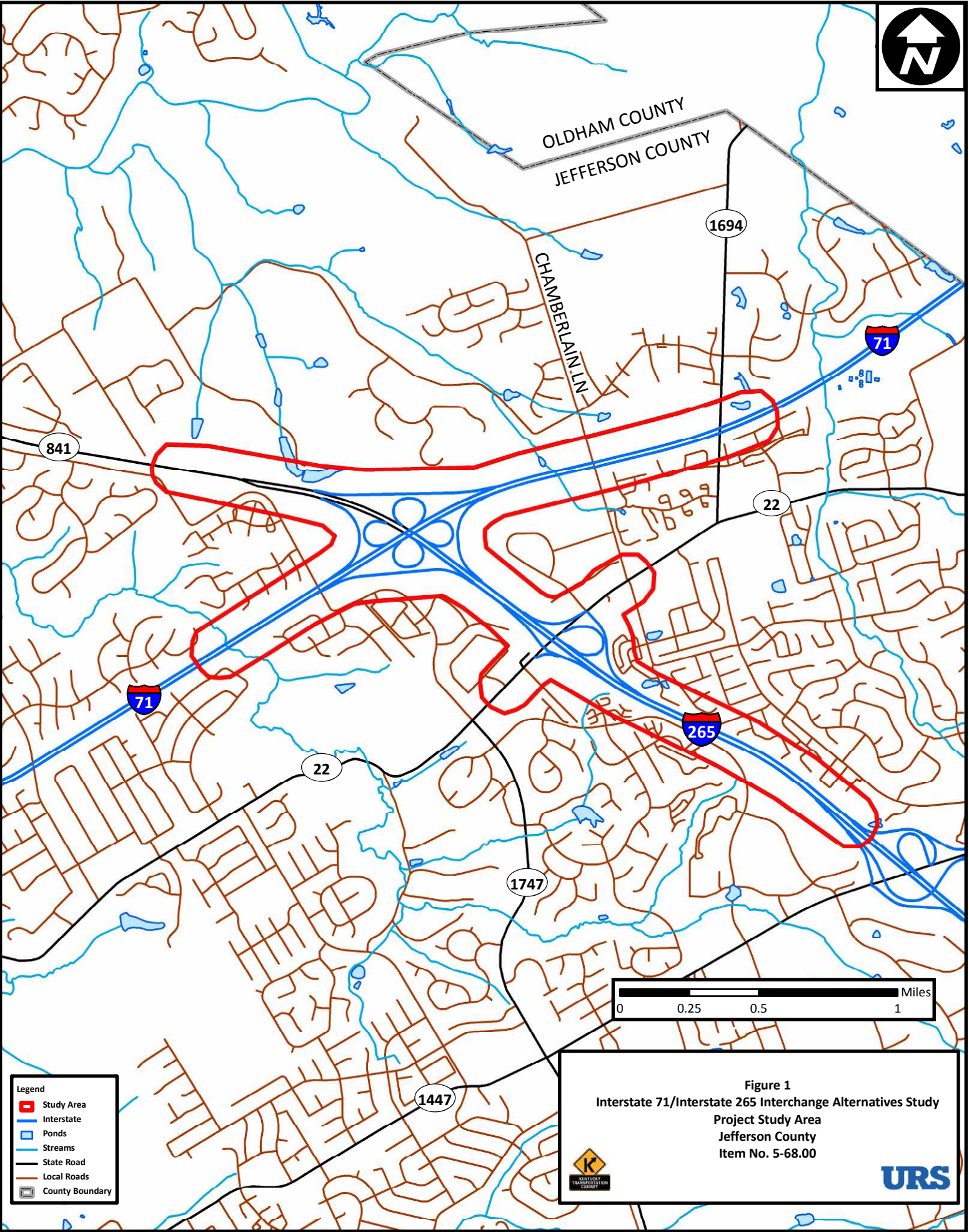


1.0 PROJECT DESCRIPTION

URS Corporation (URS) was retained by the Kentucky Transportation Cabinet (KYTC) District 5 to perform an alternatives study for the I-71/I-265 interchange in Jefferson County, Kentucky. Included in the study is the I-265 and KY-22 interchange which is less than 0.1 miles from the I-71/I-265 interchange. The purpose of the study is as follows:

- Evaluate the safety and capacity of the interchange(s).
- Determine the future adequacy of the interchange(s).
- The scenarios included in the alternatives study included the consideration of interim build and ultimate build solutions.

This environmental overview identifies study area issues likely to require consideration during future studies and design. It summarizes the results of several environmental investigations, based primarily upon literature, archival, known database, and map research. Limited amounts of fieldwork were conducted, consisting mainly of windshield surveys to confirm identified sites, and visually identify previously unknown sites. This environmental overview does not provide a detailed analysis and assessment of any potential impacts. The study area is about 4 miles long (*i.e.*, east-west), and about 4 miles wide (north-south). **The study area depicted on Figure 2 shows a 1000 foot buffer area along existing I-71 and I-265.**



- Legend
- Study Area
 - Interstate
 - Ponds
 - Streams
 - State Road
 - Local Roads
 - County Boundary

Figure 1
Interstate 71/Interstate 265 Interchange Alternatives Study
Project Study Area
Jefferson County
Item No. 5-68.00



2.0 PURPOSE AND NEED FOR PROJECT STUDY

The purpose of the project study is as follows:

Improve the safety and operation of the I-71/I-265 interchange and the I-265/KY 22 interchange. In addition, consideration should be given regarding the future capacity of the interchange.

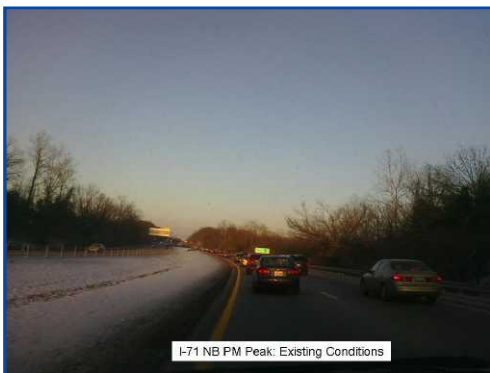
AM Peak Needs:

The project is needed due to the limited merge weave distance (700 feet) from I-265 NB to I-71 SB which creates a system delay on I-265 NB and I-71 SB during AM peak conditions. This ramp has a current level of service of F. Additionally, there have been 58 reported accidents in this area (Jan. 2006 – Jan. 2010).



This does not include the numerous unreported collisions with the cable barrier system located on the inside of I-71 SB.

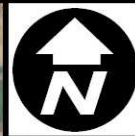
PM Peak Needs:



I-71 NB, during PM peak conditions experiences congestion and delay, which can cause traffic backups. These backups affect the operating speed of I-71 and attribute to rear end collisions. Within the study area there have been 43 reported accidents between Milepoint (MP) 8.2 and the I-265 SB ramp (Jan. 2006 – Jan. 2010) of which 65% are

rear-end or sideswipe collisions.

An aerial view of the project study area and limits of AM/PM congestion is included in Figure 1.



INTERSTATE 71/INTERSTATE 265 EXISTING CONDITIONS AM PEAK	
RAMP	MERGE/WEAVE DISTANCE (IN FEET)
I-265 NB TO I-71 NB	825
KY 22 WB TO I-71 NB	1350
I-265 NB TO I-71 SB	825



Legend

- * Choke point
- AM Congestion Limit
- PM Congestion Limit

FIGURE 2
Interstate 71/Interstate 265 Interchange Alternatives Study
Existing Conditions
Jefferson County
Item No. 5-68.00





Due to the limited availability of KYTC Road Funds and/or Federal funding, improvements to the I-71/I-265 interchange are most likely to be incremental. An Interchange Modification Study (IMS) is not required at this time. Projects recommended for future implementation will be assessed individually in accordance with NEPA requirements.

3.0 PROJECT STUDY ALTERNATIVES

URS developed multiple alternatives to meet the project study purpose and need (see **Alternatives Study Report**). The alternatives included interim (quick-fix) improvements and ultimate build solutions. The Environmental Overview will address alternatives recommended for further consideration by KYTC. The alternatives are as follows:

Alternative 5A

Improvements include:

- Construct a two-lane flyover from I-265 NB to I-71 SB
- Add an auxiliary lane to the outside of I-71 NB
- Add an auxiliary lane to the inside of I-71 SB to I-264
- Widen I-71 Ramp 5 to 2 Lanes to KY 22
- Reconstruct Ramp 3 and add auxiliary lane to Chamberlain
- Align new I-265 NB ramps with I-265 SB ramp @ KY 22
- Reconstruct Springdale Road Bridge

Estimated Cost- \$70 Million

Alternative 8A

Improvements include:

- I-71 is widened at the flyover merge point to 5 lanes and tapers back down to 2 lanes
- Widen I-265 to 6 lanes
- Flyover from I-265 SB to I-71 NB and I-265 NB to I-71 SB
- Collector Distributor (CD) system and barrier wall on I-265 NB and SB from KY 22 to KY 841

Estimated Cost- \$86.5 Million

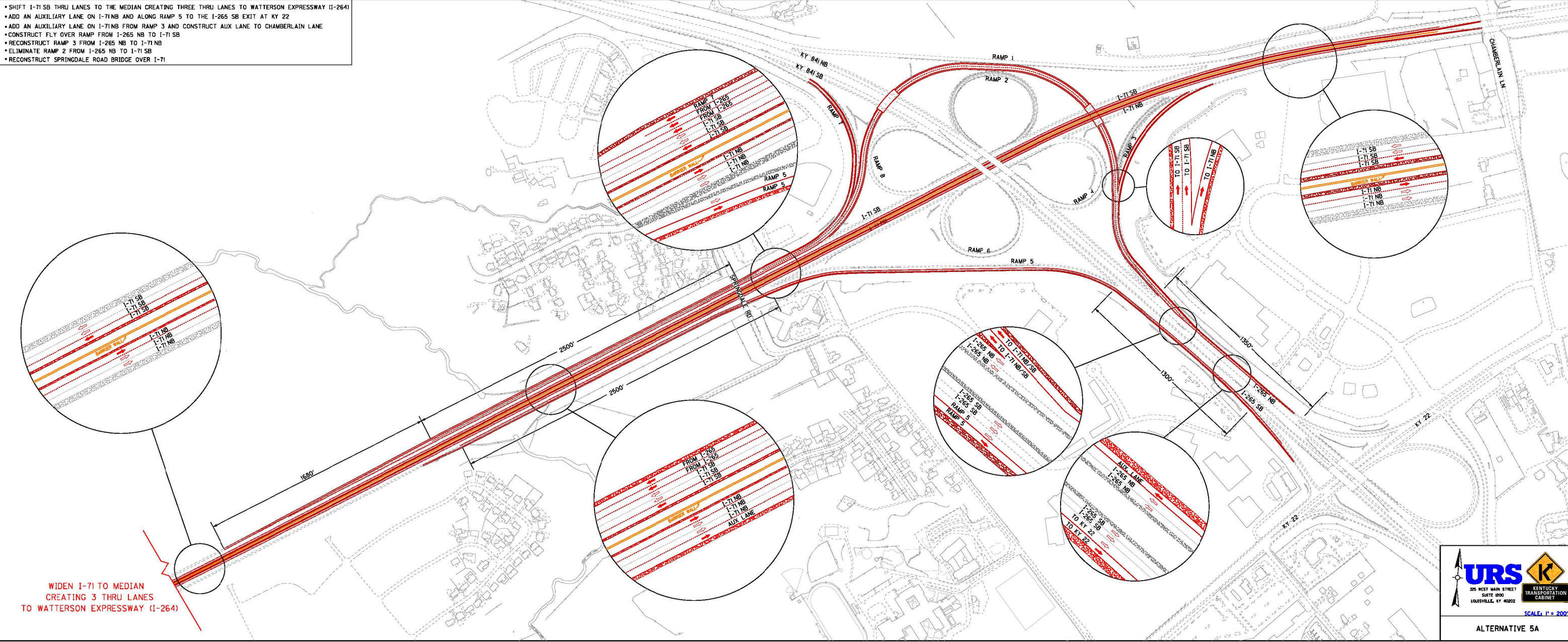
Alternative 10A

Improvements:

- CD system on I-71 SB and I-71 NB to address AM and PM weave
- Reconstruct Springdale Road Bridge over I-71
- Add an auxiliary lane to the outside of I-71 NB
- Widen I-71 Ramp 5 to 2 Lanes to KY 22
- I-71 add an additional lane in each direction

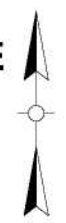
Estimated Cost - \$65 Million

- SHIFT I-71 SB THRU LANES TO THE MEDIAN CREATING THREE THRU LANES TO WATTERSON EXPRESSWAY (I-264)
- ADD AN AUXILIARY LANE ON I-71NB AND ALONG RAMP 5 TO THE I-265 SB EXIT AT KY 22
- ADD AN AUXILIARY LANE ON I-71NB FROM RAMP 3 AND CONSTRUCT AUX LANE TO CHAMBERLAIN LANE
- CONSTRUCT FLY OVER RAMP FROM I-265 NB TO I-71 SB
- RECONSTRUCT RAMP 3 FROM I-265 NB TO I-71 NB
- ELIMINATE RAMP 2 FROM I-265 NB TO I-71 SB
- RECONSTRUCT SPRINGDALE ROAD BRIDGE OVER I-71





**I-71 / I-265 INTERCHANGE
IMPROVEMENTS
ALTERNATE 8A**



SCALE: 1" = 200'

WIDEN I-71 NB AND SB TO MEDIAN
CREATING 3 THRU LANES
TO WATTERSON EXPRESSWAY (I-264)

- CONSTRUCT CD ROAD ON I-71 NB & SB
- RECONSTRUCT BRIDGE AT SPRINGDALE ROAD OVER I-71
- ADD AUXILIARY LANE FROM I-71 NB TO I-265 SB CONTINUING ON I-265 SB TO KY 22 EXIT
- SHIFT I-71 NB AND I-71 SB THRU LANES TO THE MEDIAN CREATING 3 THRU LANES



4.0 ENVIRONMENTAL CONSIDERATIONS

The study area is located in northeastern Jefferson County, Kentucky. Oldham County is located approximately 2 miles to the northeast. Jefferson County is located in north central Kentucky, which is within the Bluegrass Region of the Interior Low Plateau physiographic region, a gently rolling plain of the eastern United States. A USGS topographic map of the study area and identified environmental considerations is included in Figure 2.

