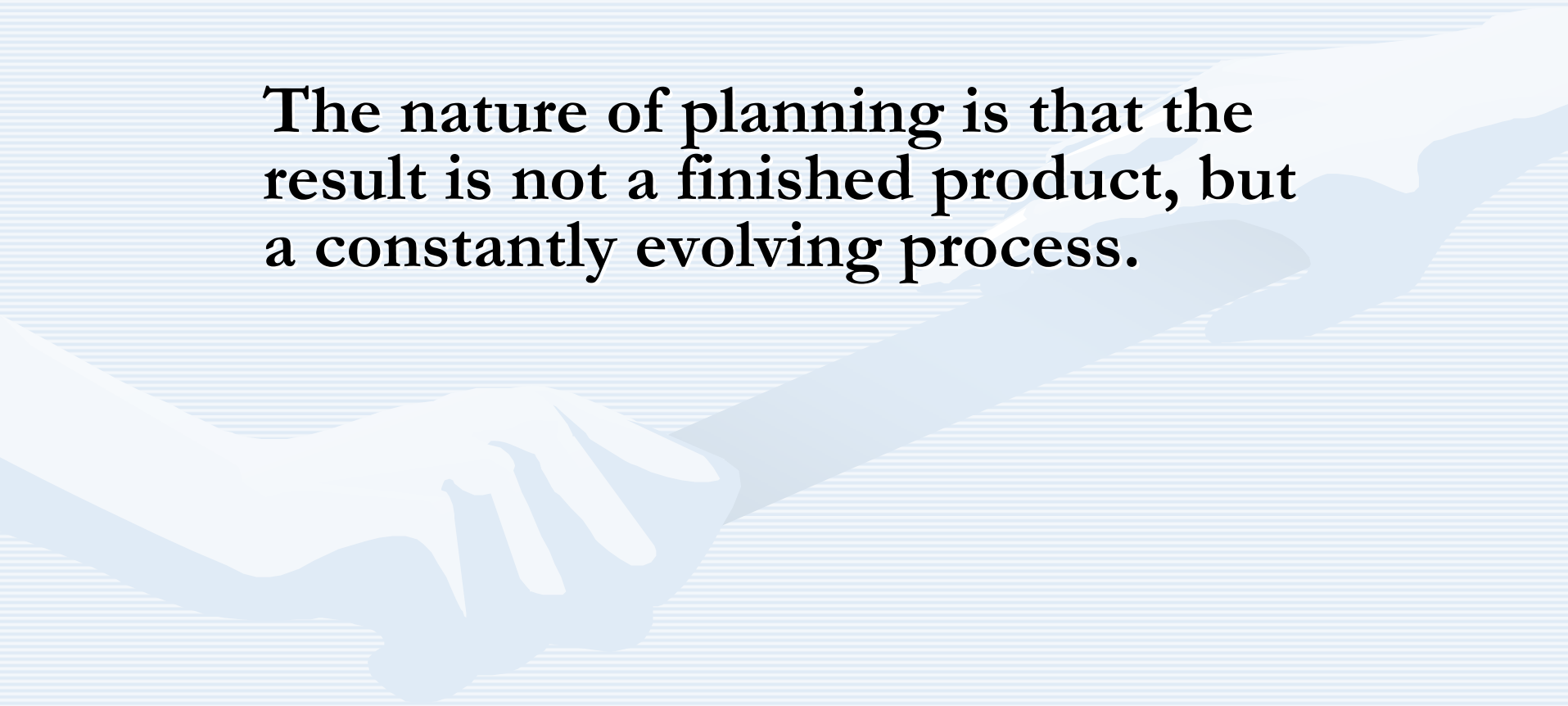


THE HDO PLANNER

-A Day in the Life

The nature of planning is that the result is not a finished product, but a constantly evolving process.



Local & State Officials Coordination

- What is out there?
- What do we want/need?
- What is it going to cost?
- What are ways to pay for it?

What is out there? The Stuff

- Current/Future Traffic Volumes
- Existing Roadway Information
- Accidents: Type – Location – Frequency
- Commercial-Industrial Development Needs
- Intermodal Connections
- Cultural and Environmental Treasures
- Create book for Legislators that have the top 25 District Projects to use in the SYP process

