

# Appendix H

## Meeting Summaries

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## Maysville Small Urban Area Study Mason County



### Project Team Meeting No. 1 Buffalo Trace ADD Board Room July 21, 2016 10:00 AM

**Project:** Maysville Small Urban Area (SUA) Study  
**Purpose:** Project Team Meeting No. 1  
**Place:** Buffalo Trace ADD Board Room – Maysville  
**Meeting Date:** July 21, 2016; 10:00 AM  
**Prepared By:** Tom Springer

**Attendees:**

Joe Callahan	KYTC D9 Planning	606.845.2551	joe.callahan@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	606.845.2551	darrin.eldridge@ky.gov
Travis Cropper	KYTC D9 Flemingsburg Section	606.845.2551	travis.cropper@ky.gov
Rachel Catchings	KYTC D9 Design	606.845.2551	rachel.catchings@ky.gov
Karen Mynhier	KYTC D9 Env. Coord.	606.845.2551	karen.mynhier@ky.gov
Mikael Pelfrey	KYTC CO Planning	502.782.5073	mikael.pelfrey@ky.gov
Deanna Mills	KYTC CO Planning	502.782.5085	deanna.mills@ky.gov
Scott Thomson	KYTC CO Planning	502.782.5086	scott.thomson@ky.gov
Terry Ishmael	KYTC D9 Traffic	606.845.2551	terry.ishmael@ky.gov
Annette Coffey	Qk4, Inc.	502.352.2197	acoffey@qk4.com
Andy Gilley	Qk4, Inc.	502.585.2222	agilley@qk4.com
Tom Springer	Qk4, Inc.	502.585.2222	tspringer@qk4.com

**Introductions.** Joe Callahan provided an overview; stating the goals of the meeting were to review existing conditions and prepare for the local officials and stakeholders meeting. The last planning study for Maysville was completed in 2003; therefore, District 9 staff requested this study be conducted.

**Study and Project Purpose.** Annette Coffey reminded everyone the purpose of the Maysville Small Urban Area (SUA) Study is to identify and examine transportation issues related to safety and congestion in the defined study area centered on Maysville. The SUA Study will focus on short- and long-term improvements and concerns by examining future transportation needs. Options for future improvement projects will be developed so the Kentucky Transportation Cabinet (KYTC), the City of Maysville, Mason County, and/or private developers can incorporate them for project development and implementation.



The SUA Study will primarily include state-maintained US and KY routes. City streets integral to the operation of Maysville will be included in the traffic model; however, funding for improvements will be the responsibility of city and local government. The SUA study area is larger than the federally recognized urban area.

**Project Schedule.** The SUA Study began with a notice to proceed on May 11, 2016, and has the following schedule.



**Existing Conditions.** Annette gave a presentation of existing conditions. Each project team member was provided the following handouts:

- Crashes
- Current Levels of Service (LOS)
- Environmental Overview
- Existing Conditions Review

A copy of the presentation is included as Attachment A and the handouts are included in Attachment B.

To date, turning movement data has been collected at key intersections. The Project Identification Form (PIF), 2016 Highway Plan projects, functional classifications, truck routes, lane widths, shoulder widths, structures (identifying structurally deficient, functionally obsolete, and corresponding sufficiency ratings), crashes, and potential high crash locations have been mapped.

Past studies have been reviewed, including the 2002 *KY 9 (AA Highway) Widening Study* and the 2003 *Maysville Urban Area 2025 Transportation Study*. Darrin Eldridge listed several recommendations from the 2003 study that have been or are being implemented at some level:

- KY 9 is under construction from the western edge of the study area to KY 10. The improvement will be a 5-lane facility.

- Maple Leaf Road is under construction and will have 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 due to the location of an expensive culvert. KYTC has also installed overhead and side advanced warning flashers 900 feet prior to the KY 9/Kenton Station Road signalized intersection to warn eastbound motorists (by flashing) when the signal is about to turn red.
- KY 9 from KY 1449 to KY 11 is included in Kentucky's FY 2016 – FY 2022 Highway Plan (dated June 2016) as Item Number 9-147.60 with SP funding.

Darrin gave credit to Maysville local officials for successfully getting projects implemented.

An update on the US 68 Bypass extension project (KYTC Item Nos. 9-147.20 and 9-147.60) was provided by Darrin. Item Number 147.20 is from US 68 to KY 11, and Item No. 147.60 is from KY 11 to KY 9. Darrin stated these bypass segments were not being advanced at this time due to lack of funding (\$80 million). The US 68 Bypass extension project will conclude with a No-Build Finding of No Significant Impact (FONSI). Darrin suggested these projects be included in this study as potential project(s), if still desired by local officials. The purpose and need for this project was to construct a fully controlled route. Through practical solutions, the typical section was changed from a 4-lane to a 2-lane road with full-access control.

In addition to the studies mentioned above, Annette briefly commented on the Maysville/Mason County 2016 *Comprehensive Plan Update* underway and the recently completed Kentucky Transportation Center *Marketing and Economic Development Analysis* for the Maysville-Mason County Port Authority (PA). The PA concluded the development of a Maysville port could spur economic growth, create job opportunities, and establish the town as a key node in a growing national and regional freight network. The ideal location for a port was identified as the Charleston Bottom site. The site has easy rail and highway access, is partially cleared, and lies near the 500-year floodplain.

Using the Kentucky Transportation Center's methodology<sup>1</sup> for evaluating crashes, twenty (20) 0.1-mile spot locations between January 1, 2013 and December 31, 2015 were determined statistically significant, indicating crashes may not be occurring at random. Due to the large number of crashes, the following intersection crash report comments were reviewed for patterns:

- KY 9/KY 11
- KY 9/US 62

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<sup>1</sup> Research Report KTC -15-21/KSP2-13-1F

### **Environmental Overview.**

A literature search supplemented by a limited field review identified:

- (1) Numerous structures, properties, and a historic district on the National Register of Historic Places; parks, churches, schools, golf courses, cemeteries, a nature preserve; a hospital and medical facilities; and a water tank and water wells. These and other community resources are located on the Environmental Overview handout.
- (2) Eleven listed federally threatened or endangered species are common to Mason County.
- (3) The limited geotechnical overview revealed karst topography and limestone, shale, with silt and sand along the Ohio River banks as the common strata. Documented landslides are present along the Ohio River on KY 8 west of downtown. A fault is located in the southeastern portion of the study area east of KY 11.
- (4) Prime farmland is prominent in the southern half of the study area.
- (5) Other area features include pipelines and transmission lines, 30 underground storage tanks (USTs), and 1 brownfield site. Also, one power transmission site on the Federal National Priorities List is located in an industrial park south of US 62 and east of US 68.
- (6) The socioeconomic review conducted by Buffalo Trace Area Development District (BTADD) identified block groups having a higher number of disadvantaged populations than the Mason County average. These populations should be considered as improvements are recommended and implemented.
- (7) Darrin mentioned the area is rich in archaeological resources.

**Traffic and Operational Performance.** The Existing Level of Service (LOS) handout illustrates current average daily traffic (ADT) and corresponding LOS. Several routes were identified as either LOS D or E: KY 9 west of US 68, KY 9 east of KY 11, and portions of KY 2516, US 62 and KY 11. Either the intersection itself or one of the approaches at three locations are operating at or below LOS D: US 62/Kenton Station Road, US 62/KY 10, and US 62/KY 11.

Scott Thomson reminded the project team that a traffic model of eight Kentucky counties in District 9 (excluding only Nicholas and Bath counties) and three Ohio counties will be used to analyze and project traffic for the study area. The model includes four time periods: (1) 6–9 AM, (2) 9 AM–3 PM, (3) 3–6 PM, and (4) 6 PM–6 AM. The 2040 output is dependent on how well jobs and housing are predicted. Maps of the study area illustrating the 2015–2040 Change in Jobs (3,691 new), and the 2040 Change in Number of Homes (856) would be shown in breakout sessions to either validate the predictions or identify new areas of growth for 2040.

**Discussion.** The following is a summary of additional discussion either during or following the presentation:

- Darrin explained that Mason County has a strong planning and zoning effort, implements many Local Public Agency (LPA) projects (e.g., sidewalks projects), has a historic downtown and noted that Mitsubishi is a large employer and local leadership will pursue numerous projects in a proactive manner. Local officials have conveyed to District 9 staff their concern with the AA Highway (KY 9) in Mason County and feel it is dangerous.
- An effort to improve safety has been made on KY 9. Terry Ishmael met with enforcement officials and implemented striping and other features to improve safety. Darrin noted that widening KY 9 is a priority for Mason County.
- KY 9 was identified as a route with a high rate of collisions, fatalities, and injuries in its safety corridor program; however, the route was dropped from the program a few years ago. Darrin stated crashes on KY 9 are related to speed issues and the mix of vehicles. It was the first roadway in Kentucky to have centerline rumble strips. Law enforcement used to meet every quarter to review crashes.
- Carmeuse is an important lime industry for power plants. Trucks travel across the river to this quarry from a power plant in Ohio. Darrin suggested Qk4 contact AEI Inc., Carmeuse's engineer, to obtain the number of trucks visiting this quarry.
- KY 10 has several curves that must be negotiated by trucks traveling from the asphalt plant. In addition, access (steep) is undesirable from the plant to KY 10.
- A question was raised regarding the current LOS E section of KY 11. Joe requested the segment of KY 11 be examined in more detail because he has not experienced the low LOS. Mikael Pelfrey requested an ADT be noted on the northern portion of KY 11 (4,440 vehicles per day). NOTE: The KY 11 capacity analysis from MP 9.900 to MP 10.994 was reviewed following the Project Team meeting. KY 11 was initially identified as a Class I facility based on a Rural Minor Arterial functional class. In review, this section has been changed to a Class III facility based on a lower speed limit (45 mph), the number of access points, and familiarity of the road by District 9 staff. This change in classification results in an overall LOS B.
- Karen Mynhier requested the source of the reference to the Cummins Nature Preserve. Annette explained the source was the "Community Assessment" portion of the draft *Maysville Comprehensive Plan*. The quote was as follows:

***"The 100-acre Cummins Nature Preserve, located off Pickett Lane in Mason County was recently awarded a \$10,000 grant to develop trails for additional recreational use. The area nature preserve fulfills the last wish of Dr. Claude E. Cummins, who wanted the land to be used as a preserve, while opening it for public use and enjoyment. Since 2002, the Mason County Fiscal Court has worked to turn the land into a nature preserve with nature trails, a primitive camp for Scouts and other groups, a wildlife educational area, a rustic shelter and small rest-room."***

If Land and Water Conservation Funds have been used for the aforementioned preserve, there may be LWCF Section 6(f) issues with any improvement alternative. Karen also asked if the water wells illustrated on the Environmental Overview exhibit were for public supply. Annette explained all water wells were combined into one category for this exhibit; however, a kmz file could be provided to District 9 staff identifying each well and its purpose.

- The Walmart Way/Tucker Drive intersection is frustrating for local drivers. Free flow traffic from KY 9 turns into both Walmart Way and Tucker Drive.
- The project team agreed the bypass extension (Item Nos. 9-147.20 and 9-146.60) will not be included as a committed project(s) in the traffic model for the 2040 No Build scenario. This exclusion will show how the system will function without the project.

If the bypass extension is recommended as a “Build” project as part of this SUA Study, a “build” scenario will be provided by KYTC.

**Next Steps.** Qk4 will summarize this meeting and the local officials/stakeholders meeting and develop improvement alternatives following receipt of the 2040 KYTC traffic projections. A follow up meeting might be beneficial before improvement alternatives are developed.

A second project team meeting is expected in October.



# MAYSVILLE SMALL URBAN AREA STUDY

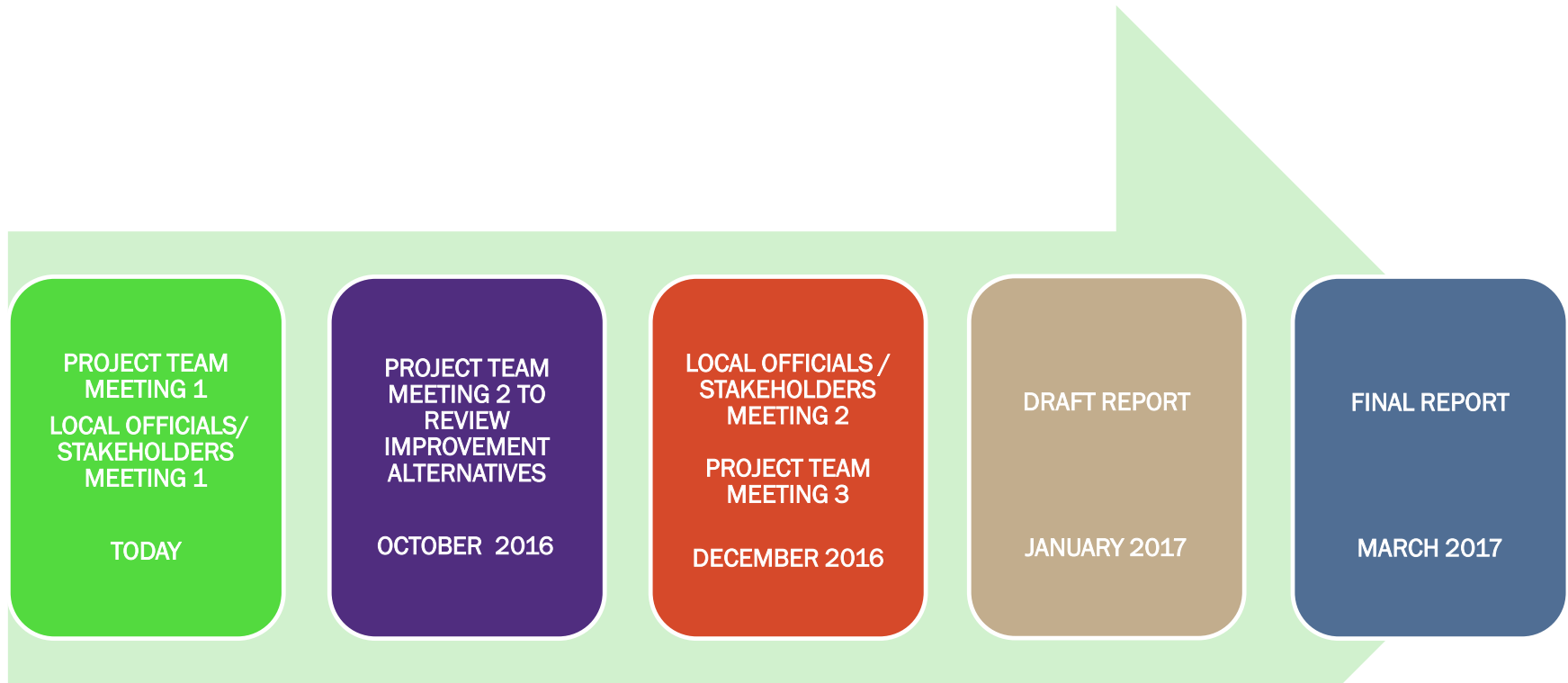
PROJECT TEAM AND LOCAL OFFICIALS/STAKEHOLDERS MEETING 1  
JULY 21, 2016

# STUDY PURPOSE

- Evaluate existing conditions, crash history, and geometric deficiencies to identify possible safety improvements.
- Evaluate capacity needs of the identified transportation network.
- Develop a list of short-term recommendations that KYTC, the City of Maysville, Mason County, and/or private developers can take for further project development and implementation.
- Examine the future transportation needs and determine options for future improvement projects.

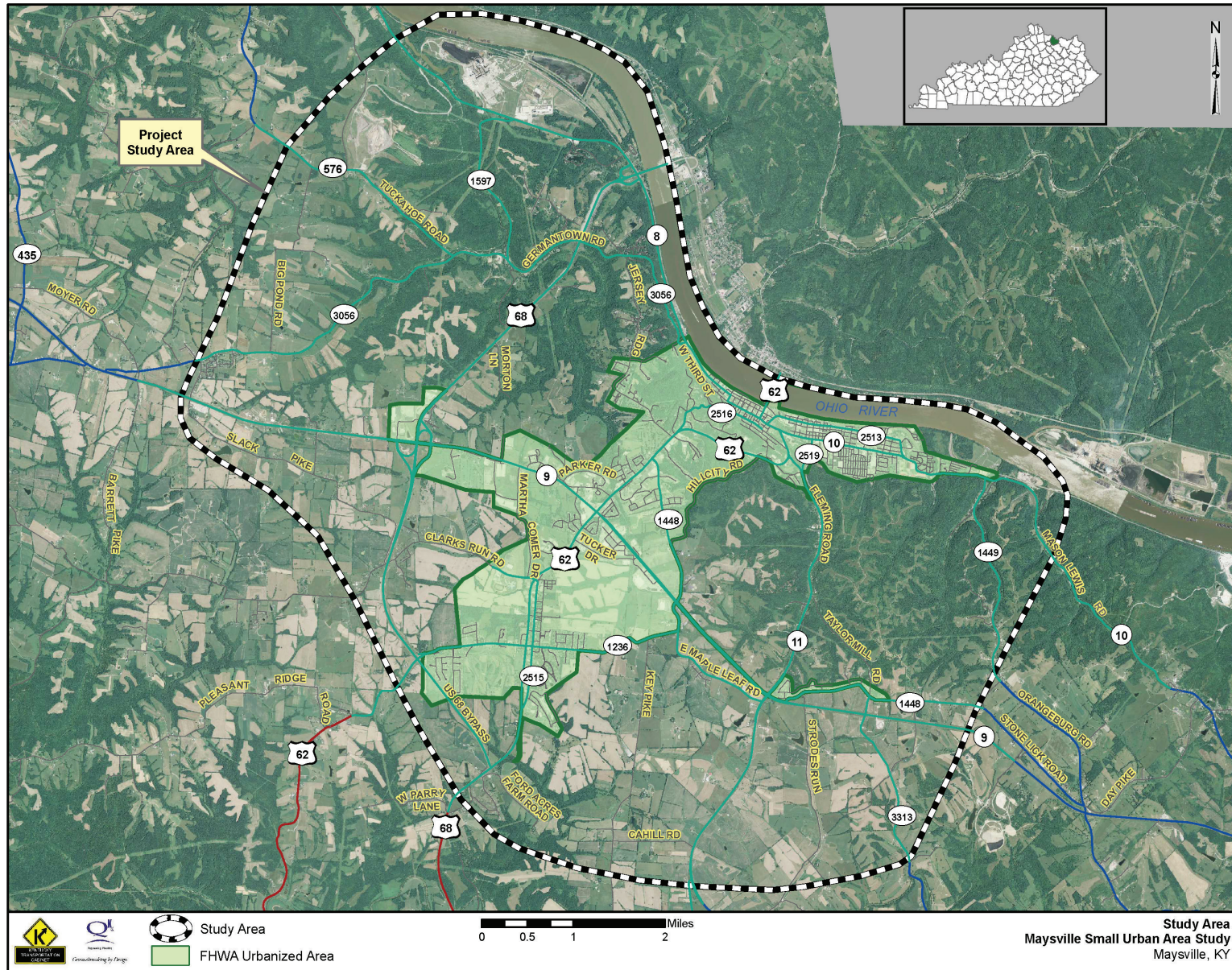


# STUDY SCHEDULE



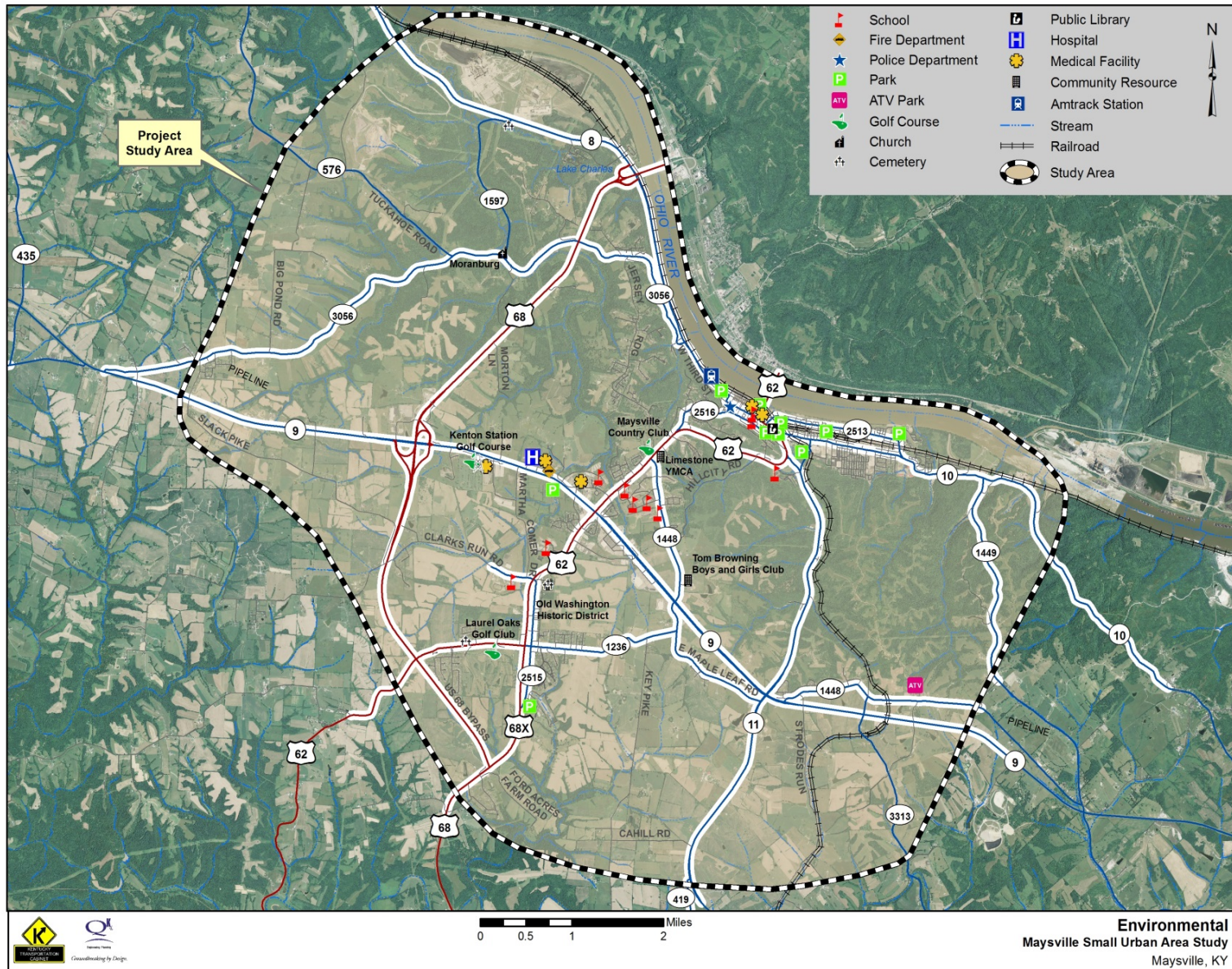


# MAYSVILLE SMALL URBAN AREA STUDY





# ROUTES TO ASSESS



# TRAFFIC COUNTS

### Intersections for AM and PM Peak Hour Turning Movement Counts

## US 68/KY 8 - interchange

## US 68/US 62/US 68 Bypass

**US 68/KY 9 - interchange requires 3 cameras**

US 62/KY 9

US 62/KY 10

US 62/KY 11 (unsignalized)

