APPENDIX A

EXHIBIT 1

ITEM NO. 11-147
PROJECT STUDY AREA

US-25
DNA PRE-DESIGN
SCOPING STUDY,
LAUREL COUNTY

Legend

- Mardis St.
- KY-229
- Commercial Dr./James Lewis Dr.
- Interstate
- Parkway
- US Highway
- State Road
- Local Road

510 255 0 510 1,020 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

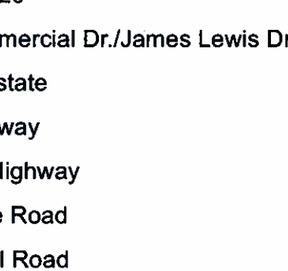


EXHIBIT 2

ITEM NO. 11-147
PROJECT TOPOGRAPHIC AREA

US-25
DNA PRE-DESIGN SCOPING STUDY:
LAUREL COUNTY

Legend

- Mardis St.
- KY-229
- Commercial Dr./James Lewis Dr.
- Interstate
- Parkway
- US Highway
- State Road
- Local Road

500 250 0 500 1,000 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

Project Study Area (A) -
Mardis St & KY-229 from KY-192 (Bypass) to US-25 to include intersections

Project Study Area (B) -
Commercial Dr. & James Lewis Dr.
to include US-25 & KY-229 intersections

EXHIBIT 3

ITEM NO. 11-147
PROJECT AREA UTILITY MAP

US-25
DNA PRE-DESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- Project Area A-KY-229
- Project Area B-Commercial Dr./James Lewis Dr.
- Interstate
- US Highway
- State Road
- Local Road
- Water Lines
- Sewer Lines
- Electric Power Lines
- 1/10th Mile Calculated Interval
- Wastewater Treatment Plants

460 230 0 460 920 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

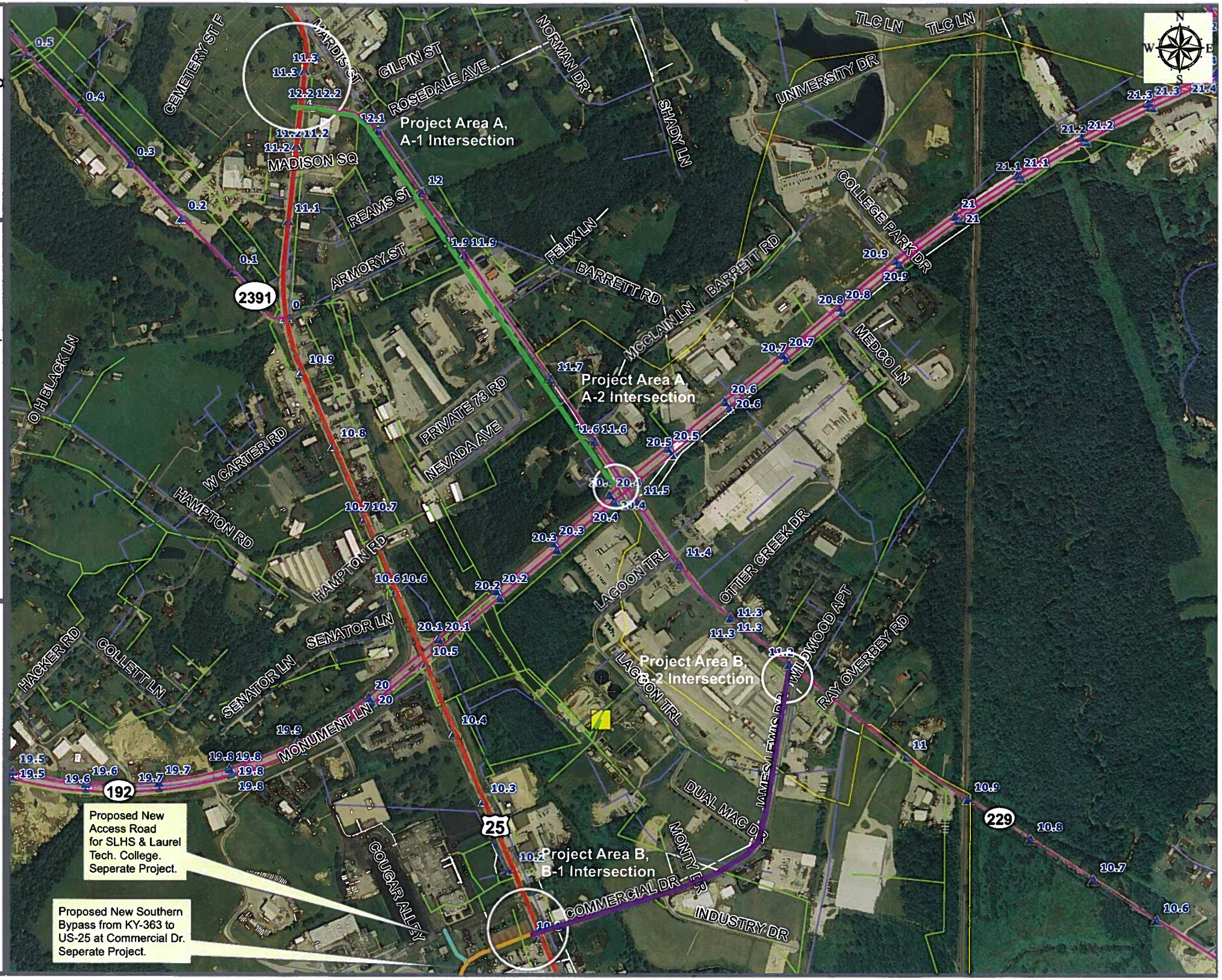


EXHIBIT 4

ITEM NO. 11-147.00
SYSTEM LINKAGE

US-25
DNA PRE-DESIGN
SCOPING STUDY:
LAUREL COUNTY

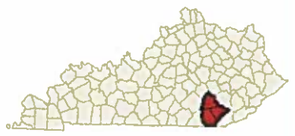
Legend

- Project Area A- KY-229
- Project Area B-Commercial & James Lewis Dr
- Interstate
- Parkway
- US Highway
- State Road
- County Boundary Polygons

4,500 2,250 0 4,500 9,000 Feet

Kentucky UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET



London

South Laurel High School

Project Site

London/Corbin Magee Field

Levi Jackson State Park

LAUREL

CLAY

CLAY

KNOX

Corbin

WHITLEY

HAL ROGERS PKWY

N W E S

1035 3007 638 472 2391 6265 6264 1561 1305 6269 488 1803 3012 3432 2069 2389 1006 25 363 521 80 2390 2388 192 3429 830 1189 552 552 75 312 1223 3431 2392 1223 830 1810 1304 2414 1803 229 233 3430 770 25E 1629 25W 2989 2384 312 2417 2417 25E

APPENDIX B

Photo 1 – Project Area A- A-1 Intersection between US-25, looking south, & end of KY-229

Photo 2 – Project Area A – KY-229, Looking west from intersection with US-25 onto Horizontal Curve

Photo 3- Project Area A – KY-229, Looking north from A-2 Intersection with KY-192 (Bypass)

Photo 4- Project Area A – A-2 Intersection, Looking South from KY-229 onto the intersection with KY-192

Photo 5 – Project Area B- B-1 Int. of US-25 and Commercial Dr., Looking west on Proposed New Southern Bypass

Photo 6 – Project Area B- Looking east on Commercial Drive from B-1 Intersection with US-25

Photo 7 – Project Area B – B-2 Intersection of James Lewis Drive and KY-229 looking east onto Gas Station

Photo 8- Project Area B – Looking West on James Lewis Drive from B-2 Intersection with KY-229

APPENDIX C

Meeting Minutes
Laurel County Item No. 11-0147.00
US 25-Congestion Relief-Pre-design Scoping Study
First Project Team Meeting – 10:15 a.m. E.S.T. on July 22, 2010

The 1st Project Team Meeting for US 25 Pre-design Scoping Study was held in the District-11, Manchester Office Conference Room on July 22, 2010. The meeting began at 10:15 a.m. and ended at 12:30 p.m. The following people attended the meeting:

Amy Collins	KYTC-D 11 Administration Staff
Dean Croft	KYTC-D 11 Environmental Coordinator
Greg Combs	KYTC-D 11 Right of Way
Jonathan Dobson	KYTC-D 11 Public Information Officer
David Fields	KYTC-D 11 Design
Christopher Harris	KYTC-D 11 Traffic
David Hensley	KYTC-D 11 Right of Way
Daniel Hoffman	KYTC-D 11 Project Delivery & Preservation
Joel Holcomb	KYTC-D 11 Engineering Support
Chris Jones	KYTC-D 11 Permits
James Loughan	KYTC-D 11 Utilities
Lonnie Morgan	KYTC-D 11 Project Delivery & Preservation
Joseph E. Mosley	KYTC-D 11 Planning Development
Cass T. Napier	KYTC-D 11 Chief District Engineer
Keith Damron	KYTC-CO Planning
Steve Ross	KYTC-CO Planning
Srinivasa Gutti	KYTC-CO Planning
Tonya Higdon	KYTC-CO Planning

Tonya Higdon began the meeting by thanking everyone for taking the time to attend. She noted this meeting is the 1st Project Team Meeting for the US-25 Pre-design Scoping Study of Item # 11-0147.00 in the 2010-2012 Kentucky Highway Plan.
After introductions were made, the purpose of a Pre-design Scoping Study was explained by Tonya to those in attendance. This study follows the Federal Highway Administration (FHWA) nine elements towards developing a purpose and need statement. These elements are intended to be a guide and are usually not all inclusive. The information collected through the review of these nine steps will help us also identify alternatives and all alternatives are welcome at this stage. By the end of the meeting, the goal will be to have a clearly defined Purpose and Need Statement as well as a list of alternatives to address in the study.

Tonya continued by discussing the current Legislation for Item # 11-0147.00. This project consists of $3.13 Million in SB2 funds for design year of 2010 and SP funds for Right of Way of $2.0 Million and Utilities of $0.8 Million in year 2012. She also noted the new 2010-2012 Kentucky Highway Plan no longer includes those additional years beyond that of the first two years. As such, there is no date or dollar amount defined for construction of this project.

In regards to Project Status, Joey Mosley noted that a very detailed planning study was done for US 25 in 2006 under Item # 11-8201.00 with some recommended projects currently in Phase I and Phase II design. In the 2006 US-25 Laurel County Scoping Study, the following priorities were identified: Priority 1a & 1b-addressed the need for a back entrance to the South Laurel High School, Priority 2-provided a bypass from the east to help offload congestion from US-25 near the high school, and Priority 3-provided a through route south of the high school to US-25 along Hurley Lane. Of these priorities, only Priority 1 is still proceeding as recommended in the scoping study and is now entering Phase II Design. Priority 2, also known as the "New US-25", involves the widening of US-25 beginning just south of KY-1006 before redirecting traffic northeast away from US-25 onto KY-229. Once the New US-25 joins KY-229 starting somewhere between the railroad tracks and James Lewis Drive, this portion of KY-229 will also be widened to include the intersection with KY-192 (Bypass). Due to a change in conditions, all other priorities are being addressed in a slightly different manner than identified in the 2006 US-25 Scoping Study.

These changes have lead to other concerns that will be identified and addressed through this Pre-design Scoping Study. To begin, Priority 1b has recently been removed from consideration by the Laurel County School Board, while Priority 1a is still a go in connecting to KY-363 (site of new Lowe's location) but with a change in the eastern termini location. This change in termini for Priority 1a was due to the Laurel County School Board deciding to not allow public traffic through their South Laurel High School Campus. Instead, those representing the school have offered to provide land south of the football field to route traffic around the campus to the intersection of US-25 and Commercial Drive that is now known as the "New Route/New Southern Bypass". Phase II design is now ready to begin for this approach and includes the completed Traffic Forecast Technical Report-Laurel County: New Connector to South Laurel High School. This change in route has also contributed to the desire to remove Priority 3 (Hurley Lane) from consideration as this new route will serve the purpose of access for the school as well as direct the majority of thru traffic away from the school to US-25. While Priority 2 is still moving forward, the 2006 US-25 study limited the review area to end at the intersection of KY-192 (Bypass) and KY-229/"New US-25". As such, consideration was not given to the added demand of continued traffic north along KY-229 beyond this intersection to the intersection with US-25/Main Street in downtown London.

During the review of the proposed "New Route/New Southern Bypass" a question was raised as to why Connector A (Route between KY-192/Bypass and New Southern Bypass) was removed from the original Southern Bypass as part of Phase 1 design. Joey noted that the decision reached among the project team members was to direct the traffic onto KY-363 in an attempt to provide less interruption to traffic flow on KY-192 (Bypass) and the proposed New Southern Bypass by eliminating two intersections. Keith noted the need to have early public involvement on this project and to discuss with the School Board before hand.

The current status of these remaining priorities is the main reason for review of two new project areas due to the possible impacts from rerouted traffic. The new project limits to be considered are discussed as follows:

- Project Area A – is along KY-229 from MP 12.211 at Intersection A-1 (intersection of US-25 and KY-229) on south to MP 11.522 at Intersection A-2, (intersection of KY-192 to KY-229).
- Project Area B – runs along Commercial Drive/James Lewis Drive from MP 11.110 at Intersection B-1 (intersection of US-25 with Commercial Drive) on east along Commercial Drive/James Lewis Drive to MP 11.195 at Intersection B-2 (intersection of KY-229 with James Lewis Drive).

The focus of the presentation was then directed to primarily address the new project areas identified with the balance of the presentation focusing around the remaining nine points to be addressed in developing a purpose and need statement.

- A system linkage review was performed to help identify significant factors in this location. Key issues were noted as follows:
    - US-25 Connects London to Corbin
    - KY-229 Connects London to Barbourville
    - US-25 Designated an "Alternate Route" if emergency on Interstate-75
    - Levi Jackson State Park is located just off this route on KY-1006
    - South Laurel High School is off US-25
- Roadway classifications were discussed with US-25 having 14.3% truck traffic due in part to being in the Coal Haul Highway System.
- Modal relationships were also examined with CSX being identified to own the rail line that runs through this area parallel to Interstate-75.
- Social demands and economic development were considered.
- Traffic demands, crash data and roadway deficiencies were discussed through the remaining presentation. The two defined project areas were broken up into four sections relative to the information provided through the HIS and HPMS database systems. These sections were defined as follows:
    - Section 1- covers the area along US-25 around Project Area B - Intersection B-1 at the intersection of US-25 and Commercial Drive.
    - Section 2- includes the area along US-25 around Project Area A- Intersection A-1 at the intersection of US-25 and KY-229.
    - Section 3- consists of the area along KY-229 called Project Area A from the intersection with US-25 to and including the intersection with KY-192 (Bypass) also known as Intersection A-2.
    - Section 4- covers the area along KY-229 around Project Area B- Intersection B-1 at the intersection of KY-229 and James Lewis Drive.
- We first went over Transportation Demand and found a growth rate for each roadway based upon actual traffic counts. Of these locations, Section 4 was found to have the highest growth rate at 4.2%, which appeared very steady from mid 1960's to present.
- Capacity was identified through volume to service flow ratio (VSF), Adequacy Rating (based on capacity, roughness and crashes) and Future ADTs for each section. US-25 in Section 1 was the only location where the VSF was greater than 0.70 with a value of 1.11. The adequacy rating for this section of roadway was also the lowest at

15.15%, which means out of 100 roadways of this same functional class in Kentucky, approximately 85% were rated better than this section.

- Safety was the next element of the purpose and need statement presented. The new crash data being utilized included collision data from January 1, 2006 through December 31, 2009. Crash locations were discussed for each of the four separate sections (previously identified) to include manner of collision and type of collision. Mapping was provided to show individual crash areas and locations of high CRFs along the corridor.
    - A significant number of Rear end and Angle Collisions were noted in Section 1 at the intersection of Commercial Drive and US-25 to result in a Critical Rate Factor (CRF) of 3.35. This location is approximately 100 ft from an existing signalized intersection with Laurel Technical College Street and the main entrance to South Laurel High School (SLHS) Campus. Concern was raised regarding the desire to relocate this traffic signal to the proposed intersection of the "New Route/New Southern Bypass" with US-25 and Commercial Drive due to the anticipated increased traffic demand. Along with the School Board proposing to provide right-of-way for a New Southern Bypass away from SLHS for added security reasons, a meeting attendee stated the School Board had requested the traffic signal at Laurel Technical College Street/SLHS Main Entrance be removed and relocated at the intersection of the New Southern Bypass with that of US-25 and Commercial Drive. It was noted that once the New Southern Bypass was complete, the School Board requested that the current SLHS Main Entrance at US-25 be closed to require school traffic to utilize the connectors to the New Southern Bypass. Tonya noted that traffic counts were requested for this intersection and will be performed after both the high school and technical college are back in session. Joey stated that the rest of the highly congested portion of US-25 identified in Section 1 not be proposed for improvements as Priority 2 (New US-25) was identified in the 2006 US-25 Study to offload congestion from this location.
    - Safety at Section 2 was discussed next as it also had a high CRF of 2.14 at the intersection of US-25 and KY-229. Lots of rear ends were reported there with most vehicles being hit from behind on US-25 traveling southbound. A signal is located at this intersection and a possible 1-way route was discussed some time ago. This intersection has been a problem per the District for some time and the other side roads were never closed to through traffic as originally intended. US-25 has two through lanes at this location with a two way left turn lane (TWLTL) in the middle.
    - Section 3 also had safety concerns with a high CRF of 1.22 at the intersection of KY-229 and KY-192(Bypass). Most accidents were rear ends as well with a near even split of rear end collisions from either direction along KY-229. The district noted that the intersection functions well during the weekdays, but becomes congested when the flea market is in operation during the weekends. Traffic speed through this location is approximately 45-55 mph. Keith noted that the left turn lanes appear to be

approximately 100 ft shorter than desired on KY-229 at the intersection with KY-192(Bypass).

- The last Section 4 had a concentrated area with a CRF of 1.68 at the intersection of KY-229 and James Lewis Drive. The District noted this portion of the KY-229 Corridor has significant traffic generators to include: the flea market (corner of KY-229 & James Lewis Drive), city public works facility, Laurel Grocery Distribution, FedEx Distributor, and other access points. The intersection of KY-229 and James Lewis Drive form a "Y" intersection and has an approximate 25 ft offset with that of Brown Lane. A railroad crossing is also located just south of this intersection that is known to cause gridlock in the area.

- During the Roadway Deficiencies review, it was noted that all sections did not meet current design standards and that the geometrics of the roadway was a significant issue. The listed deficiencies and significant traffic generators noted in the Safety discussion on Section 4 raised concern for increased traffic along Commercial Drive and James Lewis Drive as an eastwardly continuation of the New Southern Bypass. Joey inquired as to the need to include upgrades to Commercial Drive and James Lewis Drive as part of the 11-147.00 Project. Should the District include improvements to the intersections at Commercial Drive & US-25 with the New Southern Bypass as well as the intersection at KY-229 & James Lewis Drive? The District considered traffic from KY-229 to utilize Commercial Drive and the New Southern Bypass to gain access to KY-363 (new Lowe's location). Keith asked what improvements would be needed along Commercial Drive and James Lewis Drive and Joey replied with the following list:
  - Geometry (Sharp curve)
  - Pavement Type (Asphalt Type)
  - Pavement Width
  - Shoulder Width

  Keith then suggested getting cost estimates to determine money availability. If there is not enough money, spot improvements should be considered. Another approach could be to improve the intersection of the New Southern Bypass with US-25 and Commercial Drive as part of Priority 1 (New Southern Bypass) project and add improvements to the intersection of James Lewis Drive and KY-229 with Priority 2 (New US-25) project.
- Environmental Considerations were discussed for this area. An Environmental Overview was completed as part of the 2006 US-25 Scoping Study and includes all of Project Area A as well as the southernmost part of Project Area B that is the intersection of KY-229 and KY-192(Bypass). Tonya noted the need for Dean to provide an Overview for the balance of the project area. An Environmental Justice Report was also completed for the same study with 2000 Census Tract data covering the entire area for this study as well. As such, another Environmental Justice report may not be needed as the Project Areas are primarily commercial and industrial in nature with some apartments being located on the eastern side of KY-229. There is only one area known to have underground storage tanks (UST) in both project areas and is a gas station located on the eastern side of the KY-229 at the intersection with James Lewis Drive. The District noted that the local National Guard facility is for storage only with a few trenches.

- Utilities were also reviewed throughout an overall project area. Joey and district staff developed an overall aerial map showing topography, water and sewer utilities as well as schools, wetlands, churches, public activities and several other unique characteristics to the area. Tonya provided a list of potential conflicts and noted that telephone and cable lines should also be considered.

Once all four sections of roadway were reviewed individually, the meeting proceeded with a summary review to help clarify the desired alternatives for Project Areas A and B.

Project Area B was first reviewed at the intersection of US-25 and Commercial Drive. Joey then inquired if the District should decide which Project Area is the priority. It initially appeared that Project Area A was considered a greater concern. Keith followed by asking if these areas were scope creep or does traffic already following these routes? The District anticipated both areas to be of concern due to the future traffic impacts in these locations once Priority 1 and Priority 2 projects were implemented. A question was then raised regarding the potential redundancy in providing the US-25 Connector along with possible improvements on Commercial Drive. Following this thought, another option was presented to combine Commercial Drive and New US-25. Several team members responded that Priority 2 (New US-25) is primarily for traffic traveling north and south, to and from London to Corbin, while Priority 1 (New Southern Bypass) and Project Area A (Commercial Drive & James Lewis Drive) work together to provide a continuation of traffic flow east and west for more local and commercial traffic to get to and from KY-229 (New US-25) to KY-363. Also, the original idea behind all these priorities was to offload traffic from the heavily congested portion of the US-25 corridor and if you combine the New US-25 and Commercial Drive, traffic would be directed up to the very area where congestion relief is needed most.

Keith recommended Project Area B (Commercial Drive) be a part of this study but thought the District should look at traffic volumes coming from KY-363 before deciding if feasible to improve Commercial Drive. The project team agreed to review both options as follows:

- No build on Commercial Drive but Improve Intersection of proposed New Southern Bypass with US-25 and Commercial Drive.
- Improve Commercial Drive at a continuation of the New Southern Bypass to include intersections and the sharp curve at the transition point of Commercial Drive to James Lewis Drive by continuing Commercial Drive all the way to KY-229(New US-25). Traffic on James Lewis Drive would then be required to utilize Commercial Drive and the problem access point for James Lewis Drive to KY-229(New US-25) would be removed.

Keith noted that if the traffic volume is large enough on Commercial Drive, the District may want to consider improvements as part of Priority 1 (New Southern Bypass) and if not, the District may consider Commercial Drive to be a separate project. In order to get a more accurate representation of traffic patterns in the area, this Pre-design Scoping Study will recommend a traffic model be completed to cover both Project Area A and B or do Phase 1 Design after a model is done. Joey noted it will be six months or more before design starts as no consultant has been selected yet. David Fields noted that there

is currently a traffic model being created for the area and proceeded to check the status of the model. Upon David's return, he noted the traffic model must still be tweaked to account for Commercial Drive and Project Area A. Joey thought this could be done in a relatively short period of time. Keith noted that Priority 2 (New US-25) project should not stop for this process and worse case would be Commercial Drive would be a separate project. This should be discussed further in Program Review Meetings. Another team member suggested one way streets as an alternative. Keith noted that the traffic model could determine if this option is a viable alternative. Joey replied this subject was already brought up in the Public Involvement Meeting during the 2006 US-25 Planning Study and the public did not support.

Project Area A was discussed next as the area North of KY-192(Bypass) on KY-229. Given the short proximity and direct connection to downtown London, Keith confirmed that the Model should be used to help determine the possible improvements to this portion of roadway but agreed with Joey that this area should be a part of this Pre-design Scoping Study. Given the geometric limitations of Project Area A-Intersection A-1, improvements to US-25 and KY-229 would be required regardless. The following options were concluded:

- No build on KY-229 North of KY-192(Bypass). Revise intersection of US-25 and KY-229 only to allow for the main flow to proceed on to Main Street from KY-229.
- Improve KY-229 North of KY-192(Bypass) & revise the intersection of KY-229 and US-25 to accommodate anticipated growth along this corridor to allow for the main flow of traffic to continue onto Main Street directly from KY-229 (New US-25).

Discussion was raised as to where this project area should be included for funding. Keith considered Project Area A to be included in the 11-147.00 Project as a continuation of Priority 2 (New US-25). It was then noted that cost estimates for these options would also be needed from District-11 to provide more accurate information for these studies and future project costs.

The Purpose and Need Checklist was discussed once again as an essential aspect in developing a Purpose and Need Statement for the New Project. The draft Purpose and Need Statement was then presented to the project team for review and discussion.

The draft Purpose and Need Statement for the overall project was provided as follows:

"US-25 provides a significant connection between the city of London and Corbin as well as an alternate route during incidents or closures on Interstate 75. The purpose of this project is to reduce congestion and critical rate factors to provide safety, mobility, and connectivity for those traveling in London. These improvements should accommodate social demands for schools, residential, retail, industrial and recreational opportunities."

The revised Purpose and Need Statement was concluded as follows:

"US-25 provides a significant connection between the cities of London and Corbin as well as an alternate route during incidents or closures on Interstate 75. The need for this

project is to reduce congestion and critical rate factors along US-25 for the purpose of reducing crashes, improving mobility, and connectivity in the area to accommodate social demands for schools, residential, retail, industrial and recreational opportunities."

Upon completion of the Purpose and Need Statement, Tonya noted she will review notes from this meeting and provide minutes to all who attended.

The project team then proceeded to gather for a field visit of both Project Areas including the New Southern Bypass and New US-25 Route. This visit was intended to help the team members become more familiar with the site and more clearly understand the concerns along this corridor.

piF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

GENERAL INFORMATION

The PIF has an attachment. Click this image for PDF:

Control No:	11 063 B0025 46.30	**Status:**	Active
Requestor Name:		**Mode:**	Highways
Requestor Title:		**Type:**	Major widening
Requested By Date:	05/01/2006	**ADD:**	CUMBERLAND VALLEY
Form Completed By:	Clay McKnight	**MPO:**	Select
Title/Organization:	Transportation Planner/C	**Urban Area:**	Rural
Form Completed Date:	10/15/2004	**Parent Control No:**	11 063 B0025 46.30
District:	11	**RSE Unique No:**	063-US-0025 -000
County:	Laurel		
Prefix:	US		
Route No:	25		
Route Type:	B		
Suffix:			
BMP :	9.028	**EMP:**	10.505
Length:	1.477		

State System:

BMP	EMP	SPRS
0	23.9490	State Secondary

Functional System:

BMP	EMP	FC
0.6770	9.0280	Rural Major Collector
9.0280	15.8210	Urban Minor Arterial Street

Existing Studies: SEE US 25 SCOPING STUDY, ITEM NO 11-8201, PRIORITY

Project Description: Address congestion and safety issues on US 25 from KY 1006 to KY 192 in London

Regional Goal: 1. Continue support for the development and/or expansion of significant regional corridors, including US 25. 2. Improve highway safety at locations and/or corridors where traffic crash data and analysis has yielded an identified solution. 3. Promote lane and intersection expansions to improve traffic flow in congested urban and rural areas.

Last Updated By: lesli.gill **Last Updated Date:** 11/11/2010 2:26:44 PM

Possible Funding source: ☐ IM ☐ NH ☐ HES ☐ BR ☑ STP ☑ SP ☐ TE ☐ CMAQ ☐ PLH

Other:

Highway Network: ✓ Non NHS NHS NN Scenic Way ✓ Coal Haul Bike Forest Strahnet ✓ Ext Weight ADHS

PIF Project Identification Form UNSCHEDULED NEEDS

RIGHT OF WAY

Avg. Width:

Source: ☐ HIS ☐ Plans ☐ Microfilm

Other:

Current Primary Use: ☐ Industrial ☑ Commercial ☑ Residential ☑ Farmland

Other:

Project may require additional R/W: ○ False ◉ True

Possible Number of Relocations: Homes 10 Businesses 10

Comments:

UTILITIES

Existing Utilities: ☑ Electrical ☑ Gas ☑ Telephone ☑ Cable ☑ Sewer ☑ Water ☐ ITS ☐ None

Other:

Project may require Utility Relocations: ○ False ◉ True

Comments:

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piF Project Identification Form UNSCHEDULED NEEDS

ECONOMIC IMPACT

Planning/Zoning Reg exist in Community: ○ False ◉ True

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

Economic impacts on regional/local economy: ○ False ◉ True ☑ Development ☑ Tax Revenues ☑ Emp Opportunity ☑ Retail Sales ☐ Other

Comments: An expanded US 25 will improve access to existing commercial entities.

