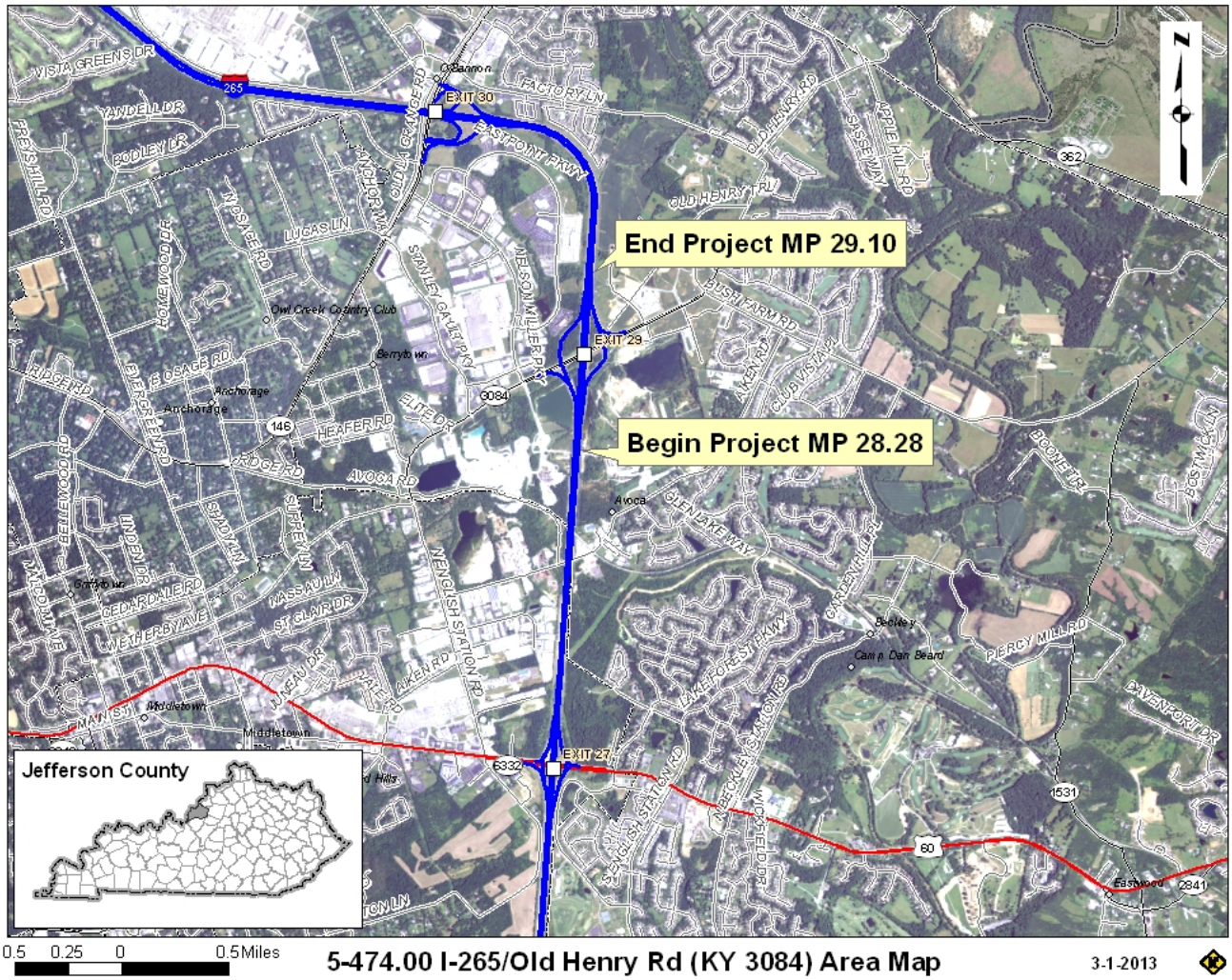


Data Needs Analysis

Scoping Study

Reduce Congestion & Improve Safety at the I-265 & KY 3084 (Old Henry Road) Interchange
Jefferson County
I-265 MP 28.28 to MP 29.10
Item No. 5-474.00

Prepared by
KYTC District 5

March 2013

I. PRELIMINARY PROJECT INFORMATION

County: Jefferson **Item No.:** 5-474.00
Route Number(s): I-265 **Road Name:** Gene Snyder Freeway
Program No.: N/A **UPN:** O56 O265 MP28.28-29.1
Federal Project No.: N/A **Type of Work:** Interchange Improvement
2012 **Highway Plan Project Description:**

Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. (12CCR)

Beginning MP: 28.28 **Ending MP:** 29.1 **Project Length:** 0.82

Functional Class.: ☑ Urban ☐ Rural **State Class.:** ☑ Primary ☐ Secondary
Interstate **Route is on:** ☑ NHS ☑ NN ☐ Ext Wt
MPO Area: KIPDA **Truck Class.:** AAA
In TIP: ☑ Yes ☐ No **% Trucks:** 9%
ADT (current): 64,350 (0.85M S) 59,141 (0.85M N) 2010 **Terrain:** Rolling
Access Control: ☐ None ☐ Permit ☑ Fully Controlled ☐ Partial Spacing:
Median Type: ☐ Undivided ☑ Divided (Type): Depressed (52')
Existing Bike Accommodations: None **Ped:** ☑ Sidewalk
Posted Speed: ☐ 35 mph ☐ 45 mph ☐ 55 mph ☑ Other (Specify): 65
KYTC Guidelines Preliminarily Based on : 65 **MPH Proposed Design Speed**

Roadway Data:	EXISTING	COMMON GEOMETRIC PRACTICES*
No. of Lanes	4	4
Lane Width	12'	12'
Shoulder Width	5' Median; 11' Right	Min: 4' Median; 10' Right
Max. Superelevation**	N/A	6%
Minimum Radius**	0	1660'
Maximum Grade	2%	4%
Minimum Sight Dist.	N/A	N/A
Sidewalk Width(urban)	N/A	N/A
Clear-zone***	Approx. 45' Min.	1V:6H 30' Min.

Existing Rdwy. Plans available? ☑ Yes ☐ No
Year of Plans: 1981 As Builts
☑ Traffic Forecast Requested
Date Requested: 10/25/2012
☑ Mapping/Survey Requested
Date Requested:
Type:

Project Notes/Design Exceptions?:

*Based on proposed Design Speed, **AASHTO's A Policy on Geometric Design of Highways and Streets, ***AASHTO's Roadside Design Guide

I. PRELIMINARY PROJECT INFORMATION

County: Jefferson | **Item No.:** 5-474.00
Route Number(s): KY 3084 | **Road Name:** Old Henry Road
Program No.: N/A | **UPN:** (Function) 056 3084 000-002
Federal Project No.: N/A | **Type of Work:** Interchange Improvement
Beginning MP: 0.838 | **Ending MP:** 1.475 | **Project Length:** 0.637

Functional Class.: ☑ Urban ☐ Rural — Arterial
State Class.: ☐ Primary ☑ Secondary
Route is on: ☐ NHS ☑ NN ☐ Ext Wt
MPO Area: KIPDA
Truck Class.: A
In TIP: ☑ Yes ☐ No
% Trucks: 11.10%
ADT (current): 15544 (2010)
Terrain: Level
Access Control: ☐ None ☑ Permit ☐ Fully Controlled ☐ Partial — Spacing:
Median Type: ☐ Undivided ☑ Divided (Type): Raised Non Mountable (16')
Existing Bike Accommodations: Shared Lane
Ped: ☐ Sidewalk
Posted Speed: ☑ 35 mph ☐ 45 mph ☐ 55 mph ☐ Other (Specify):
KYTC Guidelines Preliminarily Based on : 35 **MPH Proposed Design Speed**

Roadway Data:	**EXISTING**	**COMMON GEOMETRIC PRACTICES***
No. of Lanes	4	4
Lane Width	12'	12'
Shoulder Width	8'	8'
Max. Superelevation**		4%
Minimum Radius**		371'
Maximum Grade		7%
Minimum Sight Dist.	N/A	N/A
Sidewalk Width(urban)	N/A	8' desirable
Clear-zone***		

Existing Rdwy. Plans available? ☑ Yes ☐ No
Year of Plans: 1997
☐ Traffic Forecast Requested
Date Requested:
☐ Mapping/Survey Requested
Date Requested:
Type:

Project Notes/Design Exceptions?:

*Based on proposed Design Speed, **AASHTO's A Policy on Geometric Design of Highways and Streets, ***AASHTO's Roadside Design Guide

Bridge No.*:	(056B00339N)
Sufficiency Rating	93.2
Total Length	308.1'
Width, curb to curb	73.10'
Span Lengths	102'
Year Built	1984
Posted Weight Limit	T1=20T,T2=22T,T3=22T,T4=22T
Structurally Deficient?	NO
Functionally Obsolete?	NO
Existing Bridge Type	Multiple Box Beam

Existing Geotech data available? ☐ Yes ☐ No
Detour Length(s):

*If more than two bridges are located on the project, include additions sheets.

II. PROJECT PURPOSE AND NEED

A. Legislation

This project was approved by the General Assembly as part of the 2012 Highway Plan.

Funding	*Phase*	*Year*	*Amount*
IM	D	2013	$1,000,000
NH	R	2016	$75,000
NH	U	2016	$150,000
IM	C	2017	$2,000,000

B. Project Status

Authorization of Design funds was requested on July 6th, 2012. Design funds will be available in early 2013 when the STIP and KIPDA's model are updated to include this project.

C. System Linkage

I-265 is an Urban Interstate Highway. The I-265 and the KY 3084 (Old Henry Road) interchange provides access to KY 3084, an Urban Minor Arterial Street. I-265 links three major interstates; I-71, I-64, and I-65. The East End Ohio River Bridge is scheduled to be open to traffic by the end of 2016, which will link KY 841 and I-265 with Indiana I-265. A new 6-lane road is planned from the existing north end termination of KY 841, and will connect the approach and new tunnel to the new bridge. This new 6-lane road connection is approximately 8.5 miles northwest of the existing I-265 and Old Henry Road interchange.

D. Modal Interrelationships

The improvement and extension of Old Henry Road included in the 2012 Six Year Highway Plan includes a 10 ft shared use path to the north of the new route and a 5 ft sidewalk to the south for pedestrians and bicycles. There are some existing sidewalks near the project area.

E. Social Demands & Economic Development

Several developments are planned and are in phases of construction in the area near the I-265/Old Henry Road interchange including: the Eastpoint Business Center (550 Acres) northwest of the interchange; Claiborne Crossings Development (120 Acres) a major retail, office, and health care destination northeast of the interchange; Old Henry Crossings northeast and southeast of the interchange; a quarry southwest and southeast of the interchange; the Kroger Distribution Center on Nelson Miller Pkwy; various other commercial sites, office spaces, outpatient medical facilities, and residential areas. There is a proposed auto auction development on the southwest corner of the Nelson Miller Parkway intersection (see attached study in the Appendices). Further to the east of the interchange in the direction of Ash Avenue the area mostly consists of residential developments.

E. Transportation Demand

The I-265/Old Henry Road interchange was opened in 2004. The new East End Ohio River Bridge is projected to have a crossing ADT of 46,694 in 2020, and 58,637 in 2030 according to the unadjusted KIPDA Travel Demand Model Forecast completed in January 2013 (see forecast in the Appendices) . This unadjusted forecast includes a 6-lane I-265 and the completion of the Old Henry Rd Extension project 5-367.20. The Old Henry Rd Extension project is comprised of approximately 2 miles of improvement and extensions of Old Henry Road, and is in the Approved 2012 Highway Plan for construction start in 2014. The projected I-265 2020 ADT from the same unadjusted KIPDA Travel Demand Model Forecast (2013) on a 6-lane I-265 ranged from 72,333 north of Old Henry to 95,676 south of Old Henry, an approximately 37% and 69% respective increase of traffic from 2010 ADT's. The Old Henry Road south of Bush Farm Road 2020 ADT from the same study is 34,048, and 34,576 in 2030. This indicates a 125% increase in traffic in 2020 from the most recent count of 15,161. These traffic forecasts all include I-265 as a 6-lane roadway which may still be a 4 lane roadway when the East End Ohio river Bridge opens in 2018, and when the Old Henry Rd Extension begins construction projected in 2014. These major increases in projected ADT percentages indicate a major increase in transportation demand in the immediate future. The WilburSmith Assoc. LSIORB Traffic Forecast from August of 2011, the Parsons Brinkerhoff KIPDA Interchanges Study from June of 2005, and the KYTC Old Henry Rd Scoping Study and the associated traffic forecast completed by KIPDA in August of 2011 were also referred to for this scoping study. All of the studies indicate large ADT increases in the immediate future. I-265 is in the KIPDA MPO MTP Plan for widening from 4 to 6 lanes from MP 10.25 to MP34.73. A new interchange at I-265/Rehl Rd and a reconstruction of the I-265 at I-64 including a 2- lane flyover and a new southbound to westbound 2 lane ramp is also in the KIPDA MPO MTP plan.

II. PROJECT PURPOSE AND NEED (cont.)

G. Capacity

Field observations indicate that traffic queues are building from Old Henry Road south down the NB ramp back onto the I-265 mainline from Old Henry Road for approximately 0.54 miles in the am peak traffic. The queue lengths are exceeding the available right and left turn storage. Field observations also indicate that the left turn movement from Old Henry WB to I-265 SB is experiencing queues that exceed the turn bay length. The current construction of the East End Ohio River Bridge, the new route extension of Old Henry Road east to Ash Ave funded for construction start in 2012 Highway Plan indicate capacity issues in the near future. The KIPDA MPO Long Range Plan for I-265 to widen to six lanes, will also have major impacts on capacity.

H. Safety

Crash data over the past three years shows multiple rear end collisions on the I-265 NB ramp. At the Old Henry Road and I-265 NB ramp intersection there were four angle collisions indicated at the traffic light. Two rear end collisions were indicated at the I-265 SB ramp and Old Henry Road intersection. There is a breakdown point in the I-265 northbound mainline traffic due to the I-265 NB ramp traffic to Old Henry Road queuing onto the mainline, resulting in reoccurring congestion with stop and go traffic. (See Section VI. Tables and Exhibits)

I. Roadway Deficiencies

There do not appear to be any roadway deficiencies on I-265.

Draft Purpose and Need Statement:

Need: This project is needed to manage the congestion problems at the interchange and the resulting safety issues.

Purpose: The purpose of this project is to improve safety, geometrics, and address the volume to capacity ratio for the current and projected traffic demands.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

A. Air Quality

Project is in: ☐ Attainment area ☑ Nonattainment or Maintenance Area ☑ PM 2.5 County

STIP Pg.#: FY 2013-2016 Ad. Mod. 2 **TIP Pg.#:** FY 2011-2015 Amend. 7

Air quality consultation with the IAC will be required for PM 2.5. No issues anticipated.

B. Archeology/Historic Resources

☐ Known Archeological or Historic Resources are present

No known sites present within project area. It is not anticipated that sites eligible for the NRHP are within the APE for the subject project.

C. Threatened and Endangered Species

Threatened and endangered species are listed in Jefferson County. The list includes; Indiana bat, Gray bat, Running Buffalo Clover, Interior Least Tern, Clubshell mussel, Fanshell mussel, Fat pocketbook mussel, Ring Pink mussel, Pink Mucket mussel, Orangefoot pimpleback mussel, Sheepnose mussel, Rough pigtoe mussel. There is very little potential for T&E habitat in the project area as the area is highly commercialized with increasing development. Some tree habitat for IB exists within ROW at the interchange.

D. Hazardous Materials

☐ Potentially Contaminated Sites are present ☐ Potential Bridge or Structure Demolition

No impacts to UST/HAZ sites anticipated.

E. Permitting

Check all that may apply: ☑ Waters of the US ☐ MS4 area ☐ Floodplain Impacts ☐ Navigable Waters of the US Impacts

Are 401/404 Permits likely to be required? ☑ Yes ☐ No Impacts to: ☐ Wetlands ☑ Stream/Lake/Pond

☑ ACE LON ☐ ACE NW ☐ ACE IP ☐ DOW IWQC ☐ Special Use Waters

EB exit ramp adjacent to an abandoned rock quarry partially filled with water. Could be considered waters of U.S.

F. Noise

Are existing or planned noise sensitive receptors adjacent to the proposed project? ☐ Yes ☑ No

Is this considered a "Type I Project" according to the KYTC Noise Analysis and Abatement Policy? ☑ Yes ☐ No

Work within a relatively rural interchange with development scattered on periphery.

G. Socioeconomic

Check all that may apply: ☐ Low Income/Minority Populations affected ☐ Relocations ☐ Local Land Use Plan available

No impacts to economically disadvantaged expected with projects. All work anticipated within existing ROW.