KY 11/KY 9

**KY 9/Tucker Drive - unsignalized**

## US 62/Jersey Ridge Road signalized

KY 10/KY 2513 - unsignalized

**US 62/Kenton Station Road unsignalized**

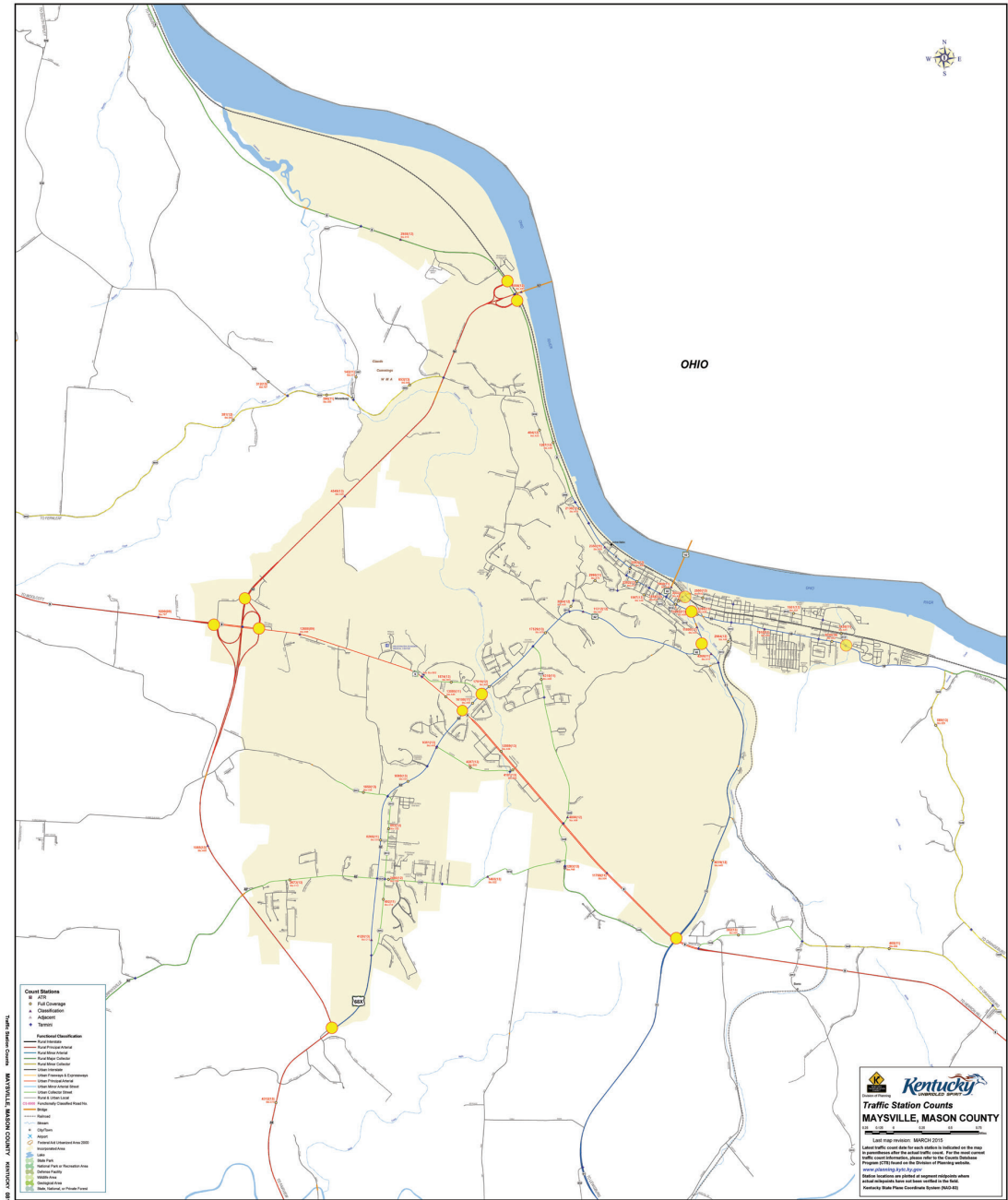
**KY 10/KY 2519 (Lexington Ave.) – 4 way stop**

**KY 11/KY 2519 (Lexington Ave.) - stop**

**KY 8/US 62 (Simon Kenton Bridge) signalized**

**KY 8/Bridge Street - signalized**

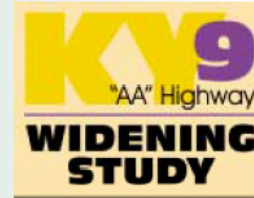
KY 2513/East Second Street



# OTHER STUDIES







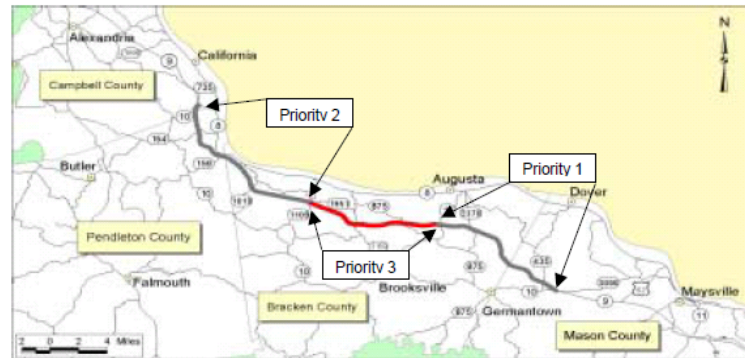
## **KY 9 (AA Highway) Widening Study Campbell, Pendleton, Bracken, and Mason Counties**

Kentucky Transportation Cabinet  
Six Year Highway Plan  
Item No. 9-165.00

*Prepared for:*  
Kentucky Transportation Cabinet  
Division of Planning  
Frankfort, Kentucky

*Prepared by:*  
HNTB Corporation  
Architects•Engineers•Planners  
Louisville, Kentucky

September 2002



**FIGURE 9 - PRIORITY SECTIONS**

The approximate costs of the Preferred Recommended Alternate, a 4-lane limited access highway, including costs for each of the Priority Sections, are listed below.

**TABLE 8 – PREFERRED ALTERNATE COSTS BY PRIORITY SECTION**

	4-Lane Partially Controlled Depressed Median	Priority Section One (KY 10 to KY 19)	Priority Section Two (KY 1109 to 0.5 Miles North of Campbell Co. Line)	Priority Section Three (KY 19 to KY 1109)
Section Termini	N/A	Mason Co. MP 13.99 to Bracken Co. MP 5.55	Bracken Co. MP 13.59 to Campbell Co. MP 0.5	Bracken Co. MP 5.55 to Bracken Co. MP 13.59
Length	28.11 Miles	8.96 Miles	11.11 Miles	8.04 Miles
Design	\$12,887,000	\$4,112,000	\$5,091,000	\$3,684,000
Right of Way	\$3,589,000	\$1,096,000	\$1,343,000	\$1,150,000
Utilities	\$540,000	\$160,000	\$280,000	\$100,000
Construction	\$161,082,000	\$51,399,000	\$63,639,000	\$46,044,000
<b>TOTAL</b>	<b>\$178,098,000</b>	<b>\$56,767,000</b>	<b>\$70,353,000</b>	<b>\$50,978,000</b>

\*Note: Due to rounding, the total cost for all the priority sections does not necessarily equal the total cost indicated for the entire project.

# MAYSVILLE URBAN AREA 2025 TRANSPORTATION STUDY

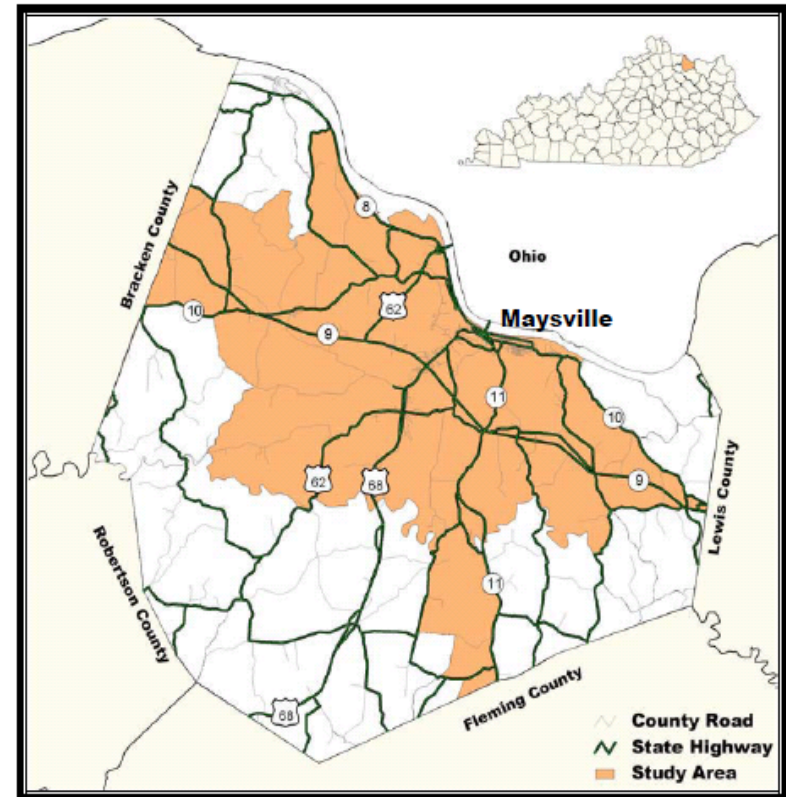
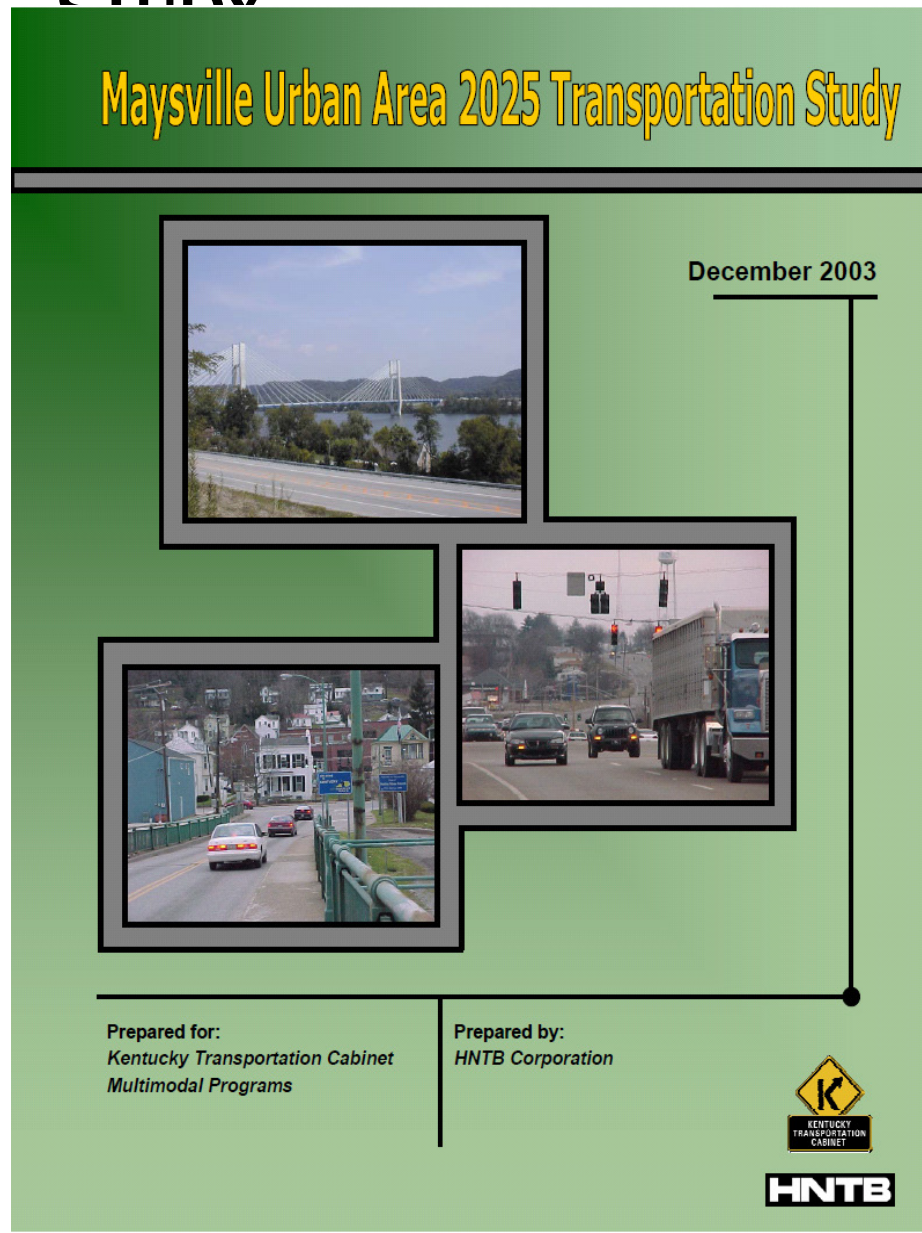


Figure ES-1 – Maysville Transportation Plan Study Area



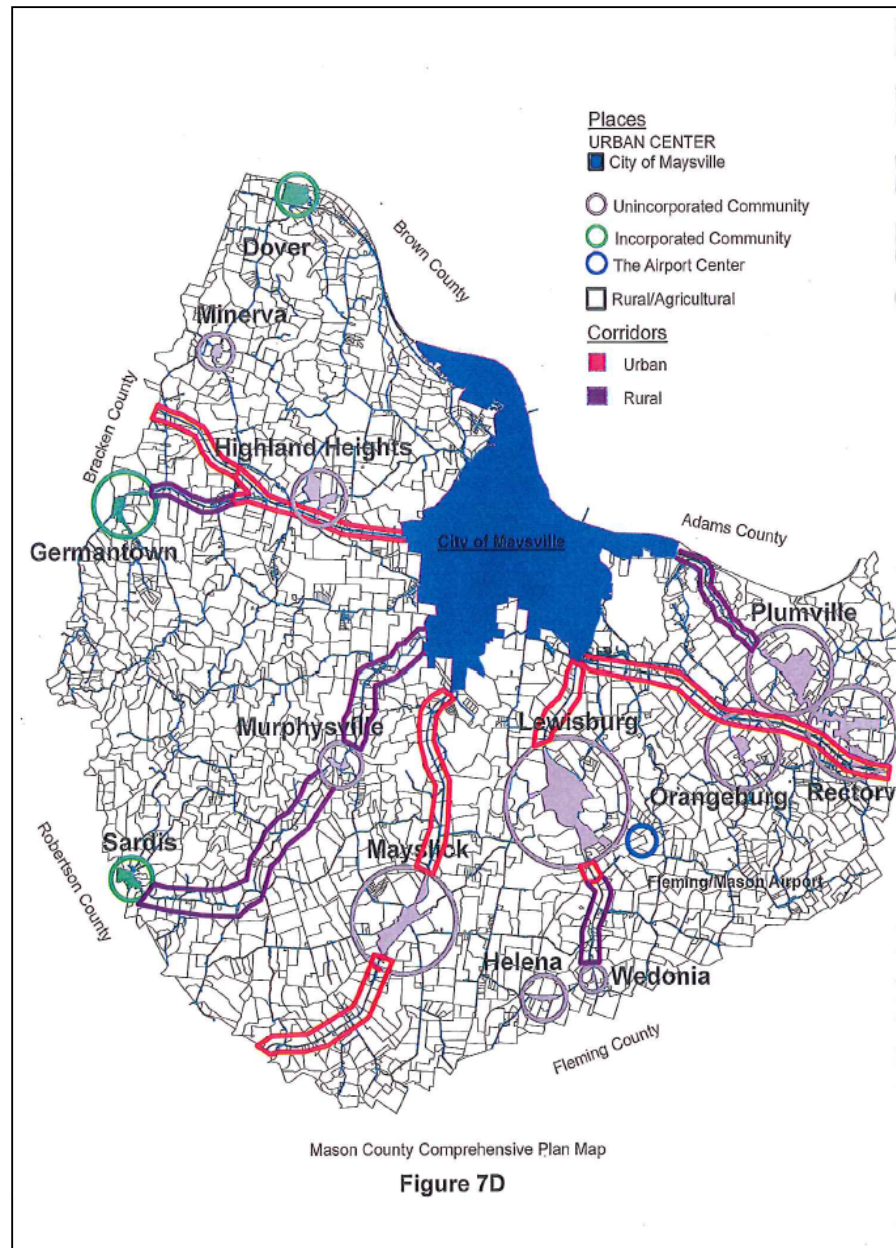
# RECOMMENDATIONS FROM PREVIOUS STUDY

**Table ES-2 – Transportation Infrastructure Improvement Projects**

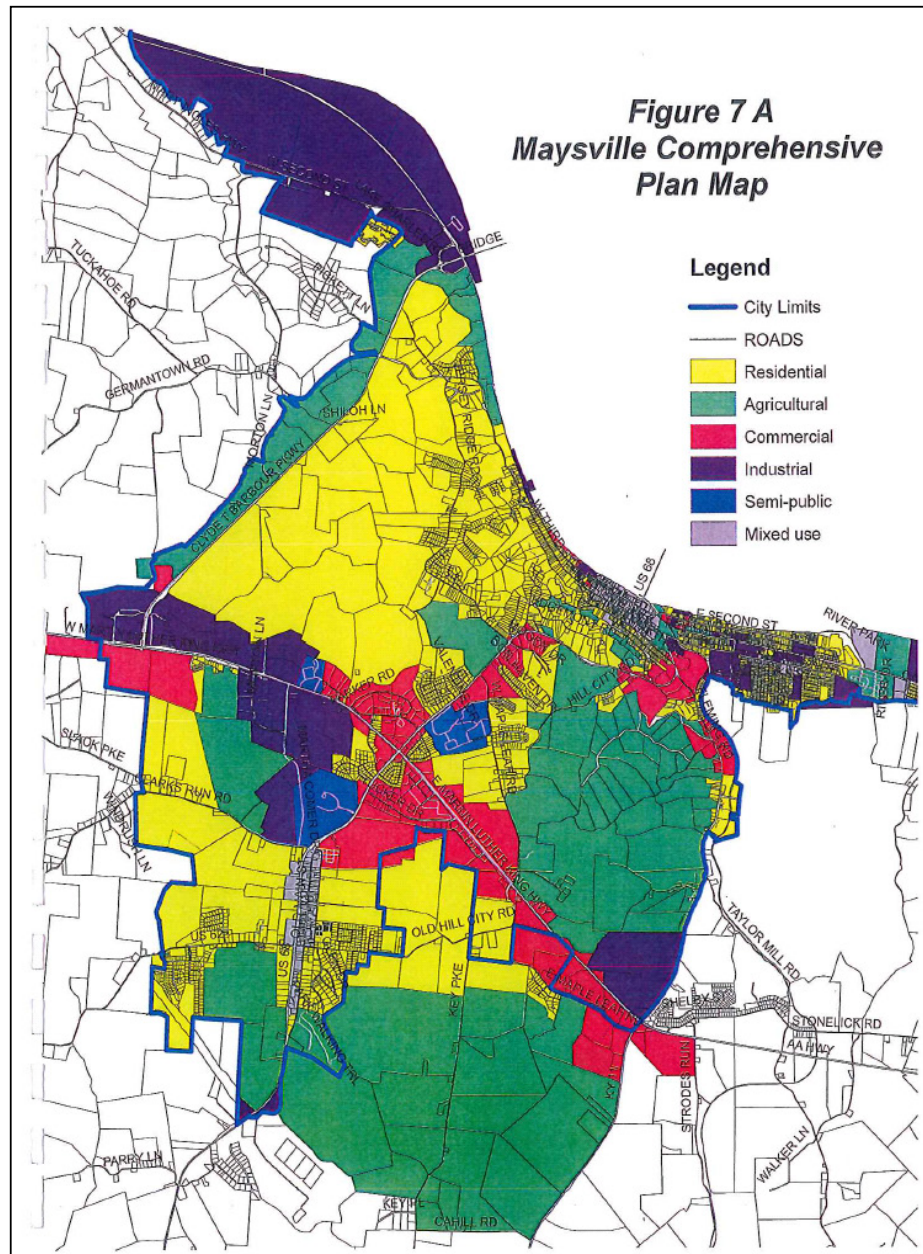
Project Description	Cost Estimate (in millions)
1. Widen KY 9 from KY 10 to Bracken Co.	\$20.30
2. Maple Leaf Road Improvements	\$5.37
3. Widen KY 9 from Lewis Co. to KY 11	\$43.75
4. US 62/68 and KY 9 Intersection	\$1.20
5. Deceleration Lane at Hospital Entrance	\$0.17
6. KY 8 Stabilization Improvements	\$2.87
7. Widen KY 11 from Fleming Co. to KY 9	\$51.88
8. Realign US 62X and KY 10 Intersection	\$1.15



# COMPREHENSIVE PLAN MAPS



# COMPREHENSIVE PLAN LAND USE



# ANOTHER STUDY



Kentucky  
Transportation  
Center

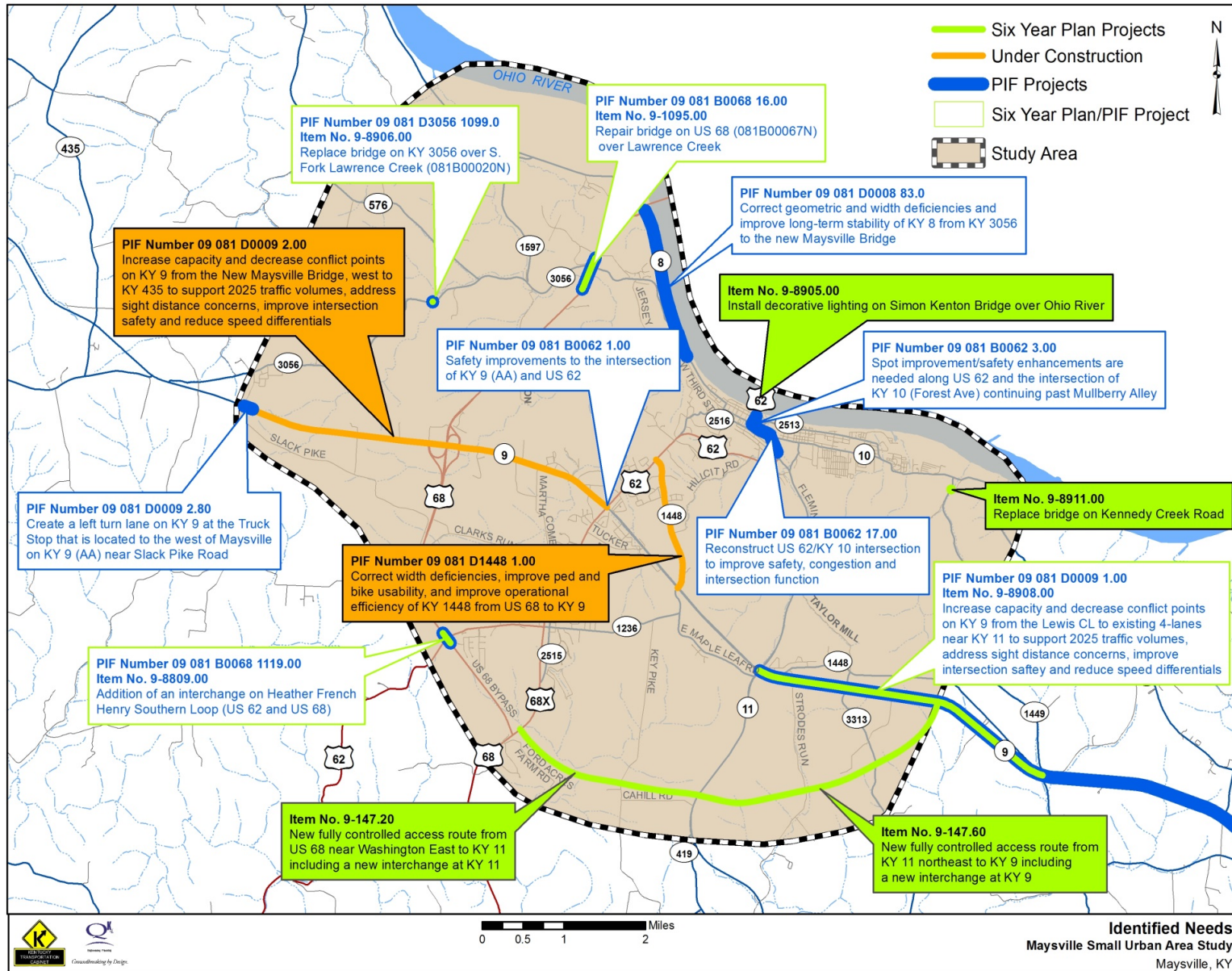
## **Marketing and Economic Development Analysis for the Maysville-Mason County Port Authority**



