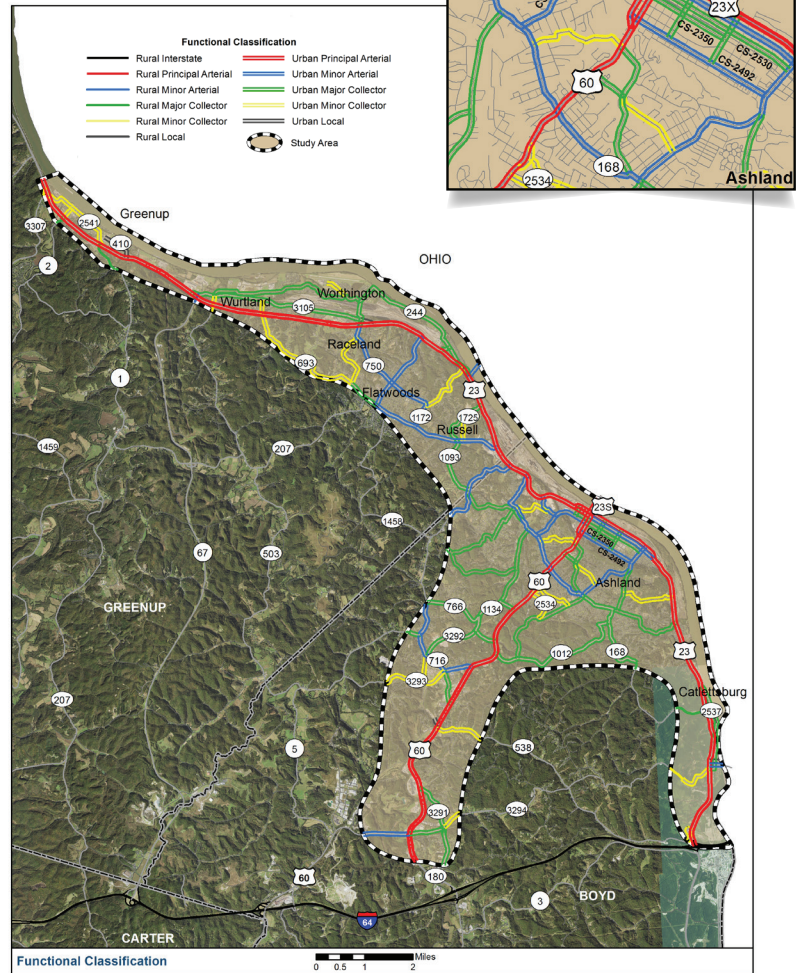


# Boyd-Greenup Small Urban Area Study

BOYD AND GREENUP COUNTIES, KY



## EXECUTIVE SUMMARY AUGUST 2020



PREPARED FOR



IN PARTNERSHIP WITH



## Executive Summary

The Kentucky Transportation Cabinet (KYTC) and the Kentucky-Ohio-West Virginia Interstate Planning Commission (KYOVA) initiated a Small Urban Area (SUA) study in Spring 2019 for urbanized areas of Boyd and Greenup counties, Kentucky. The SUA study identified and examined transportation issues related to safety and congestion in the corresponding cities and surrounding developed areas. The study boundary shown on **Figure ES- 1** begins at I-64 in Boyd County, passes through the city of Ashland including the US 60 corridor, and extends past the Industrial Parkway (KY 67) to the city of Greenup in Greenup County, covering roughly 50 square miles. SUA study efforts were focused on approximately 90 miles of state-maintained routes and nearly 11 miles of local routes integral to traffic operations within the boundary.

The study focused on both short- and long-term improvements. Specific project activities included completing an inventory of existing conditions, examining future conditions, proposing and analyzing practical solution improvement options, developing cost estimates, obtaining input from local officials and stakeholders, prioritizing improvements, and documenting the study.