4.1 Topography

The United States Geological Survey 7.5-minute topographic map of the Anchorage, Kentucky quadrangles indicates that the study area is approximately 660 feet above mean sea level (USGS, 1987). Surface topography in the subject area is generally a reflection of the man made grading associated with the interstate construction. Local surface topography generally slopes gently to the Northwest towards an unnamed tributary to Wolf Pen Branch, mapped approximately 1,000 feet north of the I-71/I-265 interchange. In the absence of man-made influences (e.g. storm water drains and drainage ditches) surface water from the study area likely drains northwest following surface topography; however the study area is developed and storm water runoff is diverted to man-made systems. The average annual precipitation in the study area is approximately 40 to 44 inches. The average annual runoff in undeveloped areas is approximately 15 to 20 inches (Lloyd and Lyke, 1995).

4.2 Soils and Geology

The study area is located in the Highland Rim Section of the Interior Low Plateaus physiographic province (USGS, 2010). Surface soils mapped in the study area are identified as the Urban land-Udorthents complex (USDA, 2010). Areas where soils have been heavily altered so that physical properties cannot be observed or classified characterize Urban land. Urban land is generally comprised of locally derived fill materials and is characterized by variable infiltration and runoff rates. Middle Silurian age dolomitic limestone bedrock,



specifically the Louisville Limestone, likely underlies surface soils within the study area. The Louisville Limestone is conducive to the formation of karst (KGS, 2010). Several sinkholes are shown mapped within the study area. One sinkhole depicted is adjacent to the I-265/KY 22 interchange.

4.3 Hydrogeology

The Silurian-Devonian aquifer is mapped in the study area and likely serves as a regional source for groundwater (Lloyd and Lyke, 1995). Groundwater in the Silurian-Devonian aquifer is generally stored in fractures, open pore spaces, and along bedding planes in limestone bedrock. Several water wells are located within close proximity to the study area. Based on information provided by the Kentucky Geological Survey (KGS) and local topography, uppermost groundwater is likely encountered within 30 feet of the ground surface within the study area. Uppermost groundwater flow likely follows local topography, generally northwest. Areas within approximately 1,000 feet generally south and southeast of the subject site appear to be hydraulically upgradient.

4.4 Surface Water Resources



The study area lies within the Silver-Little Kentucky HUC (8) #05140101 watershed. Little Goose Creek is located on the western end of the project study and I-71 crosses over this perennial stream near Milepoint 8.3. Little Goose Creek flows under I-71 through an existing concrete box culvert; any proposed improvements to the outside of I-71 would require a widening of the existing culvert. Wolf Pen Branch and its tributaries are located on the northern and eastern sides of the existing interchange. I-71 crosses over Wolf Pen Branch, a perennial stream, near Milepoint 9.68, through an existing concrete box culvert. Any improvements to the outside of I-71 would require a culvert extension.



Along I-265 there are two intermittent streams within the study area. The streams are unnamed tributaries to Little Goose Creek and flow under I-265 through concrete box culverts. Any widening to the outside of I-265 would require culvert extensions.

4.5 Wetlands

According to the National Wetland Inventory (**NWI**) the only wetlands identified within the study area are ponds (*see Figure 3*). These ponds are man-made and primarily constructed along intermittent streams. The ponds were most likely developed for agricultural purposes, as the study area was primarily agricultural prior to the full completion of I-265 (Gene Snyder Freeway) in 1987.

Hydric soil data for Jefferson County was reviewed for the study area. No hydric soil is located within or adjacent to the study area.

4.6 Floodplains

Little Goose Creek is within the 100-year floodplain in the study area. The floodplain according to the Federal Emergency Management Agency (FEMA) designation is within Zone AE. This is an area where base flood elevations are provided. North of the study area, Little Goose Creek's FEMA floodplain designation changes to A. This is an area where base flood elevations are not calculated. Discussion regarding impacts to floodplains is included in Permits.

Hite Creek is located to the east of the study area and is within a designated AE FEMA flood zone. Wolf Pen Branch is to the north of the study area and is an A designated FEMA flood zone.

4.7 Permits

Any proposed improvements would most likely require extensions of existing box culverts under I-71 and I-265. These activities would require a permit from the US Army Corps of Engineers (USACE-Nationwide Permit #14) and General Water Quality Certification. These permits will apply if impacts are less than 300 linear feet or 500 feet within a 14-HUC watershed. Should impacts exceed this amount an Individual Permit or Letter of Permission



will be required from the USACE. In addition, an Individual Water Quality Certification would be required from the Kentucky Division of Water (KDOW). Because the study area has one identified FEMA flood zone (Little Goose Creek), a Floodplain construction permit will be required from KDOW. Detailed HEC-RAS analysis will be completed during the design phase of any proposed improvements. This data will be provided to KDOW to obtain a Floodplain Construction permit.

Any proposed improvements which disturb more than one acre will require a General Permit for Stormwater Discharges Associated with Construction Activities (**KYR10**). This notification must be submitted at a minimum seven (7) days prior to commencing construction activities.

4.8 Air Quality

Jefferson County is located within the Louisville Interstate Air Quality Control Region. The study area is designated in maintenance for 8-hour ozone and non-attainment for PM_{2.5}, as per the 1990 Clean Air Act Amendments. Transportation control measures are not likely to be required for the project as the project is not likely to be a project of concern. The project is not currently listed in the Kentuckiana Planning and Development Agency (KIPDA) FY 2007-FY 2011 Transportation Improvement Program. However, the project is listed in KIPDA's Long-Range Transportation Plan – Horizon 2030, adopted November 2006. Further advancement of this project would require more detailed analysis and interagency review. If implemented, the project is not expected to adversely impact air quality in the region.

4.9 Noise

Highway traffic noise, or unwanted sound, is one of the most common public complaints regarding highways. Although several options exist for addressing noise impacts, none are more effective than noise barriers, although they even have limited effectiveness. Barriers can only be effective if no openings exist, as noise will bend and infiltrate through such openings. Therefore, noise barriers can only be installed along roadways that either have full access control or have a significant stretch of roadway that has no driveway openings or intersecting roads. Other noise





mitigation measures that should be considered include quiet pavements, horizontal and vertical alignment shifts, and the acquisition of property along the roadway to create a buffer zone. It should be noted that Louisville Metro has a noise policy that restricts the placement of residential developments within a buffer of interstate facilities. Along the I-71/I-265 corridor most of the neighborhoods were developed in the late 1960's, near the time of the construction of I-71. However new developments have been constructed in areas directly adjacent to the existing Interstate. These developments constructed wooden fences to shield the residential development from the highway but do little or nothing to abate highway noise. Noise analysis will likely be required for any future capacity or project which would move traffic closer to adjacent property.

4.10 Threatened and Endangered Species

The US Fish and Wildlife Service (USFWS) website database was researched for federally protected species potentially affected by the project. Database research identified twelve endangered, no threatened, and two candidate species. One endangered species was a historical reference (American Burying Beetle) and is considered extirpated in Kentucky.

TABLE A
JEFFERSON COUNTY USFWS SPECIES LIST

Group	Species	Common name	Legal* Status	Known** Potential	Special Comments
Mammals	<i>Myotis grisescens</i>	gray bat	E	K	
	<i>Myotis sodalis</i>	Indiana bat	E	K	
Mussels	<i>Pleurobema clava</i>	clubshell	E	K	
	<i>Cyprogenia stegaria</i>	fanshell	E	K	
	<i>Potamilus capax</i>	fat pocketbook	E	K	
	<i>Plethobasus cooperianus</i>	orangefoot pimpleback	E	K	
	<i>Obovaria retusa</i>	ring pink	E	K	
	<i>Lampsilis abrupta</i>	pink mucket	E	K	
	<i>Plethobasus cyphus</i>	sheepnose	C	P	
	<i>Pleurobema plenum</i>	rough pigtoe	E	P	



Group	Species	Common name	Legal* Status	Known** Potential	Special Comments
Plants	<i>Trifolium stoloniferum</i>	running buffalo clover	E	K	
Birds	<i>Sterna antillarum</i>	interior least tern	E	K	
Insects	<i>Nicrophorus americanus</i>	American burying beetle	E	historic	considered extirpated
	<i>Pseudanophthalmus troglodytes</i>	Louisville cave beetle	C	K	

NOTES:

* Key to notations: E = Endangered, T = Threatened, C = Candidate, CH = Critical Habitat
**Key to notations: K = Known occurrence record within the county, P = Potential for the species to occur within the county based upon historic range, proximity to known occurrence records, biological, and physiographic characteristics.

The Kentucky Department of Fish and Wildlife Resources (KDFWR) materials were researched to identify threatened or endangered species known to occur in the project vicinity (Anchorage Quadrangle). Four endangered species were listed: American Coot, Bachman's Sparrow, Double-crested Cormorant, and Louisville Crayfish. Eight species of state concern were noted: Barn Owl, Beswick's Wren, Dark-eyed Junco, Great Blue Heron, Henslow's Sparrow, Northern Hairstreak, Savannah Sparrow, Sedge Wren, Sharp-shinned Hawk and Trout-perch. A summary of all KDFWR and Kentucky State Nature Preserve Commission (KSNPC) listings is included in **Appendix A**.

No surveys for protected species were performed. Potential habitat for the Indiana Bat and Gray Bat is believed to be present in the study area along Little Goose Creek and Wolf Pen Branch. Little Goose Creek has a documented mist-netting capture of an Indiana Bat during a Biological Assessment conducted for another project. More detailed



field surveys are required to confirm the presence of protected species in the study area, determine the presence or absence of suitable habitat for the species, and ascertain any potential impacts and mitigation requirements. Surveys must be conducted by a qualified biologist who holds the appropriate collection permits. Surveys would not be necessary if



sufficient site-specific information was available demonstrating: (1) no potentially suitable habitat exists within the study area or its vicinity; or (2) the species would not be present in the study area or its vicinity due to site- specific factors.

4.11 Kentucky Environmental Public Protection Cabinet (EPPC) Activities

Waste Water Activities: There are 67 identified KPDES permitted waste water activities located within one mile of the study area. Many of the listed facilities have multiple permitted discharge outfalls. Many of the facilities were permitted when they were built to attach to the public sewer system.

Water Resource Activities: There are 34 identified permitted water resource activities within one mile of the study area. Two facilities are permitted for dam and floodplain compliance activities. 31 facilities are permitted for floodplain management permits, most likely the result of construction within a floodplain. Most of these permits are listed to builders. One permitted water withdrawal is issued to Indian Springs Inc. This permit is most likely to withdrawal water for the golf course.

Hazardous Waste Activities: Six hazardous waste generator facilities are identified within one mile of the project study area. These facilities include 2 small quantity generators, 3 large quantity generators, and 1 undefined generator.

UST Activities: Eighteen underground storage tank locations are within one mile of the study area. The current status of the UST systems was not evaluated as part of this study.

Four of the identified sites with activities listed above are contained within the study area.