*Image: William H. Harsha Bridge Maysville, Kentucky*



# IDENTIFIED NEEDS

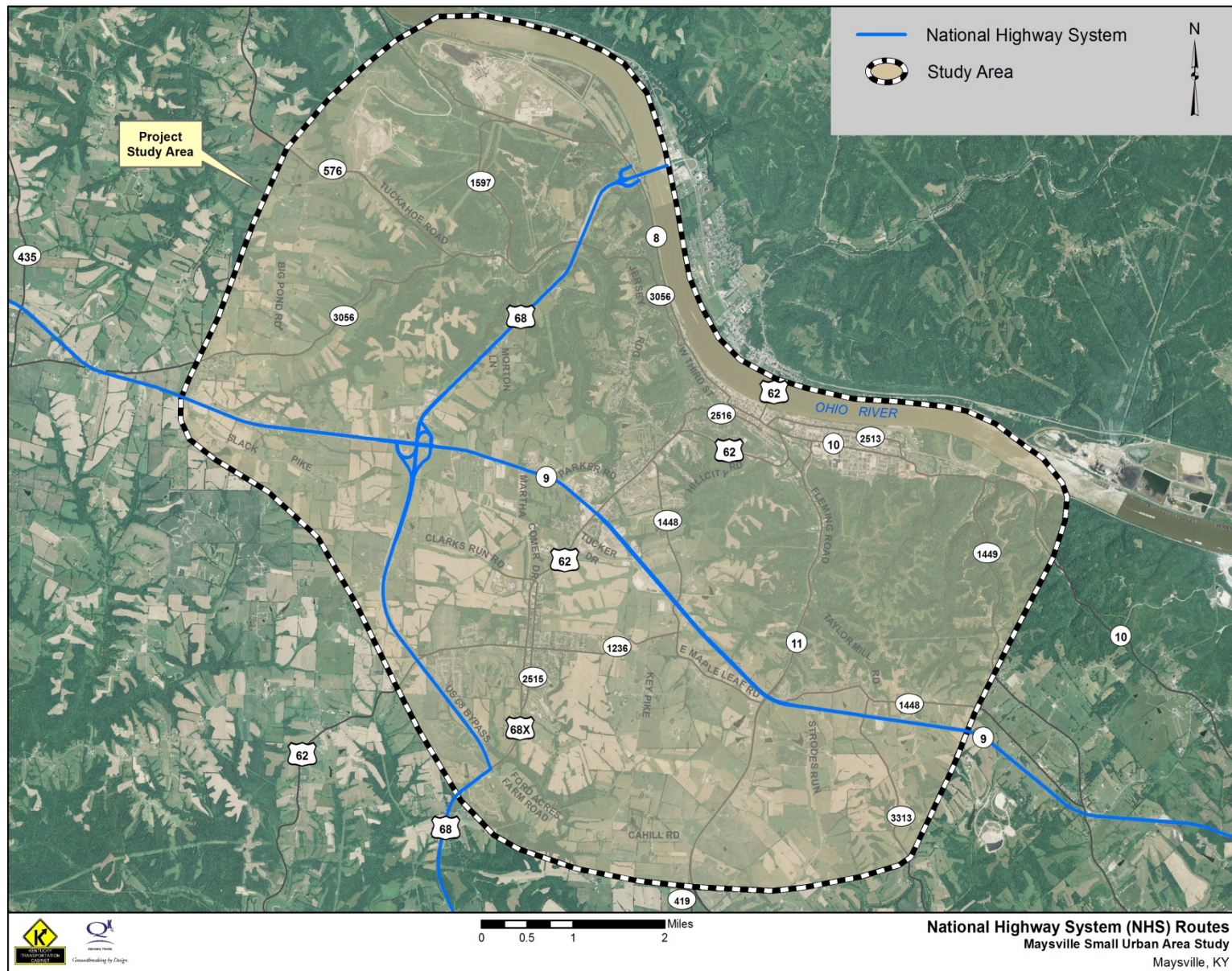


# GENERAL ROADWAY NETWORK



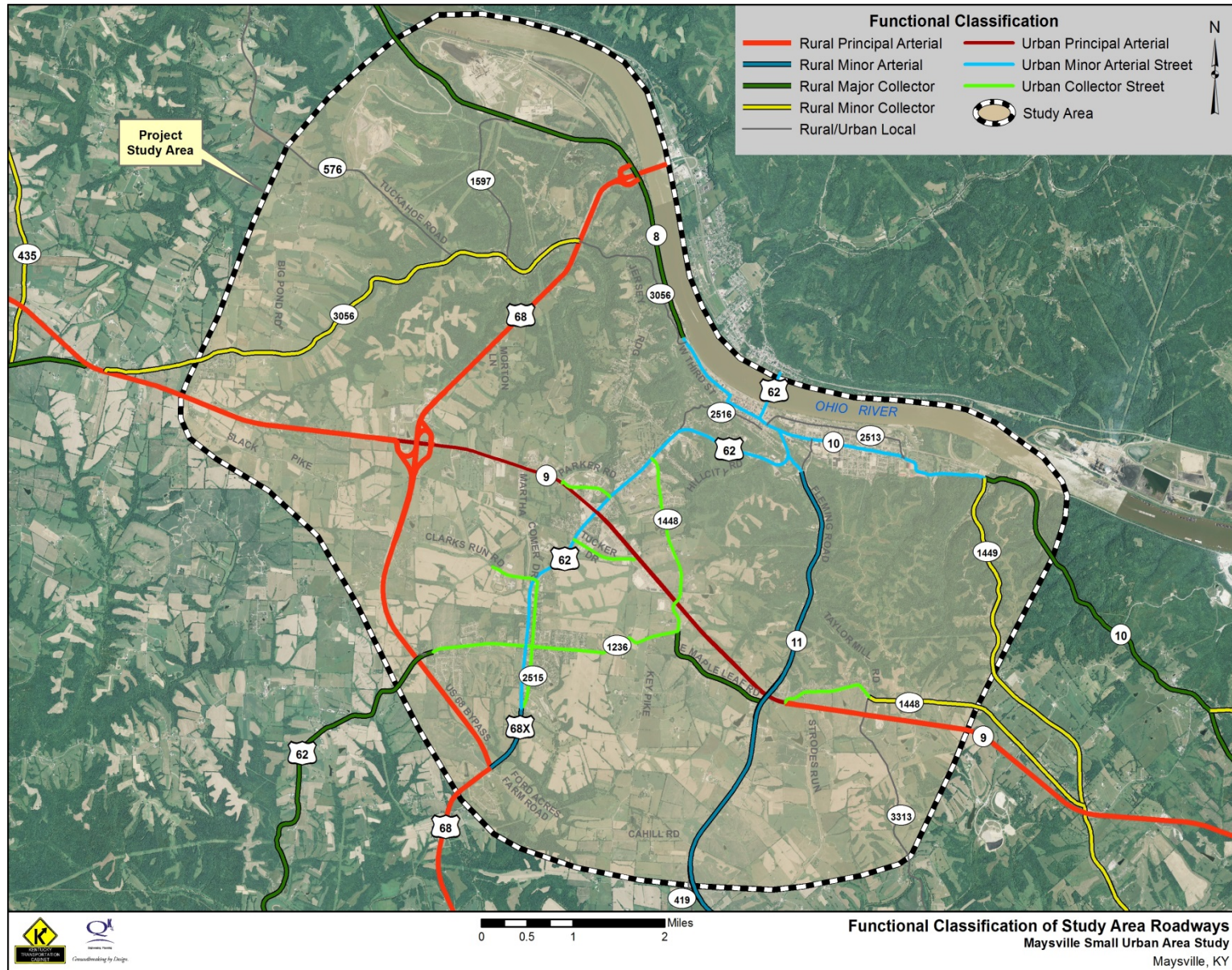


# NATIONAL HIGHWAY SYSTEM



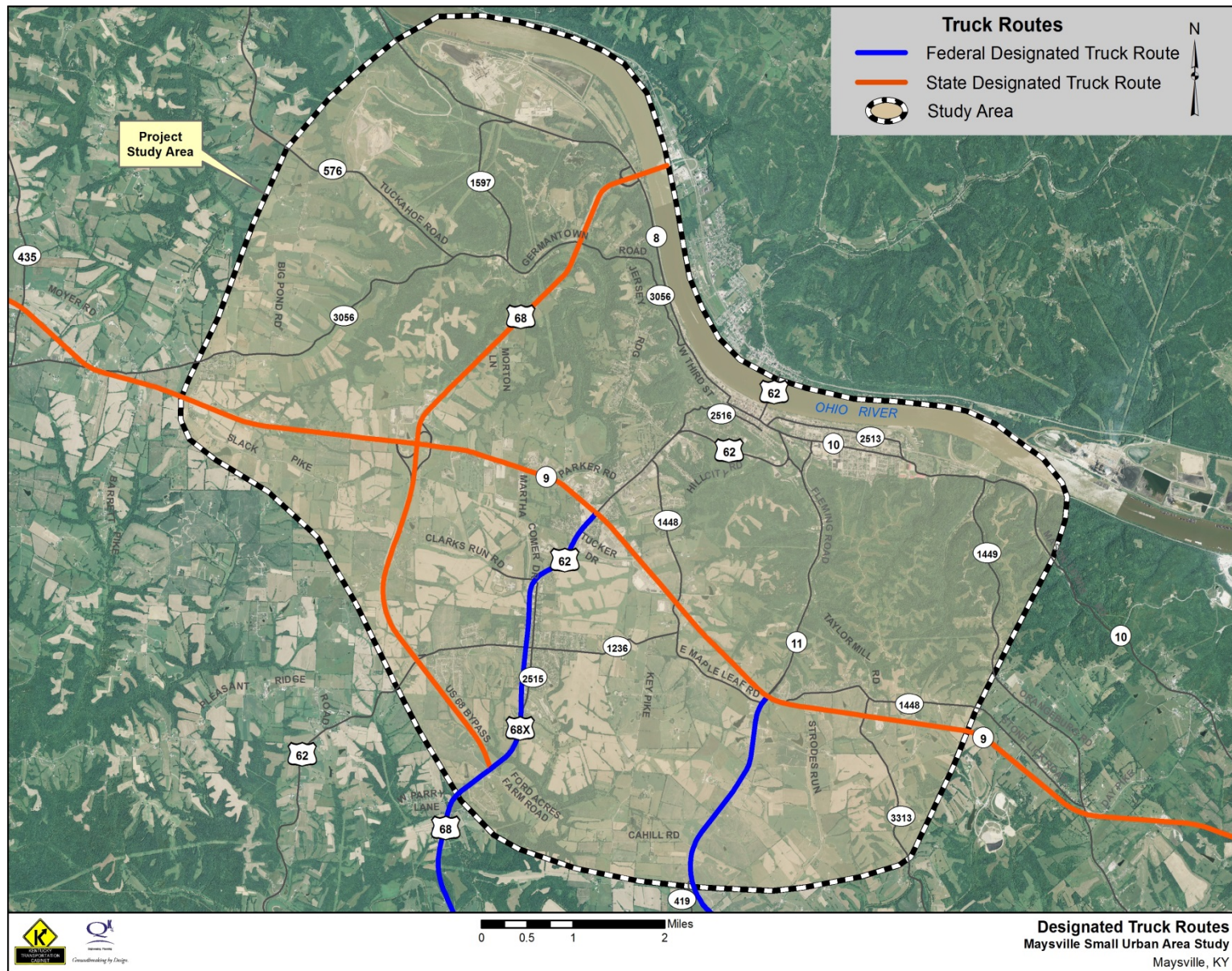


# SYSTEMS





## FEDERAL AND STATE TRUCK ROUTES

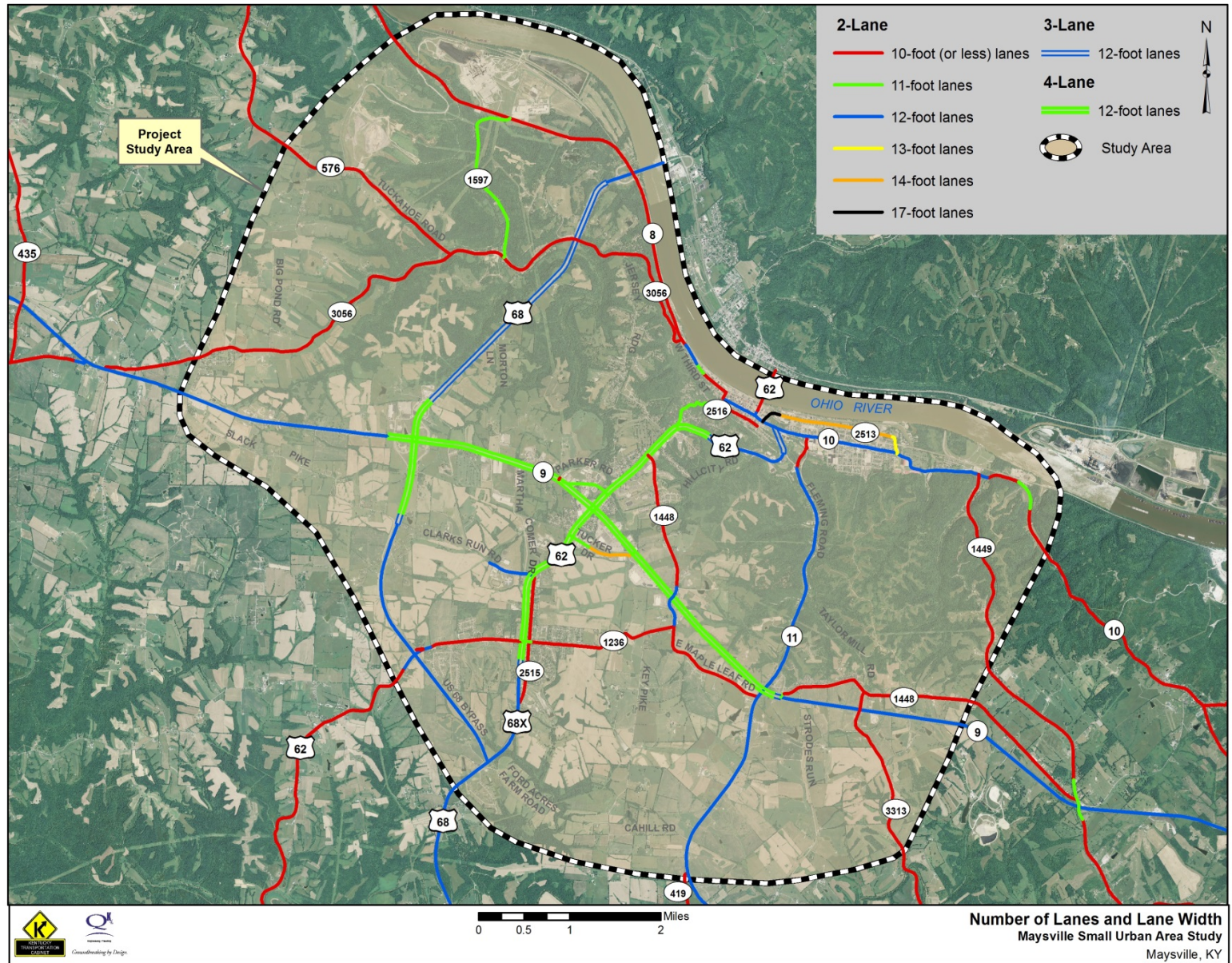




# SAFETY

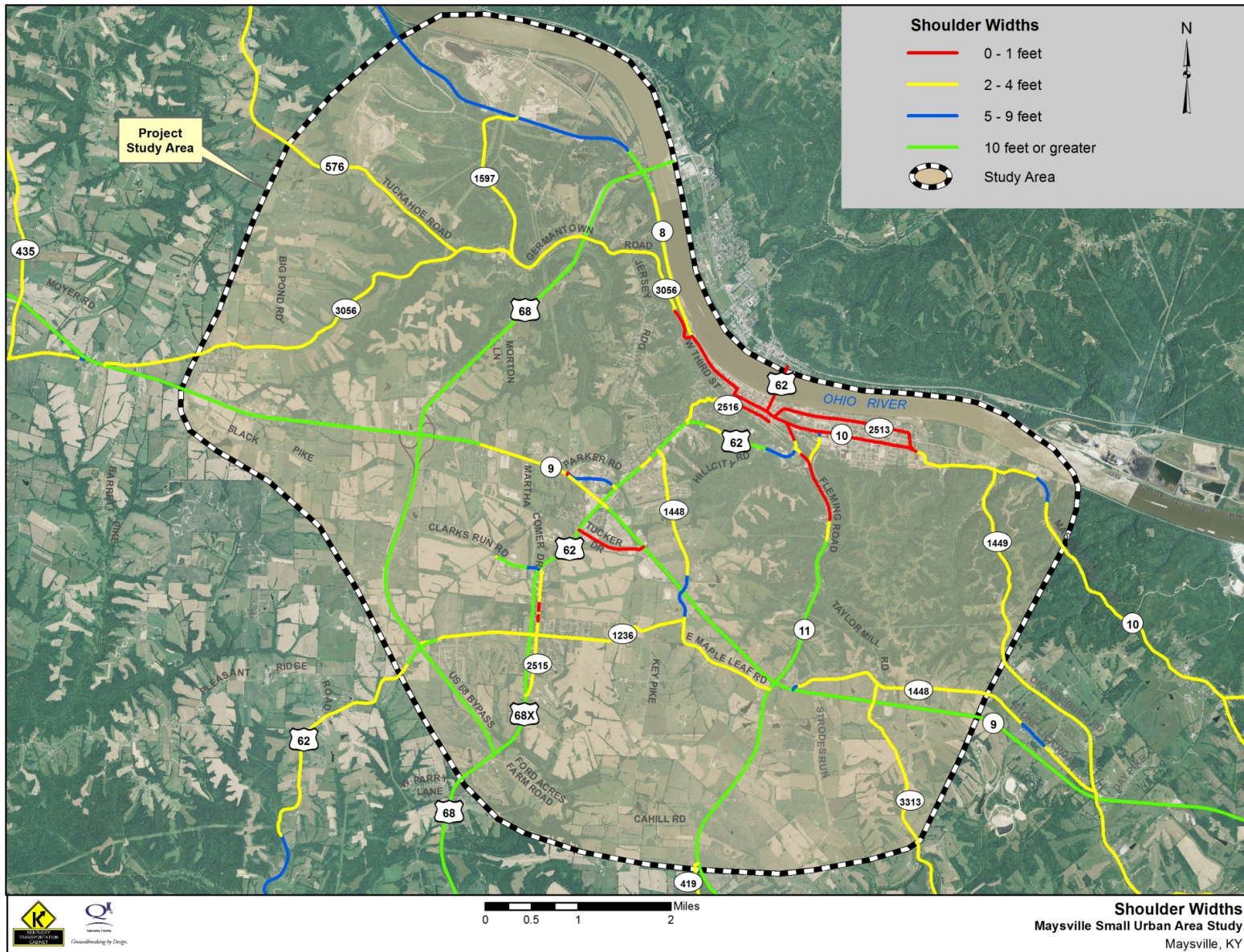


# LANES



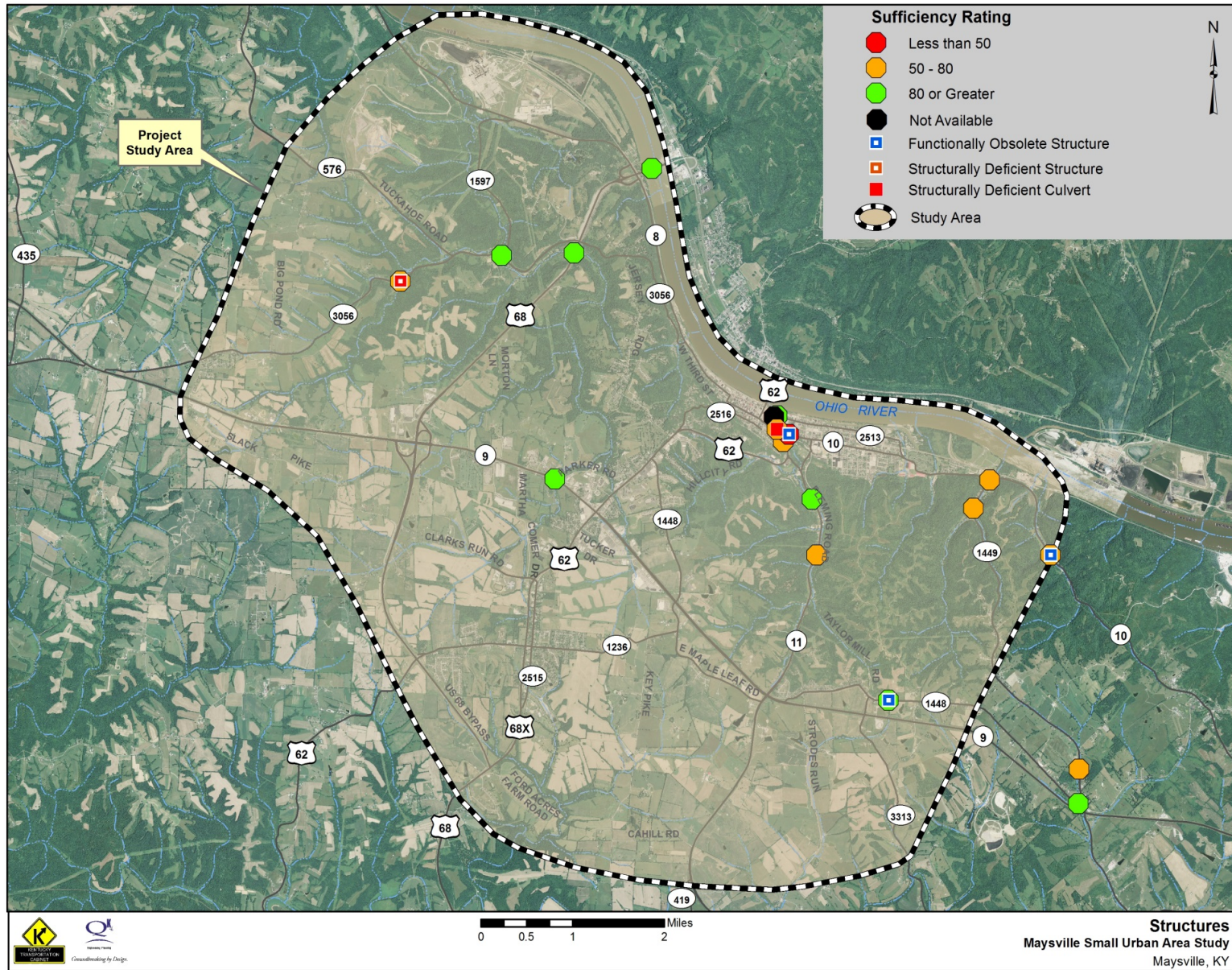


# SHOULDER WIDTHS





# STRUCTURES





# KY 10 FUNCTIONALLY OBSOLETE STRUCTURE

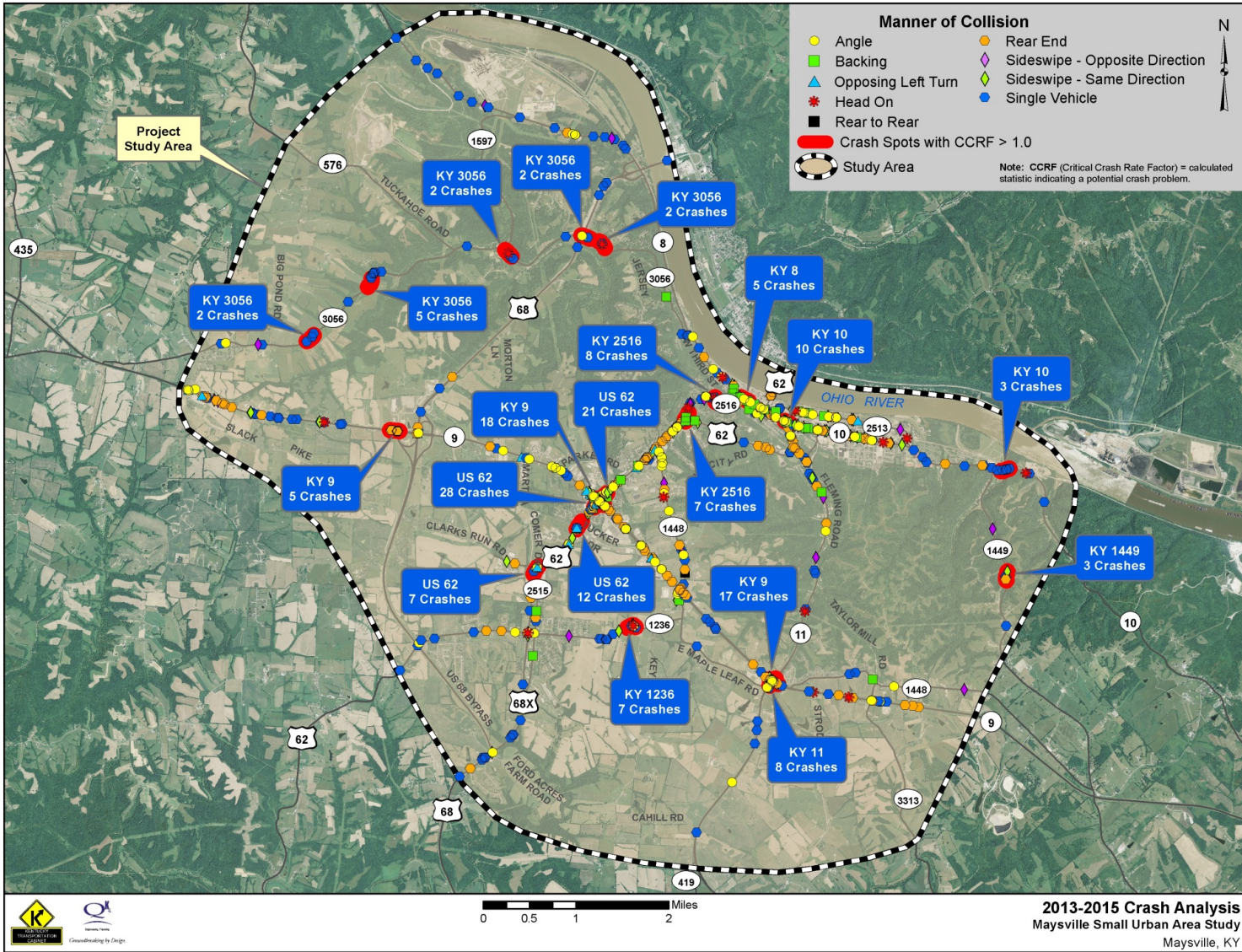


KY 3056





## MANNER OF COLLISION WITH HIGH CRASH 0.1 MILE SPOTS





[illegible]



# CRASH SUMMARY

KY 10	3.8	3.9	0.1	6478	2	Urban	0	0	10	10	1.11	No real pattern, 3 rear ends, 1 load shift, 1 ran red light, 1 making left, 1 left turn into parking lot, 1 backed into parked car and 1 backing
	6.3	6.4	0.1	1106	2	Rural	0	2	1	3	1.33	3 ran off of the roadway, 3 dark, 3 in a curve, 1 wet, 1 ice, 1 dry, 1 drinking, 1 left the scene of the crash.
KY 11	8.4	8.5	0.1	4387	2	Rural	0	1	7	8	1.73	7 of 8 rear end ; 1 angle ran red light: Characteristics: all daylight but 1 rear end, on straight alignment, only the angle on wet pavement.
KY 1236	1.1	1.2	0.1	1635	2	Urban	0	0	7	7	1.81	all in curve, 3 single vehicle; 5 out of 7 were on wet pavement; 1 equipment failure; 1 head on
KY 1449	4.1	4.2	0.1	589	2	Rural	0	0	3	3	1.74	1 wet, 1 slid on ice, 2 in curve (1 deer and 1 DUI)
KY2516	0	0.1	0.1	3064	2	Urban	0	1	6	7	1.25	4 out of 7 rear ends; 2 vehicles backing; 1 Ran of the Roadway
	0.5	0.6	0.1	2937	2	Urban	0	1	7	8	1.47	All were designated in a curve and grade; 4 single vehicles on wet pavement with 3 out of 4 in the dark 3 too fast for conditions; 1 head-on speeding; 2 icy
KY 3056	2.3	2.4	0.1	282	2	Rural	0	1	1	2	1.53	1 icy and 1 snow (both lost control)
	3.2	3.3	0.1	282	2	Rural	0	1	4	5	3.82	1 DUI, 1 deer, 3 in a curve (1 snow slush)
	4.9	5	0.1	696	2	Rural	0	0	2	2	1.08	1 pulled into path of another vehicle; 1 equipment failure
	5.9	6	0.1	509	2	Rural	0	0	2	2	1.23	1 deer, secondary crash tried to stop and slid (wet pavement)
