

APPENDIX E

Local Officials Meeting Minutes and Handouts



Groundbreaking by Design.

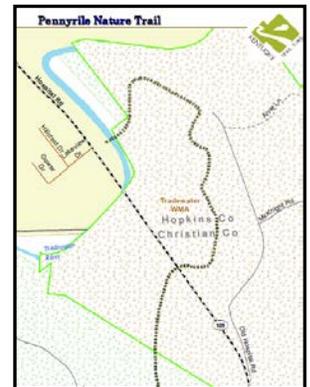
Project:	Dawson Springs Bicycle Feasibility Study	
Purpose:	Local Officials Meeting #1	
Place:	Dawson Springs City Hall	
Meeting Date:	September 3, 2013	
Time:	10:30 C.D.T.	
Prepared By:	Annette Coffey	
In Attendance:	Mayor Jenny Sewell	Dawson Springs
	Virginia Chaney	Dawson Springs
	Melissa Heflin	Dawson Springs
	Charlie G. Beshears	Hopkins County Fiscal Court
	William Crider	City of Dawson Springs
	Kevin McClearn	District 2 - CDE
	Nick Hall	District 2 - Planning
	Steve Ross	Central Office Division of Planning
	Mikael Pelfrey	Central Office Division of Planning
	Troy Hearn	Central Office Division of Planning
	Shane McKenzie	Central Office Division of Planning
	David Reed	Qk4
	Taylor Kelly	Qk4
	Annette Coffey	Qk4

The meeting began with introductions. Kevin McClearn gave an overview of the bicycle feasibility study. Currently the project is not funded beyond this study. Qk4 was asked to study the feasibility of on-road and off-road alternatives for a bicycle facility from Old Hospital Road to Old KY 398. This meeting was to present those alternatives and costs and garner input from this group. The attendees were given handouts from the draft report, an overall map of alternatives, a narrative description of alternatives with typical sections, and an agenda.



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Annette Coffey provided a description of alternatives and their associated costs (see handouts 1, 2 and 3) with termini from Old Hospital Road south to Old KY 398. The northern terminus of this project is Old Hospital Road because it is an established bicycle route into the southern limits of Dawson Springs (see figure to right). Old Hospital Road is closed to vehicular traffic and for the last/northern most 0.4-mile (to KY 109) it shares the alignment of the Pennyrile Nature Trail (PNT). The PNT begins on the east side of KY 109 with a trailhead and a parking lot. Bicycle use from the trailhead east for the initial 0.4 miles is permitted. At the 0.4-milepoint, the trail, which is for foot traffic only, separates from Old Hospital Road. Therefore one could ride a bike from the trailhead, along Old Hospital Road south to the proposed KY 109 bicycle facility. The following alternatives were presented.



- **Alternative 1** follows the KY 109 alignment from Old KY 398 Road (MP 29.7), north 3.7 miles to Old Hospital Road (MP 33.4). Alternative 1 provides a four-foot-wide, one-way bike lane on both sides of KY 109, two feet from the existing edge of pavement and within the existing right-of-way of KY 109. The two-foot-wide separation would be earth/grass. Estimated construction cost is \$472,000.
- **Alternative 1A** is the same as Alternative 1 except that the two-foot-wide earth/grass strips between the edge of shoulder and the bicycle lanes would be paved. Alternative 1A is also 3.7 miles long and is estimated to have a construction cost of \$709,000.
- **Alternative 2**, provides for an eight-foot-wide, two-way bike lane; three feet from the existing edge of pavement of KY 109 on one side of KY 109. This option has a construction cost of approximately \$806,500. It begins at MP 29.7 on the west side of KY 109. At MP 32.6, the path crosses KY 109 to the east side just south of Outwood Road, in a long sag curve where grades and sight distance are most suitable. The path continues north to terminate at MP 33.4. Like Alternatives 1 and 1A, it is also 3.7 miles long. This alternative could include a curb with grass plantings in the three-foot-wide earth shoulder that separates the vehicles from the bicyclists for \$17.50/linear foot, not included in the construction cost above.



