

Appendices

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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>I-265</i>			
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%
<u><i>Old Henry Road</i></u>			
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%
<u><i>I-265/Old Henry Ramps</i></u>			
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

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Appendix B

Louisville Auto Auction at Old Henry Road Preliminary Traffic Study

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,

A handwritten signature in blue ink that reads "SBowling". The signature is fluid and cursive, with the first letters of the first and last names being capitalized.

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%		

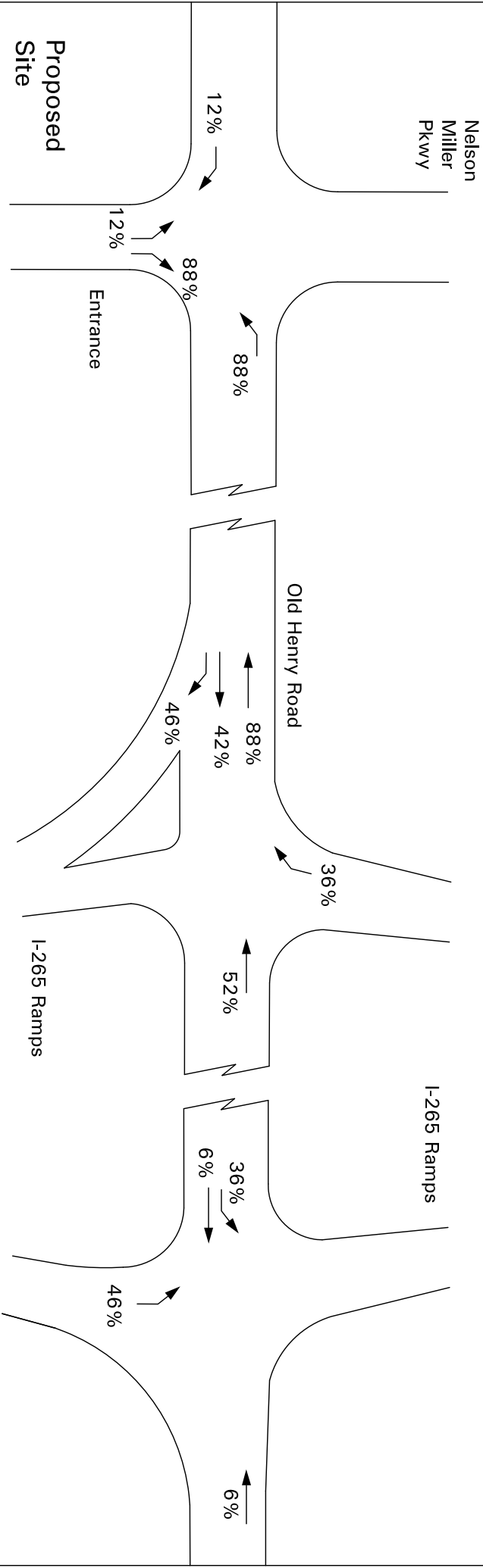
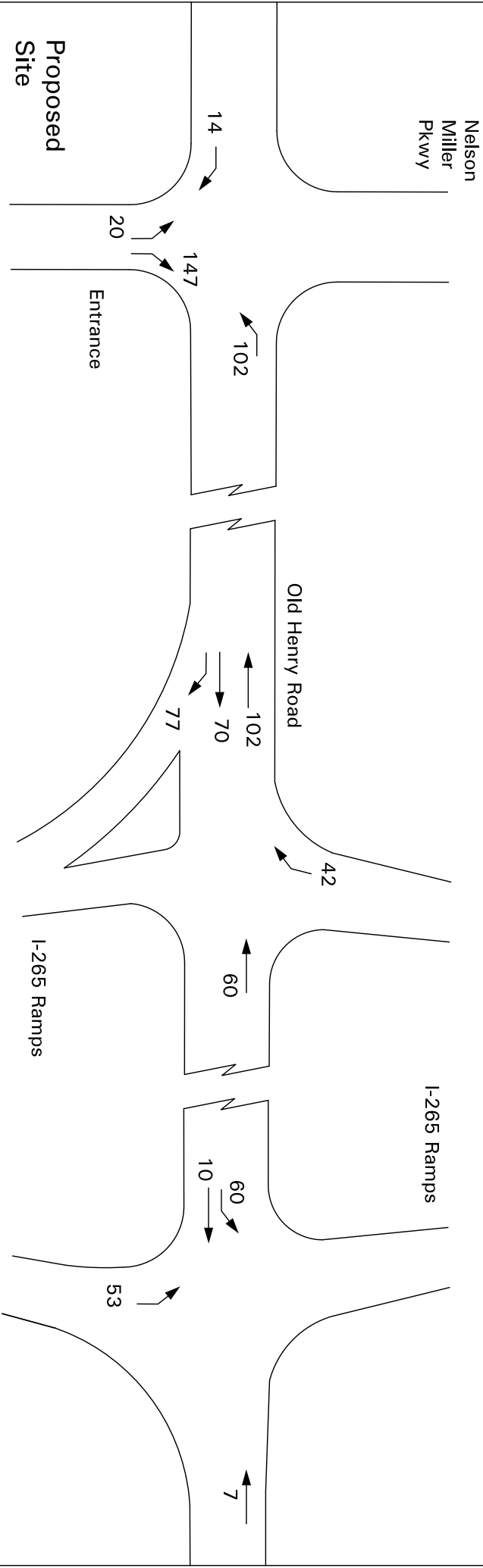
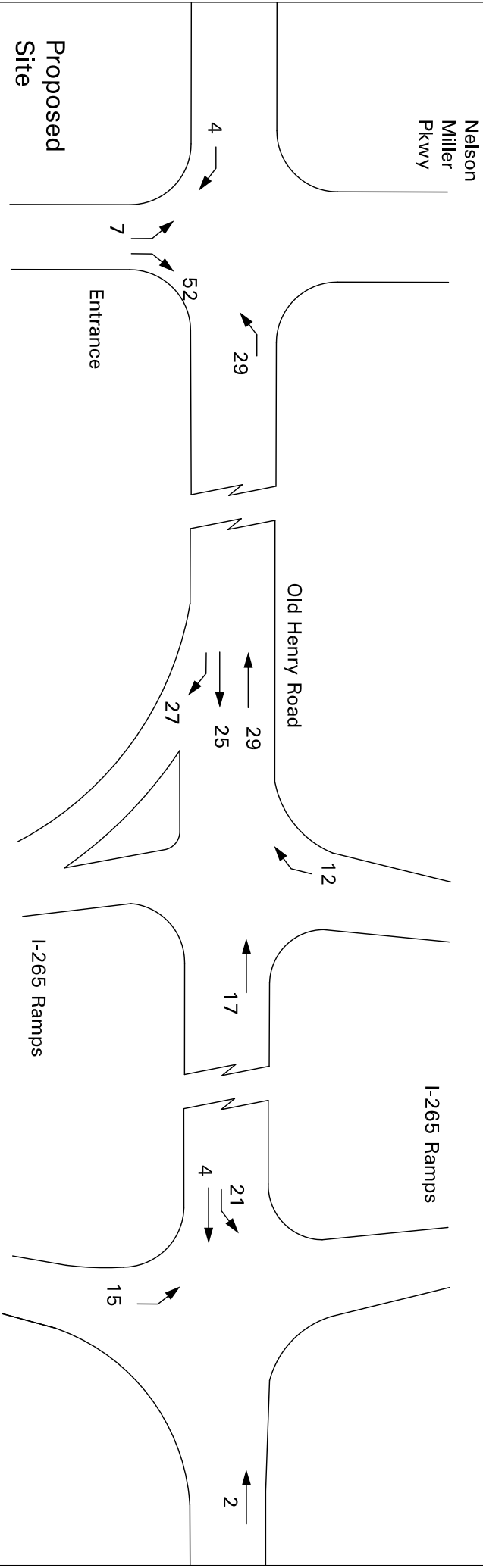