Coordination with Officials



Coordination with Officials



Coordination with Officials



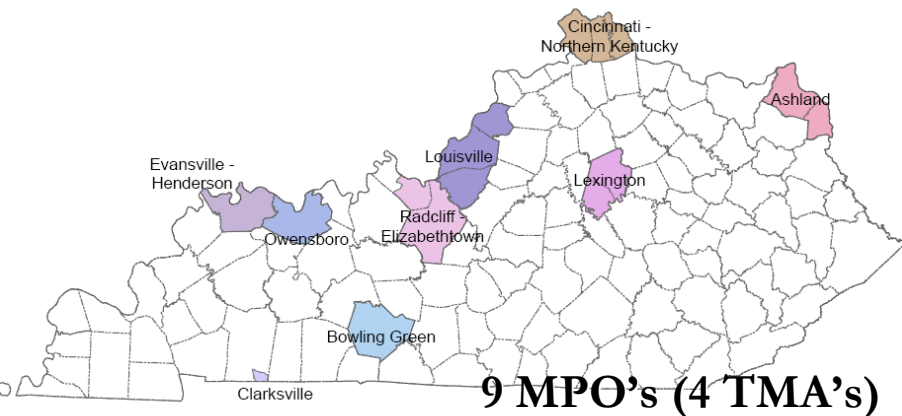
Coordination with Officials



ADD & MPO Interaction

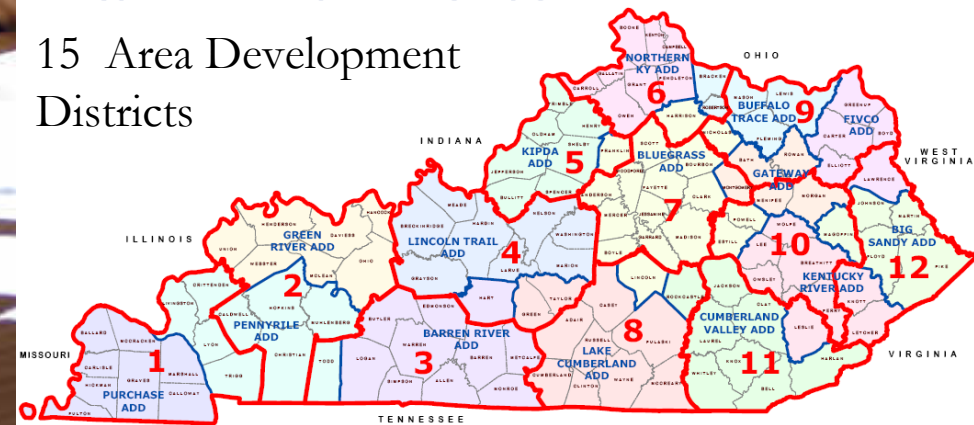


MPO Planning Boundaries



KENTUCKY HIGHWAY DISTRICTS KENTUCKY AREA DEVELOPMENT DISTRICTS

15 Area Development Districts



ADD & MPO Interaction

Act as ***Cabinet Representative/Planning Partner/Advisor*** to ADD's and MPO's providing:

- Active Project Updates & Information
- 6 Yr Plan Expertise
- Systems Knowledge
- Prioritization Assistance
- Project Management Assistance (ADD/MPO funded studies)
- Cost Estimates for PIFs
- Presentations when asked, on Projects, Programs, Trucks, Bridges, Traffic Counts, etc.

ADD & MPO Interaction

Attend as a Cabinet Rep. the following:

- Regional Transportation Committee Meetings (ADD)
- Technical Coordinating Committee Meetings (MPO)
- Policy Committee Meetings (MPO)
- Various Other Meetings
 - Congestion Management
 - Incident Management
 - Bike/Ped
 - Safety

ADD & MPO Interaction

MPO STP FUNDING

4 MPO's get special funding for Transportation Projects by their total population being over 200,000 (Transportation Management Areas)

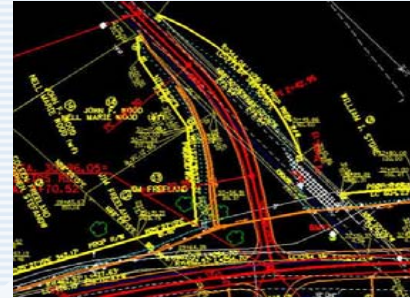
The Districts that are involved with these:

- Help identify projects
- Assist in managing total funding
- Attend coordination meetings
- Process Invoices
- Coordinate Agreements
- Determine eligibility of projects

Coordination with other Divisions-

Distribute Information

- Preconstruction
 - Listens to Status of Active and Future Projects
 - Coordinates meetings to determine future needs
 - Project Development Team
 - Provide information on systems, traffic data, public and political input
 - Develop consensus on roads to be abandoned or transferred
 - Ensure compliance with MS4 Interlocal Agreements
 - Address issues concerning KYTC Bike and Pedestrian Policy



Coordinate with Other Divisions-

Distribute Information

- Construction
 - Determine status of active projects
 - Address issues brought to our attention
- Traffic
 - Assist in obtaining traffic counts and crash data
 - Participates in HSIP
 - Reviews permit applications
- Maintenance
 - Inform of System Changes
 - Assist in Coal Haul Route Requests
 - Coordinate annual Rural Secondary Program

PLANNING STUDIES

(not handled by district)

- Sit on Consultant Selection teams
- Act as KYTC project manager for consultant planning studies
- Help develop the project scope
- Help develop man-hour calculations for the contract between consultant and KYTC
- Review consultant project information before presenting it to the project team or public

PLANNING STUDIES

(not handled by district)

- Develop and send out correspondence on behalf of KYTC to public and stakeholders
- Coordinate public information processes with ADDs/MPOs, consultant, and KYTC personnel
- Attend public and local officials meetings
- Provide accident, traffic count, intersection movement, aerial photography and historical data
- Review and distribute completed reports
- Oversee contract and manage payment requests

In-House Planning Studies

- **Feasibility**
- **Programming**
 - Corridor
 - Project
- **Pre-Design Scoping**
- **Alternates**
- **Interchange Justification**
- **Special Studies**

2 Types of In-house studies:

Type I: **Performed by consultant, Managed by District**

Type II: **Performed and Managed by District**

In-House Planning Studies Type I

Performed by Consultant – Managed by District

Q1: Why send out for a consultant?