In December 2019 and January 2020, local officials/stakeholders and the public identified numerous locations throughout the study area where transportation improvements could be considered. Suggestions ranged from improved signal timings and turn lane extensions to widening projects and intersection reconstructions. These suggestions were considered alongside a review of existing conditions, anticipated development trends, field reconnaissance, and input from the KYTC to develop a series of improvement concepts. These concepts focused primarily on areas with existing safety concerns identified by documented crash records and community input. Each concept can be categorized as one of three groups:

- **Long-term** projects are relatively high cost projects, often requiring additional right-of-way that will entail substantial investment to acquire. Most require additional project development activities and would need to be funded through traditional sources in the KYTC's biennial highway plan.
- **Short-term** projects are relatively lower cost projects that can be implemented in the near future. Many require little-to-no new right-of-way; some may be completed as maintenance actions.
- **Local** projects are improvements located beyond the state-maintained highway system. These would need to be funded by the City, the County, KYOVA, or a private developer.

Initial improvement concepts were developed and shared with the project team and local officials and stakeholders in March 2020, and then refined as needed based on their input. Cost estimates were developed based on planning-level pavement, earthwork, and traffic-related item quantities.

Each updated improvement concept was presented to local officials/stakeholders in May 2020 to gather their input on potential projects and prioritization. By nature, the short-term spot improvements represent low cost, quick implementation solutions that can be addressed as soon as funding becomes available. Rather than prioritize these, the project team agreed that all 11 short-term spots represent priorities for implementation as soon as funding becomes available. Many represent maintenance actions independent of more competitive funding streams. Short-term spot improvement locations are presented in **Figure ES-2** and summarized in **Table ES-1**.

Final recommendations for long-term and local projects are categorized as high, medium, or low priorities, as shown in **Figures ES-3 through ES-5** and **Tables ES-2 through ES-4**.