FIGURE 1
LOUISVILLE AUTO AUCTION
TRIP DISTRIBUTION



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	Now 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	Now 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	Now 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	Facility map indicates water on southwest side of Nelson Miller PKWY.
12"	▼	Foot		\$75	
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	Now 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	Now 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	Now 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 |

2/25/2013

Second request sent 2-15-2012

- 6.** Insight Communications Company
4701 Commerce Crossings Dr.
Louisville, KY 40229
- 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

2/25/2013

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)

2/25/2013

16. AT&T Legacy
4500 Johnston Pkwy.
Cleveland, OH 44128
17. TWTelecom
Medinger Tower
462 S. 4th St., Suite 2400
Louisville, KY 40202

333 West Vine Street, Suite 330
Lexington, KY 40507
18. City of Taylorsville Sewer & Water
70 Taylorsville Rd., P O Box 279
Taylorsville, KY 40071
19. Qwest Communications Company, LLC
700 W Mineral Ave, UTD2734
Littleton, Colorado 80120
20. Shelby Energy Cooperative
P.O. Box 311, 620 Old Finchville Road
Shelbyville, KY 40065
(502) 633-4420
- 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
- 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
- Jeremy Cornell
Jeremy.Cornell@TWTelecom.com
(502) 992-1168
Second request sent 2-15-2012
- Gerald Long
Gerald.Long@TWTelecom.com
(859) 550-2201
- Harold Compton
HCompton@TaylorsvilleWater.org
(502) 477-3235
Fax: (502) 477-1310
Second request sent 2-15-2012
Clear per email 2-15-2012
- George McElvain
George.McElvain@Qwest.com
(303) 992-9931
Cell: 720-260-2514
Fax: 303-707-3252
Second request sent 2-15-2012
- Jason Ginn
Jason@ShelbyEnergy.com
cell: (502) 643-2778
Facilities Clear per email 12-21-12

