

# **Appendix**

DNA Scoping Study

5-1061.00

PROJECT AUTHORIZATION									
AUTHORIZATION NO: 86648 0									
It is hereby ordered that the project herein described be undertaken and accomplished within the funding level authorized									
Project Id	Project Id Number	Federal Project No.		District		County	6 Yrp Item Number		
	056 1019 000-001	BRZ 0503 223		HWY	ADD	JEFFERSON	05-01061		
				05					
TYPE OF PROJECT		ROUTE NUMBER			FACILITY NAME		SYSTEMS		
099 - NOT APPLICABLE		CR-1019L			OLD NEWCUT ROAD				
PROJECT LENGTH	SCOPE OF PROJECT								
0.1 MI	REPLACE BRIDGE ON CR-1019 (MP 0.179) OVER BEE LICK CREEK; .4 MI NE-MANSLICK RD-KY 2055; (STRUCTURALLY DEFICIENT, SR=4)								
NUMBER OF BRIDGES	PROGRAM PRIORITY	RS ITEM NUMBER			6 YR PLAN ITEM PARENT NUMBER				
					5-01061.00-2012				
PROJECT PHASE AND RESPONSIBILITY	PLANNING		DESIGN		RIGHT OF WAY		UTILITIES		
			DOH		DOH		DOH		
	CONSTRUCTION		TITLE DEEDED TO:		MAINTENANCE		OTHER		
	DOH								
FUNDING & TIME ACCOUNTABILITY	PARTICIPATING AGENCIES								
	FEDERAL		STATE		LOCAL		OTHER		
REQUESTED FUNDS FOR THIS AUTHORIZATION									
ITEM NUMBER SUFFIX	PHASE	FUND	PROGRAM	FISCAL YEAR		FEDL APPR. CODE	ENACTED 6YR PLAN AMOUNT	% DIFFERENCE VS 6YP AMT	CURRENT FUNDING REQUEST
				FEDERAL	STATE				
05-01061.00	D	12	FD52	2012	2012	L11E			200,000
Current Estimate Approved by	TT			Date	5/23/2012			Current Funding Request Total	200,000
AUTHORIZATION SUMMARY FOR THIS 10-1 SERIES									
PHASE	INITIAL PROJECT ESTIMATE		CURRENT PROJECT ESTIMATE		TOTAL AUTHORIZATION TO DATE (INCL. CURRENT REQUEST)				
Design	\$ 200,000		\$ 200,000		\$ 200,000				
Total	\$ 200,000		\$ 200,000		\$ 200,000				
REMARKS:	THIS AUTHORIZATION PROVIDES INITIAL DESIGN FUNDS TO BEGIN THE DESIGN PHASE OF THE PROJECT. TJ.								
Project Approval Recommended By: KFD					Signed and Approved by: MWH				
5/30/2012					6/10/2012				

# Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 7243

Agency ID: 056C00104N

SR: 4

SD/FO: SD

### IDENTIFICATION

State 1: 21 Kentucky      Struc Num 8: 056C00104N  
 Facility Carried 7: OLD NEW CUT RD      Location 9: 4MI NE-MANSLICK RD-K2055  
 Rte.(Ovr/Under)5A: Route On Structure      Rte. Signing Prefix 5B: 4 County Hwy  
 Level of Service 5C: 0 None of the below      Rte. Number 5D: 01019  
 Directional Suffix 5E: 0 N/A (NBI)      % Responsibility : Unknown  
 SHD District 2: District 5      County Code 3: Jefferson (056)  
 Place Code 4: FIPS 0000      Mile Post 11: 0.179 ml  
 Feature Intersected 6: BEE LICK CREEK  
 Latitude 16: 38d 07' 05"      Longitude 17: 085d 46' 41"  
 Border Bridge Code 98: Unknown (P)  
 Border Bridge Number 99:

### INSPECTION

Frequency 91: 12 months      Inspection Date 90: 12/5/2012      Next Inspection: 12/05/2013  
 FC Frequency 92A: NA      FC Inspection Date 93A: NA      Next FC Inspection: NA  
 UW Frequency 92B: NA      UW Inspection Date 93B: NA      Next UW Inspection: NA  
 SI Frequency 92C: NA      SI Date 93C: NA      Next SI: NA  
 Element Frequency: 12 months      Element Inspection Date: 12/05/2012      Next Elem. Insp. Due: 12/05/2013

### CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy      Parallel Structure 101: No || bridge exists  
 Direction of Traffic 102: 2 2-way traffic      Temporary Structure 103: Not Applicable (P)  
 Highway System 104: 0 Not on NHS      NBIS Length 112: Long Enough  
 Toll Facility 20: 3 On free road      Functional Class 26: 19 Urban Local  
 Defense Hwy 110: 0 Not a STRAHNET hwy      Historical Significance 37: 5 Not eligible for NRHP  
 Owner 22: 02 County Hwy Agency  
 Custodian 21: 02 County Hwy Agency

### STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0      Number of Spans Main Unit 45: 1  
 Main Span Material/Design 43A/B:  
 1 Concrete      04 Tee Beam  
 Deck Type 107: 1 Concrete-Cast-in-Place  
 Wearing Surface 108A: 6 Bituminous  
 Membrane 108B: 0 None  
 Deck Protection 108C: None

### CONDITION

Deck 58: 4 Poor      Super 59: 3 Serious      Sub 60: 3 Serious  
 Culvert 62: N N/A (NBI)      Channel/Channel Protection 61: 5 Bank Prot Eroded

### AGE AND SERVICE

Year Built 27: 1940      Year Reconstructed 106: 0  
 Type of Service on 42A: 1 Highway  
 Type of Service under 42B: 5 Waterway  
 Lanes on 28A: 2      Lanes Under 28B: 0      Detour Length 19: 199.0 m  
 ADT 29: 2,511      Truck ADT 109: Unknown      Year of ADT 30: 2006

### LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor      Operating Rating Method 63: 1 LF Load Factor  
 Inventory Rating 66: HSS.6      Operating Rating 64: HSS.6  
 Design Load 31: 0 Other or Unknown      Posting 70: 0 >39.9% below  
 Posting status 41: P Posted for load

### GEOMETRIC DATA

Length Max Span 48: 25.0 ft      Structure Length 49: 29.0 ft  
 Curb/Sdwk Width L 50A: 0.0 ft      Curb/Sidewalk Width R 50B: 0.0 ft  
 Width Curb to Curb 51: 19.0 ft      Width Out to Out 52: 30.0 ft  
 Approach Roadway Width 32: 22.0 ft      Median 33: 0 No median (w/ shoulders)  
 Deck Area: 870. sq. ft  
 Skew 34: 40.00 °      Structure Flared 35: 0 No flare  
 Vertical Clearance 10: 99.99 ft      Horiz. Clearance 47: 19.00 ft  
 Minimum Vertical Clearance Over Bridge 53: 328.1 ft  
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR  
 Minimum Vertical Underclearance 54B: 0.0 ft  
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR  
 Minimum Lateral Underclearance R 55: 0.0 ft  
 Minimum Lateral Underclearance L 56: 0.0 ft