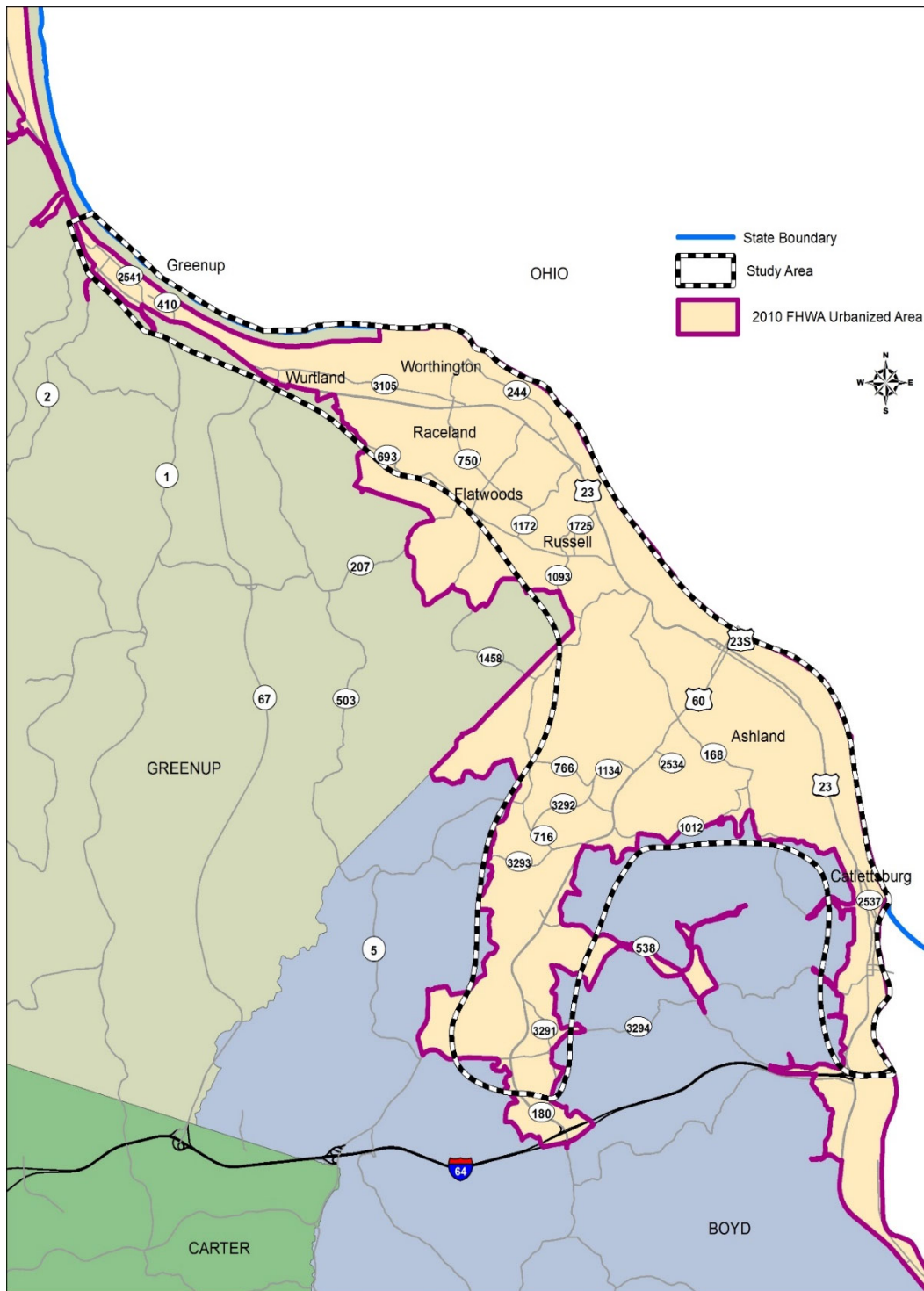


Figure ES- 1: Study Area



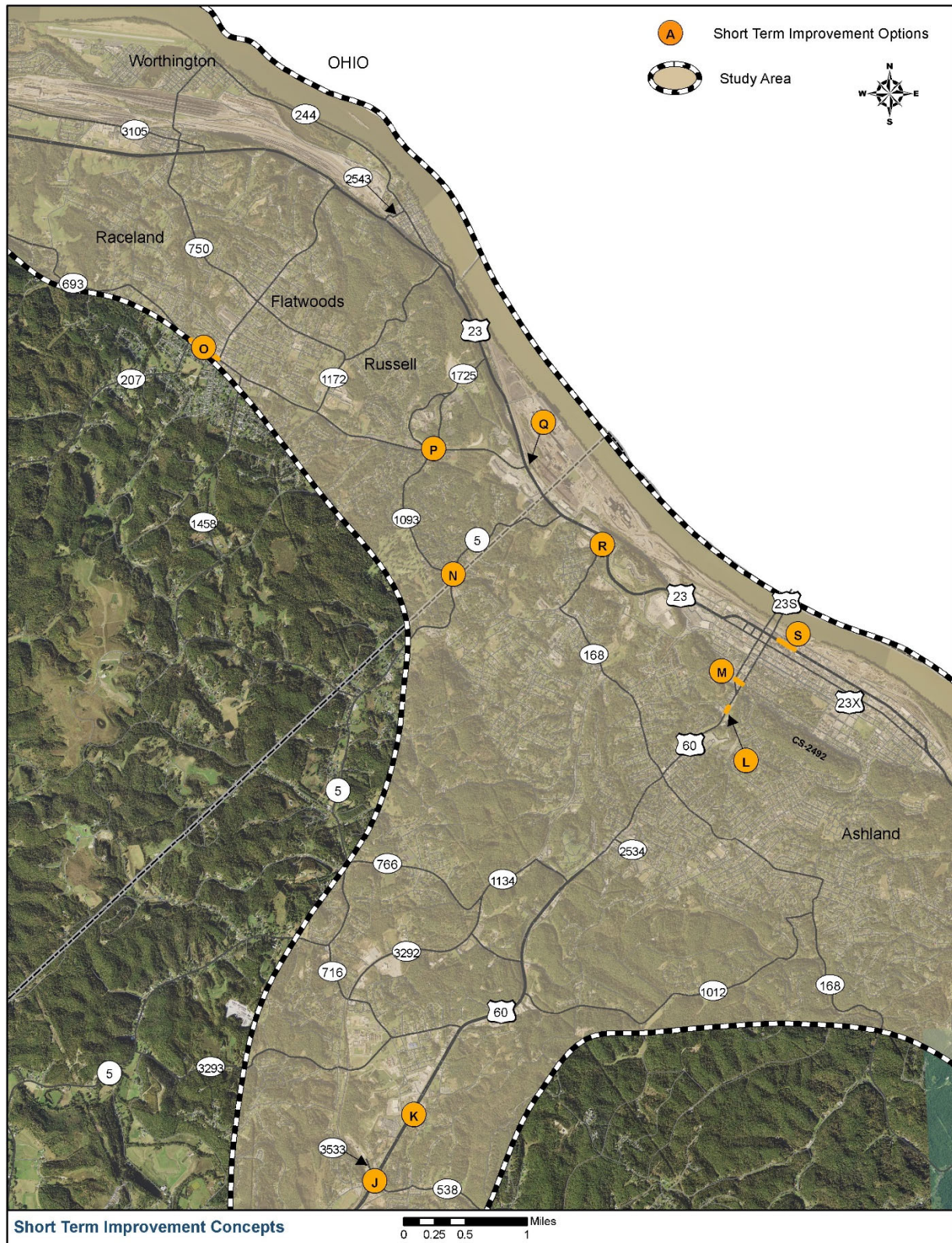


Figure ES-2: Short-Term Priority Improvement Locations

Table ES-1: Short-Term Priority Improvement Descriptions

| ID | Route 1  | Route 2  | Description   | Total Cost |
|----|--|--|---|------------|
| J  | US 60<br>(MP 6.5-6.6)                                | KY 538<br>Shopes Creek Rd.   | Install solar LED "signal ahead" signs on US 60, replace signals with double reds, add reflective backplates, close Marathon's entrance closest to intersection   | \$50,000   |
| K  | US 60<br>(MP 7.1-7.2)                                | Summit Rd.<br>(by BCMS)  | Install solar LED "signal ahead" signs on US 60, install auxiliary signal on SE and NW quadrant poles, replace signals with double reds and reflective backplates   | \$40,000   |
| L  | US 60<br>(MP 11.5-11.6)                              | Oakview Rd.<br>(by Tennis Center)                                      | Install solar LED "signal ahead" signs on US 60, install auxiliary signal on SE and NW quadrant poles, replace signals with double reds and reflective backplates   | \$40,000   |