2/25/2013

- 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

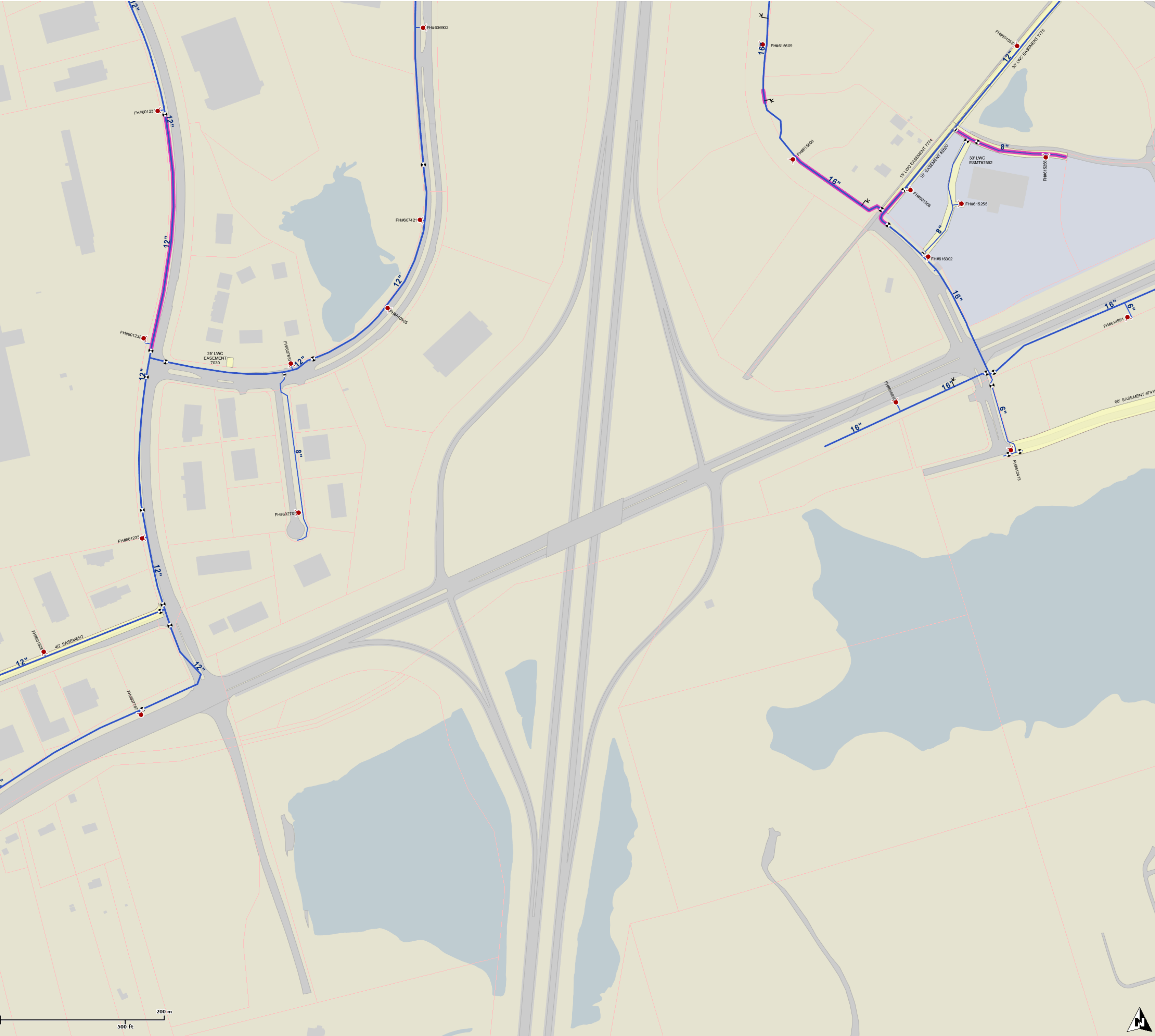
3. Paducah and Louisville Railway, Inc.