### APPRAISAL

Bridge Rail 36A: 0 Substandard      Approach Rail 36C: 0 Substandard  
 Transition 36B: 0 Substandard      Approach Rail Ends 36D: 0 Substandard  
 Str. Evaluation 67: 2      Deck Geometry 68: 2 Intolerable - Replace  
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)  
 Waterway Adequacy 71: 9 Above Desirable      Approach Alignment 72: 6 Equal Min Criteria  
 Scour Critical 113: 5 Stable w/in footing

### PROPOSED IMPROVEMENTS

Bridge Cost 94: \$ 130,000      Type of Work 75: 31 Repl-Load Capacity  
 Roadway Cost 95: \$ 0      Length of Improvement 76: 3.0 ft  
 Total Cost 96: \$ 129,000      Future ADT 114: 4,636  
 Year of Cost Estimate 97: 1994      Year of Future ADT 115: 2026

### NAVIGATION DATA

Navigation Control 38: 0 Permit Not Required  
 Vertical Clearance 39: 0.0 ft      Horizontal Clearance 40: 0.0 ft  
 Pier Protection 111: Not Applicable (P)      Lift Bridge Vertical Clearance 116:

### ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	13/1	Unp Conc Deck/AC Ovl	(SF)	812	0 %	0	0 %	0	100 %	812	0 %	0	0 %	0
1	110/1	R/Conc Open Girder	(LF)	203	66 %	134	15 %	30	17 %	34	2 %	5	0 %	0
1	215/1	R/Conc Abutment	(LF)	94	66 %	62	32 %	30	2 %	2	0 %	0	0 %	0
1	333/1	Other Bridge Railing	(LF)	58	52 %	30	31 %	18	17 %	10	0 %	0	0 %	0
1	334/1	Metal Rail Coated	(LF)	29	100 %	29	0 %	0	0 %	0	0 %	0	0 %	0
1	359/1	Soffit Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0

## Structure Inventory and Appraisal Sheet (English Units)

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	611/1	Scour Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	611/1	Embankment Erosion	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
Str Unit	Elm/Env	Description	Element Notes											
1	13/1	Concrete Deck - Unprotected w/ A	The surface area of the deck is 812 sq. ft. (29' length x 28' width plinth-to-plinth), but the area currently accessible for use is 551 sq. ft. (29' length x 19' width from east concrete plinth to the west guardrail) and the asphalt pavement is only about 14' wide. The downstream (west) portion of the deck is not being used because of the condition of the corresponding superstructure/substructure. The asphalt surface is cracked, patched and deteriorated.											
1	110/1	Reinforced Conc Open Girder/Beam	Heavy deterioration and some spalling along the longitudinal joint at the second interior beam from the west side (beam 3). This longitudinal joint is due to widening. The second interior beam from the west side (beam 3) has critical spalling and is deteriorated for just about it's entire length plus some unspalled portions of the beam have honeycombing - re-steel is exposed with section loss up to 100% at the south end. Heavy efflorescence. The deck is deteriorated along the longitudinal joint at this location. The deteriorated beam was reported as having shifted some due to the settlement of the west end of the south abutment prior to the 2000 inspection. The east exterior beam (beam 7) is spalled on the outside edge at the bottom near the north end - moderate deterioration with some steel exposed and some section loss. Beams 3, 4, 5, and 6 all have cracks near the north abutment (A2).											
1	215/1	Reinforced Conc Abutment	The abutments have cracks with some deterioration and efflorescence. The south abutment has a large vertical crack at the joint between the old section and the newer widened section. The crack measured around 4.5 inches at the widest point during the 2000 inspection - spalling/deterioration at the crack puts it closer to 6 inches wide in places as of the 2010 and is the same at the 2012 inspection. The west wing at the south abutment is undermined. The newer section at the west end of the south abutment was reported as having settled prior to the 2000 inspection causing a widening of the crack. The abutments have some minor undermining.  NOTE: Due to the restricted lane width across the bridge the area of the substructure that produced the 3 rating is not being loaded.											
1	333/1	Other Bridge Railing	The concrete rail post and one section of pipe rail are missing at the north end on the east side. The concrete rail post on the west side at the south end is broken loose from the plinth.											
1	334/1	Metal Bridge Railing - Coated	Guardrail has been added down the west 1/3rd of the deck to restrict use of the deck to the east side and keep traffic off the girder and substructure that is causing the posting.											
1	359/1	Soffit of Concrete Deck or Slab	The soffit has scattered possible full depth deterioration, cracking and efflorescence. Bays 5 & 6 are worst case.											
1	361/1	Scour	The west wing at the south abutment is undermined. The newer section at the west end of the south abutment was reported as having settled prior to the 2000 inspection causing a widening of the crack. The abutments have some minor undermining.											
1	611/1	Embankment Erosion	Channel degradation has caused steep banks. There is some drift and debris in the channel. The trees on the banks have roots exposed.											

### BRIDGE NOTES

- Cardinal direction is south to north, away from route 1865. (Old New Cut Road toward the south and the dead end toward the north)
- Bridge is required to be Posted at 10 Tons.

### PAST INSPECTION

Inspection Date: 12/05/2012                      Type: 3 Substandard (12 months)  
 Inspector:                      NTWELDY                      Pontis User Key:    NTWELDY - Nath

### Scope:

NBI:                                            Other:                                            Element:                        
 Underwater:                                            Fracture Critical:                     

### INSPECTION NOTES

- Due to the restricted lane width across the bridge the area of the substructure that produced the 3 rating is not being loaded.
- Bridge is posted for 10 tons at both approaches. NW & TK 12/05/12

### WORK RECOMMENDATIONS:

- Missing section of metal railing w/concrete post should be replaced.
- Crack in abutment #1 should continue to be monitored.
- Overlay with waterproofing membrane and asphalt to seal water off (if design allows).
- Repair/Monitor scour at west wing of south abutment.

## Structure Inventory and Appraisal Sheet (English Units)

### PAST INSPECTION

Inspection Date: 12/08/2011

Type: 3 Substandard (12 months)

Inspector: TGKING

Pontis User Key: TGKING - Terry Ki

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

Due to the restricted lane width across the bridge the area of the substructure that produced the 3 rating is not being loaded.

Bridge is posted for 10 tons at both approaches.

**WORK RECOMMENDATIONS:** Missing section of metal railing w/concrete post should be replaced. Crack in abutment #1 should continue to be monitored. If the crack continues to widen, a repair to hold it in place should be attempted.