| M  | Lexington Ave.<br>(MP 0.0-0.1)                       | US 60<br>12 <sup>th</sup> & 13 <sup>th</sup> Sts.<br>(Approx. MP 11.8) | Install painted cat-tracks, <sup>1</sup> check warrants for protected left turns at 12 <sup>th</sup> and 13 <sup>th</sup> streets, replace signals with double reds and reflective backplates, install Qwik Kurb for access control into businesses, remove shrubs to improve sight distance. | \$95,000   |
| N  | KY 5<br>Bellefonte<br>Princess Rd.<br>(MP 0.07-0.10) | KY 1093<br>Country Club Dr.<br>(MP 0.0-0.1)                            | Check warrants to convert intersection to all-way stop, trim trees lining KY 5 above eye-level, coordinate with local government to add roadside lighting   | \$20,000   |
| O1 | KY 693<br>Bellefonte Rd.<br>(MP 3.0-3.1)             | KY 207<br>Greenbo Blvd.<br>(MP 15.55-15.65)                            | Check warrants to convert intersection to all-way stop  | \$20,000   |
| O2 | KY 693<br>Bellefonte Rd.<br>(MP 3.1-3.2)             | KY 207 Argillite Rd.<br>(MP 15.8-15.9)                                 | Replace signals with double reds and reflective backplates, adjust signal timing  | \$30,000   |
| P  | KY 693<br>Diederich Blvd.<br>(MP 5.0-5.1)            | KY 1725<br>St. Christopher Dr.<br>(MP 0.0)                             | Install solar LED "signal ahead" signs on KY 693, replace signals with double reds and reflective backplates  | \$40,000   |
| Q  | KY 693<br>Diederich Blvd.<br>(MP 5.7-5.8)            | US 23<br>(MP 0.3)  | Install striping and reflector delineation on median for left turning traffic   | \$35,000   |
| R  | KY 168<br>Hoods Creek Pk.<br>(MP 8.1-8.18)           | US 23<br>(MP 20.3)   | Install solar LED "signal ahead" signs on US 23 and KY 168, replace signals with double reds and reflective backplates  | \$60,000   |
| S  | US 23<br>Greenup Ave.<br>(MP 18.35-18.45)            | 15 <sup>th</sup> - 16 <sup>th</sup> Sts.                               | Install bulb-outs and/or crosswalk to shorten distance and reduce pedestrian exposure to traffic  | \$500,000  |