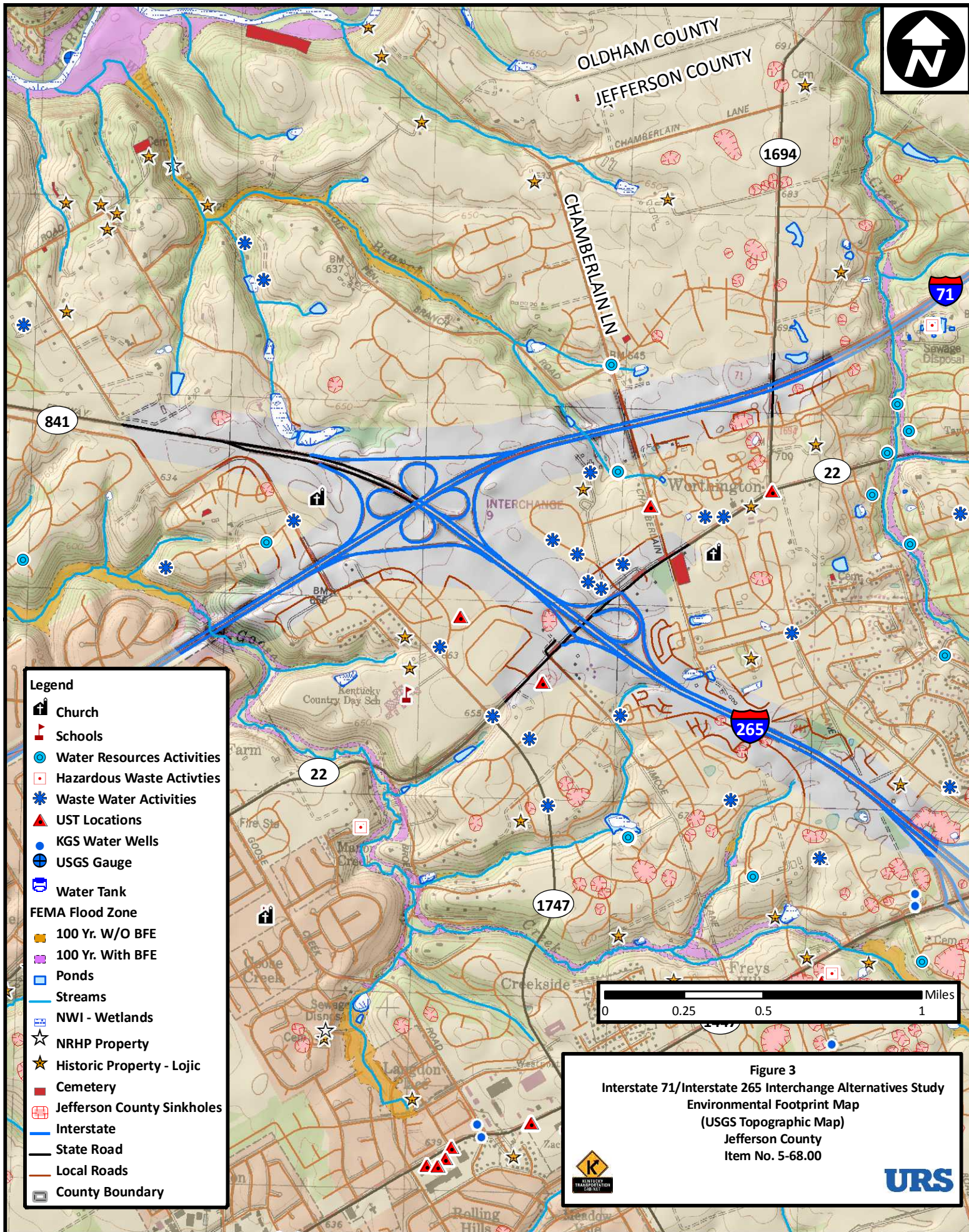


The sites are as follows:

Name	Location	Activity	Status
Speedway SuperAmerica #9373	9500 Brownsboro Road	UST	Active
Longhorn Steakhouse	9730 Von Allmen Court	Waste Water	Active
Olive Garden	9730 Von Allmen Court	Waste Water	Active
Chamberlain Pointe	9851 Von Allmen Court	Waste Water	Active

These sites would not be impacted by any of the proposed study alternatives. A listing of all facilities is included in **Appendix B**.

Figure 3 is a map of all identified environmental considerations within and adjacent to the study area.





4.12 Cultural Resources

A review of existing historic property information from the Louisville-Jefferson County Information Consortium (LOJIC) was conducted for the project study area. In addition, existing National Register of Historic Places (NRHP) properties data was collected from the National Park Service.

One NRHP property was identified within one mile of the study area:



Wolf Pen Branch Mill (pictured) is located at 5824 Chamberlain Lane.

Thirty three historic properties were identified in the LOJIC database:

NAME	ADDRESS
CEDARBROOK FARM	4800 SPRINGDALE RD
SMOKE HOUSE	7605 WOLFSPRING CT
KILLINURE STOCK FARM	10207 KILLINUR CT
JAMES WHEELER HOUSE	6100 CHAMBERLAIN LN
MRS S TAYLOR HOUSE	6101 CHAMBERLAIN LANE
MCLAIN HOUSE	5820 CHAMBERLAIN LN
H MILLER HOUSE	8117 WOLF PEN BRANCH RD
T G PEYTON HOUSE	WOLF PEN BRANCH RD
SKINNER-PEYTON HOUSE	7849 WOLF PEN BRANCH RD
J E SKINNER HOUSE	WOLF PEN BRANCH RD
LEONARD HOKE HOUSE	5215 SPRING FARM RD
J W KNUCKLES HOUSE	7902 WOLF PEN BRANCH RD
MRS URTON HOUSE	9400 GREEN GLADE LN
WOLF PEN BRANCH MILL BTWN JF578-9	BTWN 7839 & 8121 WOLF PEN BRANCH RD
VON ALLMEN DAIRY FARM	5050 NORTON HEALTHCARE BLVD
YOUNG-DORSEY SPRINGHOUSE	10451 CHAMPION FARMS DRIVE
BALLARDSVILLE CHURCH CEMETERY	BTWN 4700 & 4802 MURPHY LANE



NAME	ADDRESS
WILLIAMS-PHILLIPS CEMETERY	MURPHY LANE & NANSEMOND DR
HOUSE	8000 BROWNSBORO RD
A MARTIN HOUSE	1009 WESTPORT RD
R C CARDWELL HOUSE DEMO 1997 AERIAL	9910 FRINGE TREE CT
HOUSE DEMO FROM 1997 AERIAL	4308 OLD SPRINGDALE RD
JAMES FITZGERALD HOUSE [PVA1900]	4316 OLD SPRINGDALE RD
MRS BOOKER HOUSE	3331 FREYS HILL RD
J W NEWMAN HOUSE (DEMOL)	3715 CHAMBERLAIN LANE
S HUNT HOUSE (DEMOL)	ROW BTWN 4402 & 4403 WHITE PINE WAY
WORTHINGTON POTATO BARN	10004 BROWNSBORO RD
BARBOUR-SIMS HOUSE	10201 BROWNSBORO RD
MURPHY HOUSE	11509 TAZWELL DR
MRS BRENNER HOUSE DEMO 1997 AERIAL	10403 WESTPORT RD LOUISVILLE KY
MADDOX CEMETERY	BEHIND 11101 BROWNSBORO RD
W ROOT HOUSE	8221 WOLF PEN BRANCH RD
P HOKE HOUSE	7607 WOLF PEN BRANCH RD

Historical resources are located within one mile of the study area. However proposed improvements would have no direct effect on these resources. Proposed flyover ramps may pose a possible visual effect, therefore a viewshed analysis will be required should this alternative be considered in the future.

Archaeological Resources: A review of OSA database information was not conducted as part of this overview due to the nature of the study area. The study area is primarily existing interstate right of way. Any proposed improvements which would require additional right of way in previously undisturbed areas would require a Phase I assessment for potential archaeological deposits.



4.13 Section 4(f)/Section 6(f) Resources

There are no identified Section 4(f) resources or 6(f) resources within the study area. Springdale Baptist Church has ball fields but the church is privately owned. Therefore, it is not likely these fields constitute a public recreational use.

4.14 Land Use

There are 701 identified parcels within or directly adjacent to the study area. Land use adjacent to the interchange is residential mixed with commercial. A large commercial development Old Brownsboro Crossing is located in the southeast corner of the existing I-71/I-265 interchange. This development contains a Lowes, Costco, Norton Hospital and Immediate Care Center, numerous restaurants, and a Children's Hospital (under construction). The southwest corner of the I-71/I-265 interchange is primarily commercial with the Summit shopping center, a Hilton Garden Inn, and commercial office buildings. A senior care facility is located on Springdale Road adjacent to the beginning of ramp 5 from I-71 NB to I-265 SB. The Springdale Baptist Church is located on the Northwest corner of the I-71/I-265 interchange and consists of 32 acres with ball fields, church, and other facilities. Land on the northeast corner of the existing interchange is primarily undeveloped with large acreage single family homes.

Land adjacent to I-265 between KY-22 and Westport Road (KY 1447) is residential mixed with commercial. The Springhurst shopping complex is located on the west side of I-265 and contains the Tinseltown movie complex, Kohl's, Target, Meijer and other stores and restaurants. On the east side of I-265 is a Walmart and Hampton Inn.

Potential impacts with the proposed improvements are as follows:

Alternative 5A: May require acquisition of additional right of way to reconstruct Springdale Road Bridge.

Alternative 8A: May require acquisition of additional right of way to reconstruct Springdale Road Bridge. Flyover ramp from KY 841 SB to I-71 NB would most likely require right of way



from the Springdale Baptist Church located in the northwest corner of the existing interchange. CD Lanes on I-265, between I-71 and KY-22, as proposed would most likely require right of way from adjacent parcels. An additional lane in each direction added to the outside of I-71 NB and SB to I-264 may require right of way near existing bridges and overpasses.

Alternative 10A: May require acquisition of additional right of way to reconstruct Springdale Road Bridge.

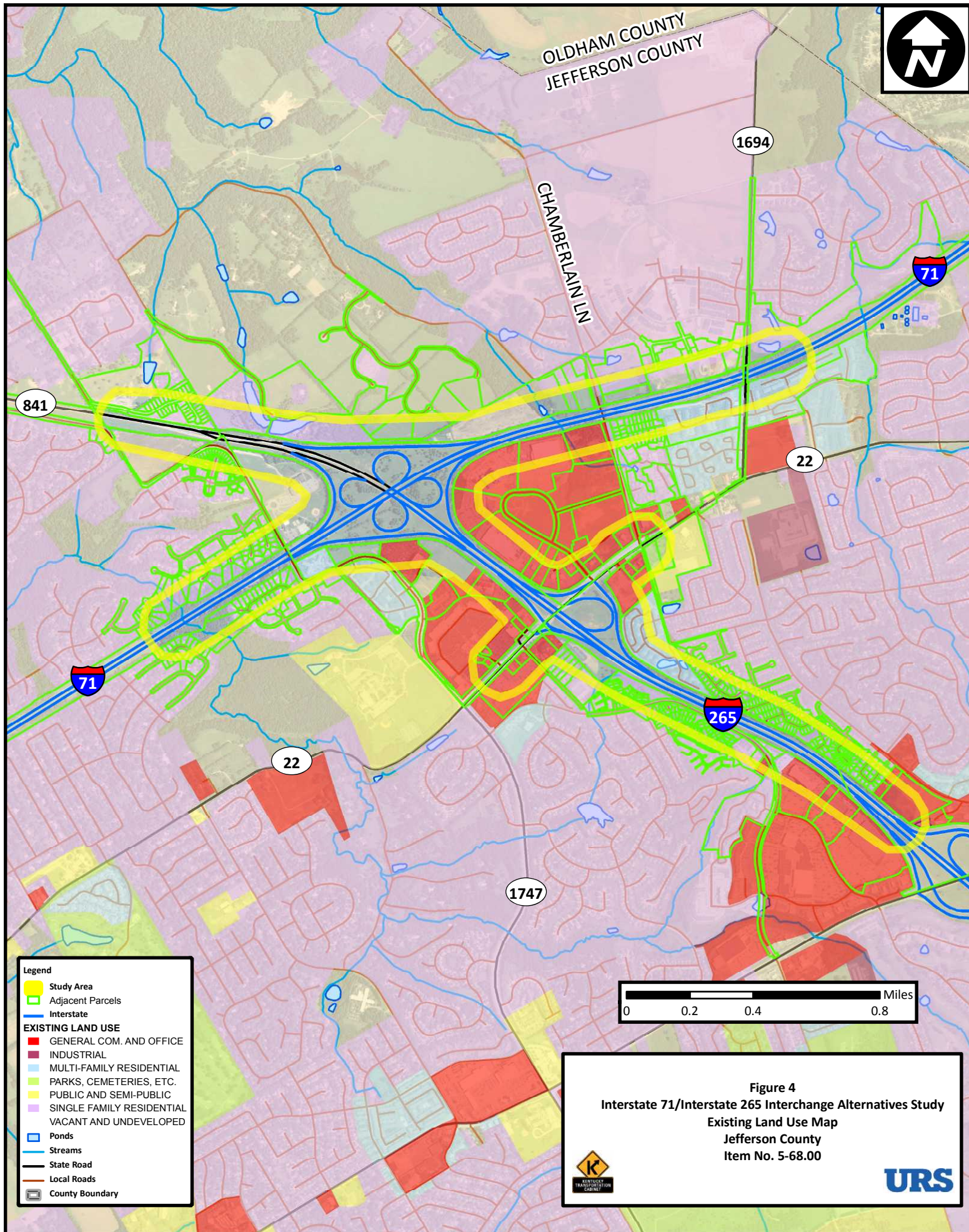
Figure 4 shows existing land use adjacent to the study area. Adjacent parcel lines are shown, this information was obtained from existing Lojic mapping.