### PAST INSPECTION

Inspection Date: 12/07/2010

Type: 3 Substandard (12 months)

Inspector: DDUDGEON

Pontis User Key: DDUDGEON - Dai

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

Due to the restricted lane width across the bridge the area of the substructure that produced the 3 rating is not being loaded.

**WORK RECOMMENDATIONS:** Non-cardinal direction weight limit posting sign needs surrounding vegetation cut to prevent it from being obscured in summer. Missing section of metal railing w/concrete post should be replaced. Crack in abutment #1 should continue to be monitored. If the crack continues to widen, a repair to hold it in place should be attempted.

## Structure Inventory and Appraisal Sheet (English Units)

### PAST INSPECTION

Inspection Date: 03/10/2010

Type: 3 Substandard (12 months)

Inspector: TGKING

Pontis User Key: TGKING - Terry Ki

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

Due to the restricted lane width across the bridge the area of the substructure that produced the 3 rating is not being loaded; however, beam three should be repaired to prevent localized failure.

### PAST INSPECTION

Inspection Date: 03/26/2009

Type: 3 Substandard (12 months)

Inspector: DDUDGEON

Pontis User Key: DDUDGEON - Dai

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

## Structure Inventory and Appraisal Sheet (English Units)

### PAST INSPECTION

Inspection Date: 03/31/2008

Type: 3 Substandard (12 months)

Inspector: DDUDGEON

Pontis User Key: DDUDGEON - Dai

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

NBI inspection was done during transition to the PONTIS software. Element level inspection will be performed during the next inspection cycle.

### PAST INSPECTION

Inspection Date: 05/08/2007

Type: 3 Substandard (12 months)

Inspector: TKING

Pontis User Key: TKING - Terry King

#### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

NBI inspection was done during transition to the PONTIS software. Element level inspection will be performed during the next inspection cycle.

## Structure Inventory and Appraisal Sheet (English Units)

### PAST INSPECTION

Inspection Date: 04/01/2006

Type: 1 SIA (Initial Inventory)

Inspector: -1

Pontis User Key: PONTIS - Pontis F

### Scope:

NBI:  Other:  Element:   
Underwater:  Fracture Critical:

### INSPECTION NOTES

### INSPECTOR WORK CANDIDATES



## 056C00104N Inspection 12-8-2011



Looking north toward the dead end  
(note posting sign).

Looking south toward Old New Cut Road  
(note posting sign).



## 056C00104N Inspection 12-8-2011



East side looking north at spalling  
on bottom of beam 7.



Beam 7 east face near the south abutment  
(A1) has cracking and deterioration.

## 056C00104N Inspection 12-8-2011



Beam 3 at the south end near the south abutment (A1) has severe deterioration and resteel with 100% section loss.

Soffit of bays 4 and 5 looking north.

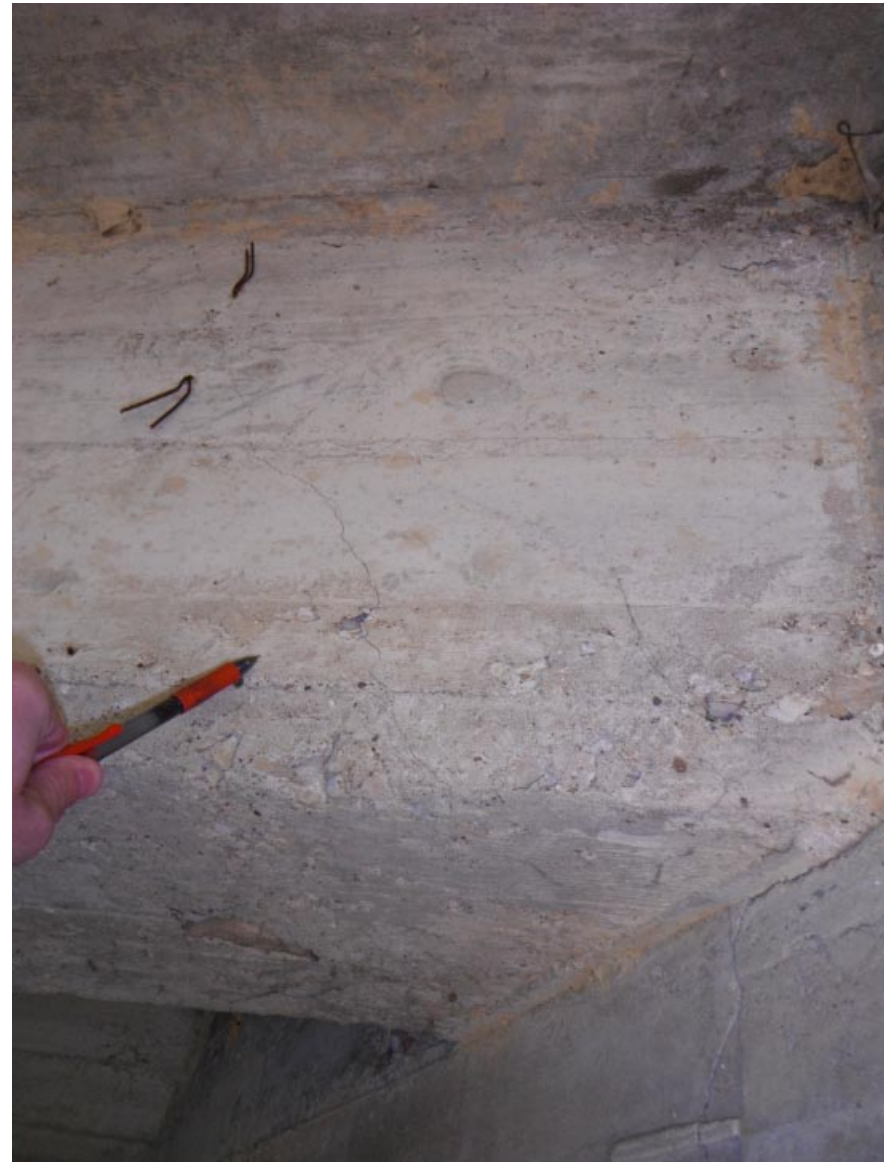


## 056C00104N Inspection 12-8-2011

Beam 6 east face near the north  
abutment (A2) is cracked.



Beam 5 east face near the north  
abutment (A2) is cracked.



## 056C00104N Inspection 12-8-2011

Beam 4 east face near the north abutment (A2) is cracked.



Beam 3 east face near the north abutment (A2) has a large crack with deterioration.

## 056C00104N Inspection 12-8-2011

Beam 3 west face near the north abutment (A2) has diagonal crack.



Looking southeast at the deterioration of beam 3 west face and the large crack in the south abutment (A1).