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- **Alternative 2 Off-Road Options** –There are five variations of Alternative 2 - 2A, 2B, 2C, 2D, and 2E - examined in this study. These variations follow KY 109’s general alignment but include off-road segments in select locations sometimes following old road beds. These off-road spot alignments allow for enhanced safety by increasing the distance between the bike path and the KY 109 travel lanes, where practical. They also offer enhanced aesthetic features by placing the bicycle facility adjacent to forested and other generally rural areas. Alternative 2A would reduce the construction cost by \$77,000. The remaining alternatives vary in additional cost from \$8,000 (Alternative 2E) to \$14,500 (Alternative 2B). Options 2A and 2E would consist of share the road signs.

Each alternative cost does not include right of way or utility estimates. Based on the existing plans, there appears to be 50 feet of right of way for existing KY 109 in the project area. Existing KY 109 has two 10-foot-wide lanes with eight-foot-wide shoulders. From the mapping, and existing plans Alternative 1 can most likely be constructed within the existing right of way. Alternative 2 may very well fit within the existing right of way also, and if not, design measures could be taken to minimize any right of way takings. More accurate mapping will be required to make that determination. Alternative 2 off-road options 2B, 2C, and 2D will require right of way from the Pennyryle Forest State Park. Any estimates do not include those costs. Utilities will be affected with Alternative 2 and is estimated to be \$325,000 both with and without off-road options. Qk4 will provide right of way and utility costs in the final report.

Following the presentation of alternatives, Mr. McClearn conveyed that Alternative 2 with plantings was the Project Team’s preferred alternative. This alternative is safer for the cyclists, crossing the roadway at an ideal location, more in keeping with the character of the area, maximizes the usage of cyclists, and minimizes roadside debris. This alternative will need to have design right of way and utilities monies added to the total cost. The off-road solutions will most likely require some design. Alternative 2 and all the spot alignments (2A, 2B, 2C, 2D, and 2E) has an estimated construction cost of approximately \$774,000. If aesthetic plantings were desired, along the entire length, an additional \$350,000 would be added to the total for a cost of \$1,124,000 (minus right of way and utility funding). Local funding options should be sought for approximately \$1.1 million construction only).

The local leaders provided the following comments and input:



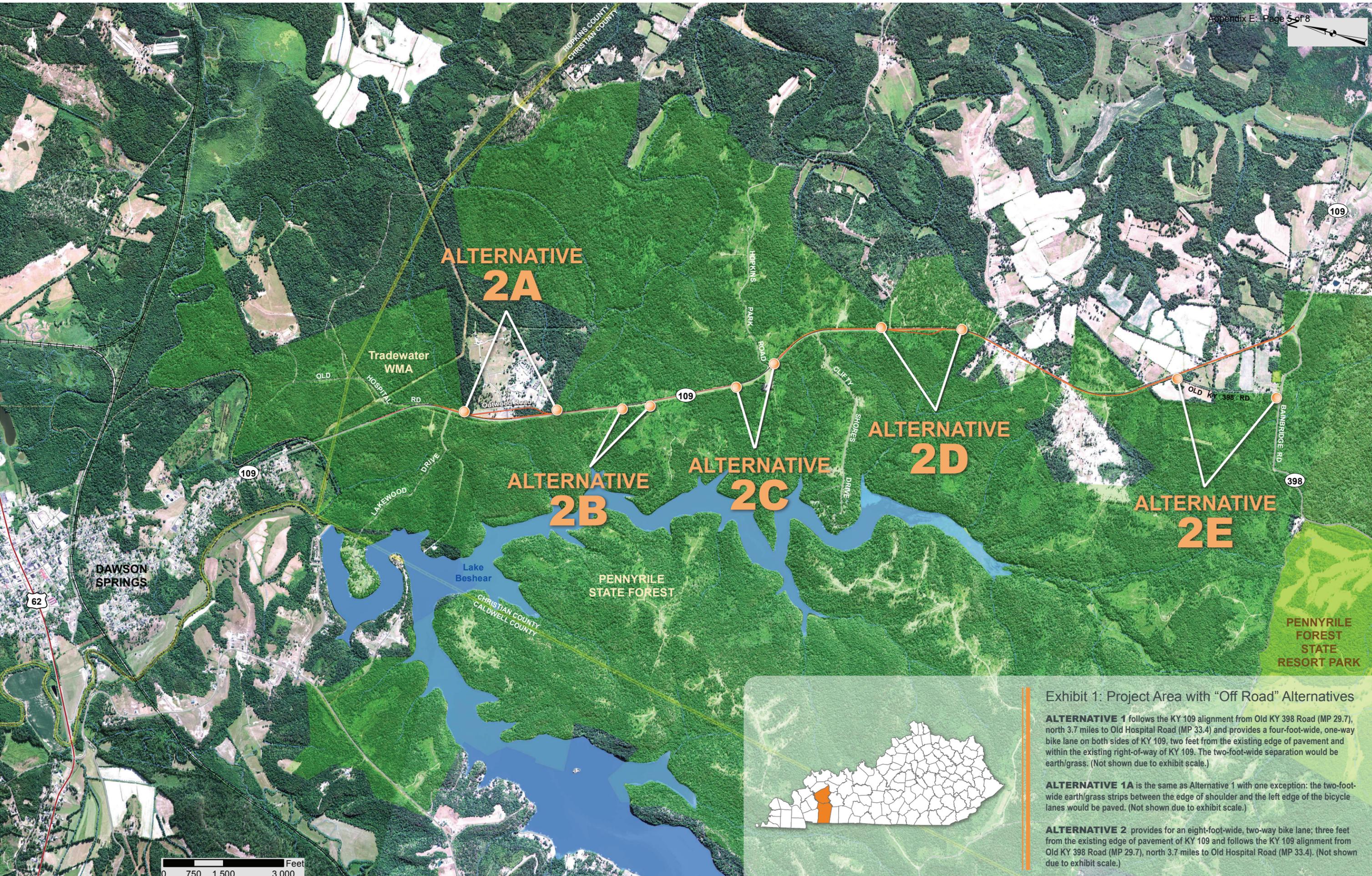
Groundbreaking by Design.