Direct access to major points of interest: ○ False ◉ True ☑ Nat'l/St Parks ☑ Monuments ☐ Amusement Parks ☑ Historic Sites ☐ US Public Land ☐ Other

Comments: Levi Jackson State Park (including historic features and monuments)

Direct access to major traffic generators: ○ False ◉ True ☑ Shopping Centers ☑ Schools ☑ Industries ☐ Military Installations ☑ Other

Comments: South Laurel High/Middle Schools, Laurel Co. Tech. College, London- Corbin Airport, Cookie Factory, ACS

MULTIMODAL

This Project is a candidate for:(Check all that apply): ☐ Bicycle Paths ☑ Sidewalks ☐ Shared-Use Paths ☐ Park/Ride Lots ☐ N/A

Project Improves direct access to:(Check all that apply): ☑ Airports ☐ Railways ☐ Riverports ☐ Trucking routes ☐ N/A

Type of Public Transportation Available: ☐ Fixed routes ☑ Demand Response

Comments: Sidewalks could be included in this project.

SOCIAL IMPACT

This Project May affect:(Check all that apply):

☑ Neighborhood/community Cohesion

☑ Travel Patterns (vehicular, commuter, bicycle, pedestrian)

☑ Household relocations

☑ Elderly, disabled, nondrivers, minorities, low-income persons

☐ No adverse effects to neighborhoods apparent

Comments: Due to the substantial size and scope of the project, social impacts may occur.

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

ENVIRONMENTAL IMPACT

Environmental Impact:
- [x] Blue Line Streams
- [x] Wetlands
- [x] Floodplain
- [ ] Wildlife Managed Areas
- [x] Historic Properties
- [ ] Cemeteries
- [x] Schools
- [x] Churches
- [x] Endangered species
- [ ] Public land/Park
- [x] Noise Impact
- [x] Arch. Sites
- [x] NR Properties
- [x] Potential NR Properties

Other:

Potential Contaminated sites:
- [x] Gas Stations
- [ ] Landfills
- [x] Auto Repair
- [x] Junkyards

Other:

Comments:

AIR QUALITY

Maintenance or Nonattainment Area: (•) False ( ) True [ ] Ozone [ ] PM

Adds through Lane Capacity: ( ) False (•) True

Congestion Management Plan: (•) False ( ) True

Project is included in TIP/STIP: (•) False ( ) True

Comments: Expanded lane structure will provide through lane capacity.

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

COST ESTIMATE

PIF #: 11 063 B0025 46.30
Revision #: 0
BMP: 9.028
EMP: 10.505
Last Updated By: 2/25/2010 4:51:20 PM
Last Updated Date: sowjanya.burugupalli

Estimate Class: Requires Further Study Per Mile

Terrain:

BMP	EMP	TERRAIN
2.0980	9.0280	Rolling
9.0280	10.5050	Flat
10.5050	12.1630	Flat

Detailed Estimate with Calculations Attached

EstimateAssumptions:

Planning: No Records
Design: No Records
Right of Way: No Records
Utilities: No Records
Construction: No Records

Original Estimate:

Planning:	175,000.00
Design:	1,750,000.00
Right of Way:	4,000,000.00
Utilities:	1,500,000.00
Construction:	7,000,000.00
Total Cost:	14,425,000.00

Estimate Procedure Used:

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

Comments:

Kentucky UNBRIDLED SPIRIT

PIF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

HIGHWAY ATTRIBUTES

PIF #: 11 063 B0025 46.30
BMP: 9.028
EMP: 10.505
Last Updated By: lesli.gill
Last Updated Date: 7/28/2010 8:49:24 AM

Adequacy Rating Range

	From	To
Adequacy Rating:	44.50	96.50
CRF:	0.7860	1.62
IRI:	No Records	No Records
V/SF:	0.49	1.07
ADT:	11400	23300
% Trucks (Single):	6.60	6.70
% Trucks (Combination):	3.80	7.60
Speed Limit:	45	45

Problem Statement

This project is a part of an overall plan to expand US 25 from US 25E near Corbin to KY 192 in London. This particular section is composed of numerous commercial entities, adjacent residential developments, the entrance to the Laurel County Board of Education, Laurel County Technical College, and South Laurel High/Middle Schools. Congestion and safety have become an issue as ADT continues to increase.

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

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	TYPE
0	23.9490	None

Proposed Access Control: None *

Lane Width:

BMP	EMP	WIDTH	LANES
2.0980	11.9780	11	2

Proposed Lane Width: 12 *

Proposed Lanes: 5 *

MedianType:

BMP	EMP	WIDTH	TYPE
0	13.5050		None

Proposed Median Type: None *

Proposed Median Width: 0 *

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
2.0980	9.0280	4	Combination	CR
2.0980	9.0280	4	Combination	NR
9.0280	10.30	2	Curbed	CR
9.0280	10.30	2	Curbed	NR
10.30	10.5050	10	Stablized	CR

10.30	10.5050	10	Stablized	NR
10.5050	10.63	10	Combination	CR
10.5050	10.63	10	Combination	NR

Proposed Shoulder Type: Combination *

Proposed Shoulder Width: 2 *

No. of Bridges: 0

Traffic Loop: Coming Soon

Other Improvement Projects in Area: ☑ None ☐ SYP ☐ Resurface ☐ Others

Comments:

piF Project Identification Form UNSCHEDULEDNEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

STATUS HISTORY

STATUS TYPE	STATUS UPDATED DATE	STATUS UPDATED BY
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	7/28/2010 8:42:26 AM	lesli.gill
Active	11/11/2010 2:26:44 PM	lesli.gill

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS *DIVISION OF PLANNING* ADMIN <> HELP <> LOGOUT

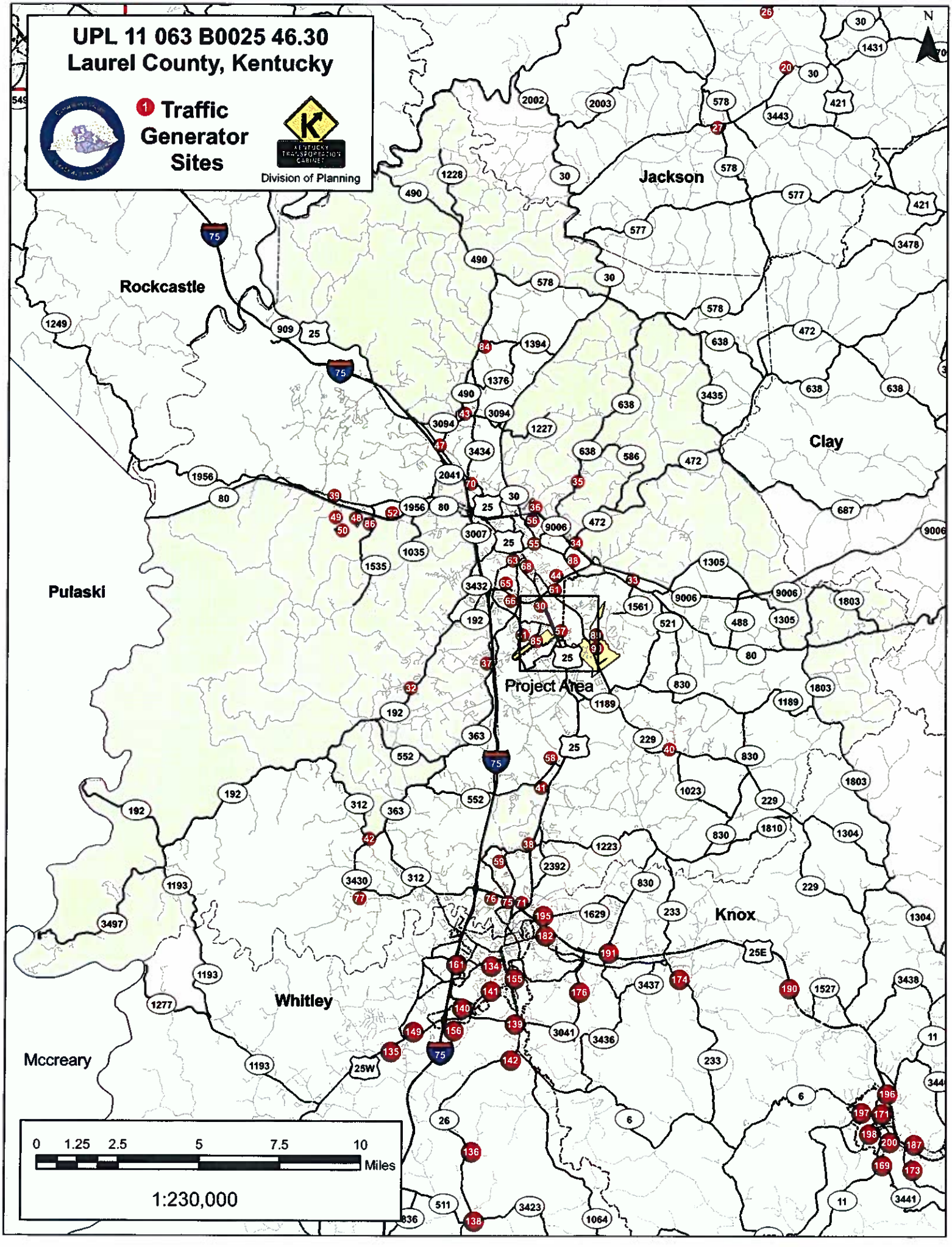
GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

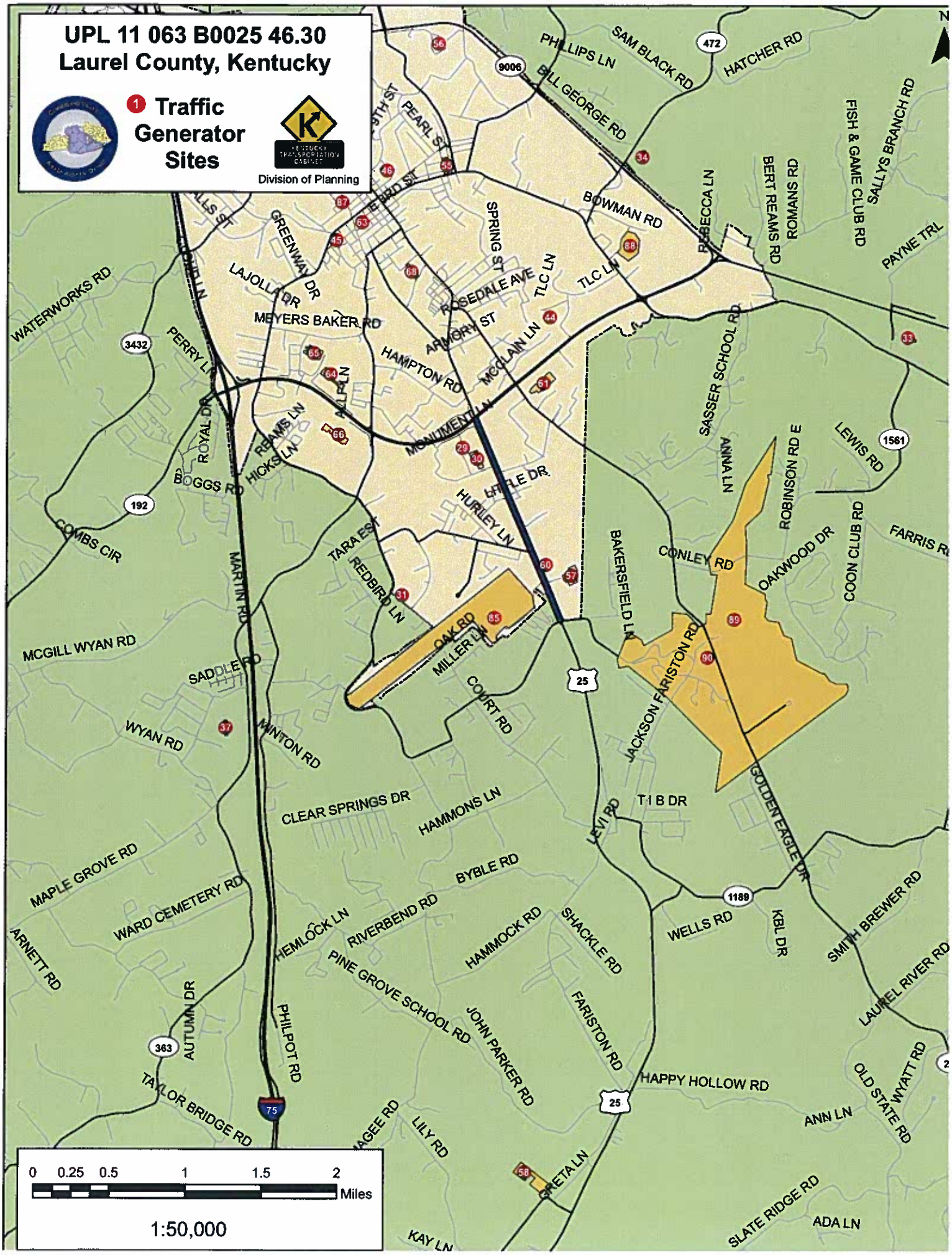
RANKING

Click the 'Add Rank' button below to Rank this PIF

RANK TYPE	YEAR	PRIORITY	RANK	TIER	OVERALL	UPDATED BY	UPDATED DATE
LOCAL	2001	HIGH	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	HIGH	6			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	HIGH	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	HIGH	0	3		sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	HIGH	10	3		sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	NONE	0	3		sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	HIGH	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	HIGH	0			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	MEDIUM	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	19			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	MEDIUM	0			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	1			sowjanya.burugupalli	4/5/2010 3:53:38 PM
LOCAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM

Kentucky UNBRIDLED SPIRIT


UPL 11 063 B0025 46.30
Laurel County, Kentucky
1 Traffic Generator Sites
Division of Planning
Jackson
Rockcastle
Clay
Pulaski
Project Area
Whitley
Mccreary
Knox
0 1.25 2.5 5 7.5 10
Miles
1:230,000


UPL 11 063 B0025 46.30
Laurel County, Kentucky
1 Traffic Generator Sites
Division of Planning
N
PHILLIPS LN
SAM BLACK RD
HATCHER RD
BILL GEORGE RD
PEARL ST
BOWMAN RD
REBECCA LN
BERT REAMS RD
ROMANS RD
FISH & GAME CLUB RD
SALLYS BRANCH RD
PAYNE TRL
GREENWAY DR
LAJOLLA DR
MEYERS BAKER RD
SPRING ST
ROSEDALE AVE
TLC LN
ARMORY ST
MCCLAIN LN
HAMPTON RD
MONUMENT LN
WATERWORKS RD
PERRY LN
ROYAL DR
REAMS LN
HICKS LN
BOGGS RD
COMBS CIR
TARA EST
REDBIRD LN
HURLEY LN
LITTLE DR
SASSER SCHOOL RD
ANNA LN
ROBINSON RD E
LEWIS RD
COON CLUB RD
FARRIS RD
CONLEY RD
OAKWOOD DR
BAKERSFIELD LN
OAK RD
MILLER LN
COURT RD
MCGILL WYAN RD
SADDLE RD
WYAN RD
MINTON RD
MARTIN RD
JACKSON FARISTON RD
GOLDEN EAGLE DR
T I B DR
LEVI RD
CLEAR SPRINGS DR
HAMMONS LN
MAPLE GROVE RD
WARD CEMETERY RD
BYBLE RD
HEMLOCK LN
RIVERBEND RD
HAMMOCK RD
SHACKLE RD
WELLS RD
KBL DR
SMITH BREWER RD
LAUREL RIVER RD
ARNETT RD
AUTUMN DR
PINE GROVE SCHOOL RD
JOHN PARKER RD
FARISTON RD
PHILPOT RD
TAYLOR BRIDGE RD
HAPPY HOLLOW RD
OLD STATE RD
WYATT RD
ANN LN
LILY RD
GRETA LN
SLATE RIDGE RD
ADA LN
KAY LN
472
9006
3432
192
363
75
25
1189
1561
0 0.25 0.5 1 1.5 2
Miles
1:50,000

UPL # 11 063 B0025 46.30

PIF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

GENERAL INFORMATION

The PIF has an attachment. Click this Image for PDF:

Control No:	11 063 D0229 1.26	**Status:**	Active
Requestor Name:		**Mode:**	Highways
Requestor Title:		**Type:**	Major widening
Requested By Date:	07/17/2008	**ADD:**	CUMBERLAND VALLEY
Form Completed By:	Clay McKnight	**MPO:**	Select
Title/Organization:	Transportation Planner/C	**Urban Area:**	London KY
Form Completed Date:	07/17/2008	**Parent Control No:**	
District:	11	**RSE Unique No:**	063-KY-0229 -000
County:	Laurel		
Prefix:	KY		
Route No:	229		
Route Type:	D		
Suffix:			
BMP :	9.850	**EMP:**	11.522
Length:	1.672		

State System:

BMP	EMP	SPRS
0	12.2110	State Secondary

Functional System:

BMP	EMP	FC
0	10.8880	Rural Major Collector
10.8880	12.2110	Urban Minor Arterial Street

Existing Studies: NONE

Project Description: ADDRESS ACCESS, SURFACE CONDITION, AND SAFETY ISSUES ALONG KY-229 FROM CONLEY RD TO KY-192 AT LONDON.

Regional Goal: 1. Develop and maintain existing primary systems that provide connections between cities and counties in the CVADD. 2.Promote lane and intersection expansions to improve traffic flow in congested urban and rural areas. 3.Improve highway safety at locations and/or corridors where traffic crash data has yielded an identified solution

Last Updated By: lesli.gill **Last Updated Date:** 7/29/2010 9:10:30 AM

Possible Funding source: ☐ IM ☐ NH ☐ HES ☐ BR ☐ STP ☑ SP ☐ TE ☐ CMAQ ☐ PLH

Other:

Highway Network: ✓ Non NHS NHS NN ✓ Scenic Way Coal Haul Bike Forest Strahnet Ext Weight ADHS

piF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

RIGHT OF WAY

Avg. Width:

Source: ☐ HIS ☐ Plans ☐ Microfilm

Other:

Current Primary Use: ☑ Industrial ☑ Commercial ☑ Residential ☑ Farmland

Other:

Project may require additional R/W: ○ False ◉ True

Possible Number of Relocations: Homes 5 Businesses 5

Comments:

UTILITIES

Existing Utilities: ☑ Electrical ☑ Gas ☑ Telephone ☑ Cable ☑ Sewer ☑ Water ☐ ITS ☐ None

Other:

Project may require Utility Relocations: ○ False ◉ True

Comments:

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PIF Project Identification Form UNSCHEDULED NEEDS

ECONOMIC IMPACT

Planning/Zoning Reg exist in Community: ○ False ◉ True

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

Economic impacts on regional/local economy: ○ False ◉ True ☑ Development ☑ Tax Revenues ☑ Emp Opportunity ☑ Retail Sales ☑ Other

Comments: Improved access will enhance commercial activity and promote development.

Direct access to major points of interest: ○ False ◉ True ☑ Nat'l/St Parks ☐ Monuments ☐ Amusement Parks ☐ Historic Sites ☐ US Public Land ☑ Other

Comments: Levi Jackson State Park, Laurel County Fairgrounds, City of London

Direct access to major traffic generators: ○ False ◉ True ☑ Shopping Centers ☐ Schools ☑ Industries ☐ Military Installations ☑ Other

Comments: City of London, Levi Jackson State Park, Laurel Grocery Inc., Flea Land Flea Market, etc.

MULTIMODAL

This Project is a candidate for:(Check all that apply): ☐ Bicycle Paths ☐ Sidewalks ☐ Shared-Use Paths ☐ Park/Ride Lots ☑ N/A

Project Improves direct access to:(Check all that apply): ☐ Airports ☐ Railways ☐ Riverports ☑ Trucking routes ☐ N/A

Type of Public Transportation Available: ☐ Fixed routes ☑ Demand Response

Comments: Provides direct access to NN route KY 192. KY 229 is used by bike club regularly.

SOCIAL IMPACT

This Project May affect:(Check all that apply):
- ☑ Neighborhood/community Cohesion
- ☑ Travel Patterns (vehicular, commuter, bicycle, pedestrian)
- ☑ Household relocations
- ☑ Elderly, disabled, nondrivers, minorities, low-income persons
- ☐ No adverse effects to neighborhoods apparent

Comments: Due to the size and scope of the project, social impacts may occur.

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULED NEEDS

ENVIRONMENTAL IMPACT

Environmental Impact:
- [x] Blue Line Streams
- [x] Wetlands
- [x] Floodplain
- [ ] Wildlife Managed Areas
- [ ] Historic Properties
- [x] Cemeteries
- [ ] Schools
- [x] Churches
- [ ] Endangered species
- [x] Public land/Park
- [x] Noise Impact
- [ ] Arch. Sites
- [ ] NR Properties
- [ ] Potential NR Properties

Other:

- [x] **Potential Contaminated sites:**
  - [x] Gas Stations
  - [ ] Landfills
  - [ ] Auto Repair
  - [x] Junkyards

Other:

Comments:

AIR QUALITY

Maintenance or Nonattainment Area: (•) False ( ) True [ ] Ozone [ ] PM

Adds through Lane Capacity: ( ) False (•) True

Congestion Management Plan: (•) False ( ) True

Project is included in TIP/STIP: (•) False ( ) True

Comments: Expanded lane structure will provide through lane capacity.

Kentucky UNBRIDLED SPIRIT

PIF Project Identification Form UNSCHEDULED NEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

COST ESTIMATE

PIF #: 11 063 D0229 1.26
Revision #: 0
BMP: 9.850
EMP: 11.522
Last Updated By: 2/25/2010 4:51:20 PM
Last Updated Date: sowjanya.burugupalli

Estimate Class: Requires Further Study Per Mile

Terrain:

BMP	EMP	TERRAIN
2.3150	10.8880	Rolling
10.8880	12.2110	Flat

Detailed Estimate with Calculations Attached

EstimateAssumptions:

Planning: No Records
Design: No Records
Right of Way: No Records
Utilities: No Records
Construction: No Records

Original Estimate:

Planning:	00.00
Design:	1,000,000.00
Right of Way:	3,000,000.00
Utilities:	2,500,000.00
Construction:	11,000,000.00
Total Cost:	17,500,000.00

Estimate Procedure Used:

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

Comments:

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULEDNEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

HIGHWAY ATTRIBUTES

PIF #: 11 063 D0229 1.26
BMP: 9.850
EMP: 11.522
Last Updated By: lesli.gill
Last Updated Date: 8/4/2010 4:46:56 AM

Adequacy Rating Range

	From	To
Adequacy Rating:	50.60	81.90
CRF:	0.4810	0.9060
IRI:	63.93	161.78
V/SF:	0.36	0.69
ADT:	4300	9510
% Trucks (Single):	2.70	4.30
% Trucks (Combination):	1.80	2.10
Speed Limit:	55	55

Problem Statement

This project from Levi Jackson State Park entrance to KY 192 (London Bypass) was identified in the 2001 London-Laurel County Transportation Study to address access and safety issues. The project area has experienced industrial, commercial, and residential growth over the course of the past few years and provides direct access to KY 192 (London Bypass), Laurel County Fairgrounds, and the Levi Jackson State

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

Miscellaneous Roadway Conditions

Access Control:

BMP	EMP	TYPE
0	12.2110	None

Proposed Access Control: None *

Lane Width:

BMP	EMP	WIDTH	LANES
0	11.4470	10	2
11.4470	11.60	11	2

Proposed Lane Width: 12 *

Proposed Lanes: 4 *

MedianType:

BMP	EMP	WIDTH	TYPE
0	11.4470		None
11.4470	11.60	12	Raised Non Mountable

Proposed Median Type: Depressed *

Proposed Median Width: 12 *

Shoulders:

BMP	EMP	WIDTH	TYPE	X SECT
7.84	11.33	2	Paved w/ Bituminous Material	CR
7.84	11.33	2	Paved w/ Bituminous Material	NR
11.33	11.66	4	Paved w/ Bituminous Material	CR

11.33	11.66	4	Paved w/ Bituminous Material	NR
11.4470	11.60	3	Curbed	CL
11.4470	11.60	3	Curbed	NL

Proposed Shoulder Type: Paved w/ Bituminous Material *

Proposed Shoulder Width: 10 *

No. of Bridges: 1

Traffic Loop: Coming Soon

Other Improvement Projects in Area: ☑ None ☐ SYP ☐ Resurface ☐ Others

Comments:

piF Project Identification Form UNSCHEDULEDNEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

STATUS HISTORY

STATUS TYPE	STATUS UPDATED DATE	STATUS UPDATED BY
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	7/29/2010 9:10:30 AM	lesli.gill

Kentucky UNBRIDLED SPIRIT

piF Project Identification Form UNSCHEDULEDNEEDS

NEW PIF <> SEARCH <> STATUS DIVISION OF PLANNING ADMIN <> HELP <> LOGOUT

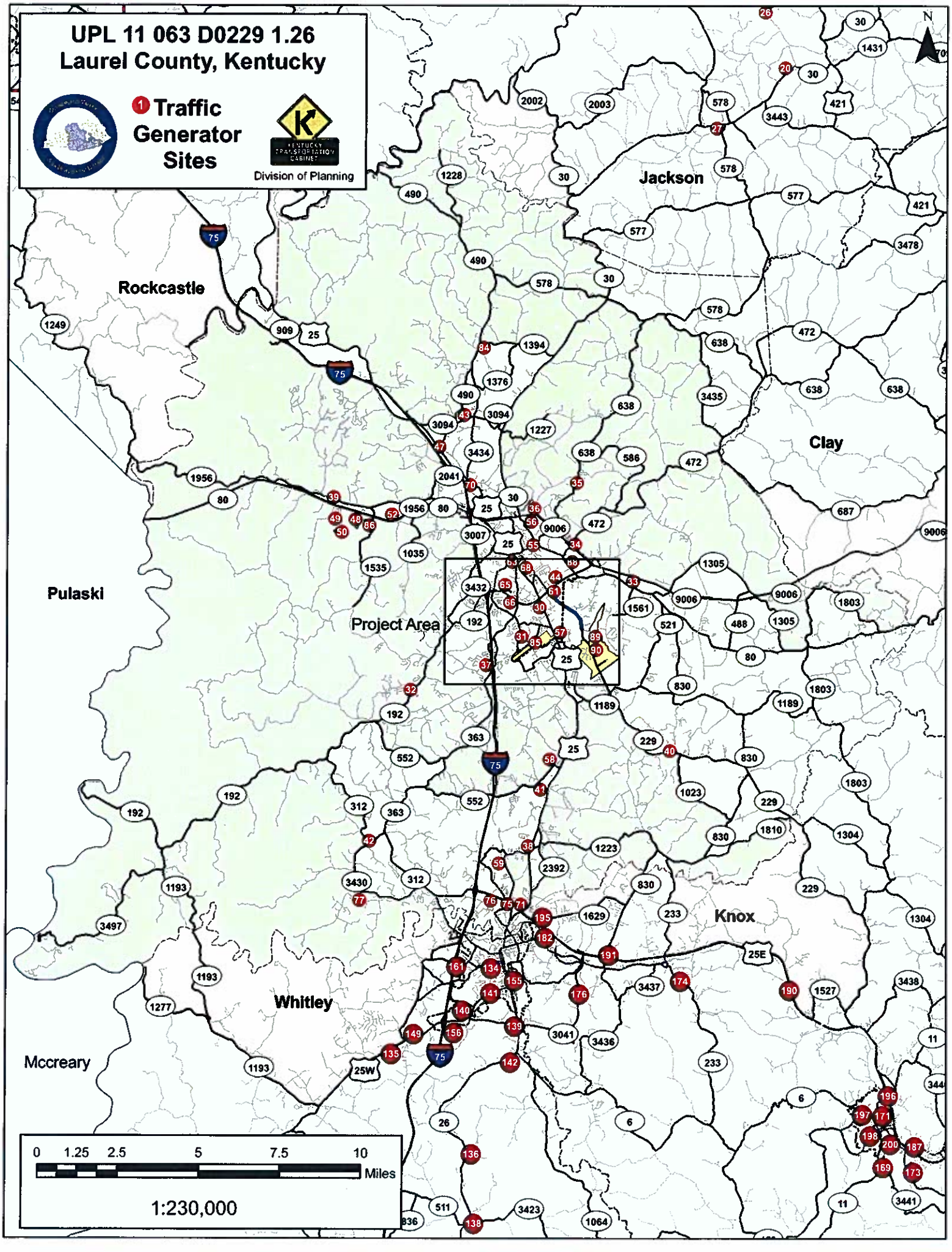
GENERAL INFO ROW/UTIL ECO/SOCIAL ENV/AIRQLTY COST EST HIGHWAY ATT PIF STATUS RANKING

