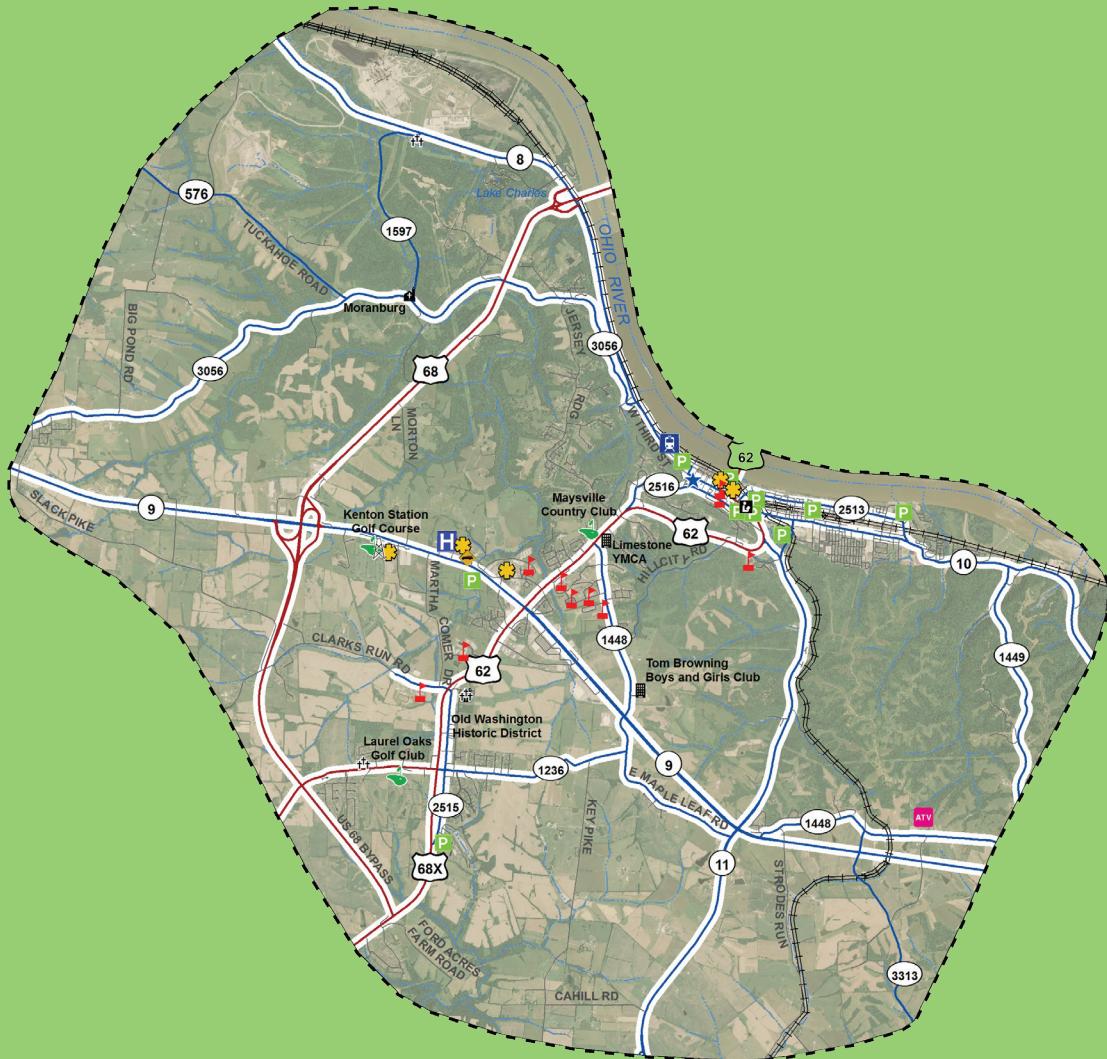


# Maysville Small Urban Area Study

## Mason County

February 2018

# **FINAL EXECUTIVE SUMMARY**



## EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC) conducted this transportation-focused Small Urban Area (SUA) Study for the city of Maysville in Mason County. Maysville is located along the Ohio River, approximately 66 miles northeast of Lexington, Kentucky. According to the U.S. Census Bureau's 2014 estimate, the population of Maysville was 8,851. Two bridges cross the river from Maysville to Aberdeen, Ohio: the Simon Kenton Memorial Bridge opened in 1931 and the William H. Harsha Bridge opened in 2001.