- The group was very much in favor of Alternative 2 with off-road segments, supporting the most separated facility possible.
- The Mayor stated that if there were plantings proposed, she recommended the location between Alternatives 2B and 2C.
- There was a concern expressed regarding right of way takings for this project. Qk4 stated that any right of way takings is expected to be very minimal, if any.
- A question raised was if this trail could be used for horses. Mayor Sewell said that the purpose of the new trail would be for bicycles. Mr. Hearn suggested signage that makes clear that there are no motorized vehicles allowed.
- It was also mentioned that there may be the opportunity for another trailhead at Macedonia Cemetery.

Maintenance of the bicycle facility was also a point of discussion. Mr. McClearn stated maintenance of the bike path will be an issue. If Alternative 1 or 2 is chosen with either grass or plantings, someone or some entity would have to maintain that area, and obtain a permit to do so. If KYTC maintains that area, they only mow two to three times per year, which may not be acceptable to the community. Mr. Hearn conveyed that the Mountain Bike Association may be willing to provide maintenance. Mayor Sewell stated that the city of Dawson Springs would not be opposed to assisting in providing maintenance even though the bicycle facility construction is located in Christian County. Mr. McClearn emphasized the need to think about commitments for maintenance funding for aesthetic planted areas, and support of the off-road segments, which would be part of a planned maintenance agreement.

Mr. McClearn said that County Judge Executive Tribble will receive a copy of the report. The final document will be made available in one to two months.

Everyone was thanked for their participation and the meeting concluded.



ALTERNATIVE 2A

ALTERNATIVE 2B

ALTERNATIVE 2C

ALTERNATIVE 2D

ALTERNATIVE 2E

Exhibit 1: Project Area with "Off Road" Alternatives

ALTERNATIVE 1 follows the KY 109 alignment from Old KY 398 Road (MP 29.7), north 3.7 miles to Old Hospital Road (MP 33.4) and provides a four-foot-wide, one-way bike lane on both sides of KY 109, two feet from the existing edge of pavement and within the existing right-of-way of KY 109. The two-foot-wide separation would be earth/grass. (Not shown due to exhibit scale.)

ALTERNATIVE 1A is the same as Alternative 1 with one exception: the two-foot-wide earth/grass strips between the edge of shoulder and the left edge of the bicycle lanes would be paved. (Not shown due to exhibit scale.)

ALTERNATIVE 2 provides for an eight-foot-wide, two-way bike lane; three feet from the existing edge of pavement of KY 109 and follows the KY 109 alignment from Old KY 398 Road (MP 29.7), north 3.7 miles to Old Hospital Road (MP 33.4). (Not shown due to exhibit scale.)