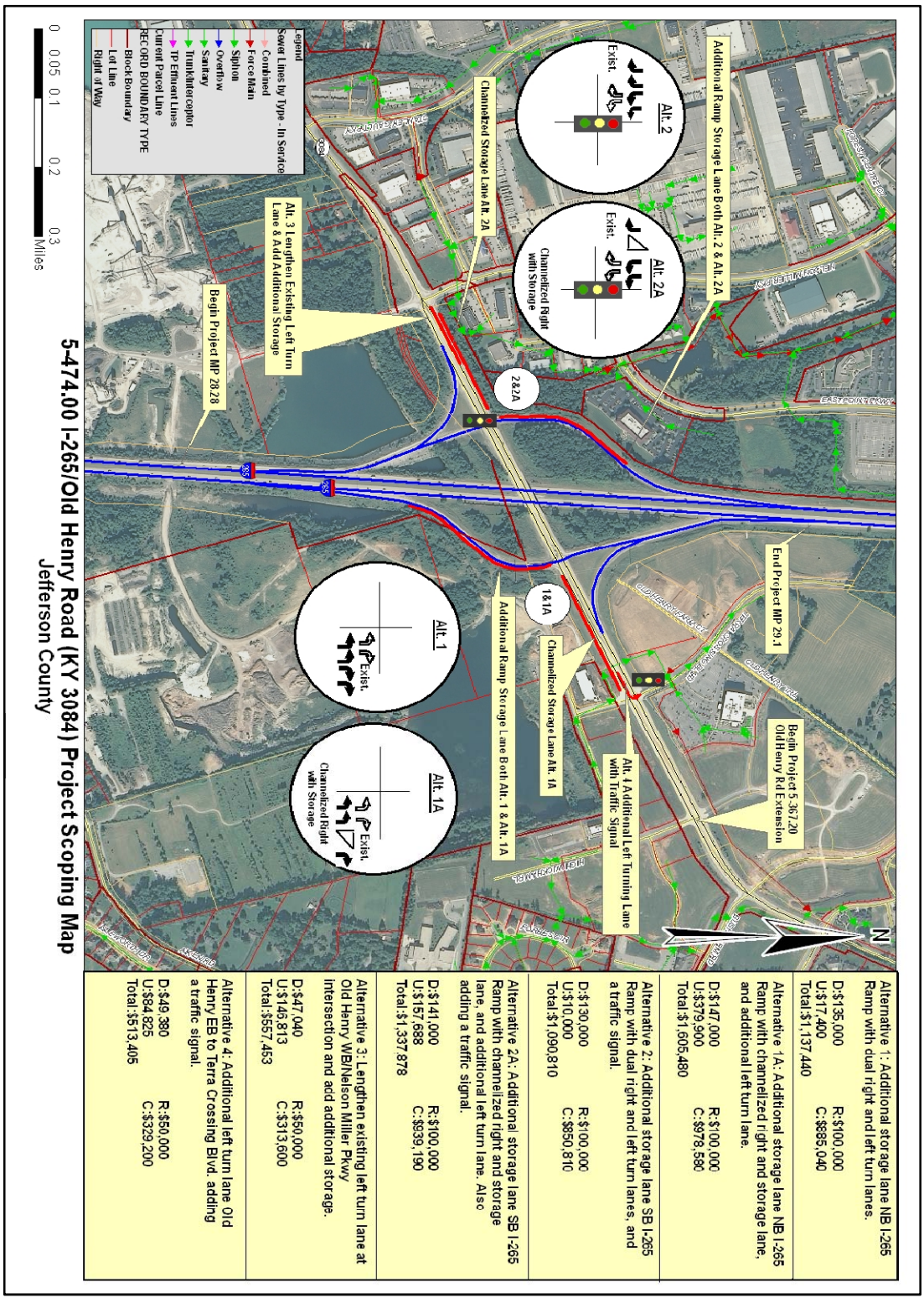
H. Section 4(f) or 6(f) Resources

The following are present on the project: ☐ Section 4(f) Resources ☐ Section 6(f) Resources

No 4(f) or 6(f) resources are anticipated in project area.

Anticipated Environmental Document: CE Level 1

IV. PROJECT SCOPING



5-474.00 I-265/Old Henry Road (KY 3084) Project Scoping Map
Jefferson County

Alternative 1: Additional storage lane NB I-265 Ramp with dual right and left turn lanes.	D:$135,000 U:$17,400 Total:$1,137,440	R:$100,000 C:$885,040
Alternative 1A: Additional storage lane NB I-265 Ramp with channelized right and storage lane, and additional left turn lane.	D:$147,000 U:$379,900 Total:$1,605,480	R:$100,000 C:$978,580
Alternative 2: Additional storage lane SB I-265 Ramp with dual right and left turn lanes, and a traffic signal.	D:$130,000 U:$10,000 Total:$1,090,810	R:$100,000 C:$850,810
Alternative 2A: Additional storage lane SB I-265 Ramp with channelized right and storage lane, and additional left turn lane. Also adding a traffic signal.	D:$141,000 U:$157,688 Total:$1,337,878	R:$100,000 C:$939,190
Alternative 3: Lengthen existing left turn lane at Old Henry WB/Nelson Miller Pkwy intersection and add additional storage.	D:$47,040 U:$146,813 Total:$557,453	R:$50,000 C:$313,600
Alternative 4: Additional left turn lane Old Henry EB to Terra Crossing Blvd. adding a traffic signal.	D:$49,380 U:$84,825 Total:$513,405	R:$50,000 C:$329,200

IV. PROJECT SCOPING (cont.)

Please see the Project Scoping Map for all of the Alternatives below.

Alternative 1 proposes to address the immediate safety and capacity issues of traffic backing up onto the I-265 mainline from the northbound I-265 ramp onto Old Henry Rd. The existing ramp includes a single right and left turn lane, and a traffic signal at Old Henry Rd. This Alternative includes widening the I-265 northbound ramp to create additional storage via dual right and dual left turn lanes at the Old Henry Rd. traffic signal.

Current Estimate:		Design:	$135,000	R/W:	$100,000
Total:	1,137,440	Utilities:	$17,400	Const:	$885,040

Alternative 1A also proposes to address the immediate safety and capacity issues of traffic backing up onto the I-265 mainline from the northbound I-265 ramp onto Old Henry Rd. The existing ramp includes a single right and a single left turn lane, and a traffic signal at Old Henry. This Alternative includes widening the I-265 northbound ramp to create dual left turn lanes and adding a channelized right turn with a receiving storage lane and a sidewalk onto and along eastbound Old Henry.

Current Estimate:		Design:	$147,000	R/W:	$100,000
Total:	$1,605,480	Utilities:	$379,900	Const:	$978,580

Alternative 2 proposes to address the safety and capacity issues of traffic backing up onto the southbound I-265 mainline from the southbound I-265 ramp onto Old Henry Rd. The existing ramp includes a single right and left turn lane with a stop sign. This Alternative includes widening the I-265 southbound ramp to create additional storage via dual right and dual left turn lanes with a new traffic signal at Old Henry. This alternative mirrors Alternative 1 for the southeast side of the interchange.

Current Estimate:		Design:	$130,000	R/W:	$100,000
Total:	1,090,810	Utilities:	$10,000	Const:	S850,810

Alternative 2A proposes to address the safety and capacity issues of traffic backing up onto the southbound I-265 mainline from the southbound I-265 ramp onto Old Henry Rd. The existing ramp includes a single right and left turn lane, and a stop sign. This Alternative includes widening the southbound I-265 ramp to create dual left turn lanes and a channelized right turn with a receiving storage lane and a sidewalk onto and along westbound Old Henry Rd. Included in this Alternative is the addition of a traffic signal which will then mirror the intersection with Alternative 1A on the southeast side of the interchange.

Current Estimate:		Design:	$141,000	R/W:	$100,000
Total:	$1,337,878	Utilities:	$157,688	Const:	$939,190

Alternative 3 proposes to lengthen the existing left turn and add additional storage on westbound Old Henry Rd. at Nelson Miller Pkwy. to solve expected traffic demands. The existing intersection has a traffic signal.

Current Estimate:		Design:	$47,040	R/W:	$50,000
Total:	$557,453	Utilities:	$146,813	Const:	$313,600

Alternative 4 proposes to create dual left turn lanes for eastbound Old Henry Rd to Terra Crossing Blvd and install a traffic signal to mitigate projected traffic and safety demands.

Current Estimate:		Design:	$49,380	R/W:	$50,000
Total:	$513,405	Utilities:	$84,825	Const:	$329,200

V. Summary

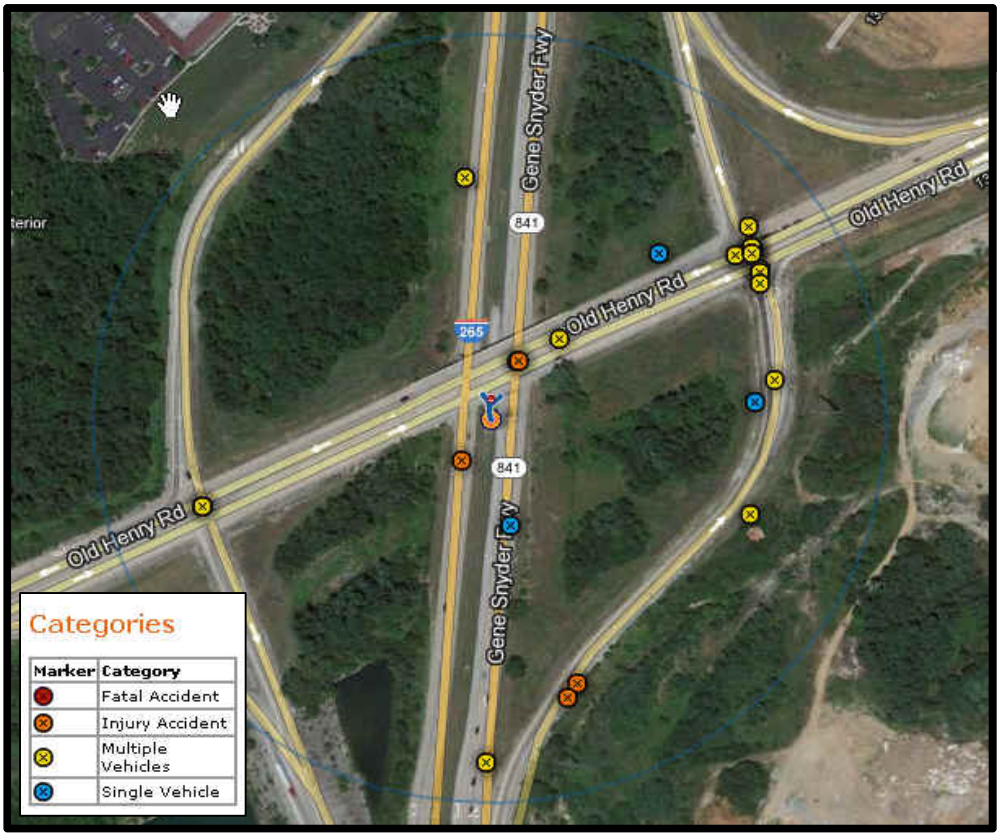
This DNA Scoping Study was prepared for Item 5-474.00 - safety and congestion improvements at the I-265/ Old Henry Road (KY 3084) interchange as funded in the 2012 Highway Plan. The intent of the funding request and subsequent approval in the Highway Plan was to address the immediate safety and capacity issues of traffic backing up from the I-265 northbound ramp to Old Henry Rd onto the northbound I-265 mainline , while concurrently designing the interchange as a whole for improved geometrics, levels of service, and overall capacity for anticipated future traffic demands. The projected opening of the East End Ohio River Bridge in 2016, and the planned 2014 construction start of the 5-367.20 Old Henry Road extension, and the associated forecasted traffic demands for those two blueprints seem to be immediate overriding factors in the future operation of the interchange. Following the original intent of the funding this DNA has been prepared to provide fundable pieces, or "breakout projects" to improve the interchange beginning with addressing the most problematic issue of backup on the I-265 northbound mainline. Additional Alternatives propose to focus on pieces of the interchange which may not be at unacceptable levels of service at this time, however, appear to be strongly impacted by the imminent construction of the East End Ohio River Bridge and the Old Henry Rd extension. Some of the Alternatives have more than one option. It is the recommendation of the project team that all six of the Alternatives be carried forward for analysis and evaluation.

VI. Tables and Exhibits

Links to Existing Roadway Plans

KY-841 (Grade Drain) 1981, 71 sheets
http://maps.kytc.ky.gov/planarc/dms43695/Pj09493.pdf
KY-841 (Surfacing) 1983, 36 Sheets
http://maps.kytc.ky.gov/planarc/dms43695/Pj09500.pdf

KY State Police Collision Data from 1-1-2010 to 1-15-2013 was obtained using the following link
http://www.yourmapper.com/map/ff9cd01655245b6a4aed824f8aca94d430fddfa8/?location=2401+Terra+Crossing+Boulevard%2C+Louisville%2C+KY&lat=&lon=



VI. Tables and Exhibits (cont.)

Name	Category	Date
OTHER ROADWAY OR MID-BLOCK COLLISION	Injury Accident	2010-06-03
1 VEHICLE ENTERING/LEAVING ENTRANCE	Multiple Vehicles	2010-12-13
OPPOSING LEFT TURN	Injury Accident	2011-12-14
COLLISION WITH ANIMAL	Single Vehicle	2011-05-21
1 VEHICLE ENTERING/LEAVING ENTRANCE	Multiple Vehicles	2011-09-08
SIDESWIPE COLLISION - SAME DIRECTION	Multiple Vehicles	2011-01-04
COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	Single Vehicle	2010-01-30
RAMP - VEHICLE RAN OFF ROADWAY	Injury Accident	2010-05-15
OTHER RAMP RELATED COLLISIONS NOT LISTED ABOVE	Injury Accident	2011-04-29
COLLISION WITH FIXED OBJECT NOT IN GORE	Single Vehicle	2011-11-19
ANGLE COLLISION - ONE VEHICLE TURNING LEFT	Multiple Vehicles	2010-11-11
SIDESWIPE COLLISION - SAME DIRECTION	Multiple Vehicles	2011-12-03
REAR END - ON RAMP	Multiple Vehicles	2011-10-02
REAR END - ON RAMP	Multiple Vehicles	2010-04-08
REAR END - ON RAMP	Multiple Vehicles	2010-05-30
REAR END - ON RAMP	Multiple Vehicles	2010-08-10
ANGLE COLLISION - ONE VEHICLE TURNING LEFT	Multiple Vehicles	2010-08-10
MULTIPLE VEHICLE COLLISION ON RAMP	Multiple Vehicles	2010-08-25
OPPOSING LEFT TURN	Multiple Vehicles	2011-10-29
ANGLE COLLISION - ONE VEHICLE TURNING LEFT	Multiple Vehicles	2010-11-29
REAR END - ON RAMP	Multiple Vehicles	2011-02-26
REAR END - ON RAMP	Multiple Vehicles	2011-04-06
REAR END - ON RAMP	Multiple Vehicles	2011-06-14
REAR END - OTHER	Multiple Vehicles	2010-10-06
REAR END - OTHER	Multiple Vehicles	2010-08-12

Link to 5-367.20 Old Henry road Improvement and Extension Study

http://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=Old Henry Road Improvement

Link to KIPDA Interchanges Study

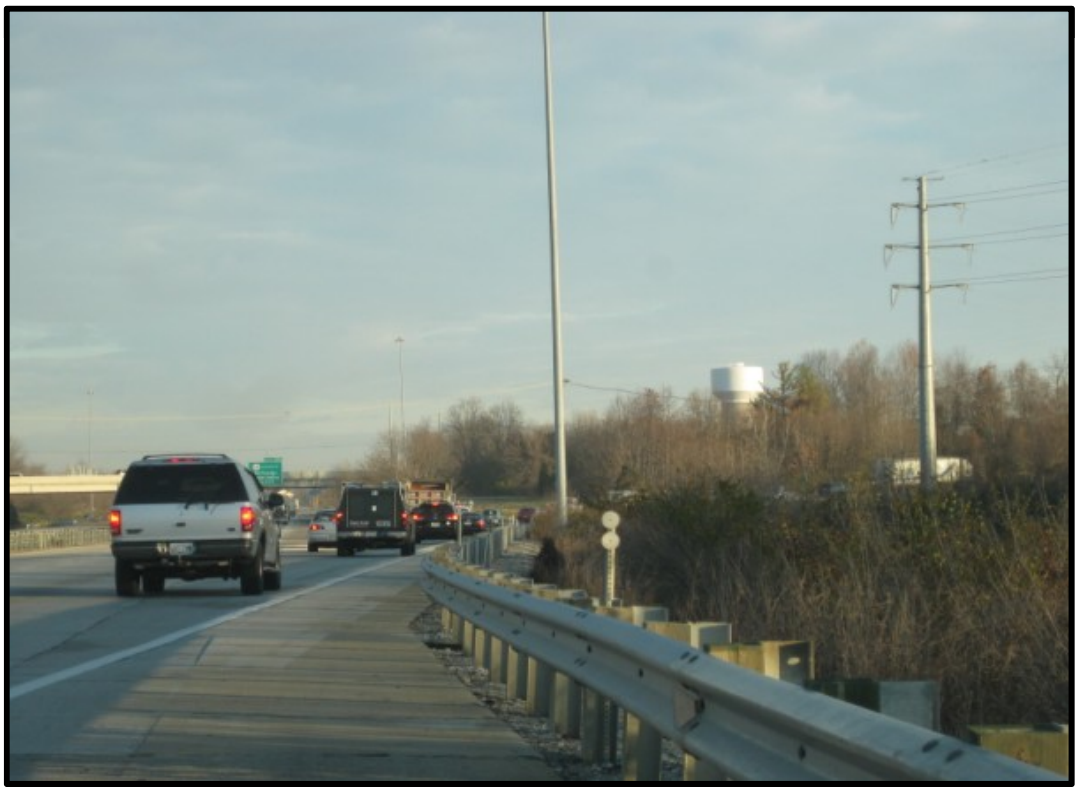
http://162.114.39.15:8888/progress?pages&id=3998616926&fileName=S0lQREFJbnRlcmNoYW5nZVN0dWR5RklOQUxSRVBPUlQucGRm&url=aHR0cDovL3d3dy5raXBkYS5vcmcvZmlsZXMvcGRmL3RyYW5zcG9ydGF0aW9uX2RpdmlzaW9uL0luZm9ybWF0aW9uL0tJUERBSW50ZXJjaGFuZ2VTdHVkeUZJTkFMUkVQT1JULnBkZg