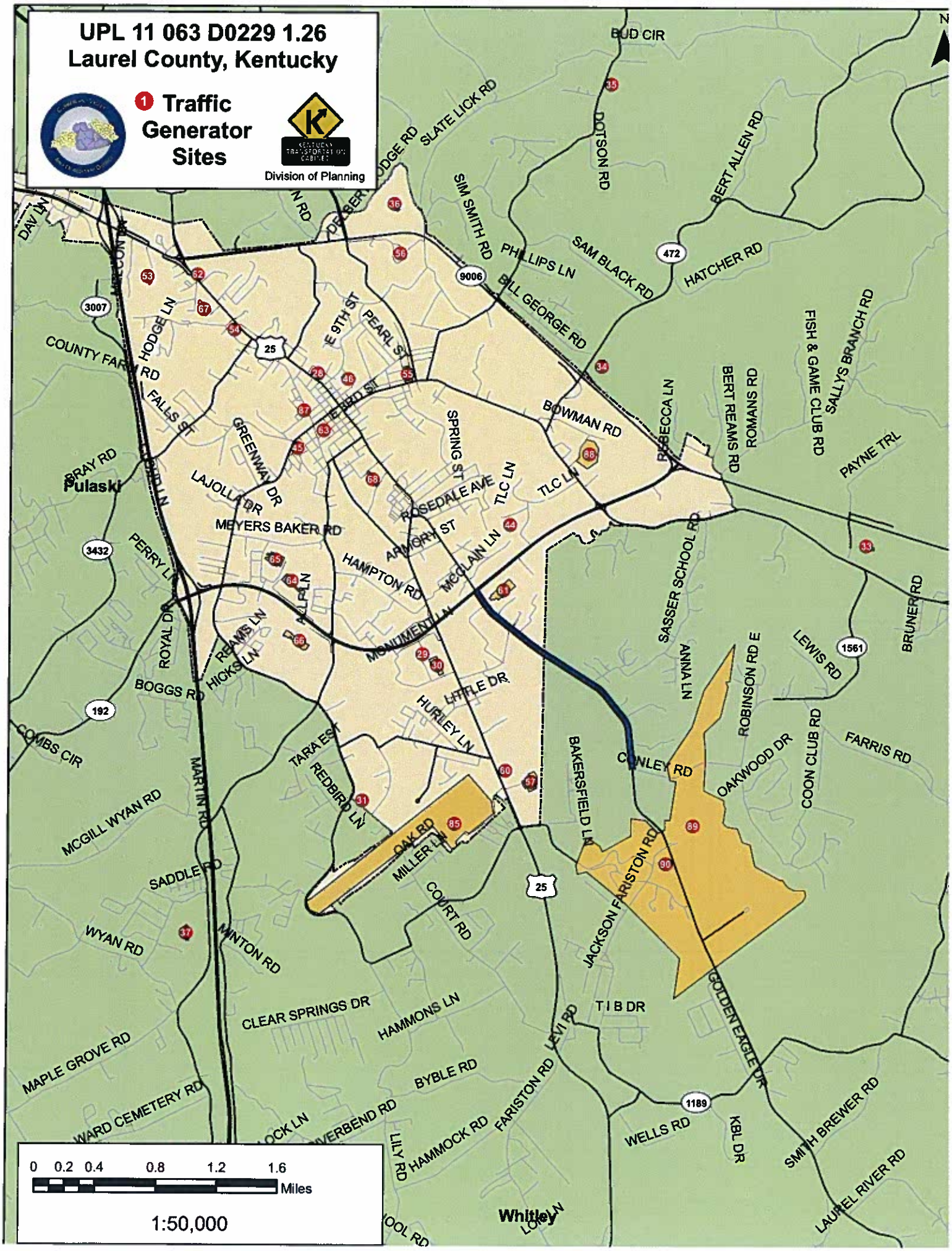
RANKING

Click the 'Add Rank' button below to Rank this PIF

RANK TYPE	YEAR	PRIORITY	RANK	TIER	OVERALL	UPDATED BY	UPDATED DATE
LOCAL	2001	NONE	0			sowjanya.burugupalli	3/10/2010 12:53:50 PM
REGIONAL	2001	NONE	0			sowjanya.burugupalli	3/10/2010 12:54:17 PM
DISTRICT	2001	NONE	0			sowjanya.burugupalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0			sowjanya.burugupalli	3/10/2010 2:10:17 PM
REGIONAL	2003	NONE	0			sowjanya.burugupalli	3/10/2010 2:26:12 PM
DISTRICT	2003	NONE	0			sowjanya.burugupalli	3/10/2010 2:29:01 PM
LOCAL	2005	NONE	0			sowjanya.burugupalli	4/5/2010 11:21:25 AM
REGIONAL	2005	NONE	0			sowjanya.burugupalli	4/5/2010 11:27:35 AM
DISTRICT	2005	NONE	0			sowjanya.burugupalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burugupalli	4/5/2010 1:15:00 PM
REGIONAL	2007	NONE	0			sowjanya.burugupalli	4/5/2010 1:29:02 PM
DISTRICT	2007	NONE	0			sowjanya.burugupalli	4/5/2010 3:53:38 PM
LOCAL	2009	MEDIUM	0			sowjanya.burugupalli	4/5/2010 4:29:45 PM
REGIONAL	2009	MEDIUM	0			sowjanya.burugupalli	4/5/2010 4:30:32 PM
DISTRICT	2009	HIGH	0			sowjanya.burugupalli	4/5/2010 4:31:01 PM

Kentucky UNBRIDLED SPIRIT


UPL 11 063 D0229 1.26
Laurel County, Kentucky
1 Traffic Generator Sites
Division of Planning
Jackson
Rockcastle
Clay
Pulaski
Project Area
Whitley
Knox
Mccreary
N
0 1.25 2.5 5 7.5 10
Miles
1:230,000


UPL 11 063 D0229 1.26
Laurel County, Kentucky
1 Traffic Generator Sites
Division of Planning
N
BUD CIR
DOTSON RD
BERT ALLEN RD
SLATE LICK RD
SIM SMITH RD
PHILLIPS LN
SAM BLACK RD
472
HATCHER RD
9006
BILL GEORGE RD
3007
HODGE LN
COUNTY FARM RD
FALLS ST
25
E 9TH ST
PEARL ST
E 3RD ST
SPRING ST
BOWMAN RD
REBECCA LN
BERT REAMS RD
ROMANS RD
FISH & GAME CLUB RD
SALLYS BRANCH RD
PAYNE TRL
GREENWAY DR
LAJOLLA DR
BRAY RD
Pulaski
MEYERS BAKER RD
ROSEDALE AVE
TLC LN
ARMORY ST
MCCLAIN LN
HAMPTON RD
3432
PERRY LN
ROYAL DR
REAMS LN
HICKS LN
MONUMENT LN
SASSER SCHOOL RD
ANNA LN
LEWIS RD
1561
BRUNER RD
BOGGS RD
192
LITTLE DR
HURLEY LN
COMBS CIR
TARA EST
REDBIRD LN
BAKERSFIELD LN
CONLEY RD
ROBINSON RD E
OAKWOOD DR
COON CLUB RD
FARRIS RD
MCGILL WYAN RD
MARTIN RD
OAK RD
MILLER LN
SADDLE RD
COURT RD
JACKSON FARISTON RD
WYAN RD
MINTON RD
CLEAR SPRINGS DR
HAMMONS LN
TIB DR
GOLDEN EAGLE DR
MAPLE GROVE RD
LEVI RD
BYBLE RD
WARD CEMETERY RD
FARISTON RD
1189
WELLS RD
KBL DR
SMITH BREWER RD
LILY RD HAMMOCK RD
LAUREL RIVER RD
Whitley
0 0.2 0.4 0.8 1.2 1.6
Miles
1:50,000

UPL # 11 063 D0229 1.26

COMMON GEOMETRIC PRACTICES
URBAN ROADWAYS (OTHER THAN FREEWAYS) (13)

		URBAN LOCAL STREETS	URBAN COLLECTOR STREETS	URBAN ARTERIAL STREETS
DESIGN SPEED (14)		20 M.P.H. - 30 M.P.H.	MIN. 30 M.P.H.	30 M.P.H. - 60 M.P.H.
NUMBER OF LANES		MINIMUM 2	MINIMUM 2 (4)	MINIMUM 2 (4)
LANE WIDTH	RESIDENTIAL	MIN. 10' (1)	MIN. 10' (2)	12' FREE FLOW CONDITION (2)
	COMMERCIAL	MIN. 11'	MIN. 11'	11' MIN. INTERRUPTED FLOW CONDITION
	INDUSTRIAL	MIN. 12' (3)	MIN. 12' (3)	
SIDEWALK	RESIDENTIAL COMMERCIAL	MINIMUM 4' DESIRABLE 8' (16)		
MINIMUM CLEAR ROADWAY WIDTH OF NEW AND (11) RECONSTRUCTED BRIDGES		MINIMUM CURB TO CURB WIDTH		
BERM AREA (5)		10' TYPICAL		
MINIMUM RADIUS (FEET)		(6)		

MAXIMUM GRADE (PERCENT) (12)

- R) - MAX. 15%
- C) - MAX. 8%
- I) - MAX. 8%

M.P.H.	30	35	40	45	50
LEVEL	9			8	7
ROLLING	11	10		9	8
MOUNTAIN	12			11	10

(9)

M.P.H.	30	35	40	45	50	55	60
LEVEL	8	7		6		5	
ROLLING	9	8		7		6	
MOUNTAIN	11	10		9		8	

NORMAL PAVEMENT CROSS SLOPE (8)	RATE OF CROSS SLOPE = 2%									
NORMAL SHOULDER CROSS SLOPE	EARTH - 8%						PAVED - 4%			
SUPERELEVATION	(10) 4% MAX.			4% MAX.			4% - 6% MAX.			
MINIMUM STOPPING SIGHT DISTANCE (FEET) (7)	M.P.H.	20	25	30	35	40	45	50	55	60
	MIN.	115	155	200	250	305	360	425	495	570

- R) = RESIDENTIAL - C) = COMMERCIAL - I) = INDUSTRIAL

(1) TURNING LANES : 9' MINIMUM – 12' DESIRABLE; PARKING LANES : RESIDENTIAL – 7' MINIMUM – 10' DESIRABLE; COMMERCIAL & INDUSTRIAL – 9' MINIMUM – 12' DESIRABLE.

(2) TURNING LANES : 10' MINIMUM – 12' DESIRABLE; PARKING LANES : 9' MINIMUM – 12' DESIRABLE.

(3) VERTICAL CURBS WITH HEIGHTS OF 6" OR GREATER ADJACENT TO TRAVELED WAY SHOULD BE OFFSET A MINIMUM OF 1 FOOT. WHEN A CURB AND GUTTER SECTION IS PROVIDED, THE GUTTER PAN WIDTH, NORMALLY 2 FEET, SHOULD BE USED AS THE OFFSET DISTANCE.

(4) THE NUMBER OF LANES TO BE PROVIDED ON STREETS WITH A CURRENT ADT OF 2000 OR GREATER SHOULD BE DETERMINED BY A HIGHWAY CAPACITY ANALYSIS OF THE DESIGN TRAFFIC VOLUMES. SUCH ANALYSIS SHOULD BE MADE FOR FUTURE DESIGN TRAFFIC. (DESIRABLE)

(5) THE BERM AREA IS TYPICALLY FROM FACE OF CURB TO 2 FEET BEHIND BACK OF SIDEWALK.

(6) REFER TO CHAPTER 3 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" CURRENT EDITION.

(7) MINIMUM STOPPING SIGHT DISTANCES ARE BASED ON HEIGHT OF EYE 3.5 FT. & HEIGHT OF OBJECT OF 2.0 FT. BOTH HORIZONTAL & VERTICAL ALIGNMENTS CONSIDERED.

(8) NORMAL PAVEMENT CROSS SLOPES ON BRIDGES SHALL BE 2 PERCENT.

(9) ARTERIALS WITH LARGE NUMBERS OF TRUCKS AND OPERATING NEAR CAPACITY SHOULD CONSIDER GRADES FLATTER THAN THOSE IN RURAL SECTIONS TO AVOID UNDESIRABLE REDUCTIONS IN SPEEDS.

(10) SUPERELEVATION MAY NOT BE REQUIRED ON LOCAL STREETS IN RESIDENTIAL AND COMMERCIAL AREAS.

(11) THE BRIDGE WIDTH FOR URBAN ROADWAYS WITH SHOULDERS AND NO CURBS SHOULD NOT BE LESS THAN WIDTHS SHOWN FOR RURAL ROADS APPROVED ROADWAY WIDTHS.

(12) MAXIMUM GRADES OF SHORT LENGTHS (LESS THAN 500') AND ON ONE-WAY DOWN GRADES MAY BE ONE PERCENT STEEPER.

(13) FOR GUIDANCE ON FREEWAYS, REFER TO AASHTO, "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS."

(14) INTERMEDIATE DESIGN SPEEDS (5 M.P.H. INCREMENTS) MAY BE APPROPRIATE WHERE TERRAIN AND OTHER ENVIRONMENTAL CONDITIONS DICTATE.

(15) REFER TO AASHTO'S "GUIDE FOR THE DEVELOPMENT OF BICYCLY FACILITIES", CURRENT EDITION, WHEN COMBINING A PEDESTRIAN SIDEWALK WITH A BICYCLE PATH.

APPENDIX D

MASTER FILE NUMBER	ROADWAY NUMBER	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	UNITS INVOLVED	KILLED	INJURED	WEATHER	ROADWAY CONDITION	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION
70516239	US0025	10.08	03-Dec-07	0830	2	0	0	CLOUDY	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70534716	US0025	10.082	23-Jan-08	1223	2	0	2	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70649966	US0025	10.085	30-Dec-08	0950	2	0	0	CLEAR	DRY	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT
70785150	US0025	10.09	01-Dec-09	1351	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70588321	US0025	10.091	20-Jun-08	1325	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70780271	US0025	10.095	18-Nov-09	1042	3	0	0	CLOUDY	WET	SIDESWIPE-OPPOSITE	STRAIGHT & LEVEL	DAYLIGHT
70456237	US0025	10.101	04-Jun-07	1628	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70433281	US0025	10.104	14-Apr-07	1307	2	0	2	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70462942	US0025	10.105	19-Jul-07	1802	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70544198	US0025	10.107	18-Feb-08	0424	1	0	0	CLOUDY	WET	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70736365	US0025	10.107	04-Aug-09	1554	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70786269	US0025	10.107	03-Dec-09	1708	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DUSK
70456256	US0025	10.107	07-Jun-07	1710	2	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70675266	US0025	10.107	11-Feb-09	1525	2	0	1	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70759758	US0025	10.107	06-Oct-09	1457	2	0	0	RAINING	WET	ANGLE	STRAIGHT &	DAYLIGHT
70442643	US0025	10.109	22-May-07	0814	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70784752	US0025	10.12	30-Nov-09	0705	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTE
70456246	US0025	10.127	07-Jun-07	1413	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70663880	US0025	10.132	28-Jan-09	1115	2	0	0	BLOWING	SNOW/SLU	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70500155	US0025	10.137	13-Nov-07	0752	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70550034	US0025	10.141	21-Mar-08	1101	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70695725	US0025	10.143	17-Apr-09	0742	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70516215	US0025	10.153	05-Dec-07	0748	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70433275	US0025	10.153	10-Apr-07	1325	2	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70494892	US0025	10.153	11-Oct-07	1445	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70462814	US0025	10.154	10-Jul-07	1343	2	0	0	CLOUDY	DRY	SIDESWIPE-OPPOSITE	STRAIGHT & LEVEL	DAYLIGHT
70550023	US0025	10.162	24-Mar-08	2042	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70698620	US0025	10.162	04-May-09	1103	2	0	0	CLOUDY	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70571012	US0025	10.162	13-May-08	1347	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70409454	US0025	10.162	31-Jan-07	1449	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70687316	US0025	10.163	10-Mar-09	2155	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70404535	US0025	10.163	04-Jan-07	0752	2	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494882	US0025	10.164	29-Sep-07	1244	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70570293	US0025	10.165	01-May-08	1458	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT

MASTER FILE NUMBER	ROADWAY NUMBER	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	ROADWAY CONDITION	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION
70426195	US0025	11.2	19-Feb-07	0948	2	0	1	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70544183	US0025	11.216	12-Mar-08	1502	3	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70736359	US0025	11.22	07-Aug-09	1510	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70452332	US0025	11.223	13-Jun-07	1448	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70706534	US0025	11.24	19-May-09	1203	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70494909	US0025	11.254	22-Oct-07	1100	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & GRADE	DAYLIGHT
70729682	US0025	11.255	17-Jul-09	1432	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70462872	US0025	11.255	08-Jun-07	1538	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70736976	US0025	11.255	10-Aug-09	1725	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70426213	US0025	11.255	26-Feb-07	1320	2	0	0	CLOUDY	DRY	SIDESWIPE-	STRAIGHT & GRADE	DAYLIGHT
70426207	US0025	11.264	20-Mar-07	1115	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70404506	US0025	11.3	04-Jan-07	1535	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT

MASTER FILE NUMBER	ROADWAY NUMBER	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	UNITS INVOLVED	KILLED	INJURED	WEATHER	ROADWAY CONDITION	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION
70409474	US0025	9.028	12-Feb-07	1850	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70412809	US0025	9.028	22-Feb-07	1448	3	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70650017	US0025	9.029	17-Dec-08	1757	2	0	2	RAINING	WET	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
70426222	US0025	9.037	28-Feb-07	1618	3	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70462868	US0025	9.047	12-Jul-07	1644	2	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70786273	US0025	9.051	03-Dec-09	1748	2	0	1	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70800184	US0025	9.071	21-Dec-09	1836	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70776955	US0025	9.073	09-Nov-09	1747	2	0	3	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70560374	US0025	9.082	24-Apr-08	1713	2	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70570997	US0025	9.122	30-May-08	1649	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70776948	US0025	9.123	09-Nov-09	1411	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70510857	US0025	9.134	07-Dec-07	0925	2	0	0	CLOUDY	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70622745	US0025	9.145	07-Oct-08	1944	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70571009	US0025	9.148	06-May-08	1208	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70698638	US0025	9.165	01-May-09	1511	4	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70556337	US0025	9.169	04-Apr-08	1532	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70759745	US0025	9.188	29-Sep-09	0930	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70649987	US0025	9.197	12-Dec-08	1655	2	0	0	BLOWING	WET	REAR END	STRAIGHT & LEVEL	DUSK
70724551	US0025	9.226	11-Jun-09	1430	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70649991	US0025	9.231	19-Dec-08	1540	2	0	4	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70788294	US0025	9.288	04-Dec-09	1624	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70494796	US0025	9.307	19-Sep-07	0700	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAWN
70462877	US0025	9.317	12-Jul-07	1710	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70698632	US0025	9.321	27-Apr-09	0924	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70456261	US0025	9.427	01-Jun-07	1514	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70781709	US0025	9.43	18-Nov-09	1045	2	0	1	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70729681	US0025	9.437	17-Jul-09	1332	2	0	0	CLEAR	DRY	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70570998	US0025	9.456	30-May-08	1636	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70550020	US0025	9.464	17-Mar-08	1743	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70735573	US0025	9.467	06-Aug-09	1624	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70705261	US0025	9.482	15-May-09	1600	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70404552	US0025	9.501	16-Jan-07	0635	2	0	0	CLOUDY	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
70436056	US0025	9.528	02-May-07	1659	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70544176	US0025	9.529	10-Mar-08	1148	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494863	US0025	9.532	04-Sep-07	1523	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70521314	US0025	9.542	01-Jan-08	1844	2	0	0	SNOWING	ICE	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70494780	US0025	9.549	21-Sep-07	1719	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494854	US0025	9.549	12-Sep-07	0900	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70650015	US0025	9.56	18-Dec-08	1135	2	0	2	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70409452	US0025	9.568	01-Feb-07	1859	3	0	0	CLOUDY	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70516213	US0025	9.573	05-Dec-07	1615	2	0	0	SLEET/HAI	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70288014	US0025	9.577	21-Jan-06	1811	2	0	1	CLOUDY	DRY	HEAD ON	STRAIGHT & LEVEL	DUSK
70516246	US0025	9.586	01-Dec-07	1205	2	0	1	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70598051	US0025	9.592	01-Aug-08	1500	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70521326	US0025	9.6	05-Jan-08	1525	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70604994	US0025	9.611	08-Sep-08	1645	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70740666	US0025	9.626	10-Aug-09	1536	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70588970	US0025	9.628	07-Jul-08	1605	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70462901	US0025	9.63	24-Jul-07	1629	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70534733	US0025	9.635	08-Jan-08	1627	2	0	0	CLOUDY	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70695791	US0025	9.637	22-Apr-09	1540	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70534713	US0025	9.645	22-Jan-08	0918	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70534673	US0025	9.649	09-Jan-08	1146	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70698289	US0025	9.66	26-Apr-09	1744	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70788285	US0025	9.681	04-Dec-09	1604	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70698631	US0025	9.698	01-May-09	1511	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70550035	US0025	9.699	17-Mar-08	1606	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70649998	US0025	9.699	23-Dec-08	1545	2	0	1	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70438163	US0025	9.7	19-Apr-07	2108	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED
70521240	US0025	9.725	21-Dec-07	1357	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70604988	US0025	9.761	05-Sep-08	1532	3	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70544190	US0025	9.764	21-Feb-08	1120	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70734074	US0025	9.765	30-Jul-09	1528	3	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70457063	US0025	9.8	22-May-07	1555	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & GRADE	DAYLIGHT
70635845	US0025	9.807	07-Nov-08	1437	2	0	1	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70695787	US0025	9.808	03-Apr-09	1741	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70789494	US0025	9.814	07-Dec-09	1715	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DUSK
70456249	US0025	9.832	11-Jun-07	1242	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT
70570280	US0025	9.834	27-May-08	1110	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70798231	US0025	9.839	22-Dec-09	1404	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70534681	US0025	9.841	08-Feb-08	1520	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70470324	US0025	9.862	10-Aug-07	1443	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70476481	US0025	9.899	12-Aug-07	2305	1	0	0	CLOUDY	DRY	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
70438164	US0025	9.9	24-Apr-07	1438	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70426220	US0025	9.908	13-Feb-07	0808	3	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAWN
70569527	US0025	9.932	21-May-08	0800	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT

70695740	US0025	10.365	18-Apr-09	1351	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70550033	US0025	10.367	03-Mar-08	1216	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70544719	US0025	10.373	10-Jan-08	1749	3	0	3	RAINING	WET	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70695738	US0025	10.381	07-Apr-09	1328	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70544180	US0025	10.384	07-Mar-08	1633	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70521221	US0025	10.387	14-Dec-07	0816	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70687328	US0025	10.39	01-Apr-09	1242	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70695729	US0025	10.393	27-Apr-09	1449	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70516265	US0025	10.394	19-Dec-07	1530	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70534709	US0025	10.394	04-Feb-08	1358	3	0	2	CLOUDY	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70426237	US0025	10.405	03-Mar-07	1802	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70441115	US0025	10.405	23-May-07	1526	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494769	US0025	10.405	20-Sep-07	1215	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70433299	US0025	10.41	14-Apr-07	1350	2	0	0	RAINING	WET	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70709883	US0025	10.412	29-May-09	1445	2	0	0	CLEAR	DRY	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT
70622810	US0025	10.416	23-Oct-08	1814	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70744436	US0025	10.422	26-Aug-09	0746	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70442640	US0025	10.429	18-May-07	1615	3	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70695716	US0025	10.444	10-Apr-09	1834	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70698290	US0025	10.447	28-Apr-09	1845	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70409466	US0025	10.448	01-Feb-07	0608	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70470344	US0025	10.448	06-Aug-07	1240	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70321483	US0025	10.448	12-May-06	1730	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70641728	US0025	10.452	01-Dec-08	1300	2	0	0	BLOWING	WET	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70588324	US0025	10.46	03-Jul-08	1135	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70695722	US0025	10.464	26-Mar-09	1100	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70702444	US0025	10.465	11-May-09	1632	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF
70494902	US0025	10.467	11-Sep-07	1513	3	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70442625	US0025	10.467	26-May-07	1254	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70504340	US0025	10.471	18-Nov-07	1324	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70635828	US0025	10.484	20-Nov-08	1748	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT &	DARK-HWY LIGHTED/ON
70470331	US0025	10.486	13-Aug-07	1529	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70752518	US0025	10.49	15-Sep-09	2017	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70404553	US0025	10.491	03-Jan-07	1124	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70470363	US0025	10.496	14-Aug-07	0915	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70494911	US0025	10.497	24-Oct-07	0815	3	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70516233	US0025	10.498	06-Nov-07	1120	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70426201	US0025	10.5	01-Apr-07	1255	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70470345	US0025	10.5	07-Aug-07	1029	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70509230	US0025	10.5	20-Nov-07	1508	2	0	2	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70396861	US0025	10.5	05-Jan-07	1500	3	0	1	CLOUDY	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70452330	US0025	10.502	12-Jun-07	1521	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70660432	US0025	10.502	26-Jan-09	0845	2	0	0	CLOUDY	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70409444	US0025	10.503	31-Jan-07	1244	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT
70736370	US0025	10.504	02-Aug-09	2320	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70588967	US0025	10.505	21-Jul-08	1221	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70415776	US0025	10.505	26-Feb-07	1548	2	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70433552	US0025	10.505	16-Apr-07	1750	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70433300	US0025	10.505	14-Apr-07	1356	2	0	3	RAINING	WET	ANGLE	STRAIGHT & GRADE	DAYLIGHT
70409460	US0025	10.505	03-Feb-07	1425	3	0	5	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70588346	US0025	10.505	14-Jul-08	1503	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70775997	US0025	10.505	04-Nov-09	1142	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70516244	US0025	10.505	29-Nov-07	1654	2	0	0	CLOUDY	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70743613	US0025	10.505	25-Aug-09	2033	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON
70470342	US0025	10.505	17-Aug-07	1624	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70500165	US0025	10.505	12-Nov-07	1518	3	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70649999	US0025	10.505	24-Dec-08	1842	2	0	0	RAINING	WET	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON
70534685	US0025	10.505	15-Feb-08	1313	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70534700	US0025	10.505	09-Jan-08	1009	2	0	0	CLEAR	WET	REAR END	CURVE & LEVEL	DAYLIGHT
70780276	US0025	10.505	13-Nov-09	1553	2	0	1	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70409445	US0025	10.506	01-Feb-07	0815	2	0	0	CLOUDY	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70509228	US0025	10.506	26-Nov-07	1706	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DUSK
70426276	US0025	10.506	19-Mar-07	2204	2	0	1	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70752523	US0025	10.508	16-Sep-09	0637	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70409451	US0025	10.509	11-Feb-07	1705	2	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70705247	US0025	10.511	20-May-09	1515	2	0	0	CLEAR	DRY	REAR END	CURVE & HILLCREST	DAYLIGHT
70544713	US0025	10.515	01-Feb-08	1433	2	0	0	CLOUDY	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70706536	US0025	10.515	15-May-09	1205	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70784760	US0025	10.515	24-Nov-09	1517	2	0	0	CLOUDY	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70650010	US0025	10.515	26-Dec-08	1250	2	0	0	CLOUDY	WET	REAR END	CURVE & GRADE	DAYLIGHT
70561977	US0025	10.515	27-Apr-08	2301	2	0	0	CLOUDY	WET	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/ON
70649973	US0025	10.515	19-Dec-08	1241	2	0	0	RAINING	WET	REAR END	CURVE & GRADE	DAYLIGHT
70521229	US0025	10.516	04-Dec-07	1614	2	0	0	CLOUDY	DRY	REAR END	CURVE & HILLCREST	DAYLIGHT
70784767	US0025	10.516	28-Nov-09	1103	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70650007	US0025	10.517	27-Dec-08	1446	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70769665	US0025	10.518	19-Oct-09	1217	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70769679	US0025	10.519	15-Oct-09	1836	2	0	0	RAINING	WET	REAR END	CURVE & GRADE	DUSK
70534729	US0025	10.519	02-Feb-08	1357	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70687317	US0025	10.521	24-Mar-09	1700	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT

70462833	US0025	12	25-Jul-07	1255	3	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70784753	US0025	12.005	24-Nov-09	1619	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70724525	US0025	12.015	09-Jun-09	1239	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70494760	US0025	12.019	09-Oct-07	1134	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70721595	US0025	12.02	22-Jun-09	1533	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70470357	US0025	12.024	02-Aug-07	1222	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70726346	US0025	12.044	03-Jul-09	1509	3	0	1	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70622753	US0025	12.05	07-Oct-08	1430	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70556366	US0025	12.051	16-Apr-08	0940	2	0	0	CLEAR	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70409462	US0025	12.061	06-Feb-07	1254	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70675304	US0025	12.061	16-Jan-09	1513	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70650013	US0025	12.061	09-Dec-08	1430	2	0	0	CLOUDY	DRY	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT
70550021	US0025	12.061	19-Mar-08	1548	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70426178	US0025	12.063	15-Feb-07	1205	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70426194	US0025	12.1	15-Feb-07	1300	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70470325	US0025	12.114	11-Aug-07	1429	3	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70516257	US0025	12.117	28-Nov-07	1558	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70600518	US0025	12.119	25-Aug-08	1957	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DUSK
70675951	US0025	12.119	23-Jan-09	0655	2	0	0	CLEAR	DRY	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT
70698628	US0025	12.119	28-Apr-09	0835	2	0	1	CLEAR	DRY	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT
70521217	US0025	12.119	26-Dec-07	1133	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70588335	US0025	12.12	10-Jul-08	2142	2	0	0	CLEAR	DRY	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70544321	US0025	12.125	12-Mar-08	0701	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70521233	US0025	12.127	03-Dec-07	1415	2	0	0	CLEAR	DRY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
70747303	US0025	12.129	03-Sep-09	1500	2	0	0	CLOUDY	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70494782	US0025	12.159	10-Oct-07	1715	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & GRADE	DAYLIGHT
70739826	US0025	12.161	14-Aug-09	1050	3	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70534679	US0025	12.163	04-Feb-08	0948	2	0	1	CLOUDY	DRY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT
70534726	US0025	12.163	10-Feb-08	1634	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70665964	US0025	12.163	06-Jan-09	1734	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70756547	US0025	12.163	23-Sep-09	1808	2	0	0	CLOUDY	DRY	ANGLE	STRAIGHT & GRADE	DAYLIGHT
70425365	US0025	12.163	16-Mar-07	1348	1	1	0	CLOUDY	DRY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT

MASTER FILE NUMBER	ROADWAY NUMBER	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	UNITS INVOLVED	KILLED	INJURED	WEATHER	ROADWAY CONDITION	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION
70494805	KY0229	10.94	28-Aug-07	1300	2	0	1	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494812	KY0229	11.091	06-Sep-07	1709	2	0	0	CLEAR	DRY	SIDESWIPE-SAME	STRAIGHT & LEVEL	DAYLIGHT
70665973	KY0229	11.14	09-Jan-09	0742	2	0	0	CLEAR	ICE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70649985	KY0229	11.173	10-Dec-08	2122	2	0	5	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
70456248	KY0229	11.178	09-Jun-07	1256	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & GRADE	DAYLIGHT
70516140	KY0229	11.186	05-Dec-07	1435	1	0	0	RAINING	WET	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT
70494816	KY0229	11.187	25-Aug-07	1058	3	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70494868	KY0229	11.187	17-Sep-07	1824	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70695793	KY0229	11.187	23-Mar-09	1807	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70433310	KY0229	11.187	29-Apr-07	1705	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70426275	KY0229	11.191	17-Mar-07	1659	2	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70404537	KY0229	11.192	03-Jan-07	1706	2	0	0	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70521222	KY0229	11.193	17-Dec-07	0801	3	0	1	CLOUDY	DRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT
70724534	KY0229	11.193	19-Jun-09	2311	2	0	1	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED
70500154	KY0229	11.218	14-Nov-07	1759	2	0	0	RAINING	WET	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON
70571000	KY0229	11.294	03-May-08	1215	2	0	0	RAINING	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70675284	KY0229	11.313	13-Feb-09	1017	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70649996	KY0229	11.349	22-Dec-08	1450	2	0	0	CLEAR	DRY	BACKING	CURVE & LEVEL	DAYLIGHT
70442622	KY0229	11.397	22-May-07	1625	2	0	3	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70752519	KY0229	11.491	16-Sep-09	1533	2	0	0	CLOUDY	DRY	BACKING	STRAIGHT & LEVEL	DAYLIGHT
70462929	KY0229	11.513	23-Jun-07	1240	2	0	0	CLEAR	DRY	REAR END	CURVE & GRADE	DAYLIGHT
70516261	KY0229	11.518	09-Dec-07	1547	2	0	0	RAINING	WET	REAR END	CURVE & HILLCREST	DAYLIGHT
70676062	KY0229	11.518	02-Mar-09	0640	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & LEVEL	DAWN
70571016	KY0229	11.519	29-May-08	0940	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70665957	KY0229	11.52	23-Jan-09	1940	2	0	0	CLOUDY	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70622799	KY0229	11.52	10-Sep-08	0752	2	0	0	CLOUDY	DRY	REAR END	STRAIGHT & GRADE	DAYLIGHT
70588319	KY0229	11.521	18-Jul-08	1635	2	0	0	CLEAR	DRY	REAR END	CURVE & LEVEL	DAYLIGHT
70635841	KY0229	11.521	16-Nov-08	1102	2	0	0	CLOUDY	WET	ANGLE	STRAIGHT & GRADE	DAYLIGHT
70598058	KY0229	11.522	27-Jul-08	1737	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70752503	KY0229	11.532	10-Sep-09	1906	2	0	0	RAINING	WET	ANGLE	STRAIGHT & GRADE	DAYLIGHT
70579265	KY0229	11.534	15-Jun-08	1839	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70675306	KY0229	11.539	01-Jan-09	0452	2	0	2	CLEAR	DRY	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
70788374	KY0229	11.539	05-Dec-09	1745	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DUSK
70516222	KY0229	11.549	13-Dec-07	1524	2	0	0	CLOUDY	WET	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70724552	KY0229	11.614	04-Jul-09	2226	3	0	0	RAINING	WET	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED
70414966	KY0229	11.722	02-Mar-07	0645	2	0	0	CLEAR	DRY	SIDESWIPE-OPPOSITE	STRAIGHT & GRADE	DAWN
70743605	KY0229	11.951	24-Aug-09	1251	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT
70481455	KY0229	12.053	06-Sep-07	0851	2	0	2	CLEAR	DRY	SIDESWIPE-OPPOSITE	STRAIGHT & LEVEL	DAYLIGHT
70509233	KY0229	12.093	23-Nov-07	1913	1	0	0	CLEAR	DRY	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON
70641727	KY0229	12.204	28-Nov-08	1320	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & GRADE	DAYLIGHT
70588334	KY0229	12.208	28-Jun-08	1457	2	0	0	CLEAR	DRY	REAR END	STRAIGHT & LEVEL	DAYLIGHT

Accident Calculations for Segments

ROADWAY	*US-25 & KY-229*
COUNTY	*Laurel*
PERIOD	*1/1/2007-12/31/2009*

The procedure used below is from The Kentucky Transportation Center, University of Kentucky, College of Engineering, Research Report KTC-06-29/KSP2--06-1F titled "Analysis of Traffic Crash Data in Kentucky (2002-2006). Last updated for 2007-2009

HMVM = Hundred Million Vehicle Miles = $\frac{\text{(Segment Length in miles)(AADT)(No. of Years {usually = 3})(365 days/yr.)}}{(10\ ^8)}$

Functional Class Rate (See table Below) - from Report KTC-00-17, "Analysis of Traffic Crash Data in Kentucky (2003-2007).

RC = Critical Accident Rate = (Functional Class Rate)+(K)(((Functional Class Rate)/HMVM)^0.5)+((1/(2*HMVM))

Total Accident Rate = $\frac{\text{Total Number of Accidents}}{\text{HMVM}}$

Critical Rate Factor = $\frac{\text{Total Accident Rate}}{\text{RC}}$

INPUT

Number of Years = 3

K = 2.576

Functional Class Rates are for 2007 thru 2009

Functional Class Rate Table: 3-Year Period		
Highway Type	Rural Acc. Rates	Urban Acc. Rates
One-Lane	235	
Two-Lane	210	311
Three-Lane	139	444
Four-Lane Divided	99	275
Four-Lane Undivided	206	485
Interstate	51	97
Parkway	61	100
All	144	269

Functional Class Rates are for 2005 thru 2009

Functional Class Rate Table: 5-Year Period		
Highway Type	Rural Acc. Rates	Urban Acc. Rates
One-Lane	247	
Two-Lane	213	294
Three-Lane	122	455
Four-Lane Divided	103	275
Four-Lane Undivided	226	473
Interstate	51	97
Parkway	60	105
All	146	259

Check KTC Website Report - Bookmarked, Table A-1.

INPUT								OUTPUT		RC		
Roadway	Route	County	Begin Milepoint	End Milepoint	AADT	Functional Class Rate	Total No. Accidents	Segment Length (miles)	HMVM	Critical Accident Rate	Total Accident Rate	Critical Rate Factor
US 25 *	0.000	Laurel	9.028	10.505	25,300	311	215	1.477	0.41	383.2	525.4	1.371
*	0.000		10.505	10.972	11,400	311	43	0.467	0.06	507.7	737.6	1.453
	0.000		10.972	11.255	11,600	311	17	0.283	0.04	564.5	472.9	0.838
	0.000		11.255	12.163	14,200	311	70	0.908	0.14	435.4	495.8	1.139
KY 229	0.000	Laurel	10.888	11.447	9,510	311	19	0.559	0.06	507.9	326.4	0.643
**	0.000		11.447	11.522	9,510	311	10	0.075	0.01	889.1	1280.4	1.440
**	0.000		11.522	11.600	5,260	311	6	0.078	0.00	1100.1	1335.5	1.214
	0.000		11.600	12.211	5,260	311	7	0.611	0.04	567.4	198.9	0.351

* Note: High CRF at segment on either side of US-25 and KY-192 (Bypass) Intersection.

** Note: High CRF at segment on either side of KY-229 and KY-192 (Bypass) Intersection.

Crash Calculations for 0.3 mile Spots

County:	Laurel
Route:	US-25 & KY-229
Period:	1/1/2007 - 12/31/2009

The procedure used below is from The Kentucky Transportation Center, University of Kentucky, College of Engineering, Research Report KTC-06-29/KSP2--06-1F titled "Analysis of Traffic Crash Data in Kentucky (2002-2006).

MV = Million Vehicles = $\frac{(AADT)*(No.\ of\ Years)*(365\ days/yr.)}{(10^6)}$

Functional Class Rate (See table Below)

RC = Critical Accident Rate = (Functional Class Rate) + K*sqrt((Functional Class Rate)/(MV)) + 1/(2*(MV))

Total Accident Rate = $\frac{Total\ Number\ of\ Accidents}{MVM}$

Critical Rate Factor = $\frac{Total\ Accident\ Rate}{RC}$

INPUT

Number of Years = 3

K = 2.576

Functional Class Rates are for 2007 thru 2009

Functional Class Rate Table		
Highway Type	Rural Acc. Rates	Urban Acc. Rates
One-Lane	0.70	
Two-Lane	0.63	0.93
Three-Lane	0.42	1.33
Four-Lane Divided	0.30	0.82
Four-Lane Undivided	0.62	1.45
Interstate	0.15	0.29
Parkway	0.18	0.30
All	0.43	0.81

Note: Crash rates are in terms of crashes per million vehicles.

INPUT							OUTPUT			
Route	County	Begin Milepoint	End Milepoint	AADT*	Functional Class Rate*	Total No. Accidents	MV	RC	Total Acc. Rate	Critical Rate Factor
US-25	Laurel	10.000	10.300	25300	0.93	62	27.70	1.42	2.2	1.58
US-25	Laurel	11.100	11.400	14,200	0.93	22	15.55	1.59	1.4	0.89
KY-229	Laurel	11.147	11.447	9,510	0.93	16	10.41	1.75	1.5	0.88
		11.522	11.822	5,260	0.93	8	5.76	2.05	1.4	0.68
		11.911	12.211	5,260	0.93	5	5.76	2.05	0.9	0.42

*Input may be based on weighted averages of smaller segments within length of analyzed segment.

Crash Calculations for 0.1 mile Spots

County:	Laurel
Route:	US-25 & KY-229
Period:	1/1/2007 - 12/31/2009

The procedure used below is from The Kentucky Transportation Center, University of Kentucky, College of Engineering, Research Report KTC-06-29/KSP2--06-1F titled "Analysis of Traffic Crash Data in Kentucky (2002-2006). Last updated for 2007-2009

MV = Million Vehicles = $\frac{(AADT)*(No.\ of\ Years)*(365\ days/yr.)}{(10^6)}$

Functional Class Rate (See table Below)

RC = Critical Accident Rate = (Functional Class Rate) + K*sqrt((Functional Class Rate)/(MV)) + 1/(2*(MV))

Total Accident Rate = $\frac{Total\ Number\ of\ Accidents}{MVM}$

Critical Rate Factor = $\frac{Total\ Accident\ Rate}{RC}$

INPUT

Number of Years = 3

K = 2.576

Functional Class Rates are for 2007 thru 2009

Functional Class Rate Table
3-Year Period

Highway Type	Rural Acc. Rates	Urban Acc. Rates
One-Lane	0.23	
Two-Lane	0.21	0.31
Three-Lane	0.14	0.44
Four-Lane Divided	0.10	0.27
Four-Lane Undivided	0.21	0.48
Interstate	0.05	0.10
Parkway	0.06	0.10
All	0.14	0.27

INPUT							OUTPUT			
County	Route	Begin Milepoint	End Milepoint	AADT*	Functional Class Rate*	Total No. Accidents	MV	RC	Total Acc. Rate	Critical Rate Factor
Laurel	US 25	10.08	10.18	25300	0.31	34	27.70	0.60	1.2	2.04
Laurel	US 25	11.2	11.3	14,200	0.31	12	15.55	0.71	0.8	1.09
Laurel	KY 229	11.14	11.24	9,510	0.31	13	10.41	0.80	1.2	1.56
		11.422	11.522	9,510	0.31	9	10.41	0.80	0.9	1.08
		11.522	11.622	5,260	0.31	7	5.76	0.99	1.2	1.22
		12.108	12.208	5,260	0.31	2	5.76	0.99	0.3	0.35

APPENDIX E

COUNTY OF	STATE PROJ. NO.	SECTIONAL NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LAUREL	144	A-5	1938	1	4

INDEX OF SHEETS

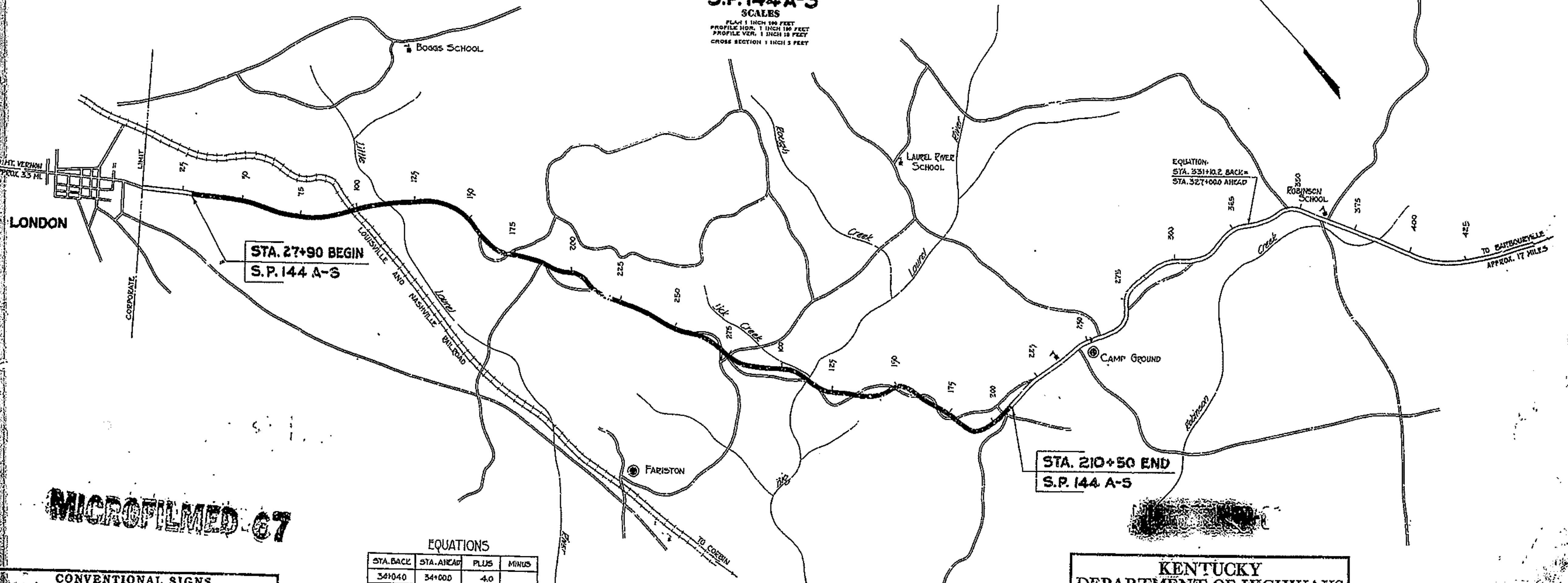
SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
2	TYPICAL SECTIONS—SUMMARY OF QUANTITIES
3 & 3A	STANDARD DRAWING SHEETS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

LAUREL COUNTY
S.P. 144 A-S

SCALES
PLAN 1 INCH 100 FEET
PROFILE HOR. 1 INCH 100 FEET
PROFILE VER. 1 INCH 10 FEET
CROSS SECTION 1 INCH 5 FEET



MICROFILMED 67

EQUATIONS

STA. BACK	STA. AHEAD	PLUS	MINUS
34+04.0	34+00.0	4.0	
276+03.0	277+00.0		97.0
289+06.4	83+87.0	20519.4	
151+63.8	153+00.0		136.2
TOTAL		20523.4	233.2
DIFFERENCE		20290.2	

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
SURVEY LINE
PROPOSED RIGHT OF WAY
GRADE LINE
GROUND LINE
TRAVELED WAY
RAILROAD
FENCE (EXCEPT STONE & HEDGE)
STONE FENCE
HEDGE FENCE
TREES & STUMPS
TELEPHONE POLES
PIPE CULVERT
CONCRETE CULVERT & BRIDGE
SMALL STREAM
BENCH MARKS
ROAD INTERSECTIONS
BUILDINGS
UNIMPROVED ROADS
GRADED EARTH ROADS
IMPROVED ROADS

LAYOUT MAP

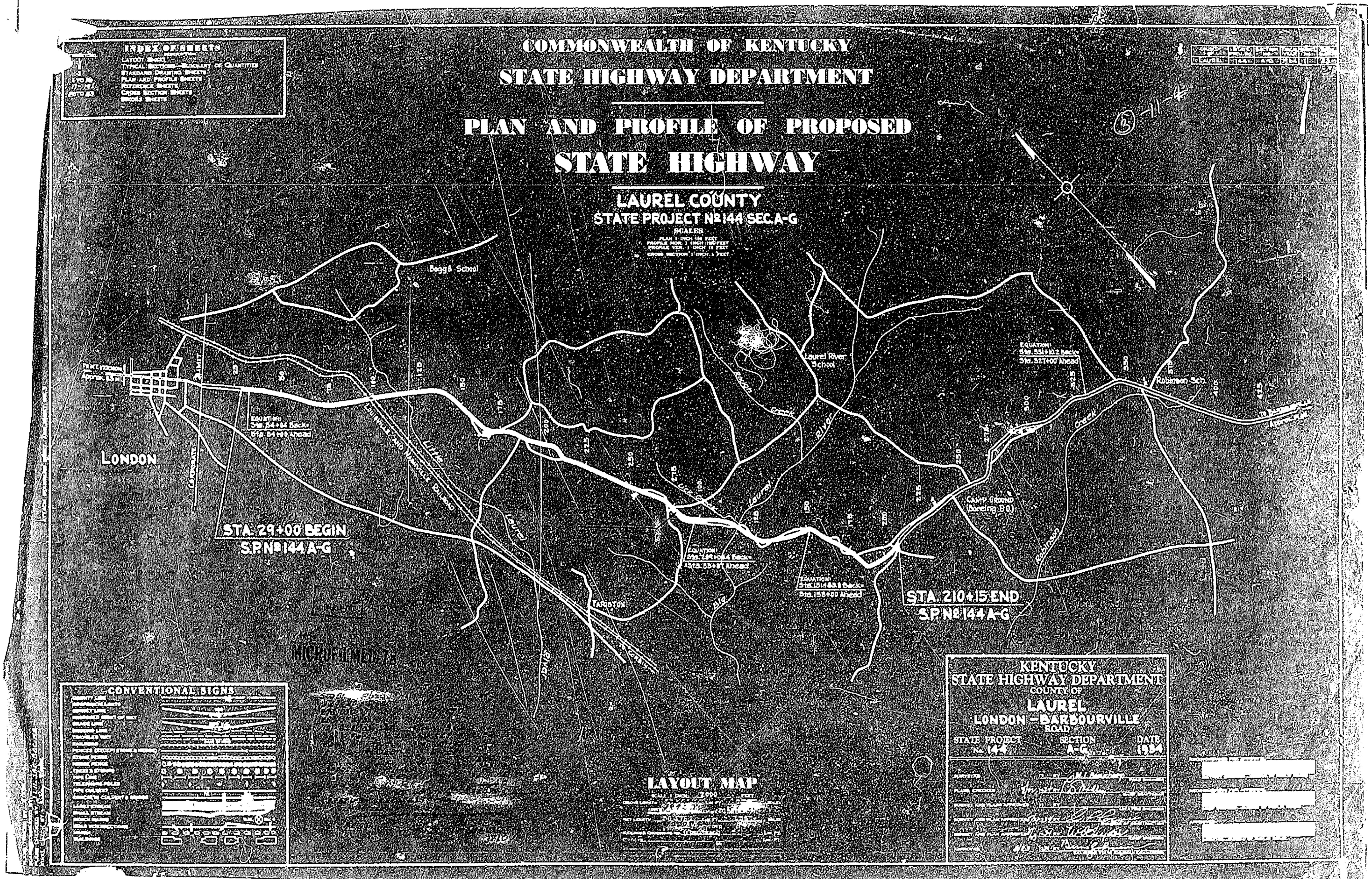
SCALE 1 INCH 2000 FEET
GROSS LENGTH 38,550.2 LIN. FT. 7.301 MILES
ADDED / DEDUCTED FOR EQUALITIES 20290.2 LIN. FT.
NET LENGTH 38,200.0 LIN. FT. 7.234 MILES
NOT INCLUDED
RAILROAD CROSSINGS NO. 73.2 LIN. FT.
BRIDGES 327.0 LIN. FT.

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
LAUREL
LONDON ~ BARBOURVILLE
ROAD

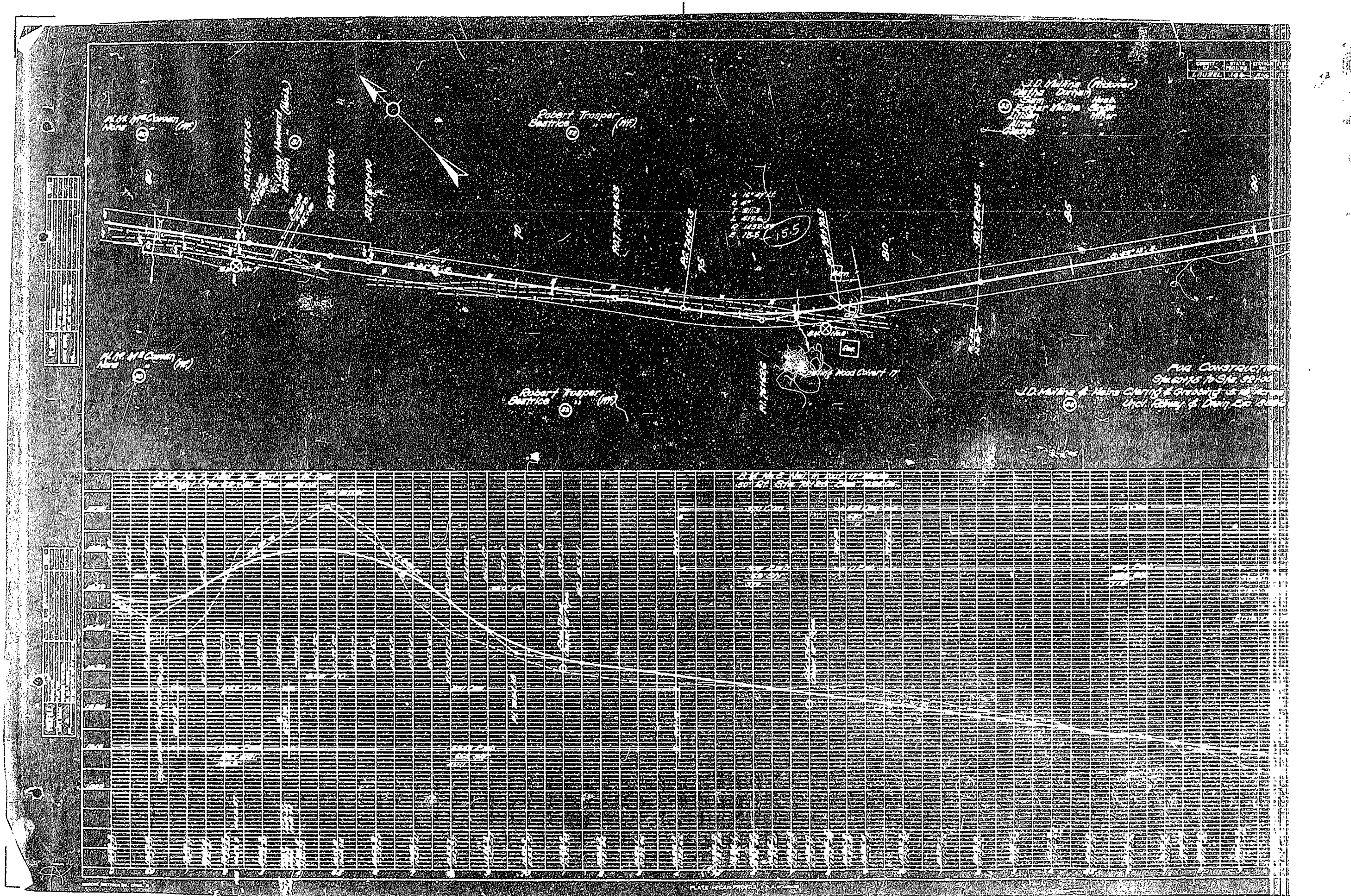
STATE PROJECT No. 144	SECTION A-S	DATE 1938

SURVEYED 1934 BY H. I. BEAUCHAMP — DISTRICT ENGINEER
PLANS CHECKED 4/29 1938 BY [signature] — CHIEF DRAFTSMAN
SURVEY AND PLANS APPROVED 19__ BY — LOCATING ENGINEER
SURVEY AND PLAN APPROVED 5/2 1938 BY [signature] — DIRECTOR OF CONSTRUCTION
SURVEY AND PLAN APPROVED 5/2 1938 BY [signature] — STATE HIGHWAY ENGINEER