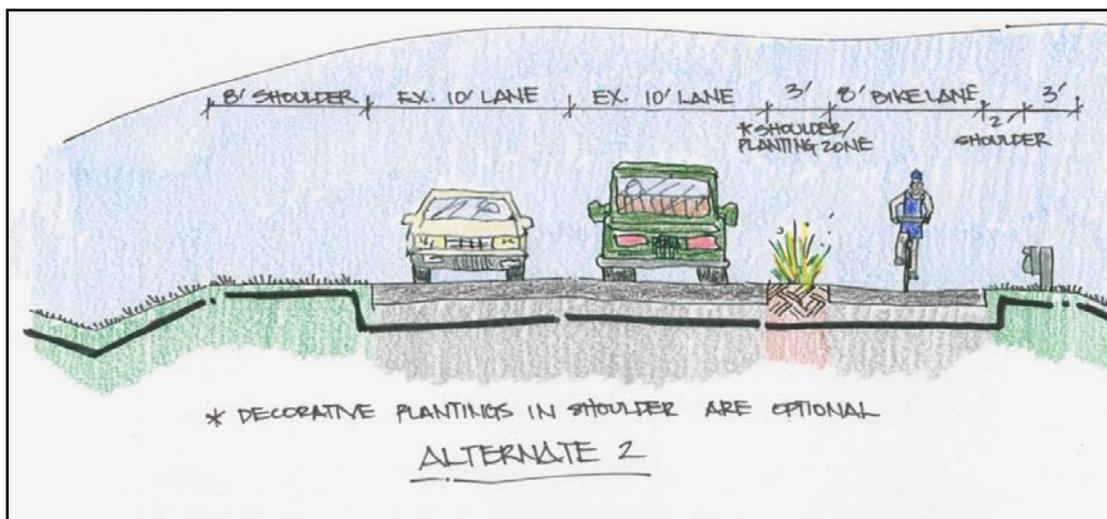
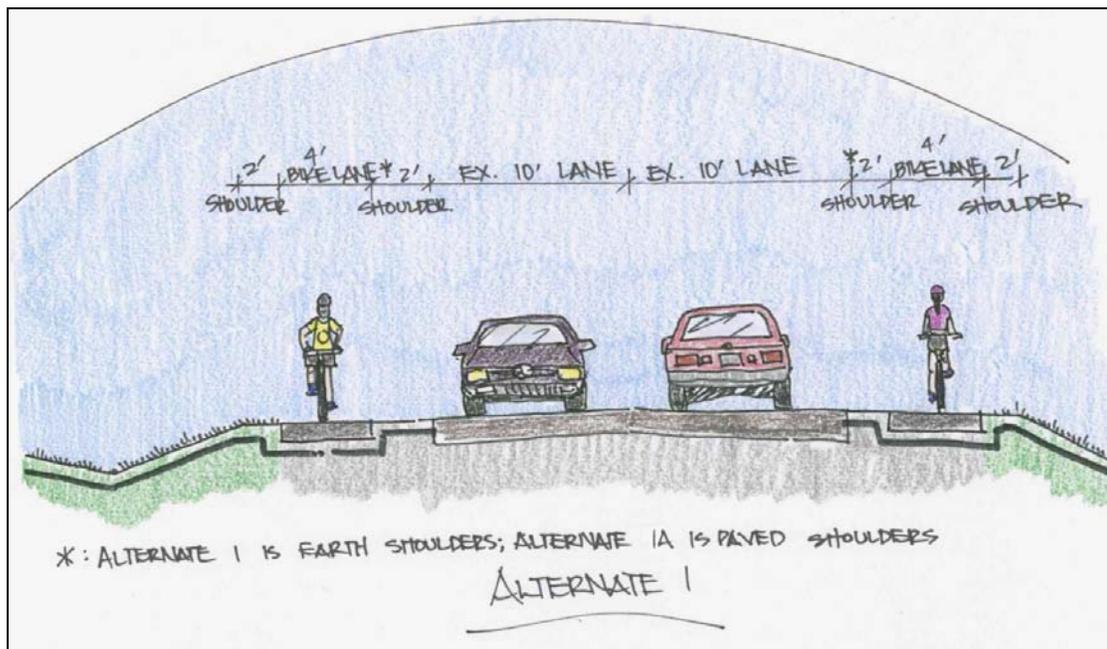
0 750 1,500 3,000 Feet