- Larger project areas are involved
- District staffing insufficient
- A lot of public involvement anticipated

TIME OUT!

KYTC is **ALWAYS** the owner of the project regardless of who is performing the work tasks.

The **KYTC Project Manager is responsible** for the quality of the finished product.

In-House Planning Studies Type I

Performed by Consultant – Managed by District

Q2: If the consultant is performing the study – what is there for the district to do?

- Sit on Consultant Selection Committee
- Help negotiate man-hours for contract
- Help define scope of project
- Act as KYTC project manager
- Assemble project team
- Provide consultant with pertinent information
- Develop correspondence to stakeholders, resource agencies, project team
- Review consultant's work
- Review and distribute Final Reports

In-House Planning Studies Type II

Performed by District – Managed by District

Q1: What types of studies do we perform (usually)?

– **Programming** and **Pre-Design** (First Looks)

- These studies do not provide detail analysis of solutions
- Small in Scope or localized project
- Requires little, if any, public input
- Project is usually already in current Six-Year-Plan

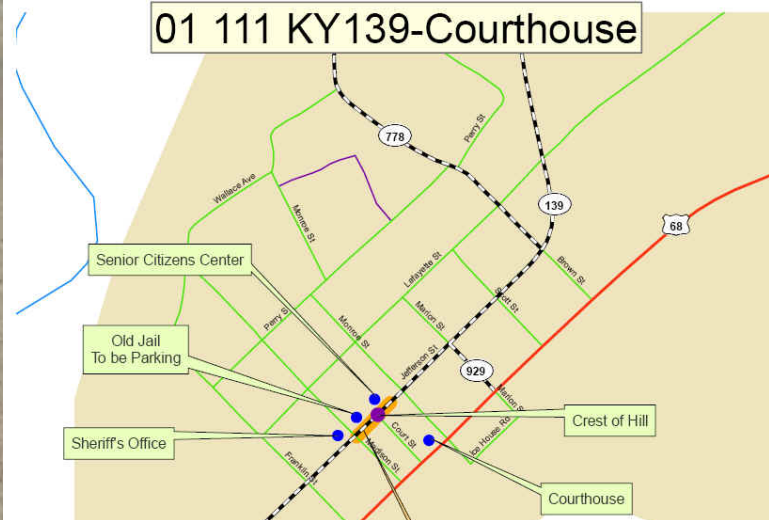
In-House Planning Studies Type II

Performed by District – Managed by District

Q2: What are our responsibilities?

- Act as project manager
- Communicate with other divisions (usually Pre-Con) as to which projects need additional information
- Research and gather data on existing conditions within project limits. (HIS, Traffic Counts, Crash Data, etc)
- Develop a draft Purpose and Need Statement for further review by Design Project Team.
- Create and Distribute Final Report

PROJECT ID FORMS (PIF)



PROJECT ID FORMS (PIF)

New PIF & Coordination

- Help to advise Transportation Committee of whether or not a suggested project should become part of the UPL (At which time a PIF is completed)
- Work with ADD & MPO on completion of PIF forms
- Prepare **cost estimates** for PIF's handled by MPO and ADD
- Complete the district's responsibility of PIF's in a timely manner

PROJECT ID FORMS (PIF)

Quality Control

- Review/Edit PIF's created by ADD & MPO
- Assure that the problem, description, and estimates are correct
- Review for accuracy and practicality on a regular basis
- Edit existing PIF's and update cost estimates on a 2-year cycle or as needed

Cost Estimates: Why Do We Need Them & How Do We Do Them?

- PIF Forms
- Legislative Request
- Various level of Planning Studies
 - Safety Projects
- Local Government Transportation Enhancement Projects
- Economic Development Projects
 - Bond program projects
 - County Road Aid Projects

ESTIMATING

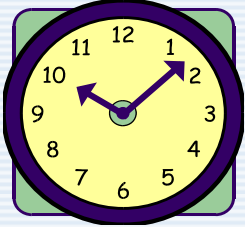
Cost Estimate Information

1. Per Mile
2. Detailed

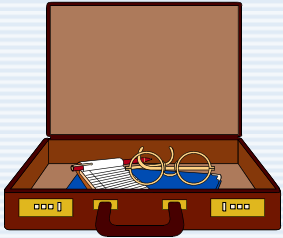
When do you use a per mile cost estimate?

1. Estimate is needed quickly.
2. Not much is known about the proposed project.
3. Project will mostly likely be a medium or low priority.

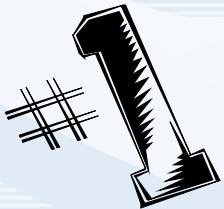
When do you use a detailed cost estimate?