## Utility Owners and Contact Person

For  
Jefferson County  
5-1061.00

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](mailto:Greg.Geiser@LGE-KU.com)  
Facility Map Received 12.28.12
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](mailto:Greg.Geiser@LGE-KU.com)  
Facility Map Received 12.28.12
3. Louisville Water Company  
550 South Third Street  
Louisville, KY 40202  
Daniel Tegene, PE  
(502) 569-3649  
[DTegene@LWCky.com](mailto:DTegene@LWCky.com)
4. AT&T KY  
3719 Bardstown Road - 2nd Floor  
Louisville, KY 40218  
Morgan Herndon  
[Morgan.Herndon@att.com](mailto: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](mailto:Emly@MSDLouky.org)  
(502)540-6509  
Brad Selch  
[SelchB@MSDLouky.org](mailto:SelchB@MSDLouky.org)  
(502) 540-6614  
**Send to both contacts**  
Facility Map Received 1.7.13
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](mailto:Dwight.Barbour@TWCable.com)  
Nathen Howerton  
Cell: (502) 639-6838  
Office: (502) 357-4318  
[Nathen.Howerton@TWCable.com](mailto:Nathen.Howerton@TWCable.com)  
Forrest Antique  
Cell: (502) 817-6519  
Office: (502) 357-4724

2/25/2013

[Forrest.Antique@TWCable.com](mailto:Forrest.Antique@TWCable.com)

Facility Map Received 12.20.12

7. Texas Gas Transmission Corporation  
10327 Gaslight Way  
Louisville, KY 40299  
John Weaver  
(502) 438-2407  
[John.Weaver@BWPMLP.com](mailto:John.Weaver@BWPMLP.com)  
Utilities Clear per email 12.19.12
8. Marathon Pipeline, LLC  
539 S Main St, Rm 7642  
Findlay, OH 45840  
David Wisner  
[DSWisner@MarathonPetroleum.com](mailto:DSWisner@MarathonPetroleum.com)  
(419) 421-2211  
Utilities Clear per email 12.20.12
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](mailto:MBarber@Vectren.com)  
(812) 948-4952  
Utilities 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](mailto: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](mailto:JackieR@IndianaUtilitiesCorp.com)  
Utilities Clear per email 12.19.12
11. Sprint - Fiber Optics  
11370 Enterprise Park Dr.  
Sharonville, OH 45241  
Joe Thomas  
[Joe.Thomas@Ericsson.com](mailto:Joe.Thomas@Ericsson.com)  
Office (513) 612-4204  
Cell (937) 209-9754  
Utilities 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](mailto:RTCALFEE@SunocoLogistics.com)  
Utilities Clear per email 12.26.12



2/25/2013

13. Level 3 Communications (Transmission)  
848 S. 8<sup>th</sup> St.  
Louisville, KY 40203

Kevin Webster  
[Kevin.Webster@Level3.com](mailto:Kevin.Webster@Level3.com)  
Office (502) 777-8622  
Cell (502) 777-8622  
Fax (502) 561-6950

Level 3 Communications (Transmission)  
848 S. 8<sup>th</sup> St.  
Louisville, KY 40203

Tim Morphew  
[Tim.Morphew@Level3.com](mailto:Tim.Morphew@Level3.com)  
Office (502) 561-6935  
Cell (502) 221-1785  
Fax (502) 561-6950

Level 3 Communications (Distribution)  
962 South Third Street  
Louisville, KY 40203

Mark Sewell  
[Mark.Sewell@Level3.com](mailto:Mark.Sewell@Level3.com)  
Office (502) 515-9142  
Cell (502) 295-0939  
**Send to all 3 contacts**

14. Jefferson County Public Schools (JCPS)  
C B Young  
Building 7  
3001 Crittenden Dr.  
Louisville. KY 40209

Jeff Hardy  
[Jeff.Hardy@Jefferson.kyschools.us](mailto:Jeff.Hardy@Jefferson.kyschools.us)  
502-485-7975

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](mailto:Michael.Russell@windstream.com)  
John Mcdowell  
[John.Mcdowell@windstream.com](mailto:John.Mcdowell@windstream.com)  
859-369-3623  
[Melissa.gugino@windstream.com](mailto:Melissa.gugino@windstream.com)

Timothy Gibson (Fiber location/relocation)  
[Timothy.Gibson@Windstream.com](mailto:Timothy.Gibson@Windstream.com)  
(812) 454-6756  
Lezlie Allison  
[Lezlie.Allison@Windstream.com](mailto:Lezlie.Allison@Windstream.com)

~~(812) 357-6255 work~~  
~~(513) 340-3339 cell~~

**Send to both contacts**

2/25/2013

- 16 AT&T Legacy  
4500 Johnston Pkwy.  
Cleveland, OH 44128
- Mike Diederich  
[MD4145@att.com](mailto:MD4145@att.com)  
(216)-587-6267  
(216)-212-8556
- Don Garr  
[DRGarr@Hughes.net](mailto:DRGarr@Hughes.net)  
Cell: (502) 741-8374  
**Send to both contacts**
17. TWTelecom  
Medinger Tower  
462 S. 4<sup>th</sup> St., Suite 2400  
Louisville, KY 40202
- 333 West Vine Street, Suite 330  
Lexington, KY 40507
- Jeremy Cornell  
[Jeremy.Cornell@TWTelecom.com](mailto:Jeremy.Cornell@TWTelecom.com)  
(502) 992-1168
- Gerald Long  
[Gerald.Long@TWTelecom.com](mailto: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](mailto:HCompton@TaylorsvilleWater.org)  
(502) 477-3235  
Fax: (502) 477-1310
19. Qwest Communications Company, LLC  
700 W Mineral Ave, UTD2734  
Littleton, Colorado 80120
- George McElvain  
[George.McElvain@Qwest.com](mailto:George.McElvain@Qwest.com)  
(303) 992-9931  
Cell:720-260-2514  
Fax:303-707-3252  
**Utilities Clear per email 12.19.12**
20. Shelby Energy Cooperative  
P.O. Box 311, 620 Old Finchville Road  
Shelbyville, KY 40065  
(502) 633-4420
- Jason Ginn  
[Jason@ShelbyEnergy.com](mailto:Jason@ShelbyEnergy.com)  
cell: (502) 643-2778
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](mailto:Bernie.Anderson@AtmosEnergy.com)  
OR  
Earl Taylor  
[Earl.Taylor@AtmosEnergy.com](mailto:Earl.Taylor@AtmosEnergy.com)