Link to WiburSmith Assoc. LSIORB Traffic Forecast from August of 2011

(http://www.in.gov/ifa/2750.htm) under “Technical Information” and “Planning Documents”

I-265 NB Exit to Old Henry Road

I-265 NB Exit to Old Henry Road Backup onto Mainline



Appendices

- **Appendix A** **Unadjusted KIPDA Travel Demand Model**
- **Appendix B** **Louisville Auto Auction at Old Henry Road Preliminary Traffic Study**
- **Appendix C** **Alternative Estimates**
- **Appendix D** **Master Utility List**
- **Appendix E** **Utility Facility Maps**
- **Appendix F** **Referenced KIPDA MPO PIFs**

Appendix A

Unadjusted KIPDA Travel Demand Model

From: Rush, Andy (KIPDA)
To: Hickerson, Judi (KYTC-D05)
Cc: Chaney, Larry D (KIPDA); Burton, Stacey
Subject: East End Bridge/Old Henry Data
Date: Tuesday, January 29, 2013 2:41:57 PM
Attachments: Old Henry Ramps 2020.xlsx

Judi,

I have included the forecasts from the KIPDA Travel Demand Model that you have requested. The data in the attached Excel file is identical to the data below. The data included is raw, unadjusted model data from the most recent Year 2020 & 2030 scenarios of the KIPDA model. These scenarios include the most recent set of amendments that were approved by TPC in November 2012. These scenarios are significantly different from those in the Old Henry Road Traffic Forecast Report that I submitted to KYTC back in 2011 since these include the Crestwood Connector project, which would connect KY 362 (Ash Avenue) to KY 22 east of Crestwood via a new route. The inclusion of the Crestwood Connector project increases the forecasted traffic volumes on Old Henry Road east of I-265 and likely has other, indirect impacts to the forecasts on other links as well.

It is also important to note that these forecasts assume the full implementation of the KIPDA MTP. This means that the scenarios that were run include all projects in the MTP with the Open to Traffic dates provided to KIPDA by the project sponsors (no matter how unrealistic the project or date are at this time). It also means that the socioeconomic forecasts provided to KIPDA for the Year 2030 by the local agencies from around the region are included. These forecasts have not undergone a major update in nearly a decade at this point, and will be updated soon when the 2010 Census data comes in and as we receive new forecasts (for Year 2040) as the MTP is updated. Projects that are in the MTP and therefore included that appear to be particularly important to note (see Crestwood Connector above) include a major widening (to 6 lanes) of essentially the entire Gene Snyder Freeway, improvements to the I-265/I-71 Interchange, improvements to the I-265/I-64 Interchange, a major widening of KY 22 all the way to Crestwood, the entire Ohio River Bridges Project (including tolls), among many others from around the region.

I will let you choose how you want to use this 2020 data. Since there are so many different Year 2030 scenarios in play (Wilbur Smith Model, KIPDA Model that was for the Old Henry Traffic Forecast, the KIPDA Model that was current when each of those forecasts were being done, and the most recent version which I have included with this email) I might recommend that you adjust the 2030 forecasts that you are currently using by using the 10-Year percentage increase that I have provided. For example on the East End Bridge, I would divide the 2030 forecast you are currently using by 1.256 (the 10-yr increase) to arrive at an adjusted Year 2020 forecast.

Link	2020 KIPDA Model	2030 KIPDA Model	10-Year % Increase
I-265			
East End (I-265) Bridge	**46,694**	**58,637**	**25.6%**
I-265 from I-71 to US 42	55,361	72,246	30.5%

I-265 from KY 22 to I-71	81,183	95,648	17.8%
I-265 from KY 1447 to KY 22	57,064	72,665	27.3%
I-265 from KY 146 to KY 1447	48,573	64,875	33.6%
I-265 from Old Henry to KY 146	72,333	88,551	22.4%
I-265 from US 60 to Old Henry	95,676	112,318	17.4%
I-265 from I-64 to US 60	124,343	135,313	8.8%
Old Henry Road			
Old Henry from Nelson Miller to I-265 SB Ramp	12,037	14,103	17.2%
Old Henry from I-265 NB Ramps to Bush Farm	34,048	34,576	1.6%
I-265/Old Henry Ramps			
NB off-ramp	14,845	15,349	3.4%
NB on-ramp	3,214	3,602	12.1%
SB off-ramp	3,792	4,125	8.8%
SB on-ramp	15,504	16,144	4.1%

Let me know if you have any questions about this data, the report that I did for KYTC in 2011, or modeling/forecasting in general.

Andy Rush
Transportation Planner

Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502)266-6084 (Phone)
(502)266-5047 (Fax)

Appendix B

Louisville Auto Auction at Old Henry Road Preliminary Traffic Study

BTM Engineering, Inc.
3001 Taylor Springs Drive • Louisville, KY 40220
p. 502.459.8402 • f. 502.459.8427
www.btmeng.com

February 14, 2013

Metro Public Works and Assets
444 S. 5th St., Suite 500
Louisville, KY 40202

SUBJECT: **Louisville Auto Auction at Old Henry Road**
Preliminary Traffic Study

Public Works Staff:

In addition to the parking study, a preliminary traffic study has been completed for the proposed Louisville Auto Auction, per your request. The trip generation information used for this study is based on the Clark County Auto Auction, located at 1611 Highway 62, Jeffersonville, Indiana, 47130. The Clark County Auto Auction is owned by the applicant of this case, Fetter Properties.

On the following pages, four tables have been attached for your review. Tables 1 and 2 contain the parking data. Results of the parking study were summarized in a letter dated February 4, 2013. Table 3 shows the count data, or vehicles entering and exiting the site, collected during the auction peak hours on Wednesday, January 23rd from 4:45pm to 9pm. The weekly auction is from 6pm to 8pm each Wednesday. Table 4 shows the count data collected during the PM peak hours of the adjacent street (4pm to 6pm) on Tuesday, February 5th.

On four auction dates in January, there were 2024 vehicles auctioned at the Clark County Auto Auction, making the average 506 vehicles per auction. Data from the Clark County Auto Auction for the month of January is attached. Based on the proposed plan that was previously submitted, the Louisville Auto Auction will be larger than the Clark County Auto Auction, in terms of inventory and number of vehicles auctioned. Approximately 708 vehicles are projected to be auctioned at the Louisville Auto Auction.

On Wednesday, January 23rd, there were 189 trips generated in the peak hour and 480 vehicles auctioned. Therefore, there were approximately 0.40 trips generated for the number of vehicles auctioned that week. If 708 vehicles are to be auctioned at the Louisville Auto Auction, then approximately 283 trips would be generated during the peak hour of the generator.

On Tuesday, February 5th, there were 65 trips generated in the peak hour. Therefore, there were approximately 0.13 trips generated for the average number of vehicles auctioned per week. If 708 vehicles are to be auctioned at the Louisville Auto Auction, then approximately 92 trips would be generated in the PM peak hour of the adjacent street.

Three figures have been attached for your evaluation. See Figure 1 for a trip distribution diagram for the Louisville Auto Auction. Figure 2 shows the distribution of the estimated number of generated trips for the peak hour of the proposed auto auction. Figure 3 shows the distribution of the estimated number of generated trips during the PM peak hour of a non-auction day for the Louisville Auto Auction.

Please let me know if you have any questions.

Sincerely,

STBowling

Sarah T. Bowling, PE, PTOE

Table 1
Clark County Auto Auction
Auction Peak Hours - Wednesday, January 23rd

time	total lot spaces	empty lot spaces	occupied lot spaces	vehs in lot outside of a space	total vehs in the lot	occupancy of lot	vehs parked off-site	total vehs in need of a space
4:45pm	157	67	90	4	94	60%	0	94
5:00pm	157	58	99	4	103	66%	0	103
5:15pm	157	35	122	6	128	82%	0	128
5:30pm	157	16	141	13	154	98%	3	157
5:45pm	167*	6	161	16	177	106%	8	185
6:00pm	167	5	162	21	183	110%	12	195
6:15pm	167	1	166	24	190	114%	15	205
6:30pm	167	3	164	30	194	116%	16	210
6:45pm	167	6	161	36	197	118%	15	212
7:00pm	167	11	156	33	189	113%	13	202
7:15pm	167	13	154	33	187	112%	11	198
7:30pm	167	20	147	30	177	106%	9	186
7:45pm	167	35	132	25	157	94%	7	164
8:00pm	167	51	116	23	139	83%	5	144
8:15pm	167	78	89	14	103	62%	3	106
8:30pm	167	88	79	9	88	53%	3	91
8:45pm	167	117	50	4	54	32%	2	56
9:00pm	167	131	36	1	37	22%	0	37

*10 spaces are available for parking after the car wash next door closes at 5:30pm.

Table 2
Clark County Auto Auction
PM Peak Hours - Thursday, January 31st

time	total lot spaces	empty lot spaces	occupied lot spaces	vehs in lot outside of a space	total vehs in the lot	occupancy of lot	vehs parked off-site	total vehs in need of a space
4:00pm	157	97	60	0	60	38%	0	60
4:15pm	157	103	54	0	54	34%	0	54
4:30pm	157	116	41	0	41	26%	0	41
4:45pm	157	116	41	0	41	26%	0	41
5:00pm	157	115	42	0	42	27%	0	42
5:15pm	157	123	34	1	35	22%	0	35
5:30pm	157	127	30	0	30	19%	0	30
5:45pm	157	130	27	0	27	17%	0	27
6:00pm	157	132	25	0	25	16%	0	25

Table 3
Clark County Auto Auction
Auction Peak Hours - Wednesday, January 23rd

time	trips in	trips out	15 min total	hourly total
4:45pm	17	6	23	-
5:00pm	26	10	36	-
5:15pm	26	5	31	-
5:30pm	33	6	39	129
5:45pm	33	10	43	149
6:00pm	23	8	31	144
6:15pm	5	5	10	123
6:30pm	10	10	20	104
6:45pm	10	8	18	79
7:00pm	2	10	12	60
7:15pm	5	9	14	64
7:30pm	1	17	18	62
7:45pm	5	24	29	73
8:00pm	7	25	32	93
8:15pm	1	36	37	116
8:30pm	8	55	63	161
8:45pm	3	54	57	189
9:00pm	0	11	11	168
total	215	309	-	-
	41%	59%		

Table 4
Clark County Auto Auction
PM Peak Hours - Tuesday, February 5th

time	trips in	trips out	15 min total	hourly total
4:00pm	9	8	17	-
4:15pm	10	12	22	-
4:30pm	6	9	15	-
4:45pm	2	9	11	65
5:00pm	0	9	9	57
5:15pm	0	1	1	36
5:30pm	1	1	2	23
5:45pm	0	0	0	12
6:00pm	0	0	0	3
total	28	49	-	-
	36%	64%		

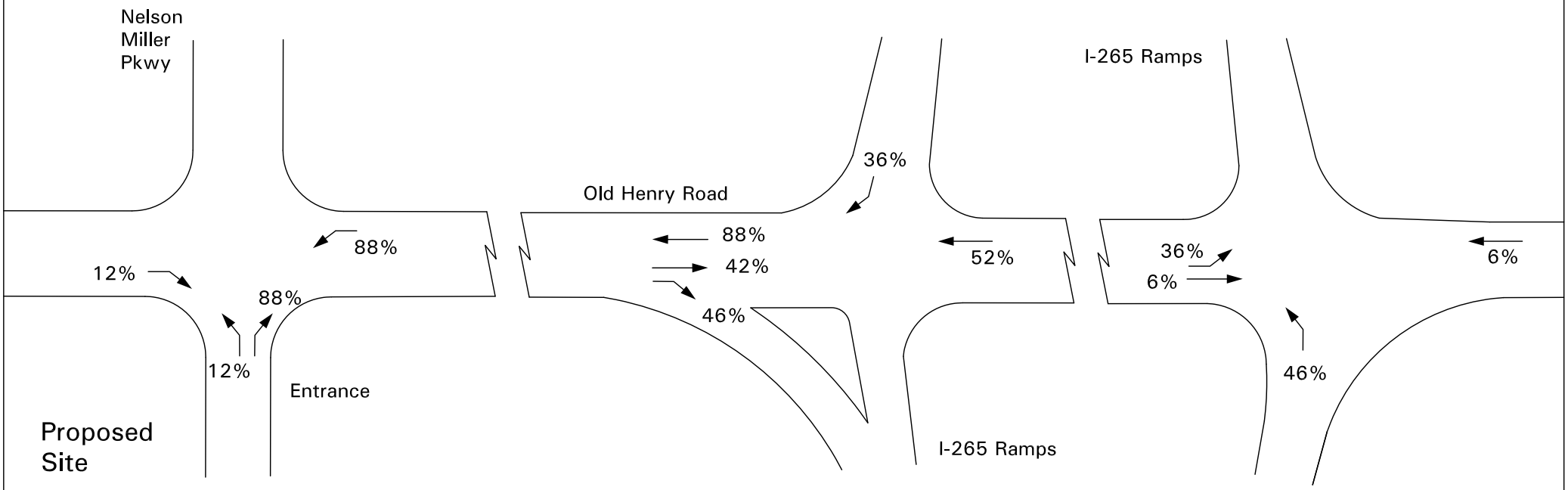
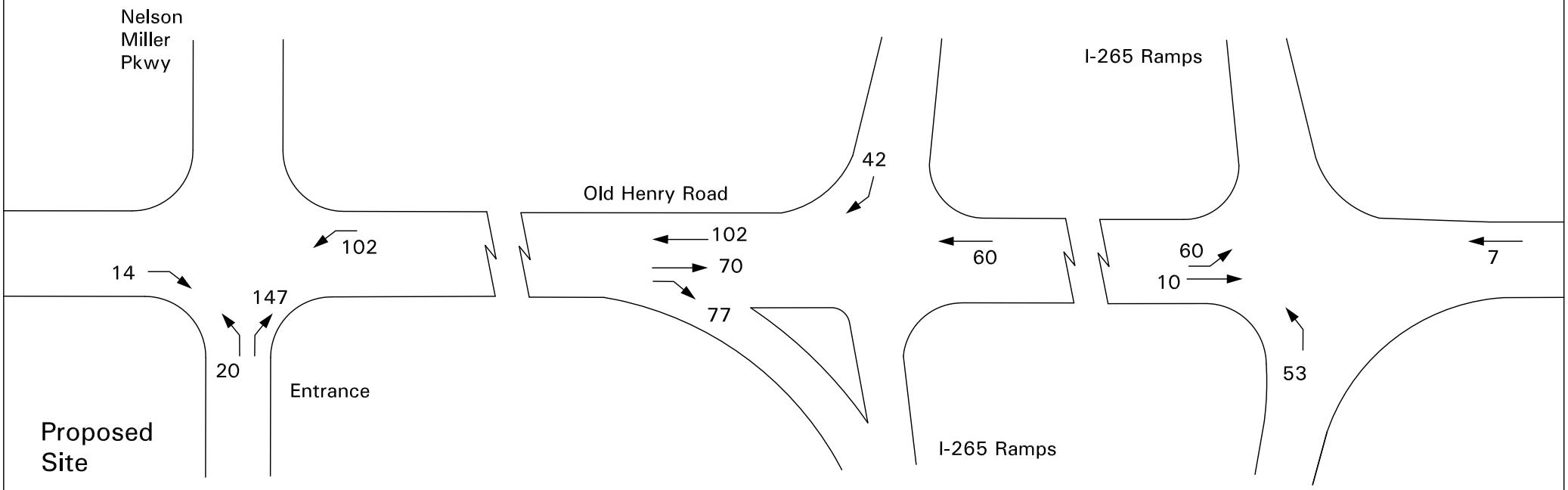
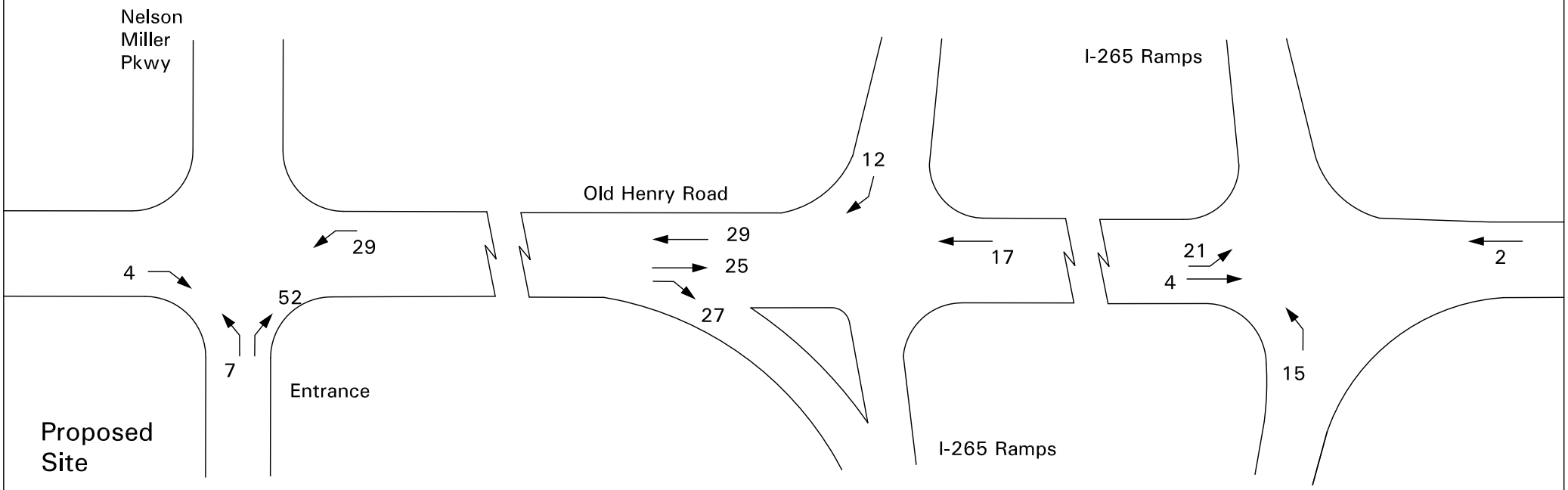