	6.1	6.2	0.1	509	2	Rural	0	0	2	2	1.23	reached to get cell phone, and cab filled with smoke.
KY 8	12	12.1	0.1	2382	2	Urban	0	0	5	5	1.04	4 of 5 were persons parking or already parked; righthand turn out of alley, funeral, and parked cars could not see.
US 62	13.3	13.4	0.1	2673	4-Undivided	Urban	0	2	5	7	1.27	4 out of 7 curve and level and 2 opposing left turn;
	14	14.1	0.1	8869	4-Undivided	Urban	0	6	6	12	0.99	Only 1 single vehicle; 4 angle; 4 opposing left turn; Only 1 wet roadway
	14.3	14.4	0.1	8869	4-Undivided	Urban	0	6	22	28	2.31	27 involved 2 or more units; 24 in daylight; 14 - rear end; 26 dry roadway; 6 Angle - turning; 3 opposing left run; 3 sideswipe; 7 straight and grade
	14.4	14.5	0.1	16650	4-Undivided	Urban	0	4	17	21	1.09	10 rear ends; 8 leaving or entering and entrance; all involved 2 or more vehicles however only 4 injury crashes

# HIGH CRASH INTERSECTION





# KY 9/KY 11 INTERSECTION





# KY 10 HIGH CRASH LOCATION



## KY 3056 HIGH CRASH SPOT





# KY 2516/US 62 INTERSECTION HIGH CRASH LOCATION



# KY 2516 HIGH CRASH SPOT

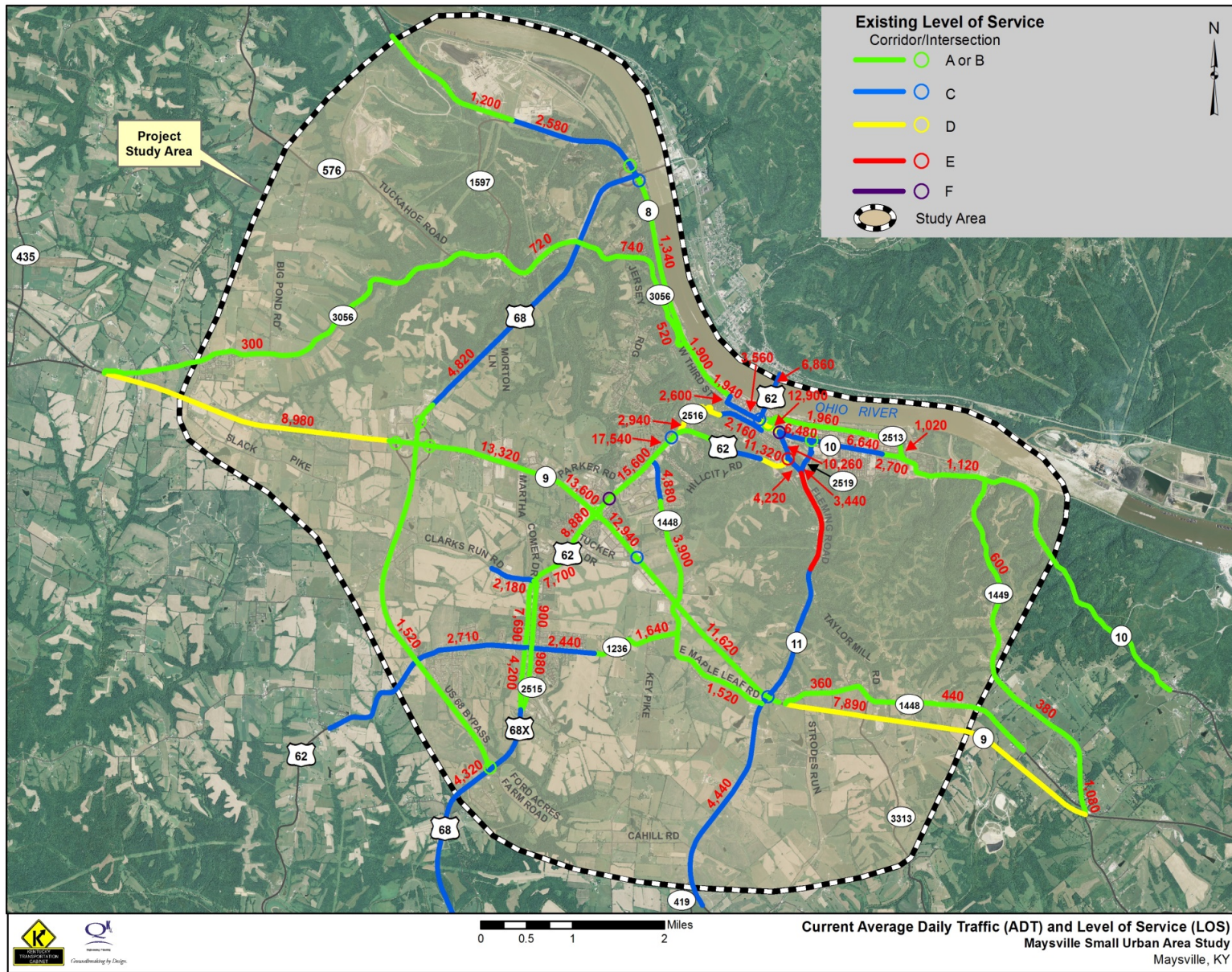


# CAPACITY





# TRAFFIC

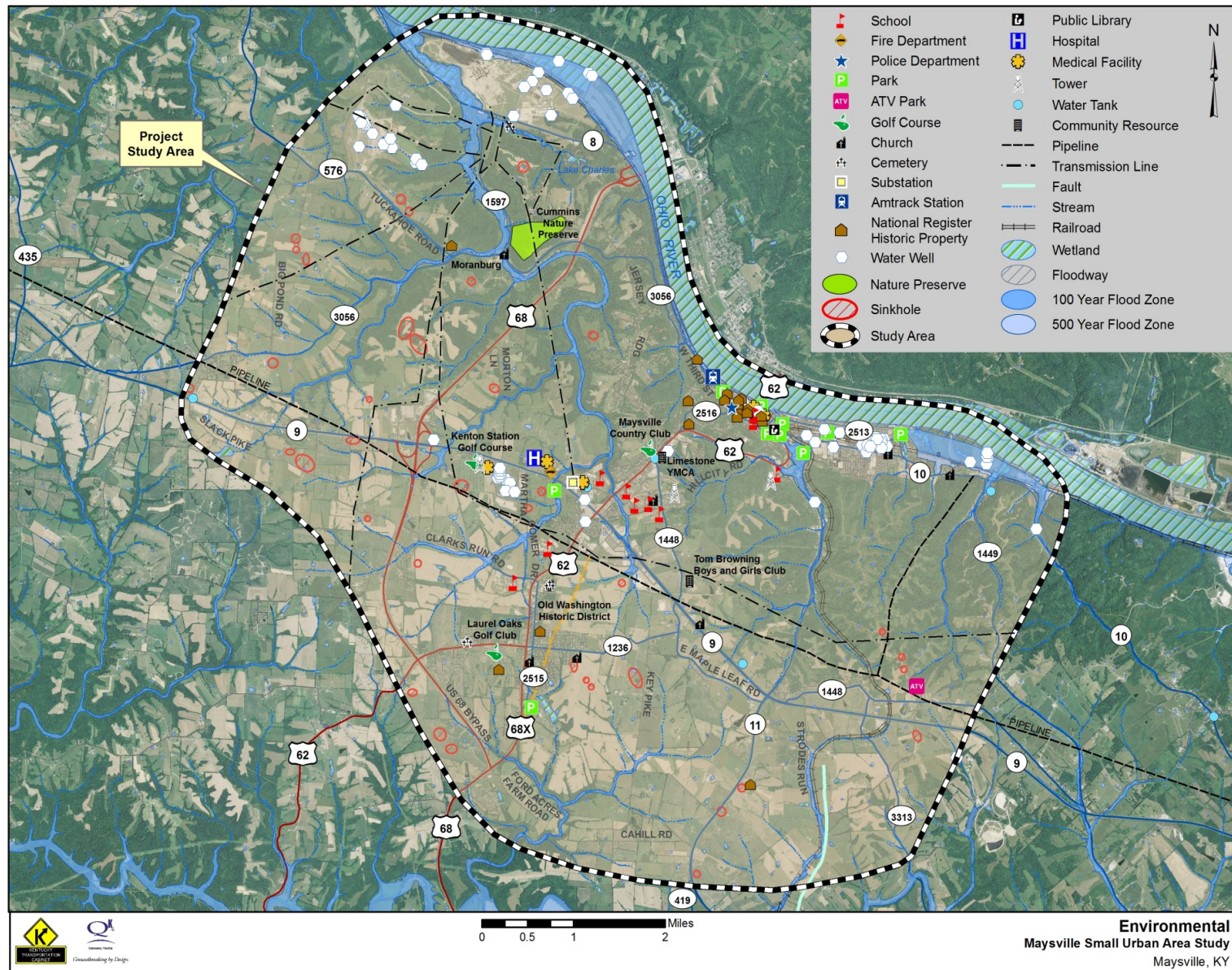


# ENVIRONMENTAL OVERVIEW





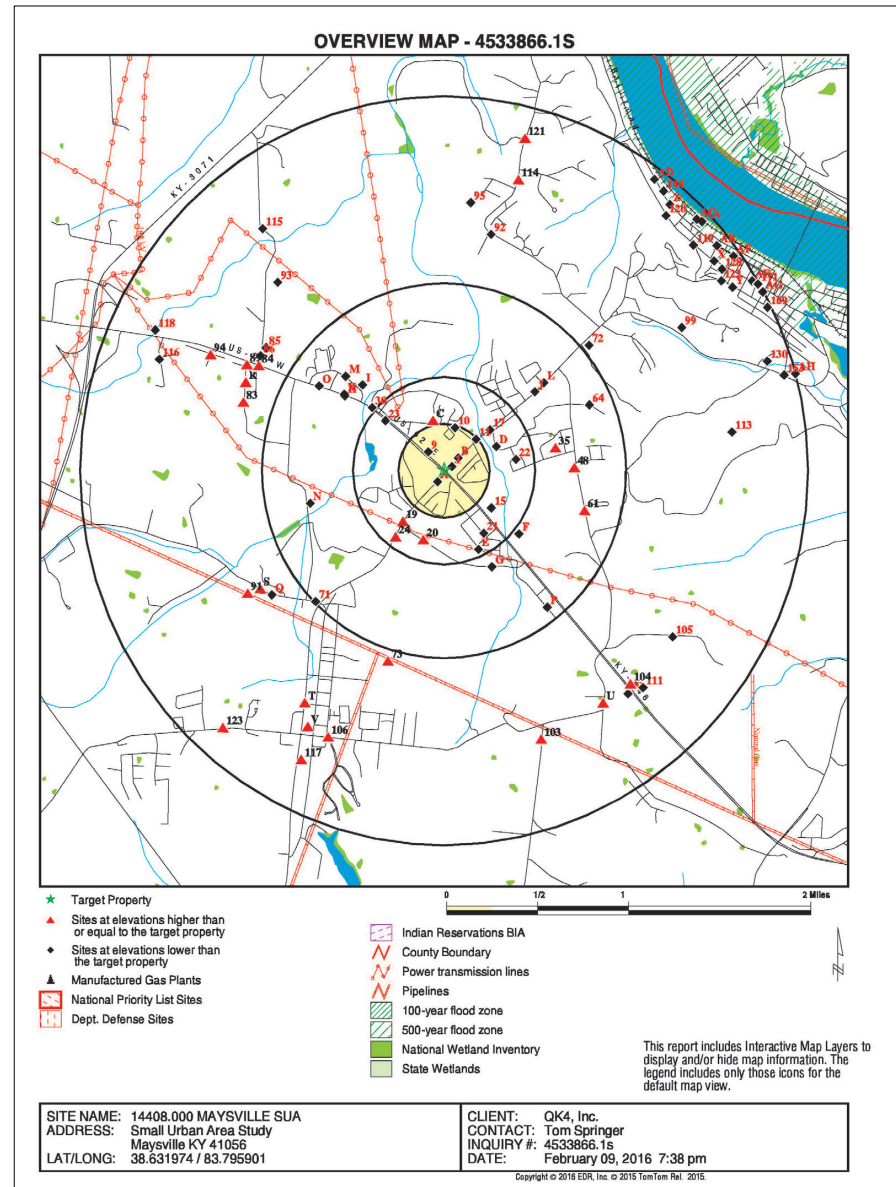
# ENVIRONMENTAL





# UNDERGROUND STORAGE TANK (UST)/HAZARDOUS MATERIALS (HAZMAT) DATABASE SEARCH

- 50 databases managed by federal, state, local and other jurisdictions, and
- 119 unique sites. A majority of those are not of concern



# FINDINGS

1. The only landfill / solid waste site is a recycling operation at Wal-Mart. The Maysville/Mason County landfill is located off KY 9, east of Maysville is outside the study area.
2. One site on the Federal CERCLIS list, which is a list of sites that are on or proposed for the National Priorities List (NPL). It is a power transmission area located in an industrial park south of US 62 and east of US 68.
3. One known “brownsfield” site: the former and currently vacant, Hayswood Hospital. It was in operation from 1915 to 1983 and is known to contain several hazardous materials.
4. 30 registered Underground Storage Tanks (USTs) in the study area.

