APPENDIX A
PROJECT IDENTIFICATION FORMS
General Info

- **Requestor Name:** Greg Meredith
- **Requestor Title:** District 3 Chief Engineer
- **Requested By Date:** 10/20/2011 12:00:00 AM
- **Form Completed By:** Amy Scott
- **Title / Organization:** MPO Coordinator
- **Form Completed Date:** 10/31/2011 12:00:00 AM
- **District:** 3
- **County:** Warren
- **Prefix:** US
- **Route No:** 31
- **Route Type:** B
- **Suffix:** W
- **BMP:** 16.559
- **EMP:** 18.085
- **Status:** Active
- **Mode:** Highways
- **Type:** Reconstruction
- **ADD:** BARREN RIVER
- **MPO:** Bowling Green
- **Urban Area:** Rural
- **Parent Control No:**
- **RSE Unique No:** 114-US-0031W -000
- **State System:**
- **Functional System:**

<table>
<thead>
<tr>
<th>BMP</th>
<th>EMP</th>
<th>SPRS</th>
</tr>
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<tbody>
<tr>
<td>14.6690</td>
<td>17.37</td>
<td>State Primary (Other)</td>
</tr>
<tr>
<td>17.37</td>
<td>27.5560</td>
<td>State Primary (Other)</td>
</tr>
</tbody>
</table>
Length: 1.526

Existing Studies: No

Purpose Statement: Reconstruct US 31W from Old Porter Pike (MP 16.559) to KY 957 (MP 18.085) including the reconstruction of the interchange with KY 446.

Regional Goal: Safety, Mobility, Connection, and Economic Stewardship

Last Updated By: charlie.spalding  Last Updated Date: 10/22/2014 9:17:00 AM

Highway Network:

<table>
<thead>
<tr>
<th>BMP</th>
<th>EMP</th>
<th>FC</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.6690</td>
<td>17.37</td>
<td>Urban Principal Arterial</td>
</tr>
<tr>
<td>17.37</td>
<td>20.9040</td>
<td>Urban Minor Arterial Street</td>
</tr>
</tbody>
</table>

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

Average Width:
Source:

HIS: False  Plans: False  Microfilm: False
Other: False
Current Primary Use:

- Industrial: False
- Commercial: False
- Residential: False
- Farmland: False
- Other: False

Project may require additional R/W: False

Possible Number of Relocations:

- Homes: 
- Businesses: 

Comments:

Utilities

Existing Utilities:

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

Project may require Utility Relocations: False

Comments:

Economic Impact

Planning / Zoning Reg exist in Community: False

Project may affect established Business, Commercial, or Industrial districts: False
Economic impacts on regional / local economy: False

Development: False
Retail Sales: False

Comments:

Tax Revenues: False
Emp Opportunity: False

Other: False

Direct access to major points of interest: False

Nat'l / St Parks: False
Monuments: False

Historic Sites: False
US Public Land: False

Comments:

Amusement Parks: False
Other: False

Direct access to major traffic generators: False

Shopping Centers: False
Military Installations: False

Schools: False
Other: False

Comments:

Industries: False

Multimodal

This Project is a Candidate for:

Bicycle Paths: False
Sidewalks: False
Shared-Use Paths: False

Park / Ride Lots: False
N/A False

Project Improves Direct Access to:
Type of Public Transportation Available:

- Airports: False
- Railways: False
- Riverports: False
- Trucking Routes: False
- N/A: False
- Fixed Routes: False
- Demand Response: False

Comments:

Social Impact

This Project May affect:

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

Comments:

Environmental Impact

Environmental Impact:

- Blue Line Streams: False
- Wetlands: False
- Floodplain: False
- Wildlife Managed Areas: False
- Historic Properties: False
- Cemeteries: False
Schools: False
Public Land / Park: False
NR Properties: False
Potential NR Properties: False
Other:
Potential Contaminated Sites:
Gas Stations: False
Junkyards: False
Other:

Comments:

**Air Quality**

Maintenance or Nonattainment Area: False
Adds through Lane Capacity: False
Congestion Management Plan: False
Project is included in TIP/STIP: False
Ozone: False
Auto Repair: False
PM: False

Comments:

**Cost Estimate**

PIF #: 03 114 B0031W 16.00
The need is to reduce congestion along Louisville Road (US31W) and enhance safety by reducing crashes caused by access issues. The biggest unknown involves terrain.

### Terrain

<table>
<thead>
<tr>
<th>BMP</th>
<th>EMP</th>
<th>Terrain</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.1210</td>
<td>17.37</td>
<td>Flat</td>
</tr>
<tr>
<td>17.37</td>
<td>18.8650</td>
<td>Rolling</td>
</tr>
</tbody>
</table>

### Estimate Assumptions

Scope is largely unknown. Recommend conducting a scoping study with Planning Phase first. The need is to reduce congestion along Louisville Road (US31W) and enhance safety by reducing crashes caused by access issues. The biggest unknown involves terrain.
### Original Estimate:

<table>
<thead>
<tr>
<th>Planning:</th>
<th>$500,000.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design:</td>
<td>$1,500,000.00</td>
</tr>
<tr>
<td>Right of Way:</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td>Utilities:</td>
<td>$7,500,000.00</td>
</tr>
<tr>
<td>Construction:</td>
<td>$17,500,000.00</td>
</tr>
<tr>
<td>Total Cost:</td>
<td>$32,000,000.00</td>
</tr>
</tbody>
</table>

### Estimate Procedure Used:

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

### Comments:

<table>
<thead>
<tr>
<th>Highway ATT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIF #: 03 114 B0031W 16.00</td>
</tr>
<tr>
<td>BMP: 16.559</td>
</tr>
</tbody>
</table>
US 31W is a major urban and regional connection in Bowling Green. Currently the interchange with KY 446 and several signalized intersections and access points along this section of US 31W from Old Porter Pike (MP 16.559) to KY 957 (MP 18.085) creates safety and mobility issues. This project would address those issues.