Gerald Gupton, Office: (270) 444-4386

Appendix E

Utility Facility Maps

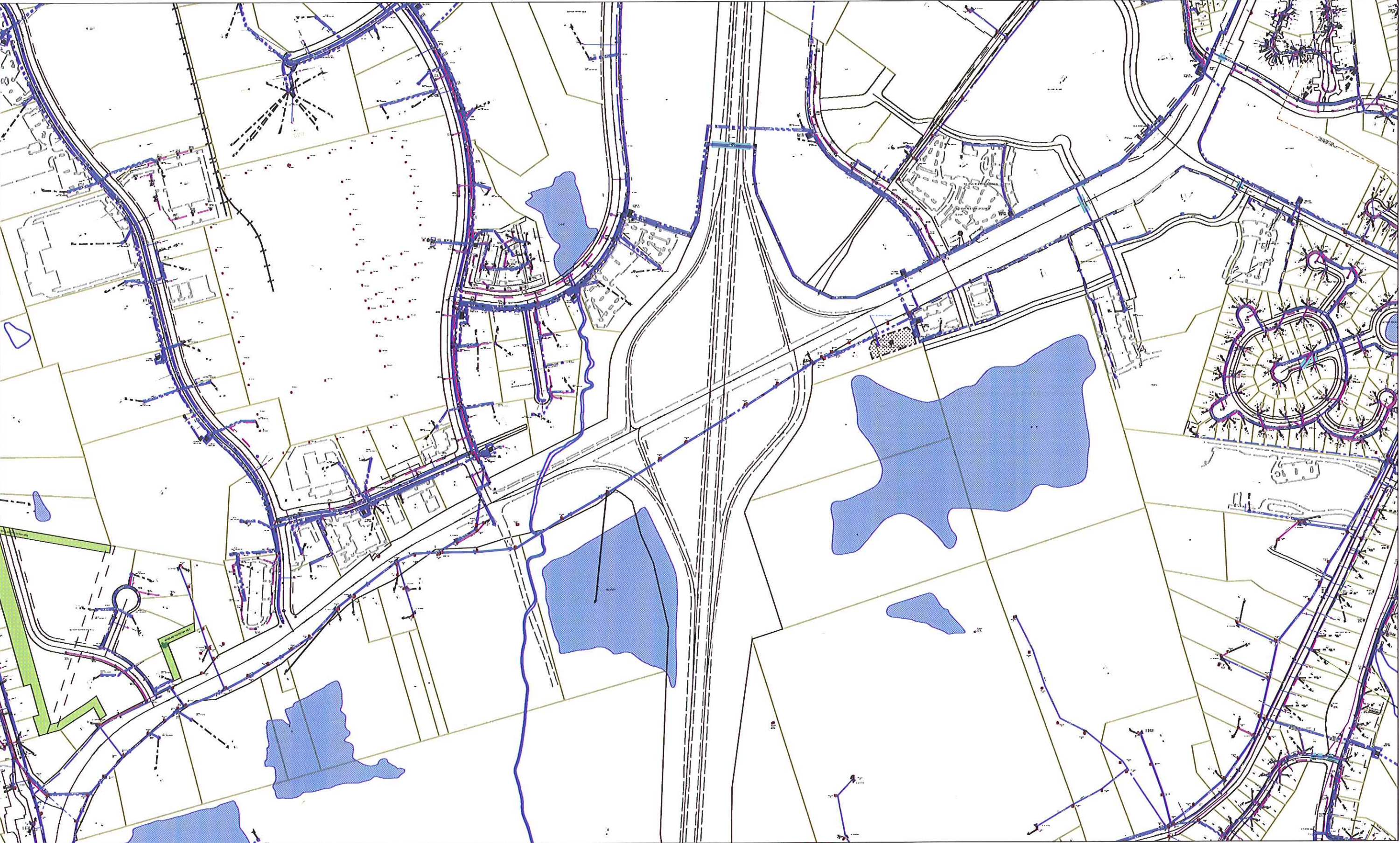
LWC SPIN Application



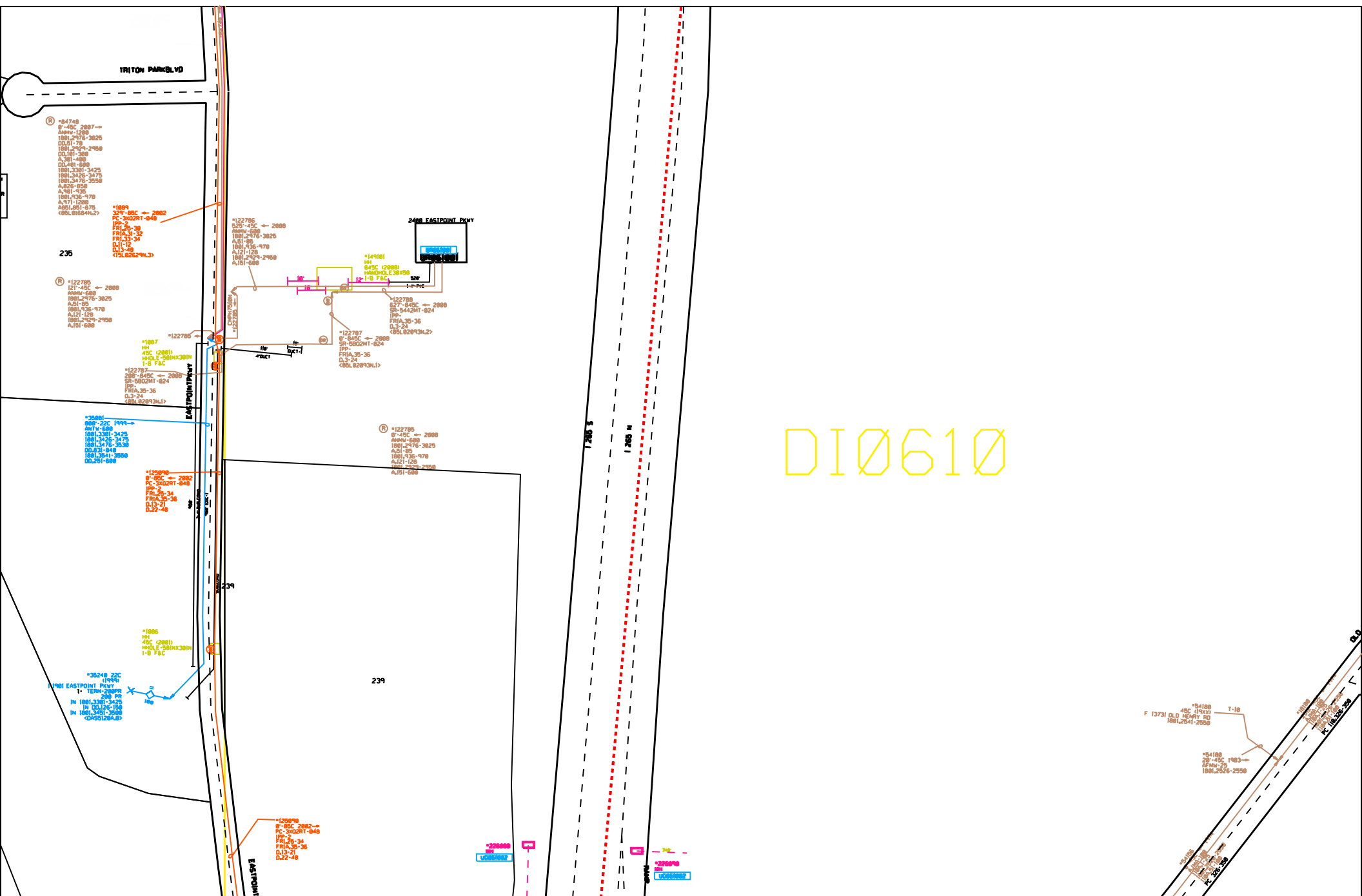