# KY 10 NEAR KY 1449

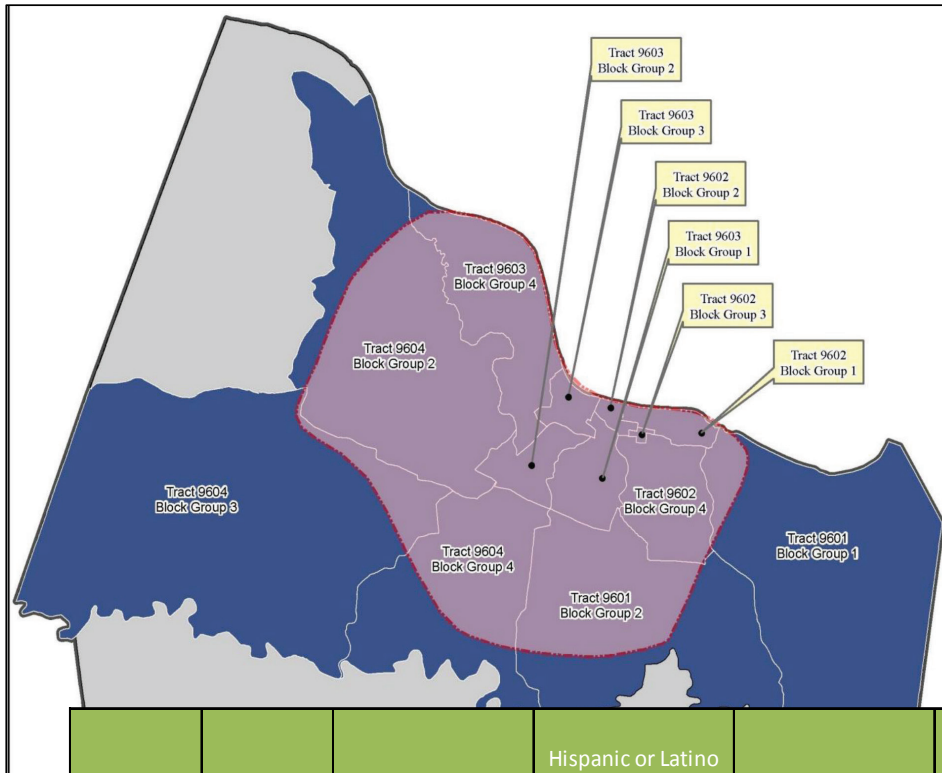




# FEDERALLY THREATENED AND/OR ENDANGERED SPECIES

Group	Common Name	Federal Status
Mammals	northern long-eared bat	Threatened
	Indiana bat	Endangered
Mussels	clubshell	Endangered
	fanshell	Endangered
	pink mucket	Endangered
	ring pink	Endangered
	orangefoot pimpleback	Endangered
	Sheepnose	Endangered
	rough pigtoe	Endangered
Birds	bald eagle	Delisted
Plants	running buffalo clover	Endangered

# SOCIOECONOMIC REVIEW BY BUFFALO TRACE AREA DEVELOPMENT DISTRICT

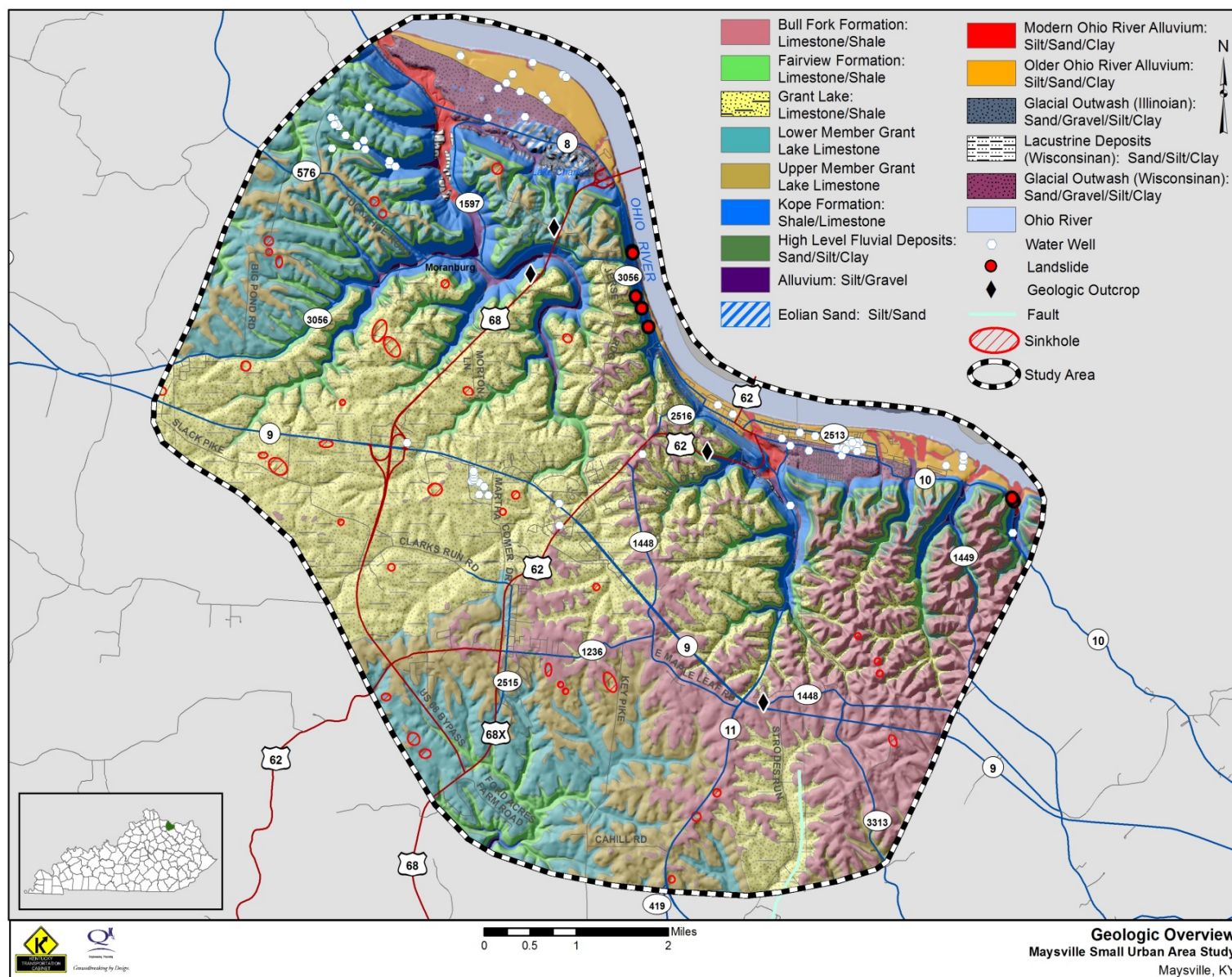


Census Tract	Block Group	Minority		Hispanic or Latino Origin		Age 65 and Older		Poverty		Population Speaking English Less Than Very Well		Disabled Population between 16 and 64	
		Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average
9601	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9602	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9603	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9604	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Only one category exceeds the Statewide Average: Census Tract 9602 Block Group 1 for Age 65 and Over

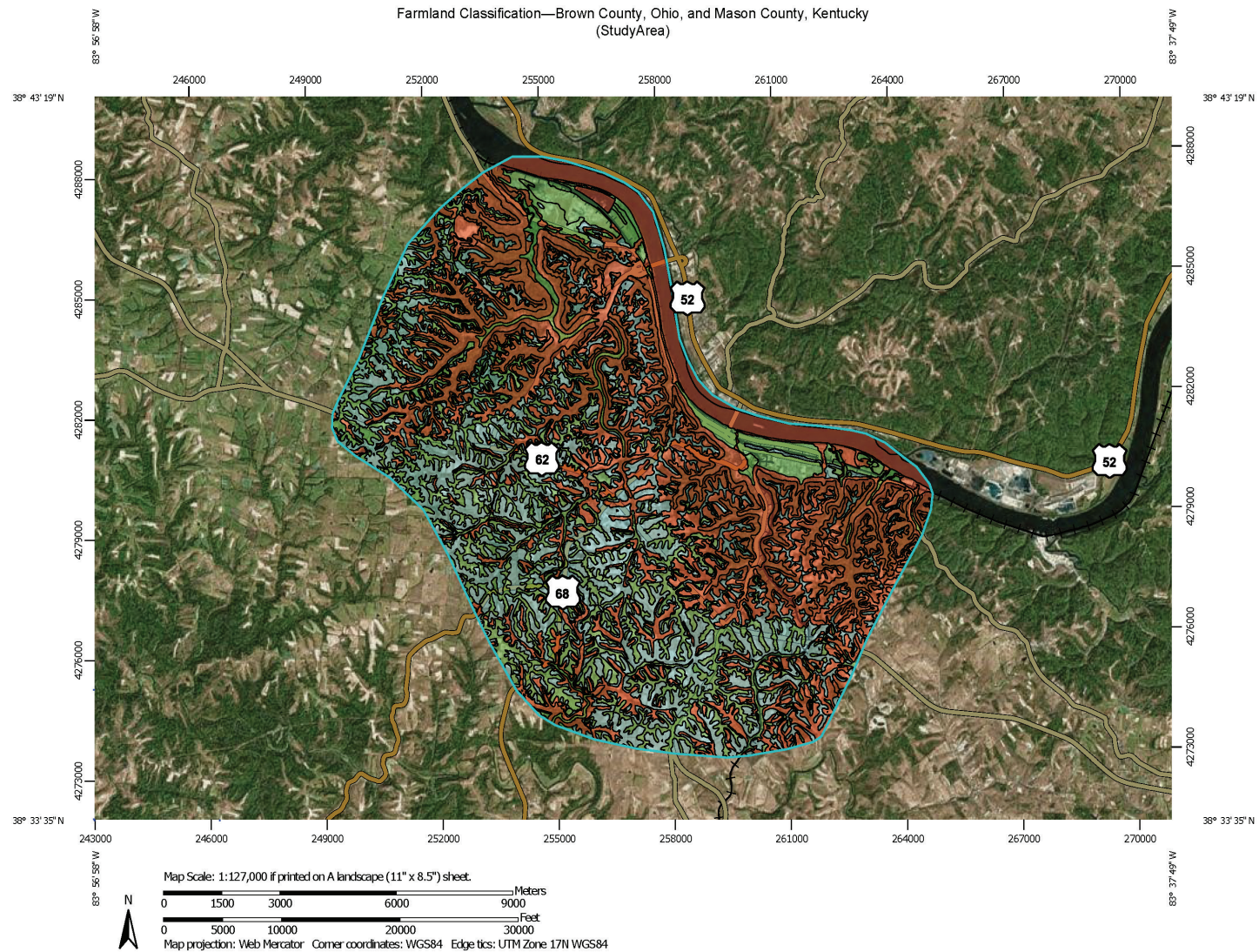


## GEOLOGIC OVERVIEW





# PRIME FARMLAND



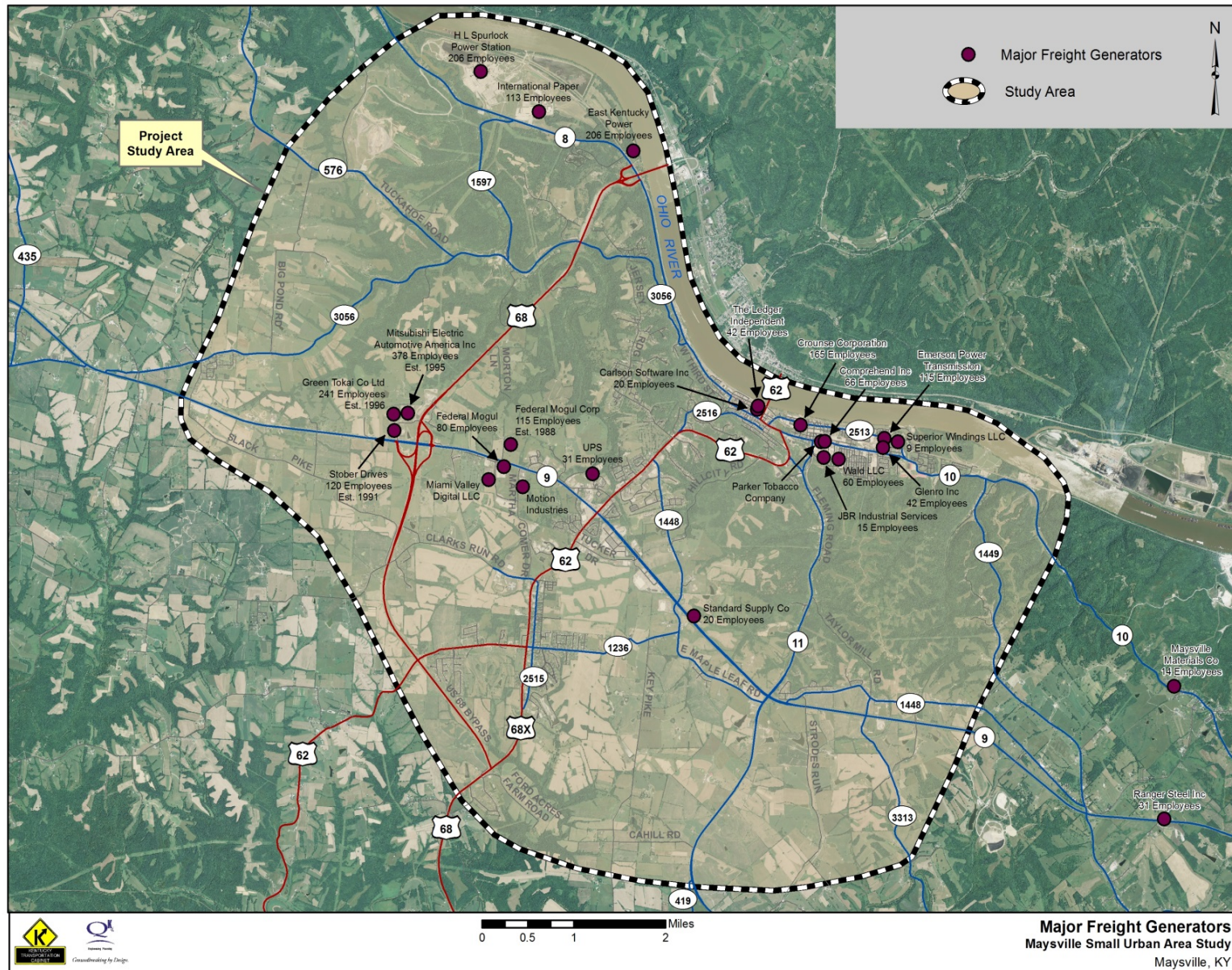
Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

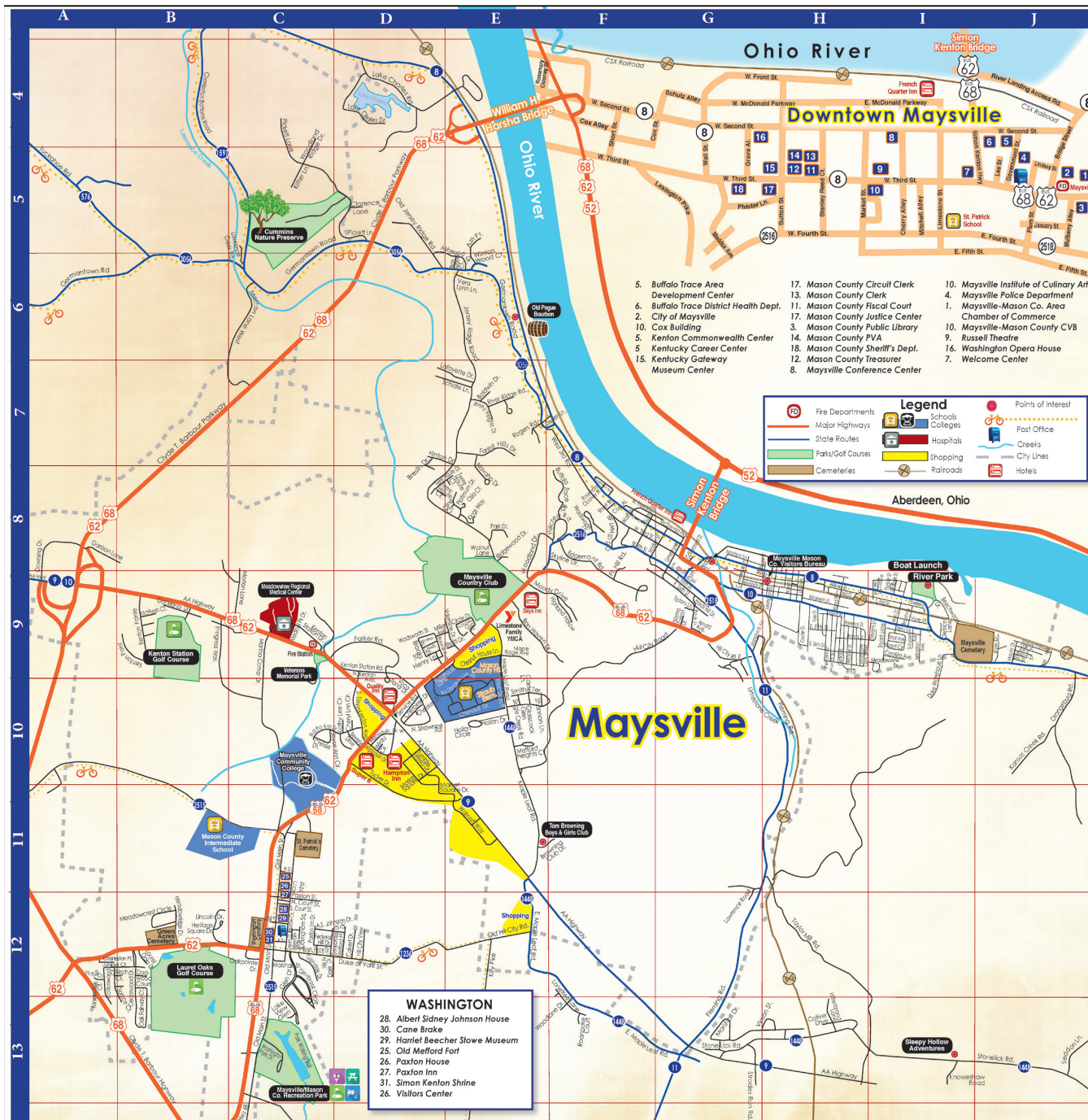
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Page 1 of 6



# KNOWN FREIGHT GENERATORS







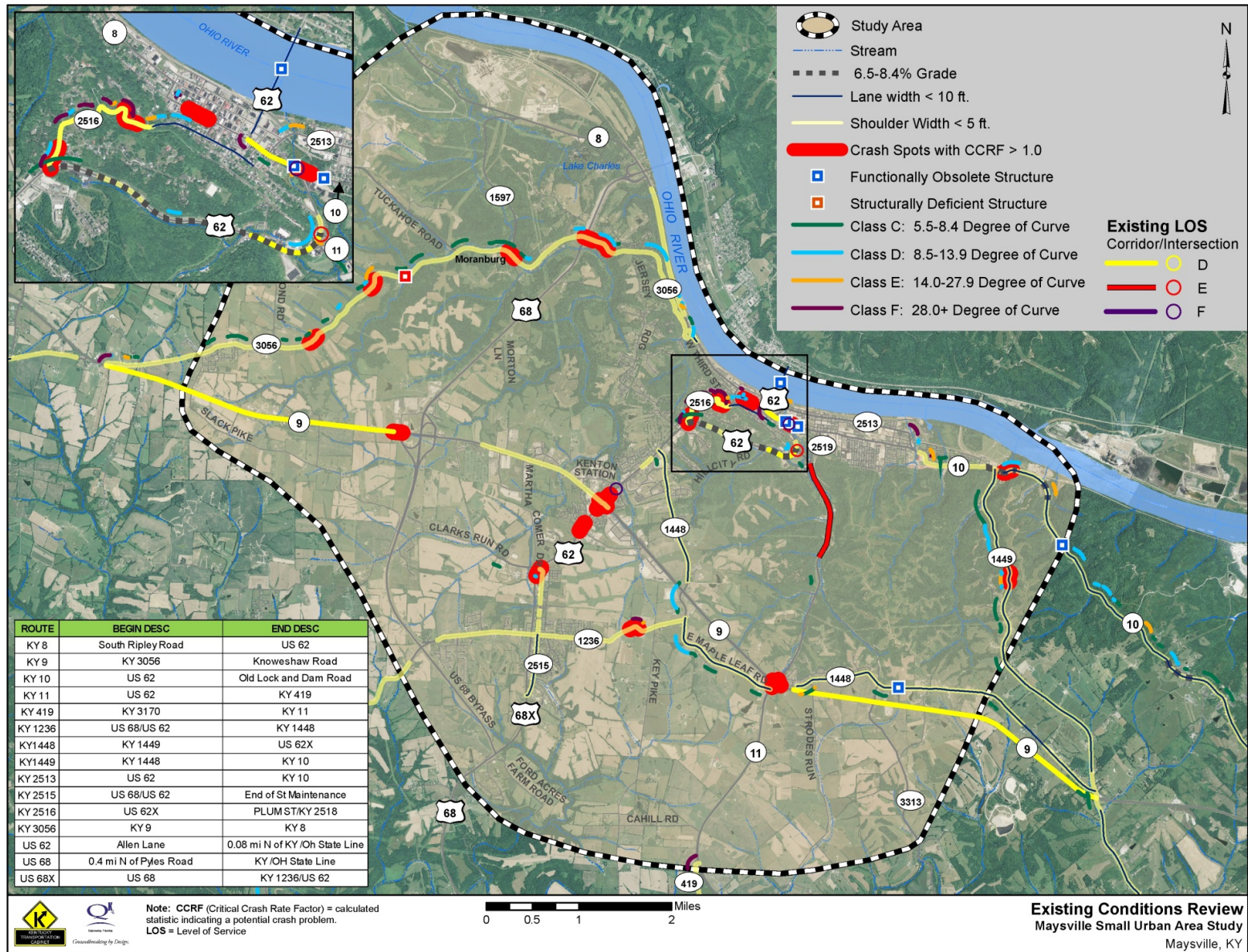
# OTHER CITY FEATURES



# SUMMARY



# EXISTING CONDITIONS REVIEW





# ADDITIONAL OBSERVATIONS FROM FIELD REVIEW



# TIGHT TURN RADIUS E THIRD ST/KY 10





# KY 3056 RETAINING WALL IN SEVERAL LOCATIONS



# INDUSTRY SURVEY

## Maysville Small Urban Area Study

### Industry Questionnaire

This information will be shared with the Kentucky Transportation Cabinet's Division of Planning only. Any reports generated from this information will be grouped in such a way that individual business information cannot be identified.

1. Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_  
State: \_\_\_\_\_  
ZIP: \_\_\_\_\_  
Email Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_
2. Number of Employees per shift? Please include contract employees for cleaning and industrial sanitation if applicable. \_\_\_\_\_
3. Size (in square feet) of existing building space: \_\_\_\_\_
4. Type of Business (please include NAICS classification number)  
\_\_\_\_\_
5. Does your business distribute and/or receive materials via trucks?  
☐ Yes *If you answered YES please continue to Question Number 6.*  
☐ No *If you answered NO please skip to Question Number 10.*
6. How many trucks per day access and leave your facility?  
\_\_\_\_\_
7. What types of trucks?  
☐ Single Unit  
☐ Trailered
8. How many trucks access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?  
\_\_\_\_\_



# NEXT STEPS

- SUMMARIZE TODAY'S INPUT
- MAKE CHANGES TO TRAFFIC MODEL FOR SURVEY RESULTS
- DEVELOP IMPROVEMENT ALTERNATIVES AND COST ESTIMATES
- RETURN TO THIS GROUP FOR REVIEW OF ALTERNATIVES AND PRIORITIZATION
- DRAFT REPORT
- FINAL REPORT





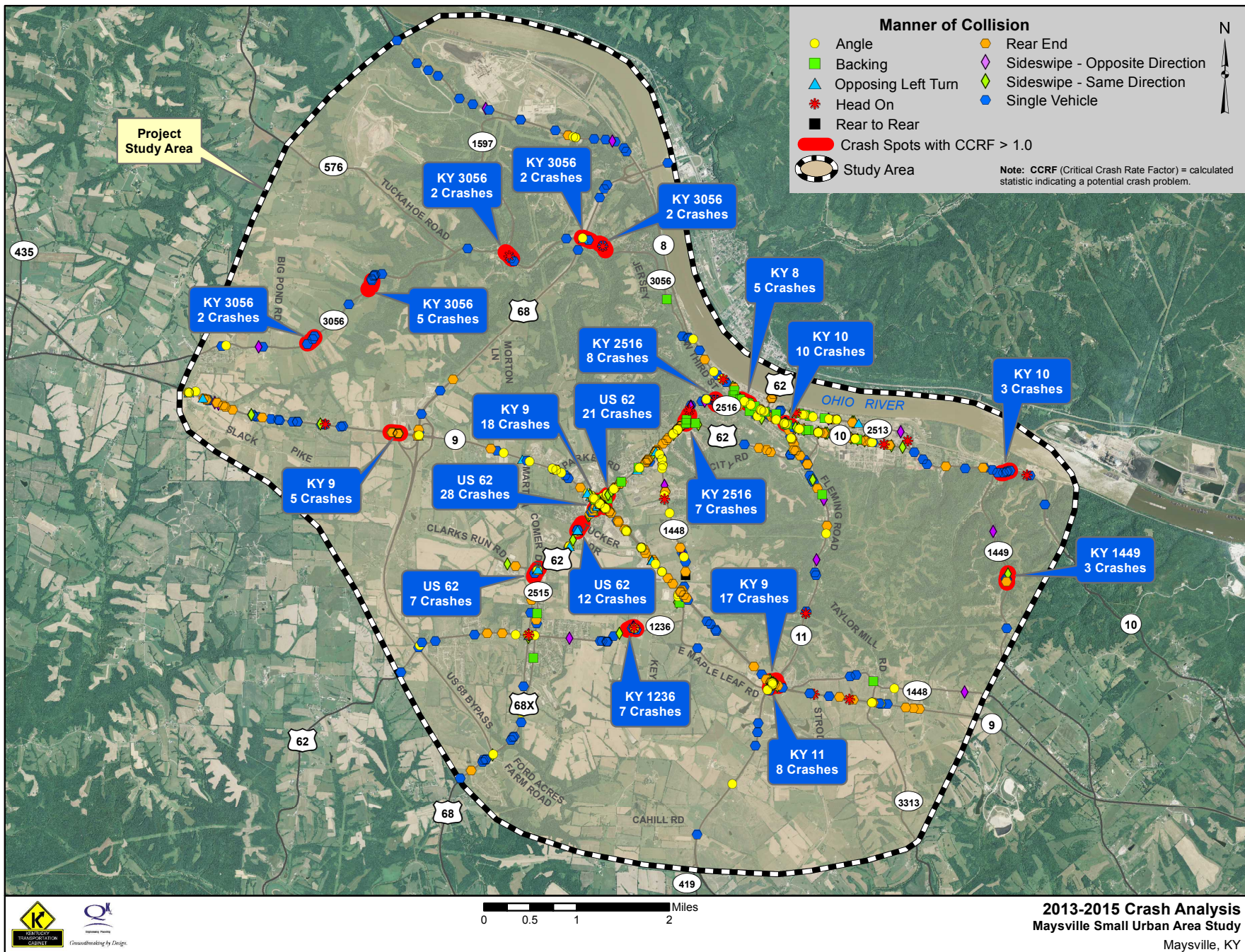
## **Maysville Small Urban Area Study Mason County**



### **AGENDA Project Team Meeting No. 1 Buffalo Trace ADD Board Room July 21, 2016 10:00 AM**

- I. Introductions
- II. Study and Project Purpose
- III. Project Schedule
- IV. Existing Conditions
- V. Environmental Overview
- VI. Traffic and Operational Performance
- VII. Next Steps
- VIII. Discussion of Local Officials/Stakeholders Meeting





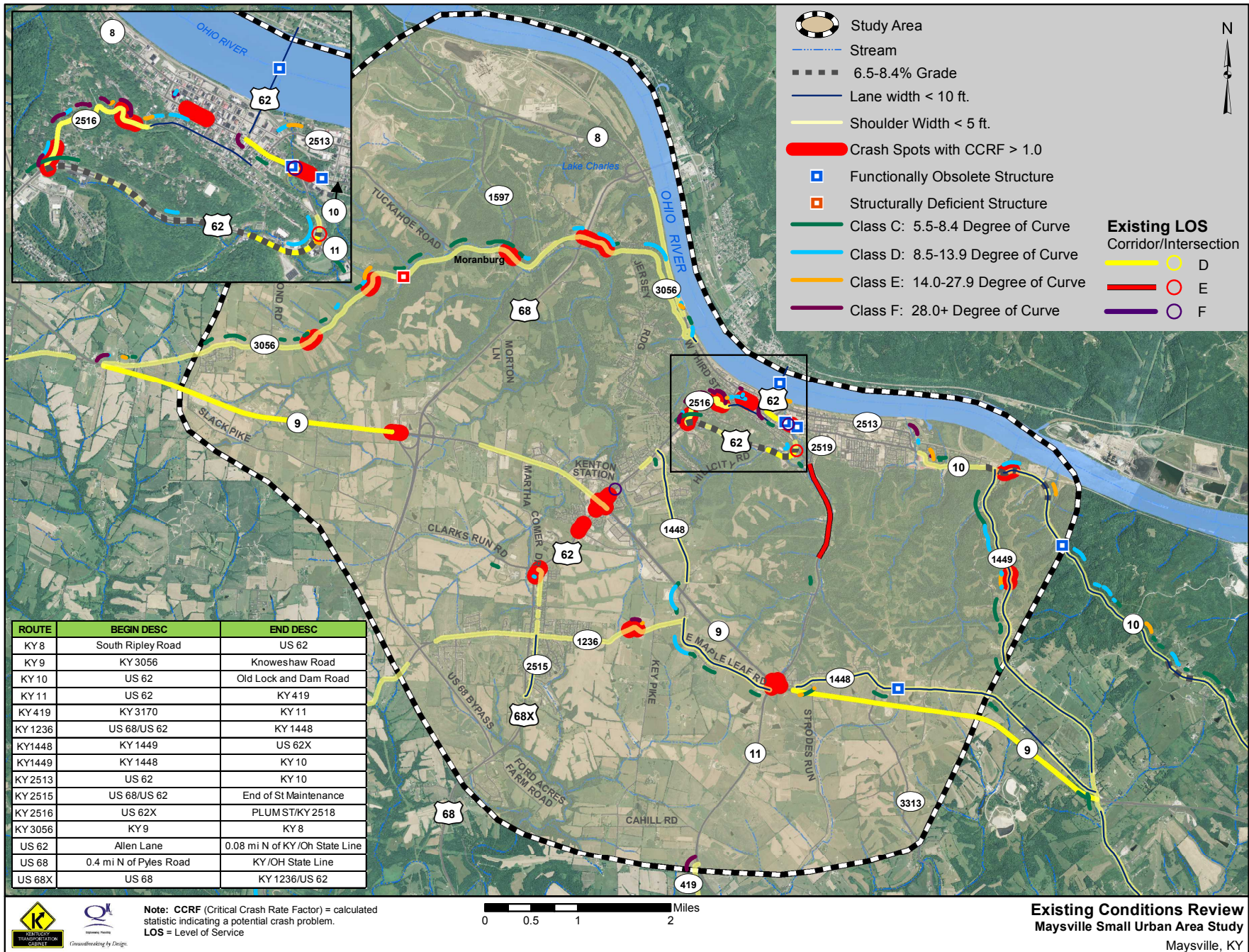




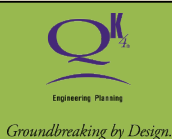












## Maysville Small Urban Area Study Mason County



### Project Team Meeting No. 2 District 9 - Flemingsburg November 1, 2016 1:00 PM Meeting Minutes

**Project:** Maysville Small Urban Area (SUA) Study

**Purpose:** Review of Alternative Concepts

**Place:** D-9 Main Conference Room

**Prepared By:** Tom Springer

**Attendees:**

Joe Callahan	KYTC D9 Planning	606.845.2551	joe.callahan@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	606.845.2551	darrin.eldridge@ky.gov
Barry Fryman	KYTC D9 Flemingsburg Section	606.845.6721	barry.fryman@ky.gov
Rachel Catchings	KYTC D9 Design	606.845.2551	rachel.catchings@ky.gov
Karen Mynhier	KYTC D9 Env. Coord.	606.845.2551	karen.mynhier@ky.gov
Mikael Pelfrey	KYTC CO Planning	502.782.5073	mikael.pelfrey@ky.gov
Deanna Mills	KYTC CO Planning	502.782.5085	deanna.mills@ky.gov
Jayalakshmi Balaji	KYTC CO Planning	502.782.5045	jayalakshmi.balaji@ky.gov
Terry Ishmael	KYTC D9 Traffic	606.845.2551	terry.ishmael@ky.gov
Annette Coffey	Qk4, Inc.	502.352.2197	acoffey@qk4.com
Andy Gilley	Qk4, Inc.	502.585.2222	agilley@qk4.com
Tom Springer	Qk4, Inc.	502.585.2222	tspringer@qk4.com

Following introductions, Annette reminded the team of the goals of the study—to identify roadway projects that will improve safety and congestion. The purpose of the meeting is to review each proposed project alternative in preparation of the Local Officials/Stakeholders (LO/S) Meeting, which has been scheduled for December 8, 2016 in the AM. KYTC Project Team Meeting (PTM) No. 3 will follow the LO/S meeting, in the PM.

A handout matrix of alternative concepts was provided, and is attached to these minutes. Minor edits to the table have been made since the meeting to clarify information, only. For the LO/S meeting, the table will be revised based on the discussion at PTM No. 2 as summarized in these meeting minutes.

Jay provided a review of the traffic model results and information. The Existing plus Committed (E+C) projects for the traffic model are:

- Item Number 9-8303.00 (09 081 D1448 1.00) - Reconstruct/improve KY 1448 / Mapleleaf Road from KY 9 to US 68 (MP 5.423 – MP 7.003). Project is an existing two-

lane rural improvement to three-lane with multi use path and sidewalk. This project is under construction.

- PIF 09 081 D0009 2.00 - Increase capacity and decrease conflict points on KY 9 from the New Maysville Bridge (MP 10.26), west to KY435 (MP 14.987) to support 2025 traffic volumes, address sight distance concerns, improve intersection safety and reduce speed differentials.),
- 09 081 D0008 83.00 - Correct geometric and width deficiencies and improve long-term stability of KY 8 from KY 3056 (MP 9.20) to the new Maysville Bridge (MP 11.04).
- 09 081 D0009 1.75 - widen KY 9 to four lanes from the Mason County landfill to KY 11, a two-lane bypass extension from US 60 to KY 9 (KYTC Item Number 9-147.20 and 9-147.60) with interchanges at KY 11, and KY 9, and a new interchange at US 62 (KYTC Item Number 9-8809.00). In the model, trucks were forced around the bypass extension for some routes, other routes allowed trucks due to local deliveries. The expected 2040 build traffic model output for the bypass extension from KY 11 to KY 9 is 243 vehicles per day. The entire bypass is expected to significantly reduce 2040 traffic on KY 11.

#### **Project Specific Discussion:**

- No changes to the descriptions of the following alternatives: D, E & R, US 62 at Tucker Dr., F (see notes below), H, J, M, N, P, Q, R, S, T, and U.
- Revisions to the following project descriptions were made to the attached alternatives spreadsheet and will be revised for the LO/S Meeting:
  - US 68 (Alternatives A and B). Add option (Alternative C) to install "Quick Kurb" which is estimated at \$125/linear foot for a total of \$125,000.
  - US 62 (Alternative C1/C2). Eliminate C2, and present C1 to the LO/S. Because the site used to be a school, and is now only a day care, it is likely the problem has been greatly reduced. Qk4 will evaluate widening US 62 westbound only to determine if it improves the level of service.
  - US 62 (Alternative F). KYTC added "No Left Turn" signs but they are largely ignored. A traffic signal is most likely warranted at Kenton Station Road today and especially if Alternative F is implemented. Cost estimate includes cost for a traffic signal.
  - US 62 (Alternative G). Add Right-of-Way (\$1 million) and Utility (\$1 million) costs to this project. This would only be warranted if the planned interchange is constructed. Change to Curb-Gutter and Sidewalk (\$2 million), which will increase the Design to \$500,000 (\$4.5 million total).
  - KY 8 (Alternative I). Add a sign indicating intersection ahead.



- KY 8 (Alternative K). Design Comment: Pogue House at about Sta. 135+00 may be historic. May have to go to curb and gutter through this section and/or shift towards the railroad some.
- KY 9. Add two projects at the KY 9/KY 11 intersection:
  - Add a right turn lane on KY 9 southbound to KY 11 (now W).
  - Modify KY 9 south of KY 11, through the transition from two lanes to one southbound. This area is confusing to drivers. The transition occurs near Stonelick Road (KY 1448) where motorists are turning left (now L).
- KY 9 (Alternative L) is not recommended to move forward due to the recent improved timing of the signals in this area, the offset driving lanes created by this alternative, and the potential speed in which motorists will drive through the intersection.
- KY 10 (Alternative O). Remove sidewalk costs for this alternative.
- Include KYTC Item Number 9-8908.00, and bypass KYTC Item Numbers 9-147.20 and .60 in the long-term prioritization, but note they are new projects.
- Springdale Road (Alternative V). Increase R/W costs by \$1 million. Estimate construction for a “cross country” route from KY 3161 to Springdale Road. A PIF exists for this project. Alternative V will be presented to the LO/S, but it is unlikely to be highly ranked by KYTC District 9 due to KYTC improvements along this route in years past.
- KY 1449 projects outside the study area were excluded from the project list.

The projects will be divided between Local, Short-Term and Long-Term.

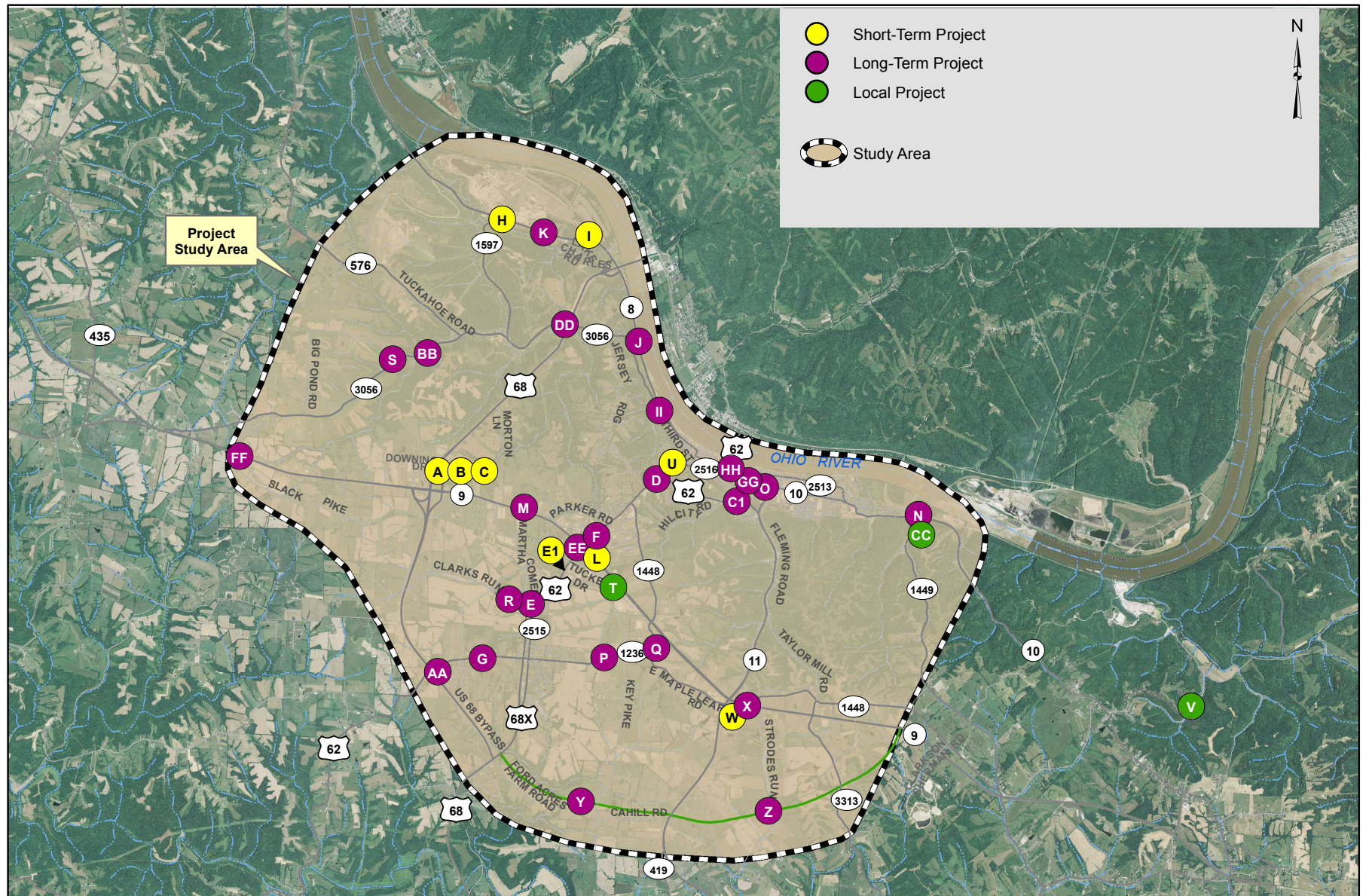
- The three Local projects are alternatives are T and V and CC (Kennedy Creek Road Bridge Highway Plan project).
- The five KYTC Short-Term projects are: A/B/C, H, I, L, U, W, and US 62 at Tucker Intersection (now E1).
- The remaining projects are KYTC Long-Term.

At the LO/S meeting, the attendees will rank the Local Projects, Short-Term Projects and then the Long-Term Projects. It was noted the Project Team would use the LO/S rankings as another tool with safety, congestion, costs, etc. to develop final rankings. Mikael will provide a sample scoring system following this meeting. Lastly, the following Project Identification Forms and highway plan projects will be ranked by LO/S.

Route	Begin MP	End MP	Identified Issue	Highway Plan Project	PIF
US 62	17.000	17.300	Turn radius at KY 10 Intersection (MP 3.846) is deficient		09 081 B0062 17.00
	17.000	17.600			09 081 B0062 3.00 (includes more improvements than identified issue. MP's represent PIF)
KY 8	11.040	11.790	Narrow road with high truck traffic and crashes from KY 3056 to West Third Street		09 081 D0008 83.0
KY 9	0.000	7.500	Congestion, delays, large number of access points from KY 11 east beyond study area (two lane section)	9-8908.00	09 081 D0009 1.00 (included within this project)
New Route			Continuation of existing bypass - New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11.	9-147.20	
New Route			Continuation of existing bypass - New fully controlled access route from KY 11 northeast to KY 9 including a new interchange at KY 9.	9-147.60	
New Interchange	11.750	11.900	Provide access/connectivity for US 62 motorists the addition of an interchange on Heather French Henry Southern Loop (US 62 and US 68).	9-8809.00	
KY 3056	3.682		Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N).	9-8906.00	
CR 1019 Kennedy Creek Road	0.000		Replace structurally deficient bridge on Kennedy Creek Road.	9-8911.00	
US 68	16.800	17.200	Repair bridge on US 68 (081B00067N) over Lawrence Creek.	9-1095.00	

End of Minutes







MAYSVILLE SUA PROJECT IDENTIFICATION

Nov 2, 2016, post PTM #2 - Attachment to PTM#2 Minutes

Route	New Alternative Label	Alternative Label pre PTM#2	Short-Term (ST) Long-Term (LT) Local (Local) -- post PMT#2--	Begin MP	End MP	Identified Issue	Concept for PTM 2	Planning	Design	Right of Way	Utilities	Construction	Sub-Total	Grand Total (Rounded Up)
US 68	A	A	ST	14.503		Illegal left turns onto US 68 from Downing Drive (Right in/out only).	Install Barrier wall.	\$ -	\$ -	\$ -	\$ -	\$ 92,000	\$ 92,000	\$ 100,000
	B	B	ST				Install high tension cable rope barrier.	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ 20,000
	C	C	ST				Install "Qwick Kurb"	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 130,000
US 62	C1	C1	LT	16.230	17.000	Congestion eastbound at transition from two lanes to one lane from North of KY 2516 to KY 11.	Extend two-lane section eastbound to KY 11. Eliminate TWLTL in part, convert shoulders to full depth and widen for minimal shoulders.	\$ -	\$ 130,000	\$ -	\$ 100,000	\$ 1,270,000	\$ 1,500,000	\$ 1,500,000
		<del>C2</del>	<del>LT</del>	<del>16.230</del>	<del>17.000</del>	<del>Congestion EB at transition from two lanes to one lane from North of KY 2516 to KY 11. Restripe/Eliminate Two-Way Left Turn.</del>	<del>Restripe or eliminate two-way left turn.</del>	<del>\$ -</del>	<del>\$ 5,000</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 40,000</del>	<del>\$ 45,000</del>	<del>\$ 50,000</del>
	D	D	LT	15.650		The KY 2516 (MP 0.000) intersection is unsafe and surrounding development could make intersection worse.	Realign US 62/KY 2516 intersection.	\$ -	\$ 50,000	\$ 50,000	\$ 150,000	\$ 44,000	\$ 294,000	\$ 300,000
	E	E and R	LT	US 62 at MP 13.381 KY 2515 from MP 1.550 to MP 1.391		Turn radii at (KY 2515) Clarks Run Road Intersection (MP 1.391) are deficient. The School traffic and the road make it tight for buses. Two new schools are located on Martha Comer Drive and buses have difficulty making this turn. Schools currently try to avoid sending buses this way.	Widened road to carry three-lane section from Intermediate School to US 62 providing right and left turn lane at US 62. Widened right-turn radius from US 62 to Clarks Run Road and Clarks Run Road to Martha Comer Drive.  Spoke With Larry Brewer with Mason County Board of Education--provide the center left turn lane on Clarks Run. School traffic and road can be tight for buses. Two new schools back Martha Comer Drive and buses have difficulty making turn. Currently tries to avoid sending buses that way.	\$ -	\$ 100,000	\$ 75,000	\$ 200,000	\$ 980,000	\$ 1,355,000	\$ 1,360,000
	E1		ST	14.008		Tucker Drive Intersection is a high crash location.	Turning movements were not collected at this intersection. KYTC may need to evaluate a protected phase lefts 8/12 crashes failed to yield on solid green light (it is a ball, not an arrow).	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 30,000
	F	F	LT	14.390	14.620	Stretch of US 62 between KY 9 and Kenton Station Road intersection is a high crash location, as is the Kenton Station Road intersection. Most crashes were associated with turns in and out of businesses.	1. Consider Access Management Concept, and requiring more traffic use Service Road. 2. Conducted Traffic Signal Warrant	\$ -	\$ 30,000	\$ -	\$ -	\$ 275,000	\$ 305,000	\$ 310,000
	G	G	LT	11.450	12.672	No shoulders from US 68 Bypass to US 68X/US 62. If a new interchange is constructed at the US 68 bypass traffic may increase and US 62 in this area does not have shoulders.	Add curb, gutter and sidewalk.	\$ -	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 4,540,000	\$ 7,290,000	\$ 7,290,000
													\$ -	
KY 8	H	H	ST	7.000	7.300	Poor sight distance at Spurlock Power Station Entrance.	Clear trees in NW quadrant of entrance to improve sight distance.	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ 40,000
	I	I	ST	8.320	8.950	Poor sight distance at Lake Charles Road Intersections (MP 0 and 0.74). There is a historic house in proximity to be considered.	1. Clear trees in SW quadrant 2nd entrance channelize business. Add intersection ahead sign.	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 36,000	\$ 40,000
	J	J	LT	9.250	11.040	Narrow road and pavement failure from US 68 Bypass to KY 3056. There are historic resources in proximity to be considered.	Widen KY 8 to 11-ft travel lanes.	\$ -	\$ 980,000	\$ 2,000,000	\$ 1,500,000	\$ 9,650,000	\$ 14,130,000	\$ 14,200,000
	K	K	LT	6.000	9.250	Narrow road with high truck traffic and crashes from US 68 Bypass to Spurlock/East Kentucky Power.	Widen KY 8 to 11-ft travel lanes.	\$ -	\$ 1,700,000	\$ 500,000	\$ 1,500,000	\$ 9,080,000	\$ 12,780,000	\$ 12,800,000
KY 9			LT	7.560		High crashes at KY 9/KY 11 Intersection (MP 8.462)	All crashes rear ends and mainly driver inattention. Traffic would be reduced with completed bypass therefore, no improvement options were identified.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		<del>L</del>	<del>LT</del>	<del>10.000</del>	<del>10.256</del>	<del>Delay on right turns Westbound onto US 62 northbound (MP 14.387).</del>	<del>1. Restripe using shoulder and median WB KY 9 to Left Through/Through/Right from Gas Station. This would provide a dedicated right turn lane and a single left rather than a dual left.</del> <del>2. Add right turn lane instead of #1 (not shown due to proximity of business on NE quadrant).</del>	<del>\$ -</del>	<del>\$ 50,000</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 329,000</del>	<del>\$ 379,000</del>	<del>\$ 380,000</del>
	L	X	ST	7.140	7.430	Transition area from two lanes to one lane southbound is confusing for drivers.	Improve transition from two lanes to one in the area between KY 11 and Strodes Run Pike.	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000
	M	M	LT	10.861		Crashes at hospital entrance.	1. Add right turn lane, and /or 2. Extend 45 mph speed limit (not shown)	\$ -	\$ 200,000	\$ 50,000	\$ 150,000	\$ 787,000	\$ 1,187,000	\$ 1,190,000