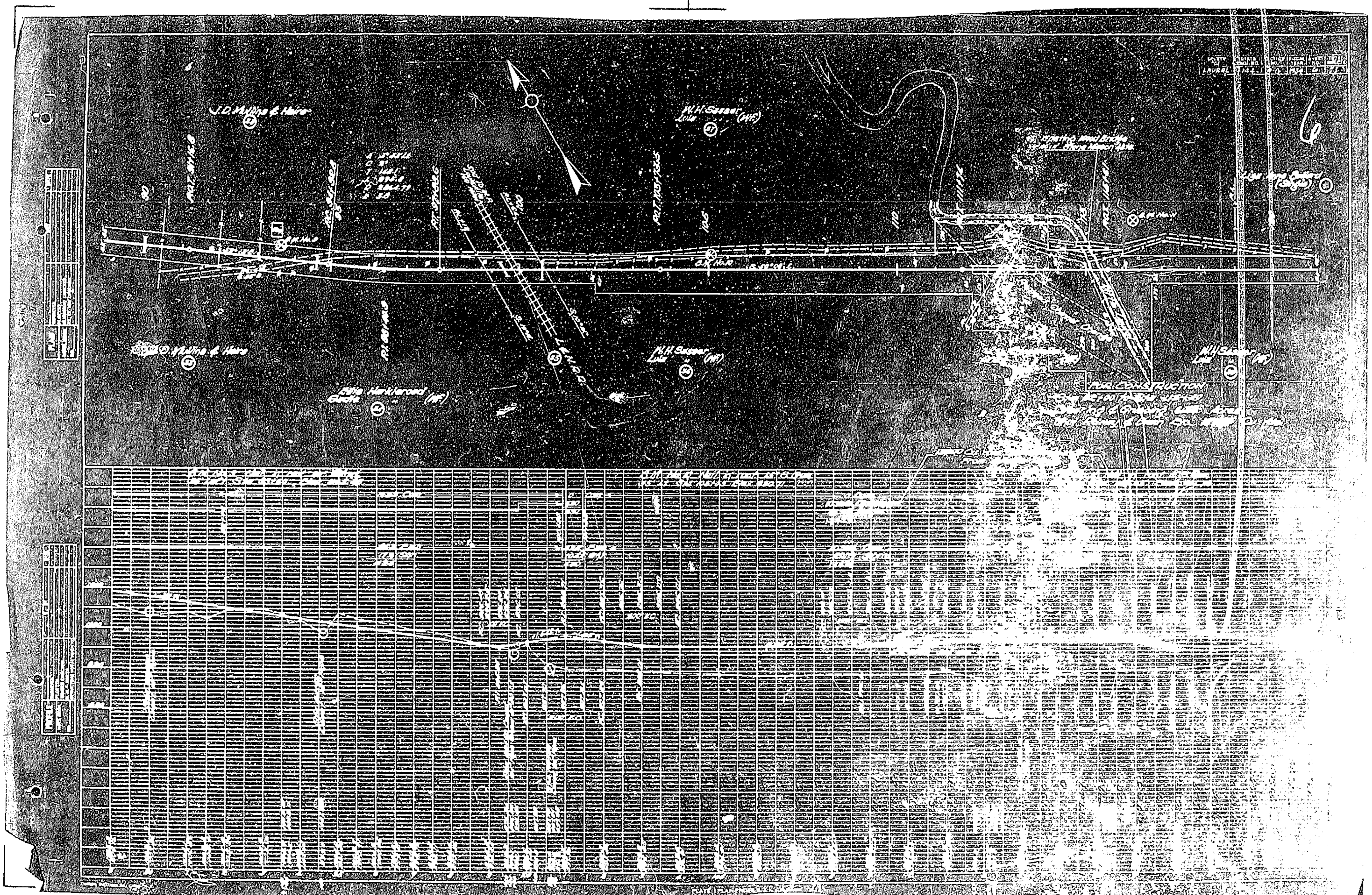
SP 144 A-3


COMMONWEALTH OF KENTUCKY
STATE HIGHWAY DEPARTMENT
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
LAUREL COUNTY
STATE PROJECT Nº 144 SEC. A-G
SCALES
INDEX OF SHEETS
Boggs School
Laurel River School
Robinson Sch.
LONDON
STA. 29+00 BEGIN
S.P. Nº 144 A-G
STA. 210+15 END
S.P. Nº 144 A-G
CAMP GROUND
Little
Laurel
River
Robinson
Creek
CONVENTIONAL SIGNS
LAYOUT MAP
KENTUCKY
STATE HIGHWAY DEPARTMENT
COUNTY OF
LAUREL
LONDON - BARBOURVILLE
ROAD
STATE PROJECT No. 144
SECTION A-G
DATE 1934

SP144 A-G


Robert Trosper
Beatrice
J.D. Mullins (Widower)
Existing Wood Culvert 17'
For Construction
J.D. Mullins & Heirs
Laurel
15.5

SP144


J.D. Mullins & Heirs
W.H. Sasser
W.H. Sasser
W.H. Sasser
FOR CONSTRUCTION

S 0144 A-G

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LAUREL		1	166 / 160

RS 5203 (12)
FSP 063 0025 012-013

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT

LAUREL COUNTY
CORBIN – LONDON ROAD (US 25)
RS 5203 (12)

THESE PLANS ARE FOR
GRADE, DRAIN AND SURFACING

INDEX OF SHEETS

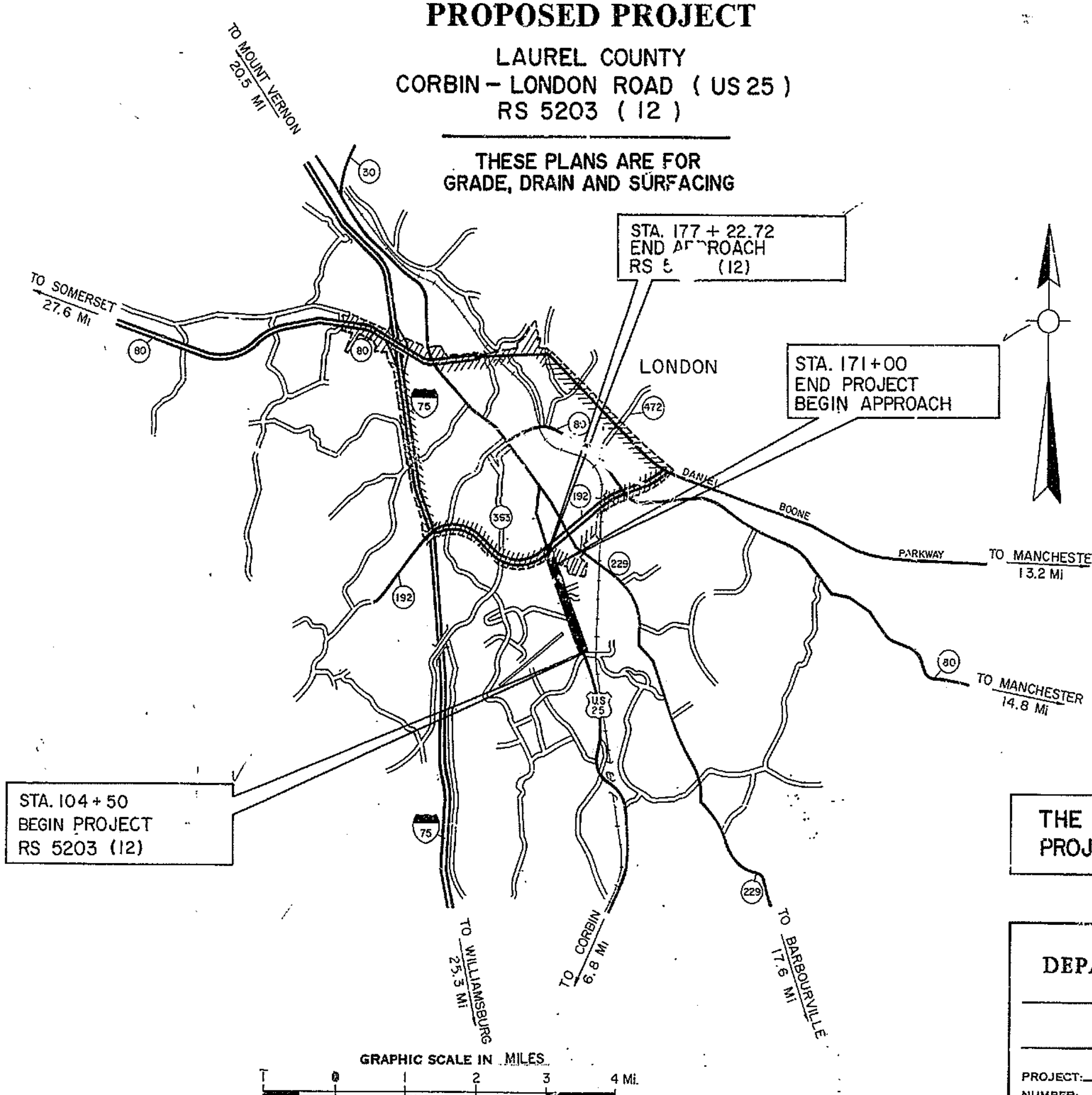
SHEETS NOT INCLUDED IN TOTAL SHEETS 2A-2M, 3A, 65A-65F

TOTAL BRIDGE SHEETS N/A

STANDARD DRAWINGS

NUMBER	DESCRIPTION	
RBI 001 - 05	RDB 271 - 02	RDM 001 - 03
RBI 002 - 03	RDB 272 - 03	RDM 005 - 02
	RDB 273 - 02	RDM 010 - 03
	RDB 280 - 02	RDM 011 - 01
RBR 005 - 06	RDB 281	RDM 012
RBR 010 - 02	RDB 282	RDM 013
RBR 015 - 02	RDB 283	RDM 100
RBR 016 - 01	RDB 400 - 01	RDM 105
RBR 050	RDB 410 - 02	
RDB 004-05	RDB 420 - 01	RDX 160 - 02
RDB 007	RDB 430 - 02	RDX 200
		RFW 001 - 01
RDB 002 - 08	RDD 021 - 03	RGS 001 - 03
RDB 003 - 04	RDD 040 - 01	RGX 001 - 02
RDB 011 - 05	RDD 001 - 02	RGX 002 - 04
RDB 012 - 04	RDH 110	
	RDH 210	RGX 030 - 03
RDB 030	RDH 310-01	RPM 100 - 04
RDB 031	RDH 1005	RPM 110 - 01
RDB 032	RDH 1110	
RDB 033	RDH 1200	
RDB 034	RDH 1304	RPM 160
RDB 035		RPM 170 - 01
RDB 020 - 02	RDI 001 - 03	
RDB 100 - 01	RDI 003	RRE 002-02
RDB 101 - 01	RDI 020 - 04	TSC 200 - 04
RDB 105 - 02	RDI 030 - 03	TSC 015
RDB 106 - 02	RDI 100 - 01	TSC 250 - 02
RDB 270 - 03	RDI 120 - 01	TSC 260 - 06
	RDI 200	TSC 261 - 03

TOTAL STD. DRAWING 78



LAYOUT MAP

AS BUILT PLANS
P. D. Graves
8-2-95

THE CONTROL OF ACCESS FOR THIS PROJECT SHALL BE BY PERMIT

DESIGN CRITERIA

CLASS OF HIGHWAY: COLLECTOR
TYPE OF TERRAIN: ROLLING URBAN
DESIGN SPEED: 45 MPH
REQUIRED NPSD: 325 MIN.
REQUIRED PSD: N/A
LEVEL OF SERVICE: N/A
ADT PRESENT (1985): 15,000
ADT FUTURE (2005): 24,000
DHV (2005): 1,800 (7% TRUCKS)
D %: 7%
T %: 7% DHV 10% ADT

GEOGRAPHIC COORDINATES
LATITUDE 37°-06' NORTH
LONGITUDE 84°-04' WEST

DESIGNED

% RESTRICTED SD: N/A
LEVEL OF SERVICE:
MAX. DISTANCE W/O PASSING: N/A

GROSS LENGTH 6650.00 LIN. FT. 1.259 MILES
ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.
NET LENGTH 6650.00 LIN. FT. 1.259 MILES
NOT INCLUDED
RAILROAD CROSSINGS NO. ____ LIN. FT.
BRIDGES ____ LIN. FT.

GROSS LENGTH ____ LIN. FT. ____ MILES
ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.
NET LENGTH ____ LIN. FT. ____ MILES
NOT INCLUDED
RAILROAD CROSSINGS NO. ____ LIN. FT.
BRIDGES ____ LIN. FT.

GROSS LENGTH ____ LIN. FT. ____ MILES
ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.
NET LENGTH ____ LIN. FT. ____ MILES
NOT INCLUDED
RAILROAD CROSSINGS NO. ____ LIN. FT.
BRIDGES ____ LIN. FT.

GROSS LENGTH ____ LIN. FT. ____ MILES
ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.
NET LENGTH ____ LIN. FT. ____ MILES
NOT INCLUDED
RAILROAD CROSSINGS NO. ____ LIN. FT.
BRIDGES ____ LIN. FT.

KENTUCKY DEPARTMENT OF HIGHWAYS

LAUREL COUNTY
CORBIN - LONDON ROAD (US 25)
PROJECT NUMBER: RS 5203 (12) FSP 063 0025 012 013 C
LETTING DATE: 12-16-88

DESIGNED BY June 09, 1988 BY H. A. Gibert — ASST. DISTRICT ENGINEER for PRE-CONSTRUCTION
APPROVE Sept. 8 1988 BY George A. Yates for: J.R. Luttrell — DIRECTOR OF TRAFFIC
____ 19__ BY ____
PLAN CHECKED 9-13 1988 BY M.W. Copeland for CHIEF DRAFTSMAN
PLAN APPROVED 9/14 1988 BY [signature] — DIRECTOR OF DESIGN
PLAN APPROVED ____ 19__ BY ____ — STATE HIGHWAY ENGINEER

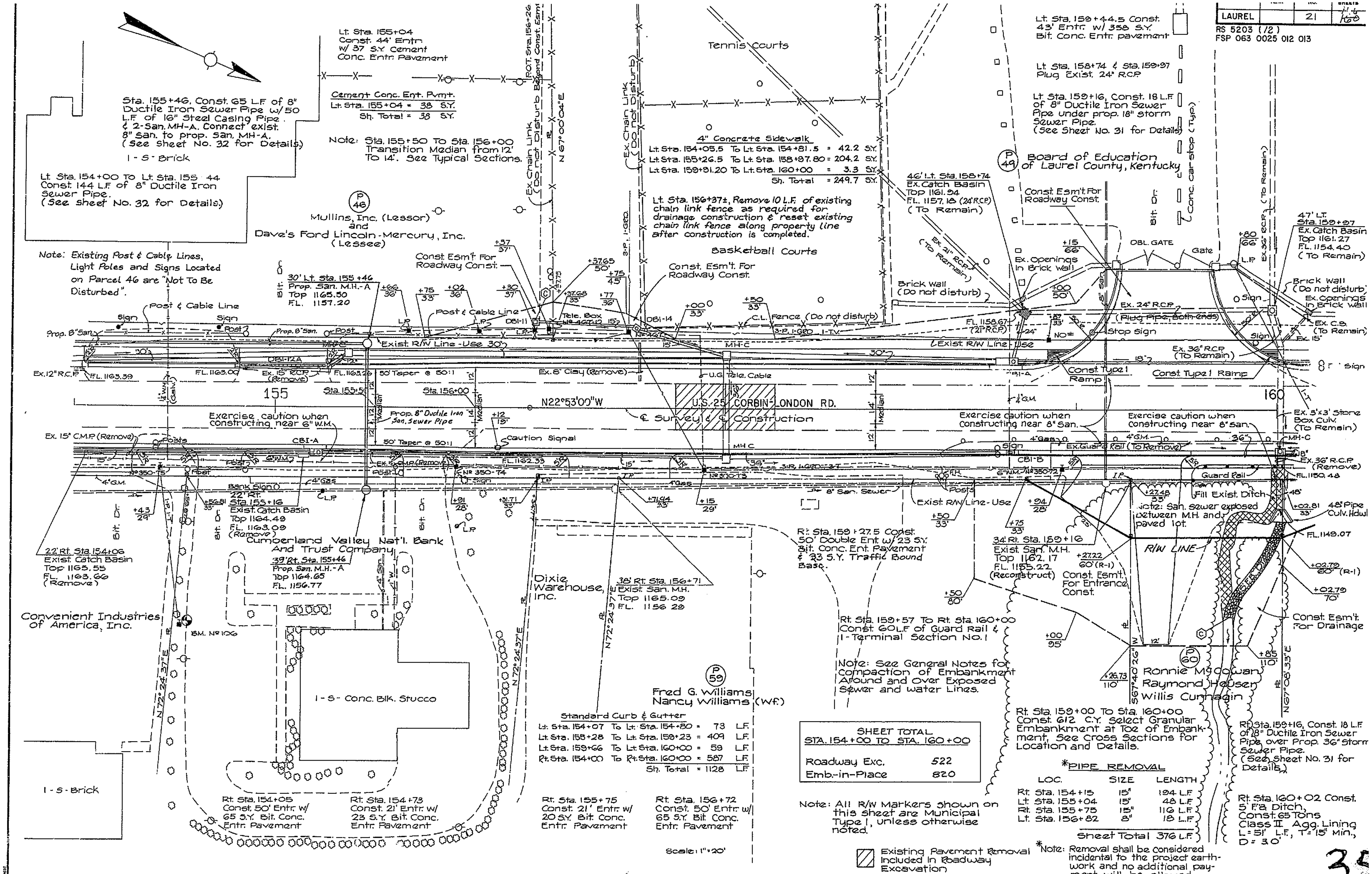
David W. Clark
HURST-ROSCHE ENGINEERS, INC.
FRANKFORT, KENTUCKY

CONSTRUCTION PLANS	8	1-27-89
RECORD PLANS	8	12-14-88

REVIEWED BY ____ DIVISION OF CONSTRUCTION

PLANS CHECKED BY ETW
FINAL CHECK BY MWC 9-13-88

TELEDYNE POST 10-1-82 FORM NO. 1


Sta. 155+46, Const. 65 L.F. of 8" Ductile Iron Sewer Pipe w/ 50 L.F. of 16" Steel Casing Pipe & 2-San. MH-A. Connect exist. 8" San. to prop. San. MH-A. (See Sheet No. 32 for Details)
1 - S - Brick
Lt. Sta. 154+00 To Lt. Sta. 155+44 Const. 144 L.F. of 8" Ductile Iron Sewer Pipe. (See sheet No. 32 for Details)
Lt. Sta. 155+04 Const. 44' Entr. w/ 37 S.Y. Cement Conc. Entr. Pavement
Note: Sta. 155+50 To Sta. 156+00 Transition Median from 12' To 14'. See Typical Sections.
Mullins, Inc. (Lessor) and Dave's Ford Lincoln-Mercury, Inc. (Lessee)
Note: Existing Post & Cable Lines, Light Poles and Signs Located on Parcel 46 are "Not To Be Disturbed".
Tennis Courts
Basketball Courts
Lt. Sta. 156+37±, Remove 10 L.F. of existing chain link fence as required for drainage construction & reset existing chain link fence along property line after construction is completed.
Ex. Chain Link (Do not Disturb)
Const. Esm't. For Roadway Const.
Lt. Sta. 159+44.5 Const. 43' Entr. w/ 358 S.Y. Bit. Conc. Entr. pavement
Lt. Sta. 158+74 & Sta. 159+97 Plug Exist. 24" R.C.P.
Lt. Sta. 159+16, Const. 18 L.F. of 8" Ductile Iron Sewer Pipe under prop. 18" storm Sewer Pipe. (See Sheet No. 31 for Details)
Board of Education of Laurel County, Kentucky
46' Lt. Sta. 158+74 Ex. Catch Basin Top 1161.94 F.L. 1157.18 (24" R.C.P.) (To Remain)
47' Lt. Sta. 159+97 Ex. Catch Basin Top 1161.27 F.L. 1154.40 (To Remain)
Brick Wall (Do not disturb)
Ex. Openings In Brick Wall
Stop Sign
Const. Type 1 Ramp
U.S. 25 CORBIN-LONDON RD.
N22°53'00"W
℄ Survey & ℄ Construction
155
160
30' Lt. Sta. 155+46 Prop. San. M.H.-A Top 1165.50 F.L. 1157.20
Exercise caution when constructing near 6" W.M.
Exercise caution when constructing near 8" San.
Prop. 8" Ductile Iron San. Sewer Pipe
50' Taper @ 50:1
Caution Signal
22' Rt. Sta. 154+06 Exist. Catch Basin Top 1165.55 F.L. 1163.66 (Remove)
22' Rt. Sta. 155+16 Exist. Catch Basin Top 1164.49 F.L. 1163.09 (Remove)
Cumberland Valley Nat'l. Bank And Trust Company
39' Rt. Sta. 155+46 Prop. San. M.H.-A Top 1164.65 F.L. 1156.77
Convenient Industries of America, Inc.
B.M. No 106
Dixie Warehouse, Inc.
38' Rt. Sta. 156+71 Exist. San. M.H. Top 1165.09 F.L. 1156.29
1 - S - Conc. Blk. Stucco
Fred G. Williams Nancy Williams (W.F.)
Rt. Sta. 159+27.5 Const. 50' Double Ent. w/ 23 S.Y. Bit. Conc. Ent. Pavement & 33 S.Y. Traffic Bound Base.
Rt. Sta. 159+57 To Rt. Sta. 160+00 Const. 60 L.F. of Guard Rail & 1-Terminal Section No. 1
Note: See General Notes for Compaction of Embankment Around and Over Exposed Sewer and Water Lines.
34' Rt. Sta. 159+16 Exist. San. M.H. Top 1162.17 F.L. 1155.22 (Reconstruct)
Note: San. sewer exposed between M.H. and paved lot.
Const. Esm't. For Entrance Const.
Const. Esm't. For Drainage
Ronnie McGowan Raymond Hewsen Willis Cunnagin
Rt. Sta. 159+00 To Sta. 160+00 Const. 612 C.Y. Select Granular Embankment at Toe of Embankment. See Cross Sections for Location and Details.
Rt. Sta. 159+16, Const. 18 L.F. of 8" Ductile Iron Sewer Pipe over Prop. 36" Storm Sewer Pipe. (See Sheet No. 31 for Details)
Rt. Sta. 160+02 Const. 5' F.B. Ditch, Const. 65 Tons Class II Agg. Lining L = 51' L.F., T = 15" Min., D = 3.0'
Ex. 3'x3' Stone Box Culv. (To Remain)
Rt. Sta. 154+05 Const. 50' Entr. w/ 65 S.Y. Bit. Conc. Entr. Pavement
Rt. Sta. 154+73 Const. 21' Entr. w/ 23 S.Y. Bit. Conc. Entr. Pavement
Rt. Sta. 155+75 Const. 21' Entr. w/ 20 S.Y. Bit. Conc. Entr. Pavement
Rt. Sta. 156+72 Const. 50' Entr. w/ 65 S.Y. Bit. Conc. Entr. Pavement
Scale: 1" = 20'
Note: All R/W Markers shown on this sheet are Municipal Type 1, unless otherwise noted.
Existing Pavement Removal Included In Roadway Excavation
*Note: Removal shall be considered incidental to the project earthwork and no additional payment will be allowed.

Cement Conc. Ent. Pvmt.

Lt. Sta. 155+04	= 38 S.Y.
Sh. Total	= 38 S.Y.

4" Concrete Sidewalk

Lt. Sta. 154+05.5 To Lt. Sta. 154+81.5	= 42.2 S.Y.
Lt. Sta. 155+26.5 To Lt. Sta. 158+97.80	= 204.2 S.Y.
Lt. Sta. 159+81.20 To Lt. Sta. 160+00	= 3.3 S.Y.
Sh. Total	= 249.7 S.Y.

Standard Curb & Gutter

Lt. Sta. 154+07 To Lt. Sta. 154+80	= 73 L.F.
Lt. Sta. 155+28 To Lt. Sta. 159+23	= 409 L.F.
Lt. Sta. 159+66 To Lt. Sta. 160+00	= 59 L.F.
Rt. Sta. 154+00 To Rt. Sta. 160+00	= 587 L.F.
Sh. Total	= 1128 L.F.

SHEET TOTAL STA. 154+00 TO STA. 160+00

Roadway Exc.	522
Emb.-in-Place	820

***PIPE REMOVAL**

LOC.	SIZE	LENGTH
Rt. Sta. 154+15	15"	194 L.F.
Lt. Sta. 155+04	15"	48 L.F.
Rt. Sta. 155+75	15"	116 L.F.
Lt. Sta. 156+82	8"	18 L.F.
Sheet Total		376 L.F.

RR. SPIKE IN PP #412 ON EAST SIDE OF U.S. 25, PP BETWEEN CUMBERLAND VALLEY NAT. BANK & CONVIENENT STORE 102' RT. STA. 154+56

+97 1-Wire
Elev. 1195.15
(Plotting not correct)

LAUREL | 22 | 164 160
RS 5203 (12)
FSP 063 0025 012 013

LT. STA. 155+24.5 CONST. 1'-DROP BOX INLET TYPE 12-A

RT. STA. 155+22 CONST. 1'-CURB BOX INLET TYPE A 4-1 FRAME & LID TYPE 1-A

LT. STA. 155+37 CONST. 1'-MANHOLE TYPE C FRAME & LID TYPE 1-A CONCENTRIC CLASS "A" TOWER

LT. STA. 156+30 CONST. 1'-DROP BOX INLET TYPE 11

Q25 = 1.7 cfs
HW25 = 1165.3
Q100 = 2.1 cfs
HW100 = 1165.3

LT. STA. 156+80 CONST. 1'-DROP BOX INLET TYPE 14

Q25 = 0.6 cfs
HW25 = 1164.7
Q100 = 0.8 cfs
HW100 = 1164.7

RT. STA. 157+25 CONST. 1'-MANHOLE TYPE C FRAME & LID TYPE 1-A CONCENTRIC CLASS "A" TOWER

LT. STA. 157+25 CONST. 1'-MANHOLE TYPE C FRAME & LID TYPE 1-A CONCENTRIC CLASS "A" TOWER

LT. STA. 158+68 CONST. 1'-CURB BOX INLET TYPE A 24-2 FRAME & LID TYPE 1-A

RT. STA. 158+68 CONST. 1'-CURB BOX INLET TYPE B 36-1 FRAME & GRATE

LT. STA. 158+74 EXIST. 4'x4' C.B. (TO REMAIN)

CONST. 15" STORM SEWER-LT. S = 0.010 ft/ft

-0.40 %

CONST. 15" STORM SEWER-RT. S = 0.01 ft/ft

CONST. 12" STORM SEWER-LT. S = 0.02 ft/ft

CONST. 15" STORM SEWER-RT. S = 0.01 ft/ft

CONST. 15" STORM SEWER-LT. S = 0.01 ft/ft

Q25 = 3.0 cfs
HW25 = 1162.2
Q100 = 3.5 cfs
HW100 = 1162.2

EXIST. 21" R.C.P. (TO REMAIN) S = 0.0089 ft/ft

EXIST. 24" R.C.P. (TO BE PLUGGED) S = 0.0304 ft/ft

CONST. 30" STORM SEWER-LT. S = 0.005 ft/ft

CONST. 18" STORM SEWER-LT. S = 0.005 ft/ft

CONST. 30" STORM SEWER-LT. S = 0.0129 ft/ft

CONST. 30" STORM SEWER-LT. S = 0.009 ft/ft

CONST. 24" STORM SEWER-LT. S = 0.01 ft/ft

CONST. 36" STORM SEWER-RT. S = 0.007 ft/ft

CONST. 36" STORM SEWER-RT. S = 0.007 ft/ft

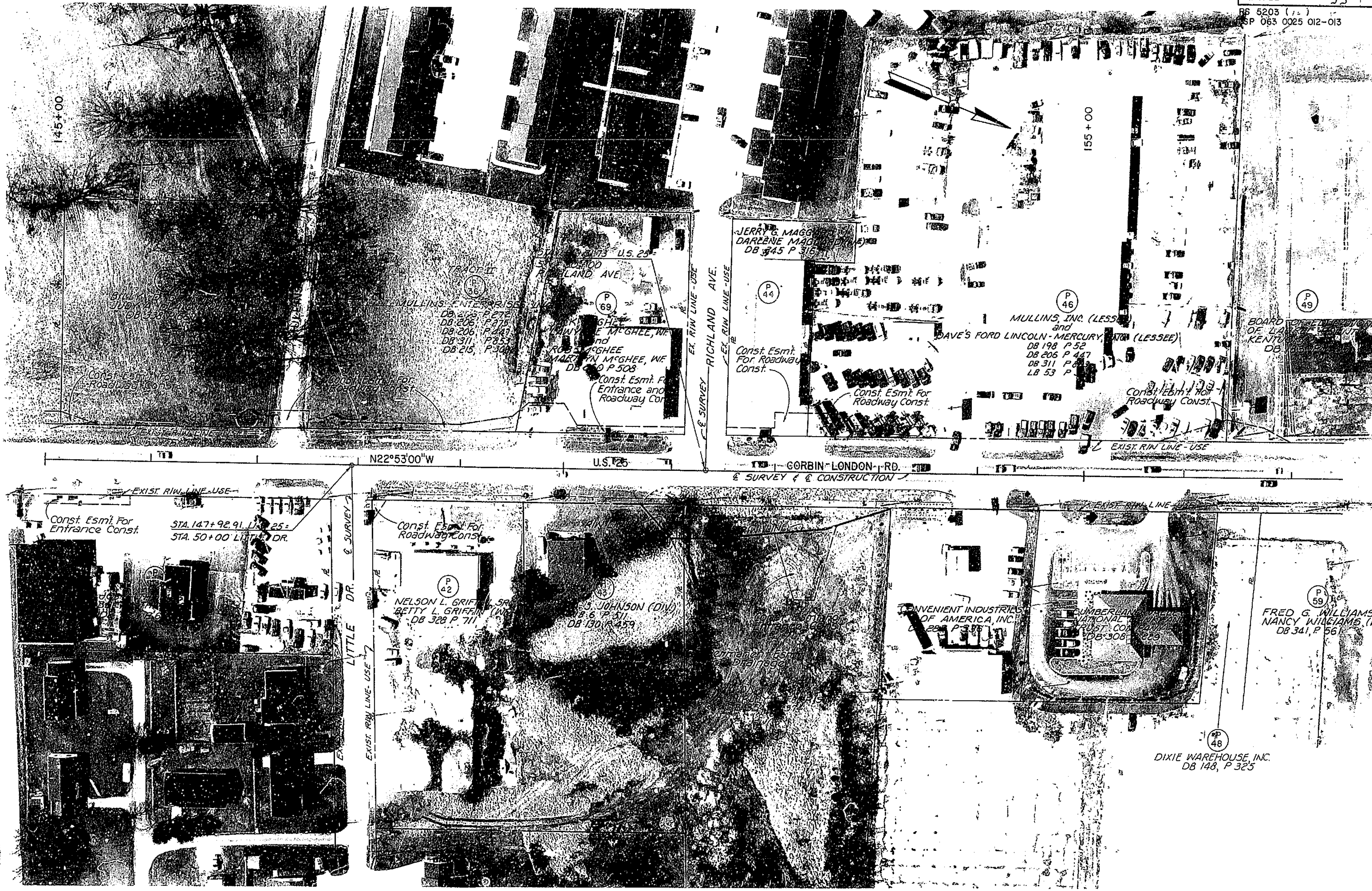
CONST. 36" STORM SEWER S = 0.006 ft/ft

PROFILE
SCALE : 1" = 20' HORIZ.
1" = 2' VERT.