The purpose of this study is to identify and examine transportation issues on state-maintained routes related to safety and congestion in the city and its surrounding area. Study area roadways evaluated were KY 8, KY 9 (AA Highway)<sup>1</sup>, KY 10, KY 11, KY 1236, KY 1448, KY 1449, KY 2515, KY 2513, KY 2516, KY 3056, US 62, US 68, and US 68X. The study focused on (1) short-term improvements—projects intended for quick and effective implementation at both an individual intersection level and an area-wide level; and (2) long-term future improvement projects requiring more significant resources. The initial focus of the study was to examine state-maintained roads; however, as the study progressed, it became important to study several local roads as well (**ES Figure 1, p. ES 4**).

Basic project activities performed for this SUA Study include:

- Evaluating existing conditions, crash history, and geometric deficiencies to identify possible safety issues.
- Evaluating capacity needs of state-maintained routes and several routes of local significance.
- Working with Local Officials/Stakeholders (LO/S) and the Project Team to identify trouble spots and potential projects to address congestion and safety.
- Developing a list of short- and long-term recommendations for improvements the KYTC, Maysville, Mason County, and/or private developers could advance for further project development and implementation.
- Prioritizing local, short-term, and long-term improvement recommendations.
- Documenting the study process and recommendations.

Three studies have been conducted for the project study area: the 2000 *A-A Highway Safety Study*<sup>2</sup>, the 2002 *KY 9 (AA Highway) Widening Study*<sup>3</sup>, and the 2003 *Maysville Urban Area Transportation Study*<sup>4</sup>. Projects from the 2003 study either implemented or being pursued at some level include:

- KY 9 is under construction from the western edge of the study area to KY 10. The improvement will be built as a five-lane facility.

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<sup>1</sup> A section of AA Highway (meant to connect Alexandria and Ashland), KY 9 is referred to hereafter by its state designation, only.

<sup>2</sup> [http://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1299&context=ktc\\_researchreports](http://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1299&context=ktc_researchreports)

<sup>3</sup> <http://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project>

<sup>4</sup> <http://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=Maysville>

- KY 1448 (Maple Leaf Road) is under construction and will include wider lanes and a shared-use path.
- A deceleration lane on KY 9 was constructed at the westernmost entrance to the hospital rather than the main entrance to avoid an expensive culvert. The KYTC has also installed overhead and side advance warning flashers 900 feet prior to the KY 9/Kenton Station Road signalized intersection to warn eastbound motorists when the signal is about to turn red.
- A new route from KY 11 to KY 9 is included in Kentucky's FY 2016 – FY 2022 Highway Plan (dated June 2016) as Item No. 9-147.60 with SP funding.

The first LO/S meeting was held July 21, 2016, at the Buffalo Trace Area Development District (Buffalo Trace ADD) Board Room in Maysville. Attendees were divided into three groups and asked to participate in an exercise to identify and map transportation issues in the Maysville study area. Each small group then presented its findings to the entire group. The groups identified eight trouble spots related to congestion, 19 trouble spots related to safety, and five locations where growth is likely. The foremost concern at this meeting was the completion of the southern loop from US 68 to KY 9.

Based on a review of existing conditions including high crash locations, existing and future year traffic analyses, field reviews, identified areas of growth, and LO/S input, the Project Team developed 35 improvement projects (**ES Figure 1, p. ES 4**). The projects or improvements were categorized as follows:

- **Local:** Local projects are not located on the state-maintained system and would likely need to be funded by the City of Maysville or Mason County. A private developer could also assume this responsibility.
- **Short-Term:** Short-term projects are typically lower-cost implemented in the near term. These project types require little or no right-of-way to construct and in some cases may be implemented by the KYTC Division of Maintenance or Traffic Operations.
- **Long-Term:** Long-term projects are higher-cost that would require more significant resources to implement. These project types would require additional right-of-way to construct and would likely need to be funded through the KYTC Highway Plan process.

Cost estimates were developed based on pavement, structures, and an estimate of earthwork quantities utilizing the KYTC's District 9 unit bid prices. The estimates were revised throughout the SUA Study process to account for the addition of detail items such as curb and gutter, culverts, signal heads, retaining wall, etc. District 9 staff provided right-of-way and utility estimates for each new project. The PIF projects' previous construction cost estimates were updated to 2016 dollars.