4.15 Farmland

Within the study area undeveloped land is prevalent in the northeast corner of the existing I-71/I-265 interchange. This land is not used for agricultural purposes and is under increased development pressure. Old Brownsboro Crossing on KY-22 prior to development was a sod farm. Unique or prime farm land is not located within the study area.

4.16 Natural Areas

A review of KSNPC and KDFWR data and mapping indicates there are no identified natural areas within the project study area.



4.17 Environmental Justice

Information was obtained from US Environmental Protection Agency (USEPA) regarding potential environmental justice concerns within the project study area using the EJ Mapper.

The following is a summary of the EJ Assessment:

- Has a population of 22,634.
- 86.4% of the population is White.
- There are 8977 households within the assessment area.
- 74.6% of the population is 18 years and older.
- 43.2% of the households in the assessment have an income greater than \$75,000.



Environmental justice issues are not likely within the study area based on the assessment. Information obtained from USEPA is included in **Appendix C**.

APPENDIX A

Scientific Name and Life History	Common Name and Pictures	Class	Quad	US Status	KY Status	WAP	Reference
Empidonax virescens	Acadian Flycatcher	Aves	Anchorage	N	N		Reference
Empidonax alnorum	Alder Flycatcher	Aves	Anchorage	N	N		Reference
Castor canadensis	American Beaver	Mammalia	Anchorage	N	N		Reference
Fulica americana	American Coot	Aves	Anchorage	N	E		Reference
Corvus brachyrhynchos	American Crow	Aves	Anchorage	N	N		Reference
Carduelis tristis	American Goldfinch	Aves	Anchorage	N	N		Reference
Falco sparverius	American Kestrel	Aves	Anchorage	N	N		Reference
Turdus migratorius	American Robin	Aves	Anchorage	N	N		Reference
Spizella arborea	American Tree Sparrow	Aves	Anchorage	N	N		Reference
Scolopax minor	American Woodcock	Aves	Anchorage	N	N	Yes	Reference
Aimophila aestivalis	Bachman's Sparrow	Aves	Anchorage	N	E	Yes	Reference
Icterus galbula	Baltimore Oriole	Aves	Anchorage	N	N		Reference
Etheostoma zonale	Banded Darter	Actinopterygii	Anchorage	N	N		Reference
Tyto alba	Barn Owl	Aves	Anchorage	N	S	Yes	Reference
Hirundo rustica	Barn Swallow	Aves	Anchorage	N	N		Reference
Strix varia	Barred Owl	Aves	Anchorage	N	N		Reference
Megaceryle alcyon	Belted Kingfisher	Aves	Anchorage	N	N		Reference
Thryomanes bewickii	Bewick's Wren	Aves	Anchorage	N	S	Yes	Reference
Eptesicus fuscus	Big Brown Bat	Mammalia	Anchorage	N	N		Reference
Notropis boops	Bigeye Shiner	Actinopterygii	Anchorage	N	N		Reference
Moxostoma duquesnei	Black Redhorse	Actinopterygii	Anchorage	N	N		Reference
Coragyps atratus	Black Vulture	Aves	Anchorage	N	N		Reference
Mniotilta varia	Black-and-white Warbler	Aves	Anchorage	N	N		Reference
Coccyzus erythrophthalmus	Black-billed Cuckoo	Aves	Anchorage	N	N		Reference
Dendroica striata	Blackpoll Warbler	Aves	Anchorage	N	N		Reference
Fundulus notatus	Blackstripe Topminnow	Actinopterygii	Anchorage	N	N		Reference
Passerina caerulea	Blue Grosbeak	Aves	Anchorage	N	N		Reference
Cyanocitta cristata	Blue Jay	Aves	Anchorage	N	N		Reference
Polioptila caerulea	Blue-gray Gnatcatcher	Aves	Anchorage	N	N		Reference
Vireo solitarius	Blue-headed Vireo	Aves	Anchorage	N	N		Reference
Lepomis macrochirus	Bluegill	Actinopterygii	Anchorage	N	N		Reference
Pimephales notatus	Bluntnose Minnow	Actinopterygii	Anchorage	N	N		Reference
Lynx rufus	Bobcat	Mammalia	Anchorage	N	N		Reference
Euphagus cyanocephalus	Brewer's Blackbird	Aves	Anchorage	N	N		Reference
Vermivora leucobranchialis	Brewster's Warbler	Aves	Anchorage	N	N		Reference
Labidesthes sicculus	Brook Silverside	Actinopterygii	Anchorage	N	N		Reference
Toxostoma rufum	Brown Thrasher	Aves	Anchorage	N	N		Reference

Molothrus ater	Brown-headed Cowbird	Aves	Anchorage	N	N		Reference
Bucephala albeola	Bufflehead	Aves	Anchorage	N	N		Reference
Rana catesbeiana	Bullfrog	Amphibia	Anchorage	N	N		Reference
Branta hutchinsii	Cackling Goose	Aves	Anchorage	N	N		Reference
Branta canadensis	Canada Goose	Aves	Anchorage	N	N		Reference
Dendroica tigrina	Cape May Warbler	Aves	Anchorage	N	N		Reference
Poecile carolinensis	Carolina Chickadee	Aves	Anchorage	N	N		Reference
Thryothorus ludovicianus	Carolina Wren	Aves	Anchorage	N	N		Reference
Eurycea lucifuga	Cave Salamander	Amphibia	Anchorage	N	N		Reference
Bombicilla cedrorum	Cedar Waxwing	Aves	Anchorage	N	N		Reference
Campostoma anomalum	Central Stoneroller	Actinopterygii	Anchorage	N	N		Reference
Dendroica pensylvanica	Chestnut-sided Warbler	Aves	Anchorage	N	N		Reference
Chaetura pelagica	Chimney Swift	Aves	Anchorage	N	N		Reference
Spizella passerina	Chipping Sparrow	Aves	Anchorage	N	N		Reference
Spizella pallida	Clay-colored Sparrow	Aves	Anchorage	N	N		Reference
Cyprinus carpio	Common Carp	Actinopterygii	Anchorage	N	N		Reference
Bucephala clangula	Common Goldeneye	Aves	Anchorage	N	N		Reference
Quiscalus quiscula	Common Grackle	Aves	Anchorage	N	N		Reference
Gavia immer	Common Loon	Aves	Anchorage	N	N		Reference
Mergus merganser	Common Merganser	Aves	Anchorage	N	N		Reference
Chordeiles minor	Common Nighthawk	Aves	Anchorage	N	N		Reference
Geothlypis trichas	Common Yellowthroat	Aves	Anchorage	N	N		Reference
Oporornis agilis	Connecticut Warbler	Aves	Anchorage	N	N		Reference
Accipiter cooperii	Cooper's Hawk	Aves	Anchorage	N	N		Reference
Semotilus atromaculatus	Creek Chub	Actinopterygii	Anchorage	N	N		Reference
Junco hyemalis	Dark-eyed Junco	Aves	Anchorage	N	S		Reference
Spiza americana	Dickcissel	Aves	Anchorage	N	N	Yes	Reference
Phalacrocorax auritus	Double-crested Cormorant	Aves	Anchorage	N	E		Reference
Picoides pubescens	Downy Woodpecker	Aves	Anchorage	N	N		Reference
Sialia sialis	Eastern Bluebird	Aves	Anchorage	N	N		Reference
Terrapene carolina carolina	Eastern Box Turtle	Reptilia	Anchorage	N	N		Reference
Tamias striatus	Eastern Chipmunk	Mammalia	Anchorage	N	N		Reference
Sylvilagus floridanus	Eastern Cottontail	Mammalia	Anchorage	N	N		Reference
Sciurus niger	Eastern Fox Squirrel	Mammalia	Anchorage	PS	N		Reference
Sciurus carolinensis	Eastern Gray Squirrel	Mammalia	Anchorage	N	N		Reference
Tyrannus tyrannus	Eastern Kingbird	Aves	Anchorage	N	N		Reference
Sturnella magna	Eastern Meadowlark	Aves	Anchorage	N	N		Reference
Scalopus aquaticus	Eastern Mole	Mammalia	Anchorage	N	N		Reference

Sayornis phoebe	Eastern Phoebe	Aves	Anchorage	N	N		Reference
Lasiurus borealis	Eastern Red Bat	Mammalia	Anchorage	N	N		Reference
Megascops asio	Eastern Screech-Owl	Aves	Anchorage	N	N		Reference
Pipilo erythrophthalmus	Eastern Towhee	Aves	Anchorage	N	N		Reference
Contopus virens	Eastern Wood-Pewee	Aves	Anchorage	N	N		Reference
Notropis atherinoides	Emerald Shiner	Actinopterygii	Anchorage	N	N		Reference
Sturnus vulgaris	European Starling	Aves	Anchorage	N	N		Reference
Etheostoma flabellare	Fantail Darter	Actinopterygii	Anchorage	N	N		Reference
Pimephales promelas	Fathead Minnow	Actinopterygii	Anchorage	N	N		Reference
Spizella pusilla	Field Sparrow	Aves	Anchorage	N	N		Reference
Bufo fowleri	Fowler's Toad	Amphibia	Anchorage	N	N		Reference
Passerella iliaca	Fox Sparrow	Aves	Anchorage	N	N		Reference
Aplodinotus grunniens	Freshwater Drum	Actinopterygii	Anchorage	N	N		Reference
Dorosoma cepedianum	Gizzard Shad	Actinopterygii	Anchorage	N	N		Reference
Moxostoma erythrurum	Golden Redhorse	Actinopterygii	Anchorage	N	N		Reference
Notemigonus crysoleucas	Golden Shiner	Actinopterygii	Anchorage	N	N		Reference
Regulus satrapa	Golden-crowned Kinglet	Aves	Anchorage	N	N		Reference
Ammodramus savannarum	Grasshopper Sparrow	Aves	Anchorage	PS	N	Yes	Reference
Dumetella carolinensis	Gray Catbird	Aves	Anchorage	N	N		Reference
Ardea herodias	Great Blue Heron	Aves	Anchorage	N	S		Reference
Myiarchus crinitus	Great Crested Flycatcher	Aves	Anchorage	N	N		Reference
Bubo virginianus	Great Horned Owl	Aves	Anchorage	N	N		Reference
Rana clamitans melanota	Green Frog	Amphibia	Anchorage	N	N		Reference
Butorides virescens	Green Heron	Aves	Anchorage	N	N		Reference
Lepomis cyanellus	Green Sunfish	Actinopterygii	Anchorage	N	N		Reference
Anas crecca	Green-winged Teal	Aves	Anchorage	N	N		Reference
Etheostoma blennioides	Greenside Darter	Actinopterygii	Anchorage	N	N		Reference
Scincella lateralis	Ground Skink	Reptilia	Anchorage	N	N		Reference
Picoides villosus	Hairy Woodpecker	Aves	Anchorage	N	N		Reference
Ammodramus henslowii	Henslow's Sparrow	Aves	Anchorage	N	S	Yes	Reference
Catharus guttatus	Hermit Thrush	Aves	Anchorage	N	N		Reference
Larus argentatus	Herring Gull	Aves	Anchorage	N	N		Reference
Eremophila alpestris	Horned Lark	Aves	Anchorage	PS	N		Reference
Carpodacus mexicanus	House Finch	Aves	Anchorage	N	N		Reference
Passer domesticus	House Sparrow	Aves	Anchorage	N	N		Reference
Troglodytes aedon	House Wren	Aves	Anchorage	N	N		Reference
Passerina cyanea	Indigo Bunting	Aves	Anchorage	N	N		Reference
Etheostoma nigrum	Johnny Darter	Actinopterygii	Anchorage	N	N		Reference

