

## I. PRELIMINARY PROJECT INFORMATION

<b>County:</b>	Pike	<b>Item No.:</b>	12-8704 and 12-8705
<b>Route Number(s):</b>	CS - 1192	<b>Road Name:</b>	Thompson Road
<b>Program No.:</b>		<b>UPN:</b>	(Function) Project Length (Route) (MPs)
<b>Federal Project No.:</b>		<b>Type of Work:</b>	Reconstruction
(Year)	<b>Highway Plan Project Description:</b>		

Reconstruct Thompson Road from the end of the completed section to the limits of Item # 12-8705;  
Provide new connectivity from Thompson Road to KY 3495 in Pikeville near the suspension bridge.

<b>Beginning MP:</b>		<b>Ending MP:</b>		<b>Project Length:</b>	
<b>Functional Class.:</b>	<input checked="" type="checkbox"/> Urban Collector ▼	<input type="checkbox"/> Rural ▼	<b>State Class.:</b>	<input type="checkbox"/> Primary <input type="checkbox"/> Secondary	
<b>MPO Area:</b>	Not Applicable		<b>Route is on:</b>	<input type="checkbox"/> NHS <input type="checkbox"/> NN <input type="checkbox"/> Ext Wt	
<b>In TIP:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Truck Class.:</b>	▼		
<b>ADT (current):</b>	6756 2012		<b>% Trucks:</b>		
<b>Access Control:</b>	<input type="checkbox"/> None <input type="checkbox"/> Permit <input type="checkbox"/> Fully Controlled		<b>Terrain:</b>	Rolling ▼	
<b>Median Type:</b>	<input type="checkbox"/> Undivided <input type="checkbox"/> Divided (Type):		<b>Spacing:</b>	▼	
<b>Existing Bike Accommodations:</b>	None ▼		<b>Ped:</b>	<input type="checkbox"/> Sidewalk	
<b>Posted Speed:</b>	<input checked="" type="checkbox"/> 35 mph <input type="checkbox"/> 45 mph <input type="checkbox"/> 55 mph		<b>Other (Specify):</b>		
<b>KYTC Guidelines Preliminarily Based on :</b>	35 MPH Proposed Design Speed				

### COMMON GEOMETRIC

Roadway Data:	EXISTING	PRACTICES*	
No. of Lanes	2	2	<a href="#">Existing Rdwy. Plans available?</a> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Year of Plans:
Lane Width	11	11	
Shoulder Width	0	2'	<input checked="" type="checkbox"/> <a href="#">Traffic Forecast Requested</a> Date Requested:
Max. Superelevation**	N/A	4%	
Minimum Radius**	N/A	583'	<input checked="" type="checkbox"/> Mapping/Survey Requested Date Requested:
Maximum Grade	N/A	10%	
Minimum Sight Dist.	N/A	250	Type: Lidar ▼
Sidewalk Width(urban)	N/A	4'	
Clear-zone***	N/A		

Project Notes/Design Exceptions?:

\*Based on proposed Design Speed, \*\*AASHTO's A Policy on Geometric Design of Highways and Streets, \*\*\*AASHTO's Roadside Design Guide

<b>Bridge No.:</b>	N/A	(Bridge #1)	(Bridge #2)	<a href="#">Existing Geotech data available?</a> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Sufficiency Rating</b>				
<b>Total Length</b>				*If more than two bridges are located on the project, include additions sheets.
<b>Width, curb to curb</b>				
<b>Span Lengths</b>				
<b>Year Built</b>				
<b>Posted Weight Limit</b>				
<b>Structurally Deficient?</b>				
<b>Functionally Obsolete?</b>				

## II. PROJECT PURPOSE AND NEED

### A. Legislation

The following funding was listed in the 2012 General Assembly's Enacted Highway Plan.

<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
SPP	Design	2012	\$1,085,000
SPP	Right of Way	2013	\$2,033,000
SPP	Utilities	2013	\$1,833,000
SPP	Construction	2015	\$9,769,000

### B. Project Status

Design funds for this project have been requested.

### C. System Linkage

The project will create a new connector from the existing Thompson Road reconstruction to KY 3495 located adjacent to U.S. 23 on the east side of the Levisa Fork of the Big Sandy River. Thompson Road is the only connection for communities and businesses in the area that are located on the west side of the Levisa Fork of the Big Sandy River to U.S. 23. It is classified as an Urban Collector. This classification may change as a result of this project.

### D. Modal Interrelationships

### E. Social Demands & Economic Development

The Thompson Road area has seen significant growth with commercial and retail developments. Residential areas serviced by Thompson Road has also seen growth. There is also a private school, U.S. Post Office, and water treatment plant in this area. Additional development will increase traffic for Thompson Road.

### F. Transportation Demand

Average daily traffic in the vicinity of Thompson Road has increased due to commercial development and this trend will more than likely continue due to more planned development. See Exhibit 2 for count locations.

## II. PROJECT PURPOSE AND NEED (cont.)

### G. Capacity

Congestion exists with the current access, via Cassidy Boulevard, to businesses located in the vicinity of Thompson Road. Future plans call for the addition of ten new businesses in the Thompson Road area. With the development planned in this area, capacity of the existing roadway will be adversely impacted.