A second LO/S meeting was held December 8, 2016, at the Buffalo Trace ADD. A brief overview and presentation of the study's purpose, goals, and proposed projects for Maysville were provided. The LO/S received an exhibit identifying potential project locations, and individual Project Evaluation Worksheets to garner their level of support for each project.

Highway Plan projects currently underway with either funds not authorized or projects not progressing, and previously identified Project Identification Forms (PIFs—unfunded identified needs not in the current Highway Plan) were considered new projects.

Considering input from the LO/S evaluations, the Project Team prioritized local, short- and long-term projects as high, medium, or low. **ES Tables 1, 2, and 3 (pp. ES 5–7)** present projects according to their prioritization. Following are two notable changes from the second LO/S meeting.

- LO/S scored “0” for Projects A, B and C as they relate to restricting left turns from Downing Drive to US 68. Six LO/S added comments requesting consideration for allowing left turns from Downing Drive to northbound US 68, and an additional comment asked for more study of improving Downing Drive. Considering comments and discussion during the second LO/S meeting, the Project Team added a new short-term project, identified as Project II, to address new improvements allowing left and/or right turns at Downing Drive. The Project Team ranked Project II as a high priority.
- District 9 staff noted 2040 modeled Build traffic on KY 11 is projected to decrease with the proposed bypass extension to KY 11 (Project Y, Item No. 9-147.20) and the new interchange at US 62 (Project AA, Item No. 9-8809.00). A KY 9 truck acceleration lane east of KY 11 may be necessary if Project X (Item No. 9-8908.00), widening KY 9 to KY 1449, does not receive funding.