Orconectes juvenilis	Kentucky River Crayfish	Malacostraca	Anchorage	N	N		Reference
Oporornis formosus	Kentucky Warbler	Aves	Anchorage	N	N	Yes	Reference
Charadrius vociferus	Killdeer	Aves	Anchorage	N	N		Reference
Calcarius lapponicus	Lapland Longspur	Aves	Anchorage	N	N		Reference
Micropterus salmoides	Largemouth Bass	Actinopterygii	Anchorage	N	N		Reference
Ammodramus leconteii	Le Conte's Sparrow	Aves	Anchorage	N	N		Reference
Calidris minutilla	Least Sandpiper	Aves	Anchorage	N	N		Reference
Aythya affinis	Lesser Scaup	Aves	Anchorage	N	N		Reference
Melospiza lincolni	Lincoln's Sparrow	Aves	Anchorage	N	N		Reference
Percina caprodes	Logperch	Actinopterygii	Anchorage	N	N		Reference
Clangula hyemalis	Long-tailed Duck	Aves	Anchorage	N	N		Reference
Lepomis megalotis	Longear Sunfish	Actinopterygii	Anchorage	N	N		Reference
Seiurus motacilla	Louisiana Waterthrush	Aves	Anchorage	N	N	Yes	Reference
Orconectes jeffersoni	Louisville Crayfish	Malacostraca	Anchorage	N	E		Reference
Dendroica magnolia	Magnolia Warbler	Aves	Anchorage	N	N		Reference
Anas platyrhynchos	Mallard	Aves	Anchorage	N	N		Reference
Cistothorus palustris	Marsh Wren	Aves	Anchorage	N	N		Reference
Falco columbarius	Merlin	Aves	Anchorage	N	N		Reference
Zenaida macroura	Mourning Dove	Aves	Anchorage	N	N		Reference
Oporornis philadelphia	Mourning Warbler	Aves	Anchorage	N	N		Reference
Ondatra zibethicus	Muskrat	Mammalia	Anchorage	N	N		Reference
Cygnus olor	Mute Swan	Aves	Anchorage	N	N		Reference
Vermivora ruficapilla	Nashville Warbler	Aves	Anchorage	N	N		Reference
Ammodramus nelsoni	Nelson's Sparrow	Aves	Anchorage	N	N		Reference
Colinus virginianus	Northern Bobwhite	Aves	Anchorage	PS	N	Yes	Reference
Cardinalis cardinalis	Northern Cardinal	Aves	Anchorage	N	N		Reference
Acris crepitans	Northern Cricket Frog	Amphibia	Anchorage	N	N		Reference
Desmognathus fuscus	Northern Dusky Salamander	Amphibia	Anchorage	N	N		Reference
Colaptes auratus	Northern Flicker	Aves	Anchorage	N	N		Reference
Satyrium favonius ontario	Northern Hairstreak	Insecta	Anchorage	N	S		Reference
Hypentelium nigricans	Northern Hog Sucker	Actinopterygii	Anchorage	N	N		Reference
Mimus polyglottos	Northern Mockingbird	Aves	Anchorage	N	N		Reference
Procyon lotor	Northern Raccoon	Mammalia	Anchorage	N	N		Reference
Stelgidopteryx serripennis	Northern Rough-winged Swallow	Aves	Anchorage	N	N		Reference
Aegolius acadicus	Northern Saw-whet Owl	Aves	Anchorage	N	N		Reference
Lanius excubitor	Northern Shrike	Aves	Anchorage	N	N		Reference
Seiurus noveboracensis	Northern Waterthrush	Aves	Anchorage	N	N		Reference
Plethodon dorsalis	Northern Zigzag Salamander	Amphibia	Anchorage	N	N		Reference

Contopus cooperi	Olive-sided Flycatcher	Aves	Anchorage	N	N		Reference
Vermivora celata	Orange-crowned Warbler	Aves	Anchorage	N	N		Reference
Etheostoma spectabile	Orangethroat Darter	Actinopterygii	Anchorage	N	N		Reference
Icterus spurius	Orchard Oriole	Aves	Anchorage	N	N		Reference
Chrysemys picta	Painted Turtle	Reptilia	Anchorage	N	N		Reference
Dendroica palmarum	Palm Warbler	Aves	Anchorage	N	N		Reference
Vireo philadelphicus	Philadelphia Vireo	Aves	Anchorage	N	N		Reference
Rana palustris	Pickerel Frog	Amphibia	Anchorage	N	N		Reference
Dryocopus pileatus	Pileated Woodpecker	Aves	Anchorage	N	N		Reference
Carduelis pinus	Pine Siskin	Aves	Anchorage	N	N		Reference
Dendroica discolor	Prairie Warbler	Aves	Anchorage	N	N	Yes	Reference
Carpodacus purpureus	Purple Finch	Aves	Anchorage	N	N		Reference
Progne subis	Purple Martin	Aves	Anchorage	N	N		Reference
Etheostoma caeruleum	Rainbow Darter	Actinopterygii	Anchorage	N	N		Reference
Plethodon richmondi	Ravine Salamander	Amphibia	Anchorage	N	N		Reference
Melanerpes carolinus	Red-bellied Woodpecker	Aves	Anchorage	N	N		Reference
Mergus serrator	Red-breasted Merganser	Aves	Anchorage	N	N		Reference
Vireo olivaceus	Red-eyed Vireo	Aves	Anchorage	N	N		Reference
Melanerpes erythrocephalus	Red-headed Woodpecker	Aves	Anchorage	N	N	Yes	Reference
Buteo lineatus	Red-shouldered Hawk	Aves	Anchorage	N	N		Reference
Buteo jamaicensis	Red-tailed Hawk	Aves	Anchorage	N	N		Reference
Agelaius phoeniceus	Red-winged Blackbird	Aves	Anchorage	N	N		Reference
Lepomis microlophus	Redear Sunfish	Actinopterygii	Anchorage	N	N		Reference
Lythrurus umbratilis	Redfin Shiner	Actinopterygii	Anchorage	N	N		Reference
Aythya americana	Redhead	Aves	Anchorage	N	N		Reference
Larus delawarensis	Ring-billed Gull	Aves	Anchorage	N	N		Reference
Aythya collaris	Ring-necked Duck	Aves	Anchorage	N	N		Reference
Ambloplites rupestris	Rock Bass	Actinopterygii	Anchorage	N	N		Reference
Columba livia	Rock Pigeon	Aves	Anchorage	N	N		Reference
Regulus calendula	Ruby-crowned Kinglet	Aves	Anchorage	N	N		Reference
Archilochus colubris	Ruby-throated Hummingbird	Aves	Anchorage	N	N		Reference
Oxyura jamaicensis	Ruddy Duck	Aves	Anchorage	N	N		Reference
Euphagus carolinus	Rusty Blackbird	Aves	Anchorage	N	N	Yes	Reference
Notropis stramineus	Sand Shiner	Actinopterygii	Anchorage	N	N		Reference
Grus canadensis	Sandhill Crane	Aves	Anchorage	PS	N		Reference
Passerculus sandwichensis	Savannah Sparrow	Aves	Anchorage	N	S	Yes	Reference
Lythrurus fasciolaris	Scarlet Shiner	Actinopterygii	Anchorage	N	N		Reference
Piranga olivacea	Scarlet Tanager	Aves	Anchorage	N	N		Reference

Cistothorus platensis	Sedge Wren	Aves	Anchorage	N	S	Yes	Reference
Accipiter striatus	Sharp-shinned Hawk	Aves	Anchorage	PS	S	Yes	Reference
Notropis buccatus	Silverjaw Minnow	Actinopterygii	Anchorage	N	N		Reference
Alosa chrysochloris	Skipjack Herring	Actinopterygii	Anchorage	N	N		Reference
Plethodon glutinosus	Slimy Salamander	Amphibia	Anchorage	N	N		Reference
Micropterus dolomieu	Smallmouth Bass	Actinopterygii	Anchorage	N	N		Reference
Moxostoma breviceps	Smallmouth Redhorse	Actinopterygii	Anchorage	N	N		Reference
Plectrophenax nivalis	Snow Bunting	Aves	Anchorage	N	N		Reference
Melospiza melodia	Song Sparrow	Aves	Anchorage	N	N		Reference
Porzana carolina	Sora	Aves	Anchorage	N	N		Reference
Eurycea cirrigera	Southern Two-lined Salamander	Amphibia	Anchorage	N	N		Reference
Etheostoma squamiceps	Spottail Darter	Actinopterygii	Anchorage	N	N		Reference
Micropterus punctulatus	Spotted Bass	Actinopterygii	Anchorage	N	N		Reference
Noturus flavus	Stonecat	Actinopterygii	Anchorage	N	N		Reference
Luxilus chrysocephalus	Striped Shiner	Actinopterygii	Anchorage	N	N		Reference
Mephitis mephitis	Striped Skunk	Mammalia	Anchorage	N	N		Reference
Piranga rubra	Summer Tanager	Aves	Anchorage	N	N		Reference
Melospiza georgiana	Swamp Sparrow	Aves	Anchorage	N	N		Reference
Vermivora peregrina	Tennessee Warbler	Aves	Anchorage	N	N		Reference
Percopsis omiscomaycus	Trout-perch	Actinopterygii	Anchorage	N	S		Reference
Baeolophus bicolor	Tufted Titmouse	Aves	Anchorage	N	N		Reference
Cathartes aura	Turkey Vulture	Aves	Anchorage	N	N		Reference
Didelphis virginiana	Virginia Opossum	Mammalia	Anchorage	N	N		Reference
Rallus limicola	Virginia Rail	Aves	Anchorage	N	N		Reference
Vireo gilvus	Warbling Vireo	Aves	Anchorage	N	N		Reference
Lepomis gulosus	Warmouth	Actinopterygii	Anchorage	N	N		Reference
Gambusia affinis	Western Mosquitofish	Actinopterygii	Anchorage	N	N		Reference
Catostomus commersoni	White Sucker	Actinopterygii	Anchorage	N	N		Reference
Sitta carolinensis	White-breasted Nuthatch	Aves	Anchorage	N	N		Reference
Zonotrichia leucophrys	White-crowned Sparrow	Aves	Anchorage	N	N		Reference
Vireo griseus	White-eyed Vireo	Aves	Anchorage	N	N		Reference
Odocoileus virginianus	White-tailed Deer	Mammalia	Anchorage	PS	N		Reference
Zonotrichia albicollis	White-throated Sparrow	Aves	Anchorage	N	N		Reference
Melanitta fusca	White-winged Scoter	Aves	Anchorage	N	N		Reference
Wilsonia pusilla	Wilson's Warbler	Aves	Anchorage	N	N		Reference
Troglodytes troglodytes	Winter Wren	Aves	Anchorage	N	N		Reference
Aix sponsa	Wood Duck	Aves	Anchorage	N	N		Reference
Hylocichla mustelina	Wood Thrush	Aves	Anchorage	N	N	Yes	Reference

Ameiurus natalis	Yellow Bullhead	Actinopterygii	Anchorage	N	N		Reference
Dendroica petechia	Yellow Warbler	Aves	Anchorage	N	N		Reference
Empidonax flaviventris	Yellow-bellied Flycatcher	Aves	Anchorage	N	N		Reference
Sphyrapicus varius	Yellow-bellied Sapsucker	Aves	Anchorage	N	N		Reference
Coccyzus americanus	Yellow-billed Cuckoo	Aves	Anchorage	PS	N		Reference
Icteria virens	Yellow-breasted Chat	Aves	Anchorage	N	N		Reference
Dendroica coronata	Yellow-rumped Warbler	Aves	Anchorage	N	N		Reference
Vireo flavifrons	Yellow-throated Vireo	Aves	Anchorage	N	N		Reference
Dendroica dominica	Yellow-throated Warbler	Aves	Anchorage	N	N		Reference

236 species are listed.

