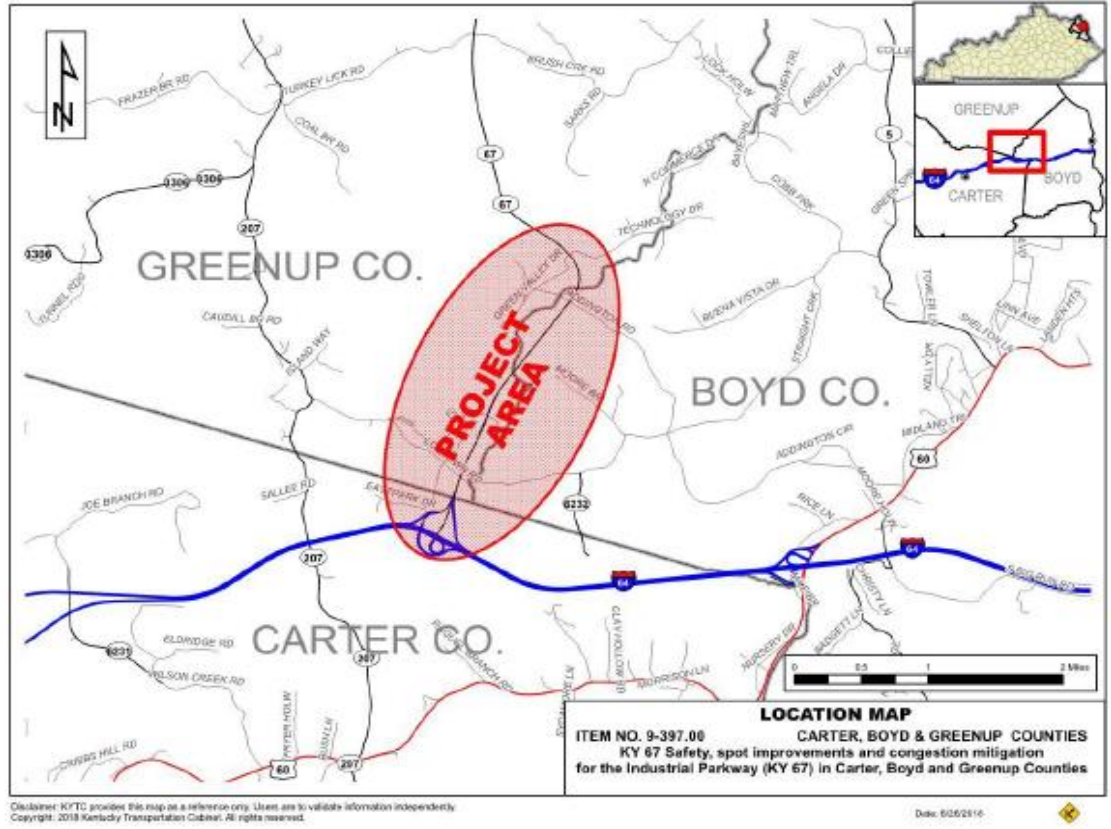


# Data Needs Analysis



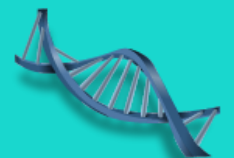
## Scoping Study



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**

<b>County:</b>	Carter, Boyd, Greenup	<b>Item No.:</b>	9-397.00
<b>Route Number(s):*</b>	KY 67	<b>Road Name:</b>	Industrial Parkway
<b>Program No.:</b>	94405	<b>UPN:</b>	FD52 022 011 045 0067 000-002
<b>Federal Project No.:</b>	STP 6000 137	<b>Type of Work:</b>	Economic Development (Major Widening)

**2018 Highway Plan Project Description:**

Safety, spot improvements and congestion mitigation for Industrial Parkway (KY 67) in Carter, Boyd and Greenup Counties for Braidy Industries aluminum plant development