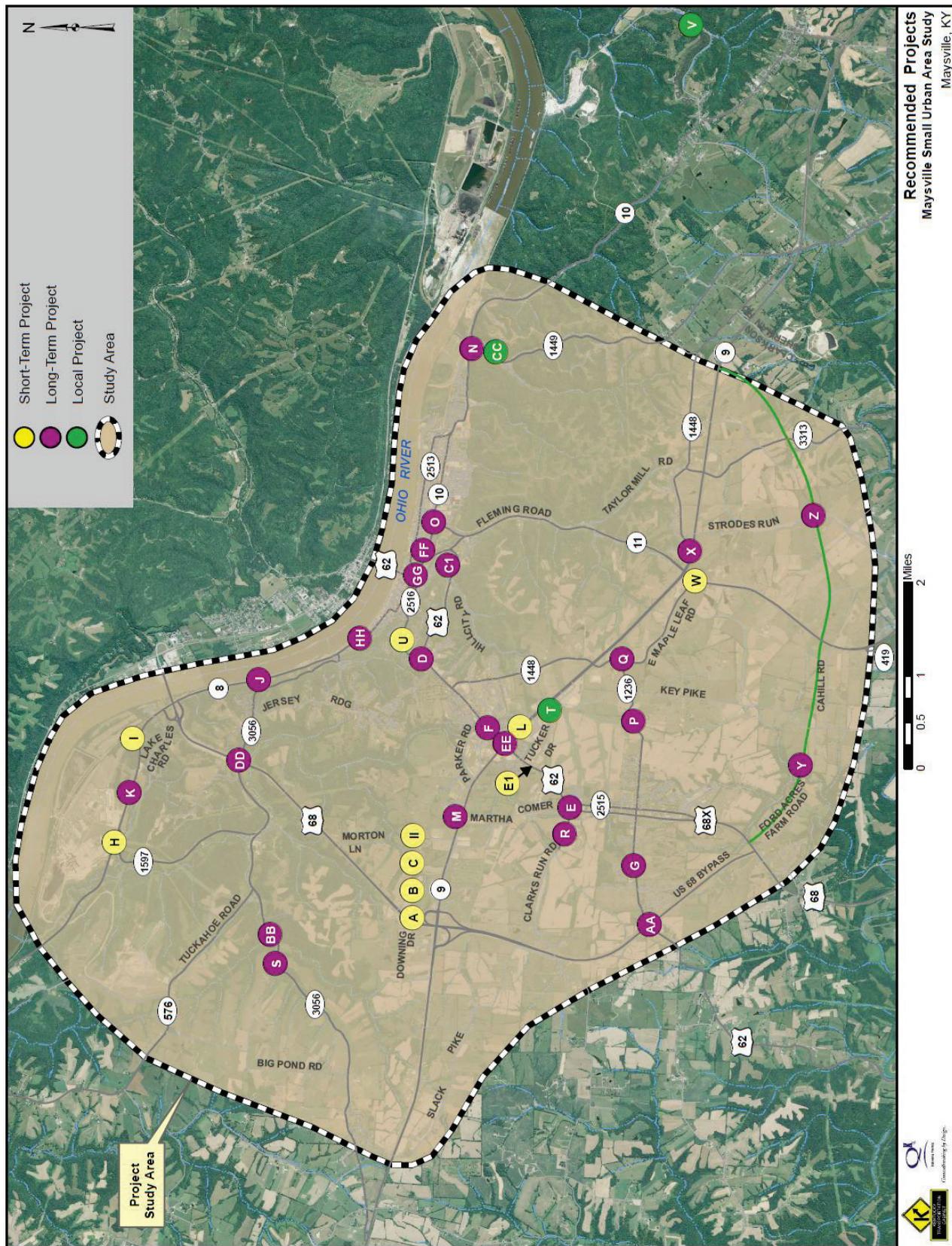


Figure ES 1: Recommended Projects

**ES Table 1: High Priority Projects**

<b>Project ID</b>	<b>Project Description</b>	<b>Local, Short-Term or Long-Term</b>	<b>Cost Estimate (2016 Dollars)</b>	<b>Priority</b>
<b>V</b>	Improve existing Springdale Road and connect to KY 3161.	Local	\$19,500,000	<b>High</b>
<b>E1</b>	Evaluate US 62 at Tucker Drive for a "green left-turn arrow (protected) phase."	Short-Term	\$30,000	<b>High</b>
<b>L</b>	Improve KY 9 transition from four lanes to two lanes between KY 11 and Strodes Run Pike.	Short-Term	\$20,000	<b>High</b>
<b>W</b>	Add right-turn lane on KY 9 eastbound to KY 11 southbound.	Short-Term	\$285,000	<b>High</b>
<b>II*</b>	KYTC to study improvements to allow left-and/or right-turns movements at Downing Drive/US 68.	Short-Term	\$30,000	<b>High</b>
<b>E</b>	Widen KY 2515 (Clarks Run Road) to three lanes between Mason County Intermediate School and US 62 adding left- and right-turn lanes at US 62. Widen right-turn radius between US 62 and KY 2515 and between KY 2515 and Martha Comer Drive.	Long-Term	\$1,360,000	<b>High</b>
<b>M</b>	1. Add right-turn lane on KY 9 at hospital entrance, and /or 2. Extend 45 mph speed limit.	Long-Term	\$1,190,000	<b>High</b>
<b>N</b>	Realign KY 10 east of the KY 1449 intersection to improve curves and sight distance.	Long-Term	\$2,400,000	<b>High</b>
<b>P</b>	Realign KY 1236, and add signage and high friction pavement.	Long-Term	\$1,000,000	<b>High</b>
<b>Y</b>	Construct a new, fully controlled access road from US 68 near Washington east to KY 11 including a new interchange at KY 11**. SP (State) funds: No Build FONSI due to lack of funding. Item No. 9-147.20	Long-Term	\$40,850,000	<b>High</b>
<b>AA</b>	Improve access/connectivity via the addition of an interchange on the Heather French Henry Southern Loop (US 62 and US 68). STP (Federal) funds not yet authorized. Design phase not yet authorized. Item No. 9-8809.00	Long-Term	\$10,000,000	<b>High</b>
<b>BB</b>	Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N). Design phase authorized. Item No. 9-8906.00	Long-Term	\$2,000,000	<b>High</b>
<b>DD</b>	Repair bridge on US 68 (081B00067N) over Lawrence Creek. Design phase authorized. Item No. 9-1095.00	Long-Term	\$2,550,000	<b>High</b>
<b>EE</b>	Reduce lane widths and add turn lanes where possible at the intersection of KY 9 and US 62. PIF No. 09 081 B0062 1.00	Long-Term	\$2,568,000	<b>High</b>

\* Added at the final Project Team meeting due to input from the second LO/S meeting. If implemented, Low Priority Projects A, B, and A3 would be removed from consideration. \*\*Updated following final LO/S meeting.