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County Report of Endangered, Threatened, and Special Concern Plants, Animals, and Natural Communities of Kentucky
Kentucky State Nature Preserves Commission

Kentucky State Nature Preserves Commission

County	Taxonomic Group	Scientific name	Common name	Statuses	Ranks	# of Occurrences				
						E	H	F	X	U
Jackson	Freshwater Mussels	<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	T / C	G3G4T3 / S2	0	0	0	1	0
Jackson	Freshwater Mussels	<i>Toxolasma lividus</i>	Purple Liliuput	E / SOMC	G2 / S1	11	0	1	1	0
Jackson	Freshwater Mussels	<i>Villosa lienosa</i>	Little Spectaclecase	S /	G5 / S3S4	0	0	2	0	0
Jackson	Freshwater Mussels	<i>Villosa trabalis</i>	Cumberland Bean	E / LE	G1 / S1	15	0	9	0	0
Jackson	Insects	<i>Dannella provonshai</i>	An Ephemerellid Mayfly	H /	G3G4 / SH	0	1	0	0	0
Jackson	Insects	<i>Habrophlebiodes celestia</i>	A Leptophlebiid Mayfly	H /	G2G4 / SH	0	1	0	0	0
Jackson	Insects	<i>Ophiogomphus howei</i>	Pygmy Snaketail	T / SOMC	G3 / S1S2	1	0	0	0	0
Jackson	Other Invertebrates	<i>Geocentrophora cavernicola</i>	A Cave Obligate Planarian	T /	G1G2 / S1S2	0	1	0	0	0
Jackson	Fishes	<i>Etheostoma cinereum</i>	Ashy Darter	S / SOMC	G2G3 / S3	7	0	0	0	0
Jackson	Fishes	<i>Ichthyomyzon fossor</i>	Northern Brook Lamprey	T /	G4 / S2	1	0	0	0	0
Jackson	Fishes	<i>Lampetra appendix</i>	American Brook Lamprey	T /	G4 / S2	1	0	0	0	0
Jackson	Fishes	<i>Percina squamata</i>	Olive Darter	E / SOMC	G3 / S1	1	0	0	0	0
Jackson	Mammals	<i>Corynorhinus rafinesquii</i>	Rafinesque's Big-eared Bat	S / SOMC	G3G4 / S3	29	0	2	0	0
Jackson	Mammals	<i>Corynorhinus townsendii virginianus</i>	Virginia Big-eared Bat	E / LE	G4T2 / S1	14	0	0	0	0
Jackson	Mammals	<i>Myotis leibii</i>	Eastern Small-footed Myotis	T / SOMC	G3 / S2	9	0	0	0	0
Jackson	Mammals	<i>Myotis sodalis</i>	Indiana Bat	E / LE	G2 / S1S2	15	0	3	0	0
Jackson	Communities	<i>Appalachian mesophytic forest</i>		/	GNR / S4S5	6	0	0	0	1
Jackson	Communities	<i>Appalachian pine-oak forest</i>		/	GNR / S5	1	0	0	0	0
Jackson	Communities	<i>Appalachian seep/bog</i>		/	GNR / S1S2	7	0	0	0	0
Jackson	Communities	<i>Appalachian sub-xeric forest</i>		/	GNR / S5	1	0	0	0	0
Jackson	Communities	<i>Cumberland Plateau gravel/cobble bar</i>		/	GNR / S1S2	4	0	0	0	0
Jackson	Communities	<i>Cumberland Plateau sandstone glade</i>		/	GNR / S1	3	0	0	0	0
Jackson	Communities	<i>Hemlock-mixed forest</i>		/	GNR / S4S5	4	0	0	0	0
Jackson	Communities	<i>Xeric Virginia pine forest/woodland</i>		/	GNR / S5	1	0	0	0	0
Jackson County Total:						188	12	24	4	1
Jefferson	Vascular Plants	<i>Aristida ramosissima</i>	Branched Three-awn Grass	H /	G5 / SH	0	1	0	0	0
Jefferson	Vascular Plants	<i>Cabomba caroliniana</i>	Carolina Fanwort	T /	G3G5 / S2	0	1	0	1	0
Jefferson	Vascular Plants	<i>Castanea pumila</i>	Allegheny Chinkapin	T /	G5 / S2	0	1	0	0	0
Jefferson	Vascular Plants	<i>Dryopteris carthusiana</i>	Spinulose Wood Fern	S /	G5 / S3	0	0	1	0	0
Jefferson	Vascular Plants	<i>Heteranthera dubia</i>	Grassleaf Mud-plantain	S /	G5 / S3	0	1	0	0	0
Jefferson	Vascular Plants	<i>Leavenworthia exigua var. lacinata</i>	Kentucky Gladecress	E / C	G4T1T2 / S1S2	9	0	1	2	0
Jefferson	Vascular Plants	<i>Podostemum ceratophyllum</i>	Threadfoot	S /	G5 / S3	0	1	0	0	0
Jefferson	Vascular Plants	<i>Pontederia cordata</i>	Pickrel-weed	T /	G5 / S1S2	0	1	0	0	0
Jefferson	Vascular Plants	<i>Potamogeton illinoensis</i>	Illinois Pondweed	S /	G5 / S2	0	1	0	0	0
Jefferson	Vascular Plants	<i>Sagittaria graminea</i>	Grassleaf Arrowhead	T /	G5 / S1S2	0	1	0	0	0
Jefferson	Vascular Plants	<i>Solidago shortii</i>	Short's Goldenrod	E / LE	G1 / S1	0	0	0	1	0
Jefferson	Vascular Plants	<i>Stellaria longifolia</i>	Longleaf Stitchwort	S /	G5 / S2S3	1	0	0	0	0

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						E	H	F	X	U
Jefferson	Vascular Plants	<i>Trifolium stoloniferum</i>	Running Buffalo Clover	T / LE	G3 / S2S3	2	0	0	1	0
Jefferson	Vascular Plants	<i>Vallisneria americana</i>	Eelgrass	S /	G5 / S2S3	2	0	0	0	0
Jefferson	Vascular Plants	<i>Veratrum woodii</i>	Wood's Bunchflower	T /	G5 / S2	0	1	0	0	0
Jefferson	Vascular Plants	<i>Viola septemloba</i> var. <i>egglesonii</i>	Eggleson's Violet	S /	G4 / S3	5	0	0	0	0
Jefferson	Vascular Plants	<i>Vitis labrusca</i>	Northern Fox Grape	S /	G5 / S2S3	0	1	0	0	0
Jefferson	Aquatic Snails	<i>Leptoxis praerosa</i>	Onyx Rocksnail	S / SOMC	G5 / S3S4	0	1	0	0	0
Jefferson	Aquatic Snails	<i>Lithasia verrucosa</i>	Varicose Rocksnail	S / SOMC	G4Q / S3S4	1	0	0	0	0
Jefferson	Terrestrial Snails	<i>Webbhelix multilineata</i>	Striped Whittellip	T /	G5 / S1S2	1	0	0	0	0
Jefferson	Freshwater Mussels	<i>Alasmidonta marginata</i>	Elktoe	T / SOMC	G4 / S2	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Cumberlandia monodonta</i>	Spectaclecase	E / C	G3 / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Cyprogenia stegaria</i>	Fanshell	E / LE	G1Q / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Epioblasma triquetra</i>	Snuffbox	E / SOMC	G3 / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Fusconaia subrotunda</i>	Longsolid	S /	G3 / S3	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Hemistena lata</i>	Cracking Pearlymussel	X / LE	G1 / SX	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Lampsilis abrupta</i>	Pink Mucket	E / LE	G2 / S1	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Obovaria retusa</i>	Ring Pink	E / LE	G1 / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Plethobasus cooperianus</i>	Orangefoot Pimpleback	E / LE	G1 / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Plethobasus cyphus</i>	Sheepnose	E / C	G3 / S1	1	0	0	0	0
Jefferson	Freshwater Mussels	<i>Pleurobema clava</i>	Clubshell	E / LE	G2 / S1	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Pleurobema rubrum</i>	Pyramid Pigtoe	E / SOMC	G2G3 / S1	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Potamilus capax</i>	Fat Pocketbook	E / LE	G1G2 / S1	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	T / C	G3G4T3 / S2	0	0	0	1	0
Jefferson	Freshwater Mussels	<i>Simpsonaias ambigua</i>	Salamander Mussel	T / SOMC	G3 / S2S3	1	1	0	0	0
Jefferson	Freshwater Mussels	<i>Villosa lienosa</i>	Little Spectaclecase	S /	G5 / S3S4	0	1	0	0	0
Jefferson	Freshwater Mussels	<i>Gammarus bousfieldi</i>	Bousfield's Amphipod	E / SOMC	G1 / S1	0	1	0	0	0
Jefferson	Crustaceans	<i>Orconectes jeffersoni</i>	Louisville Crayfish	E / SOMC	G1 / S1	2	1	0	0	0
Jefferson	Crustaceans	<i>Nicrophorus americanus</i>	American Burying Beetle	X / LE	G2G3 / SX	0	0	0	1	0
Jefferson	Insects	<i>Pseudanophthalmus troglodytes</i>	Louisville Cave Beetle	T / C	G1 / S1	1	1	0	0	0
Jefferson	Insects	<i>Satyrus favonius ontario</i>	Northern Hairstreak	S /	G4T4 / S2	0	0	1	0	0
Jefferson	Insects	<i>Speyeria idalia</i>	Regal Fritillary	H / SOMC	G3 / SH	0	1	0	0	0
Jefferson	Fishes	<i>Acipenser fulvescens</i>	Lake Sturgeon	E / SOMC	G3G4 / S1	0	1	0	0	0
Jefferson	Fishes	<i>Alosa alabamiae</i>	Alabama Shad	E / SOMC	G3 / S1	0	1	0	0	0
Jefferson	Fishes	<i>Atractosteus spatula</i>	Alligator Gar	E / SOMC	G3G4 / S1	0	1	0	0	0
Jefferson	Fishes	<i>Ictiobus niger</i>	Black Buffalo	S /	G5 / S3	0	1	0	0	0
Jefferson	Fishes	<i>Lota lota</i>	Burbot	S /	G5 / S2	1	1	0	0	0
Jefferson	Fishes	<i>Noturus stigmosus</i>	Northern Madtom	S / SOMC	G3 / S2S3	1	0	0	0	0
Jefferson	Fishes	<i>Percopsis omiscomaycus</i>	Trout-perch	S / SOMC	G5 / S3	0	1	0	0	0

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						E	H	F	X	U
Jefferson	Reptiles	<i>Apalone mutica mutica</i>	Midland Smooth Softshell	S /	G5T5 / S3	1	0	0	0	0
Jefferson	Reptiles	<i>Clonophis kirtlandii</i>	Kirtland's Snake	T / SOMC	G2 / S2	19	1	0	0	1
Jefferson	Reptiles	<i>Nerodia erythrogaster neglecta</i>	Copperbelly Water Snake	S / SOMC	G5T3 / S3	0	1	0	0	0
Jefferson	Reptiles	<i>Ophisaurus attenuatus longicaudus</i>	Eastern Slender Glass Lizard	T /	G5T5 / S2	0	1	0	0	0
Jefferson	Breeding Birds	<i>Accipiter striatus</i>	Sharp-shinned Hawk	S /	G5 / S3B, S4N	1	0	0	0	0
Jefferson	Breeding Birds	<i>Actitis macularius</i>	Spotted Sandpiper	E /	G5 / S1B	1	0	0	0	0
Jefferson	Breeding Birds	<i>Aimophila aestivalis</i>	Bachman's Sparrow	E / SOMC	G3 / S1B	0	0	0	3	0
Jefferson	Breeding Birds	<i>Ammodramus henslowii</i>	Henslow's Sparrow	S / SOMC	G4 / S3B	2	0	0	0	0
Jefferson	Breeding Birds	<i>Anas discors</i>	Blue-winged Teal	T /	G5 / S1S2B	0	1	0	1	0
Jefferson	Breeding Birds	<i>Ardea alba</i>	Great Egret	E /	G5 / S1B	1	0	0	0	0
Jefferson	Breeding Birds	<i>Botaurus lentiginosus</i>	American Bittern	H /	G4 / SHB	0	0	0	1	0
Jefferson	Breeding Birds	<i>Bubulcus ibis</i>	Cattle Egret	S /	G5 / S1S2B	0	0	0	1	0
Jefferson	Breeding Birds	<i>Chondestes grammacus</i>	Lark Sparrow	T /	G5 / S2S3B	0	1	0	0	0
Jefferson	Breeding Birds	<i>Cistothorus platensis</i>	Sedge Wren	S /	G5 / S3B	1	0	0	0	0
Jefferson	Breeding Birds	<i>Egretta caerulea</i>	Little Blue Heron	E /	G5 / S1B	0	0	0	1	0
Jefferson	Breeding Birds	<i>Falco peregrinus</i>	Peregrine Falcon	E / SOMC	G4 / S1B	3	0	0	0	0
Jefferson	Breeding Birds	<i>Ixobrychus exilis</i>	Least Bittern	T /	G5 / S1S2B	0	0	0	1	0
Jefferson	Breeding Birds	<i>Lophodytes cucullatus</i>	Hooded Merganser	T /	G5 / S1S2B, S3S4N	1	0	0	0	0
Jefferson	Breeding Birds	<i>Nyctanassa violacea</i>	Yellow-crowned Night-heron	T /	G5 / S2B	2	0	0	3	0
Jefferson	Breeding Birds	<i>Nycticorax nycticorax</i>	Black-crowned Night-heron	T /	G5 / S1S2B	1	0	0	4	0
Jefferson	Breeding Birds	<i>Pandion haliaetus</i>	Osprey	T /	G5 / S2B	1	0	0	0	0
Jefferson	Breeding Birds	<i>Passerculus sandwichensis</i>	Savannah Sparrow	S /	G5 / S2S3B, S2S3N	1	1	0	0	0
Jefferson	Breeding Birds	<i>Phalacrocorax auritus</i>	Double-crested Cormorant	E /	G5 / S1B	1	0	0	0	0
Jefferson	Breeding Birds	<i>Podilymbus podiceps</i>	Pied-billed Grebe	E /	G5 / S1B, S4N	0	0	0	1	0
Jefferson	Breeding Birds	<i>Rallus elegans</i>	King Rail	E /	G4 / S1B	0	1	0	1	0
Jefferson	Breeding Birds	<i>Riparia riparia</i>	Bank Swallow	S /	G5 / S3B	0	0	0	1	0
Jefferson	Breeding Birds	<i>Sternula antillarum athalassos</i>	Interior Least Tern	E / LE	G4T2Q / S2B	0	1	0	0	0
Jefferson	Breeding Birds	<i>Thryomanes bewickii</i>	Bewick's Wren	S / SOMC	G5 / S3B	0	1	0	0	0
Jefferson	Breeding Birds	<i>Tyto alba</i>	Barn Owl	S /	G5 / S3	2	0	0	0	0
Jefferson	Mammals	<i>Myotis grisescens</i>	Gray Myotis	T / LE	G3 / S2	1	0	0	0	0
Jefferson	Mammals	<i>Myotis sodalis</i>	Indiana Bat	E / LE	G2 / S1S2	3	0	0	0	0
Jefferson	Mammals	<i>Nycticeius humeralis</i>	Evening Bat	S /	G5 / S3	1	0	0	0	0
Jefferson	Communities	Deep soil mesophytic forest		/	GNR / S3S4	1	0	0	0	0
Jefferson County Total:						72	59	3	32	1
Jessamine	Vascular Plants	<i>Deschampsia cespitosa</i>	Tufted Hairgrass	E /	G5 / S1S2	2	0	0	0	0
Jessamine	Vascular Plants	<i>Elymus svensonii</i>	Svenson's Wildrye	T / SOMC	G3 / S2S3	7	0	0	0	0
Jessamine	Vascular Plants	<i>Lesquerella globosa</i>	Globe Bladderpod	E / C	G2 / S1	1	0	2	1	0