2/25/2013

Cell: 859-583-0306

Office: 859-236-2300

**Send to both contacts**

**Utilities 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](mailto:Brian.Watkins@CrownCastle.com)  
[Brian.Watkins@CrownCastle.com](mailto:Brian.Watkins@CrownCastle.com)  
(502) 318-1323  
Brandy Bowling (Brian's supervisor)  
[Brandy.Bowling@CrownCastle.com](mailto:Brandy.Bowling@CrownCastle.com)  
(502) 318-1322  
Cindy Shaffer  
[Cynthia.Shaffer@CrownCastle.com](mailto:Cynthia.Shaffer@CrownCastle.com)  
(502) 318-1313  
Chris Gladstone  
[Chris.Gladstone@CrownCastle.com](mailto:Chris.Gladstone@CrownCastle.com)  
(502)689-2162
- 23.** Zayo  
701 W. Henry Street  
Suite 201  
Indianapolis, IN 46225  
[Bill Hales](mailto:Bill.Hales@zayo.com)  
[Bill.Hales@zayo.com](mailto:Bill.Hales@zayo.com)  
(502) 500-3661
- 24.** MCI/Verizon(Owns WUTEL)  
MCI/Verizon  
730 West Henry Street  
Indianapolis, IN 46225  
[Chris Fowler](mailto:Chris.Fowler@Verizon.com)  
[Chris.Fowler@Verizon.com](mailto:Chris.Fowler@Verizon.com)  
Office: (317) 685-8050  
Cell: (317) 435-6225
- Dave Wiley (Field)  
(502) 439-8783  
[Dave.Wiley@One.Verizon.com](mailto:Dave.Wiley@One.Verizon.com)  
**Utilities Clear per email 12.19.12**
- 25.** TRIMARC  
Public Safety & Transportation Systems  
901 West Main Street  
Louisville, Kentucky 40202  
Todd Hood  
[Todd.Hodd@ngc.com](mailto:Todd.Hodd@ngc.com)  
Office: (502)587-6624 ext. 2  
Cell: (502)307-7456  
**Utilities Clear per email 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

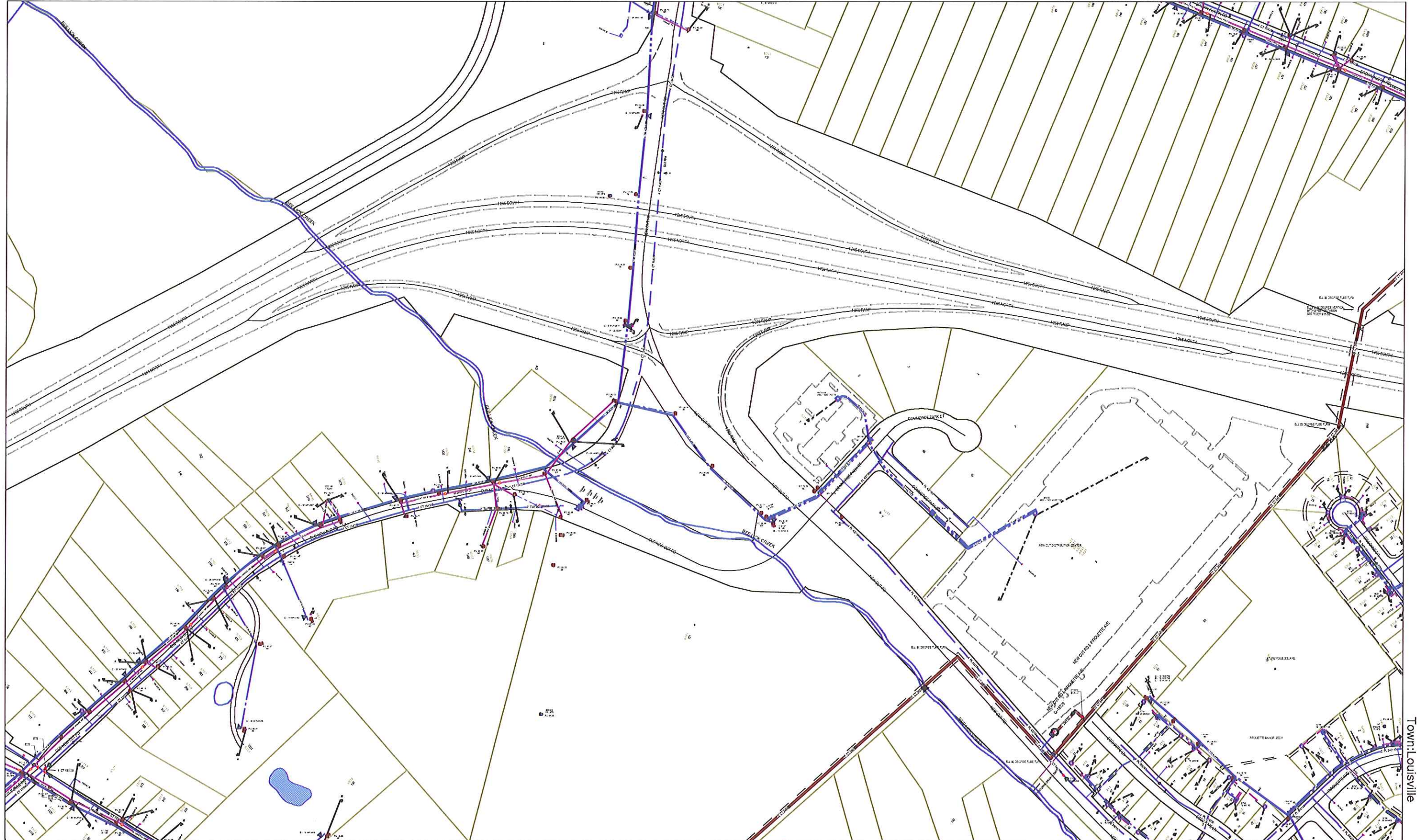
- 2.** Norfolk - Southern Railway Company  
Norfolk - Southern Railway Company (Roy Johnson to provide contact data)  
Mr. J. N. Carter, Jr. Chief Engineer  
Bridges and Structures  
Norfolk Southern Corporation  
1200 Peachtree Street  
Atlanta, Georgia 30309