154	155	156	157	158	159	160
1166.17 / 1166.48	1165.95 / 1166.28	1165.71 / 1166.08	1165.49 / 1165.88	1165.34 / 1165.68	1165.26 / 1165.48	1165.14 / 1165.28	1165.02 / 1165.08	1164.67 / 1164.88	1164.51 / 1164.68	1164.31 / 1164.48	1164.04 / 1164.28	1163.87 / 1164.08

1172 1170 1168 1166 1164 1162 1160 1158 1156 1154 1152

36


145+00
155+00
N22°53'00"W
U.S. 25
CORBIN-LONDON-RD.
℄ SURVEY & ℄ CONSTRUCTION
EXIST. R/W LINE-USE
RICHLAND AVE.
EX. R/W LINE-USE
℄ SURVEY
LITTLE DR.
EXIST. R/W LINE-USE
JERRY G. MAGGARD
DARLENE MAGGARD (WF)
P 44
P 46
MULLINS, INC. (LESSOR)
and
DAVE'S FORD LINCOLN-MERCURY, INC. (LESSEE)
DB 198 P 52
DB 206 P 447
DB 311 P
LB 53 P
P 49
BOARD OF EDUCATION
KENTUCKY
P 69
TRACT II
MULLINS ENTERPRISES, INC.
DB 206 P 476
DB 311 P 857
DB 215 P 300
ROBERT McGHEE
MARILYN McGHEE, WF
Const. Esmt. For Entrance and Roadway Const.
Const. Esmt. For Roadway Const.
Const. Esmt. For Entrance Const.
STA. 147+92.91 U.S. 25 =
STA. 50+00 LITTLE DR.
P 42
NELSON L. GRIFFIN, SR.
BETTY L. GRIFFIN (WF)
DB 328 P 711
P 43
JOHNSON (DIV.)
DB 130 P 459
CONVENIENT INDUSTRIES OF AMERICA, INC.
CUMBERLAND VALLEY NATIONAL BANK & TRUST CO.
P 59
FRED G. WILLIAMS
NANCY WILLIAMS (WF)
DB 341, P 561
P 48
DIXIE WAREHOUSE, INC.
DB 148, P 325
Scale: 1" = 50'

R/W STRIP MAP

LAUREL 56

RS 5203 (1)
FSP 063 0025 012-013

160+00

165+00

School Ent.

School Ent.

P-49

BOARD OF EDUCATION OF LAUREL COUNTY KENTUCKY
DB 183, P 545

Const. Esm't. For Roadway Const.

Const. Esm't. For Roadway Const.

EXIST. R/W LINE - USE

EXIST. R/W LINE - USE

N22°53'00"

U.S. 25

CORBIN-LONDON, RD.

℄ SURVEY ℄ CONSTRUCTION

EXIST. R/W LINE - USE

Const. Esm't. For Roadway Const.

Const. Esm't. For Drainage Const.

STA. 165+58.88 ℄ SURVEY
CORBIN-LONDON ROAD
END R/W PROJECT

P-47

FRED C. WILLIAMS
NANCY WILLIAMS (H
DB [illegible] P 561

P-50

WOODROW W. SC
JANE [illegible] SCOTT (
DB 323 P 83

FRED A. CLOYD
DB 149, P 6

GEORGE W. CLOYD
DB 155, P 275

James Orland
Kend[illegible] (wf)
Hand[illegible] (wf)

Scale: 1"=50'

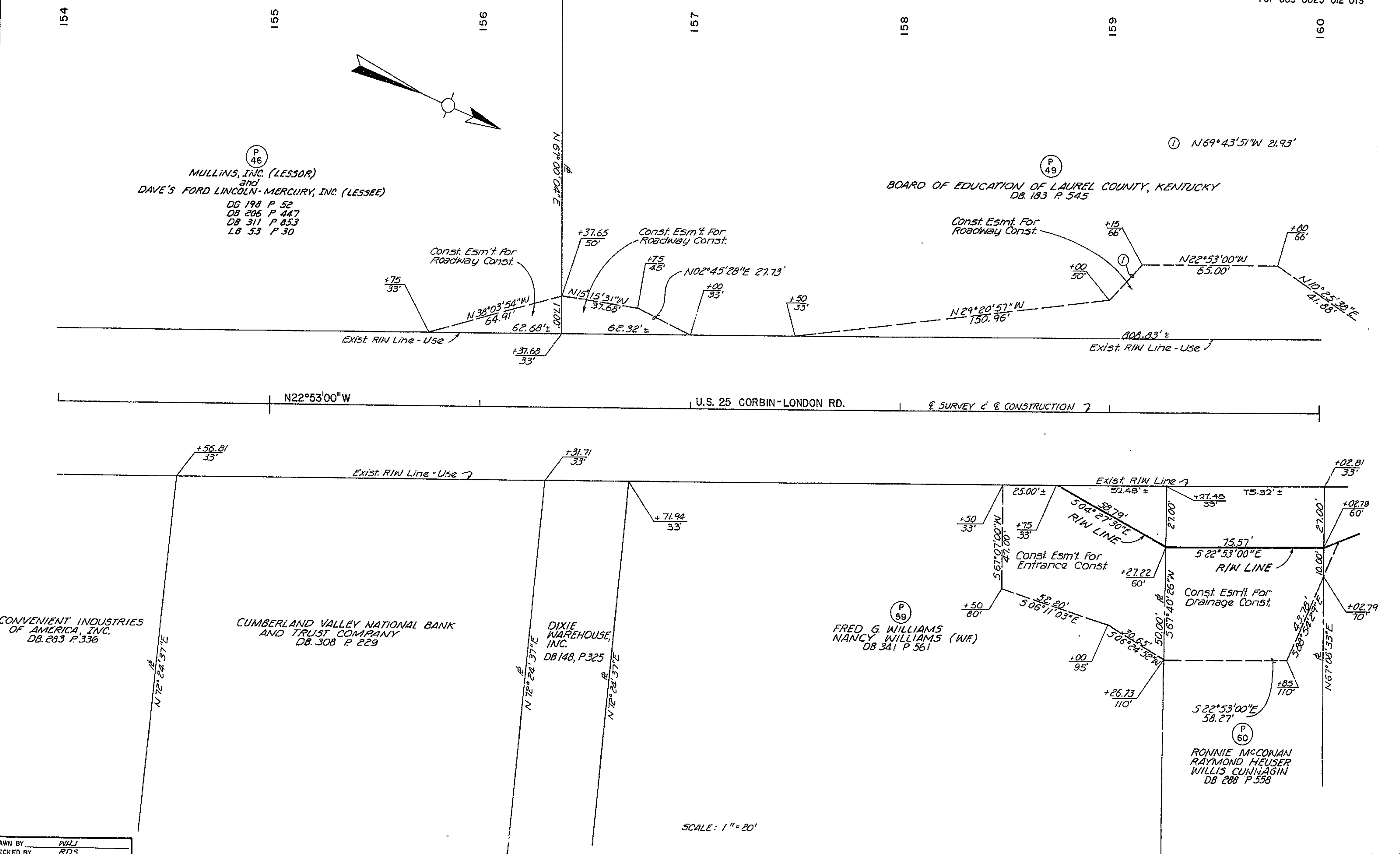
69

7-11-73 FORM NO. 2

STA. 157+50 TO STA. 165+00

COUNTY OF	YEAR	NO.	TOTAL SHEETS
LAUREL		47	166

RS 5203 (12)
FSP 063 0025 012 013



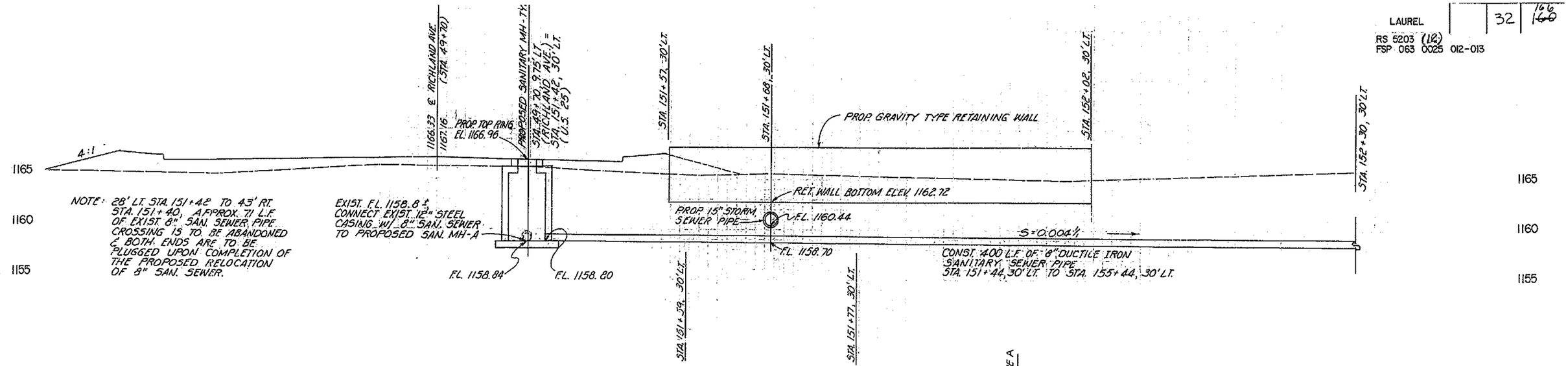
DRAWN BY WHJ
CHECKED BY RDS
APPROVED BY

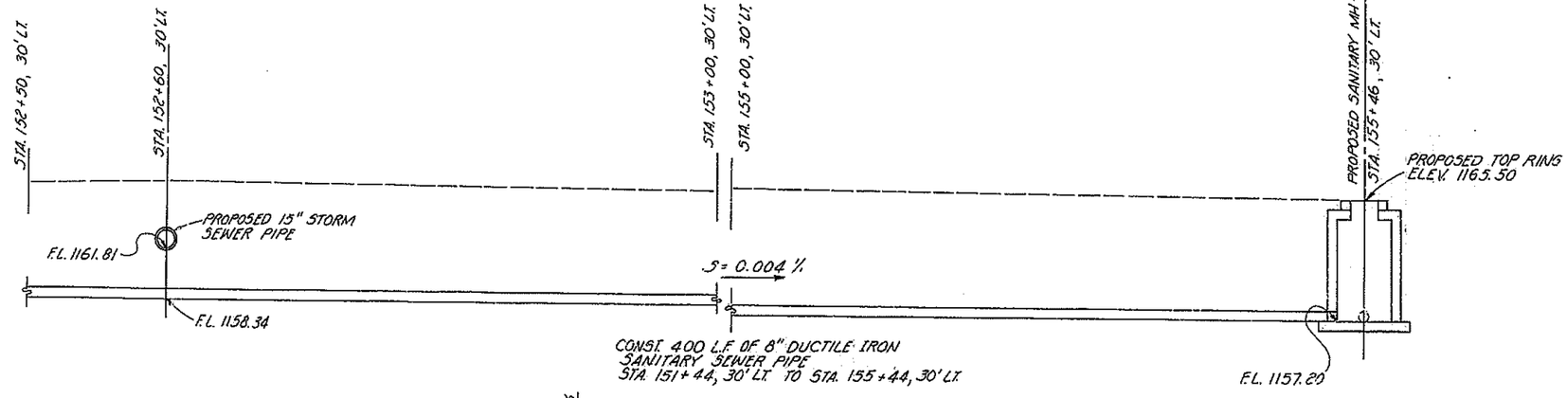
VENDORS NAME 7-13-73 FORM NO. 2

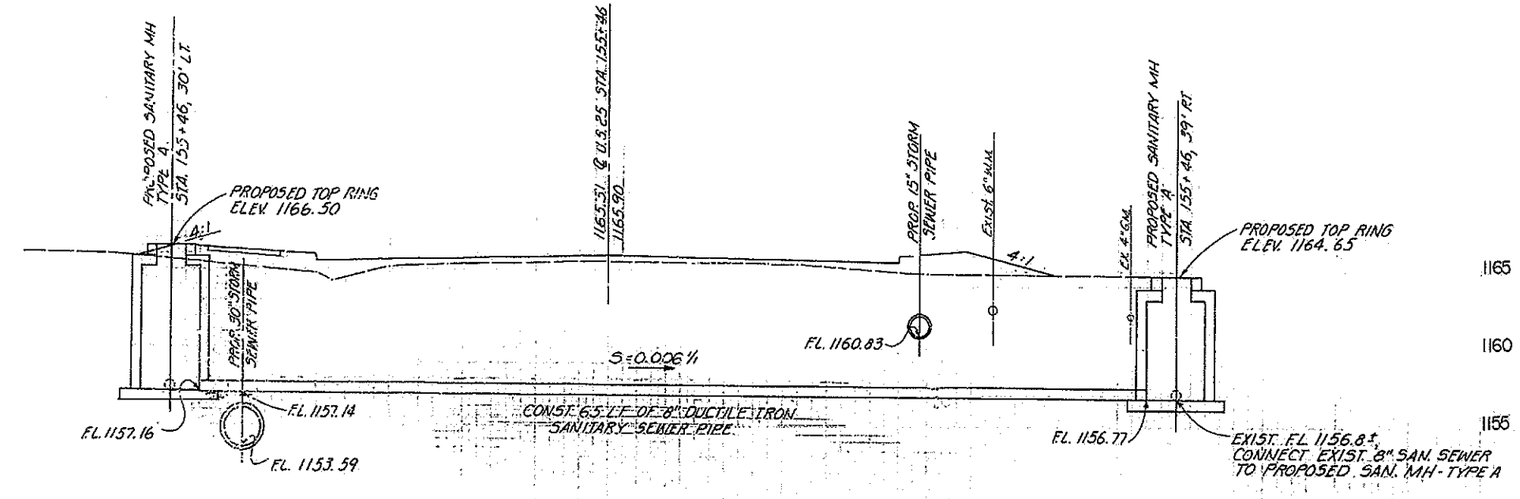
61

LAUREL | | 32 | 166/160

RS 5203 (12)
FSP 063 0025 012-013







SANITARY SEWER PROFILES

SCALE: 1" = 5' HORIZ. & VERT.

46

STA. 151+42 TO STA. 155+46

COUNTY OF	STATE PROJ. NO.	SECTION NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LAUREL	63-111		1942	1	1

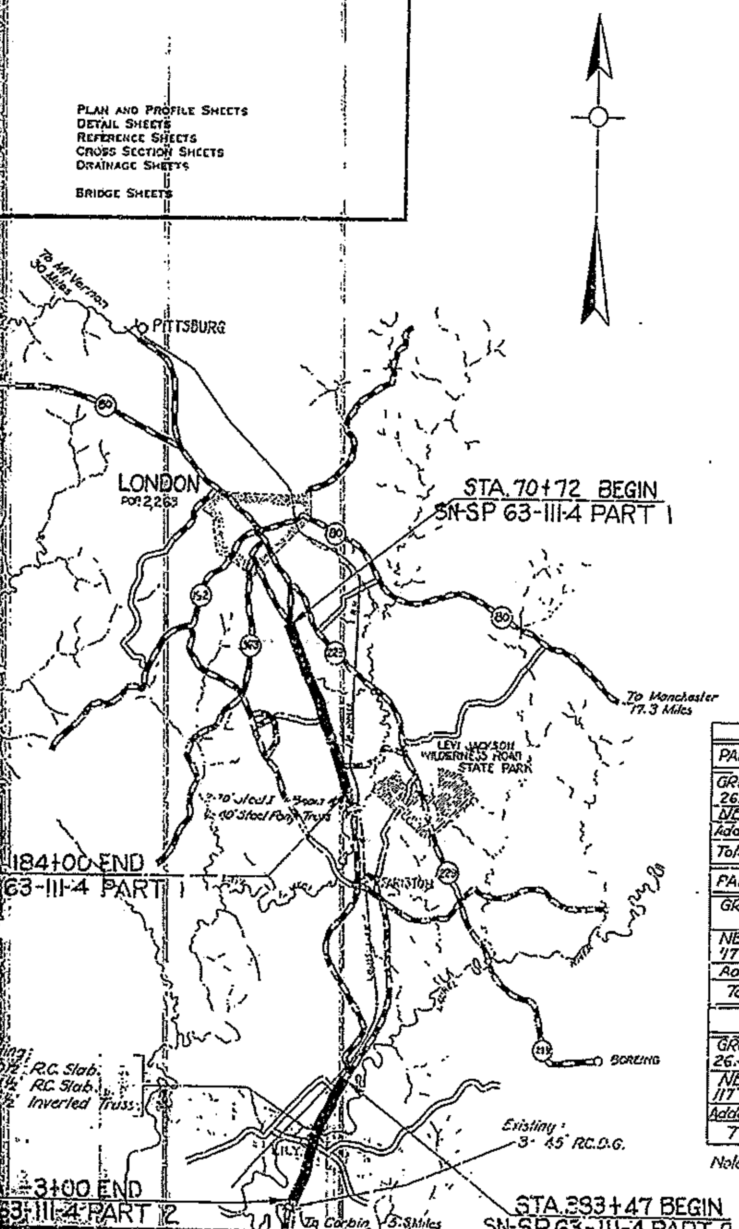
INDEX OF SHEETS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
LAUREL COUNTY

SN-SP 63-111-4

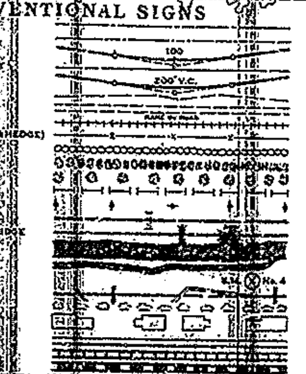
SCALES
PLAN 1 INCH 100 FEET
PROFILE HOR. 1 INCH FEET
PROFILE VER. 1 INCH FEET
CROSS SECTION 1 INCH FEET

SUBSECTIONS OF CONTRACT
LAUREL CO. SN-SP 63-111-4
63-111-45A Surfacing, Sta. 70+72 to Sta. 184+00
63-111-45B Surfacing, Sta. 383+47 to Sta. 0-3+00



LAYOUT MAP

CONVENTIONAL SIGNS



FOR SURFACING

	LIN. FT.	SQ. YDS.	MILES
PART 1-SNSP 63-111 - Sta 70+72 to Sta. 184+00			
GROSS LENGTH 26.4' Added for	11,354.4		2.150
NET LENGTH	11,354.4		2.150
Added for Curve Widening		268	
Total Surfacing Part 1		25500	
PART 2-SN-SP 63-111 Sta. 383+47 to Sta. -3+00			
GROSS LENGTH	7466		1.414
NET LENGTH 117' Deducted for Bridge	7349		1.391
Added for Curve Widening (Est)		269	
Total Surfacing Part 2		16600	
TOTAL PARTS 1 AND 2			
GROSS LENGTH 26.4' Added for Equalities	18,820.4		3.564
NET LENGTH 117' Deducted for Bridge	18,703.4		3.542
Added for Curve Widening		537	
TOTAL SURFACING PARTS 1 AND 2		42,100	

Note:- Distances in feet as shown above are chained measurements.

GENERAL NOTES

All curves to be banked and widened according to Standards as directed.
No payment will be allowed for Clearing and Grubbing.

Half width construction will be required on this project, the Contractor keeping the road open to traffic at all times.

Contractor shall erect and maintain sufficient barricades and warning signs to protect and direct the travelling public, and shall supply a sufficient number of watchmen and flagmen to direct traffic and to protect that portion of the surface that is not ready to be opened to traffic.

The Contractor shall arrange his operations so that at the end of each days work there will be remaining no section of half width, unless as determined by the Engineer, conditions warrant a deviation from this rule.

In order to prevent a traffic hazard the Bituminous Material for the paint coat shall be applied half width at a time.

All surfacing material shall be spread and finished by an approved, mechanical self-propelled spreading and finishing machine operated on side forms or by an approved self-propelled, spreading leveling and finishing machine, operated without side forms, provided it will finish the surface to a uniform line, grade and cross section.

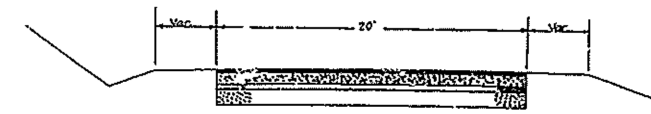
Final Dressing will be confined within the shoulder lines on fills and to the back of ditches in cuts except where slopes have been disturbed to yield excavation material.

The Standard Specifications for State and Federal Road and Bridge Construction, with the following Amendments and Revisions will apply on this project:

- Booklet No. 1, Amendments and Revisions.
- Special Provisions for Asphalt Mixing Plants.
- Special Specifications No. 32 for Bituminous Coated Aggregate Class F.

TYPICAL SECTION

ROCK ASPHALT SEAL
BITUMINOUS COATED CLASS F BINDER, TYPE A.



EXISTING: 1" Bituminous Mat. Waterbound Macadam Base, 6" depth.
RECONDITION: Rock Asphalt Seal - Bituminous Coated Aggregate Class F Binder, Type A.

Paint Coat [0.1 Gal. per sq.yd. Bituminous Material RC-2 for Paint Coat.
1½ Binder* [150 Lbs. per sq.yd. Bituminous Coated Aggregate Class F Binder Type A.
½" Seal [50 Lbs. per sq.yd. Rock Asphalt.

SURFACING QUANTITIES

		UNIT	QUANTITIES
	PART 1-SNSP 63-111. Sta. 70+72 to Sta. 184+00		
	Roadway Excavation	Cu.Yd.	1200
	Bituminous Material RC-2 for Paint Coat.	Gal.	2550
OR	Bituminous Coated Aggregate Class F Binder, Type A.	Ton	* 1920
OR	Rock Asphalt	Ton	640
OR	Final Dressing	100' Sta.	114
OR	Bit. Coated Agg. Class F Binder, Type A. (Alternate using slag).	Ton	1680
	PART 2-SN-SP 63-111. Sta. 383+47 to Sta -3+00		
	Roadway Excavation	Cu.Yd.	700
	Bituminous Material RC-2 for Paint Coat.	Gal.	1660
OR	Bituminous Coated Aggregate Binder Class F Type A.	Ton	* 1250
OR	Rock Asphalt	Ton	420
OR	Final Dressing	100' Sta.	73
OR	Bit. Coated Aggregate Class F Binder, Type A. (Alternate using slag).	Ton	1100
	TOTAL PARTS 1 AND 2		
	Roadway Excavation	Cu.Yd.	2000
	Bituminous Material RC-2 for Paint Coat	Gal.	4210
OR	Bituminous Coated Aggregate Class F Binder Type A.	Ton	* 3170
OR	Rock Asphalt	Ton	1060
OR	Final Dressing	100' Sta.	187
OR	Bit. Coated Aggregate Class F Binder Type A (Alternate using slag)	Ton	2780

* Crushed limestone, slag or gravel mixed with Bituminous Material MC-5 or RT-10, in accordance with Special Specifications No. 32, may be used.

NOTE:- Where directed by the Engineer the Class F Material is to be placed so as to decrease the excessive crown in the existing surface. However in no case shall the compacted thickness be less than ¾ inches.

	PART 1	PART 2	TOTAL
GROSS LENGTH	11,354.4 LIN. FT. 2.150 MILES	7466 LIN. FT. 1.414 MILES	18820.4 LIN. FT.
ADDED FOR EQUALITIES	26.4 LIN. FT.	0 LIN. FT.	
NET LENGTH	11,354.4 LIN. FT. 2.150 MILES	7349 LIN. FT. 1.391 MILES	18,703.4 LIN. FT.
BRIDGES		Laurel River 117	Laurel River

KENTUCKY DEPARTMENT OF HIGHWAYS
COUNTY OF
LAUREL
LONDON — CORBIN ROAD

STATE PROJECT	SECTION	DATE
No. 63-111		1942

SURVEYED
PLANS CHECKED
SURVEY AND PLANS APPROVED
RECOMMENDED FOR APPROVAL
APPROVED

LETTING DATE

SP 63-111-4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LAUREL		1	207

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT
LAUREL COUNTY
US 25

STPR 5203 (18)

GRADE, L..AIN, AND SURFACE PLANS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
2-2m	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
3-40	PLAN AND PROFILE SHEETS
40a-64	UTILITY PLAN SHEETS
65-67	RIGHT OF WAY SUMMARY SHEETS
68-70	RIGHT OF WAY STRIP MAP SHEETS
71-71u	DETAIL SHEETS (M.O.T.)
72	REFERENCE SHEETS
73-79	SOIL PROFILE SHEETS
80-103	PIPE DRAINAGE SHEETS
104-207	CROSS SECTION SHEETS

SHEETS NOT INCLUDED IN TOTAL SHEETS
2a-2m, 71a-71u, 40a - 40y

TOTAL BRIDGE SHEETS 11

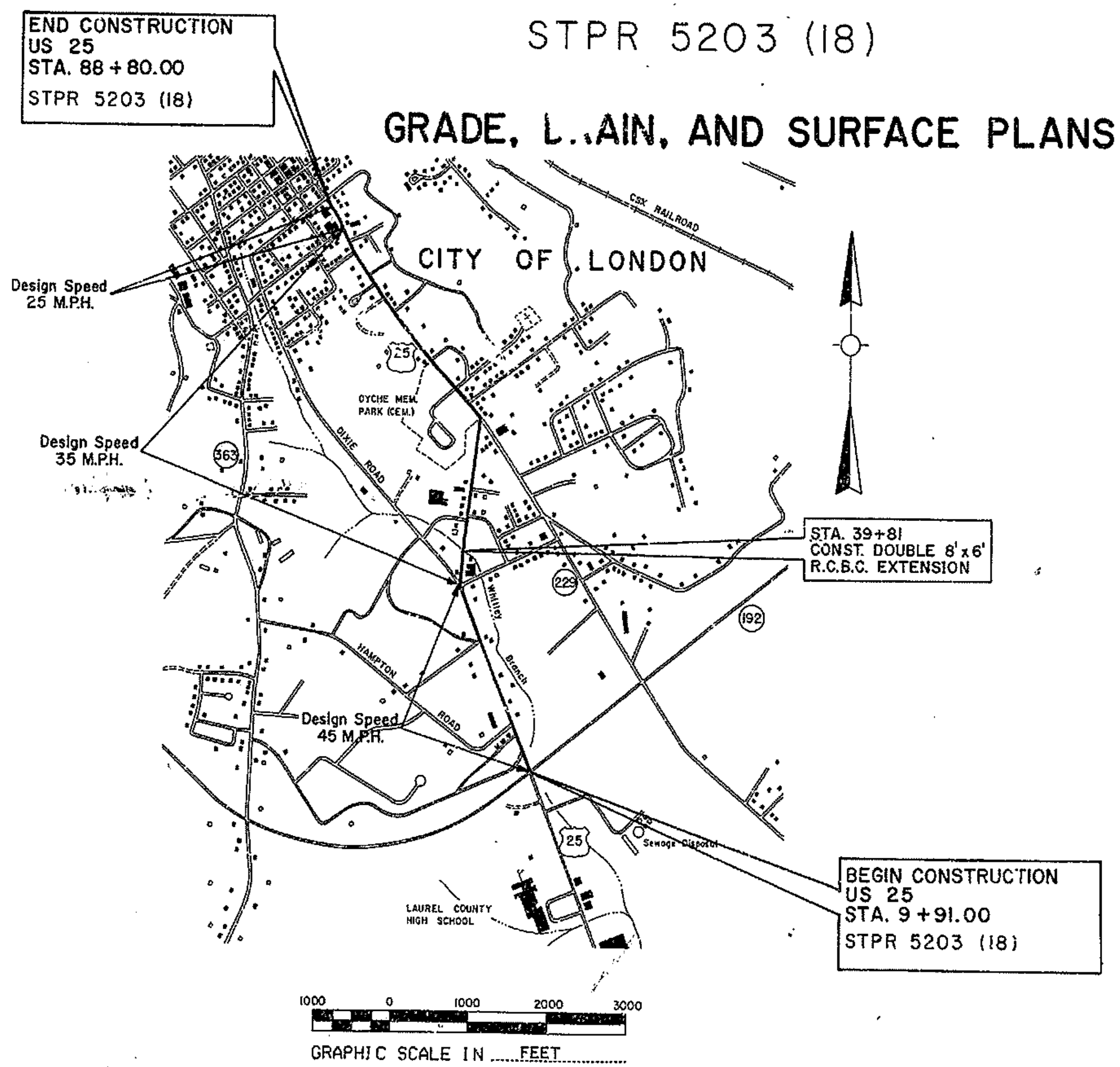
STANDARD DRAWINGS

NUMBER		
RBI - 001 - 06	RDB - 430 - 03	RGX - 020 - 09
RBR - 001 - 09		RGX - 030 - 05
RBR - 005 - 08	RDI - 001 - 04	RPM - 100 - 06
RBR - 010 - 03		RPM - 150 - 03
RBR - 015 - 03	RDI - 020 - 05	
	RDI - 025 - 01	RPM - 160 - 01
RDB - 001 - 09	RDM - 001 - 04	RPM - 170 - 03
RDB - 003 - 05	RDM - 010 - 03	RDX - 160 - 04
RDB - 011 - 06	RDM - 011 - 02	TSC - 400 - 02
RDB - 012 - 06	RDM - 012 - 01	
RDB - 270 - 04	RDM - 013 - 01	
RDB - 271 - 03	RDM - 100 - 01	
RDB - 272 - 04	RDX - 005 - 01	
RDB - 273 - 03	RDX - 200 - 01	
RDB - 400 - 02	RGX - 001 - 03	
RDB - 410 - 03	RGX - 002 - 06	TSC - 300 - 05
RDB - 420 - 02	RGX - 005 - 03	TSC - 320 - 04
RDH - 110 - 01	RGX - 010 - 02	RDP - 005 - 03
RDH - 120 - 01	RDH - 310 - 02	RDP - 006 - 02
RDH - 210 - 01	RDH - 340 - 02	RDP - 050 - 01
RDH - 216 - 01	RDP - 001 - 04	TOTAL STD. DRWGS. - 52

RECORD PLANS	NO. SETS	DATE
CONSTRUCTION PLANS		

REVIEWED BY
DIVISION OF CONSTRUCTION

PLANS CHECKED BY E.J. 5-1-96
FINAL CHECK BY



STA. 9+91 TO STA. 14+74.25 IS A PARTIALLY CONTROLLED ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED ONLY WHERE SPECIFICALLY INDICATED ON PLANS.
STA. 14+74.25 TO STA. 88+20.00 THE CONTROL OF ACCESS SHALL BE BY PERMIT.

