

MEMORANDUM

TO: JEFF JASPER, P.E.
DIRECTOR, DIVISION OF HIGHWAY DESIGN

ATTENTION: CHUCK ALLEN, P.E.
PROJECT MANAGEMENT COORDINATOR

FROM: DENEATRA HENDERSON, P.E.
PROJECT MANAGER
PLANNING SECTION, DISTRICT 3

DATE: MAY 23, 2011

SUBJECT: TODD COUNTY
SPOT IMPROVEMENTS FROM COURTHOUSE
SQUARE TO US 68 IN ELKTON
EMARS # 848670 01D
ITEM NO. 03-8401.00

A Project Team Meeting was held on May 16, 2011, at the District 3 Office in Bowling Green. A list of attendees and discussion topics are listed below.

Those in attendance were:

Chuck Allen, PE	Central Office, Highway Design
Scott Thomson, PE	Central Office, Planning
Steve Ross, PE	Central Office, Planning
Mikael Pelfrey, PE	Central Office, Planning
Jonathan Reynolds, PE	Central Office, Planning
Renee Slaughter	D3 Environmental
Tim Sharp, PE	D3 Construction
Mark Mudd, PE	D3 Engineering Support
Heath Crawford, EIT	D3 Engineering Support
Andrew Stewart, PE	D3 Design
J.C. Puryear, Jr.	D3 Utilities
Joe Plunk, PE	D3 Project Development
Deneatra Henderson, PE	D3 Planning
Keirsten Jagers	D3 Public Information Officer

GENERAL COMMENTS

The discussion began with a brief project overview and project origination. Planning – with the help of Design, Right of Way, and Utility sections – is finalizing a Data Needs Analysis (DNA)/First Look Study to determine the needs along this corridor before it is advertised for design services in June. The project was developed through the Unscheduled Projects List several cycles ago with the original intention of widening KY 181 to three lanes from the courthouse square to US 68. Programmed funds through the Highway Plan are not enough to cover widening the entire length, nor does the entire corridor warrant widening to three lanes. Design funds for a state-funded project along KY 181 from the courthouse square to US 68, one mile in length, were authorized January 7, 2011.

Next, a PowerPoint presentation was shown to familiarize the Project Team with the location, existing conditions, and scope of the proposed project. The presentation included a purpose and need checklist with related project information, photos of the project, crash data, known environmental issues, options for advertising with a cost comparison. The options were:

* Option 1: Urban Roadway Improvements – From the courthouse square (MP 12.021) to the bridge over Elk Fork Creek (MP 12.241). The pavement is wide enough for three lanes in a short section; part of this section includes existing on-street parallel parking and part of the section includes residential parking along the street on right-of-way. The proposed plan includes construction of curb, gutter, and sidewalk; improving storm sewer; delineating access points to minimize wide commercial entrances; possibly striping for center turn lane where appropriate.

* Option 2: Bridge Replacement – Replace 66' two-span bridge (110B001N, constructed in 1930) over Elk Fork Creek and widen approaches. The bridge's sufficiency rating does not make it eligible for federal bridge replacement funds, but the narrow bridge is considered functionally obsolete. There are commercial properties in the southwest and southeast quadrants and two city street approaches within 115 feet of the southern approach.

* Option 3: Left turn lane at Pond River Road – Construct a northbound left turn lane at Pond River Road (MP 12.474), a county-road approach with high volume due to residential development along the road. There appears to be a sight distance problem for vehicles exiting the county road due to the stone wall along the cemetery property. Proposal may include shifting KY 181 eastward enough to improve sight distance.

* Option 4: Combination of the above options.

The estimated costs for the alternates, as presented during the meeting, are as follows:

	LATEST HIGHWAY PLAN (3-8401)	ESTIMATE* (Urban: Curb, Gutter, Sidewalk)	ESTIMATE (Bridge Replacement only)	ESTIMATE (Turn lane at Pond River Road)
Right-of-Way	\$ 560,000 (SPP-FY11)	\$ 1,250,000	\$ 1,060,000	\$ 200,000
Utilities	\$ 870,000 (SP-FY12)	\$ 535,000	\$ 485,000	\$ 500,000
Construction	\$ 2,250,000 (SP-FY12)	\$ 356,735	\$ 541,897	\$ 235,025
TOTAL	\$ 3,680,000	\$ 2,141,735	\$ 2,086,000	\$ 935,025

**The Urban estimate does not include the block closest to the Courthouse Square.*

***There is some overlap in the Urban option and the Bridge option. An estimate for both options together would be much less than the sum of the two individual estimates.*

SPECIFIC COMMENTS

1. The KY 181 corridor hasn't seen expected growth since the bypass was constructed. Traffic volumes have decreased the past two count cycles.
2. There is very poor drainage near the square. Existing drainage structures have failed, which also poses a risk to pedestrians.
3. Existing sidewalks are not ADA compliant. There have been complaints to the PD&P section about the condition of the sidewalks.
4. The original bridge railings have been removed at an unknown, earlier date. The guardrail that is currently attached along the bridge is substandard.
5. *Question:* Should we retain parking along KY 181 near the square?
Answer: There is not any additional parking available to the businesses that currently have on-street parking along KY 181. The team would like parking options to be considered in the typical section development.
6. *Question:* Why is there gravel on the northbound shoulder at Pond River Rd?
Answer: KY 181 northbound traffic will drive onto the shoulder around vehicles waiting to turn left onto Pond River Rd. The gravel was added to stabilize the shoulder.
7. The team debated whether a 2 or 3 lane typical section is necessary for the bridge. It was decided that the consultant will be tasked with developing cost estimates for both options.

The Project Team agreed to proceed with advertising for Phase I Design for the section of KY 181 from the Courthouse Square to the north approach of the Elk Fork Creek bridge. If necessary, the scope can be reduced further for Phase II Design after the selected consultant has developed detailed cost estimates.