<b>Beginning MP:</b>	0.0 (Carter)	<b>Ending MP:</b>	1.6 (Greenup)	<b>Project Length:</b>	3.0
<b>In TIP:</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<a href="#">Reconcile Project Information in Clearview</a>			
<b>State Class.:</b>	<input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary	<b>Route is on:</b>	<input type="checkbox"/> NHS <input type="checkbox"/> NN <input type="checkbox"/> Ext Wt		
<b>Functional Class.:</b>	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural Arterial	<b>Truck Class.:</b>	AAA	<b>% Trucks:</b>	25
<b>MPO Area:</b>	Huntington/Ashland	<b>Terrain:</b>	Rolling		
<b>ADT (current):</b>	6226 (2014)				
<b>Access Control:</b>	<input type="checkbox"/> None <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Fully Controlled <input type="checkbox"/> Partial	Spacing: <input type="text"/>			
<b>Median Type:</b>	<input checked="" type="checkbox"/> Undivided <input type="checkbox"/> Divided (Type):				
<b>Existing Bike Accommodations:</b>	Shoulder	<b>Ped:</b>	<input type="checkbox"/> Sidewalk		
<b>Posted Speed:</b>	<input type="checkbox"/> 35 mph <input type="checkbox"/> 45 mph <input checked="" type="checkbox"/> 55 mph <input type="checkbox"/> Other (Specify):				
<b>KYTC Guidelines Preliminarily Based on :</b>		60 MPH Proposed Design Speed			

**COMMON GEOMETRIC**

Roadway Data:	EXISTING	PRACTICES**	
No. of Lanes	2	2	<a href="#">Existing Rdwy. Plans available?</a>
Lane Width	12'	12'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Width	12'	8'	Year of Plans: 1998
Max. Superelevation***	8.00%	8%	<input type="checkbox"/> <a href="#">Traffic Forecast Requested</a>
Minimum Radius***	1300'	1205'	Date Requested:
Maximum Grade	5%	6%	<input type="checkbox"/> Mapping/Survey Requested
Minimum Sight Dist.	assume >570'	570'	Date Requested:
Sidewalk Width(urban)	N/A	N/A	Type: <input type="text"/>
Clear-zone <sup>†</sup>	30'	30'-32'	

Project Notes/Design Exceptions?

Bridge No.:#	045B00076N	010B00069N	
Sufficiency Rating	97.5	90.7	<a href="#">Existing Geotech Data Available?</a>
Total Length	184'	176.8'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width, curb to curb	60'	45.9'	Detour Length(s):
Span Lengths	79	69	
Year Built	2002	2003	
Posted Weight Limit	n/a	n/a	
Structurally Deficient?	n/a	n/a	
Functionally Obsolete?	n/a	n/a	
Existing Bridge Type	Conc. cont./Stringer/girc	Conc. cont./Stringer/girder	

\*If more than one road is included in the project, include additional sheets.

\*\*Based on proposed Design Speed

\*\*\*AASHTO's A Policy on Geometric Design of Highways and Streets

+AASHTO's Roadside Design Guide

#If more than two bridges are located on the project, include additional sheets.

**II. PROJECT PURPOSE AND NEED**

**A. Legislation**

As shown in the 2018 Enacted Highway Plan	<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
	NH	D	2018	\$2.0M
	NH	R	2019	\$2.5M
	NH	U	2019	\$2.5M
	NH	C	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 commitment 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.



**G. Socioeconomic**

Check all that may apply:  Low Income/Minority Populations  Relocations  Local Land Use Plan available

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.

**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.

**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 approximately 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.

**V. PROJECT ESTIMATE & METHODOLOGY**

<b>Estimate Methodology:</b>	<b>Current Estimate</b>	
<p>Although the total amount of funding included in the current highway plan should be sufficient, the individual phase estimates do not correspond with the estimates made in the district. The estimates shown here reflect District 9 estimates and assume the following: Little to no right of way required, little to no utility relocation required, widening will follow the ultimate construction plans from 1998 and the interchange will be a "flopped diamond" configuration as already graded in the field. All design services will be included in the consultant contract except for environmental which will be performed by D-9.</p>	<u>Phase</u>	<u>Estimate</u>
	Planning	N/A
	Design	\$2.0 million
	R/W	\$250,000
	Utilities	\$250,000
	Const	\$17.0 million
	<b>Total</b>	<b>\$19,500,000</b>

**VI. UTILITIES POTENTIALLY AFFECTED - CONTACT INFORMATION**

Company Name -  
Contact -  
Address -  
Phone No. -

Company Name -  
Contact -  
Address -  
Phone No. -

Company Name -  
Contact -  
Address -  
Phone No. -

Company Name -  
Contact -  
Address -  
Phone No. -

Company Name -  
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Address -  
Phone No. -

**VII. TABLES AND EXHIBITS**



**Crashes on KY 67 between I-64 and Technology Drive**