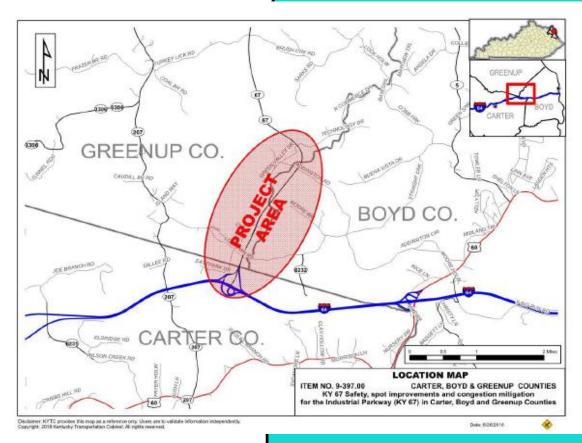
\mathbf{D}_{ata}

Analysis



Scoping Study







KY 67, Carter, Boyd & Greenup Counties From I-64 to Technology Dr. Item No. 9-397.00

Prepared by the KYTC Division of Planning and KYTC District 9

July, 2018



I. PRELIMINARY PROJECT INFORMATION									
County:	Carter, Boyd, Greenup	Item No.:	9-397.00						
Route Number(s):*	KY 67	Road Name:	Industrial Parkway						
Program No.:	94405	UPN: FD52	022 011 045 0067 000-002						
Federal Project No.:	STP 6000 137	Type of Work:	Economic Development (Major Widening)						
2018 Highway Pla	an Project Description:								
Safety, spot improveme	ents and congestion mitig	gation for Industrial Parkw	ay (KY 67) in Carter, Boyd and						
•	raidy Industries aluminui	m plant development							
Beginning MP:	0.0 (Carter)	Ending MP: 1.6 (Greenup)	Project Length: 3.0						
In TIP: Yes No		Reconcile	e Project Information in Clearview						
State Class.:	y Secondary	Route is on:	NHS NN Ext Wt						
Functional Class.:	Urban 🗸 Rural Arterial	▼ Truck Class.:	AAA ▼ % Trucks: 25						
MPO Area: Huntington/	Ashland	▼ Terrain:	Rolling						
ADT (current):	<u>6226</u> (2014)								
Access Control:	☐ None ☐ Permit ☐ F	Fully Controlled Partial	Spacing: ▼						
Median Type:	✓ Undivided Divid	ded (Type):							
Existing Bike Accommo	odations: Shoulder	▼ Ped:	Sidewalk						
Posted Speed:	35 mph 45 mph	✓ 55 mph	Other (Specify):						
KYTC Guidelines Prelim	inarily Based on :	60 MPH Proposed	Design Speed						
.	TWICTING	COMMON GEOMETRIC							
Roadway Data:	EXISTING 2	PRACTICES**	5 i ii						
No. of Lanes	<u>2</u>	<u>2</u>	Existing Rdwy. Plans available?						
Lane Width	<u>12'</u>	<u>12'</u>	Yes No						
Shoulder Width	<u>12'</u>	<u>8'</u>	Year of Plans: 1998						
Max. Superelevation*** Minimum Radius***	8.00% 1200'	<u>8%</u>	Traffic Forecast Requested						
Maximum Grade	1300' 5%	<u>1205'</u> 6%	Date Requested:						
Minimum Sight Dist.	<u>5%</u> assume >570'	<u>6%</u> 570'	Mapping/Survey Requested Date Requested:						
Sidewalk Width(urban)	N/A	<u>370</u> <u>N/A</u>	Tyne:						
+			Type:						
Clear-zone	30'	<u>30'-32'</u>							
Project Notes/Design Exce		040000000							
Bridge No.: [‡]	045B00076N	010B00069N							
Sufficiency Rating	97.5	90.7 176.8'	Frieting Contach Data Available?						
Total Length	184' 60'	176.8' 45.9'	Existing Geotech Data Available?						
Width, curb to curb Span Lengths	79	45.9 69	✓ Yes						
Year Built	2002	2003							
Posted Weight Limit	n/a	n/a	Detour Length(s):						
Structurally Deficient?	n/a	n/a	Detour Lengun(s).						
Functionally Obsolete?	n/a	n/a							
Existing Bridge Type		Conc. cont./Stringer/gird	er						
*If more than one road is include **Based on proposed Design Sp ***AASHTO's A Policy on Geom +AASHTO's Roadside Design Gu	ded in the project, include addition peed netric Design of Highways and Stree	nal sheets. ets							