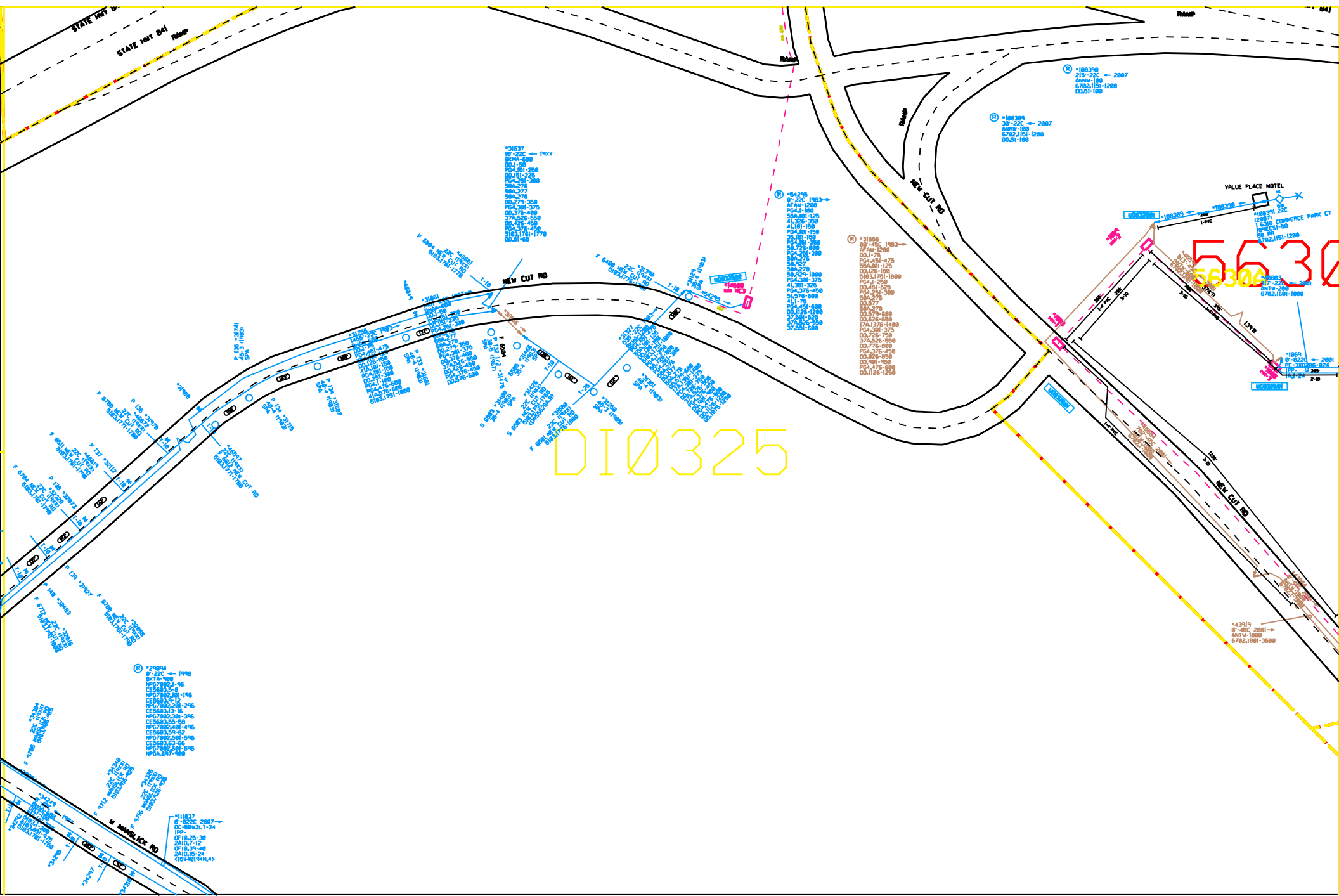
- 3.** Paducah and Louisville Railway, Inc.  
Gerald Gupton, Office: (270) 444-4386

County:Jefferson

Centre:(1992257,13844043) usfeet

KY - VALLEY STATION NE 2 A A





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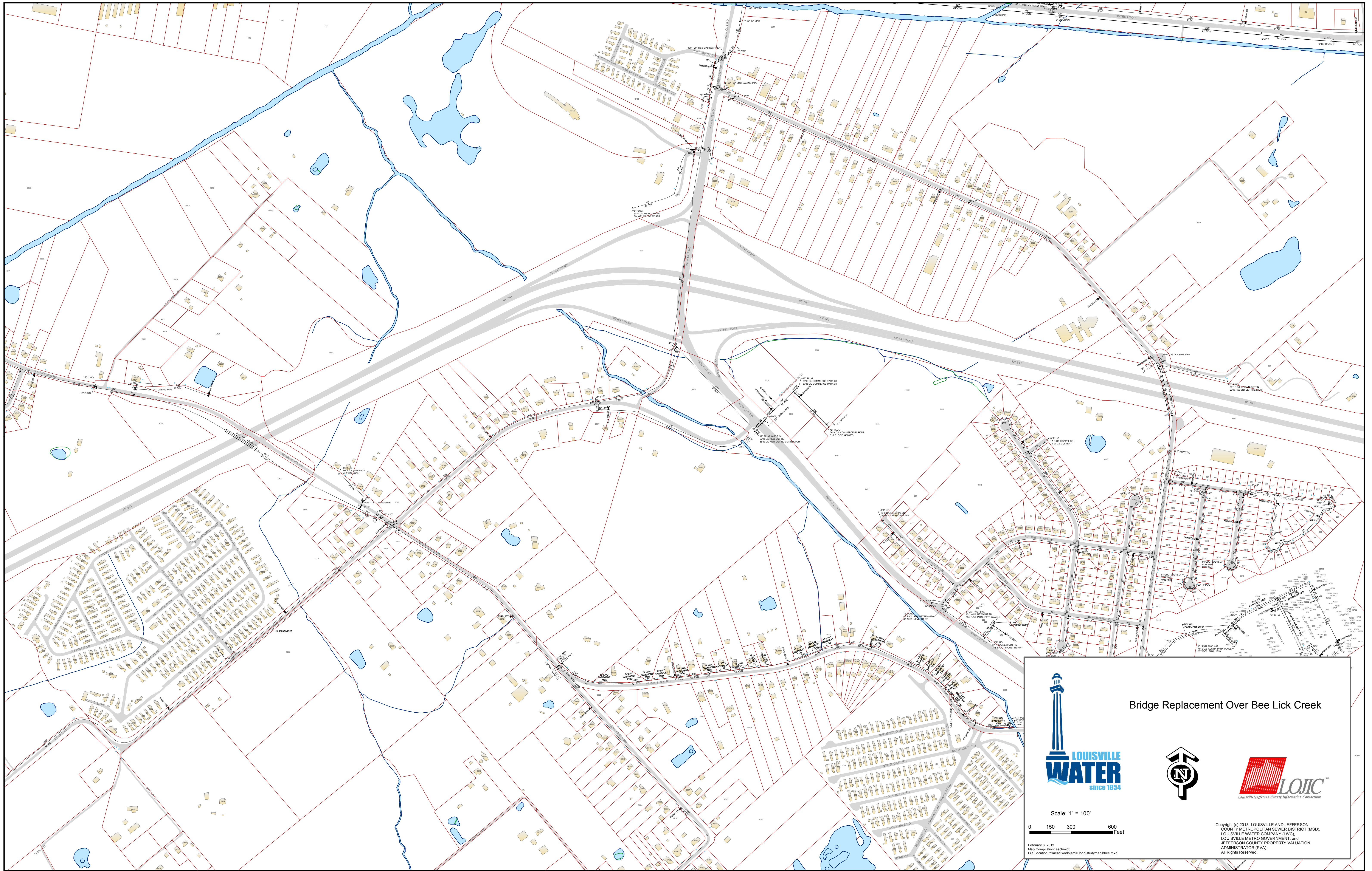
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**LOUISVILLE WATER**  
since 1854