FIGURE 1
LOUISVILLE AUTO AUCTION
TRIP DISTRIBUTION



283 Total Trips
116 Entering
167 Exiting

FIGURE 2
LOUISVILLE AUTO AUCTION
TRIPS FOR PEAK HOUR
OF THE GENERATOR



92 Total Trips
33 Entering
59 Exiting

FIGURE 3
LOUISVILLE AUTO AUCTION
TRIPS FOR PM PEAK HOUR OF
ADJACENT STREET TRAFFIC

Clark County Auto Auction:

Results for 1/23/13 – The auction date of the parking study
TOTAL # REGISTERED: 480

DEALERS: TOTAL # BUYERS IN ATTENDANCE: 171, representing 129 dealerships
PUBLIC : TOTAL # BUYERS IN ATTENDANCE: 53, representing 53 customers

Results for 1/9/13

TOTAL # REGISTERED: 621

DEALERS: TOTAL # BUYERS IN ATTENDANCE: 199, representing 147 dealerships
PUBLIC : TOTAL # BUYERS IN ATTENDANCE: 62, representing 63 customers

Results for 1/16/13

TOTAL # REGISTERED: 467

DEALERS: TOTAL # BUYERS IN ATTENDANCE: 180, representing 135 dealerships
PUBLIC : TOTAL # BUYERS IN ATTENDANCE: 53, representing 54 customers

Results for 1/30/13

TOTAL # REGISTERED: 456

DEALERS: TOTAL # BUYERS IN ATTENDANCE: 170, representing 126 dealerships
PUBLIC : TOTAL # BUYERS IN ATTENDANCE: 59, representing 62 customers

Appendix C

Alternative Estimates

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 1

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$135,000	1	$135,000	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$135,000	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$100,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
Water Lines					-
48"	Foot	$500		$0	
16"	Foot	$90		$0	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
UG Fiber Trimarc	Foot	$180	30' + 2 JB	$12,000	Assume part in easement
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$5,400	
			Utilities Total:	$17,400	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	4370	$43,700	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	4240	$360,400	
DGA	Ton	$20	3380	$67,600	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75	520	$39,000	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals: $30,000-$140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$70,755	
Contingencies	Percentage	5%	-	$23,585	
			Construction Total:	$885,040	
			Total Estimate:	$1,137,440	

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 1A

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$147,000	1	$147,000	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$147,000	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$100,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
MSD Sewer	Foot	$90	200	$20,000	Assume 16" and 2 Manholes
LG&E UG Electric	Foot	$400	400	$80,000	Verbal per Greg Geiser LG&E all UG Electric outside CA in easement.
Water Lines					-
48"	Foot	$500		$0	
16"	Foot	$90	1000	$90,000	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
AT&TKY UG/Fiber	Foot	$180	400	$72,000	
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$117,900	
			Utilities Total:	$379,900	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	5010	$50,100	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	4950	$420,750	
DGA	Ton	$20	3940	$78,800	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75	520	$39,000	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals range from $30-140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$82,448	
Contingencies	Percentage	5%	-	$27,483	
			Construction Total:	$978,580	
			Total Estimate:	$1,605,480	

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 2

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$130,000	1	$130,000	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$130,000	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$100,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
Water Lines					-
48"	Foot	$500		$0	
16"	Foot	$90		$0	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
UG Fiber Optics	Foot	$180		$0	
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$0	
			Utilities Total:	$10,000	Appears to have minimal utility impacts.

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	4150	$41,500	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	3960	$336,600	
DGA	Ton	$20	3160	$63,200	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75	550	$41,250	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals range from $30-140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$66,195	
Contingencies	Percentage	5%	-	$22,065	
			Construction Total:	$850,810	
			Total Estimate:	$1,090,810	

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 2A

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$141,000	1	$141,000	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$141,000	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$100,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
LG&E UG Electric	Foot	$250	125	$31,250	Verbal per Greg Geiser LG&E all UG Electric outside CA in easement.
KDL/Windstream	Foot	$280	125	$35,000	
Insight	foot	$280	125	$35,000	Assume in easement.
Water Lines					-
48"	Foot	$500		$0	Facility map indicates water on southwest side of Nelson Miller PKWY.
12"	Foot	$75	100	$7,500	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
UG Fiber Optics	Foot	$180		$0	
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$48,938	
			Utilities Total:	$157,688	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	4760	$47,600	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	4630	$393,550	
DGA	Ton	$20	3690	$73,800	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75	550	$41,250	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals range from $30-140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$77,243	
Contingencies	Percentage	5%	-	$25,748	
			Construction Total:	$939,190	
			Total Estimate:	$1,337,878	

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 3

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$47,040	1	$47,040	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$47,040	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$50,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
LG&E UG Electric	Foot	$250	125	$31,250	Verbal per Greg Geiser LG&E all UG Electric outside CA in easement.
KDL/Windstream	Foot	$280	125	$35,000	Assume in easement.
Insight	foot	$280	125	$35,000	Assume in easement.
48"	Foot	$500		$0	Facility map indicates water on southwest side of Nelson Miller PKWY.
16"	Foot	$90		$0	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
UG Fiber Optics	Foot	$180		$0	
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$45,563	
			Utilities Total:	$146,813	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	130	$1,300	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	260	$22,100	
DGA	Ton	$20	230	$4,600	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75		$0	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals range from $30-140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$4,200	
Contingencies	Percentage	5%	-	$1,400	
			Construction Total:	$313,600	
			Total Estimate:	$557,453	

Planning Estimation Worksheet

Project Description:

5-474.00 I-265/Old Henry Road Interchange Improvements - Alternative 4

☐ Rural Area ☑ Urban Area

Detailed Estimation

Design					
Type	Unit	Unit Cost	Quantity	Total	Comments
Two Lane	Mile	$600,000		$0	
Four Lane	Mile	$1,200,000		$0	
Bridge (Consultant)	Each	$200,000		$0	
Small Projects	Each	$49,380	1	$49,380	15% of Construction Costs
Stream Mitigation	Foot	$250		$0	
			Design Total:	$49,380	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	$350,000		$0	
Relocation	Each	$25,000		$0	
Commercial	Acre	$100,000		$0	
Buildable Land	Acre	$60,000		$0	
Farm/Non-commercial	Acre	$32,500		$0	
Hillside Acreage (Non-buildable)	Acre	$2,000		$0	
Grave Relocation	Each	$5,000		$0	
			Right of Way Total:	$50,000	Majority of project in existing ROW. Estimate should cover construction easements and minimal ROW purchase.

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	$7,500		$0	
MSD Sewer	Foot	$90	200	$20,000	Assume 16" and 2 Manholes
LG&E UG Electric	Foot	$400	400	$80,000	Verbal per Greg Geiser LG&E all UG Electric outside CA in easement.
Water Lines					-
48"	Foot	$500		$0	
16"	Foot	$90	650	$58,500	
Size	Foot			$0	
Gas Lines					-
Size	Foot			$0	
Size	Foot			$0	
Size	Foot			$0	
6" Encasement	Foot	$140		$0	
UG Telephone Line	Foot	$35		$0	
UG Fiber Optics	Foot	$180		$0	
Utility Easement	Each	$100,000		$0	
Overhead	Percentage	45.0%	-	$26,325	
			Utilities Total:	$84,825	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					-
< 100' Span*	Square Foot	$200		$0	
> 100' Span*	Square Foot	$175		$0	
State Approaches*	Foot	$500		$0	
County Approaches*	Foot	$400		$0	
*Costs do not include Excavation					-
General Construction Costs					-
Excavation	Cubic Yard	$10	190	$1,900	
Borrow	Cubic Yard	$16		$0	
Asphalt	Ton	$85	380	$32,300	
DGA	Ton	$20	340	$6,800	
Guardrail	Foot	$15		$0	
Misc.	Percentage		-	$0	
< 30" Drain Pipe	Foot	$50		$0	
36" - 48" Drain Pipe	Foot	$75		$0	
54" - 96" Drain Pipe	Foot	$300		$0	
RCBC Culvert	Foot	$200		$0	
Quick Curb	Foot	$65		$0	
Concrete	Cubic Yard	$75		$0	Source: www.concretenetwork.com - National Average in 2008: $75/cuyd
Traffic Signal	Each	$140,000	2	$280,000	New signals range from $30-140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	$6,150	
Contingencies	Percentage	5%	-	$2,050	
			Construction Total:	$329,200	
			Total Estimate:	$513,405	

Appendix D

Master Utility List

2/25/2013

5-474.00
Utility Owners and Contact Person

For
Jefferson County

Clear
Possible Conflict

1. LG&E KU (Electric)
820 West Broadway
Louisville, KY 40202
LG&E Emergency Number (502) 589-1444
LG&E and KU Emergency Number 1-800-331-7370

Greg Geiser
work: (502) 627-3708
Greg.Geiser@LGE-KU.com
Facility Map Received 12-28-12

Telephone w/Greg Geiser 2-15-2013 all facilities outside of Controlled Access are in **EASEMENT**

2. LG&E (Gas)
820 West Broadway
Louisville, KY 40202
Gas Emergency Number (502) 589-5511
LG&E and KU Emergency Number 1-800-331-7370

Greg Geiser
work: (502) 627-3708
Greg.Geiser@LGE-KU.com
Facility Map Received 12-28-12

Telephone w/Greg Geiser 2-15-2013 all facilities outside of Controlled Access are in EASEMENT

3. Louisville Water Company
550 South Third Street
Louisville, KY 40202

Daniel Tegene, PE
(502) 569-3649
DTegene@LWCky.com
Second request sent 2-15-2012
Facility Map Rec'd 2-20-2012

4. AT&T KY
3719 Bardstown Road - 2nd Floor
Louisville, KY 40218

Morgan Herndon
Morgan.Herndon@att.com
(502) 458-7312
Facility Map Received 1-2-13

5. Metropolitan Sewer District
700 West Liberty Street
Louisville, KY 40203-1911

Steve Emly
Emly@MSDLouky.org
(502)540-6509
Brad Selch
SelchB@MSDLouky.org
(502) 540-6614
Send to both contacts

Second request sent 2-15-2012

6. Insight Communications Company
4701 Commerce Crossings Dr.
Louisville, KY40229

Deno Barbour
Cell: (502) 664-7395
Office(502) 357-4376
Dwight.Barbour@TWCable.com
Nathen Howerton
Cell: (502) 639-6838
Office: (502) 357-4318
Nathen.Howerton@TWCable.com
Forrest Antique
Cell: (502) 817-6519
Office: (502) 357-4724
Forrest.Antique@TWCable.com
Facility Map Received 12-20-12
PDF's rec'd 2-18-2012

7. Texas Gas Transmission Corporation
10327 Gaslight Way
Louisville, KY 40299

John Weaver
(502) 438-2407
John.Weaver@BWPMLP.com
Facility Map Received 1-2-13
Clear per email 2-2-2013

8. Marathon Pipeline, LLC
539 S Main St, Rm 7642
Findlay, OH 45840

David Wisner
DSWisner@MarathonPetroleum.com
(419) 421-2211
Second request sent 2-15-2012

9. Indiana Gas Company Inc
d.b.a. Vectren Energy Delivery of Indiana, Inc
or
Ohio River Pipeline Corporation
2520 Lincoln Drive
Clarksville, Indiana 47129

Mary Barber
MBarber@Vectren.com
(812) 948-4952
Facilities Clear per email 12-20-12

Line Maintained By
Texas Gas Transmission, LLC
3800 Frederica Street
Owensboro, Kentucky 42302
Cell: (270) 485-1152

Tim Turner
(270) 688-6461
Tim.Turner@bwpmlp.com

10. Indiana Utilities Corporation
123 West Chestnut Street
Corydon, Indiana 47112
(812) 738-3235

Kevin Kinney
Ron Timberlake
Jackie Rogers
JackieR@IndianaUtilitiesCorp.com
Facilities Clear per email 12-19-12

11. Sprint - Fiber Optics

Joe Thomas

	11370 Enterprise Park Dr. Sharonville, OH 45241	Joe.Thomas@Ericsson.com Office (513) 612-4204 Cell (937) 209-9754 Facilities Clear per email 1-2-13
12.	Mid-Valley Pipeline Company 4910 Limaburg Road Burlington, KY 41005 FAX (866) 699-1185	Todd Calfee (Richard) (859) 371-4469x14 (859) 630-8271 RTCALFEE@SunocoLogistics.com Second request sent 2-15-2012
13.	Level 3 Communications (Transmission) 848 S. 8th St. Louisville, KY 40203	Kevin Webster Kevin.Webster@Level3.com Office (502) 777-8622 Cell (502) 777-8622 Fax (502) 561-6950 Second request sent 2-15-2012
	Level 3 Communications (Transmission) 848 S. 8th St. Louisville, KY 40203	Tim Morphew Tim.Morphew@Level3.com Office (502) 561-6935 Cell (502) 221-1785 Fax (502) 561-6950 Second request sent 2-15-2012
	Level 3 Communications (Distribution) 962 South Third Street Louisville, KY 40203	Mark Sewell Mark.Sewell@Level3.com Office (502) 515-9142 Cell (502) 295-0939 **Send to all 3 contacts** Second request sent 2-15-2012
14.	Jefferson County Public Schools (JCPS) C B Young Building 7 3001 Crittenden Dr. Louisville. KY 40209	Jeff Hardy Jeff.Hardy@Jefferson.kyschools.us 502-485-7975 Second request sent 2-15-2012
15.	Kentucky Data Link (KDL now Windstream) Project Manager 3701 Communications Way Evansville, IN 47715 (Address envelopes ATTN Melissa Gugino)	Michael Russell Michael.Russell@windstream.com John Mcdowell John.Mcdowell@windstream.com 859-369-3623 Melissa.gugino@windstream.com
		Timothy Gibson (Fiber location/relocation)

Timothy.Gibson@Windstream.com
(812) 454-6756
Lezlie Allison
Lezlie.Allison@Windstream.com

~~(812) 357-6255 work~~
~~(513) 340-3339 cell~~
Send to both contacts
Facility Map Received 12-20-12

16. AT&T Legacy
4500 Johnston Pkwy.
Cleveland, OH 44128

Mike Diederich
MD4145@att.com
(216)-587-6267
(216)-212-8556

Don Garr
DRGarr@Hughes.net
Cell: (502) 741-8374
Send to both contacts
Second request sent 2-15-2012
Clear per email 2-15-2012

17. TWTelecom
Medinger Tower
462 S. 4th St., Suite 2400
Louisville, KY 40202

Jeremy Cornell
Jeremy.Cornell@TWTelecom.com
(502) 992-1168
Second request sent 2-15-2012

333 West Vine Street, Suite 330
Lexington, KY 40507

Gerald Long
Gerald.Long@TWTelecom.com
(859) 550-2201

18. City of Taylorsville Sewer & Water
70 Taylorsville Rd., P O Box 279
Taylorsville, KY 40071

Harold Compton
HCompton@TaylorsvilleWater.org
(502) 477-3235
Fax: (502) 477-1310
Second request sent 2-15-2012
Clear per email 2-15-2012

