City Street Maintenance

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Since I have been placed on the panel to discuss city street maintenance, I will discuss the maintenance of city streets as it affects the Kentucky Department of Highways. Hereafter the Kentucky Department of Highways will be referred to as the Department. I will give you the policies of the Department as outlined in our "Maintenance Guidance Manual." No doubt we will have discussions about our policies. Many of the Mayors, Engineers and City Managers may find areas where they disagree with our policies. It is my understanding that the idea of this panel discussion is to have a better understanding between the City Officials and Officials of the Department.

The Department now has 945 miles of streets under maintenance in incorporated towns. In addition to the streets there are also 10 bridges over the Ohio River in incorporated towns that are maintained either wholly by the Department or jointly with the adjoining States.

In our maintenance operations and agreements with the cities we have two types of maintenance. One is a limited type of maintenance where the Department only maintains the surface portion of the street, with some variations that will be mentioned later. The other type is complete maintenance of the streets, such as limited access roads through incorporated towns. On this type of street or road through a town the Department takes full responsibility for all of the maintenance within the right of way limits. In outlining our policies I am listing the policies and responsibilities of the Department on limited maintenance of streets through incorporated towns.

STREET ACCEPTANCE REQUIREMENTS

71-01.0400 Only streets that are a part of the State system or necessary for the movement of through traffic or departmental vehicles will be accepted for maintenance. The same requirements for width of surface, base, etc., as set for road surface in the Minimum Geometric Standards will be required.

.0410 Right of Way Regulations—When streets are constructed either by contract or State forces, the right of way obtained for construction shall be the limits of maintenance responsibility and shall include sidewalks, surface and drainage included in construction of said streets; however, that portion of the right of way back of the curb, including sidewalks, may be deeded to the city and only the portion of the street from back of curb to back of curb retained for State maintenance.
.0420 Acceptance of Streets With and Without Curbs and Drainage
Responsibility—In cases in which streets are taken over from the city, only
the surface of that portion of the street from back of curb to back of curb
where the curb exists shall be accepted for maintenance. The drainage is the
responsibility of the city. Where no curb exists, only the paved portion of
the street, plus the normal shoulders, will be accepted. The drainage shall
be the responsibility of the city.

.0430 Execution of Ordinance, Deed and Contract—The ordinance, deed
and contract must be executed by the city officials of the respective city. A
deed is not required when the Department has acquired a deed for construc-
tion. (Exhibit 71–07), Ordinance; Exhibit 71–08, Deed; Exhibit 71–09,
Contract)

.0220 City Street Intersections
.0221 Established right of way line—where there is an established right
of way line, the Department of Highways will maintain the city street inter-
section, at its expense, from the edge of the pavement of the State main-
tained route to the right of way line.

.0222 No established right of way line—Existing curbs—when there are
existing curbs, and no right of way line has been established, the Depart-
ment of Highways will maintain at its expense the surface only to the back
of the radius on the intersecting street but not to exceed ten feet from the back
of the curb on the State maintained street.

No curbs—when there are no curbs and no right of way line has been
established, the Department of Highways will maintain, at its expense, the
surface only to the back edge of the normal shoulder line.

In addition to our policies we are also governed by the Kentucky Revised Stat-
utes which gives the Department the authority to accept certain streets in incorpo-
rated towns. In KRS 177.043 the last sentence states, "Nothing in KRS 177.041
to 177.047 shall require or authorize the Department of Highways to sweep, sprink-
le, light or police said designated city streets."

It is the Department’s responsibility to issue or deny permission in the form of
a permit to companies or individuals to make openings in the streets for construc-
tion or repairs to underground installations. To make curb openings for entrances
to the streets and median cuts where medians exist. There are exceptions to this
rule however where this authority has been delegated to the city by our District
Office.

As a matter for discussion and because this is my own thinking and not the
Department’s policy or responsibility, I do feel that we owe it to the public to
eliminate parking in traffic lanes for delivery of merchandise by truck to the busi-
ness places along these routes. In spite of all the good planning our Traffic Divi-
sion and the Traffic Divisions in the cities do on these streets one truck parked in
a traffic lane can interfere seriously with the flow of traffic, especially during the
busy part of the day. I am mentioning this at this time so that we can have some
discussion with the cities about this problem on thru routes maintained by the De-
partment. It would seem to me that this problem is getting worse rather than im-
proving, while the traffic is getting increasingly heavier.

In closing, are the cities satisfied with the agreements and policies of the De-
partment pertaining to city street maintenance?