1. Time allows .



2. Some specific details are known about the proposed project.
(Not All Details.)



3. Project will mostly likely be a high priority and therefore could cause a need for re-estimating soon, if not performed correctly the first time.

January 2007
Estimate Information:

PER MILE

Per Mile Average Construction

Two Lane	\$3 –6 Million
Four Lane	\$15 – 20 Million
Four Lane Interchange	\$8-12 Million per Interchange
Turn Lane	\$750 per foot

Per Mile Average R/W

Two Lane	\$1.2 Million
Four Lane	\$1.7 Million

Per Mile Average Utilities

Two Lane	\$1.0 Million
Four Lane	\$1.2 Million

Per Mile Average Design

Two Lane	\$0.5 Million
Four Lane	\$1.0 Million

PER MILE PROJECT TOTAL (All Phases):

Two Lane	\$5.7 - 8.7 Million
Four Lane	\$18.9 – 23.9 Million

DETAILED

I. Design

Per Mile – Two Lane	\$500,000
Per Mile – Four Lane	\$1,000,000
Bridge (Consultant)	\$200,000 per Bridge (Min.)

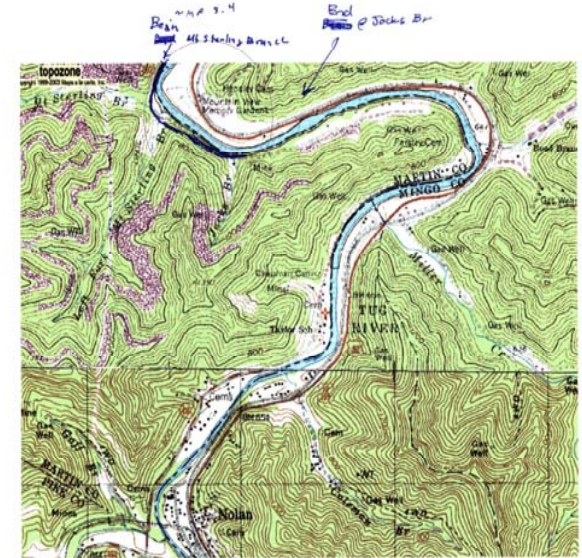
Small Projects	Varies \$100,000 - \$500,000
Stream Mitigation	\$250 per Foot

II. Right of Way

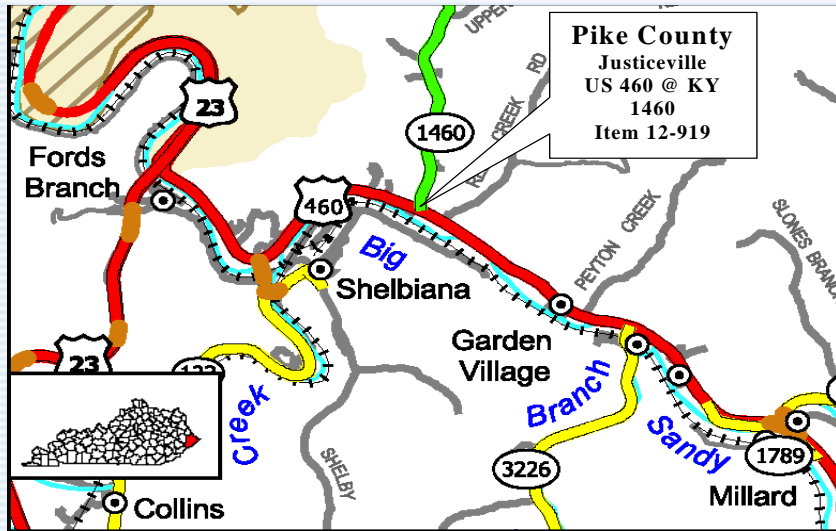
Relocation	\$100,000 per Home (min. i.e. Value Home less \$50,000)
Commercial	\$75,000-\$125,000 per Acre
Buildable Land	\$60,000 per Acre
Farm/NonCommercial	\$15,000-\$50,000 per Acre
Hillside Acreage (Non-Buildable)	\$1000-\$3000 per Acre
Grave Relocation	\$3,000 per Grave

Cost Estimates:

How Do We Do Them?



Roadway Elev ~ 620' → Estimate Cutting 250' u. - \$80,000
 *Try to raise roadway above flooding R - \$100,000
 2-12' lanes, 6' shoulders, 14' full bench on right side D - 200,000
 Approx length → 1/2 mile
 Exc Est → (10' width) (250' cut) (2600' length) @ 38/yd 15% misc
 2-large drainage structures 1.1 x 6 = 6.6 million 10% agg.
 2-200' - 48\"/>



Cost Estimates: How Do We Do Them?