APPENDIX B

KY EPPC Hazardous Waste Activities

AL_ID	AL_NAME	X_COORD	Y_COORD	USER_GROUP	ALT_AI_ID
53848	Wal-mart Supercenter	-85.585000000000	38.300000000000	EPA ID Number (RCRA)	KYD981852650
48172	South Central Bell	-85.558518000000	38.292496000000	EPA ID Number (RCRA)	KYD981855059
47850	Bob Smith Chevrolet Inc	-85.557500000000	38.293611000000	EPA ID Number (RCRA)	kyr000033753
49540	SMI Collision Inc	-85.539268000000	38.299870000000	EPA ID Number (RCRA)	KYR000006700
2068	Hite Creek WWTP	-85.552522200000	38.323333000000	EPA ID Number (RCRA)	KYD985116508
2039	Fontaine Modification Co	-85.538889000000	38.299444000000	EPA ID Number (RCRA)	

KY EPPC Water Resources Activities

AL_ID	AL_NAME	X_COORD	Y_COORD	USER_GROUP	ALT_AI_ID
47034	Worthington Place Lot 97 Residence	-85.553455000000	38.318444000000	DOWWRB- Floodplain Management	13677A
2076	Indian Springs Inc	-85.552275000000	38.294231000000	Water Withdrawal Permit Number	1296
8443	Blacketer Land Co	-85.543889000000	38.288889000000	DOWWRB- Floodplain Management	9717
12101	Ball Homes Inc	-85.554167000000	38.319722000000	DOWWRB- Floodplain Management	11912
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9682
2162	Timberlake WWTP	-85.613056000000	38.331944000000	DOWWRB- Floodplain Management	18198
47036	Worthington Place Lot 96 Residence	-85.553459000000	38.318429000000	DOWWRB- Floodplain Management	13678A
49226	P G Apartments LLC	-85.538721000000	38.300178000000	DOWWRB- Floodplain Management	13793A
70639	Beech Spring Farm Subd	-85.611111000000	38.306389000000	DOWWRB- Floodplain Management	18157
46537	Old Brownsboro Crossing	-85.570356000000	38.316422000000	DOWWRB- Floodplain Management	13716A
5581	Glen Oaks Golf Course	-85.545833330000	38.333333330000	Water Withdrawal Permit Number	1570
8443	Blacketer Land Co	-85.543889000000	38.288889000000	DOWWRB- Floodplain Management	9838
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9683
76619	Ghosh S & Martha Zady Residence	-85.551205000000	38.308242000000	DOWWRB- Floodplain Management	15856A
46727	Worthington Place Lot 99 Residence	-85.553467000000	38.318488000000	DOWWRB- Floodplain Management	13535A
83789	Norton Commons	-85.570816000000	38.321329000000	DOWWRB- Floodplain Management	17857
7278	Springhurst Subd	-85.569443000000	38.299721000000	DOWWRB- Dam Safety and Floodplain Comp.	1139
8551	Galaxy Builders Inc	-85.555556000000	38.315556000000	DOWWRB- Floodplain Management	9508
12101	Ball Homes Inc	-85.554167000000	38.319722000000	DOWWRB- Floodplain Management	15037A
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9487
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9704
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9486
8521	Donald R Carricuto Builder Inc	-85.554722000000	38.317500000000	DOWWRB- Floodplain Management	9916
2039	Fontaine Modification Co	-85.538889000000	38.299444000000	DOWWRB- Floodplain Management	11180
8550	Richard Green Residence	-85.554726000000	38.317500000000	DOWWRB- Floodplain Management	9924
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9681
83789	Norton Commons	-85.570816000000	38.321329000000	DOWWRB- Floodplain Management	1177
33680	J Robert Westerman Residence	-85.590713000000	38.312986000000	DOWWRB- Dam Safety and Floodplain Comp.	13226A
8521	Donald R Carricuto Builder Inc	-85.554722000000	38.317500000000	DOWWRB- Floodplain Management	9915
12101	Ball Homes Inc	-85.554167000000	38.319722000000	DOWWRB- Floodplain Management	14670A
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9680
8493	Paragon Homes Inc	-85.553333000000	38.313333000000	DOWWRB- Floodplain Management	9654
8378	Harrods Landing Condominiums	-85.620833000000	38.333611000000	DOWWRB- Floodplain Management	10400
2162	Timberlake WWTP	-85.613056000000	38.331944000000	DOWWRB- Floodplain Management	20092A
46603	Seminary Woods Residential Condominium	-85.618889000000	38.291111000000	DOWWRB- Floodplain Management	13720A
34324	CFAC LLC	-85.562160000000	38.297980000000	DOWWRB- Floodplain Management	12078A
33324	Lee & Bonnie Otto Residence	-85.604837000000	38.312031000000	DOWWRB- Floodplain Management	33324
70639	Beech Spring Farm Subd	-85.611111000000	38.306389000000	DOWWRB- Floodplain Management	19873A
83789	Norton Commons	-85.570816000000	38.321329000000	DOWWRB- Floodplain Management	18769A

KY EPPC Waste Water Activities

AL_ID	AL_NAME	X_COORD	Y_COORD	USER_GROUP	ALT_AI_ID
46558	Valencia at the Summit	-85.5741760000	38.3011110000	KPDES Number	KYR105523
46537	Old Brownsboro Crossing	-85.5703560000	38.3164220000	KPDES Number	KYR105488
46537	Old Brownsboro Crossing	-85.5703560000	38.3164220000	KPDES Number	KYR105615
5407	Craigs Creek Subd	-85.5504110000	38.3147750000	KPDES Number	KYR104898
5407	Craigs Creek Subd	-85.5504110000	38.3147750000	KPDES Number	KYR101902
5450	Olympia Park Plaza Building	-85.5805560000	38.3083330000	KPDES Number	KYR105460
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR101378
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR101360
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR101354
5813	Springdale Development	-85.5774400000	38.3051700000	KPDES Number	KYR104339
2068	Hite Creek WWTP	-85.5522220000	38.3233330000	KPDES Number	KY0022420
70639	Beech Spring Farm Subd	-85.6111110000	38.3063890000	KPDES Number	KYR109997
83481	Longhorn Steakhouse	-85.5720170000	38.3113960000	KPDES Number	KYR108278
11495	Norton Medical Center at Old Brownsboro	-85.5741070000	38.3133010000	KPDES Number	KYR106511
11495	Norton Medical Center at Old Brownsboro	-85.5741070000	38.3133010000	KPDES Number	KYR109389
71500	Taylor Building Corp Model Homes	-85.5425000000	38.3291670000	KPDES Number	KYR106637
5439	The Summit - Brice	-85.5641670000	38.3144440000	KPDES Number	KYR104549
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR101564
5468	Strange Residence	-85.6100000000	38.3250000000	KPDES Number	KYG401251
5474	Dallas & Mavis Forwarding Co	-85.5508330000	38.3022220000	KPDES Number	KYR000698
3350	Liters Quarry Inc - Rock Springs Mine	-85.5372220000	38.3291670000	KPDES Number	KYR10E257
80574	Olive Garden	-85.5712420000	38.3111080000	KPDES Number	KYR108024
81502	Chamberlain Pointe	-85.5700000000	38.3122220000	KPDES Number	KYR108315
60806	Tom Sawyer State Park	-85.5547220000	38.2850000000	KPDES Number	KYR108131
83789	Norton Commons	-85.5708160000	38.3213290000	KPDES Number	KYR107438
83789	Norton Commons	-85.5708160000	38.3213290000	KPDES Number	KYR107687
46537	Old Brownsboro Crossing	-85.5703560000	38.3164220000	KPDES Number	KYR106423
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR104099
5813	Springdale Development	-85.5774400000	38.3051700000	KPDES Number	KYR104277
35466	Springdale Baptist Church	-85.5891610000	38.3139830000	KPDES Number	KYR105597
43839	Spring Farm Place Subd	-85.6050000000	38.3227780000	KPDES Number	KYR108932
70639	Beech Spring Farm Subd	-85.6111110000	38.3063890000	KPDES Number	KYR107782
80576	PNC Bank	-85.5712420000	38.3111080000	KPDES Number	KYR108023
81744	KY 1447 - Jefferson Co	-85.6000000000	38.2833330000	KPDES Number	KYR107396
2095	Fontaine Residence	-85.5922220000	38.3266670000	KPDES Number	KYG400162
83789	Norton Commons	-85.5708160000	38.3213290000	KPDES Number	KYR106489
83789	Norton Commons	-85.5708160000	38.3213290000	KPDES Number	KYR109656
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR104098
5339	Springhurst Condos	-85.5635200000	38.3014900000	KPDES Number	KYR104259
46603	Seminary Woods Residential Condominium	-85.6188890000	38.2911110000	KPDES Number	KYR105706
75545	Commonwealth Bank & Trust	-85.5652780000	38.3144440000	KPDES Number	KYR109206
80574	Olive Garden	-85.5712420000	38.3111080000	KPDES Number	KYR108036
7278	Springhurst Subd	-85.5694430000	38.2997210000	KPDES Number	KYR101863
5313	Champion Farms	-85.5700000000	38.3052780000	KPDES Number	KYR104165
46603	Seminary Woods Residential Condominium	-85.6188890000	38.2911110000	KPDES Number	KYR105869
70639	Beech Spring Farm Subd	-85.6111110000	38.3063890000	KPDES Number	KYR108931
80240	Harrods Glen Subd	-85.6066670000	38.3275000000	KPDES Number	KYR108200