19. Qwest Communications Company, LLC
700 W Mineral Ave, UTD2734
Littleton, Colorado 80120

George McElvain
George.McElvain@Qwest.com
(303) 992-9931
Cell:720-260-2514
Fax:303-707-3252
Second request sent 2-15-2012

20. Shelby Energy Cooperative
P.O. Box 311, 620 Old Finchville Road
Shelbyville, KY 40065
(502) 633-4420

Jason Ginn
Jason@ShelbyEnergy.com
cell: (502) 643-2778
Facilities Clear per email 12-21-12

21.	Atmos Energy 130 Stonecrest Road Suite105 Shelbyville, KY 40065 (502) 633-2831 ext. 104	Bernie Anderson cell: (502) 321-8073 Bernie.Anderson@AtmosEnergy.com OR Earl Taylor Earl.Taylor@AtmosEnergy.com Cell: 859-583-0306 Office: 859-236-2300 **Send to both contacts** Facilities Clear per email 12-19-12
22.	Crown Castle Network Operations 10170 Linn Station Road Suite 525 Louisville, KY 40223 (builds cell towers and leases space on them)	Brian Watkins Brian.Watkins@CrownCastle.com (502) 318-1323 Brandy Bowling (Brian's supervisor) Brandy.Bowling@CrownCastle.com (502) 318-1322 Cindy Shaffer Cynthia.Shaffer@CrownCastle.com (502) 318-1313 Chris Gladstone Chris.Gladstone@CrownCastle.com (502)689-2162 Facilities Clear per email 12-19-12
23.	Zayo 701 W. Henry Street Suite 201 Indianapolis, IN 46225	Bill Hales Bill.Hales@zayo.com (502) 500-3661 Second request sent 2-15-2012
24.	MCI/Verizon(Owns WUTEL) MCI/Verizon 730 West Henry Street Indianapolis, IN 46225	Chris Fowler Chris.Fowler@Verizon.com Office: (317) 685-8050 Cell: (317) 435-6225 Dave Wiley (Field) (502) 439-8783 Dave.Wiley@One.Verizon.com Facilities Clear per email 12-20-12
25.	TRIMARC Public Safety & Transportation Systems 901 West Main Street Louisville, Kentucky 40202	Todd Hood Todd.Hood@ngc.com Office: (502)587-6624 ext. 2 Cell: (502)307-7456 Facility Map Received 12-20-12

AIRPORT CONTACTS

Bruce Little (502) 375-7363 – FAA Location Manager
Jack Stauble (502) 664-9637 cell – FAA Location Technician

Chuck Hensley (502) 380-8356 EXT 356 – Construction Manager
Louisville Regional Airport Authority

Andy Hepfinger (502) 329-3706 – UPS Construction
Brian Knesco (502) 741-2922 – UPS Construction

Railroad Companies

1. **C.S.X. Transportation, Inc.**
Contacts:
David Hall, KY Liaison, (502) 815-1865
Milton Holder – crossings – cell (502) 817-2011
John Williams – crossings – cell (502) 376-8745, Office (502) 364-1133
Joe Malandruco (Florida) – signals (904) 245-1160

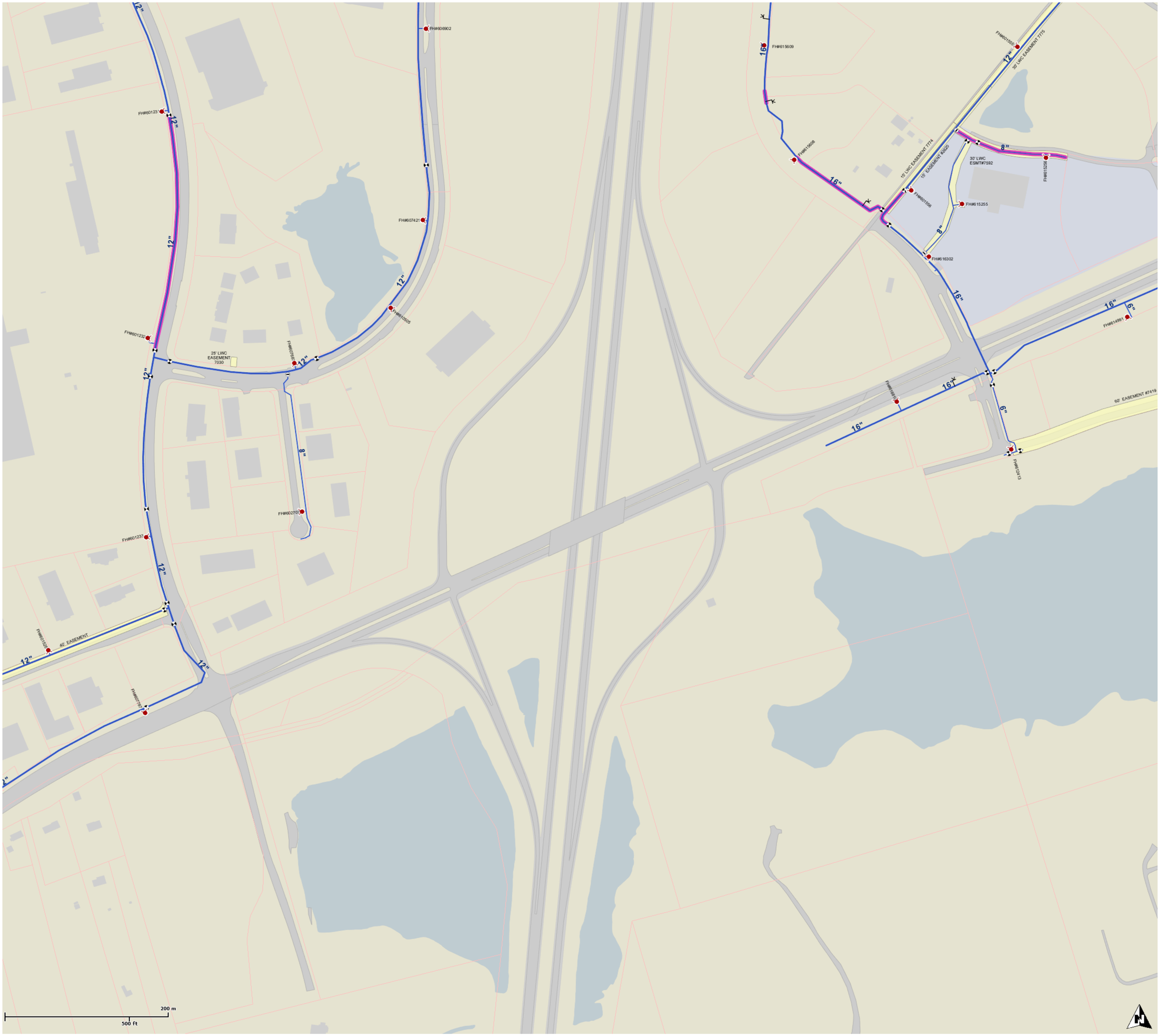
2. Norfolk - Southern Railway Company
Norfolk - Southern Railway Company (Roy Johnson to provide contact data)
Mr. J. N. Carter, Jr. Chief Engineer
Bridges and Structures
Norfolk Southern Corporation
1200 Peachtree Street
Atlanta, Georgia 30309

3. Paducah and Louisville Railway, Inc.
Gerald Gupton, Office: (270) 444-4386

Appendix E

Utility Facility Maps

LWC SPIN Application



02/20/2013 3:51:17 PM

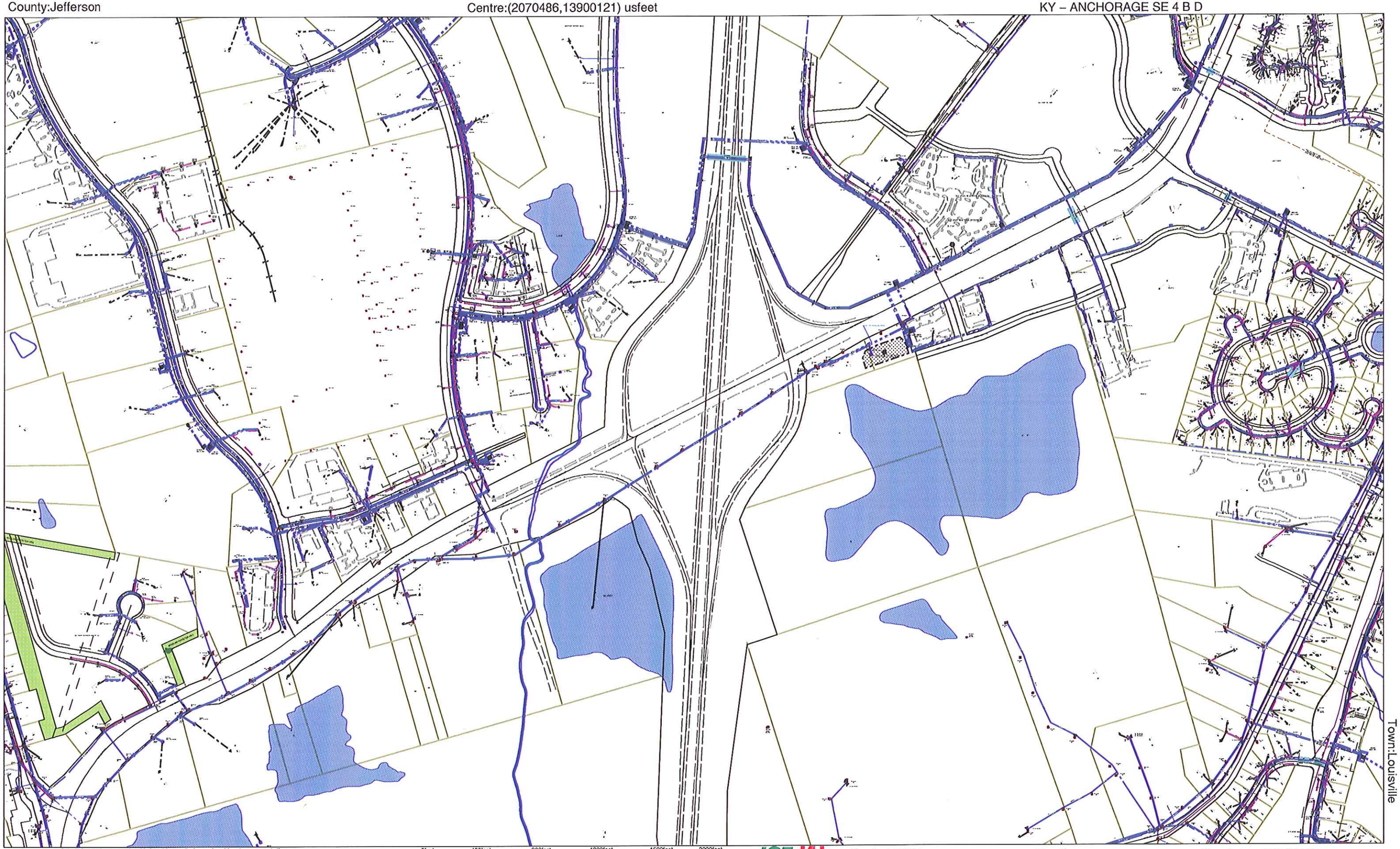
I 265 & OLD HENRY RD (KY 3084)

Unless otherwise indicated, all locations are taken from office records and must be verified in the field prior to any construction where there is a possibility of interference with existing KU/LG&E facilities exists.

County:Jefferson

Centre:(2070486,13900121) usfeet

KY – ANCHORAGE SE 4 B D



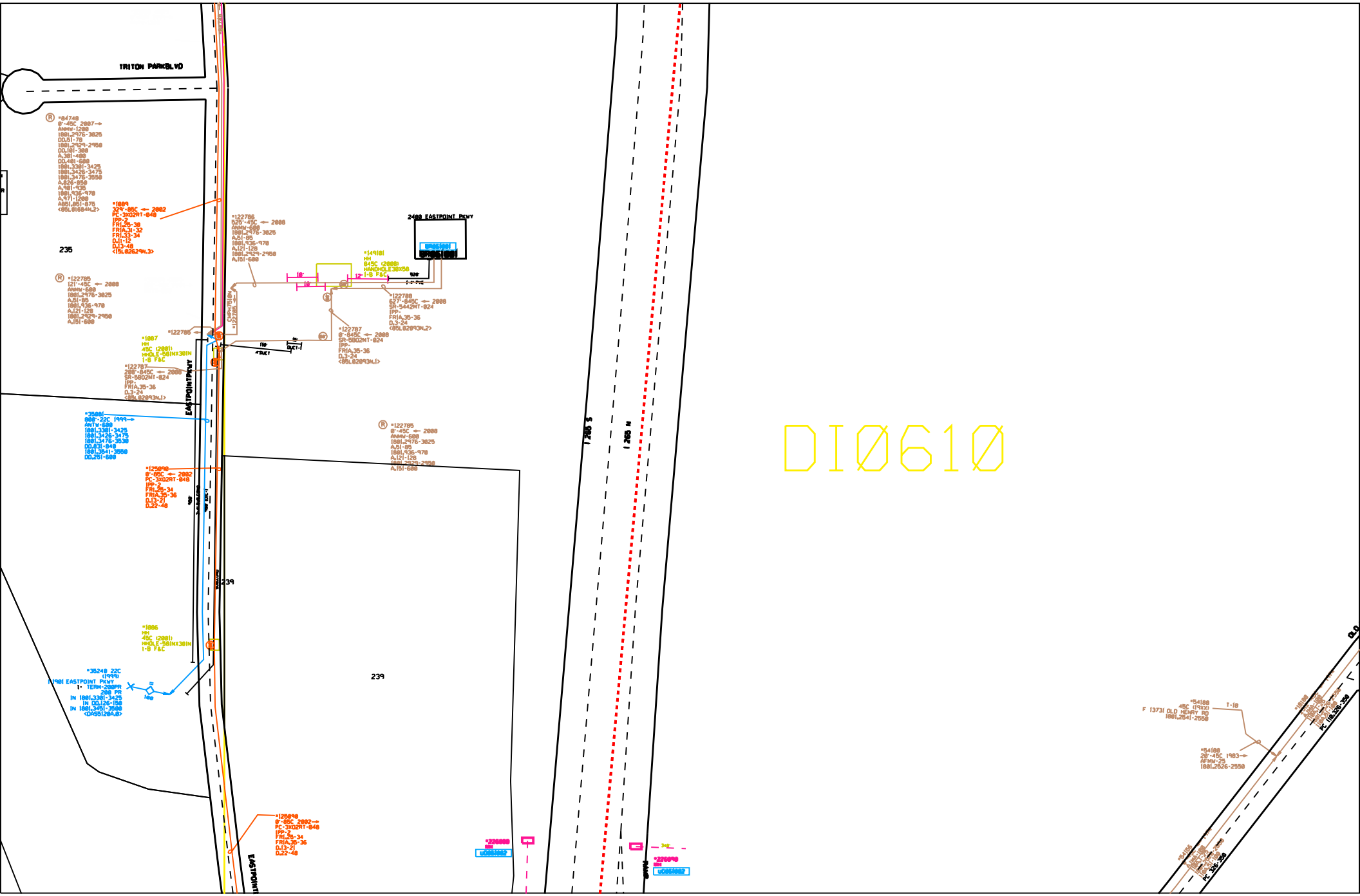
Town:Louisville

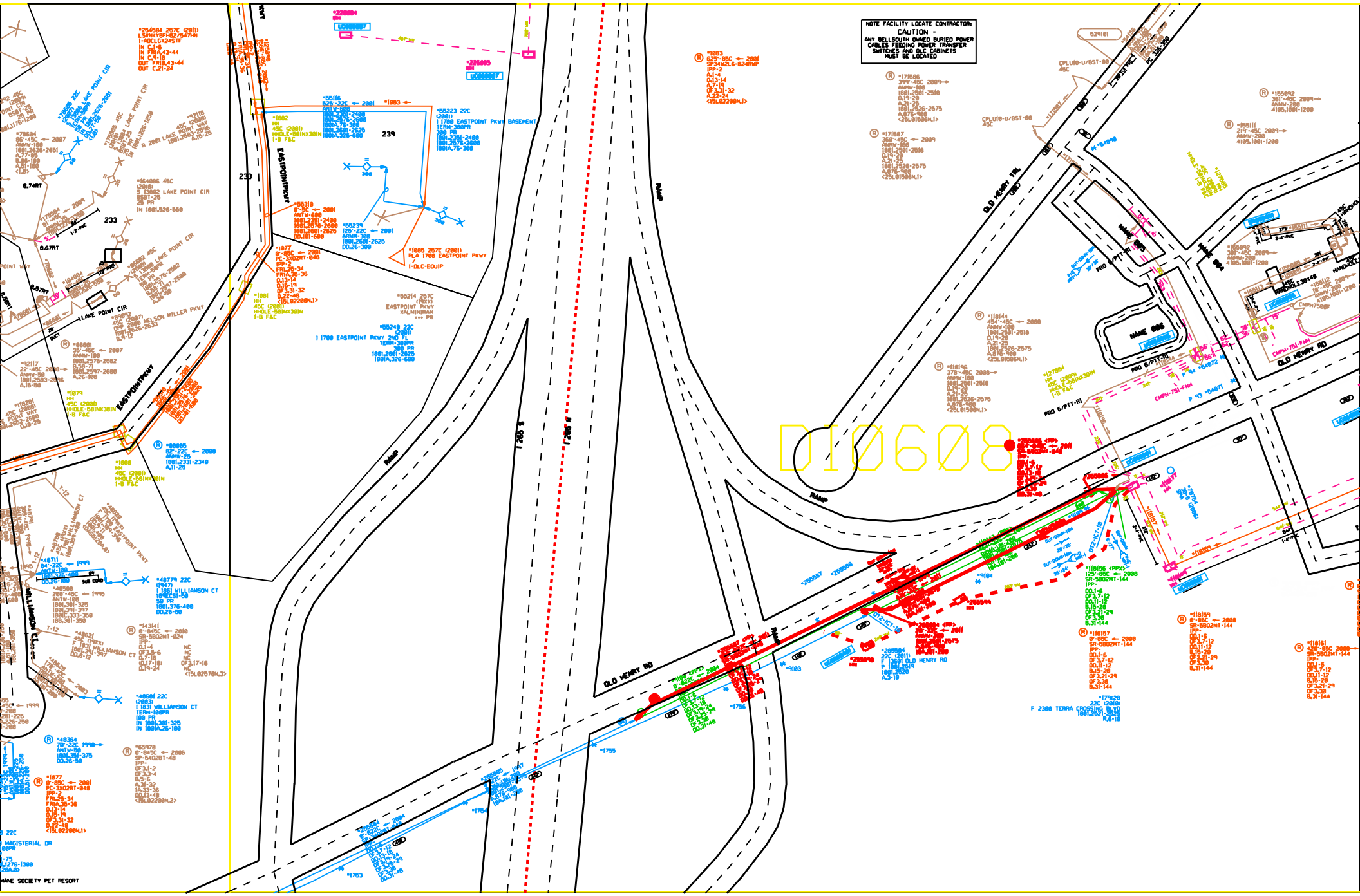
0feet 400feet 800feet 1200feet 1600feet 2000feet