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II. PROJECT PURPOSE AND NEED

A. Legislation

As shown in the 2018 Enacted Highway Plan	Funding	Phase	Year	Amount
	NH	D	2018	\$2.0M
	NH	R	2019	\$2.5M
	NH	U	2019	\$2.5M
	NH	С	20, 21, 23	\$2.0M, \$5.0M, \$5.0M

B. Project Status

Project was a last minute addition to the 2018 Enacted Highway Plan because Braidy Industries announced their intention to locate their aluminum plant in EastPark Industrial Complex located along KY 67, the Industrial Parkway.

C. System Linkage

KY 67 provides a major north-south connection (particularly for trucks) between I-64, just west of Ashland, and US-23 in Wurtland. This also links Southern Ohio to I-64.

D. Modal Interrelationships

KY 67 provides direct truck linkage between I-64, US 23, the Ohio River (barge) and CSX railroad.

E. Social Demands & Economic Development

EastPark Industrial Complex currently houses commercial developments such as Cintas & AT&T, not to mention several others. It also contains the Ashland Community and Technical Community College. Braidy Industries has announced the construction of a new aluminum plant within the EastPark Industrial Complex. Construction of the facility may employ up to 1000 temporary construction workers and may ultimately employ up to 600 full-time workers. Kentucky has committed a direct investment of \$15 million into Braidy meaning that KY is an owner of Braidy Industries. Another \$15 million in tax incentives have been approved for the facility demonstrating a huge committment to economic development in Northeast Kentucky. Furthermore, there are several supporting manufacturing facilities interested in locating in East Park to serve Braidy Industries.

II. PROJECT PURPOSE AND NEED (cont.)

F. Transportation Demand Current ADT for this section of KY 67 is approximately 6200 with 25% trucks. Braidy Industries operating at ultimate capacity (expansion after initial construction) could add another 1200 (600 X 2 trips) passenger cars per day. Additionally, approximately 150 trucks are expected per day. Assuming new supporting facilities employ another 200 workers and add 50 trucks, ADT could increase to 8000 vehicles per day with 22% trucks.

G. Capacity

In its current 2 lane configuration, KY 67 operates well below capacity. Projecting the traffic for the ultimate development, including supporting facilities (approximately 8000 vehicles per day), would likely result in a volume to capacity ratio (V/C ratio) of .5 to .6 which is below capacity for a two-lane facility.

H. Safety

KY 67 between I-64 and Technology Drive has approximately 33 recorded crashes during the last 5 years. Nine of the 33 were at or near the KY 67 and Technology Drive intersection.