**LOJIC**  
*Louisville/Jefferson County Informative Consortium*

Scale: 1" = 100'

150

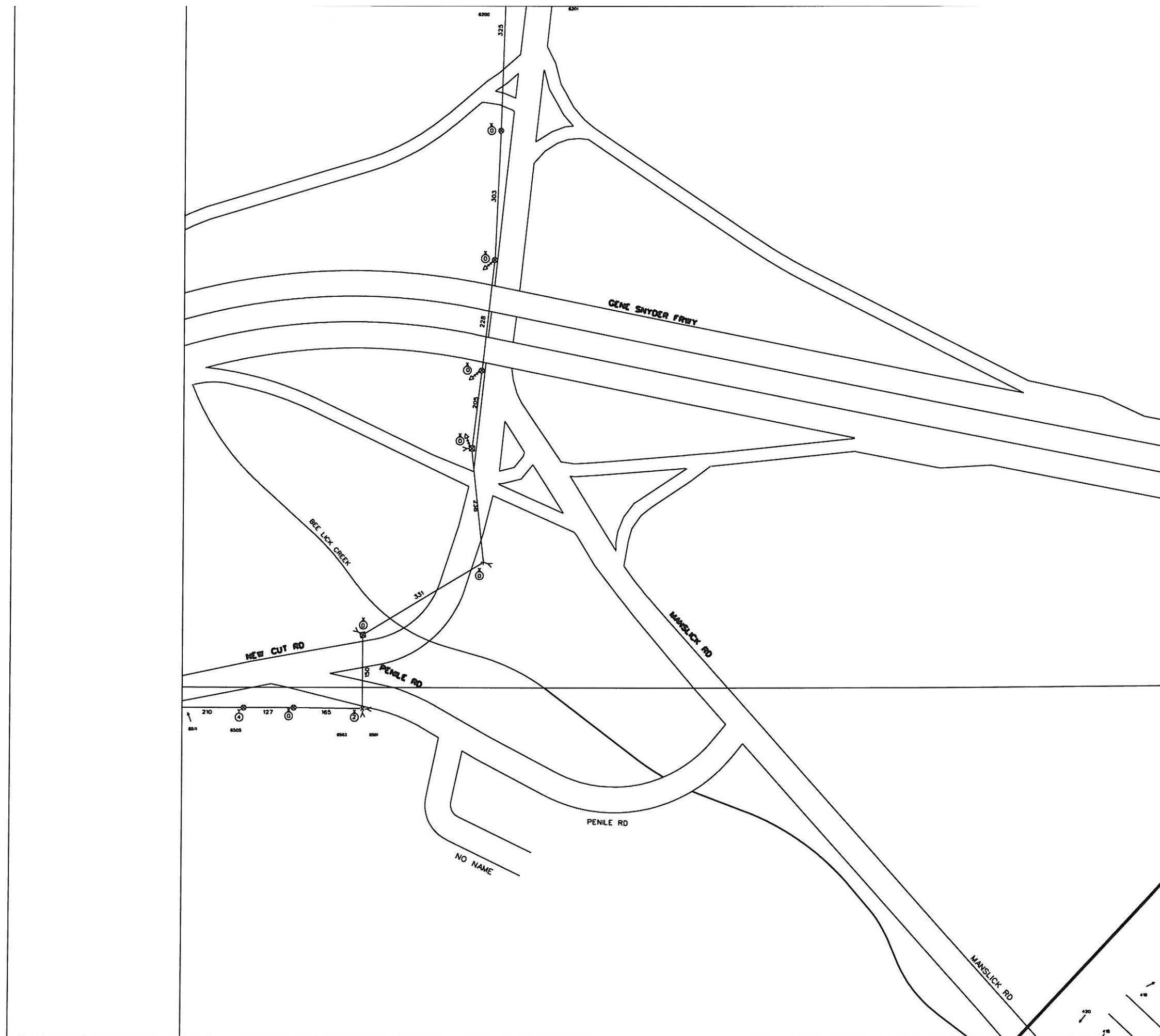
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Feet

February 6, 2013  
Map Compilation: eschmidt  
File Location: z:\asap\work\jamie\_long\studymaps\bee.mxd

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## Peake, Alan (KYTC-D05)

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**From:** Wentz, Josh (KYTC)  
**Sent:** Thursday, February 21, 2013 9:55 AM  
**To:** Peake, Alan (KYTC-D05); Casey, Crystal (KYTC)  
**Cc:** Hall, Tom (KYTC-D05)  
**Subject:** RE: Question Concerning CR-1038L

Good morning,

Central Office Bridge Maintenance is responsible for determining the county, route, & milepoint of all KYTC-inspected bridges. They use the HIS road centerlines to determine those locations, and then that location is stored within HIS.

That office recently informed Planning that 056C00104N could not be located properly in HIS because we did not have a road centerline in that location. As a temporary measure, they located it on the nearest comparable route (CR-1019L). They also informed us that the bridge was Metro's responsibility (i.e., not on a state-maintained route). I determined that Planning didn't have any information indicating otherwise, so we added a new road centerline as a Metro road and assigned it a new route number (CR-1038L). This went into HIS on January 25. Bridge Maintenance moved the bridge into its proper location shortly after.

After receiving your email, Crystal and I further researched the road's history. Reviewing Official Orders 87975 (10/11/83), 88245 (8/9/84), and 89443 (11/20/85), it appears that the state did not maintain New Cut Road south of the Snyder (KY 841) until after the Snyder and the New Cut interchange were built. Therefore, the road in question appears to be a piece of bypassed/leftover New Cut Rd that has been and would continue to be the local government's responsibility. The 6000-series routes that are in other places along the Snyder should be roads that were constructed by KYTC as frontage and access roads, as opposed to bypassed local government roadways like this one.

Please provide your thoughts on the above information. Thanks.