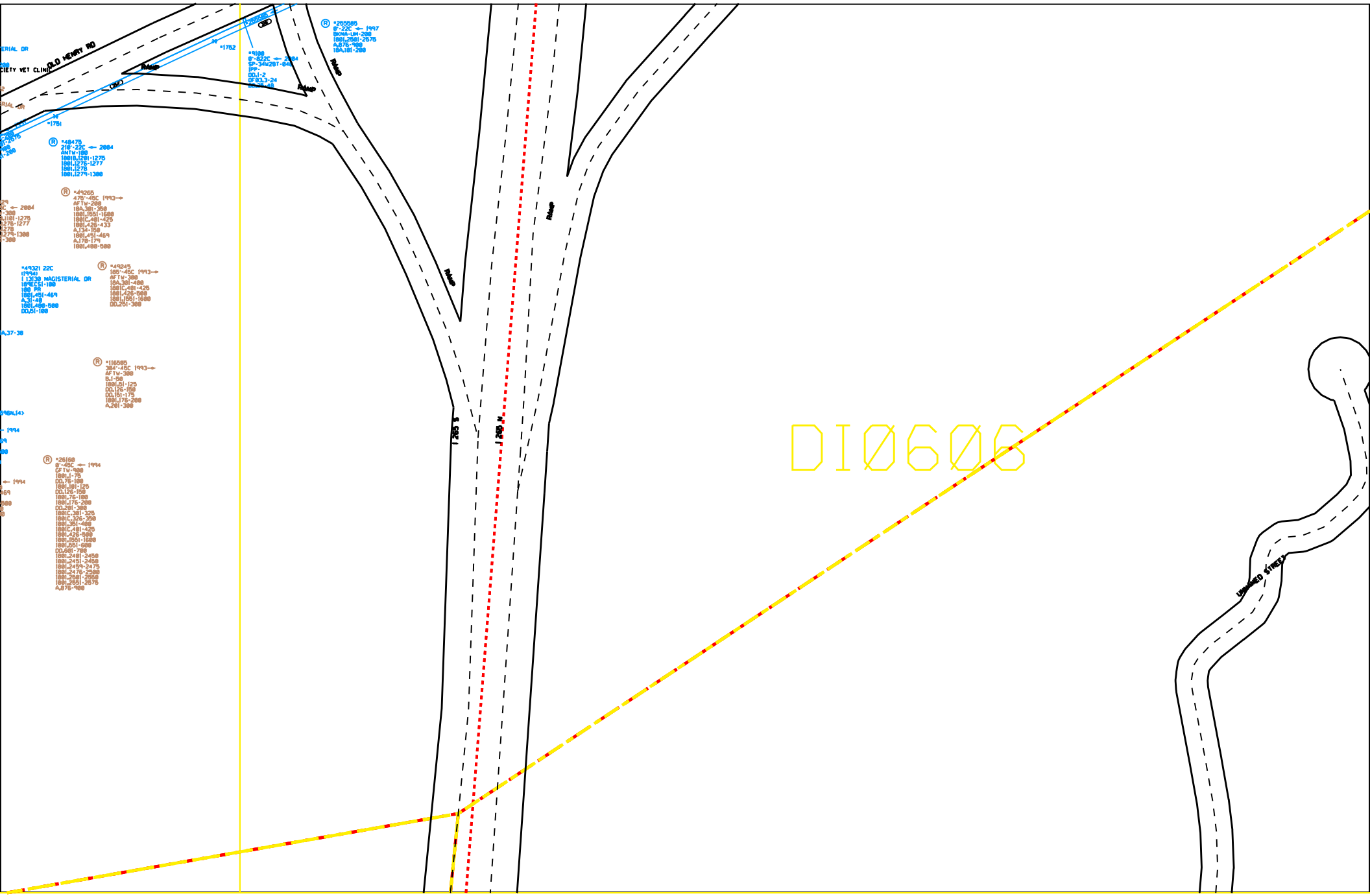
Scale 1:7000

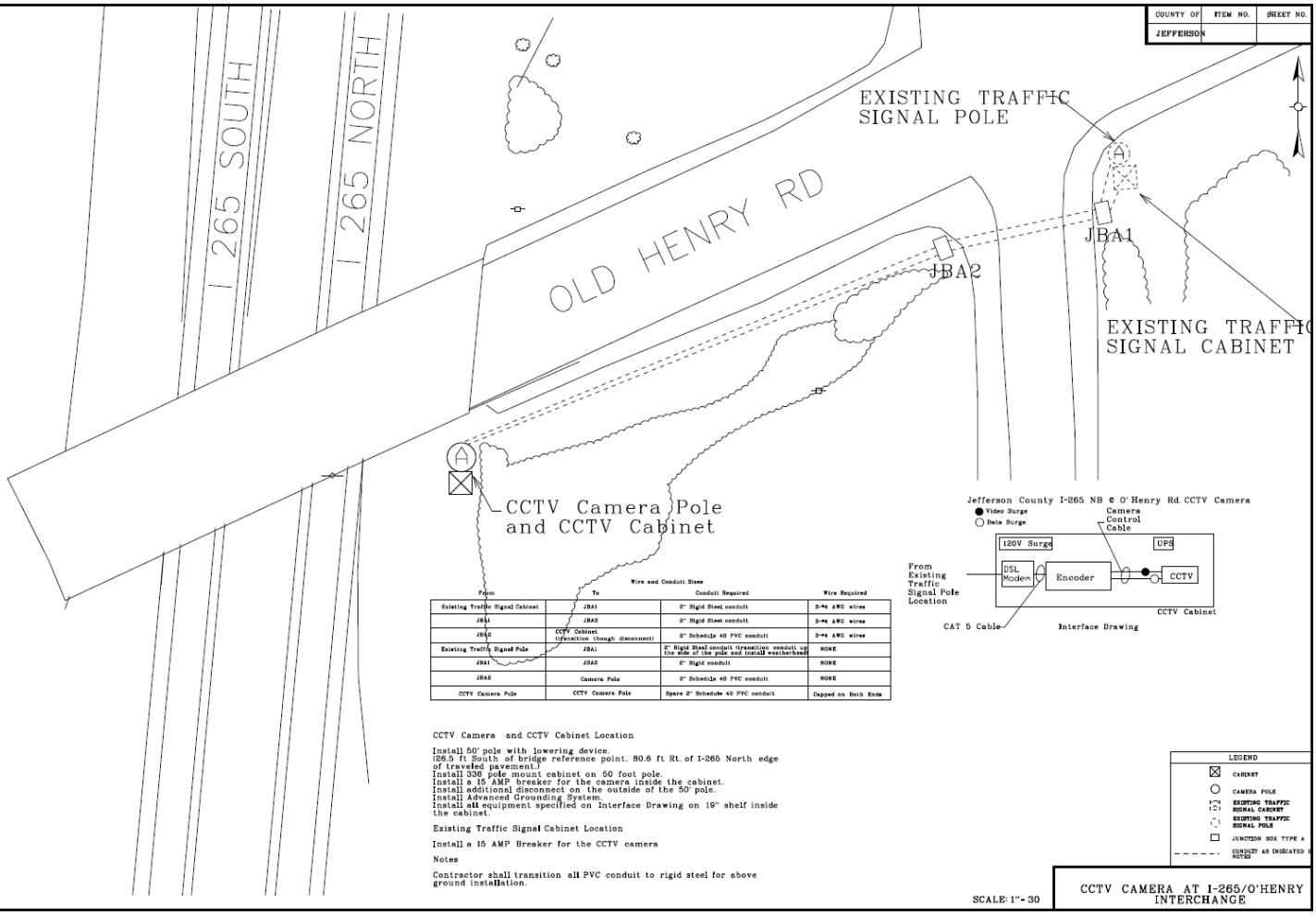
Ta, Ben

Plot Date: 12/27/2012


TRITON PARKBLVD
2400 EASTPOINT PKWY
EASTPOINTPKWY
235
239
239
I 285 S
I 285 N
DI0610


NOTE FACILITY LOCATE CONTRACTOR:
CAUTION -
ANY BELLSOUTH OWNED BURIED POWER CABLES FEEDING POWER TRANSFER SWITCHES AND DLC CABINETS MUST BE LOCATED
EASTPOINTPKWY
LAKE POINT CIR
WILLIAMSON CT
OLD HENRY RD
OLD HENRY TRL
RAMP
239
233
D10608


OLD HENRY RD
RAMP
RAMP
RAMP
I 265 S
I 265 N
DI0606
UNNAMED STREET



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

Jefferson County I-265 NB @ O'Henry Rd. CCTV Camera

Interface Drawing

Wire and Conduit Sizes

From	To	Conduit Required	Wire Required
Existing Traffic Signal Cabinet	JBA1	2" Rigid Steel conduit	3-#4 AWG wires
JBA1	JBA2	2" Rigid Steel conduit	3-#4 AWG wires
JBA2	CCTV Cabinet (transition though disconnect)	2" Schedule 40 PVC conduit	3-#4 AWG wires
Existing Traffic Signal Pole	JBA1	2" Rigid Steel conduit (transition conduit up the side of the pole and install weatherhead)	NONE
JBA1	JBA2	2" Rigid conduit	NONE
JBA2	Camera Pole	2" Schedule 40 PVC conduit	NONE
CCTV Camera Pole	CCTV Camera Pole	Spare 2" Schedule 40 PVC conduit	Capped on Both Ends

CCTV Camera and CCTV Cabinet Location

Install 50' pole with lowering device.
(26.5 ft South of bridge reference point. 80.6 ft Rt. of I-265 North edge of traveled pavement.)
Install 336 pole mount cabinet on 50 foot pole.
Install a 15 AMP breaker for the camera inside the cabinet.
Install additional disconnect on the outside of the 50' pole.
Install Advanced Grounding System.
Install all equipment specified on Interface Drawing on 19" shelf inside the cabinet.

Existing Traffic Signal Cabinet Location

Install a 15 AMP Breaker for the CCTV camera

Notes

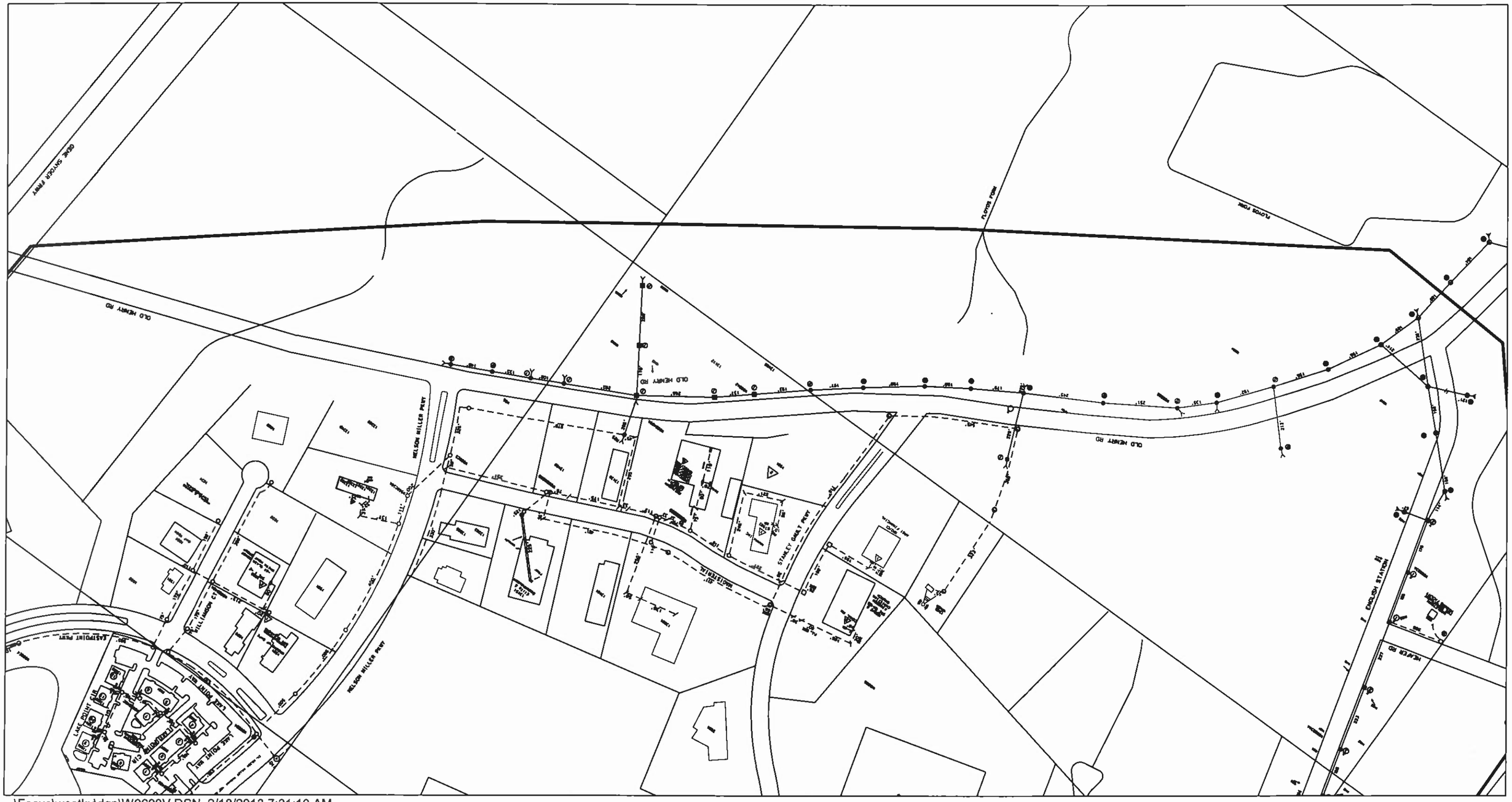
Contractor shall transition all PVC conduit to rigid steel for above ground installation.