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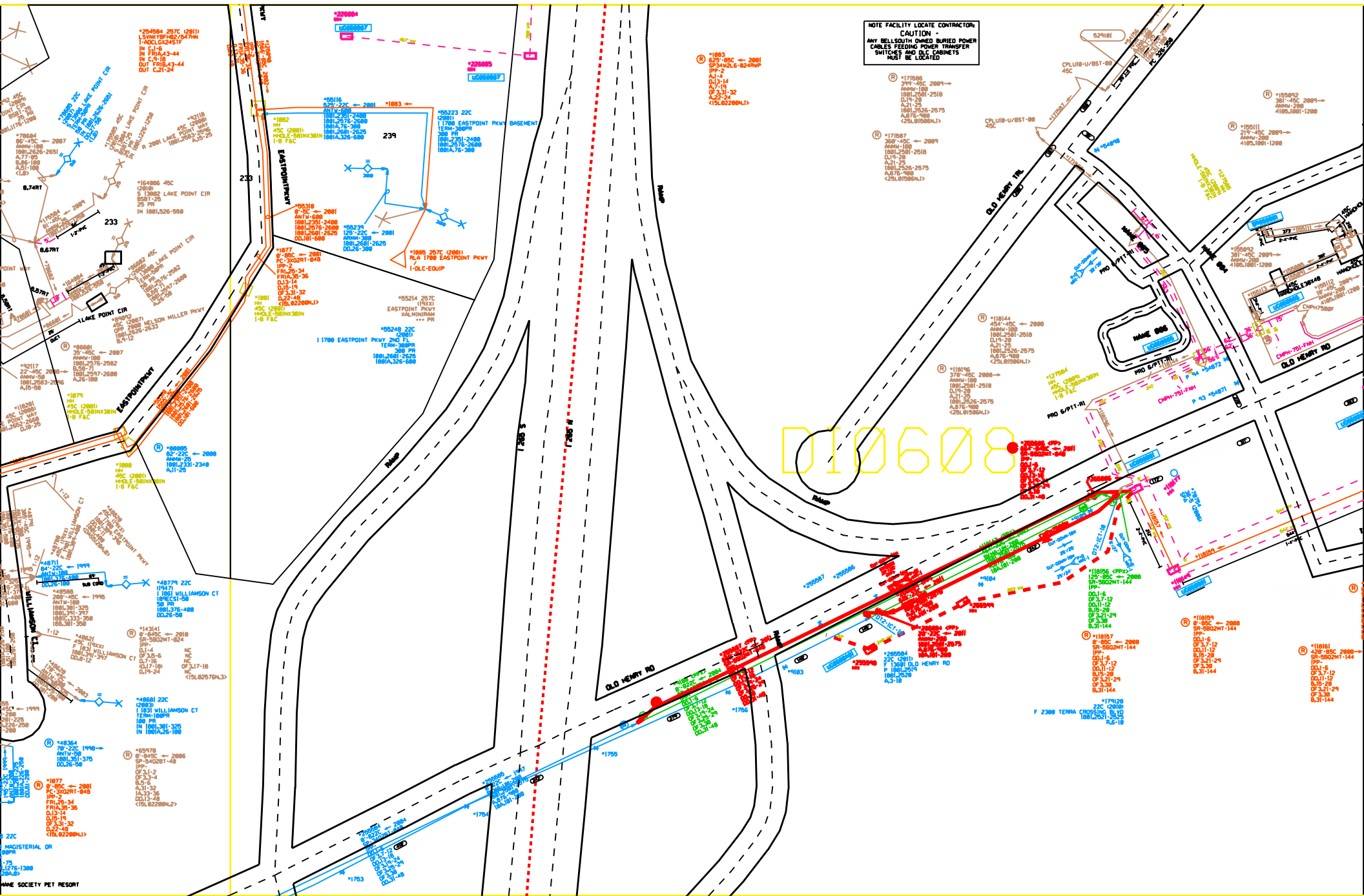
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