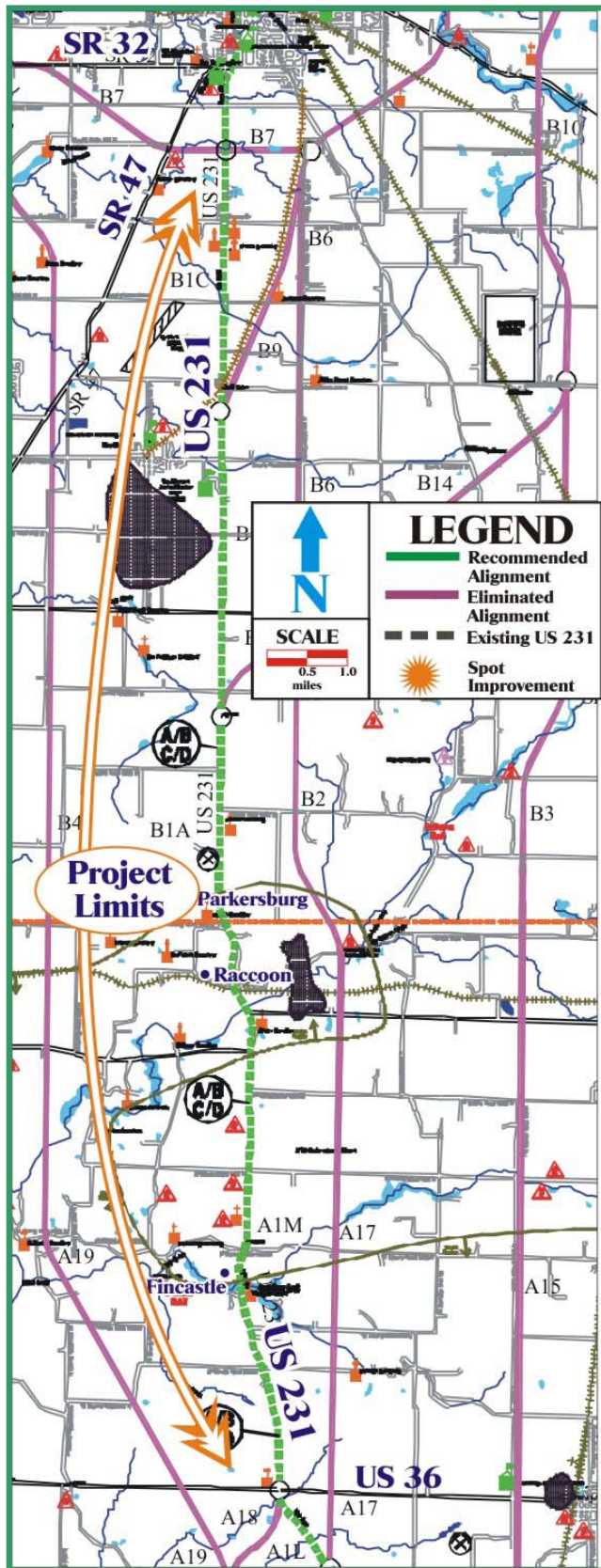


Project of Independent Utility #5
US 231 from US 36 to 1.0 miles south of SR 32

Putnam and Montgomery Counties



Proposed Improvement: Road Reconstruction

Purpose and Need: Capacity and Safety

Priority: Medium

Schedule: Mid-term: The projected LOS for the 2025 design year is slightly worse than desired for a Rural Principal Arterial. There is no existing capacity or safety reason to program the project immediately. The project should be programmed with consideration of existing pavement life. At a time when the pavement is being rehabilitated or reconstructed, improvements described in the Design Concept should be made to improve capacity and safety.

Estimated Traffic (2025):

- US 36 to SR 236 – 9,000 vpd
- SR 236 to SR 234 – 8,000 vpd
- SR 234 to 1 mi. S. of SR 32 – 10,000 vpd

Phasing: Due to the size of the project, construction could be broken into two phases:
Phase 1: From US 36 to Mont/Put County Line
Phase 2: From Mont/Put County Line to 1.0 mile south of SR 32

Preliminary Cost: \$29,000,000

Alternative(s): US 231 from US 36 to 1.0 mile south of SR 32 should be reconstructed to meet 4R standards. Intersections should be improved with channelization. The road reconstruction project would terminate at the south termini of the added travel lane project, which is currently under construction. Partial access control should be purchased to eliminate the opportunity for additional driveway access locations. Some existing access openings could be eliminated with access being provided with the addition of access roads. Combining multiple driveways, with single access points should be encouraged. Consideration should be given to mini-bypasses of Brick Chapel, Fincastle, Parkersburg and Lapland. Bypasses should be short to reduce the amount of right-of-way impacts. Consideration should be given to removing existing bridge structures at abandoned railroads.