LEGEND

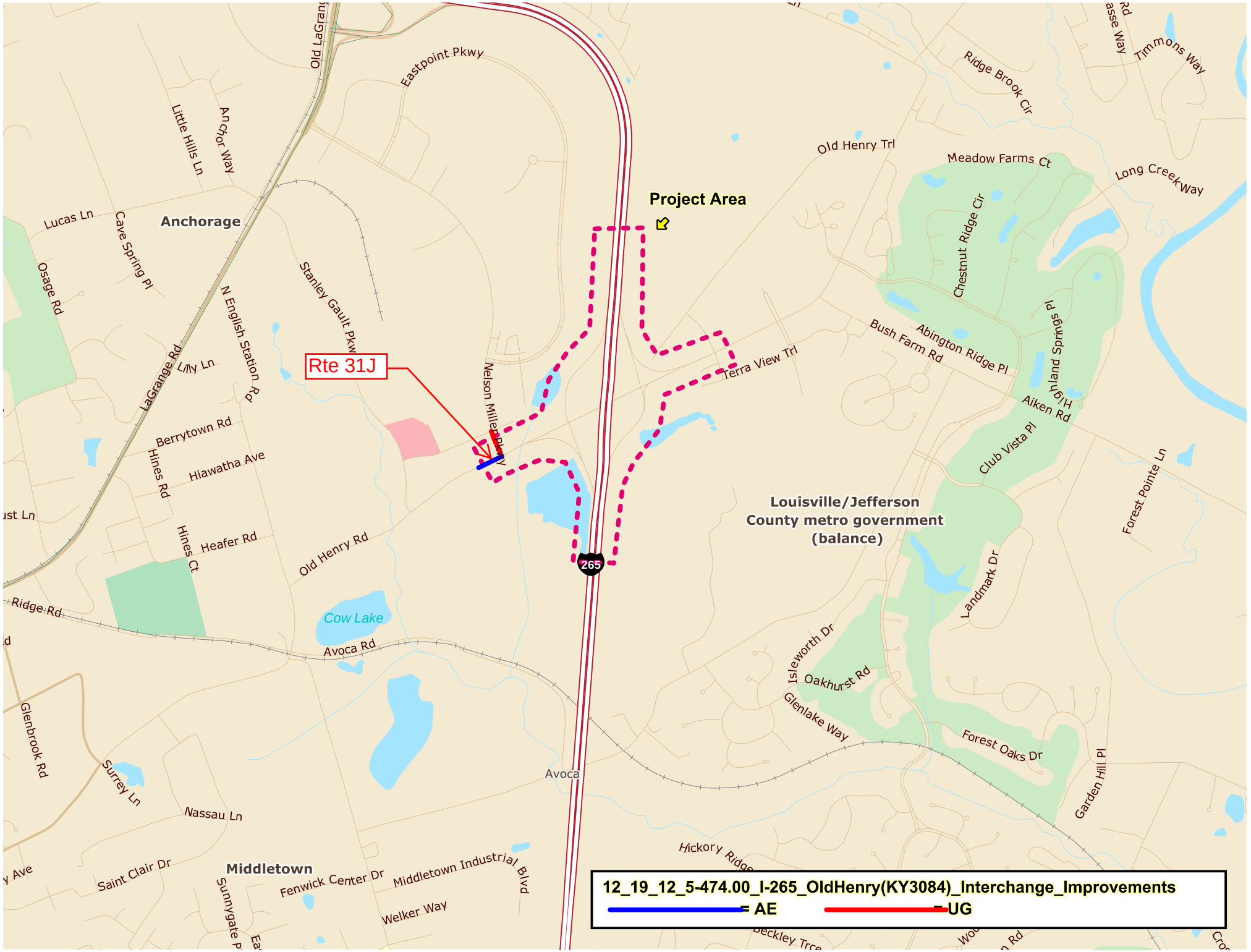
- CABINET
- CAMERA POLE
- EXISTING TRAFFIC SIGNAL CABINET
- EXISTING TRAFFIC SIGNAL POLE
- JUNCTION BOX TYPE A
- CONDUIT AS INDICATED IN NOTES

SCALE: 1" = 30

CCTV CAMERA AT I-265/O'HENRY INTERCHANGE



...\Focus\westky\dgn\W9690V.DSN 2/18/2013 7:31:10 AM


Project Area
Rte 31J
Anchorage
Louisville/Jefferson
County metro government
(balance)
Middletown
Avoca
Cow Lake
Eastpoint Pkwy
Old LaGrange Rd
Little Hills Ln
Anchor Way
Lucas Ln
Cave Spring Pl
Osage Rd
N English Station Rd
LaGrange Rd
Stanley Gault Pkwy
Lilly Ln
Berrytown Rd
Hines Rd
Hiawatha Ave
Hines Ct
Heafer Rd
Old Henry Rd
Ridge Rd
Avoca Rd
Nelson Miller Pkwy
Terra View Trl
Old Henry Trl
Ridge Brook Cir
Timmons Way
Meadow Farms Ct
Long Creek Way
Chestnut Ridge Cir
Bush Farm Rd
Abington Ridge Pl
Highland Springs Pl
Aiken Rd
Club Vista Pl
Forest Pointe Ln
Landmark Dr
Isleworth Dr
Oakhurst Rd
Glenlake Way
Forest Oaks Dr
Garden Hill Pl
Glenbrook Rd
Surrey Ln
Nassau Ln
Saint Clair Dr
Fenwick Center Dr
Middletown Industrial Blvd
Welker Way
Hickory Ridge
265
12_19_12_5-474.00_I-265_OldHenry(KY3084)_Interchange_Improvements
AE
UG

Appendix F

Referenced KIPDA MPO PIFs

PIF - Control Number: 05 056 A0265 36.10

General Info

Requestor Name:		Status:	Active
Requestor Title:		Mode:	Highways
Requested By Date:	12/28/2010	Type:	Major widening
Form Completed By:	Stacey Burton	ADD:	KIPDA
Title / Organization:	Transportation Planner/KIPDA	MPO:	Louisville
Form Completed Date:	12/28/2010	Urban Area:	Louisville KY-IN
District:	5	Parent Control No:	05 056 A0265 36.10
County:	Jefferson	RSE Unique No:	056-I -0265 -000
Prefix:	I	State System:	
Route No:	265		
Route Type:	A		
Suffix:		Functional System:	
BMP:	17.295		
EMP:	25.454		
Length:	8.159		

BMP	EMP	SPRS
10.25	34.7270	State Primary (Interstate)

BMP	EMP	FC
10.25	34.7270	Urban Interstate

Existing Studies: MPO MTP (10/02, 12/05, 10/10)

Purpose Statement: MAJOR WIDENING FOR 2 ADDITIONAL LANES (4 TO 6 LANES) FROM US 31E TO I-64.

Regional Goal: 1. Improve traffic flow on roadways during peak travel hours.
2. Improve air quality.
3. Improve mobility within designated freight corridors. 4. Improve safety on roadways.

Last Updated By: stacey.burton Last Updated Date: 12/28/2010 4:18:46 PM

Highway Network:

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

ROW

Average Width: 306

Source:

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

Current Primary Use:

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

Project may require additional R/W: True

Possible Number of Relocations:

Homes: Businesses:

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: True

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

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

Economic impacts on regional / local economy: True

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

Comments: This area in SE Jefferson County is marked for development of parks, residential, and businesses.

Direct access to major points of interest: False

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

Comments:

Direct access to major traffic generators: False

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

Comments:

Multimodal

This Project is a Candidate for:

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

Project Improves Direct Access to:

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

Type of Public Transportation Available:

Fixed Routes: True Demand Response: True

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion:	True
Travel Patterns (vehicular, commuter, bicycle, pedestrian):	True
Household relocations:	True
Elderly, disabled, nondrivers, minorities, low-income persons:	False
No adverse effects to neighborhoods apparent:	False

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams:	True	Wetlands:	False	Floodplain:	False
Wildlife Managed Areas:	False	Historic Properties:	True	Cemeteries:	False
Schools:	False	Churches:	True	Endangered Species:	False
Public Land / Park:	False	Noise Impact:	True	Arch. Sites:	False
NR Properties:	False	Potential NR Properties:	False		

Other:

Potential Contaminated Sites:

Gas Stations: True Landfills: False Auto Repair: False

Junkyards: False

Other:

Comments:

Air Quality

Maintenance or Nonattainment Area: True Ozone: True PM: True

Adds through Lane Capacity: True

Congestion Management Plan: True

Project is included in TIP/STIP: False

Comments:

Cost Estimate

PIF #: 05 056 A0265 36.10

Revision #: 1

BMP: 17.295

EMP: 25.454

Last Updated By: dane.blackburn

Last Updated Date: 2/8/2011 9:44:39 AM

Estimate Class: Requires Further Study Per Mile: False

Terrain:

BMP	EMP	Terrain
13.3550	22.9950	Flat
22.9950	23.4640	Rolling
23.4640	24.8540	Rolling
24.8540	25.5990	Rolling

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Original Estimate:

Planning:	$350,000.00
Design:	$6,370,000.00
Right of Way:	$3,360,000.00
Utilities:	$1,280,000.00
Construction:	$73,750,000.00
Total Cost:	$85,110,000.00

Estimate Procedure Used:

Attachments:

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

Comments:

Highway ATT

PIF #:	05 056 A0265 36.10
BMP:	17.295
EMP:	25.454
Last Updated By:	stacey.burton
Last Updated Date:	12/28/2010 4:25:21 PM

Needs Statement:	I-265 from US 31E to I-64 (MP 17.295 to MP 25.454) is located in southeastern Jefferson County. The surrounding land uses are residential, commerical, and industrial. Commuters use this segment to bypass I-64 as well as gain access to I-64 I-65. Adequacy rating data suggest that congestion, safety, and pavement conditions are all current issues. Currently congestion is approaching high levels, especially at peak hours. Additional growth is planned for the future in this area in Jefferson County. Because of additional planned development in this area, congestion will worsen over time.

Adequacy Rating Range

	From:	To:
Adequacy Rating:	76.50	84
CRF:	0.1590	1.0350
IRI:	34	117
V/SF:	0.80	0.88
ADT:	57303	73419
% Trucks (Single):	0.40	5.30
% Trucks (Combination):	6.90	9.80
Speed Limit:	65	65

ProjectedADT (HDO)/Year:	Coming Soon	% Growth:	Coming Soon	ProjectedADT:	Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
10.25	34.7270	Full

Proposed Access Control: Full

Lane Width:

BMP	EMP	WIDTH	LANES
11.7290	34.0520	12	4

Proposed Lane Width: 12

Proposed Lanes: 6

MedianType:

BMP	EMP	WIDTH	TYPE
13.50	34.7270	52	Depressed

Proposed Median Type: Depressed

Proposed Median Width: 10

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
10.25	23.3650	7	Paved w/ Portland Cement	CL
10.25	23.3650	7	Paved w/ Portland Cement	NL
10.25	23.3650	10	Paved w/ Portland Cement	CR
10.25	23.3650	10	Paved w/ Portland Cement	NR
23.3650	26.5540	3	Paved w/ Bituminous Material	CL
23.3650	26.5540	3	Paved w/ Bituminous Material	NL
23.3650	26.64	11	Paved w/ Bituminous Material	CR
23.3650	26.64	11	Paved w/ Bituminous Material	NR

Proposed Shoulder Type: Paved w/ Bituminous Material

Proposed Shoulder Width: 10

No. of Bridges:

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: False SYP: False Resurface: False Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	12/28/2010 4:18:46 PM	stacey.burton

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	4	3		sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	16			sowjanya.burugupalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM

PIF - Control Number: 05 056 A0265 35.00

General Info

Requestor Name:		Status:	Active
Requestor Title:		Mode:	Highways
Requested By Date:	12/28/2010	Type:	Major widening
Form Completed By:	Stacey Burton	ADD:	KIPDA
Title / Organization:	Transportation Planner/KIPDA	MPO:	Louisville
Form Completed Date:	12/28/2010	Urban Area:	Louisville KY-IN
District:	5	Parent Control No:	05 056 A0265 35.00
County:	Jefferson	RSE Unique No:	056-I -0265 -000
Prefix:	I	State System:	
Route No:	265		
Route Type:	A		
Suffix:		Functional System:	
BMP:	10.250		
EMP:	17.295		
Length:	7.045		

BMP	EMP	SPRS
10.25	34.7270	State Primary (Interstate)

BMP	EMP	FC
10.25	34.7270	Urban Interstate

Existing Studies: MPO MTP (10/02, 12/05, 10/10)

Purpose Statement: Widen I-265 from 4 to 6 lanes from I-65 to US 31E (Bardstown Road). Intent would be to widen to the inside.

Regional Goal: 1. Improve traffic flow on roadways during peak travel hours.
2. Improve air quality.
3. Improve mobility within designated freight corridors. 4. Improve safety on roadways.

Last Updated By: stacey.burton Last Updated Date: 12/28/2010 4:09:28 PM

Highway Network:

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

ROW

Average Width: 230

Source:

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

Current Primary Use:

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

Project may require additional R/W: True

Possible Number of Relocations:

Homes: Businesses:

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: True

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

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

Economic impacts on regional / local economy: True

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

Comments: Additional highway capacity may provide more development opportunities.

Direct access to major points of interest: False

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

Comments:

Direct access to major traffic generators: False

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

Comments:

Multimodal

This Project is a Candidate for:

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

Project Improves Direct Access to:

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

Type of Public Transportation Available:

Fixed Routes: True Demand Response: True

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion:	False
Travel Patterns (vehicular, commuter, bicycle, pedestrian):	True
Household relocations:	True
Elderly, disabled, nondrivers, minorities, low-income persons:	False
No adverse effects to neighborhoods apparent:	False

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams:	True	Wetlands:	False	Floodplain:	False
Wildlife Managed Areas:	False	Historic Properties:	True	Cemeteries:	False
Schools:	True	Churches:	True	Endangered Species:	False
Public Land / Park:	False	Noise Impact:	True	Arch. Sites:	False
NR Properties:	False	Potential NR Properties:	False		

Other:

Potential Contaminated Sites:

Gas Stations: True Landfills: False Auto Repair: False

Junkyards: False

Other:

Comments:

Air Quality

Maintenance or Nonattainment Area: True Ozone: True PM: True

Adds through Lane Capacity: True

Congestion Management Plan: True

Project is included in TIP/STIP: False

Comments:

Cost Estimate

PIF #: 05 056 A0265 35.00

Revision #: 1

BMP: 10.250

EMP: 17.295

Last Updated By: dane.blackburn

Last Updated Date: 2/8/2011 9:23:18 AM

Estimate Class: Requires Further Study Per Mile: False

Terrain:

BMP	EMP	Terrain
10.25	11.1960	Flat
11.1960	13.3550	Flat
13.3550	22.9950	Flat

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Original Estimate:

Planning:	$470,000.00
Design:	$5,210,000.00
Right of Way:	$2,550,000.00
Utilities:	$1,160,000.00
Construction:	$57,310,000.00
Total Cost:	$66,700,000.00

Estimate Procedure Used:

Attachments:

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

Comments:

Highway ATT

PIF #:	05 056 A0265 35.00
BMP:	10.250
EMP:	17.295
Last Updated By:	stacey.burton
Last Updated Date:	12/28/2010 4:15:04 PM

Needs Statement: I-265 from I-65 to US 31E (MP 10.25 to MP 17.295) is located in southeastern Jefferson County. The surrounding land uses are residential, commerical, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. Currently congestion is approaching high levels, especially at peak hours. There is additional growth occurring now and planned for the future in this area in Jefferson County. Because of additional planned development in this area, congestion will worsen over time.

Adequacy Rating Range

	From:	To:
Adequacy Rating:	72	80.50
CRF:	0.34	0.8490
IRI:	32	188
V/SF:	0.76	0.96
ADT:	57303	83947
% Trucks (Single):	0.40	3.90
% Trucks (Combination):	6.10	8.50
Speed Limit:	65	65

ProjectedADT (HDO)/Year: Coming Soon % Growth: Coming Soon ProjectedADT: Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
10.25	34.7270	Full

Proposed Access Control: Full

Lane Width:

BMP	EMP	WIDTH	LANES
10.25	11.7290	12	6
11.7290	34.0520	12	4

Proposed Lane Width: 12

Proposed Lanes: 6

MedianType:

BMP	EMP	WIDTH	TYPE
10.25	13.50	72	Depressed
13.50	34.7270	52	Depressed

Proposed Median Type: Concrete Barrier

Proposed Median Width: 10

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
10.25	23.3650	7	Paved w/ Portland Cement	CL
10.25	23.3650	7	Paved w/ Portland Cement	NL
10.25	23.3650	10	Paved w/ Portland Cement	CR
10.25	23.3650	10	Paved w/ Portland Cement	NR

Proposed Shoulder Type: Paved w/ Portland Cement

Proposed Shoulder Width: 10

No. of Bridges:

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: False SYP: False Resurface: False Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	12/28/2010 4:09:28 PM	stacey.burton

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	3	3	4	sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	18			sowjanya.burugupalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM

PIF - Control Number: 05 056 A0265 36.20

General Info

Requestor Name:		Status:	Active
Requestor Title:		Mode:	Highways
Requested By Date:	12/29/2010	Type:	Major widening
Form Completed By:	Stacey Burton	ADD:	KIPDA
Title / Organization:	Transportation Planner/KIPDA	MPO:	Louisville
Form Completed Date:	12/29/2010	Urban Area:	Louisville KY-IN
District:	5	Parent Control No:	05 056 A0265 36.20
County:	Jefferson	RSE Unique No:	056-I -0265 -000
Prefix:	I	State System:	
Route No:	265		
Route Type:	A		
Suffix:		Functional System:	
BMP:	25.454		
EMP:	34.730		
Length:	9.276		

BMP	EMP	SPRS
10.25	34.7270	State Primary (Interstate)

BMP	EMP	FC
10.25	34.7270	Urban Interstate

Existing Studies: MPO MTP (10/02, 12/05, 10/10)

Purpose Statement: Widen I-265 from 4 to 6 lanes from I-64 to I-71. Intent would be to widen to inside.