AS BUILT PLANS
Dexter Newman
9-14-99

LAYOUT MAP

DESIGN CRITERIA

CLASS OF HIGHWAY URBAN ARTERIAL
TYPE OF TERRAIN ROLLING
DESIGN SPEED 25, 35, 45 MPH
REQUIRED NPSD (25 MPH) 150', (35 MPH) 225', (45 MPH) 325'
REQUIRED PSD N/A
LEVEL OF SERVICE
ADT PRESENT (1992) 17,100 VPD
ADT FUTURE (2016) 23,000 VPD
DHV 2,300 VPH
D % N/A
T % 3% ADT 2% DHV

GEOGRAPHIC COORDINATES

LATITUDE 37 DEGREES 07 MINUTES NORTH
LONGITUDE 84 DEGREES 04 MINUTES WEST

DESIGNED

% RESTRICTED SD N/R
LEVEL OF SERVICE N/R
MAX. DISTANCE W/O PASSING N/R

GROSS LENGTH 7889.00 LIN. FT. 1.494 MILES	GROSS LENGTH ___ LIN. FT. ___ MILES	GROSS LENGTH ___ LIN. FT. ___ MILES	GROSS LENGTH ___ LIN. FT. ___ MILES
ADDED / DEDUCTED FOR EQUALITIES N/A LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES ___ LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES ___ LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES ___ LIN. FT.
NET LENGTH 7889.00 LIN. FT. 1.494 MILES	NET LENGTH ___ LIN. FT. ___ MILES	NET LENGTH ___ LIN. FT. ___ MILES	NET LENGTH ___ LIN. FT. ___ MILES
NOT INCLUDED	NOT INCLUDED	NOT INCLUDED	NOT INCLUDED
RAILROAD CROSSINGS NO. ___ LIN. FT.	RAILROAD CROSSINGS NO. ___ LIN. FT.	RAILROAD CROSSINGS NO. ___ LIN. FT.	RAILROAD CROSSINGS NO. ___ LIN. FT.
BRIDGES ___ LIN. FT.	BRIDGES ___ LIN. FT.	BRIDGES ___ LIN. FT.	BRIDGES ___ LIN. FT.

KENTUCKY
DEPARTMENT OF HIGHWAYS
LAUREL COUNTY COUNTY
US 25

PROJECT FD45 063 0025 010-013 C
NUMBER: STPR 5203 (18)
LETTING DATE: 6-21-96

DESIGNED BY Dec 13 1995 BY Donald Jewell ASST. DIS ENGINEER FOR PRE-CONSTRUCTION
19 BY
APPROVED March 26 1996 BY Darrell Thomas for D.K. Cornett DIRECTOR OF TRAFFIC
PLAN CHECKED 4/26/1996 BY Glenn C. Dockery CHIEF DRAFTSMAN
PLAN APPROVED 4/26 1996 BY John B. Sacksteder DIRECTOR OF DESIGN
PLAN APPROVED 4-26 1996 BY J. M. Yowell STATE HIGHWAY ENGINEER

STATE OF KENTUCKY WESLEY G. WITT 2325 REGISTERED PROFESSIONAL ENGINEER

STATE OF KENTUCKY JAMES L. GUINN 15078 REGISTERED PROFESSIONAL ENGINEER

DIETZGEN 7 25-86 FORM NO. 1

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LAUREL		2L	207

STPR 5203 (18)

BRIDGE AND CULVERT SUMMARY

DIVISION OF BRIDGES ESTIMATE AND PROJECT SUMMARY
KENTUCKY DEPARTMENT OF HIGHWAYS

SHEET 1

COUNTY LAUREL
ROAD KY192 TO FIRST STREET

STATE PROJECT NO. F025 063 0025 Y 010-013 041D
FEDERAL PROJECT NO. 000RS 05203 015

DI

COMPLETED DATE

REVISION DATE

SPECIAL DRAWINGS 23654/6SH, 23655/4SH

STANDARD DRAWINGS BGX-006-06/1SH

TOTAL PLAN SHEETS 11

	DRAWING NUMBER	23654	23655
	STATION ON PROJECT ROUTE	39+81.00*	**********
	STATION ON CROSSING ROUTE		56+08.00

DESCRIPTION OF STRUCTURE

CULVERT	CULVERT	CULVERT
TOTAL LENGTH	E 41.0	E 20.0
NO. OF BARRELS	DOUBLE	SINGLE
SKEW	31.0 RIGHT	02.0 LEFT
TYPE & SIZE	RCBC 08X06	RCBC 05X04
INLET LENGTH	~~24.0~~ 22.0	
INLET ELEV.	1156.5	
OUTLET LENGTH	17.0	~~20.0~~ 15.21
OUTLET ELEV.	1156.3	1169.2
DEPTH OF COVER	4.2	4.5
FOUNDATION	ROCK	ROCK

QUANTITIES

CODE	UNIT	DESCRIPTION			TOTALS FOR PROJECT
8100	C.Y.	CONCRETE-CLASS A	108.4	23.9	132.3
8150	LBS.	STEEL REINFORCEMENT	10534.	1457.	11991.
8001	C.Y.	STRUCTURE EXCAVATION-COMMON	80.	30.	110.
8002	C.Y.	STRUCTURE EXCAV-SOLID ROCK	30.		30.
2403	C.Y.	REMOVING CONCRETE MASONRY	25.	10.	35.

NOTES AND SPECIAL PROVISIONS
SPECIAL PROVISIONS9G(94)

BRIDGE AND CULVERT QUANTITIES ARE NOT INCLUDED IN THE GENERAL SUMMARY.

14

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

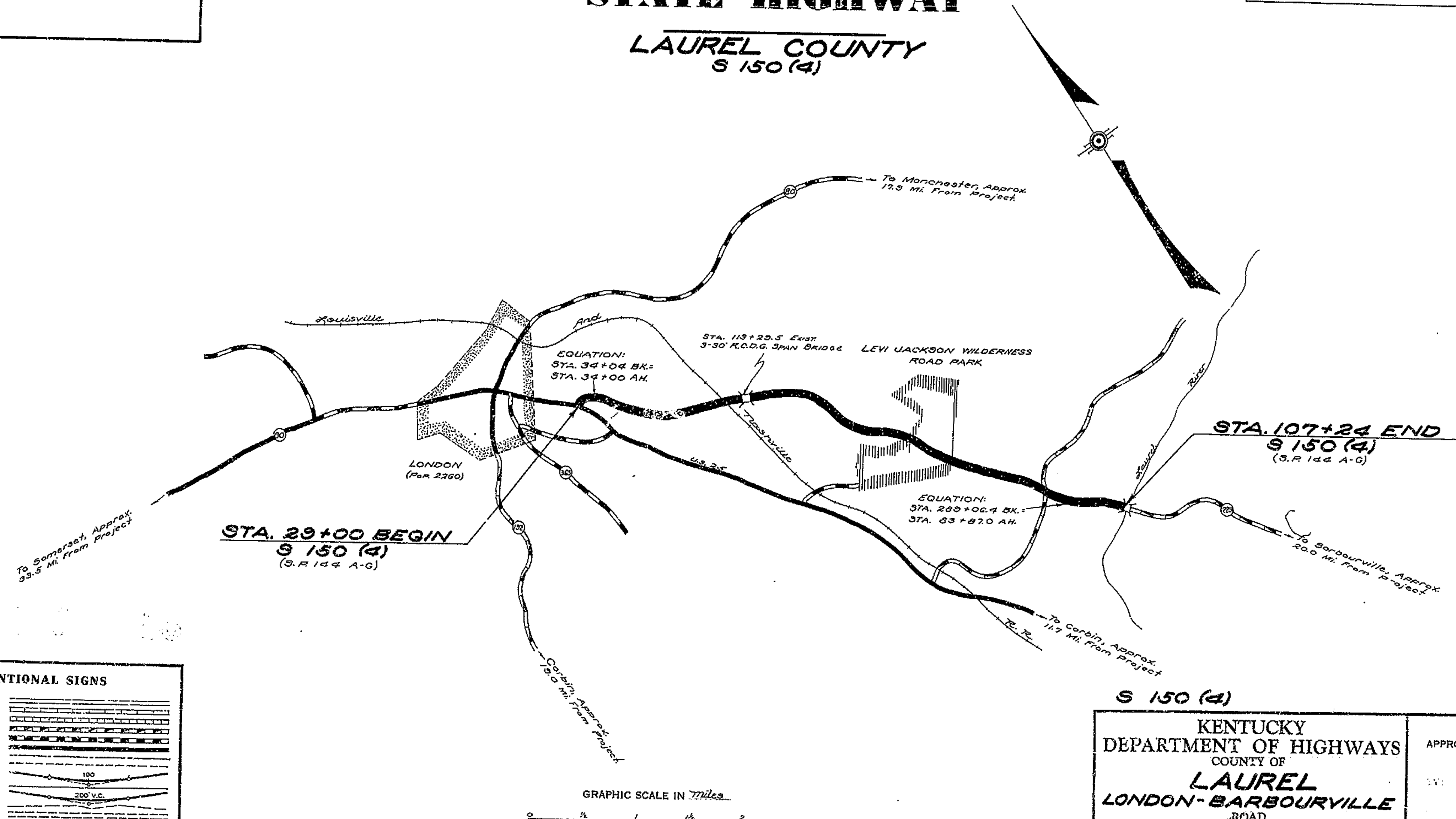
LAUREL COUNTY
S 150 (4)

S 150 (4)					
FED. ROAD DIST. NO.	STATE		FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1952	1	

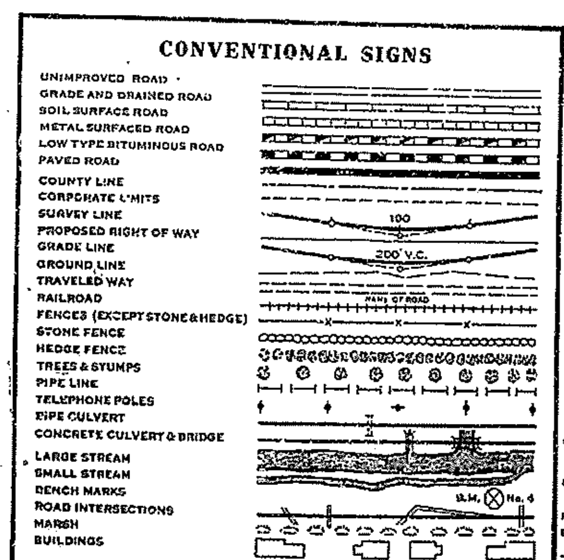
SUBSECTION OF CONTRACT
FOR
LAUREL COUNTY
S 150 (4) SP 63-91-4
63-91-43A Surface from Sta. 29+00 to Sta. 107+2[illegible]

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
2	TYPICAL SECTIONS—SUMMARY OF QUANTITIES
	LIST OF STANDARD DRAWINGS
3.11	CURVE WIDENING SUPER ELEVATION, ROCK SECTIONS
3.12	STANDARD STRUCTURES
3.16	PRIVATE ENT. & ROAD INTERSECTIONS
G-15	PLAN AND PROFILE SHEETS (PRA ONLY)



LAYOUT MAP



GROSS LENGTH ____ LIN. FT. ____ MILES	GROSS LENGTH ____ LIN. FT. ____ MILES	GROSS LENGTH ____ LIN. FT. ____ MILES	GROSS LENGTH 28347.4 LIN. FT. 5.368 MILES
ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES ____ LIN. FT.	ADDED FOR EQUALITIES 20529.4 LIN. FT.
NET LENGTH ____ LIN. FT. ____ MILES	NET LENGTH ____ LIN. FT. ____ MILES	NET LENGTH ____ LIN. FT. ____ MILES	NET LENGTH 28224.4 LIN. FT. 5.345 MILES
NOT INCLUDED	NOT INCLUDED	NOT INCLUDED	NOT INCLUDED
RAILROAD CROSSINGS NO. ____ LIN. FT.	RAILROAD CROSSINGS NO. ____ LIN. FT.	RAILROAD CROSSINGS NO. ____ LIN. FT.	RAILROAD CROSSINGS NO. (2) 24' LIN. FT.
BRIDGES ____ LIN. FT.	BRIDGES ____ LIN. FT.	BRIDGES ____ LIN. FT.	BRIDGES (1) 99.0 LIN. FT.

S 150 (4)

KENTUCKY DEPARTMENT OF HIGHWAYS COUNTY OF **LAUREL** **LONDON-BARBOURVILLE** ROAD STATE PROJECT No. 63-91-4 — DATE 1952	APPROVED 6/27 1952 BY: W.P. Curlin [signature] COMMISSIONER OF HIGHWAYS
SURVEYED ____ 19__ BY ____ CHIEF OF PARTY SURVEY APPROVED ____ 19__ BY C. J. Fuller CHIEF LOCATING ENGINEER PLAN CHECKED 6/25 1952 BY [signature] Riley CHIEF DRAFTSMAN SURVEY AND PLAN APPROVED 6/27 1952 BY M. H. Johnson DIRECTOR OF DESIGN SURVEY AND PLAN APPROVED 6/27 1952 BY [signature]	DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS RECOMMENDED FOR APPROVAL: ____ DISTRICT ENGINEER ____ DATE APPROVED:

RECORD PLANS
CONSTRUCTION PLANS

REVIEWED BY ____
DIVISION OF CONSTRUCTION

PLANS TRACED BY Fields
PLANS COMPLETED BY [illegible]
PLANS CHECKED BY [illegible]
FINAL CHECK BY ____

LETTING DATE 8-1-52

TYPICAL SECTION AND SUMMARY SHEET

FED. ROAD DIST. NO.	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	KY.		1952	2	15

S 150 (4)

LAUREL COUNTY
London - Barbourville Road.

TYPICAL SECTION

NEW CONSTRUCTION:

6" BASE STABILIZATION WITH PORTLAND CEMENT & CLASS I SURFACE

Stabilized Base — Estimated 0.135 Bbl. per sq. yd. Portland Cement
Estimated 7.0 gals. per sq. yd. Water
6" Stabilized Base

Prime — 0.15 gal. per sq. yd. Refined Tar (RT-2) for Prime

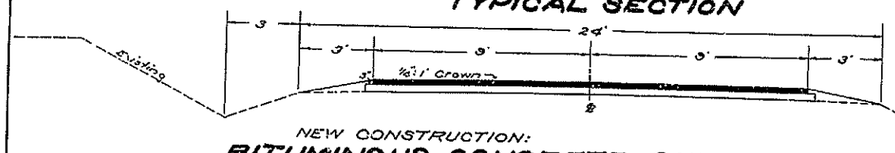
Surface (1½) — Estimated 152 lbs. per sq. yd. Bituminous Concrete Surface, Class I, type B.

Bituminous Material (PAC-5) to be used in Class I mixture

0.20 gal. per sq. yd. Refined Tar (RT-2) may be used as an alternate for curing the stabilized base.

-OR-

TYPICAL SECTION



NEW CONSTRUCTION:

BITUMINOUS CONCRETE SURFACE, CLASS I - (WATERBOUND MACADAM BASE)

4½" Base — 1" Compacted Crushed Limestone, Size No. 5 for Insulation
30% of (1" compacted) Additional Limestone Screenings, Size No. 10
3½" Compacted Crushed Limestone, Size No. 2 (Waterbound)
30% of (3½" Compacted) Additional Limestone Screenings, Size No. 10

Prime — 0.25 gal. per sq. yd. Refined Tar (RT-2) for Prime

Surface (1½) — Estimated 152 lbs. per sq. yd. Bituminous Concrete Surface, Class I, type B.

Bituminous Material (PAC-5) to be used in Class I mixture

Shape existing surface to uniform crown and grade, scarifying if necessary, as directed. Water and roll. No direct payment will be allowed for these operations.

FOR SURFACING

STA. 29+00 to STA. 107+24	LIN. FT.	SQ. YDS.	MILES
GROSS LENGTH (20523.4' Added for Equalities)	28347.4		5.368
NET LENGTH (99.0' Deduct Bridge) (24' deducted for R.R. Crossing)	28224.4		5.345
CURVE WIDENING AND APPROACH.		762	
TOTAL SURFACING		57209-18' 58982-18.5'	

BITUMINOUS CONCRETE SURFACE, CLASS I -WITH-

ITEM	UNIT	QUANTITY
BASE STABILIZATION		
Portland Cement	Bbl.	7965
Water	100 Gal.	4130
6" Stabilized Base	Sq. Yd.	58982
Refined Tar (RT-2) for Prime	Gal.	8850
Bituminous Concrete Surface, Type B	Ton	4363
Final Dressing	100 Sta.	283
Project Monuments	Each	2
OR- WATERBOUND MACADAM BASE		
Crushed Limestone, Size No. 2	Ton	9830
Crushed Limestone, Size No. 5	Ton	2810
Crushed Limestone, Size No. 10	Ton	4356
Refined Tar (RT-2) for Prime	Gal.	14745
Bituminous Concrete Surface, Type B	Ton	4363
Final Dressing	100 Sta.	283
Project Monuments	Each	2

GENERAL NOTES

All curves to be banked and widened according to Standards or as directed. Superelevation for special cases to be authorized by the District Engineer.

Drawings for Standard Warning Signs will be furnished by the District Engineer.

Final Dressing will be confined to the bottom of ditches in cuts and shoulder lines on fills, and back slopes where they have been disturbed to yield excavation. It shall include pulling ditches to a maximum depth of one (1) foot below the shoulder line, furnishing material and construction of shoulders to the proposed Typical Section. If sufficient shoulder material is not obtained by pulling ditches, it may be obtained from back slopes within the Right-of-Way limits which are not already adequately protected against erosion, or the contractor may obtain shoulder material outside the Right-of-Way limits of sites selected by him at no additional expense to the Department. No payment will be allowed for overhaul on shoulder material. The unit price bid per 100 sta. for Final Dressing shall include furnishing all shoulder material, labor and equipment necessary for the work described.

The Standard Specifications for State and Federal Road and Bridge Construction, edition of 1945, as amended by the amendments published in Pamphlet No. 2 of Approved Provisions, Specifications and Amendments, with the following Amendments, Provisions and Special Specifications, will apply on this project:

Amendment No. 30: Process Agent
Amendment No. 31: Tar
Amendment No. 25-R: Bituminous Concrete Surface, Class I
Emergency Provision No. 13: Deferment or Cancellation

Necessary seeding and sodding for Erosion Control will be done after completion of this project.

The road may be closed to through traffic.

APPENDIX F

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevation determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood event.
ZONE A99	Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.

od Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0230C

FIRM

FLOOD INSURANCE RATE MAP

LAUREL COUNTY KENTUCKY

AND INCORPORATED AREAS

PANEL 230 OF 400

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAUREL COUNTY	210134	0230	C
LONDON CITY OF	210396	0230	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
21125C0230C

EFFECTIVE DATE
AUGUST 2, 2006

Federal Emergency Management Agency

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 — Base Flood Elevation line and value; elevation in feet*

(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

A — A — Cross section line

23 — 23 — Transect line

97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

4275000mE — 1000-meter Universal Transverse Mercator grid ticks, zone 16

6000000 FT — 5000-foot grid values: Kentucky State Plane coordinate system, South Zone (FIPSZONE = 1602), Lambert projection

DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
AUGUST 2, 2006

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

od Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0230C

FIRM

FLOOD INSURANCE RATE MAP

LAUREL COUNTY KENTUCKY

AND INCORPORATED AREAS

PANEL 230 OF 400

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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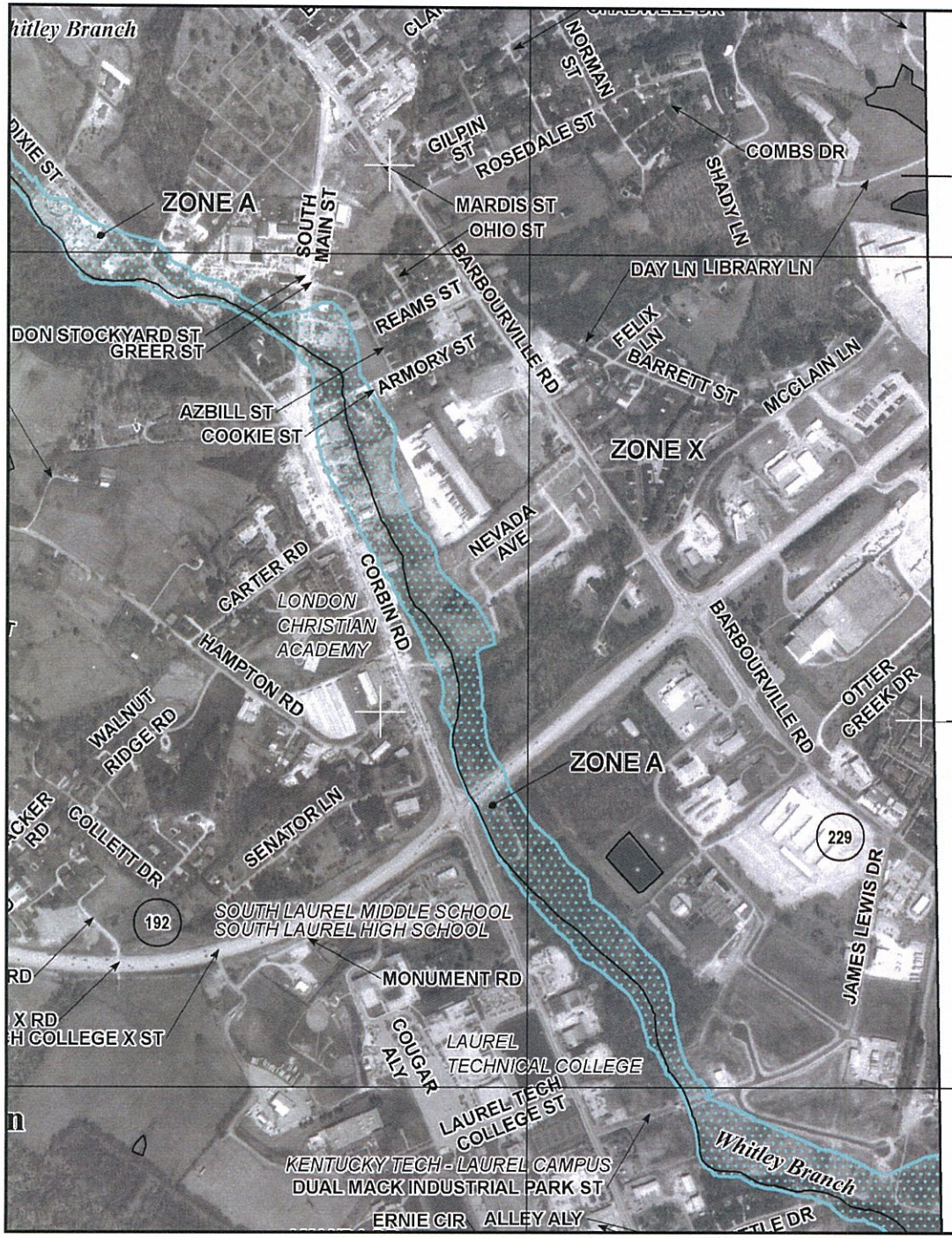
MAP NUMBER
21125C0230C

EFFECTIVE DATE
AUGUST 2, 2006

Federal Emergency Management Agency



od Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0230C

FIRM

FLOOD INSURANCE RATE MAP

LAUREL COUNTY KENTUCKY

AND INCORPORATED AREAS

PANEL 230 OF 400

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

APPENDIX G

EXHIBIT 1

ITEM NO. 11-147
US-25 & KY-229
Project Area A-Alternative 2

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- Rerouted KY-229
- Rerouted US-25
- US Highway
- State Road
- Local Road