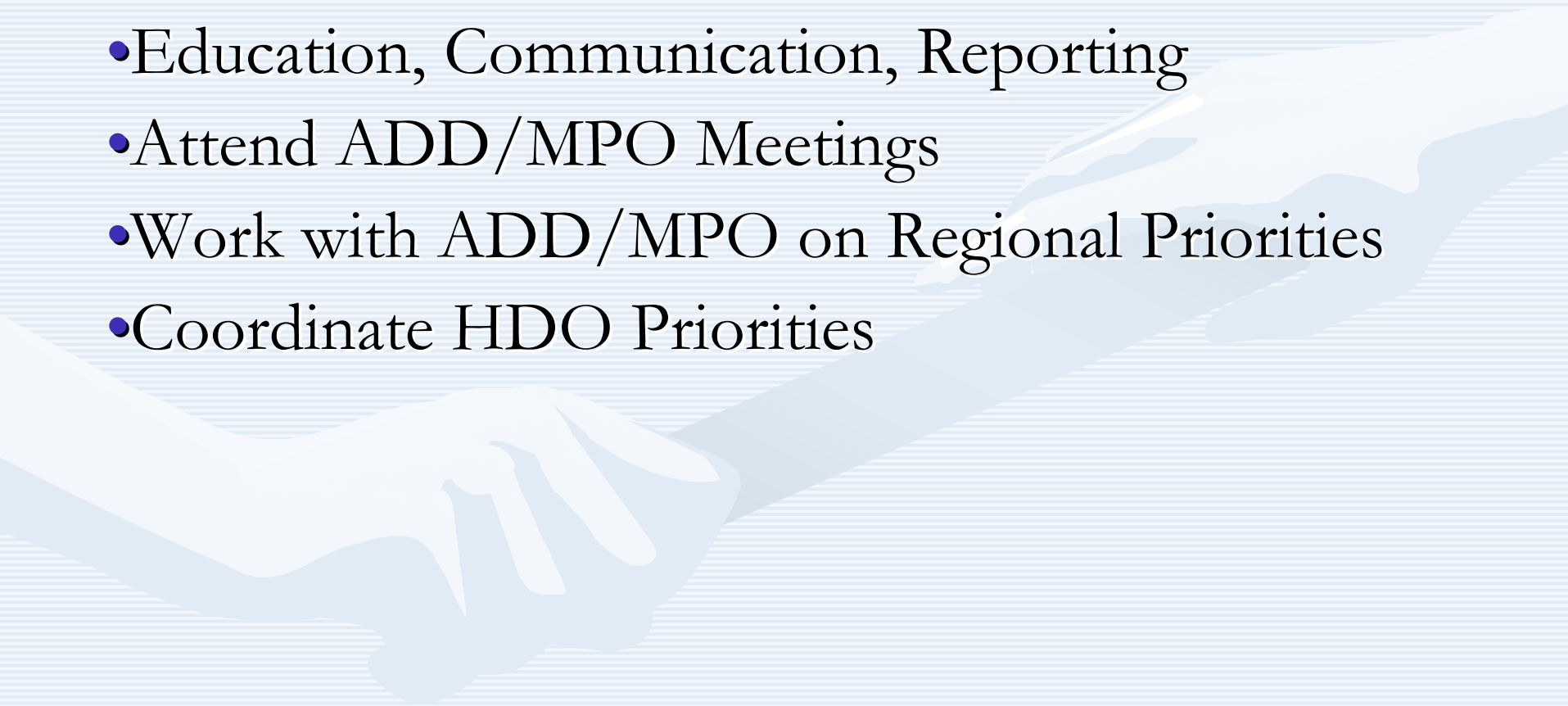


Project Identification Form Preliminary Cost Estimate																																																																															
General Information:		County	Martin	Route	KY 292	MP	3.45 - 3.95																																																																								
UNL # or Item #		Prepared By:	K. & K. Damron		DATE:	August 5, 2004																																																																									
Length (Mi.)	0.5	Median wid.	0	# Lanes	2	Pave. Depth (in.)	10																																																																								
Ex.R/W (Ft.)		NewR/W (Ft.)	250	Total Width (all lanes)	12	Shoulder Width (each side)																																																																									
Brief Description Summary KY 292 is known as the Huntley-Brinkley Road. (ADT 1490) Road relocation into the hillside in order to improve stability and to raise it above the 100 yr flood.																																																																															
TOTAL PROJECT ESTIMATE:		\$ 8,547,803																																																																													
Planning:	\$ 10,000	Design:	\$ 200,000	Right of Way:	\$ 150,000																																																																										
Utilities:	\$ 150,000	Construction:	\$8,037,803																																																																												
Construction Total Construction Cost		\$ 8,037,803																																																																													
<input type="checkbox"/> Per Mile Average Cost: Total Project Cost = \$ -																																																																															
<input checked="" type="checkbox"/> Itemized Construction Estimate: (Use Best Available Information) <table border="1"> <thead> <tr> <th></th> <th>Quantity</th> <th>Unit</th> <th>Unit Price</th> <th>Total Cost</th> </tr> </thead> <tbody> <tr> <td>Excavation:</td> <td>1000000</td> <td>Cu Ft</td> <td>\$6</td> <td>\$ 6,000,000</td> </tr> <tr> <td>Asphalt</td> <td>3872</td> <td>Ton</td> <td>\$60</td> <td>\$ 232,320</td> </tr> <tr> <td>DGA</td> <td>2024</td> <td>Ton</td> <td>\$28</td> <td>\$ 56,672</td> </tr> <tr> <td>Detour</td> <td>N/A</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Bridge</td> <td>N/A</td> <td></td> <td></td> <td></td> </tr> <tr> <td>48" Drain Pipe</td> <td>200</td> <td>Feet</td> <td>\$100</td> <td>\$ 20,000</td> </tr> <tr> <td>96" Drain Pipe</td> <td>250</td> <td>feet</td> <td>\$485</td> <td>\$ 121,250</td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>*15% Misc & 10% Eng</td> <td>25</td> <td>%</td> <td>\$6,430,242</td> <td>\$ 1,607,561</td> </tr> <tr> <td colspan="4">Total Construction Cost =</td> <td>\$ 8,037,803</td> </tr> </tbody> </table> <p>* Miscellaneous charges are a Percentage of all other major cost not listed above. This cost might include cost of Clearing and Grubbing, Mobilization, Demobilization, Guardrail, Seeding, Staking, Striping, Culvert Pipes, etc. Any of these individual cost could be added above in the OTHER cell if approximate quantities are known.</p>											Quantity	Unit	Unit Price	Total Cost	Excavation:	1000000	Cu Ft	\$6	\$ 6,000,000	Asphalt	3872	Ton	\$60	\$ 232,320	DGA	2024	Ton	\$28	\$ 56,672	Detour	N/A				Bridge	N/A				48" Drain Pipe	200	Feet	\$100	\$ 20,000	96" Drain Pipe	250	feet	\$485	\$ 121,250	Other					Other					Other					Other					*15% Misc & 10% Eng	25	%	\$6,430,242	\$ 1,607,561	Total Construction Cost =				\$ 8,037,803