<sup>1</sup> "Cat-tracks" are dashed lines delineating turn lanes through an intersection



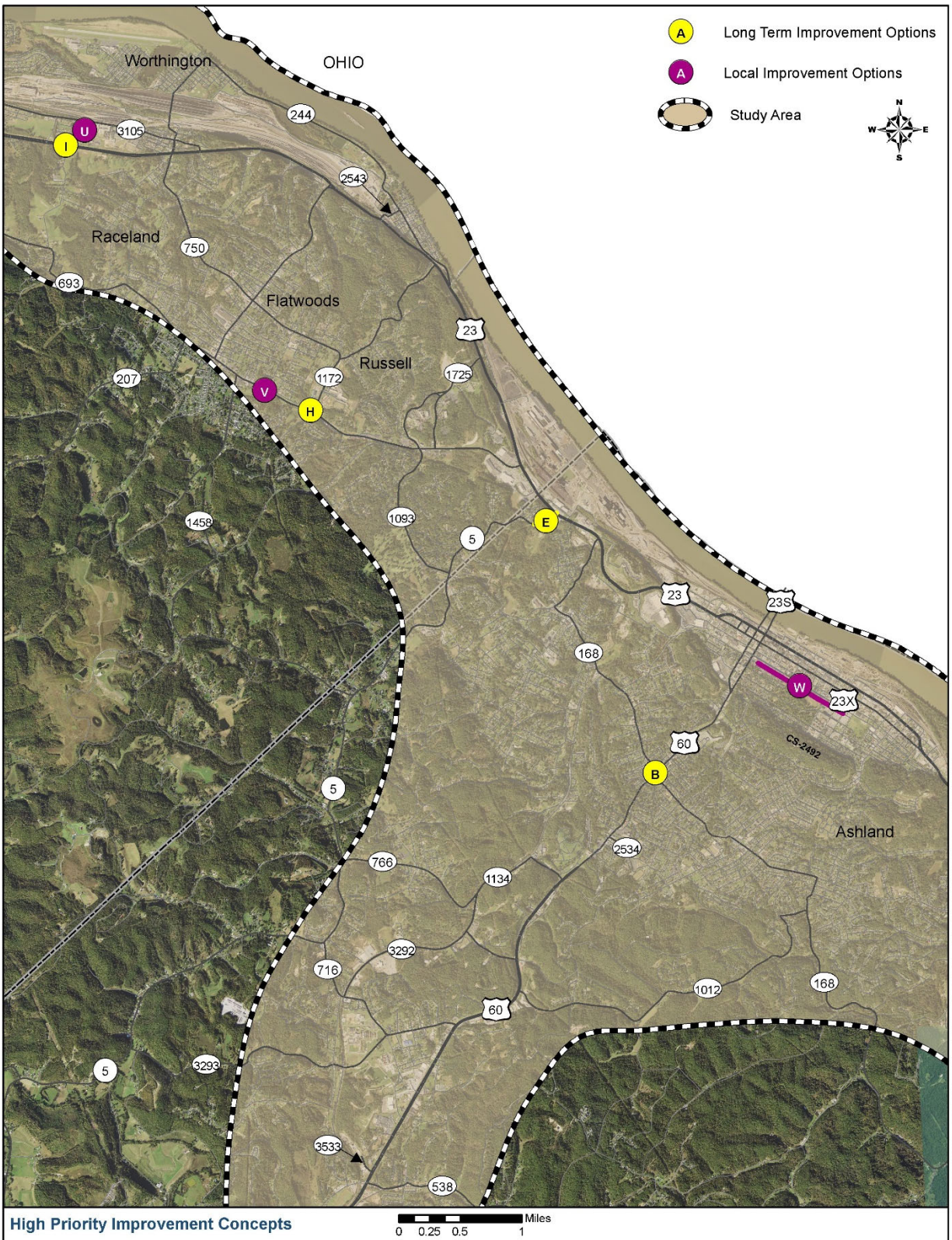


Figure ES-3: High Priority Improvement Locations

Table ES-2: High Priority Improvement Descriptions

| ID | Route 1   | Route 2                                      | Description  | Total Cost             |
|----|---|--|--|------------------------|
| B  | US 60<br>(MP 10.750-10.850)                           | KY 168<br>Blackburn Ave.<br>(MP 5.750-5.850) | Intersection improvements, ranging from closing Algonquin Ave. approach to a variety of reconstruction configurations                                  | \$75,000 - \$4,150,000 |
| E  | KY 5<br>Bellefonte Princess Rd.<br>(MP 10.531-10.781) | US 23<br>(MP 20.7-20.8)                      | Construct right-turn lane on KY 5 approaching US 23, add TWLTL, replace existing signal pole and controller box to improve sight distance              | \$1,300,000            |
| H  | KY 693<br>Diederich Blvd.<br>(MP 3.9-4.0)             | KY 1172<br>Red Devil Ln./Thompson Rd.        | Install double reds, reflective backplates and solar LED "signal ahead" signs on KY 693, construct NB right-turn lane on Thompson Road                 | \$650,000              |
| I  | US 23<br>(MP 5.3-5.4)                                 | Caroline Rd.                                 | Assess signal warrants, construct right-turn lanes on US 23 for Caroline Dr.; if unsignalized, construct acceleration lanes on US 23 for turning buses | \$75,000 - \$4,150,000 |
| U  | Caroline Rd.  |  | Widen Caroline Rd. for bus traffic with left- and right-turn lanes   | \$880,000              |
| V  | KY 693<br>Bellefonte Rd.<br>(MP 3.6-3.7)              | Espy Lane                                    | Add striping to separate traffic into right/left turning lanes on Espy Ln.   | \$12,000               |
| W  | Central Ave.<br>Corridor                              | 15th - 24th Sts.                             | Improve signage, striping, crosswalk, and intersection visibility  | \$115,000              |
|    | Long-term projects                                    |  |  |                        |
|    | Local projects  |  |  |                        |