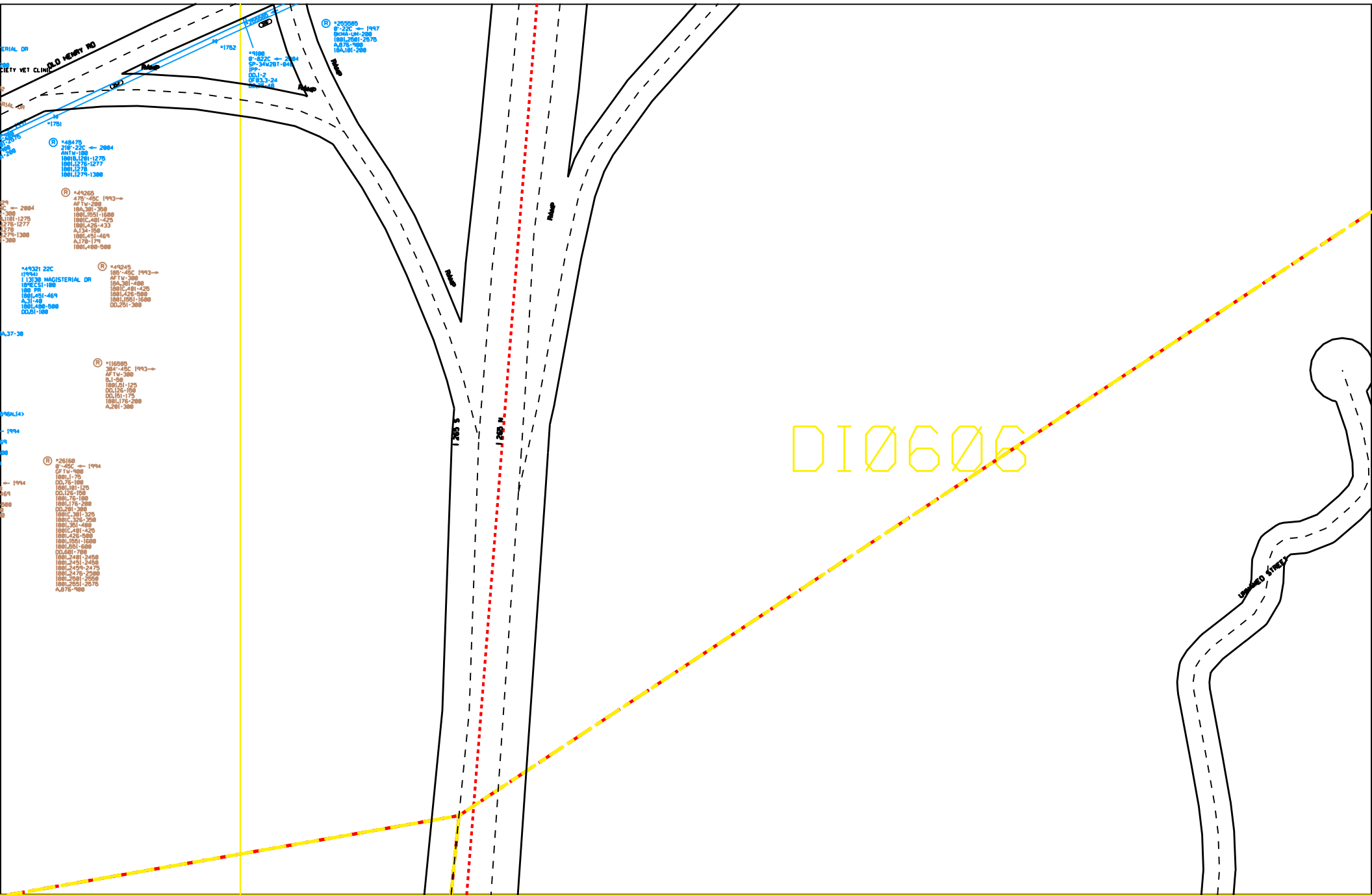
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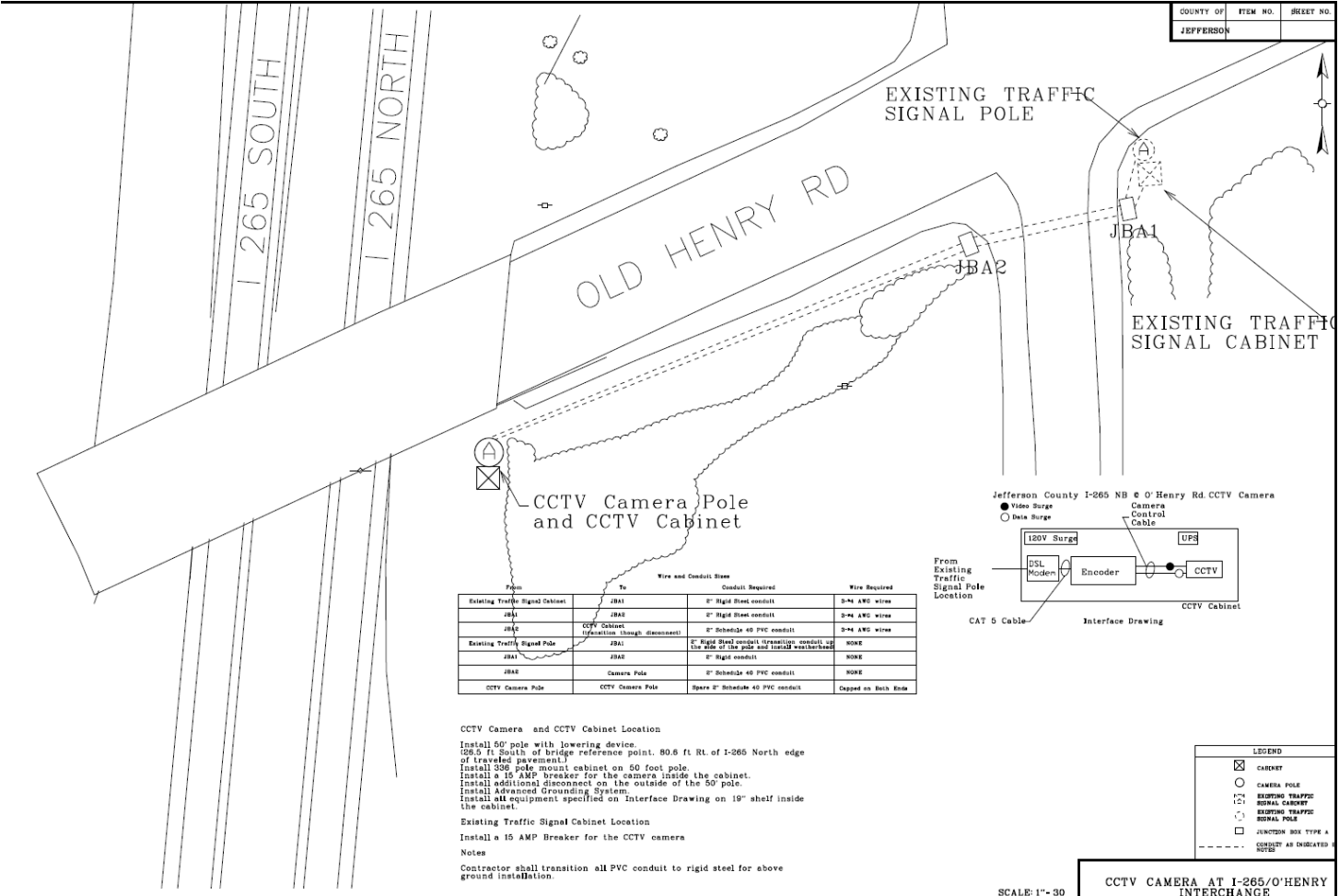
Town:Louisville