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CONSTRUCTION COMMENTS and NOTES:		Roadway would be relocated into the hill on the Southwest side. Excavation assumed a 60 feet road and ditch width, 200 feet high and 2600 feet long. Pipe sizes are base on existing pipes.																																																																													
Design:		Total Design Cost		\$ 200,000																																																																											
<input checked="" type="checkbox"/> Per Mile Average Design Estimate: Total Design Estimate (mileage) = \$ 200,000																																																																															
<input type="checkbox"/> Percent of Construction, Design Estimate Percent Total Design Estimate (percent) = \$ -																																																																															
DESIGN COMMENTS and NOTES:		The road should be designed above 100 yr flood. 14 ft. fall bench on right side of project.																																																																													
Planning:		Total Planning Cost		\$ 10,000																																																																											
<input checked="" type="checkbox"/> Per Mile Average Planning Estimate: Total Planning Estimate (mileage) = \$ 10,000																																																																															
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PLANNING COMMENTS and NOTES:		Funding would be used to prepare a scoping study.																																																																													

Project Identification Form Preliminary Cost Estimate																																																													
Right of Way Total Estimated R/W Cost		\$ 150,000																																																											
<input checked="" type="checkbox"/> Per Mile Average Estimated R/W Cost: Total R/W Estimated Cost (mileage) = \$ 150,000																																																													
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** Right of Way estimates are based on best assumptions at the time of estimate.																																																													
RIGHT-OF-WAY COMMENTS and NOTES:		Assume that a Right of Way width of 250 feet will be needed for the entire project length of 2600 feet, for a total of 14.9 acres of hillside property at approximately \$10,000 per acre.																																																											
Utilities:		Total Utility Cost		\$ 150,000																																																									
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**Total Utility Cost =				\$ -																																																									
** Utility estimates are based on best assumptions at the time of estimate.																																																													
UTILITY COMMENTS and NOTES:		A gas line will need to be relocated. Also, a couple of Utility poles may be affected.																																																											

Unscheduled Projects List

Prioritization

- Education, Communication, Reporting
 - Attend ADD/MPO Meetings
 - Work with ADD/MPO on Regional Priorities
 - Coordinate HDO Priorities
- 
- A large, light blue, semi-transparent graphic of two hands shaking is positioned in the background, spanning across the bottom half of the slide. The hands are rendered in a simple, stylized manner with visible fingers and palms.

UPL Prioritization



Safety Programs

- Partner with Area Development Districts Safety Programs
- Highway Safety Improvement Programs (HSIP) Team Member or District Coordinator Serve on District Teams that review High Crash Locations, Perform Road Safety Audits, Serve on Safety Corridor Teams.
- Identify Possible Safety Projects within District, and Prepare Cost Estimates for these Projects.