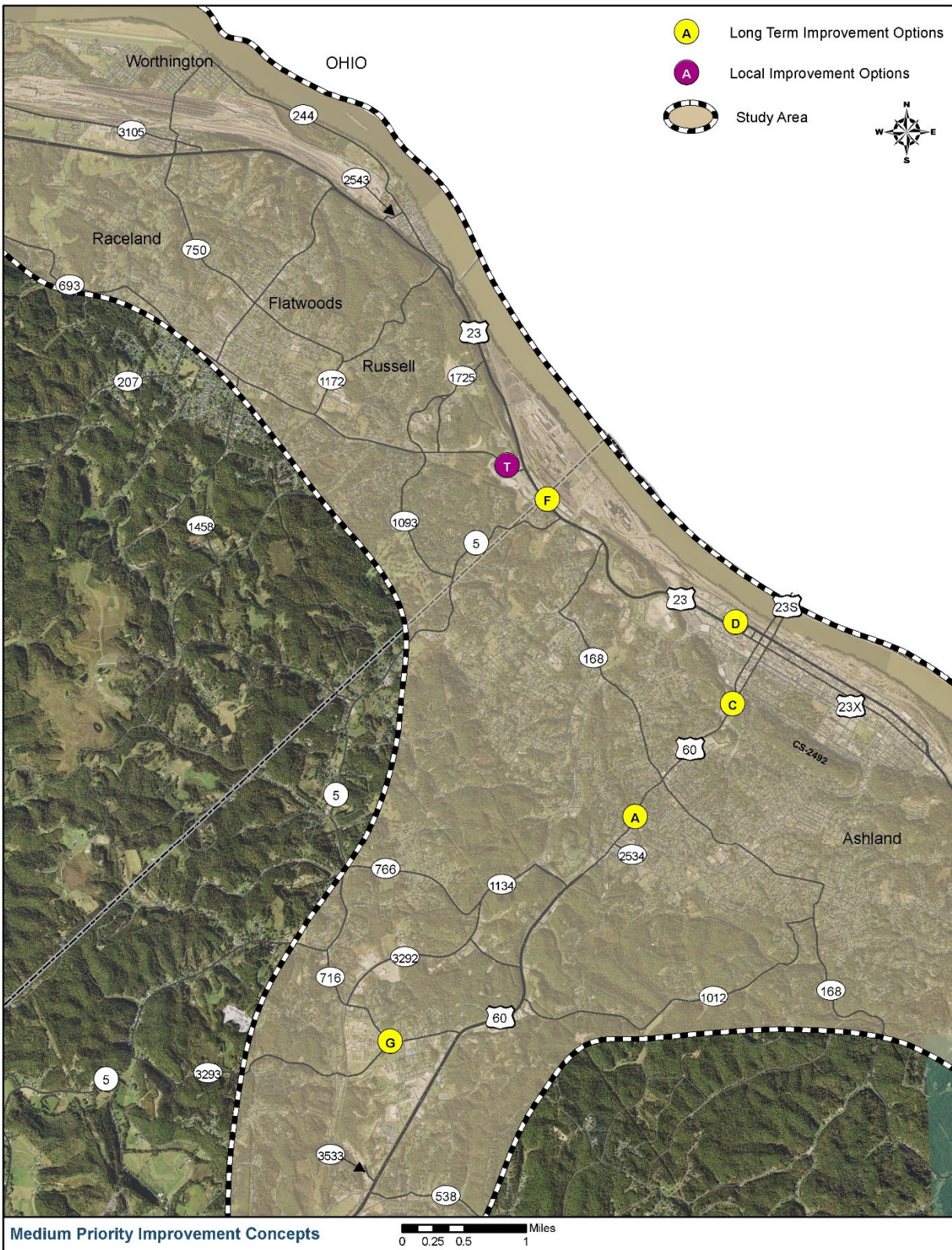


Figure ES-4: Medium Priority Improvement Locations



Table ES-3: Medium Priority Improvement Descriptions

| ID | Route 1                                   | Route 2                                 | Description   | Total Cost                   |
|----|---|---|---|------------------------------|
| A  | US 60<br>(MP 10.4-10.5)                   | Old 13th Street                         | Construct TWLTL on US 60  | \$2,850,000                  |
| C  | US 60<br>(MP 11.6-11.7)                   | McKinley St.<br>Bryan St.<br>Palmer St. | Remove concrete median and construct TWLTL beginning at Palmer St. to McKinley St. at US 60 divergence point  | \$1,950,000                  |
| D  | US 23<br>Greenup Ave.<br>(MP 18.9-19.0)   | US 23X<br>Winchester Ave.<br>(MP 1.796) | Realign US 23/US 23X intersection for better sight distance, shifting 8 <sup>th</sup> St./Greenup Ave. as needed  | \$3,850,000 -<br>\$7,100,000 |
| F  | US 23<br>(MP 20.750-<br>20.940)           | North from KY 5                         | Construct 5-foot-wide paved path with curb and gutter for improved pedestrian mobility and safety from KFC to Golden Corral                             | \$600,000                    |