Josh Wentz  
Kentucky Transportation Cabinet  
Division of Planning  
200 Mero St. Frankfort, KY 40622  
[Josh.Wentz@ky.gov](mailto:Josh.Wentz@ky.gov) (502) 564-7183

---

From: Peake, Alan (KYTC-D05)  
Sent: Friday, February 15, 2013 12:12 PM  
To: Casey, Crystal (KYTC); Wentz, Josh (KYTC)  
Cc: Hall, Tom (KYTC-D05)  
Subject: Question Concerning CR-1038L

Josh and/or Crystal,

I have been working on a study in District 5 for a bridge (056C00104N) located on a road that spurs off of CR-1019L (Old New Cut Rd.). Prior to now all sources of data have stated that this bridge is located on CR-1019L and that the last ADT was 2511. This led me to believe that this route may be labeled wrong so I did further research. Looking back in the project archives I found that when the Gene Snyder Freeway (KY 841)/ New Cut Rd. (KY 1865) interchange was constructed, the "Old New Cut Rd." was re-routed, leaving the spur road mentioned previously. Furthermore, looking through official orders during that time period, it appears that the construction of KY-841 (in the same area) left many spur roads that were designated as supplemental routes (KY 6000's). Although, the spur road mentioned was never called out in any official order that we have. We believe that it was mistakenly overlooked. Having said that, today I was working in ArcGis and noticed that the roadway was labeled as CR-1038L (See attachment), updated on 1-25-13. My question is, why was this suddenly designated as a county route, and more importantly, should this be a county route?

I hope all of what I said makes since. If you are confused with what I am saying or have any questions, please give me a call.

Thanks,

*A.J. Peake, EIT*  
*Kentucky Transportation Cabinet, District 5*  
*Division of Planning*  
*8310 Westport Road*  
*Louisville, KY 40242-3042*  
*Office: (502) 210-5448*  
*Fax: (502) 210-5498*  
*Cell : (502) 592-7599*  
[alan.peake@ky.gov](mailto:alan.peake@ky.gov)

## Planning Estimation Worksheet

**Project Description:**

Replace Bridge (056C00104N) over Bee Lick Creek on Old New Cut Rd. (CR-1019L) -- SYP#: 5-1068.00. DNA Alternative 2.

### Per Mile Estimation

Number of lanes (Additional):		(1, 2, or 4) miles
Length of Project:		
<input type="checkbox"/> Rural Area	<input type="checkbox"/> Urban Area	

Phase		Average Cost Per Mile		Total Cost	
Design				\$0	D
Right of Way		\$0		\$0	R
Land		\$0		\$0	
Buildings/Misc.		N/A		\$0	
Utilities		\$0		\$0	U
Construction				\$0	C
Additional Costs		Unit	Unit Cost	Quantity	-
4 Lane Interchange/s	Each	\$10,000,000		0	\$0
Turn Lane/s	Foot	\$750		0	\$0
Total:				\$0	D+R+U+C

**Comments:**

"Per Mile" mile estimate not used

### 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	1	\$200,000	
Small Projects	Each	\$300,000		\$0	
Stream Mitigation	Foot	\$250		\$0	
Design Total:				\$200,000	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	\$350,000		\$0	
Relocation	Each	\$25,000		\$0	
Commercial	Acre	\$100,000	0.2	\$20,000	
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:				\$20,000	

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	\$7,500	2	\$15,000	
Water Lines					
Size	Foot			\$0	
Size	Foot			\$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%	-	\$6,750	
Utilities Total:				\$30,000	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					
< 100' Span*	Square Foot	\$200	600	\$120,000	
> 100' Span*	Square Foot	\$175		\$0	
State Approaches*	Foot	\$500		\$0	
County Approaches*	Foot	\$400	100	\$40,000	new alignment of the approach roadway
*Costs do not include Excavation					
General Construction Costs					
Excavation	Cubic Yard	\$10		\$0	
Borrow	Cubic Yard	\$16		\$0	
Asphalt	Ton	\$85	40	\$3,400	new surface of asphalt for existing roadway (approximate tons)
DGA	Ton	\$20		\$0	
Guardrail	Foot	\$15		\$0	
Misc.	Percentage	5.0%	-	\$8,170	
< 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		\$0	New signals: \$30,000-\$140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	\$25,736	
Contingencies	Percentage	20%	-	\$34,314	
Construction Total:				\$240,000	
Total Estimate:				\$490,000	

## Planning Estimation Worksheet

**Project Description:**

Replace Bridge (056C00104N) over Bee Lick Creek on Old New Cut Rd. (CR-1019L) -- SYP#: 5-1068.00. DNA Alternative 3.

### Per Mile Estimation

Number of lanes (Additional):		(1, 2, or 4) miles
Length of Project:		
<input type="checkbox"/> Rural Area	<input type="checkbox"/> Urban Area	

Phase		Average Cost Per Mile		Total Cost	
Design				\$0	D
Right of Way		\$0		\$0	R
Land		\$0		\$0	
Buildings/Misc.		N/A		\$0	
Utilities		\$0		\$0	U
Construction				\$0	C
Additional Costs		Unit	Unit Cost	Quantity	-
4 Lane Interchange/s	Each	\$10,000,000		0	\$0
Turn Lane/s	Foot	\$750		0	\$0
<b>Total:</b>				<b>\$0</b>	<b>D+R+U+C</b>

**Comments:**

"Per Mile" mile estimate not used

### 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	1	\$200,000	
Small Projects	Each	\$300,000		\$0	
Stream Mitigation	Foot	\$250		\$0	
<b>Design Total:</b>				<b>\$200,000</b>	

Right of Way					
Type	Unit	Unit Cost	Quantity	Total	Comments
Acquisition	Each	\$350,000		\$0	
Relocation	Each	\$25,000		\$0	
Commercial	Acre	\$100,000	0.1	\$10,000	
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	
<b>Right of Way Total:</b>				<b>\$10,000</b>	

Utilities					
Type	Unit	Unit Cost	Quantity	Total	Comments
Utility Pole	Each	\$7,500		\$0	
Water Lines					
12"	Foot	\$75	90	\$6,750	
Size	Foot			\$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%	-	\$3,038	
Utilities Total:				\$10,000	

Construction					
Type	Unit	Unit Cost	Quantity	Total	Comments
Bridge & Approach Cost					
< 100' Span*	Square Foot	\$200	600	\$120,000	
> 100' Span*	Square Foot	\$175		\$0	
State Approaches*	Foot	\$500		\$0	
County Approaches*	Foot	\$400	20	\$8,000	
*Costs do not include Excavation					
General Construction Costs					
Excavation	Cubic Yard	\$10		\$0	
Borrow	Cubic Yard	\$16		\$0	
Asphalt	Ton	\$85	40	\$3,400	new surface of asphalt for existing roadway (approximate tons)
DGA	Ton	\$20		\$0	
Guardrail	Foot	\$15		\$0	
Misc.	Percentage	5.0%	-	\$6,570	
< 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		\$0	New signals: \$30,000-\$140,000. Assuming high end for Pedestrian usage. (walkinginfo.org)
Project Engineering	Percentage	15%	-	\$20,696	
Contingencies	Percentage	20%	-	\$27,594	
Construction Total:				\$190,000	
Total Estimate:				\$410,000	