### H. Safety

Accident reports were reviewed from 6/8/2009 to 6/8/2012 at the intersection of US 23 and KY 3495 and along the section of KY 3495 at the proposed tie in. There has been just one accident related to the intersection and it was a sideswipe, one unit merging onto 3495 going south and the other turning left onto 3495 from the north direction of 23. The accident had 1 injury. The 3 accidents along 3495 reported no injuries, there was 2 angles due to entrances and 1 rear end due to stopped traffic.

Traffic analysis of Alternative 2 indicates if the tie-in near Ratliff's Creek is constructed and the existing KY 3495 intersection with US 23 is removed, there will be congestion issues with school traffic at the southern U.S. 23 intersection at Community Trust Bank. At the existing U.S. 23 / Community Trust Bank intersection, traffic can back up onto the four lane in addition to backing up on KY 3495 in both directions. If all South bound traffic is forced to use the U.S. 23 / Community Trust Bank entrance, it will likely compound the congestion problems along U.S. 23.

### I. Roadway Deficiencies

A previous section of Thompson Road was recently reconstructed as an Urban Collector with two 12-ft lanes, a center turn lane, curb and gutter, and sidewalk. This section meets KYTC's Common Geometric Practices for Urban Collectors. There are several non-signalized intersections and access points throughout the section. The section of Thompson Road that is to be reconstructed with this project currently has a rural template with 11-ft lanes and no shoulders. The existing alignment is within the minimum criteria for horizontal curvature and grade. There are several access points throughout the route. A ditch runs alongside the current road and any drainage problems will need to be addressed.

### Draft Purpose and Need Statement:

12-8704.00 Purpose:

This project is to improve traffic and safety. Thompson road is the collector route through Pikeville's fastest growing residential and commercial center. The proposed widening will relieve congestion and increase safety.

12-8704.00 Need:

The existing two-lane corridor has very narrow lanes and virtually no shoulders. It also does not adequately accommodate pedestrians.

12-8705.00 Purpose:

This project is to address mobility and connectivity within the city of Pikeville while at the same time alleviating current and future congestion issues.

12-8705.00 Need:

To provide an improved connection to the area in northwest Pikeville located along the west side of the Levisa Fork of the Big Sandy River. This would provide better access to numerous residential subdivisions and would provide improved ingress/egress to a number of commercial developments.

### III. PRELIMINARY ENVIRONMENTAL OVERVIEW

#### A. Air Quality

Project is in: ☒ Attainment area ☐ Nonattainment or Maintenance Area ☐ PM 2.5 County

STIP Pg. #:  TIP Pg. #:

#### B. Archeology/Historic Resources

☐ Known Archeological or Historic Resources are present

No Section 106 notifications have been generated from the District at this point. If the historical survey indicates that there may be an impact to historical sites, then the 106 process will be started. It should be noted that a bridge on the National Register of Historic Places, Pauley Bridge, is located near the project limits.

#### C. Threatened and Endangered Species

The Indiana Bat (*Myotis Sodalis*) & Gray Bat (*Myotis Grisescens*) are listed as threatened or endangered species in the project area. Tree Cutting Restrictions can be implemented or the Indiana Bat Conservation Fund (IBCF) can be utilized to compensate for any potential habitat loss for the Indiana Bat, while a BA may be required for the Gray Bat.

#### D. Hazardous Materials

☒ Potentially Contaminated Sites are present ☐ Potential Bridge or Structure Demolition

At the time of the Environmental Overview, only Alternative 1 would potentially impact UST/HAZMAT at the former One Stop Market.

#### E. Permitting

Check all that may apply: ☒ Waters of the US ☐ MS4 area ☒ Floodplain Impacts ☐ Navigable Waters of the US Impacts  
Are 401/404 Permits likely to be required? ☒ Yes ☐ No Impacts to: ☐ Wetlands ☒ Stream/Lake/Pond  
☐ ACE LON ☒ ACE NW ☐ ACE IP ☐ DOW IWQC ☐ Special Use Waters

#### F. Noise

Are existing or planned noise sensitive receptors adjacent to the proposed project? ☐ Yes ☒ No  
Is this considered a "Type I Project" according to the [KYTC Noise Analysis and Abatement Policy?](#) ☐ Yes ☒ No

#### G. Socioeconomic

Check all that may apply: ☒ Low Income/Minority Populations affected ☒ Relocations ☐ Local Land Use Plan available  
Several relocations are possible depending on the final alternate chosen. Therefore, relocation surveys will need to be completed to see if any low-income or minority populations of the area are affected.

#### H. Section 4(f) or 6(f) Resources

The following are present on the project: ☐ Section 4(f) Resources ☐ Section 6(f) Resources

No 4(f) or 6(f) resources will be affected by project.

Anticipated Environmental Document:

None (Completely State funded)



#### IV. POSSIBLE ALTERNATIVES

##### A. Alternative 1: No Build

This alternative does not address the needs identified.