MAYSVILLE SUA PROJECT IDENTIFICATION

Nov 2, 2016, post PTM #2 - Attachment to PTM#2 Minutes

Route	New Alternative Label	Alternative Label pre PTM#2	Short-Term (ST) Long-Term (LT) Local (Local) post PMT#2--	Begin MP	End MP	Identified Issue	Concept for PTM 2	Planning	Design	Right of Way	Utilities	Construction	Sub-Total	Grand Total (Rounded Up)
KY 10	N	N	LT	6.260	6.500	KY 1449 intersection (MP 5.408) and curves to the east are a high-crash location.	Realign KY 10 to improve curves and provide better sight distance.	\$ -	\$ 350,000	\$ 200,000	\$ 250,000	\$ 1,578,000	\$ 2,378,000	\$ 2,400,000
KY 10	O	O	LT	3.950	5.200	Sidewalks are inadequate or in disrepair from Commerce Street to KY 2513 (Carmel Street). Adding Bike lanes should be considered.	Convert two-way road with parking on both sides to two-way road with bike lanes on both sides and parking only on one side. A few locations would still have parking on both sides. Parking is eliminated where turn lanes are located at intersections. Bike lane widths vary from five feet at the narrowest to six feet for the most part. Bike lanes widened to six and one-half feet in front of on-street parking.	\$ -	\$ 150,000	\$ -	\$ 250,000	\$ 335,000	\$ 735,000	\$ 800,000
KY 1236	P	P	LT	1.100	1.300	Poor sight distance and high-crash location at sharp curves.	1. Flatten curves (35mph), improve signing, OR 2. Install high friction pavement.	\$ -	\$ 100,000	\$ 250,000	\$ 300,000	\$ 340,000	\$ 990,000	\$ 1,000,000
KY 1448	Q	Q	LT	5.096		Poor Sight Distance at KY 1236 Intersection (MP 1.725).	Reconstruct to remove hill. To save costs, during construction shut down road (there is another access), scalp hillside approximately 5 feet for sight distance, build 5-foot gravity wall for 150 feet, lay back remaining slopes 2:1. If the road is not closed during construction the cost estimate would double.	\$ -	\$ 50,000	\$ 20,000	\$ 100,000	\$ 257,000	\$ 427,000	\$ 430,000
KY 1449			LT			High-crash location in curves. However, an investigation of the crashes yielded 1 DUI, 1 deer strike, and 2 that occurred during icy conditions.	High-crash location in curves. However, an investigation of the crashes yielded 1 DUI, 1 deer strike, and 2 that occurred during icy conditions.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KY 2515 (Clarks Run)	R	R	LT	1.391	1.854	Congestion due to school traffic.	See Concept E	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KY 3056	S	S	LT	3.200		Needs shoulders and area of pavement failure, high-crash location with 5 crashes (MP 3.200).	Realign KY 3056 shifting eastward to flatten the curve.	\$ -	\$ 125,000	\$ 75,000	\$ 150,000	\$ 525,000	\$ 875,000	\$ 880,000
Tucker Drive (CS-1054)	T	T	Local	0.547	0.699	Intersection with Wal-Mart Way/Market Square Dr. is awkward and frustrating for drivers and gives preference to motorists entering from KY 9 rather than the through movement. Wal-mart Way has a stop condition, and Tucker Drive is the through movement.	Reconfigure Market Square/Tucker Drive/Wal-Mart Way intersection to eliminate left turns from Tucker Drive to KY 9, relocate Market Square 500' west, away from KY 9.	\$ -	\$ 75,000	\$ 50,000	\$ 75,000	\$ 628,000	\$ 828,000	\$ 830,000
KY 2516	U	U	ST	0.344	0.510	Sharp Curves with crashes due to wet pavement.	Provide high friction pavement.	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 225,000	\$ 230,000
Out of Study Area														
KY 984 Springdale Road	V	V	Local	2.5 Miles		Narrow road with heavy truck traffic as part of main route for Carmeuse trucks to access KY 9 (AA).	Improve existing Springdale Road and connect to KY 3161.	\$ -	\$ 1,750,000	\$ 1,000,000	\$ 1,500,000	\$ 15,250,000	\$ 19,500,000	\$ 19,500,000
KY 9	W	W	ST	7.560		Heavy right turns from KY 9 southbound to KY 11.	Add right-turn lane on KY 9 southbound at KY 11.	\$ -	\$ 75,000	\$ 350,000	\$ 250,000	\$ 300,000	\$ 975,000	\$ 980,000
PIFS and Highway Plan Projects														
KY 9	X		LT	0.000	7.352	Increase capacity and decrease conflict points on KY 9 from the Lewis CL to existing 4-lanes near KY 11 to support 2025 traffic volumes, address sight distance concerns, improve intersection safety and reduce speed differentials. Item Number 9-8908.00 SP (State) 2017 Design funds on hold.	Increase capacity and decrease conflict points on KY 9 from the Lewis CL to existing 4-lanes near KY 11 to support 2025 traffic volumes, address sight distance concerns, improve intersection safety and reduce speed differentials. Item Number 9-8908.00 SP (State) 2017 Design funds on hold.	\$ -	\$ 2,500,000	\$ 1,600,000	\$ 3,500,000	\$ 24,000,000	\$ 31,600,000	\$ 31,600,000
New Route	Y		LT	N/A	N/A	Continuation of existing bypass - New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11. Item No. 9-147.20 SP (State) funds - No-Build FONSI due to funding availability.	Continuation of existing bypass - New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11. Item No. 9-147.20 SP (State) funds - No-Build FONSI due to funding availability.	\$ -	\$ 780,000	\$ 1,580,000	\$ 1,820,000	\$ 32,450,000	\$ 36,630,000	\$ 36,630,000

MAYSVILLE SUA PROJECT IDENTIFICATION

Nov 2, 2016, post PTM #2 - Attachment to PTM#2 Minutes

Route	New Alternative Label	Alternative Label pre PTM#2	Short-Term (ST) Long-Term (LT) Local (Local) post PMT#2--	Begin MP	End MP	Identified Issue	Concept for PTM 2	Planning	Design	Right of Way	Utilities	Construction	Sub-Total	Grand Total (Rounded Up)
New Route	Z		LT	N/A	N/A	Continuation of existing bypass - New fully controlled access route from KY 11 northeast to KY 9 including a new interchange at KY 9. Item No. 9-147.60 No-Build FONSI due to funding availability.	Continuation of existing bypass - New fully controlled access route from KY 11 northeast to KY 9 including a new interchange at KY 9. Item No. 9-147.60 No-Build FONSI due to funding availability.	\$ -	\$ 780,000	\$ 1,580,000	\$ 1,820,000	\$ 33,750,000	\$ 37,930,000	\$ 37,930,000
New Interchange	AA		LT	11.750	11.900	Provide access/connectivity for US 62 motorists the addition of an interchange on Heather French Henry Southern Loop (US 62 and US 68). Design phase not yet authorized. Item Number 9-8809.00 STP (Federal) funds not yet authorized.	Provide access/connectivity for US 62 motorists the addition of an interchange on Heather French Henry Southern Loop (US 62 and US 68). Design phase not yet authorized. Item Number 9-8809.00 STP (Federal) funds not yet authorized.	\$ -	\$ 550,000	\$ 500,000	\$ 400,000	\$ 4,000,000	\$ 5,450,000	\$ 5,450,000
KY 3056	BB		LT	3.682		Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N). BRO 2017 Design phase not yet authorized. Item No. 9-8906.00 BRO (Bridge Replacement) funds not yet authorized.	Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N). BRO 2017 Design phase not yet authorized. Item No. 9-8906.00 BRO (Bridge Replacement) funds not yet authorized.	\$ -	\$ 400,000	\$ 175,000	\$ 175,000	\$ 1,250,000	\$ 2,000,000	\$ 2,000,000
CR 1019 Kennedy Creek Road	CC		Local	0.000		Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00 BRZ (Bridge Replacement) funds not yet authorized.	Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00 BRZ (Bridge Replacement) funds not yet authorized.	\$ -	\$ 300,000	\$ 150,000	\$ 100,000	\$ 550,000	\$ 1,100,000	\$ 1,100,000
US 68	DD		LT	16.800	17.200	Repair bridge on US 68 (081B00067N) over Lawrence Creek. Item No. 9-1095.00 BRO (Bridge Replacement) 2017 funds not yet authorized.	Repair bridge on US 68 (081B00067N) over Lawrence Creek. Item No. 9-1095.00 Design phase not yet authorized.	\$ -	\$ 550,000	\$ -	\$ -	\$ 2,000,000	\$ 2,550,000	\$ 2,550,000
KY 9	EE		LT	17.200	17.400	Safety improvements to the intersection of KY 9 (AA) and US 62. PIF Number 09 081 B0062 1.00	Safety improvements to the intersection of KY 9 (AA) and US 62. PIF 09 081 B0062 1.00	\$ -	\$ 182,000	\$ 610,000	\$ 426,000	\$ 1,350,000	\$ 2,568,000	\$ 2,568,000
KY 9	FF		LT	12.700	13.100	AA Highway at BP Truck stop crashes occur annually at this intersection. The intersection is extremely busy with truck and automobile traffic during certain times of the day and night. This truck stop is heavily utilized by the increasing truck traffic occurring along KY 9. PIF Number 09 081 D0009 2.80	Create a left turn lane on KY 9 at the Truck Stop located west of Maysville on KY 9 (AA) near Slack Pike Road. PIF 09 081 D0009 2.80	\$ -	\$ 54,000	\$ 11,000	\$ 32,000	\$ 1,009,000	\$ 1,106,000	\$ 1,106,000
US 62	GG		LT	17.000	17.300	Reconstruct US 62/KY 10 intersection to improve safety, congestion and intersection function. PIF Number 09 081 B0062 17.00	Reconstruct US 62/KY 10 intersection to improve safety, congestion and intersection function. PIF Number 09 081 B0062 17.00	\$ 30,000	\$ 1,700,000	\$ 2,810,000	\$ 844,000	\$ 1,032,000	\$ 6,416,000	\$ 6,416,000
US 62	HH		LT			Spot improvement/Safety enhancements are needed along US 62(X) and the intersection of KY 10 (Forest Ave) continuing past Mullberry Alley. This intersection has had signal improvements and needs reevaluation to improve efficiency and safety for motorists and pedestrians. The lanes/striping are not visible at dark and in wet conditions which pose safety issues. Trucks cannot make turns from US 62X and from KY 10 when other vehicles are present at the intersection. PIF Number 09 081 B0062 3.00	Spot improvement/safety enhancements along US 62 and the intersection of KY 10 (Forest Ave) continuing past Mullberry Alley. PIF Number 09 081 B0062 3.00	\$ 18,000	\$ 274,000	\$ 400,000	\$ 335,000	\$ 1,350,000	\$ 2,377,000	\$ 2,377,000
KY 8	II		LT	9.200	11.040	Existing KY 8 is a rural, narrow, 2-lane roadway with virtually no usable shoulders. The Ohio River runs parallel to this road in several segments and as a result, roadway slippage is occurring. According to traffic counts, traffic has increased over the past years. The asphalt is breaking and needs repaired. PIF Number 09 081 D0008 83.0	Correct geometric and width deficiencies and improve long-term stability of KY 8 from KY 3056 to the new Maysville Bridge. PIF Number 09 081 D0008 83.0	\$ -	\$ 1,217,000	\$ 3,040,000	\$ 1,690,000	\$ 1,032,000	\$ 6,979,000	\$ 6,979,000





Groundbreaking by Design.

## Maysville Small Urban Area Study Mason County



### Project Team Meeting No. 3 Buffalo Trace Area Development District (ADD) Board Room December 8, 2016; 1:30 PM Meeting Minutes

**Project:** Maysville Small Urban Area Study (SUA)

**Purpose:** Ranking and Prioritization of Alternative Concepts

**Place:** Buffalo Trace ADD Meeting Room

**Prepared By:** Jim Smith

#### Attendees:

Joe Callahan	KYTC D9 Planning	502 845-2551	joe.callahan@ky.gov
Darrin Eldridge	KYTC D9 Proj. Dev.	606 845-2551	darrin.eldridge@ky.gov
Travis Cropper	KYTC D9 Flemingsburg Sec.	606 845-6721	travis.cropper@ky.gov
Rachel Catchings	KYTC D9 Design	606 845-2551	rachel.catchings@ky.gov
Karen Mynhier	KYTC D9 Environmental	606 845-2551	karen.mynhier@ky.gov
Mikael Pelfrey	KYTC CO Planning	502 782-5073	mikael.pelfrey@ky.gov
Deanna Mills	KYTC CO Planning	502 782-5085	deanna.mills@ky.gov
Andy Gilley	Qk4, Inc.	502 585-2222	agilley@qk4.com
Annette Coffey	Qk4, Inc.	502 352-2197	acoffey@qk4.com
Jim Smith	Qk4, Inc.	502 352-2197	jsmith@qk4.com

Each project team member was provided an agenda (Attachment A) at the start of the meeting.

Project Team Meeting No. 3 was initiated by reviewing the local officials/stakeholders (LO/S) scores entered during the LO/S Meeting No. 2. Based on the project scores, crash data, current and future traffic, recent improvements, cost, benefit, status of highway plan and previously identified Project Identification forms (PIF), and other information, the project team ranked the projects as High, Medium, and Low. Local projects were prioritized first, followed by Short-Term and Long-Term projects. Local projects were prioritized first.

### **Local Projects**

As shown below, one project was ranked High priority, one medium priority, and one low priority.

Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score	Prioritization
Local (3 pts)	T	Reconfigure Market Square/Tucker Drive/Wal-Mart Way intersection to eliminate left turns from Tucker Drive to KY 9, relocate Market Square 500 feet west, from KY 9.	\$830,000	7	Medium
	V	Improve existing Springdale Road and connect to KY 3161.	\$19,500,000	19	High
	CC	Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00	\$1,100,000	4	Low

### **Short-Term Projects**

Three projects were ranked High priority, three were Medium priority, and three were Low priority, as shown below.

Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score	Prioritization
Short-Term (9 pts)	A	Install Barrier wall on US 68 at Downing Drive.	\$100,000	0	Low
	B	Install high tension cable rope barrier on US 68 at Downing Drive.	\$20,000	0	Low
	C	Install "Qwick Kurb" on US 68 at Downing Drive.	\$130,000	0	Low
	E1	Evaluate US 62 at Tucker Drive for a "green arrow (protected) phase."	\$30,000	21	High
	H	Clear trees in northwest quadrant of Spurlock Power Station Entrance to improve sight distance for KY 8 motorists.	\$40,000	7	Medium
	I	Clear trees in southwest quadrant of Lake Charles Road and channelize business entrance on KY 8. Also, add intersection ahead sign.	\$40,000	5	Medium
	L	Improve the KY 9 transition from two lanes to one lane in the area between KY 11 and Strodes Run Pike.	\$20,000	23	High
	U	Provide high friction pavement on KY 2516 in sharp curves.	\$230,000	7	Medium
	W	Add right-turn lane on KY 9 southbound at KY 11.	\$980,000	27	High

Additional discussion regarding specific Short-Term projects follows:



- Attendees scored “0” for alternatives 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 the comments and discussion during the LO/S meeting, the project team elected to add a new short-term project, identified as alternative II, to address any new improvements allowing left and/or right turns at Downing Drive. The project team additionally ranked alternative II as a High priority.
- Alternative W – Two LO/S provided additional comments:
  - Provide right turn lanes for all approaches.
  - Add a northbound right turn lane at KY 11.

KYTC will provide updated right-of-way and utility estimates for Alternative W. Depending on cost, this could also become a high priority long-term project – requiring insertion into the Highway Plan.

### Long-Term Projects

As shown below, nine projects were ranked High priority, five were Medium priority, and nine were Low priority.

Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score	Prioritization
Long-Term (23 pts)	C1	Extend existing US 62 two-lane section eastbound to KY 11. Eliminate wo-Way-Left-Turn-Lane (TWLTL) in part, convert shoulders to full-depth and widen for minimal shoulders.	\$1,500,000	0	Low
	D	Realign US 62/KY 2516 intersection.	\$300,000	4	Medium
	E	Widen (KY 2515) Clarks Run Road to three lanes from the Intermediate School to US 62 providing right- and left-turn lanes at US 62. Widen right-turn radius from US 62 to Clarks Run and Clarks Run to Martha Comer Drive.	\$1,360,000	8	High
	F	Provide for access management on US 62 between KY 9 and Kenton Station Road. Evaluate the US 62/Tucker Drive intersection for a traffic signal.	\$310,000	4	Medium
	G	Add curb, gutter and sidewalk on US 62 from US 68 Bypass to US 68X/US 62 intersection.	\$7,290,000	1	Low
	J	Widen KY 8 from KY 3056 to US 68 Bypass. PIF Number 09 081 D0008 83.0	\$14,200,000	1	Low
	K	Widen KY 8 from US 68 Bypass to Spurlock/East Kentucky Power.	\$12,800,000	0	Low
	M	1. Add right turn lane on KY 9 at hospital entrance, and /or 2. Extend 45 mph speed limit.	\$1,190,000	9	High
	N	Realign KY 10/KY 1449 intersection to improve curves and provide better sight distance.	\$2,400,000	5	High
	O	Provide bike lanes on KY 10 from Commerce Street to KY 2513 (Carmel Street).	\$800,000	1	Low
	P	Flatten sharp curves (35mph) on KY 1236, improve signing, and add high friction pavement	\$1,000,000	6	High
	Q	Reconstruct KY 1448 southeast of KY 1236 to improve sight distance.	\$430,000	16	Medium

### **Long-Term Projects (continued)**

	R	Reduce congestion on KY 2515 due to school traffic See Concept E	\$0		
	S	Realign KY 3056 at MP 3.200 shifting eastward to flatten the curve.	\$880,000	0	Medium
	X	Increase capacity and decrease conflict points on KY 9 from the Lewis County Line to existing 4-lanes near KY 11. Item Number 9-8908.00	\$31,600,000	28	Medium
	Y	New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11. Item No. 9-147.20	\$36,630,000	43	High
	Z	New fully controlled access route from KY 11 northeast to KY 9 including a new interchange at KY 9. Item No. 9-147.60	\$37,930,000	1	Low
Long- Term (23 pts)	AA	Addition of an interchange on Heather French Henry Southern Loop (US 62 and US 68) Design phase not yet authorized. Item No. 9-8809.00	\$5,450,000	34	High
	BB	Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N). Design phase not yet authorized. Item No. 9-8906.00	\$2,000,000	4	High
	DD	Repair bridge on US 68 (081B00067N) over Lawrence Creek. Item No. 9-1095.00 Design phase not yet authorized.	\$2,550,000	24	High
	EE	Reduce lane widths and add turn lanes where possible at the intersection of KY9 (AA) and US 62. PIF 09 081 B0062 1.00	\$2,568,000	11	High
	FF	Reconstruct US 62/KY 10 intersection to improve safety, congestion and intersection function. PIF Number 09 081 B0062 17.00	\$6,416,000	4	Low
	GG	Spot improvement to improve efficiency and safety enhancements along US 62 and the intersection of KY 10 (Forest Ave) continuing past Mulberry Alley. PIF Number 09 081 B0062 3.00	\$2,377,000	2	Low
	HH	Correct geometric and width deficiencies and improve long-term stability of KY 8 from near Cox Alley to KY 3056.	\$8,000,000	1	Low

Additional discussion regarding specific Long-Term projects follows:

- Alternative Y – 2040 Modeled Build traffic on KY 11 between US 68 Bypass and KY 9 is projected to decrease with extension of bypass to KY 11 and a new interchange. Darrin suggested a truck acceleration lane on KY 9 eastbound turning right from KY 11 northbound would help handle increased movement of trucks from the bypass. In addition, he noted extending the four-lane section of KY 9 east would allow trucks to merge; or construction of Alternative X, widening KY 9 to Lewis County line, would resolve the issue.
- Alternative P – An attendee asked whether the original estimate for high friction pavement for Alternative U is appropriate. (The estimate was confirmed and agreed to by KYTC District 9 staff in the meeting; therefore, the cost estimate will not be revised.)

The meeting was adjourned at approximately 2:35 PM.





Groundbreaking by Design.