DI0606

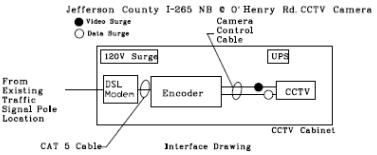


From	To	Wire and Conduit Size	Conduit Required	Wire Required
Existing Traffic Signal Cabinet	JBA1		2" Rigid Steel conduit	3-#6 AWG wires
JBA1	JBA2		2" Rigid Steel conduit	3-#6 AWG wires
JBA2	CCTV Cabinet		2" Rigid Steel conduit	3-#6 AWG wires
Existing Traffic Signal Pole	JBA1		2" Schedule 40 PVC conduit	3-#6 AWG wires
JBA1	JBA2		2" Rigid Steel conduit (throughout conduit up the side of the pole and conduit weatherhead)	NONE
JBA2	Camera Pole		2" Rigid conduit	NONE
CCTV Camera Pole	CCTV Camera Pole		3-#6 2" Schedule 40 PVC conduit	Clipped on both ends

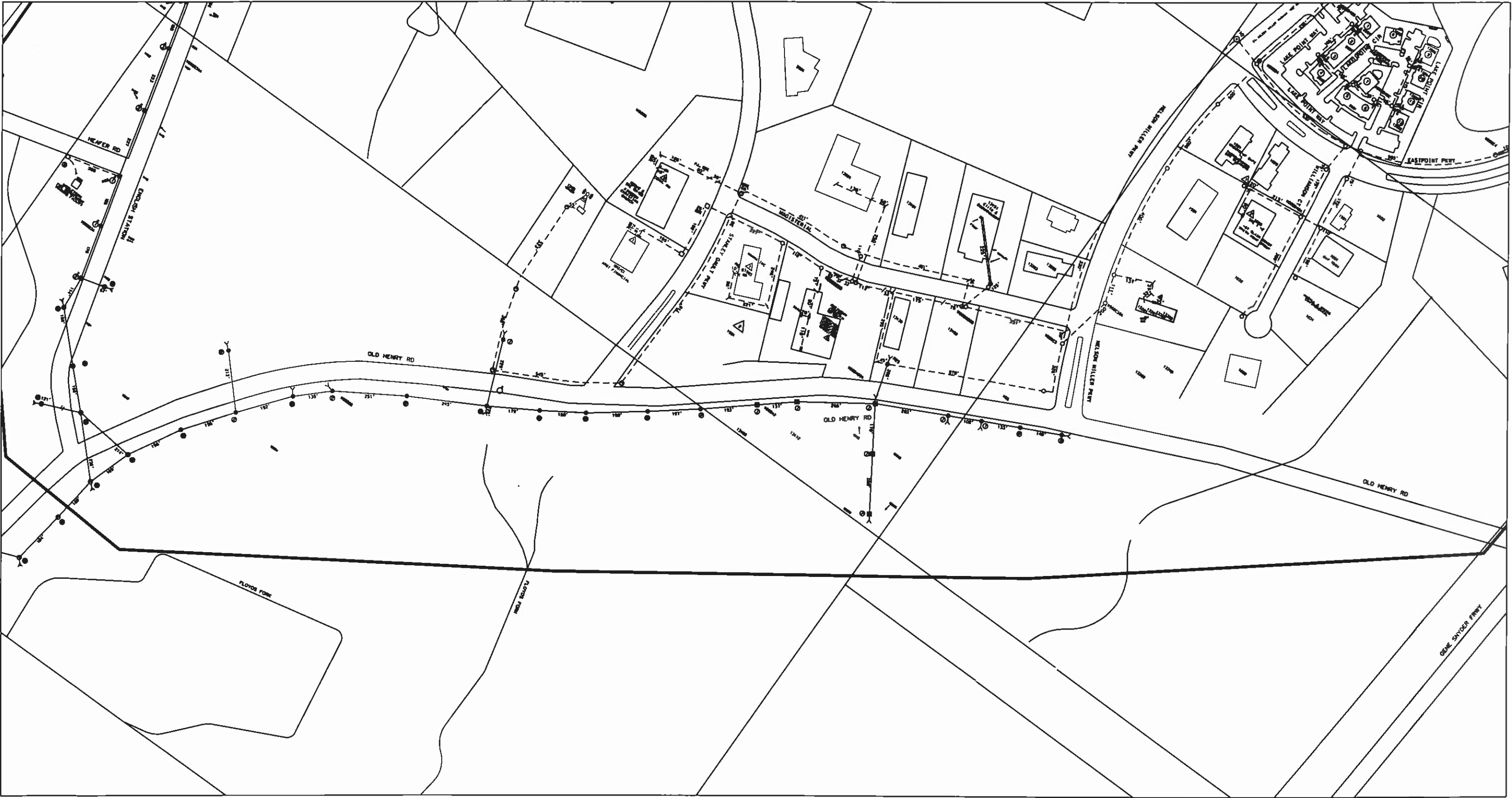
CCTV Camera and CCTV Cabinet Location
 Install 50' pole with lowering device.
 (38.5 ft South of bridge reference point, 80.5 ft Rt. of I-265 North edge of traveled pavement.)
 Install 500 pole mount cabinet on 50 foot pole.
 Install a 15 AMP breaker for the camera inside the cabinet.
 Install additional 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.