##### B. Alternative 2: Thompson Road Extension with Connection to KY 3495 near Ratliff's Creek

Project will begin at M.P. 0.6 on Thompson Road and end at M.P. 0.8 on KY 3495. The design will be an urban two and three lane with sidewalk. The bridge design will be two lanes with sidewalk. This goal of this design will be to minimize right-of-way impacts.



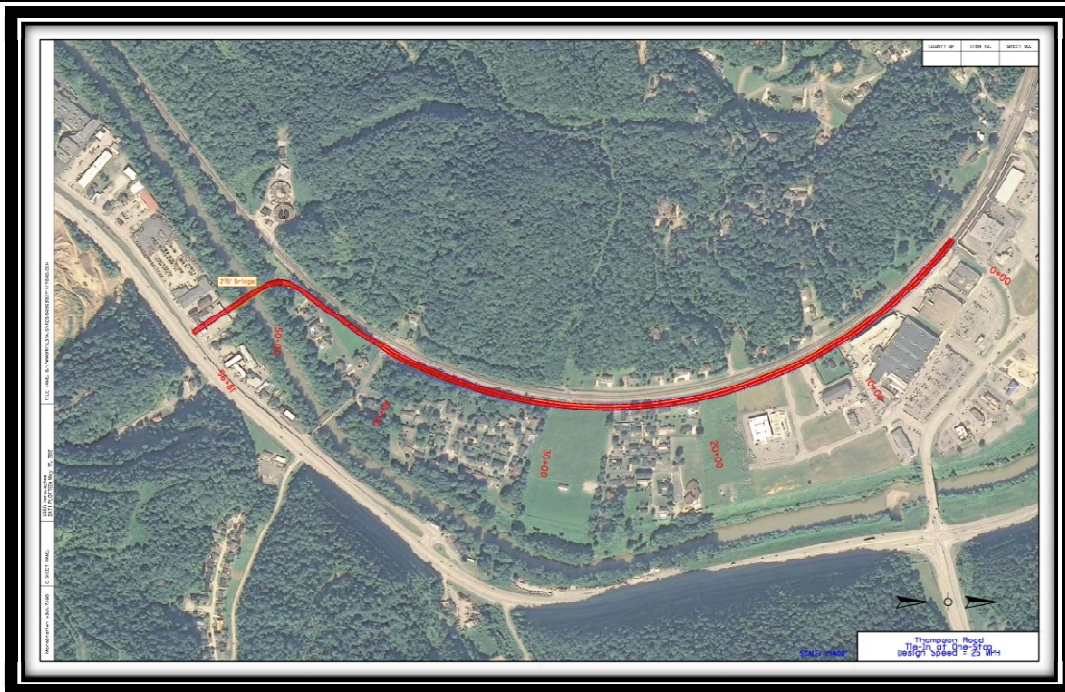
Planning Level Cost Estimate:

<u>Phase</u>	<u>Estimate</u>
Design	\$1,085,000
R/W	\$8,011,200
Utilities	\$1,800,000
Const	\$6,674,514
<b>Total</b>	<b>\$17,570,714</b>

#### IV. POSSIBLE ALTERNATIVES

##### C. Alternative 3: Thompson Road Extension with Connection to KY 3495 Near One-Stop Market

Project will begin at M.P. 0.6 on Thompson Road and end at M.P. 0.6 on KY 3495. The design will be an urban two and three lane with sidewalk. The bridge design will be two lanes with sidewalk. This goal of this design will be to minimize right-of-way impacts.



Planning Level Cost Estimate:

<u>Phase</u>	<u>Estimate</u>
Design	\$1,085,000
R/W	\$8,537,700
Utilities	\$2,000,000
Const	\$4,311,615
<b>Total</b>	<b>\$15,934,315</b>



### V. Summary

This study is a Data Needs Analysis (DNA) of a roadway project for the Thompson Road Extension in Pike County, Item Number 12-8704.00. Through analysis of the existing roadway geometrics, crash data, site visits, and discussion with the Project Team, several needs were identified within the project limits. The following were identified as project needs:

- Connection to U.S. 23 is not required.
- The alignment design is to maximize commercial development.
- The goal of the design is minimal right-of-way acquisition while meeting the need of the project.
- The design should utilize access control for future development.

Alt #	Description	D (\$)(Fund)	R (\$)(Fund)	U (\$)(Fund)	C (\$)(Fund)	Total (\$mil)
1	No Build	-	-	-	-	-
2	Connection near Ratliff's Creek Road	1,085,000	8,011,200	1,800,000	6,674,514	17,570,714
3	Connection near One Stop Market	1,085,000	8,537,700	2,000,000	4,311,615	15,934,315
-	Current Hwy Plan Estimate 12-8704	685,000	1,233,000	1,233,000	5,069,000	8,220,000
-	Current Hwy Plan Estimate 12-8705	400,000	800,000	600,000	4,700,000	6,500,000
-	Combined Estimated Cost	1,085,000	2,033,000	1,833,000	9,769,000	14,720,000

## VI. Tables and Exhibits



Exhibit 1: Project Location Map



Exhibit 2: ADT Locations