**ES Table 2: Medium Priority Projects**

Project ID	Project Description	Local, Short-Term or Long-Term	Cost Estimate (2016 Dollars)	Priority
T	Reconfigure Market Square Drive/Tucker Drive/Walmart Way intersection. Eliminate left turns from Tucker Drive to KY 9, and relocate Market Square Drive 500 feet west.	Local	\$830,000	<b>Medium</b>
H	Clear trees in the northwest quadrant of Spurlock Power Station Entrance to improve sight distance for KY 8 motorists.	Short-Term	\$40,000	<b>Medium</b>
I	Clear trees in southeast quadrant of KY 8 and the westernmost Lake Charles Road intersection, channelize business entrance on KY 8, and add “intersection ahead” signs.	Short-Term	\$40,000	<b>Medium</b>
U	Install high friction pavement on KY 2516 in sharp curves.	Short-Term	\$230,000	<b>Medium</b>
D	Realign US 62/KY 2516 intersection.	Long-Term	\$300,000	<b>Medium</b>
F	Access management on US 62 between KY 9 and Kenton Station Road. Install a new traffic signal at the US 62/Tucker Drive intersection.	Long-Term	\$310,000	<b>Medium</b>
Q	Reconstruct KY 1448 southeast of KY 1236 to improve sight distance.	Long-Term	\$430,000	<b>Medium</b>
S	Realign KY 3056 east to flatten the curve.	Long-Term	\$880,000	<b>Medium</b>
X	Widen KY 9 to four lanes from KY 1449 to KY 11. SP (State) funds: 2017 Design funds on hold. Item No. 9-8908.00	Long-Term	\$31,600,000	<b>Medium</b>

**ES Table 3: Low Priority Projects**

<b>Project ID</b>	<b>Project Description</b>	<b>Local, Short-Term or Long-Term</b>	<b>Cost Estimate (2016 Dollars)</b>	<b>Priority</b>
<b>A*</b>	Install barrier wall on US 68 at Downing Drive.	Short-Term	\$100,000	<b>Low</b>
<b>B*</b>	Install high tension cable median barrier on US 68 at Downing Drive.	Short-Term	\$20,000	<b>Low</b>
<b>C*</b>	Install Qwick Kurb® on US 68 at Downing Drive.	Short-Term	\$130,000	<b>Low</b>
<b>C1</b>	Extend US 62 two-lane eastbound section to KY 11. Eliminate Two-Way-Left-Turn-Lane (TWLTL) in part, convert shoulders to full-depth, and widen for minimal shoulders.	Long-Term	\$1,500,000	<b>Low</b>
<b>G</b>	Install curb, gutter, and sidewalk on US 62 between the US 68 Bypass and US 68X/US 62 intersection.	Long-Term	\$7,290,000	<b>Low</b>
<b>J</b>	Widen KY 8 between KY 3056 and the US 68 Bypass. PIF No. 09 081 D0008 83.0	Long-Term	\$14,200,000	<b>Low</b>
<b>K</b>	Widen KY 8 between the US 68 Bypass and Spurlock/East Kentucky Power.	Long-Term	\$12,800,000	<b>Low</b>
<b>O</b>	Construct bike lanes on KY 10 between Commerce Street and KY 2513 (Carmel Street).	Long-Term	\$800,000	<b>Low</b>
<b>Z</b>	Construct a fully controlled access road between KY 11 and KY 9 including a new interchange at KY 9. SP (State) funds: No Build FONSI due to lack of funding. Item No. 9-147.60	Long-Term	\$42,150,000**	<b>Low</b>
<b>CC</b>	Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00	Local	\$1,100,000	<b>Low</b>
<b>FF</b>	Reconstruct US 62/KY 10 intersection to improve safety, congestion, and intersection function. PIF No. 09 081 B0062 17.00	Long-Term	\$6,416,000	<b>Low</b>
<b>GG</b>	Spot improvements to improve efficiency and safety enhancements along US 62 and the intersection of KY 10 (Forest Avenue) continuing past Mulberry Alley. PIF No. 09 081 B0062 3.00	Long-Term	\$2,377,000	<b>Low</b>
<b>HH</b>	Correct geometric and width deficiencies and improve long-term stability of KY 8 between Cox Alley and KY 3056.	Long-Term	\$8,000,000	<b>Low</b>

\* Only one of these projects would be implemented. However, the LO/S preferred left turns be allowed, rather than restricted, at this intersection. Project II was added at the final Project Team meeting to provide for the KYTC District 9 re-evaluation of the left-turn restriction at this intersection. \*\*Updated following final LO/S meeting.