Safety Programs



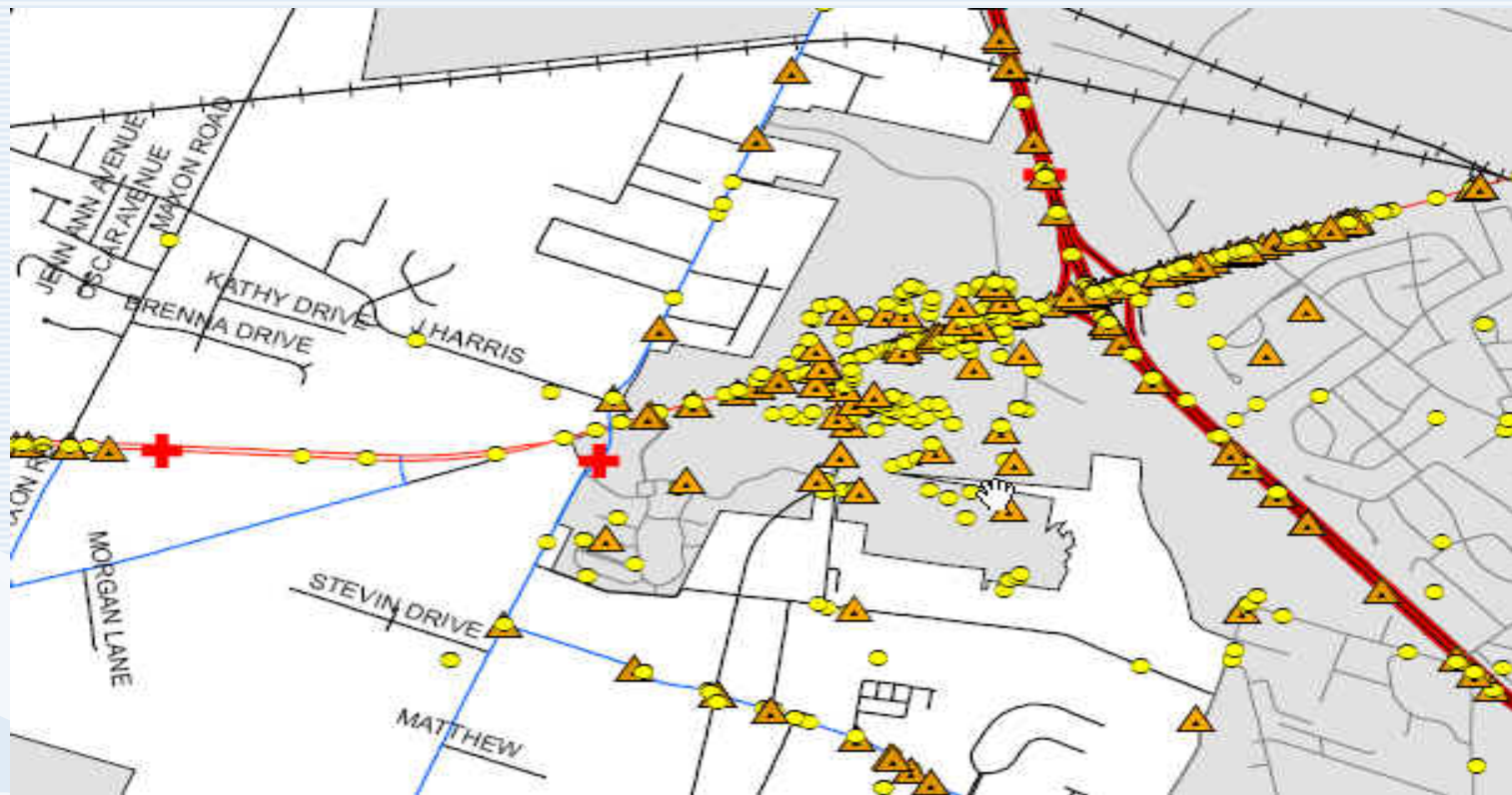
Fatality (s)



Injury (s)



Non-Injury Crash



For < \$80,000: Widen Roadway to 12', Add Paved Shoulders with Rumble Strips, Correct Adverse Superelevation, Re-grade Ditch to Eliminate Drop Offs, and Revise Ditch Back slope



Before



&

After

Safety Improvements

HES Project on KY 39



Before

&

After

- Higher Cost project to reconstruct high accident “S Curves”. Before and After pictures.

Traffic Counts

This job is easy...just get
me a tube count and
turning movements at
the intersection below...



Traffic Counts

- Ensure Regular Traffic Counts are Obtained on all State Routes(3 year cycle)
- Complete special counts for Planning Studies or Design Projects -
 - ADT
 - Classification Counts
 - Intersection Turning Movements
- Inspect ATR's

Traffic Counts

CTS - Historic Traffic Volume Summary

County: MCCracken District: 1
City: PADUCAH 5
ROUTE: US 60 14

FROM
MP: 10.130
AT: NEW HOLT ROAD

TO
MP: 10.686
AT: I-24

Station:
ID: B14 County: MCCracken
Station Type: Index Station
Functional Class: URBAN - Other Principal Arterial

Year	Count	Type
2007	29,300	Computer Estimate
2006	27,700	Actual Count
2005		
2004	26,200	Actual Count
2003	27,800	Actual Count
2002	28,900	Actual Count
2001		
2000	31,200	Actual Count
1999		
1998		
1997	30,200	Actual Count
1996		
1995		
1994	26,800	Actual Count
1993		
1992	23,200	Actual Count
1991		
1990		
1989	21,300	Actual Count
1988		
1987		
1986	19,900	Actual Count
1985		
1984	20,200	Actual Count
1983	17,700	Actual Count
1982	13,000	Actual Count
1981	11,600	Actual Count

◀ Prior ▶ Next

EXIT

Provide Traffic Count Numbers to:

- Other divisions with the district
- Central Office
- ADD's, Local Officials, and the General Public

Roadway Systems & Official Orders

How is a Roadway System defined?