Dawson Springs KY 109 Bicycle Trail Meeting Handout – September 3, 2013

Preliminary Construction Estimates for KY 109 Bicycle Path Alternatives		
Alternatives	Approximate Linear Feet and Milepoints (MP)	Approximate Construction Cost
Alternative 1	19,900' (MP 29.7 – MP 33.4)	\$472,000
Alternative 1A	19,900' (MP 29.7 – MP 33.4)	\$709,000
Alternative 2	19,900' (MP 29.7 – MP 33.4)	\$806,500*
Alternatives 2A, 2B, 2C, 2D, 2E are options that may be used in any combination with Alternative 2		+/- \$806,500
Alternative 2A	2,730' (MP 32.8 – MP 33.3)	-\$77,000 = \$729,500
Alternative 2B	2,810' (MP 32.2 – MP 32.6)	+\$14,500 = \$821,000
Alternative 2C	1,240' (MP 31.8 – MP 32.0)	+\$9,000 = \$815,500
Alternative 2D	1,560' (MP 30.8 – MP 31.1)	+\$13,000 = \$819,500
Alternative 2E**	2,810' (N/A* – MP 29.7)	+\$8,000 = \$814,500

* May include a curb with grass plantings in the three-foot-wide earth shoulder that separates the vehicles from the bicyclists for \$17.50/linear foot.

** This alternative is along Old KY 398 Road between KY 398 and KY 109.



Alternative 1 follows the KY 109 alignment from Old KY 398 Road (milepoint 29.7), north 3.7 miles to Old Hospital Road (milepoint 33.4). Alternative 1 provides a four-foot-wide, one-way bike lane on both sides of KY 109, two feet from the existing edge of pavement and within the existing right-of-way of KY 109. The two-foot-wide separation would be earth/grass. Estimated construction cost is \$472,000.

Alternative 1A is the same as Alternative 1 except that the two-foot-wide earth/grass strips between the edge of shoulder and the bicycle lanes would be paved. Alternative 1A is also 3.7 miles long and is estimated to have a construction cost of \$709,000.

Alternative 2, provides for an eight-foot-wide, two-way bike lane; three feet from the existing edge of pavement of KY 109. The Alternative 2 bicycle path is only on one side of KY 109. This option has a construction cost of approximately \$806,500. It begins at milepoint 29.7 on the west side of KY 109. At milepoint 32.6, the path crosses KY 109 to the east side just south of Outwood Road, in a long sag curve to maximize sight distance. The path continues north to terminate at milepoint 33.4. Like Alternatives 1 and 1A, it is also 3.7 miles long. This alternative could include a curb with grass plantings in the three-foot-wide earth shoulder that separates the vehicles from the bicyclists for \$17.50/linear foot, not included in the construction cost above.

Alternative 2A, is a 2,730-foot-long, off-road segment option that would use the existing city-owned Outwood Road (along the east side of KY 109) at the northern end of the project with “Share the Road” signs. Alternative 2A (Outwood Road) deviates from KY 109 beginning at milepoint 32.8 and rejoins at milepoint 33.3. Since this alternative uses an existing road and includes only the addition of signage, and minimal construction, the cost estimate to use Outwood Road is minimal. If combined with Alternative 2, the estimated construction cost is \$729,500, which is approximately \$77,000 less than Alternative 2.

Alternative 2B, is a 2,810-foot-long, off-road alignment option on the west side of KY 109. It deviates from KY 109 at milepoint 32.1 and rejoins at milepoint 32.6. The construction cost estimate is \$14,500 more than Alternative 2, approximately \$821,000.

Alternative 2C, is a 1,240-foot-long, off-road spot alignment on the west side of KY 109. It deviates from KY 109 at milepoint 31.8 and rejoins at milepoint 32.0. The construction cost estimate is \$9,000 more than Alternative 2, approximately \$815,500.

Alternative 2D, is a 1,560-foot-long, off-road spot alignment to the west of KY 109. It deviates from KY 109 at milepoint 30.8 and rejoins at milepoint 31.1. The construction cost estimate of Alt. 2D would be \$12,800 more than Alternative 2, approximately \$819,500.

Alternative 2E, is technically south of the southern terminus of the project. Similar to Alternative 2A, it would involve striping and signage improvements to Old KY 398 Road from KY 109 (milepoint 29.7, the southern terminus of the project) south approximately 2,810 feet to KY 398 (Bainbridge Road), at a cost of approximately \$8,000. Because of the short distance and low volume of traffic on this road, “Share the Road” signs could be placed along it, and “Bike Lane” directional signs could be placed on KY 109 and KY 398 leading to it, and it would provide an acceptable bicycle facility.