| G  | KY 716                                    | KY 3293                                 | Construct a mini roundabout at the intersection   | \$1,550,000                  |
| T  | KY 693<br>Diederich Blvd.<br>(MP 5.6-5.7) | Near US 23<br>(by Hobby<br>Lobby/Lowes) | Add traffic signal to Lowes/Hobby Lobby intersection, widen and align entrances at intersections of Lowe's/Hobby Lobby to accept higher traffic volumes | \$25,000                     |
|    | Long-term projects                        |   |   |                              |
|    | Local projects                            |   |   |                              |

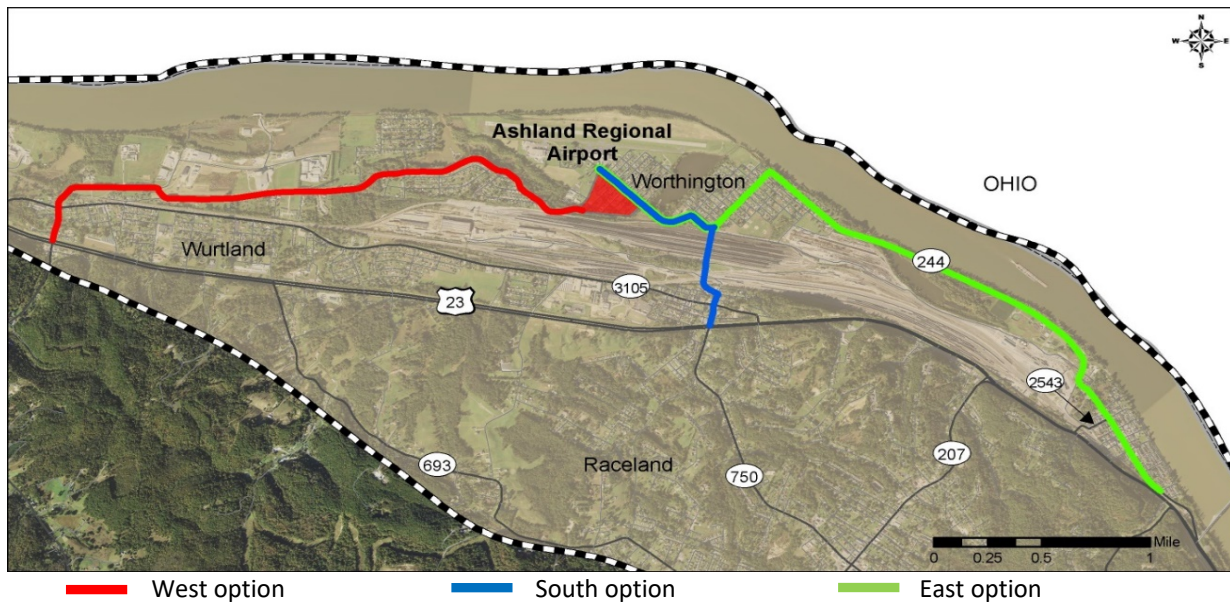


Figure ES-5: Low Priority Improvement Location

Table ES-4: Low Priority Improvement Description

| ID | Route         | Description   | Total Cost              |
|----|---------------|---|-------------------------|
| X  | Unidentified  | Conduct study to identify access improvements to the Ashland Regional Airport | \$300,000<br>(Planning) |
|    | Local project |   |                         |