250 125 0 250 500 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

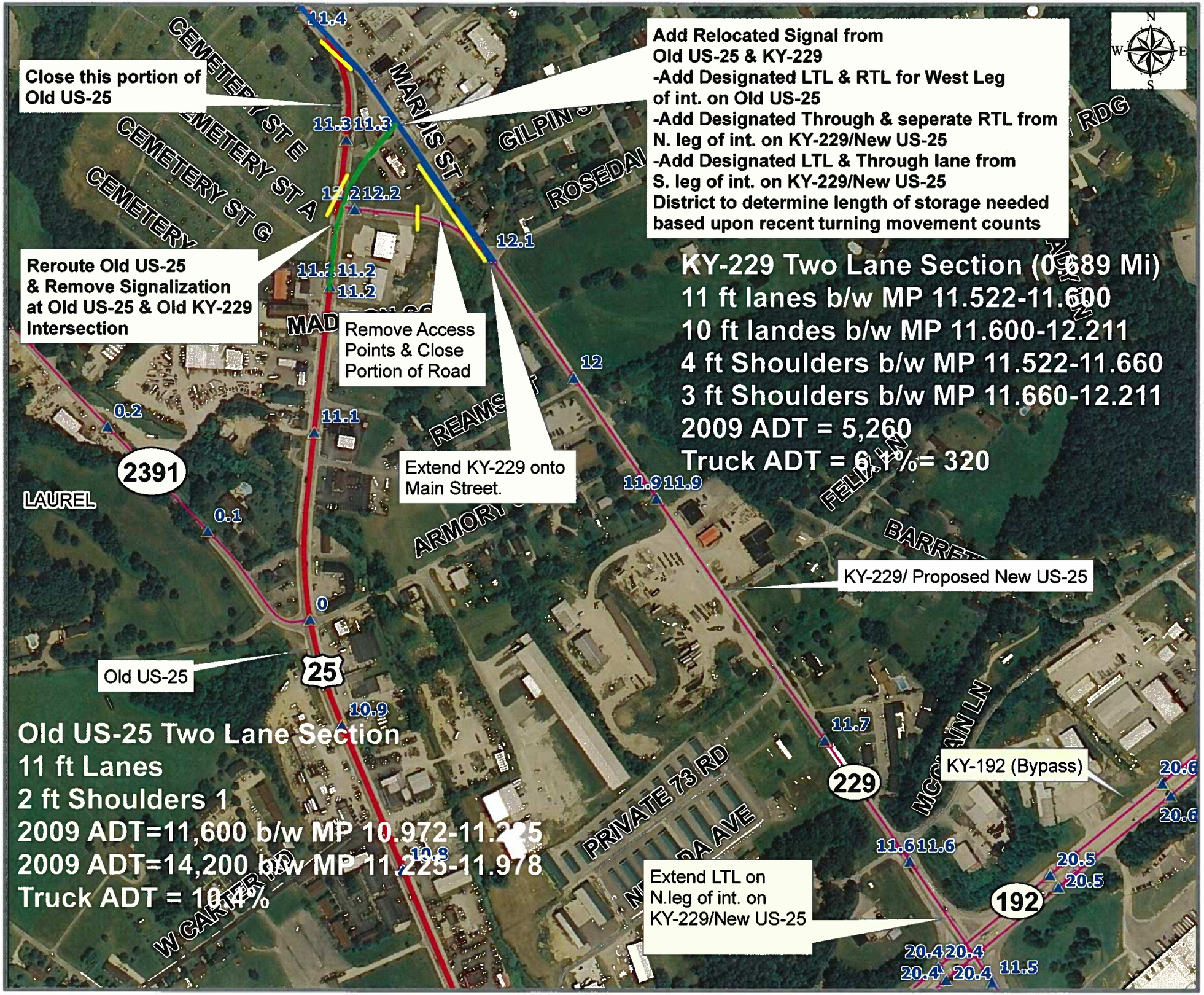


EXHIBIT 2

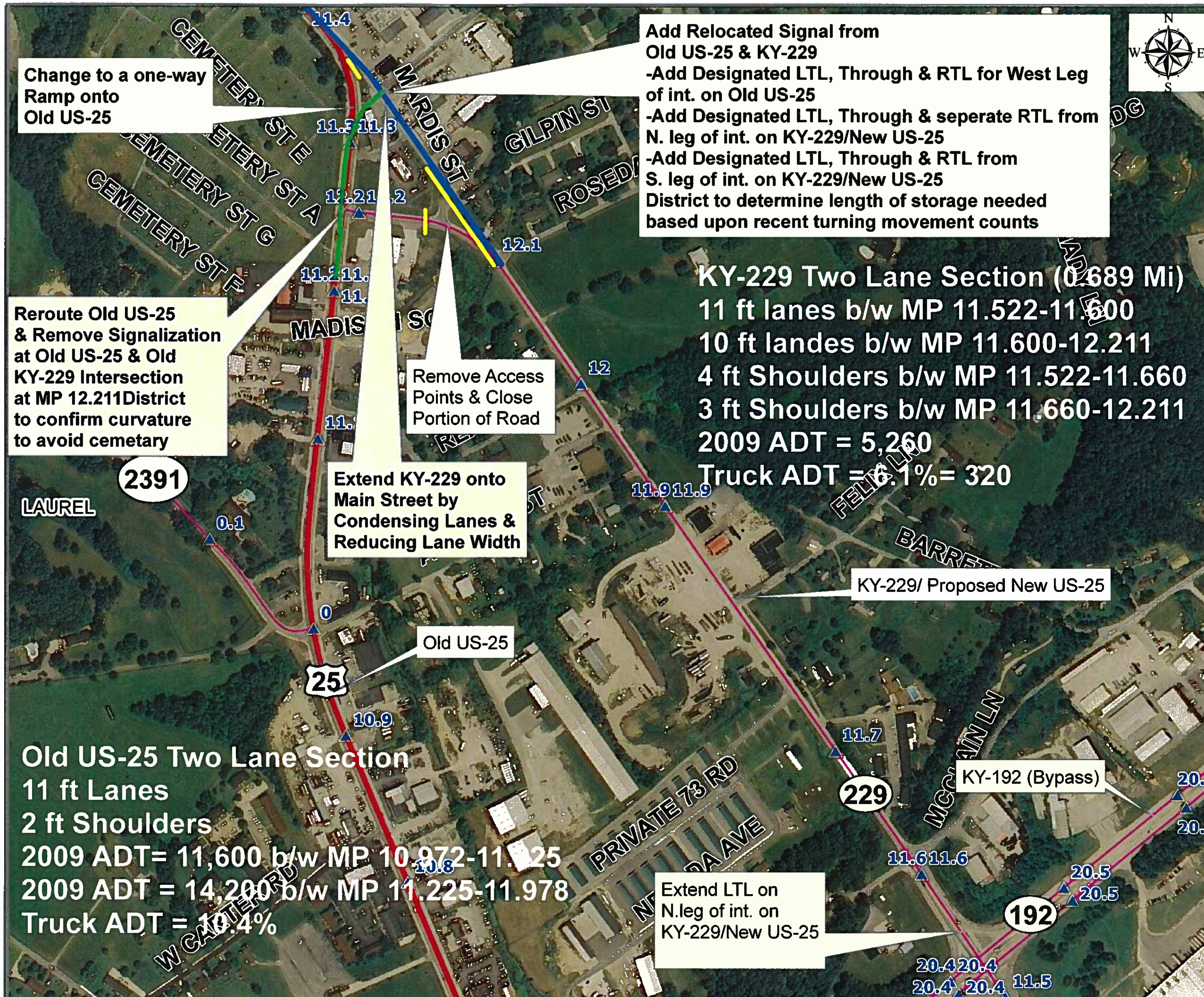
ITEM NO. 11-147
US-25 & Commercial Drive
Project Area A-Alternative 3

US 25 PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- Rerouted KY-229
- Rerouted US-25
- US Highway
- State Road
- Local Road

250 125 0 250 500 Feet



Change to a one-way Ramp onto Old US-25
Add Relocated Signal from Old US-25 & KY-229
-Add Designated LTL, Through & RTL for West Leg of int. on Old US-25
-Add Designated LTL, Through & seperate RTL from N. leg of int. on KY-229/New US-25
-Add Designated LTL, Through & RTL from S. leg of int. on KY-229/New US-25
District to determine length of storage needed based upon recent turning movement counts
KY-229 Two Lane Section (0.689 Mi)
11 ft lanes b/w MP 11.522-11.600
10 ft landes b/w MP 11.600-12.211
4 ft Shoulders b/w MP 11.522-11.660
3 ft Shoulders b/w MP 11.660-12.211
2009 ADT = 5,260
Truck ADT = 6.1%= 320
Reroute Old US-25 & Remove Signalization at Old US-25 & Old KY-229 Intersection at MP 12.211District to confirm curvature to avoid cemetary
Remove Access Points & Close Portion of Road
Extend KY-229 onto Main Street by Condensing Lanes & Reducing Lane Width
KY-229/ Proposed New US-25
Old US-25
KY-192 (Bypass)
Extend LTL on N.leg of int. on KY-229/New US-25
Old US-25 Two Lane Section
11 ft Lanes
2 ft Shoulders
2009 ADT= 11,600 b/w MP 10.972-11.225
2009 ADT = 14,200 b/w MP 11.225-11.978
Truck ADT = 10.4%
CEMETERY ST E
CEMETERY ST A
CEMETERY ST G
CEMETERY ST F
MARDIS ST
GILPIN ST
LAUREL
PRIVATE 73 RD
W CAT
2391
25
229
192

EXHIBIT 3

ITEM NO. 11-147.00
US-25 & KY-229
Project Area A-Alternative 4

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- New KY-229
- Rerouted US-25
- US Highway
- State Road
- Local Road

250 125 0 250 500 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

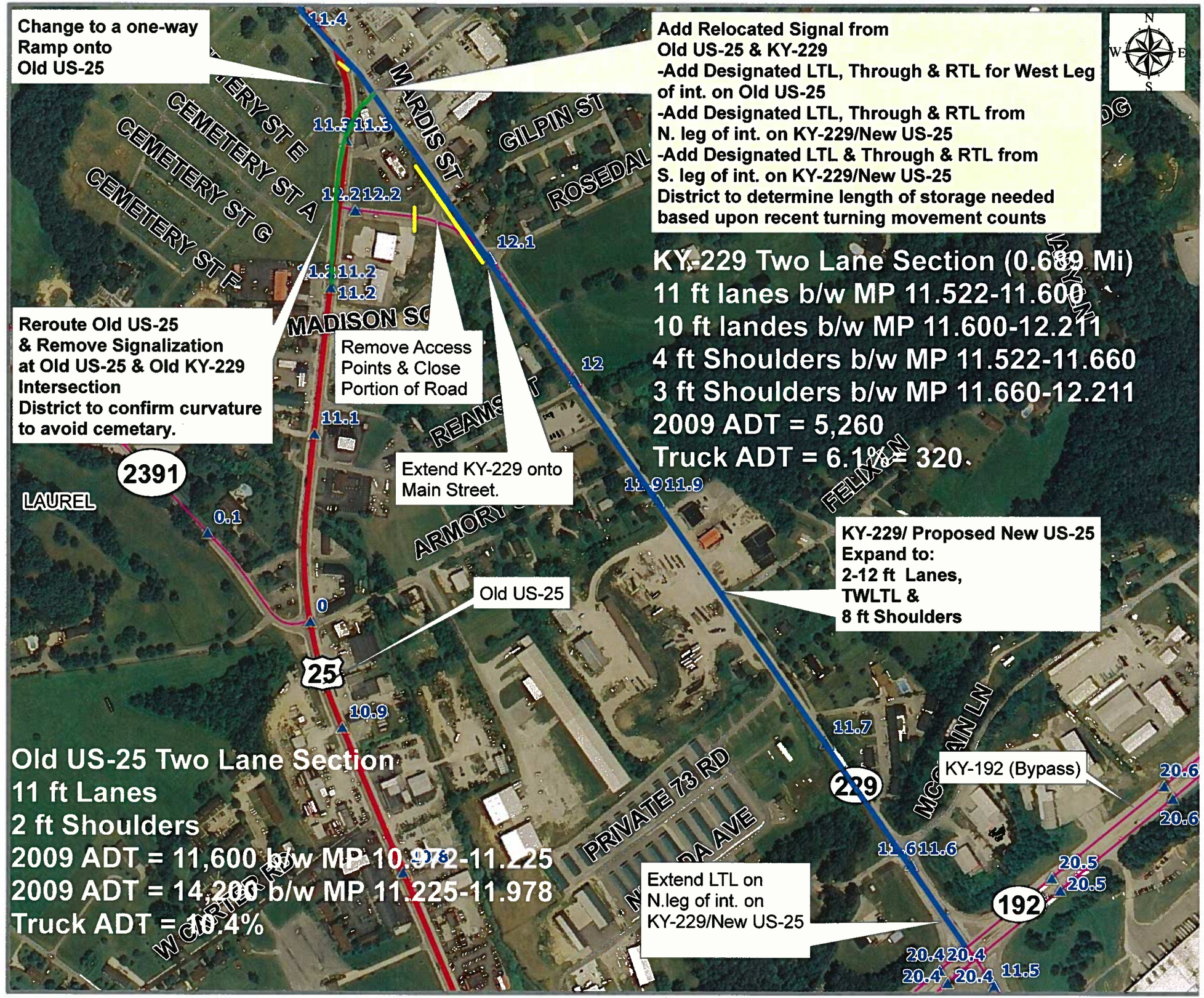


EXHIBIT 4

ITEM NO. 11-147
US-25 & KY-229
Project Area A-Alternative 5

US 25 PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- Rerouting KY-229
- Rerouting US-25
- US Highway
- State Road
- Local Road

250 125 0 250 500 Feet

Kentucky UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

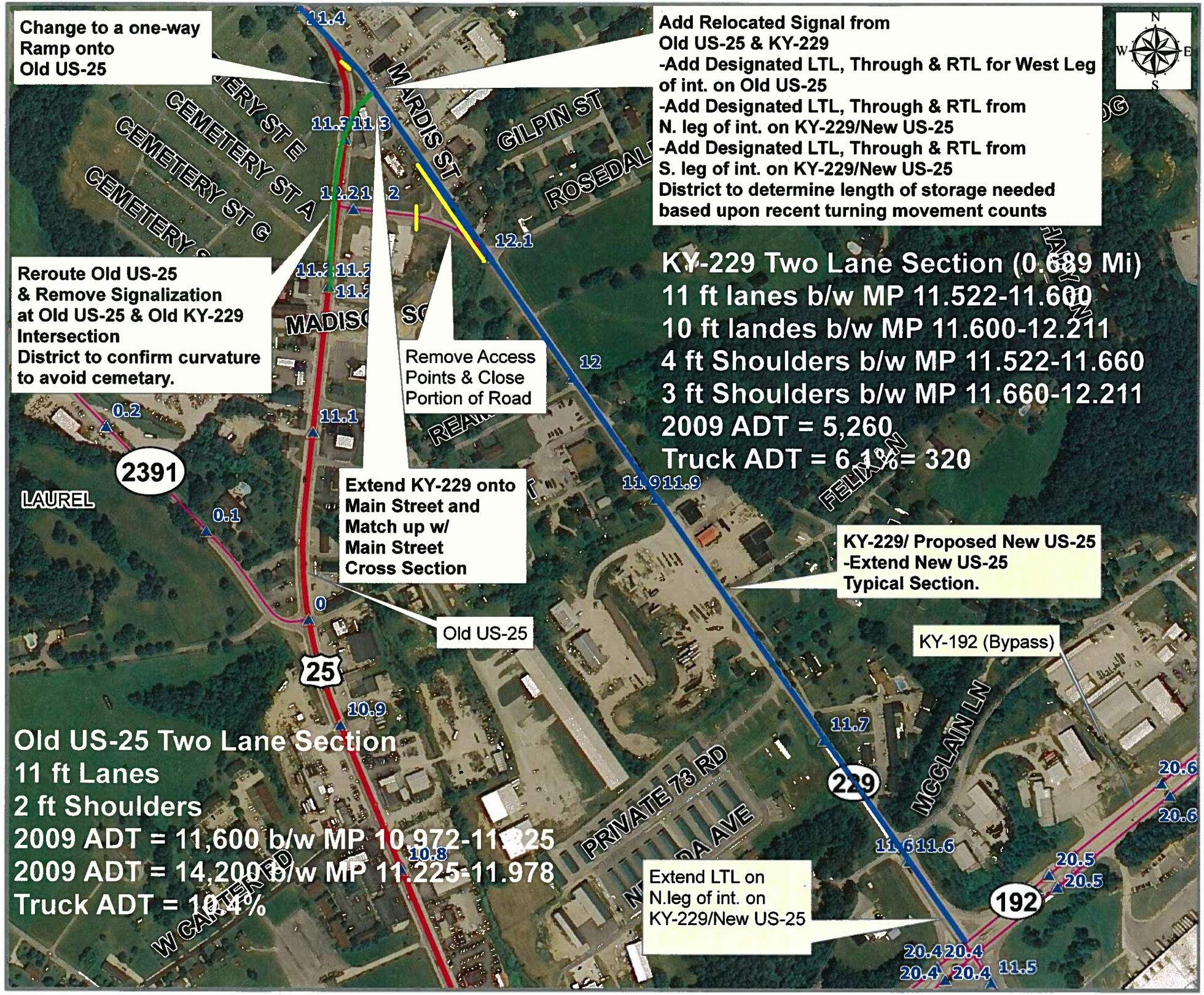


EXHIBIT 5

ITEM NO. 11-147.00
US-25 & Commercial Drive
Project Area B-Alternative 7

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- New Southern Bypass
- New School Access Road
- US Highway
- State Road
- Local Road

40 20 0 40 80 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

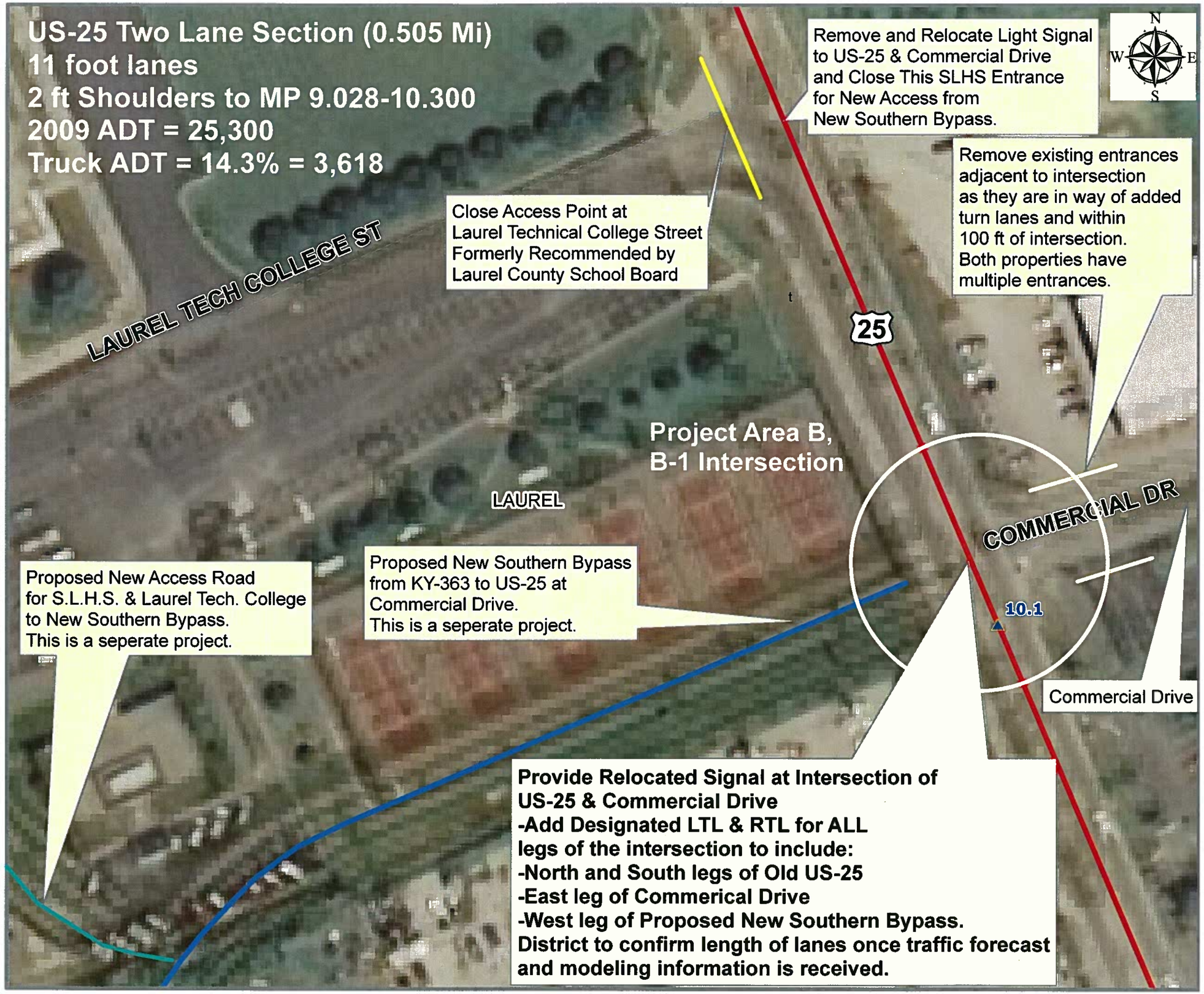


EXHIBIT 6

ITEM NO. 11-147.00
US-25 & Commercial Drive
Project Area B-Alternative 8

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

Legend

- New Southern Bypass
- New School Access Road
- US Highway
- State Road
- Local Road

40 20 0 40 80 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET

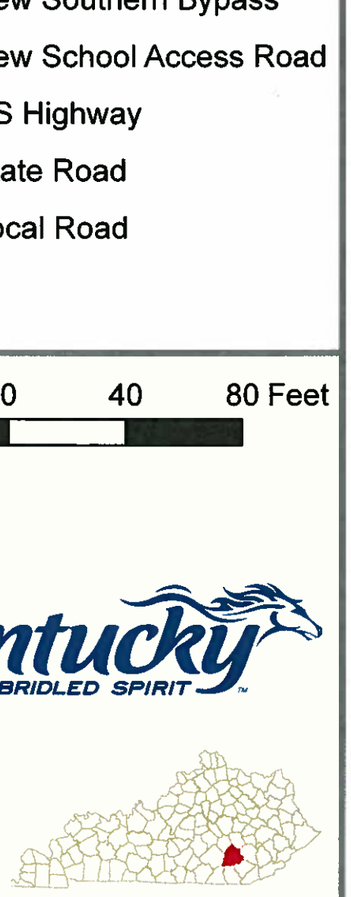


EXHIBIT 7

ITEM NO. 11-147.00
US-25 & Commercial Drive
Project Area B-Alternative 9

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

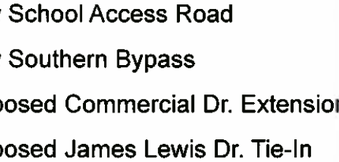
Legend

- New School Access Road
- New Southern Bypass
- Proposed Commercial Dr. Extension
- Proposed James Lewis Dr. Tie-In
- US Highway
- State Road
- Local Road

200 100 0 200 400 Feet

Kentucky UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET



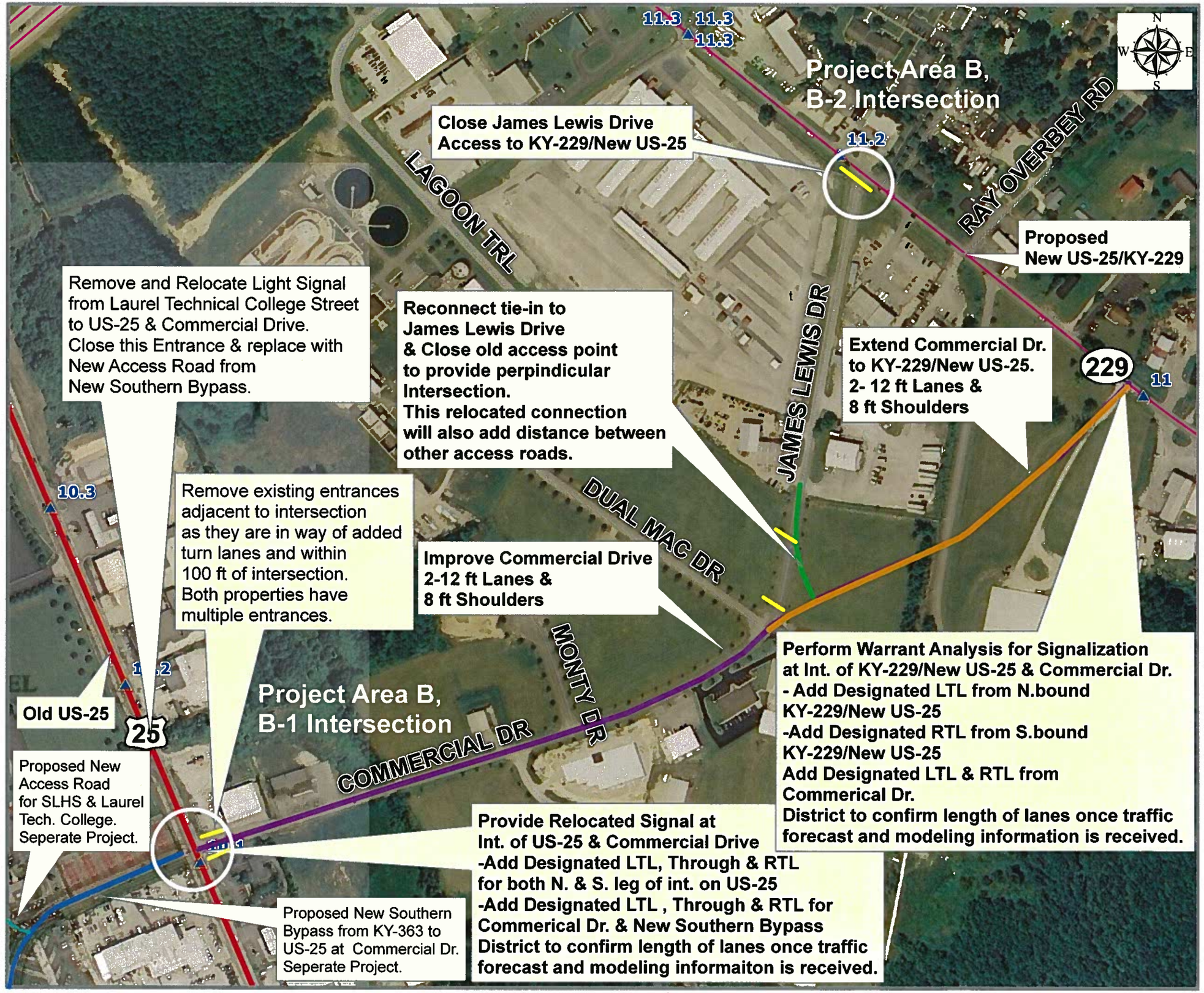


EXHIBIT 8

ITEM NO. 11-147.00
US-25 & Commercial Drive
Project Area B-Alternative 10

US-25 DNA PREDESIGN
SCOPING STUDY:
LAUREL COUNTY

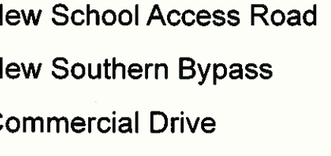
Legend

- New School Access Road
- New Southern Bypass
- Commercial Drive
- James Lewis Drive
- US Highway
- State Road
- Local Road

200 100 0 200 400 Feet

Kentucky
UNBRIDLED SPIRIT

KENTUCKY TRANSPORTATION CABINET



US-25 Two Lane Section (0.505 Mi)
(from MP 10.000 to MP 10.505)
11 foot lanes
2 ft Shoulders to MP 9.028-10.300
2009 ADT = 25,300
Truck ADT = 14.3% = 3,618
KY-229 Two Lane Section (0.382 Mi)
(from MP 11.140 to MP 11.522)
11 foot lanes
2 ft Shoulders
2009 ADT = 9,230
Truck ADT = 4.8% = 443

Project Area B,
B-2 Intersection

Project Area B,
B-1 Intersection

LAGOON TRL

RAY OVERBEY RD

JAMES LEWIS DR

DUAL MAC DR

MONTY DR

COMMERCIAL DR

Old US-25

Proposed
New US-25/KY-229

Improve James Lewis Dr.
w/ 4 ft shoulders

Address curve deficiencies
at transition with
Commercial Dr. &
James Lewis Dr.

Remove and Relocate Light Signal
from Laurel Technical College Street
to US-25 & Commercial Drive.
Close the SLHS Entrance
for New Access from
New Southern Bypass.

Remove existing entrances
adjacent to intersection
as they are in way of added
turn lanes and within
100 ft of intersection.
Both properties have
multiple entrances.

Improve Commercial Dr.
w/ 4 ft shoulders

Perform Warrant Analysis for Signalization at
Int. of KY-229/New US-25 & James Lewis Dr.
- Access Management with Gas Station
- Add Designated LTL from N.bound
KY-229/New US-25
-Add Designated RTL from S.bound
KY-229/New US-25
Add Designated LTL & RTL for
James Lewis Drive
-Review perpendicular connection
District to confirm length of lanes once traffic
forecast and modeling information is received.

Proposed
New Access Road
for SLHS & Laurel
Tech. College.
Seperate Project.

Provide Relocated Signal at
Int. of US-25 & Commercial Dr.
-Add Designated LTL, Through & RTL for
both N & S. bound on US-25
-Add Designated LTL , Through & RTL for
Commerical Dr. & New Southern Bypass
District to confirm lenght of lanes once traffic
forecast and modeling information is received.

Proposed
New Southern Bypass
from KY-363 to US-25 at
Commercial Drive.
Seperate Project.