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83789 Norton Commons	-85.570816000000	38.321329000000	KPDES Number	KYR104950
83789 Norton Commons	-85.570816000000	38.321329000000	KPDES Number	KYR100113
5573 Bay Colony Subd	-85.560100000000	38.309200000000	KPDES Number	KYR101371
5407 Craigs Creek Subd	-85.550411000000	38.314775000000	KPDES Number	KYR104168
7278 Springhurst Subd	-85.569443000000	38.299721000000	KPDES Number	KYR101861
7278 Springhurst Subd	-85.569443000000	38.299721000000	KPDES Number	KYR101573
7278 Springhurst Subd	-85.569443000000	38.299721000000	KPDES Number	KYR104154
5319 Pinnacle Office Building	-85.575278000000	38.304167000000	KPDES Number	08049042
10958 Ronnie & Susan Butler Residence	-85.575278000000	38.287222000000	KNDOP Number	KYR106718
70639 Beech Spring Farm Subd	-85.611111000000	38.306389000000	KPDES Number	KYR108356
82881 Arbys Restaurant	-85.572640000000	38.312649000000	KPDES Number	KYR108244
83481 Longhorn Steakhouse	-85.572017000000	38.311396000000	KPDES Number	KYR109687
96832 The Villas at Rock Springs	-85.538889000000	38.319167000000	KPDES Number	KYR107346
77876 Costco Wholesale	-85.571944000000	38.316389000000	KPDES Number	KYG840054
3350 Liters Quarry Inc - Rock Springs Mine	-85.577222000000	38.329167000000	KPDES Number	KYR101469
2144 Meijer Store 164	-85.558333000000	38.298889000000	KPDES Number	KYR105729
2068 Hite Creek WWTP	-85.552222000000	38.323333000000	KPDES Number	KYG400126
1981 George Frazier Residence	-85.591111000000	38.325000000000	KPDES Number	KYG402071
80240 Harrods Glen Subd	-85.606667000000	38.327500000000	KPDES Number	KYR101478
99366 Vadim B Kaplan Residence	-85.596565000000	38.311773000000	KPDES Number	KYR101294
5407 Craigs Creek Subd	-85.550411000000	38.314775000000	KPDES Number	KYR104484
5407 Craigs Creek Subd	-85.550411000000	38.314775000000	KPDES Number	KYR109944
5439 The Summit - Brice	-85.564167000000	38.314444000000	KPDES Number	KYR108070
70639 Beech Spring Farm Subd	-85.611111000000	38.306389000000	KPDES Number	KYR107397
79646 Ivy Ridge Patio Homes Subd	-85.613611000000	38.309722000000	KPDES Number	KYR106906
81744 KY 1447 - Jefferson Co	-85.600000000000	38.283333000000	KPDES Number	
83789 Norton Commons	-85.570816000000	38.321329000000	KPDES Number	ALT_AI_ID
KY EPCC UST Activities				3598093
AI_ID	AL_NAME	X_COORD	Y_COORD	USER_GROUP
58769 Anchor Oil Co	-85.545940000000	38.326130000000	UST ID Number	2685056
60466 Kaczmarek Properties LLC	-85.558111000000	38.293222000000	UST ID Number	2008056
60629 Speedway SuperAmerica 9373	-85.574611000000	38.306750000000	UST ID Number	3216056
48172 South Central Bell	-85.558518000000	38.292496000000	UST ID Number	1059056
60489 Thornton Oil No 57	-85.559722000000	38.292778000000	UST ID Number	
60466 Kaczmarek Properties LLC	-85.558111000000	38.293222000000	UST ID Number	1129056
60652 Pick & Pump No 146	-85.568486000000	38.314892000000	UST ID Number	1264056
60806 Tom Sawyer State Park	-85.554722000000	38.285000000000	UST ID Number	2101056
5474 Dallas & Mavis Forwarding Co	-85.550833000000	38.302222000000	UST ID Number	2051056
2144 Meijer Store 164	-85.558333000000	38.298889000000	UST ID Number	20022940
2068 Hite Creek WWTP	-85.552222000000	38.323333000000	UST ID Number	20041533
47850 Bob Smith Chevrolet Inc	-85.557500000000	38.293611000000	UST ID Number	4619056
64555 Evergreen Lawns	-85.545414000000	38.325416000000	UST ID Number	522056
45592 Cardinal Treatment Center Alternative Scl	-85.554348000000	38.286165000000	UST ID Number	5689056
60556 Saint Andrews Sunoco	-85.579444400000	38.309722200000	UST ID Number	2283056
60853 Dairy Mart No 191	-85.601489000000	38.296018000000	UST ID Number	8598056
65632 Worthington Vol Fire Dept	-85.593384000000	38.300011000000	UST ID Number	
60735 Jack T Irwin	-85.561430000000	38.315661000000	UST ID Number	4272056

APPENDIX C



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Statistics represent residential population, by Census Block Group, within a **.5** mile buffer around feature of interest

Enter a new buffer value (max. 10 miles)

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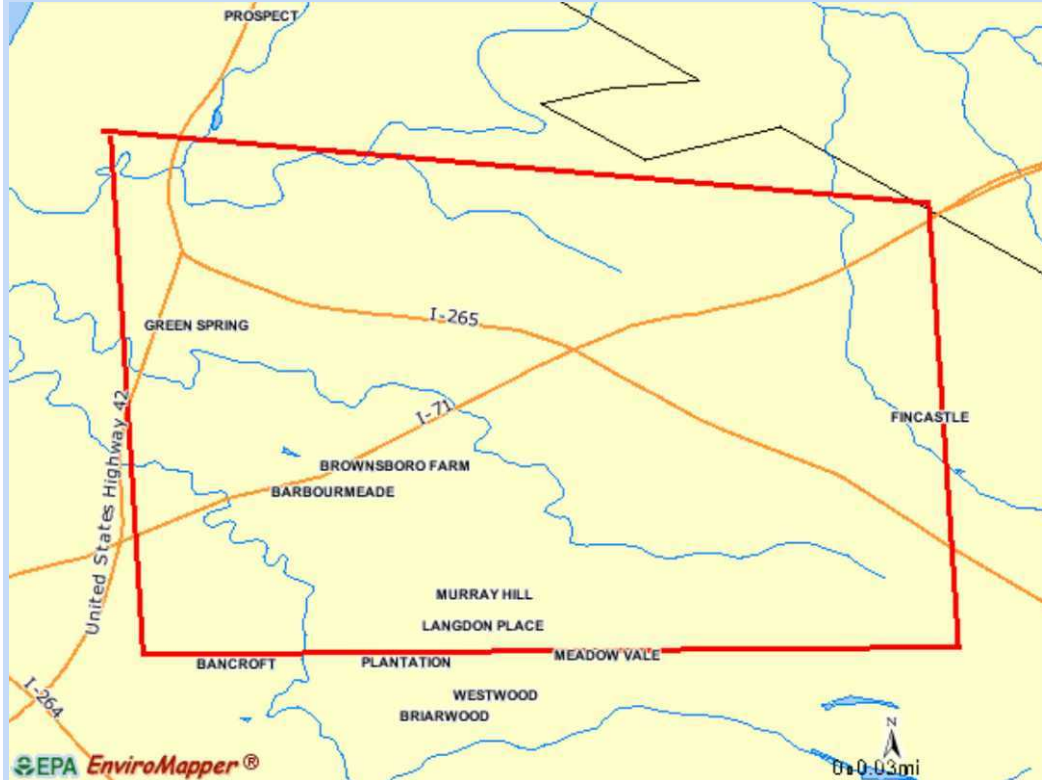
Social

Economic

Health

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Map





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Income

Income Breakdown	Households (%)
Less than \$15,000:	481 (5.4%)
\$15,000 - \$25,000:	645 (7.2%)
\$25,000 - \$50,000:	2055 (22.9%)
\$50,000 - \$75,000:	1919 (21.4%)
Greater than \$75,000:	3879 (43.2%)

Tenure

Tenure Breakdown	Households (%)
Occupied Housing Units:	8977 (100.0%)
Owner Occupied:	6993 (77.9%)
Renter Occupied	1984 (22.1%)



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County and State Comparison

Overview

Total Persons:	22634	Land Area:	96.5%	Households in Area:	8977
Population Density:	1520.85 /sq mi	Water Area:	3.5%	Housing Units in Area:	9487
Percent Minority:	14.3%	Persons Below Poverty Level:	742 (3.3%)	Households on Public Assistance:	62
Percent Urban:	99%	Housing Units Built <1970:	26%	Housing Units Built <1950:	3%

Race and Age*

Race Breakdown	Persons (%)	Age Breakdown	Persons(%)
White:	19549 (86.4%)	Child 5 years or less:	1843 (8.1%)
African-American:	1963 (8.7%)	Minors 17 years and younger:	5751 (25.4%)
Hispanic-Origin:	329 (1.5%)	Adults 18 years and older:	16882 (74.6%)
Asian/Pacific Islander:	561 (2.5%)	Seniors 65 years and older:	2777 (12.3%)
American Indian:	55 (0.2%)	This space intentionally left blank	
Other Race:	127 (0.6%)		
Multiracial:	379 (1.7%)		
(* Columns that add up to 100% are highlighted)			

Gender

Gender Breakdown	Persons (%)
Males:	10908 (48.2%)
Females:	11726 (51.8%)

Education

Education Level (Persons 25 & older)	Persons (%)
Less than 9th grade:	222 (1.5%)
9th -12th grade:	604 (4.1%)
High School Diploma:	2650 (18.2%)
Some College/2 yr:	3481 (23.9%)
B.S./B.A. or more:	7615 (52.3%)

[Language](#)

Ability to Speak English	Persons (%)
Population Age 5 and Over:	21137
Speak only English:	19773 (93.5%)
Non-English at Home:	1364 (6.5%)
Speak English very well:	883 (4.2%)
Speak English well:	285 (1.3%)
Speak English not well:	160 (0.8%)
Speak English not at all:	35 (0.2%)
Speak English less than well:	196 (0.9%)

Language Spoken

<u>Language Spoken</u>	Persons (%)
Speak only English:	19140 (87.9%)
Spanish or Spanish Creole:	457 (2.1%)
French (incl. Patois, Cajun):	111 (0.5%)
French Creole:	2 (0.0%)
Portuguese or Portuguese Creole:	8 (0.0%)
German:	93 (0.4%)
Yiddish:	2 (0.0%)
Other West Germanic Languages:	15 (0.1%)
Scandinavian Languages:	12 (0.1%)
Greek:	10 (0.0%)
Russian:	37 (0.2%)
Polish:	24 (0.1%)
Serbo-Croatian:	21 (0.1%)
Other Slavic Languages:	1 (0.0%)
Armenian:	4 (0.0%)
Persian:	30 (0.1%)
Gujarathi:	5 (0.0%)
Hindi:	53 (0.2%)
Urdu:	37 (0.2%)
Other Indic Languages:	20 (0.1%)
Other Indo-European Lanugages:	20 (0.1%)
Chinese:	108 (0.5%)
Japanese:	13 (0.1%)
Korean:	27 (0.1%)
Mon-Khmer, Cambodian:	0 (0.0%)
Vietnamese:	13 (0.1%)
Other Asian Languages:	35 (0.2%)
Tagalog:	62 (0.3%)
Other Pacific Island Languages:	11 (0.0%)
Navajo:	0 (0.0%)
Hungarian:	2 (0.0%)
Arabic:	43 (0.2%)
Hebrew:	4 (0.0%)
African Languages:	32 (0.1%)
Non-English Speaking:	1321 (6.1%)

Place of Birth for the Foreign-Born

Country	Persons
Foreign-Born Population:	1091
Europe:	283 (26%)
Asia:	434 (39.8%)
Africa:	74 (6.7%)
Oceania:	13 (1.2%)
Americas:	287 (26.3%)
United Kingdom:	97 (8.9%)
Ireland:	11 (1%)
Sweden:	1 (.1%)
Other Northern Europe:	3 (.2%)
Austria:	5 (.5%)
France:	9 (.8%)
Germany:	38 (3.5%)
Netherlands:	15 (1.4%)
Other Western Europe:	10 (.9%)
Greece:	9 (.8%)
Italy:	5 (.5%)
Portugal:	0 (0%)
Spain:	1 (.1%)
Czechoslovakia:	2 (.2%)
Hungary:	1 (0%)
Poland:	16 (1.5%)
Romania:	4 (.3%)
Belarus:	4 (.4%)
Russia:	24 (2.2%)
Ukraine:	0 (0%)
Bosnia and Herzegovina:	19 (1.8%)
Yugoslavia:	2 (.1%)
Other Eastern Europe:	7 (.7%)
Mainland China:	83 (7.6%)
Hong Kong:	5 (.5%)
Taiwan:	16 (1.5%)
Japan:	12 (1.1%)
Korea:	35 (3.2%)
India:	132 (12.1%)
Iran:	32 (3%)
Pakistan:	11 (1%)
Other Central Eastern Asia:	2 (.2%)
Cambodia:	0 (0%)
Indonesia:	0 (0%)
Philippines:	60 (5.5%)
Vietnam:	12 (1.1%)
Other South Eastern Asia:	7 (.6%)
Iraq:	2 (.2%)
Israel:	6 (.6%)
Lebanon:	2 (.2%)
Syria:	6 (.6%)
Turkey:	5 (.5%)
Other Western Asia:	3 (.3%)
Ethiopia:	13 (1.2%)
Other Eastern Africa:	16 (1.5%)
Egypt:	1 (.1%)
Other Northern Africa:	2 (.2%)
South Africa:	7 (.6%)
Nigeria:	3 (.3%)
Other Western Africa:	28 (2.6%)

Australia:	13 (1.2%)
Other Australian and New Zealand Subregion:	0 (0%)
Barbados:	4 (.4%)
Cuba:	11 (1%)
Haiti:	1 (.1%)
Jamaica:	9 (.8%)
Trinidad Tobago:	8 (.7%)
Other Caribbean:	5 (.5%)
Mexico:	127 (11.7%)
Costa Rica:	0 (0%)
El Salvador:	1 (.1%)
Guatemala:	3 (.3%)
Honduras:	3 (.3%)
Nicaragua:	3 (.3%)
Panama:	1 (.1%)
Other Central America:	1 (.1%)
Argentina:	4 (.3%)
Bolivia:	0 (0%)
Brazil:	0 (0%)
Chile:	0 (0%)
Colombia:	19 (1.7%)
Ecuador:	7 (.7%)
Guyana:	5 (.4%)
Venezuela:	7 (.6%)
Other South America:	0 (0%)
Canada:	62 (5.7%)
Other North America:	3 (.3%)