☐ In 1968, FHWA established a Highway Functional Classification System for public roads and streets that defines a hierarchy based on how much mobility and/or access each one provides. A Roadway System is a subgroup of such roads & streets within a city or state.

☐ Major Functional Classifications:

Arterials - High level of mobility/low degree of access to adjacent properties.

Collectors – Provide a balance between mobility and access.

Locals– High level of access to properties/low level of mobility.

☐ A classification system ensures that roads serving the most people get the most attention (\$).

What is Kentucky's State Primary Road System (SPRS)?

☐ State Law gives the Department of Highways authority to provide and maintain a roadway system serving statewide and or inter-regional mobility. SPRS is the network of roads that fulfills this requirement.

☐ Division of Planning is assigned to make recommendations, prepare official documents and maintain the records for the ever evolving SPRS.

☐ The SPRS consists of about 27,450 miles (35.6%) of Kentucky's approximately 77,000 miles of public roads.

Roadway Systems & Official Orders

More about the SPRS:

- The SPRS network is further classified by the type of service and function each facility provides relative to the State's needs:

State Primary Routes

Rural Secondary Routes

State Secondary Routes

Supplemental Routes

Changes to the SPRS:


- Acceptance into, reclassification or elimination from the SPRS is done by Official Order. The Official Orders designating the SPRS are the official records of the Transportation Cabinet.

Roadway Systems & Official Orders

District level planning responsibilities include:

- Identifying and coordinating changes in the SPRS or functional class of new and existing roads with the Division of Planning's Central Office.
- Coordinating road ownership transfers between local governments and the Department of Highways when roads no longer meet SPRS needs.
- Preparing maps and support material that explain the nature of changes to the system.
- Maintaining records of all SPRS changes and transfers within a District.

Roadway Systems & Official Orders


TRANSPORTATION CABINET
Frankfort, Kentucky 40699
www.kentucky.gov

Ernie Fletcher
Governor

Bill Hightbert
Secretary

Marc Williams
Comptroller of the Treasury

OFFICIAL ORDER 104468

SUBJECT: Shelby County
KY 2258

Pursuant to the provisions of KRS 177.020, it is hereby directed that the following section of roadbed be accepted into the State Primary Road System as part of Supplemental KY 2258 in Shelby County:


From the intersection with existing KY 2258 to the KYTC Maintenance Facility Gate, a distance of 0.146 mile.

As a result of the above Supplemental KY 2258 will be redefined and redesignated as follows:

SUPPLEMENTAL ROAD

KY 2258, from the junction with KY 53 to the junction with KYTC Maintenance Facility Gate, a distance of 0.361 mile. (MP 0.000 to MP 0.361)

It is further directed that the Shelby County Judge/Executive and the Shelby County Clerk be furnished a copy of this Official Order.


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Page II

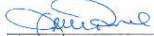
OFFICIAL ORDER 104468

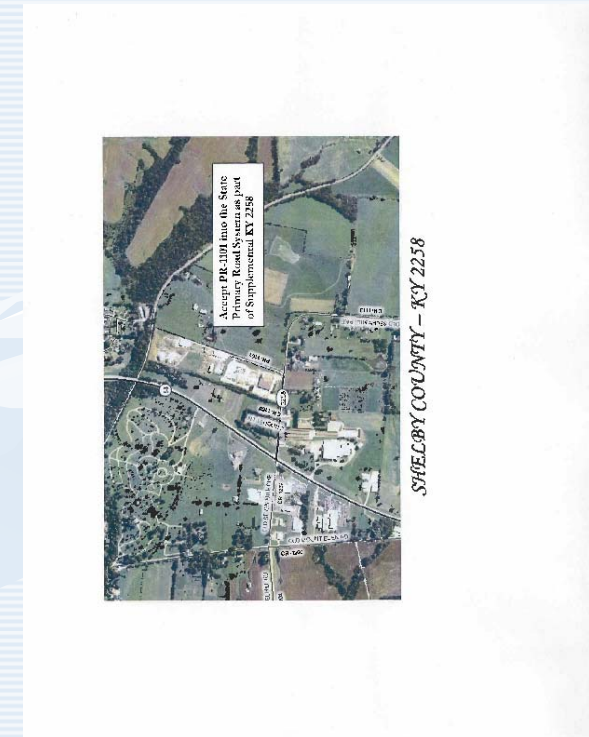
Shelby County
KY 2258

Signed and approved on this the 11th day of January, 2007.


Commissioner of Highways

Approved as to form and legality


Office of Legal Services



Example Official Order and Project Map

Various Activities

- E-Clearinghouse
- Drive Smart and Keen Coordinators
- RS Program
- MS4 Coordinator
- Surplus Property Review
- MOA/Agreements for Road Transfers
- Special Projects as Directed by CDE

In Conclusion--Tomorrow

- For the District Planning Engineer
- Different Problems – Different Day
(No two days are ever alike.)