**Adequacy Rating Range**

<table>
<thead>
<tr>
<th>Adequacy Rating:</th>
<th>86.25</th>
<th>90.70</th>
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</thead>
<tbody>
<tr>
<td>CRF:</td>
<td>0.4920</td>
<td>0.7550</td>
</tr>
<tr>
<td>IRI:</td>
<td>46</td>
<td>89</td>
</tr>
<tr>
<td>V/SF:</td>
<td>0.35</td>
<td>0.60</td>
</tr>
<tr>
<td>ADT: ( YR - 2013 ) - 20196</td>
<td>( YR - 2013 ) - 28275</td>
<td></td>
</tr>
<tr>
<td>% Trucks (Single):</td>
<td>2.3830</td>
<td>3.3060</td>
</tr>
<tr>
<td>% Trucks (Combination):</td>
<td>1.1230</td>
<td>4.4940</td>
</tr>
<tr>
<td>Speed Limit:</td>
<td>45</td>
<td>55</td>
</tr>
<tr>
<td>ProjectedADT (HDO)/Year:</td>
<td>Coming Soon</td>
<td>% Growth:</td>
</tr>
</tbody>
</table>

**Miscellaneous Roadway Conditions**
Access Control:

| Type       | BMP  | EMP  | 16.2320 | 28.7930 | None |

Proposed Access Control: Partial

Lane Width:

<table>
<thead>
<tr>
<th>WIDTH</th>
<th>LANES</th>
<th>BMP</th>
<th>EMP</th>
<th>17.8960</th>
<th>20.6870</th>
<th>11</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>14.6690</td>
<td>17.8960</td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed Lane Width: 12
Proposed Lanes: 4

Median Type:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>BMP</th>
<th>EMP</th>
<th>14.8610</th>
<th>16.8710</th>
<th>24</th>
<th>Depressed</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>16.8710</td>
<td>17.7640</td>
<td>20</td>
<td>Depressed</td>
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<tr>
<td></td>
<td>17.7640</td>
<td>17.8050</td>
<td>6</td>
<td>Raised Mountable</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>17.8050</td>
<td>17.8960</td>
<td>6</td>
<td>Flush</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>17.8960</td>
<td>18.16</td>
<td>0</td>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed Median Type: Other Positive Barrier
Proposed Median Width: 0

Shoulders:
<table>
<thead>
<tr>
<th>BMP</th>
<th>EMP</th>
<th>WIDTH</th>
<th>TYPE</th>
<th>X SECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.8610</td>
<td>17.7640</td>
<td>2</td>
<td>Paved w/ Bituminous Material</td>
<td>CL</td>
</tr>
<tr>
<td>14.8610</td>
<td>17.7640</td>
<td>2</td>
<td>Paved w/ Bituminous Material</td>
<td>NL</td>
</tr>
<tr>
<td>16.4720</td>
<td>28.7930</td>
<td>8</td>
<td>Combination</td>
<td>CR</td>
</tr>
<tr>
<td>16.4720</td>
<td>28.7930</td>
<td>8</td>
<td>Combination</td>
<td>NR</td>
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<tr>
<td>17.7640</td>
<td>17.8050</td>
<td>1</td>
<td>Curbed</td>
<td>CL</td>
</tr>
<tr>
<td>17.7640</td>
<td>17.8050</td>
<td>1</td>
<td>Curbed</td>
<td>NL</td>
</tr>
<tr>
<td>17.8050</td>
<td>17.8960</td>
<td>0</td>
<td>No Shoulders or Curbs Exist</td>
<td>CL</td>
</tr>
<tr>
<td>17.8050</td>
<td>17.8960</td>
<td>0</td>
<td>No Shoulders or Curbs Exist</td>
<td>NL</td>
</tr>
</tbody>
</table>

**Proposed Shoulder Type:** Curbed

**Proposed Shoulder Width:** 3

**No. of Bridges:** 2

**Traffic Loop:** Coming Soon

**Other Improvement Projects in Area:**

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

**Comments:**

**PIF Status**

**Status History:**
<table>
<thead>
<tr>
<th>Status Type</th>
<th>Status Updated Date</th>
<th>Status Updated By</th>
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<tbody>
<tr>
<td>Pending</td>
<td>10/31/2011 11:16:10 AM</td>
<td>amy.scott</td>
</tr>
<tr>
<td>Active</td>
<td>11/3/2011 2:29:52 PM</td>
<td>shane.tucker</td>
</tr>
<tr>
<td>Active</td>
<td>11/3/2011 2:30:29 PM</td>
<td>shane.tucker</td>
</tr>
<tr>
<td>Active</td>
<td>11/9/2011 3:34:32 PM</td>
<td>amy.scott</td>
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<tr>
<td>Active</td>
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<td>charlie.spalding</td>
</tr>
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</table>

### Ranking

<table>
<thead>
<tr>
<th>Rank Type</th>
<th>Year</th>
<th>Priority</th>
<th>Rank</th>
<th>Tier Rank</th>
<th>Overall</th>
<th>Updated By</th>
<th>Updated Date</th>
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<tbody>
<tr>
<td>DISTRICT</td>
<td>2013</td>
<td>MEDIUM</td>
<td>10</td>
<td>3</td>
<td>17</td>
<td>deneatra.henderson</td>
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<td>amy.scott</td>
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<tr>
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