I. Roadway Deficiencies

KY 67 between I-64 and Technology Drive meets current geometric guidelines.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW					
A. Air Quality Project is in: Attainment area Nonattainment or Maintenance Area PM 2.5 County TIP Rg #t					
STIP Pg.#: Admin Mod 2016.179 TIP Pg.#: Project is in: Added as new project to FY 17-FY20 STIP on 22 May 2018 as Administrative Modification #2016.179.					
Froject is iii. Added as new project to Fr 17-Fr20 311F on 22 iviay 2018 as Administrative iviounication #2010.179.					
B. Archeology/Historic Resources [Known Archeological or Historic Resources are present					
Five archaeology sites were identified within the Industrial Parkway project limits during a survey conducted in 1997. Two of those sites would have been within the current project limits, but were subjected to Phase II investigations prior to construction of the Industrial Parkway. A Phase I survey will be required on any additional right of way or easements that are needed for construction of the current project.					
There are no NRHP listed properties within the current project limits. Additionally, there do not appear to be any properties that would be eligible. None were documented within the current project limits in the FONSI completed for the Industrial Parkway. However, a review of the project area will be completed as part of the environmental documentation for the current project.					
C. Threatened and Endangered Species					
A search of the USFWS IPaC website revealed 4 federally listed (threatened or endangered) bat species as occurring in the project area.					
D. Hazardous Materials Potentially Contaminated Sites are present Potential Bridge or Structure Demolition					
The Green Valley Landfill is adjacent to the Industrial Parkway and could be a potential parcel if additional right of way is acquired for the current improvements. The Permit Boundary was identified and avoided when the original Industrial Parkway design and construction were completed. A review of the current Permit Boundary should be completed as part of this project to ensure that proposed improvements don't encroach.					
E. Permitting Check all that may apply:					
F. Noise Are existing or planned noise sensitive receptors adjacent to the proposed project? Yes No Is this considered a "Type I Project" according to KYTC Noise Analysis and Abatement Policy? Yes No A noise analysis will likely be required if through lanes are added as part of the proposed improvements.					

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G. Socioeconomic
- Table 17 - The Table 1 -
No residential or business relocations are expected for the project. Right of way for 4 lanes ultimate construction was acquired as part of the Industrial Parkway project. Therefore, only minimal amounts of additional right of way is
expected to be acquired with this project. Therefore, only filling amounts of additional right of way is
expected to be acquired with this project.
H. Section 4(f) or 6(f) Resources
The following are present on the project: Section 4(f) Resources Section 6(f) Resources
There are no known Section 4(f) or Section 6(f) resources within the limits of the current project.
Anticipated Environmental Document: CE Level 1
IV. PROJECT NEED, PURPOSE & SCOPE
A. Need:
This project is needed to facilitate the success of Braidy Industries and to promote economic development in the EastPark
Industrial Center.
industrial center.
B. Purpose:
Provide improved safety, mobility, access and connectivity on KY 67 from I-64 to Technology Drive, as well as
promote and support economic development within the EastPark Industrial Center and specifically the
proposed Braidy Aluminum Plant.
C. Scope:
The scope of the project is to widen KY 67 beginning at I-64 extending to approximatley 1200' north of
Technology Drive for a total of approximately 3 miles. KY 67 will be widened from its initial 2-lane
configuration to its ultimate 4-lane configuration including an interchange at the Technology Drive. In
addition to the overpass needed for the interchange, two more overpasses (bridges) will either require
widening or new construction.
widefiling of fiew construction.

V. PROJECT ESTIMATE & METHODOLO	ו טי	
Estimate Methodology:	Cu	urrent Estimate
Although the total amount of funding included in the current highway	<u>Phase</u>	<u>Estimate</u>
olan should be sufficient, the individual phase estimates do not	Planning	N/A
correspond with the estimates made in the district. The estimates show	n Design	\$2.0 million
here reflect District 9 estimates and assume the following: Little to no	R/W	\$250,000
right of way required, little to no utlility relocation required, widening w	II Utilities	\$250,000
follow the ulitimate construction plans from 1998 and the interchange	Const	\$17.0 million
will be a "flopped diamond" configuration as already graded in the field.	Total	\$19,500,000
All design services will be included in the consultant contract except for		
environmental which will be performed by D-9.		
VI. UTILITIES POTENTIALLY AFFECTED - CONTACT	INFORMATIC	ON
Company Name -		
Contact -		
Address -		
Phone No		
Company Name - Contact -		
Address -		
Phone No		
Company Name - Contact -		
Address -		
Phone No		
Contact		
Contact -		
Address - Phone No		
Company Name -		
Contact -		
Address -		
Phone No		
Company Name -		
Contact -		
Address -		

Phone No. -

VII. TABLES AND EXHIBITS



Crashes on KY 67 between I-64 and Technoloy Drive