Regional Goal: 1. Improve traffic flow on roadways during peak travel hours.
2. Improve air quality.
3. Improve mobility within designated freight corridors. 4. Improve safety on roadways.

Last Updated By: stacey.burton Last Updated Date: 12/29/2010 10:41:21 AM

Highway Network:

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

ROW

Average Width: 300

Source:

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

Current Primary Use:

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

Project may require additional R/W: False

Possible Number of Relocations:

Homes: Businesses:

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: False

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

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

Economic impacts on regional / local economy: True

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

Comments: Additional interstate access would improve the ability to move freight and commuters through the area.

Direct access to major points of interest: False

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

Comments:

Direct access to major traffic generators: False

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

Comments:

Multimodal

This Project is a Candidate for:

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

Project Improves Direct Access to:

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

Type of Public Transportation Available:

Fixed Routes: False Demand Response: False

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion:	False
Travel Patterns (vehicular, commuter, bicycle, pedestrian):	False
Household relocations:	False
Elderly, disabled, nondrivers, minorities, low-income persons:	False
No adverse effects to neighborhoods apparent:	True

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams:	True	Wetlands:	False	Floodplain:	True
Wildlife Managed Areas:	False	Historic Properties:	False	Cemeteries:	False
Schools:	False	Churches:	False	Endangered Species:	False
Public Land / Park:	False	Noise Impact:	False	Arch. Sites:	False
NR Properties:	False	Potential NR Properties:	False		

Other:

Potential Contaminated Sites:

Gas Stations: False Landfills: False Auto Repair: False

Junkyards: False

Other:

Comments:

Air Quality

Maintenance or Nonattainment Area: True Ozone: True PM: True

Adds through Lane Capacity: True

Congestion Management Plan: True

Project is included in TIP/STIP: False

Comments:

Cost Estimate

PIF #: 05 056 A0265 36.20

Revision #: 1

BMP: 25.454

EMP: 34.730

Last Updated By: dane.blackburn

Last Updated Date: 2/8/2011 9:53:47 AM

Estimate Class: Requires Further Study Per Mile: False

Terrain:

BMP	EMP	Terrain
24.8540	25.5990	Rolling
25.5990	25.8690	Flat
25.8690	26.6670	Flat
26.6670	27.4950	Rolling
27.4950	29.8070	Rolling
29.8070	32.2270	Rolling
32.2270	34.3380	Flat
34.3380	34.7270	Flat

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Original Estimate:

Planning:	$350,000.00
Design:	$6,950,000.00
Right of Way:	$3,590,000.00
Utilities:	$1,390,000.00
Construction:	$79,300,000.00
Total Cost:	$91,580,000.00

Estimate Procedure Used:

Attachments:

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

Comments:

Highway ATT

PIF #: 05 056 A0265 36.20

BMP: 25.454

EMP:	34.730
Last Updated By:	stacey.burton
Last Updated Date:	12/29/2010 11:04:30 AM
Needs Statement:	I-265 from I-64 to I-71 (MP 25.454 to 34.730) is located in eastern to northeastern Jefferson County. The surrounding land uses are residential, commerical, and industrial. Commuters and freight movers use this segment to access I-64 and I-71 as well as the intersecting main arterials. Adequacy rating data point to congestion issues, rough pavement conditions, and potential crash issues. Currently congestion is approaching high levels, especially at peak hours. There is additional growth underway and planned for the future in this area in Jefferson County. Because of additional planned development in this area, congestion will worsen over time.

Adequacy Rating Range

	From:	To:
Adequacy Rating:	52	92
CRF:	0.1780	1.0350
IRI:	27	232
V/SF:	0.71	1.04
ADT:	49291	73419
% Trucks (Single):	0.40	5.30
% Trucks (Combination):	6.90	8.70
Speed Limit:	65	65

ProjectedADT (HDO)/Year: Coming Soon % Growth: Coming Soon ProjectedADT: Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
10.25	34.7270	Full

Proposed Access Control: Full

Lane Width:

BMP	EMP	WIDTH	LANES
11.7290	34.0520	12	4
34.0520	34.7270	12	6

Proposed Lane Width: 12

Proposed Lanes: 6

MedianType:

BMP	EMP	WIDTH	TYPE
13.50	34.7270	52	Depressed

Proposed Median Type: Concrete Barrier

Proposed Median Width: 12

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
23.3650	26.5540	3	Paved w/ Bituminous Material	CL
23.3650	26.5540	3	Paved w/ Bituminous Material	NL
23.3650	26.64	11	Paved w/ Bituminous Material	CR
23.3650	26.64	11	Paved w/ Bituminous Material	NR
26.5540	29.78	5	Paved w/ Portland Cement	CL
26.5540	29.78	5	Paved w/ Portland Cement	NL
26.64	34.7270	11	Paved w/ Portland Cement	CR
26.64	34.7270	11	Paved w/ Portland Cement	NR
29.78	34.7270	4	Paved w/ Portland Cement	CL
29.78	34.7270	4	Paved w/ Portland Cement	NL

Proposed Shoulder Type: Paved w/ Portland Cement

Proposed Shoulder Width: 10

No. of Bridges:

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: False SYP: False Resurface: False Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	12/29/2010 10:41:21 AM	stacey.burton

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	4	3		sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	17			sowjanya.burugupalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM

PIF - Control Number: 05 056 A0265 40.00

General Info

Requestor Name:	KYTC	Status:	Active
Requestor Title:	Planning	Mode:	Highways
Requested By Date:	2/24/2011	Type:	Reconstruction
Form Completed By:	Stacey Burton	ADD:	KIPDA
Title / Organization:	Transportation Planner/KIPDA	MPO:	Louisville
Form Completed Date:	2/24/2011	Urban Area:	Louisville KY-IN
District:	5	Parent Control No:	05 056 A0265 40.00
County:	Jefferson	RSE Unique No:	056-I -0265 -000
Prefix:	I	State System:	
Route No:	265		
Route Type:	A		
Suffix:		Functional System:	
BMP:	24.854		
EMP:	25.559		
Length:	0.705		

BMP	EMP	SPRS
10.25	34.7270	State Primary (Interstate)

BMP	EMP	FC
10.25	34.7270	Urban Interstate

Existing Studies: MPO MTP (10/02, 12/05, 10/10)

Purpose Statement: Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Parkway.

Regional Goal:
1. Improve traffic flow on roadways during peak travel hours.
2. Improve air quality.
3. Improve safety on roadways.
4. Improve mobility within designated freight corridors.

Last Updated By: stacey.burton Last Updated Date: 2/13/2012 12:10:01 PM

Highway Network:

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

ROW

Average Width: 300

Source:

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

Current Primary Use:

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

Other: False

Project may require additional R/W: True

Possible Number of Relocations:

Homes: Businesses:

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: True

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

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

Economic impacts on regional / local economy: True

Development:	True	Tax Revenues:	True	Emp Opportunity:	True

Retail Sales:	False	Other:	False		

Comments: Improved access may draw more development.

Direct access to major points of interest: False

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

Comments:

Direct access to major traffic generators: True

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

Comments:

Multimodal

This Project is a Candidate for:

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

Project Improves Direct Access to:

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

Type of Public Transportation Available:

Fixed Routes: True Demand Response: True

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion:	False
Travel Patterns (vehicular, commuter, bicycle, pedestrian):	False
Household relocations:	False
Elderly, disabled, nondrivers, minorities, low-income persons:	False
No adverse effects to neighborhoods apparent:	True

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams:	False	Wetlands:	False	Floodplain:	False
Wildlife Managed Areas:	False	Historic Properties:	False	Cemeteries:	False
Schools:	False	Churches:	False	Endangered Species:	False
Public Land / Park:	False	Noise Impact:	False	Arch. Sites:	False

NR Properties: False Potential NR Properties: False

Other:

Potential Contaminated Sites:

Gas Stations: False Landfills: False Auto Repair: False

Junkyards: False

Other:

Comments: Via GIS analysis, no negative impacts are apparent.

Air Quality

Maintenance or Nonattainment Area: True Ozone: True PM: True

Adds through Lane Capacity: False

Congestion Management Plan: True

Project is included in TIP/STIP: True

Comments: Construction phase is programmed in 2012 in the TIP.

Cost Estimate

PIF #: 05 056 A0265 40.00

Revision #: 0

BMP: 24.854

EMP: 25.559

Last Updated By: dane.blackburn

Last Updated Date: 2/25/2011 10:40:48 AM

Estimate Class: Requires Further Study Per Mile: False

Terrain:

BMP	EMP	Terrain
23.4640	24.8540	Rolling
24.8540	25.5990	Rolling

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Original Estimate:

Planning:	$0.00
Design:	$7,800,000.00
Right of Way:	$4,000,000.00
Utilities:	$1,500,000.00
Construction:	$90,500,000.00
Total Cost:	$103,800,000.00

Estimate Procedure Used:

Attachments:

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

Comments:

Highway ATT

PIF #:	05 056 A0265 40.00
BMP:	24.854
EMP:	25.559
Last Updated By:	stacey.burton
Last Updated Date:	2/24/2011 4:07:09 PM

Needs Statement: I-265 at I-64 (MP 24.854 to MP 25.559) is located in eastern Jefferson County. The surrounding land uses are residential, commerical, and industrial. Commuters use this segment to access I-64 and I-71as well as the intersecting main arterials. Freight carriers use this interchange as it is easily accessible from the Old Henry Road industrial area to the north and the Bluegrass Industrial Park to the west. Currently congestion is approaching high levels, especially at peak hours. There is additional growth both currently and planned for the future in this area in Jefferson County. Because of additional planned development in this area, congestion will worsen over time.

Adequacy Rating Range

	From:	To:
Adequacy Rating:	79	84
CRF:	0.3180	1.0350
IRI:	34	131
V/SF:	0.83	0.88
ADT:	58990	73419
% Trucks (Single):	5.30	5.30
% Trucks (Combination):	6.90	6.90
Speed Limit:	65	65

ProjectedADT (HDO)/Year: Coming Soon % Growth: Coming Soon ProjectedADT: Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
10.25	34.7270	Full

Proposed Access Control: Full

Lane Width:

BMP	EMP	WIDTH	LANES
11.7290	34.0520	12	4

Proposed Lane Width: 4

Proposed Lanes: 12

MedianType:

BMP	EMP	WIDTH	TYPE
13.50	34.7270	52	Depressed

Proposed Median Type: Depressed

Proposed Median Width: 28

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
23.3650	26.5540	3	Paved w/ Bituminous Material	CL
23.3650	26.5540	3	Paved w/ Bituminous Material	NL
23.3650	26.64	11	Paved w/ Bituminous Material	CR
23.3650	26.64	11	Paved w/ Bituminous Material	NR

Proposed Shoulder Type: Paved w/ Bituminous Material

Proposed Shoulder Width: 10

No. of Bridges:

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: False SYP: False Resurface: False Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Pending	2/24/2011 3:50:52 PM	stacey.burton
Active	2/25/2011 10:46:18 AM	charlie.spalding
Active	2/13/2012 12:10:01 PM	stacey.burton

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
REGIONAL	2011	NONE	0			stacey.burton	2/24/2011 4:07:20 PM

PIF - Control Number: 05 056 A0265 37.00

General Info

Requestor Name:		Status:	Active
Requestor Title:		Mode:	Highways
Requested By Date:	12/29/2010	Type:	New Interchange
Form Completed By:	Stacey Burton	ADD:	KIPDA
Title / Organization:	Transportation Planner/KIPDA	MPO:	Louisville
Form Completed Date:	12/29/2010	Urban Area:	Louisville KY-IN
District:	5	Parent Control No:	05 056 A0265 37.00
County:	Jefferson	RSE Unique No:	056-I -0265 -000
Prefix:	I	State System:	
Route No:	265		
Route Type:	A		
Suffix:		Functional System:	
BMP:	24.334		
EMP:	24.434		
Length:	0.100		

BMP	EMP	SPRS
10.25	34.7270	State Primary (Interstate)

BMP	EMP	FC
10.25	34.7270	Urban Interstate

Existing Studies:	MPO MTP (12/05, 10/10)
Purpose Statement:	Contruct a new interchange on I-265 at Rehl Road. The Rehl Road portion would include accomodation for the safa passage of bicyclists and pedestrians.
Regional Goal:	1. Improve traffic flow on roadways during peak travel hours. 2. Improve air quality. 3. Improve mobility within designated freight corridors. 4. Improve safety on roadways.
Last Updated By:	stacey.burton
Last Updated Date:	12/29/2010 11:09:35 AM

Highway Network:

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

ROW

Average Width: 300

Source:

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

Current Primary Use:

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

Project may require additional R/W: True

Possible Number of Relocations:

Homes: Businesses:

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: True

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: True

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

Economic impacts on regional / local economy: True

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

Comments:

Direct access to major points of interest: False

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

Comments:

Direct access to major traffic generators: False

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

Comments:

Multimodal

This Project is a Candidate for:

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

Project Improves Direct Access to:

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

Type of Public Transportation Available:

Fixed Routes: True Demand Response: True

Comments:

Social Impact

This Project May affect:

Neighborhood / Community Cohesion:	True
Travel Patterns (vehicular, commuter, bicycle, pedestrian):	True
Household relocations:	True
Elderly, disabled, nondrivers, minorities, low-income persons:	False
No adverse effects to neighborhoods apparent:	False

Comments:

Environmental Impact

Environmental Impact:

Blue Line Streams:	True	Wetlands:	False	Floodplain:	True
Wildlife Managed Areas:	False	Historic Properties:	False	Cemeteries:	False
Schools:	False	Churches:	False	Endangered Species:	False
Public Land / Park:	False	Noise Impact:	False	Arch. Sites:	False
NR Properties:	False	Potential NR Properties:	False		

Other:

Potential Contaminated Sites:

Gas Stations: False Landfills: False Auto Repair: False

Junkyards: False

Other:

Comments:

Air Quality

Maintenance or Nonattainment Area: True Ozone: True PM: True

Adds through Lane Capacity: False

Congestion Management Plan: True

Project is included in TIP/STIP: False

Comments:

Cost Estimate

PIF #: 05 056 A0265 37.00

Revision #: 1

BMP: 24.334

EMP: 24.434

Last Updated By: dane.blackburn

Last Updated Date: 2/8/2011 9:57:52 AM

Estimate Class: Requires Further Study Per Mile: False

Terrain:

BMP	EMP	Terrain
23.4640	24.8540	Rolling

Detailed Estimate with Calculations Attached: False

Estimate Assumptions:

Planning:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO

Original Estimate:

Planning: $470,000.00

Design:	$2,780,000.00
Right of Way:	$1,390,000.00
Utilities:	$580,000.00
Construction:	$31,360,000.00
Total Cost:	$36,580,000.00
Estimate Procedure Used:	
Attachments:	

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

Comments:

Highway ATT

PIF #:	05 056 A0265 37.00
BMP:	24.334
EMP:	24.434
Last Updated By:	stacey.burton
Last Updated Date:	12/29/2010 11:15:07 AM
Needs Statement:	I-265 at Rehl Road (MP 24.334 to MP 24.434) is located in eastern Jefferson County. This segment is located in a developing area. Adequacy rating data points to congestion being a current issue. Because of additional planned development in this area, congestion will worsen over time.

Adequacy Rating Range

	From:	To:
Adequacy Rating:	84	84
CRF:	0.3180	0.3180
IRI:	39	41
V/SF:	0.83	0.83
ADT:	58990	58990
% Trucks (Single):	5.30	5.30
% Trucks (Combination):	6.90	6.90
Speed Limit:	65	65

ProjectedADT (HDO)/Year: Coming Soon % Growth: Coming Soon ProjectedADT: Coming Soon

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	Type
10.25	34.7270	Full

Proposed Access Control: Full

Lane Width:

BMP	EMP	WIDTH	LANES
11.7290	34.0520	12	4

Proposed Lane Width: 12

Proposed Lanes: 2

MedianType:

BMP	EMP	WIDTH	TYPE
13.50	34.7270	52	Depressed

Proposed Median Type: Depressed

Proposed Median Width: 52

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
23.3650	26.5540	3	Paved w/ Bituminous Material	CL
23.3650	26.5540	3	Paved w/ Bituminous Material	NL
23.3650	26.64	11	Paved w/ Bituminous Material	CR
23.3650	26.64	11	Paved w/ Bituminous Material	NR

Proposed Shoulder Type: Paved w/ Bituminous Material

Proposed Shoulder Width: 10

No. of Bridges:

Traffic Loop: Coming Soon

Other Improvement Projects in Area:

None: False SYP: False Resurface: False Others: False

Comments:

PIF Status

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	12/29/2010 11:09:35 AM	stacey.burton

Ranking

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	LOW	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	LOW	0	3		sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	LOW	0	3		sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	MEDIUM	2			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	1			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	HIGH	1			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	MEDIUM	0			sowjanya.burugupalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	1			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM
REGIONAL	2011	HIGH	1	3	1	stacey.burton	12/29/2010 11:16:07 AM