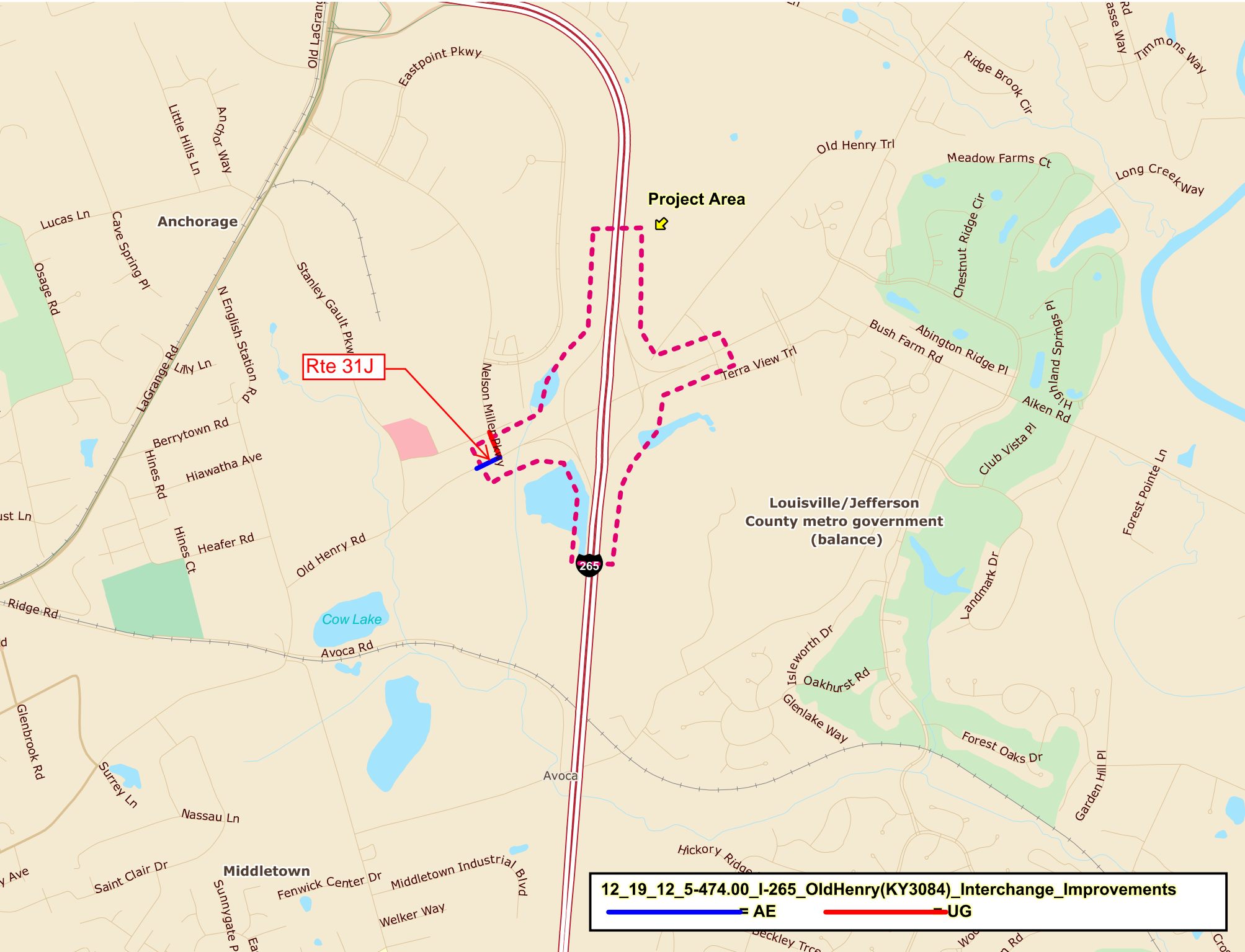
Existing Traffic Signal Cabinet Location
 Install a 15 AMP Breaker for the CCTV camera

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





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

BMP

EMP

SPRS

Route Type: A

10.25

34.7270

State Primary
(Interstate)

Suffix:

Functional System:

BMP: 17.295

BMP

EMP

FC

EMP: 25.454

10.25

34.7270

Urban Interstate

Length: 8.159

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
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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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
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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, commercial, 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.burug upalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burug upalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burug upalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burug upalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	4	3		sowjanya.burug upalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burug upalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burug upalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burug upalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	16			sowjanya.burug upalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burug upalli	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

BMP

EMP

SPRS

Route Type: A

10.25

34.7270

State Primary
(Interstate)

Suffix:

Functional System:

BMP: 10.250

BMP

EMP

FC

EMP: 17.295

10.25

34.7270

Urban Interstate

Length: 7.045

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
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
----------	----------	-----------	--------

Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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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
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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, commercial, 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.burug upalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burug upalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burug upalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burug upalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	3	3	4	sowjanya.burug upalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burug upalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burug upalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burug upalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	18			sowjanya.burug upalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burug upalli	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

BMP

EMP

SPRS

Route Type: A

10.25

34.7270

State Primary
(Interstate)

Suffix:

Functional System:

BMP: 25.454

BMP

EMP

FC

EMP: 34.730

10.25

34.7270

Urban Interstate

Length: 9.276

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
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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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, commercial, 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.burug upalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burug upalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burug upalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burug upalli	3/10/2010 2:26:12 PM
DISTRICT	2003	HIGH	4	3		sowjanya.burug upalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:21:25 AM
REGIONAL	2005	LOW	0			sowjanya.burug upalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burug upalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burug upalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	17			sowjanya.burug upalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burug upalli	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

BMP

EMP

SPRS

Route Type: A

10.25

34.7270

State Primary
(Interstate)

Suffix:

Functional System:

BMP: 24.854

BMP

EMP

FC

EMP: 25.559

10.25

34.7270

Urban Interstate

Length: 0.705

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
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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
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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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
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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, commercial, and industrial. Commuters use this segment to access I-64 and I-71 as 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		
Projected ADT (HDO)/Year:	Coming Soon	% Growth:	Coming Soon	Projected ADT: 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

BMP

EMP

SPRS

Route Type: A

10.25

34.7270

State Primary
(Interstate)

Suffix:

Functional System:

BMP: 24.334

BMP

EMP

FC

EMP: 24.434

10.25

34.7270

Urban Interstate

Length: 0.100

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

Purpose Statement: Construct 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
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Design:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Right of Way:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Utilities:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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Construction:

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
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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
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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.burug upalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:54:17 PM
DISTRICT	2001	LOW	0			sowjanya.burug upalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burug upalli	3/10/2010 2:10:17 PM
REGIONAL	2003	LOW	0	3		sowjanya.burug upalli	3/10/2010 2:26:12 PM
DISTRICT	2003	LOW	0	3		sowjanya.burug upalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:21:25 AM
REGIONAL	2005	MEDIUM	2			sowjanya.burug upalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	1			sowjanya.burug upalli	4/5/2010 1:15:00 PM
REGIONAL	2007	HIGH	1			sowjanya.burug upalli	4/5/2010 1:29:02 PM
DISTRICT	2007	MEDIUM	0			sowjanya.burug upalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	1			sowjanya.burug upalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:31:01 PM
REGIONAL	2011	HIGH	1	3	1	stacey.burton	12/29/2010 11:16:07 AM