## Maysville Small Urban Area Study Mason County



### **AGENDA** **Project Team Meeting No. 3** **Buffalo Trace ADD Board Room** **December 8, 2016** **1:30 PM**

- I. Introductions
- II. Study Purpose
- III. Project Schedule
- IV. Local Officials Meeting Review
- V. Prioritize Improvement Alternatives
- VI. Next Steps

Maysville	Dates
Traffic Data to KYTC	4/4/2016
PTM 1 & LO/S 1	7/21/2016
Growth Rates to Qk4	8/23/2016
PTM 2	11/1/2016
LO/S 2 & PTM 3	12/8/2016
Draft Report	1/7/2017
Final Report	3/7/2017



## Maysville Small Urban Area Study Mason County



### Local Officials/Stakeholders Meeting No. 1 Buffalo Trace ADD Board Room July 21, 2016 1:30 PM

**Project:** Maysville Small Urban Area (SUA) Study  
**Purpose:** Local Officials/Stakeholders Meeting No. 1  
**Place:** Buffalo Trace ADD Board Room - Maysville  
**Meeting Date:** July 21, 2016; 1:30 PM  
**Prepared By:** Tom Springer

**Attendees:**

Joe Callahan	KYTC D9 Planning	606.845.2551	joe.callahan@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	606.845.2551	darrin.eldridge@ky.gov
Rachel Catchings	KYTC D9 Design	606.845.2551	rachel.catchings@ky.gov
Karen Mynhier	KYTC D9 Env. Coord.	606.845.2551	karen.mynhier@ky.gov
Mikael Pelfrey	KYTC CO Planning	502.782.5073	mikael.pelfrey@ky.gov
Deanna Mills	KYTC D9 Planning	502.782.5085	deanna.mills@ky.gov
Scott Thomson	KYTC CO Planning	502.782.5086	scott.thomson@ky.gov
Terry Ishmael	KYTC D9 Traffic	606.845.2551	terry.ishmael@ky.gov
Missy Hardy	BTADD	606.564.6894	mhardy@btadd.com
David Cartmell	Mayor, City of Maysville	606.564.9419	dcartmell@maysvilleky.net
Penny Stanfield	City of Maysville	606.564.9419	pstanfield@maysvilleky.net
George Larger	City of Maysville	606.564.2504	georgelarger@maysvilleky.net
Phillip Williamson	Carmeuse Lime & Stone	606.564.9615	phil.williamson@carmeusena.com
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Steve Braun	International Paper	606.564.2601	steven.braun@ipaper.com
Joe McKay	Mason Co. Fiscal Court	606.407.5395	joe.mckay@mason.kyschools.us
Joe Pfeffer	Mason Co. Judge/Exec.	606.564.6706	masoncojudge@masoncountykentucky.i
Chuck Fritz	Mason Co. Sheriff's Off.	606.564.3309	chuck.fritz@masoncountysheriff.com
Ronald J. Rice	Maysville Police Dept.	606.564.2553	rrice@maysvilleky.net
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Charlie Borders	Senator Rand Paul	606.316.9000	cb4381@outlook.com
Tom Springer	Qk4, Inc.	502.585.2222	tspringer@qk4.com
Annette Coffey	Qk4, Inc.	502.352.2197	acoffey@qk4.com
Andy Gilley	Qk4, Inc.	502.585.2222	agilley@qk4.com



**Study and Project Purpose.** Annette Coffey stated the purpose of the Maysville Small Urban Area (SUA) Study is to identify and examine transportation issues related to safety and congestion in the defined study area centered on Maysville. The SUA Study will focus on short- and long-term improvements and concerns by examining future transportation needs. Options for future improvement projects will be developed so the Kentucky Transportation Cabinet (KYTC), the City of Maysville, Mason County, and/or private developers can incorporate them for project development and implementation.

The SUA Study will primarily include state-maintained US and KY routes. City streets integral to the operation of Maysville will be included in the traffic model; however, funding for improvements will be the responsibility of city and local government. The SUA study area is larger than the federally recognized urban area.

Public involvement with local officials/stakeholders will help guide the study and assist in identifying project issues and improvement alternatives. The scope of work identified two meetings as a means of affording local representatives an opportunity to provide input during the study process. The first meeting was to present the project, solicit feedback on existing conditions, and identify a broad range of potential problem areas and possible solutions, and identify a broad range of potential problem areas and possible solutions. This meeting was held on the same day as Project Team Meeting No. 1. The second meeting will occur prior to the third project team meeting to review and refine the list of improvement options and provide feedback as to project prioritization.

The following paragraphs provide a summary of the meeting.

**Introductions.** Joe Callahan began the meeting with an overview of the study and an introduction of attendees.

**Presentation.** Annette Coffey, Qk4 Project Manager, presented an overview of existing conditions (Attachment A) presented to the project team earlier in the day. Each participant received the following handouts (Attachment B):

- Crashes
- Capacity
- Environmental Overview
- Existing Conditions Review

Annette provided a brief summary of the work performed to date noting the purpose of the meeting is to gather input from local officials and stakeholders. The next meeting with the Local Officials / Stakeholders group will be in December, 2016 to present short-term and long-term improvement options.

Darrin Eldridge (District 9) listed several recommendations from the 2003 *Maysville Urban Area 2025 Transportation Plan* that have been or are being implemented at some level. He credited local officials with getting projects advanced.

- KY 9 is under construction from the western edge of the study area to KY 10. The improvement will be a 4-lane facility.
- KY 1448 (Maple Leaf Road) is under construction and will add a center left-turn lane, sidewalk, crosswalks at the school, and a shared use path on the north side of the road.
- A deceleration lane on KY 9 was constructed at the westernmost entrance to the hospital rather than the main entrance due to the location of an expensive culvert. KYTC has also installed overhead and side advanced warning flashers 900 feet prior to the KY 9/Kenton Station Road signalized intersection to warn eastbound motorists (by flashing) when the signal is about to turn red.
- KY 9 from KY 1449 to KY 11 is included in Kentucky's FY 2016 – FY 2022 Highway Plan (dated June 2016) as Item Number 9-147.60.
- An update of the US 68 Bypass extension project (KYTC Item Nos. 9-147.20 and 9-147.60) was provided by Darrin. Item Number 147.20 is from US 68 to KY 11, and Item No. 147.60 is from KY 11 to KY 9. Darrin stated these bypass segments were not being advanced at this time due to lack of funding (\$80 million). The US 68 Bypass extension project will conclude with a No-Build Finding of No Significant Impact (FONSI). Darrin suggested these projects be included in this study as potential project(s), if still desired by local officials. However, neither project will be included in the traffic model as a committed project so that impacts on the study area roadways without the bypass extension can be assessed.

Annette mentioned two studies, the Maysville/Mason County *2016 Comprehensive Plan Update* currently underway and the recently completed Kentucky Transportation Center *Marketing and Economic Development Analysis* for the Maysville-Mason County Port Authority (PA). The PA concluded the development of a Maysville port could spur economic growth, create job opportunities, and establish the town as a key node in a growing national and regional freight network. The ideal location for a port was identified as the Charleston Bottom site because it has easy rail and highway access, is partially cleared, and lies near the 500-year floodplain.

The current KYTC 2016 Highway Plan has several projects within the study area. KYTC has identified other projects through Project Identification Forms (PIF), which recognize future needs not yet placed in the plan.

A review of roadway widths, shoulder widths, deficient and obsolete structures, horizontal and vertical deficiencies, crash data (including pictures of high crash spots), Level of Service (LOS), environmental considerations, and major freight generators was provided.

Scott Thomson indicated to attendees that a traffic model of eight Kentucky counties (excluding Nicholas and Bath counties) and three Ohio counties will be used to analyze and project traffic for the study area. The model includes four time periods: (1) 6–9 AM, (2) 9 AM–3 PM, (3) 3–6 PM, and (4) 6 PM–6 AM. The 2040 output is dependent on how well jobs and housing are predicted. Maps of the study area illustrating the 2015–2040 Change in Jobs (3,691 new), and



the 2040 Change in Number of Homes (856) would be shown in breakout sessions to either validate the predictions or identify new areas of growth for 2040.

Following the presentation, attendees were divided into three small groups and asked to participate in an exercise to identify and map transportation issues in the Maysville study area. Each small group presented issues to the entire group. The identified issues are summarized below and illustrated on maps in Attachment C.

**Group Discussion.** Local officials/stakeholders identified new job growth along KY 8 near the Spurlock Power Station, over 150 new jobs in the northwest quadrant of the KY 9/US 68 interchange, an industrial park in the northwest quadrant of the KY 9/KY 11 intersection, and several areas where jobs are expected to increase and decrease. Local officials/stakeholders either validated the model output or indicated areas of positive and negative growth in housing.

The following represents a brief summary from each breakout session. The corresponding maps are located in Appendix C.

#### **Group 1**

- Complete the bypass from US 68/US68X to KY 9.
- KY 1449 (Orangeburg Road) needs safety improvements:
  - Intersection with KY 10 is a crash location.
  - Intersection with KY 9 (outside study area) is a crash location.
  - “Orangeburg Hill” approaching KY 9 has no guardrail and is “bad” for school buses (outside study area).
- Blind/bad curves exist on KY 1236.
- Congestion due to schools and related activities:
  - School traffic congestion on Clarks Run Road. A signal, caution light, or turn lanes may help.
  - The turn radius and sight distance at Clarks Run Road and Martha Comer Drive is an issue.
  - Martha Comer Drive is used as a “cut-through” for vehicles from KY 9.
- Carmeuse Lime and Stone, located along the Ohio River on Springdale Road, produces high calcium and dolomitic lime, chemical grade limestone, and crushed limestone aggregate products. Large trucks heading to/from the facility follow Springdale Road (KY 984) to KY 10, KY 10 to KY 3161, then KY 3161 to KY 9. Springdale Road, which is outside the study area, is too narrow for the volume of truck traffic it carries. If Springdale Road is closed, trucks use Owl Hollow Road (a one-lane road) to travel to KY 10.
- KY 8:
  - Lack of adequate sight distance from neighborhood streets.
  - From West Third Street to Spurlock/East Kentucky Power, KY 8 is “unsafe” due to narrow roads, high volumes of truck traffic, and crashes. The route is also a bicycle route.

- A sight distance issue at Spurlock Power Station construction/truck entrance due to bridge, curve, and trees along west of the entrance. Large trucks exit the plant slowly and drivers do not see vehicles moving at a higher speed.
- KY 9:
  - Congested and several curves between Clarkson Sherman Road to S. Knoweshaw Road.
  - Too many access points between KY 11 and KY 1448. Completing the bypass would help this area.

## Group 2

- Maple Leaf Road (KY 1448) needs to be improved (three lanes with shared-use path are currently under construction).
- Right turns at KY 9 westbound onto US 62 northbound is a congestion issue.
- Mitsubishi traffic at the Downing Drive/US 68 intersection is a safety problem. The turn from Downing Drive is restricted to right-in/right-out, but vehicles disregard this restriction and turn left onto US 68 creating a dangerous situation. A barrier wall is a possible solution and, according to Darrin, was investigated but not implemented with the bypass construction. Approximately 700 employees use Downing Drive.
- Complete the bypass from US 68/US68X to KY 9 with an interchange at KY 11.
- KY 1236 has two bad “S curves” with houses adjacent to the curves.
- The KY 1236/KY 1448 intersection has a sight distance problem created by a hill and a barn.
- Construct a new interchange to replace the KY 9/KY 11 at-grade intersection.
- KY 9 near the hospital:
  - Add a right-turn lane at the main hospital entrance.
  - Possibly lower speed limit to 45 MPH or just extend the 45 MPH limit a few hundred feet.
- US 62:
  - US 62 west of Highland Christian School transitions from two lanes to one eastbound lane creating a bottleneck. Consider extending the two lanes eastbound to the intersection at KY 11.
  - US 62 needs shoulders from the US 68 Bypass east to US 68 X/US 62 intersections.
  - US 62 from the US 68 Bypass west and beyond the study area is considered dangerous.
  - Construct a new interchange at the US 62 bridge over the US 68 Bypass location. This project is in the current highway plan and should be a priority due to residential growth and access to Cynthiana.



- KY 8:
  - Lake Charles Road has poor sight distance issues and heavy truck concerns along KY 8.
  - Shoulders do not exist west of the US 68 interchange and trucks speed.
- KY 3056 (Germantown Road) does not have shoulders and the road is “falling in.”

### Group 3

- The north side (Ohio River) of KY 8 is failing beginning a half mile west of KY 3056 and continues for approximately one mile.
- The US 68 bridge south of the US 68/KY 3056 intersection and the approaches needs repair; the approaches are sinking.
- Complete the bypass from US 68/US68X to KY 9. This extension will be a benefit because it removes trucks from downtown.
- The US 62/KY 2516 intersection is a safety issue. Left turning motorists from KY 2516 do not look right before turning left (eastbound) onto US 62. Development of four currently undeveloped parcels could worsen the problem.
- Speeding is an issue on KY 9 from the US 68 Bypass south. Motorists are traveling from rural Bracken County and are not used to the development.
- The US 62/KY 9 intersection needs a right-turn lane on KY 9 beside Standard Quick Print. At times, motorists sit through three signal cycles. A peak-hour solution was suggested to make the northbound through lane a right turn only.
- Northbound KY 9 transitions from two to four lanes between Strodes Run Pike and KY 1448 (Stone Lick Road) approaching KY 11. This transition is confusing to motorists and is dangerous. A potential solution is to move the transition area south on KY 9.
- Widen US 62 between Meadow Ridge Drive and the new US 68 Bypass/US 62 proposed interchange.
- KY 1448 south of the schools has the potential for growth.
- KY 10 (Forest Avenue) from at least Commerce Street east to KY 2513 (Carmel Street) needs a road diet concept. The sidewalks are inadequate or are in various stages of disrepair. Adding bike lane(s) should be considered.
- Truck movement to/from Carmeuse Lime and Stone east of the study area is a concern for Maysville.

### Additional Group Discussion

- The hill at McDonald's on US 62 is a concern and has potential for more development.
- School population in the study area could increase 2,000 to 3,000 students. Therefore, the schools' top priority is the three-lane road/multi-use path project under construction on Maple Leaf Road (KY 1448).
- The US 68 Bypass Extension was mentioned by all three groups as a priority.
- Springdale Road from a freight traffic standpoint may see an increase in barge-to-truck transfers; currently 70 trucks/day.

- The KY 9/Clyde Barbour Highway (US 68) connection is a safety problem.
- Northbound KY 9 at the hospital entrance is an issue for elderly drivers.
- KY 8 west of town—freight movement is a concern.





# MAYSVILLE SMALL URBAN AREA STUDY

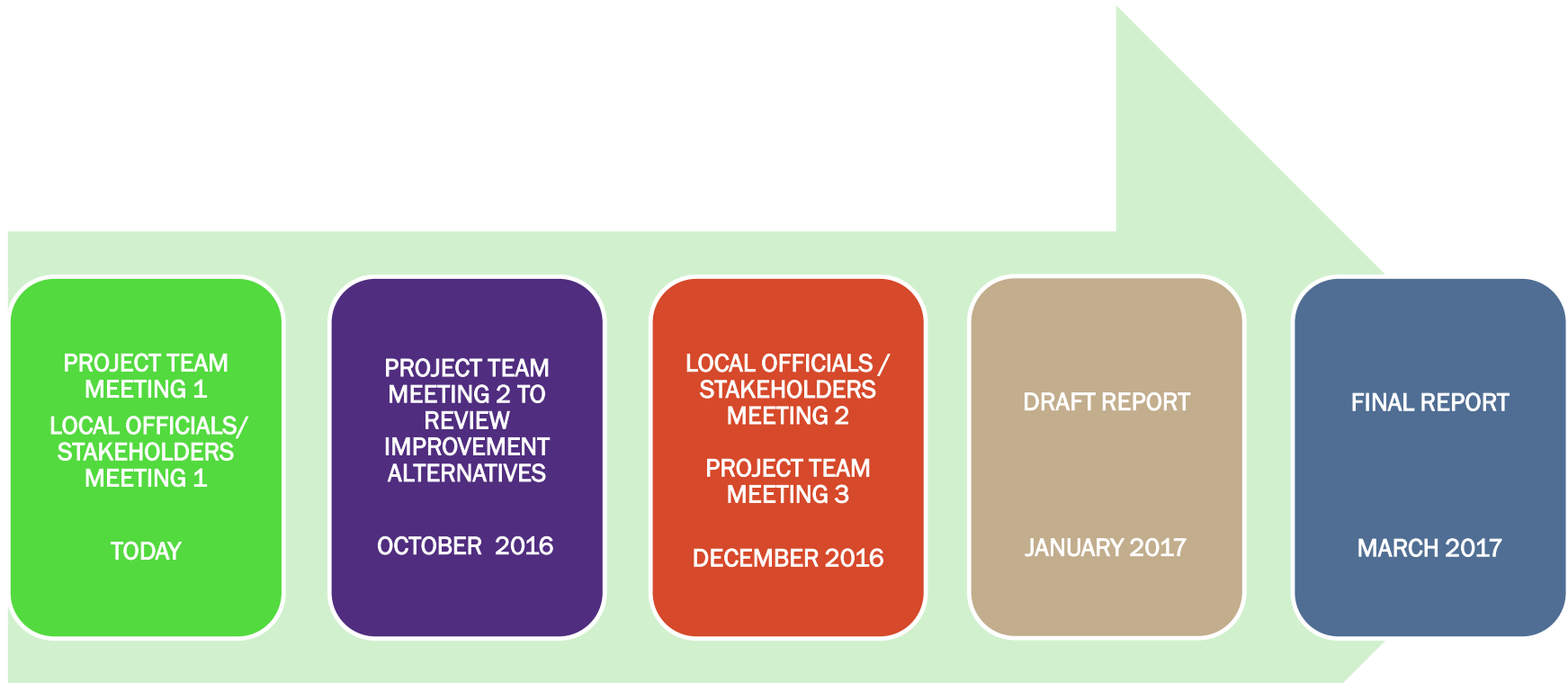
PROJECT TEAM AND LOCAL OFFICIALS/STAKEHOLDERS MEETING 1  
JULY 21, 2016

# STUDY PURPOSE

- Evaluate existing conditions, crash history, and geometric deficiencies to identify possible safety improvements.
- Evaluate capacity needs of the identified transportation network.
- Develop a list of short-term recommendations that KYTC, the City of Maysville, Mason County, and/or private developers can take for further project development and implementation.
- Examine the future transportation needs and determine options for future improvement projects.

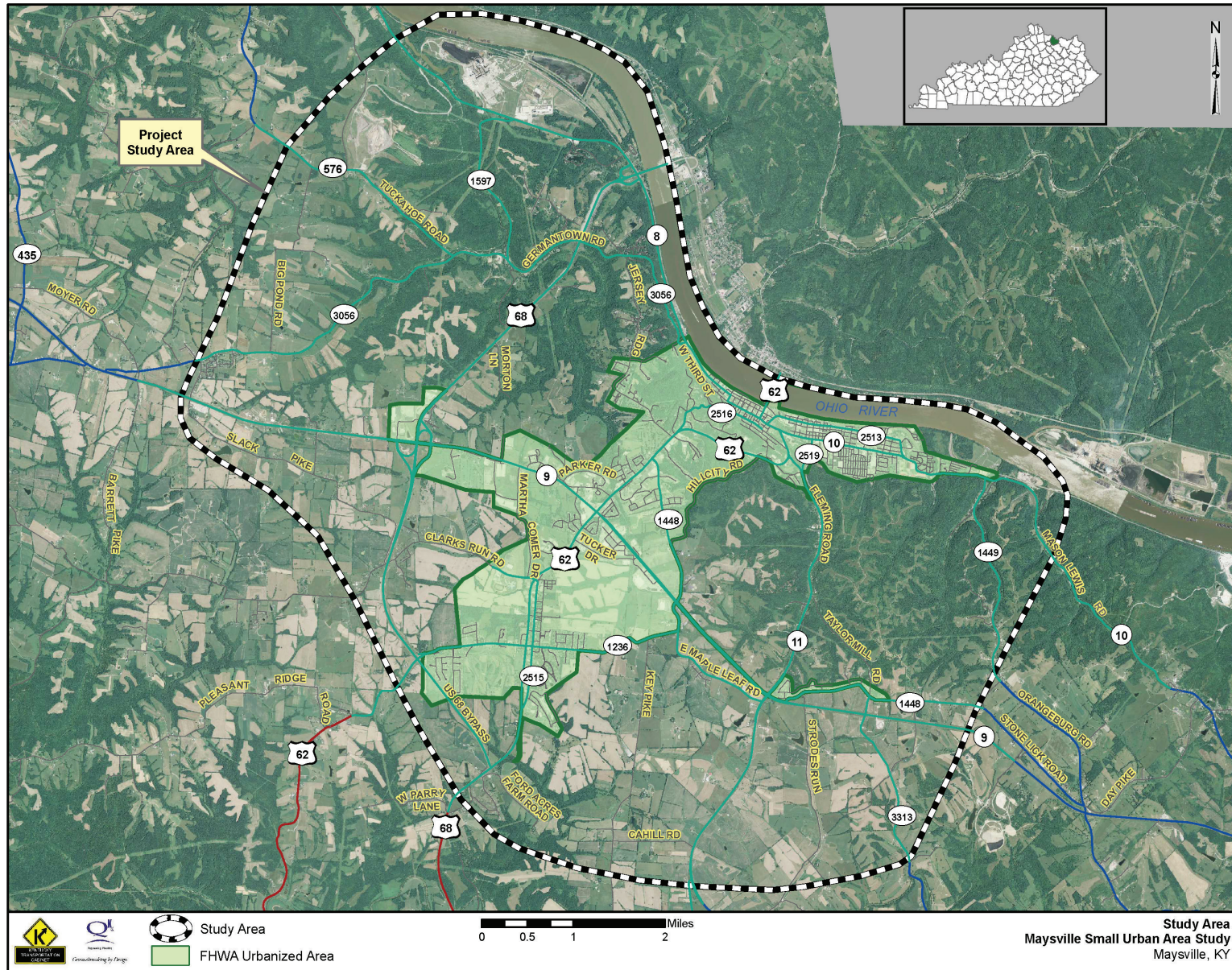


# STUDY SCHEDULE





# MAYSVILLE SMALL URBAN AREA STUDY





The map displays the Maysville Small Urban Area Study. A yellow callout points to the 'Project Study Area' boundary, which is outlined with a thick black dashed line. The map includes a legend with the following categories:

- School:** Red flag icon
- Fire Department:** Yellow fire truck icon
- Police Department:** Blue star icon
- Park:** Green 'P' icon
- ATV Park:** Pink 'ATV' icon
- Golf Course:** Green golf club icon
- Church:** Black church icon
- Cemetery:** Black cross icon
- Public Library:** Blue book icon
- Hospital:** Blue 'H' icon
- Medical Facility:** Yellow medical cross icon
- Community Resource:** Black building icon
- Amtrak Station:** Blue train icon
- Stream:** Blue line icon
- Railroad:** Black line with cross-ticks icon
- Study Area:** Thick black dashed line icon

Key locations and roads labeled on the map include:
 

- Roads:** US 62, US 68, US 576, US 3056, US 1597, US 1448, US 10, US 9, US 11, US 3313, US 419, US 68X, US 1236, US 2515, US 2516, US 2513, US 1449, US 3056, US 1597, US 576, US 435, US 10, US 9, US 11, US 3313, US 419, US 68X, US 1236, US 2515, US 2516, US 2513, US 1449, US 3056, US 1597, US 576, US 435.
- Landmarks:** Lake Charles, Kenton Station Golf Course, Maysville Country Club, Limestone YMCA, Tom Browning Boys and Girls Club, Old Washington Historic District, Laurel Oaks Golf Club, Ford Acres Farm Road, Cahill Rd, Key Pike, Strodes Run, Pipeline, Slack Pike, Big Pond Rd, Tuckamore Road, Morton Ln, Jensen Rd, Clark's Run Rd, Corners Rd, Martha's Cove Rd, US 68 Bypass, US 68, US 62, US 68X, US 1236, US 2515, US 2516, US 2513, US 1449, US 3056, US 1597, US 576, US 435.

A scale bar at the bottom indicates distances from 0 to 2 miles. A north arrow is located in the top right corner. Logos for 'KENTUCKY TRANSPORTATION COUNCIL' and 'COURTESY OF DESIGN' are in the bottom left corner.

# TRAFFIC COUNTS

### Intersections for AM and PM Peak Hour Turning Movement Counts

## US 68/KY 8 - interchange

## US 68/US 62/US 68 Bypass

**US 68/KY 9 - interchange requires 3 cameras**

US 62/KY 9

US 62/KY 10

US 62/KY 11 (unsignalized)

KY 11/KY 9

**KY 9/Tucker Drive - unsignalized**

## US 62/Jersey Ridge Road signalized

KY 10/KY 2513 - unsignalized

**US 62/Kenton Station Road unsignalized**

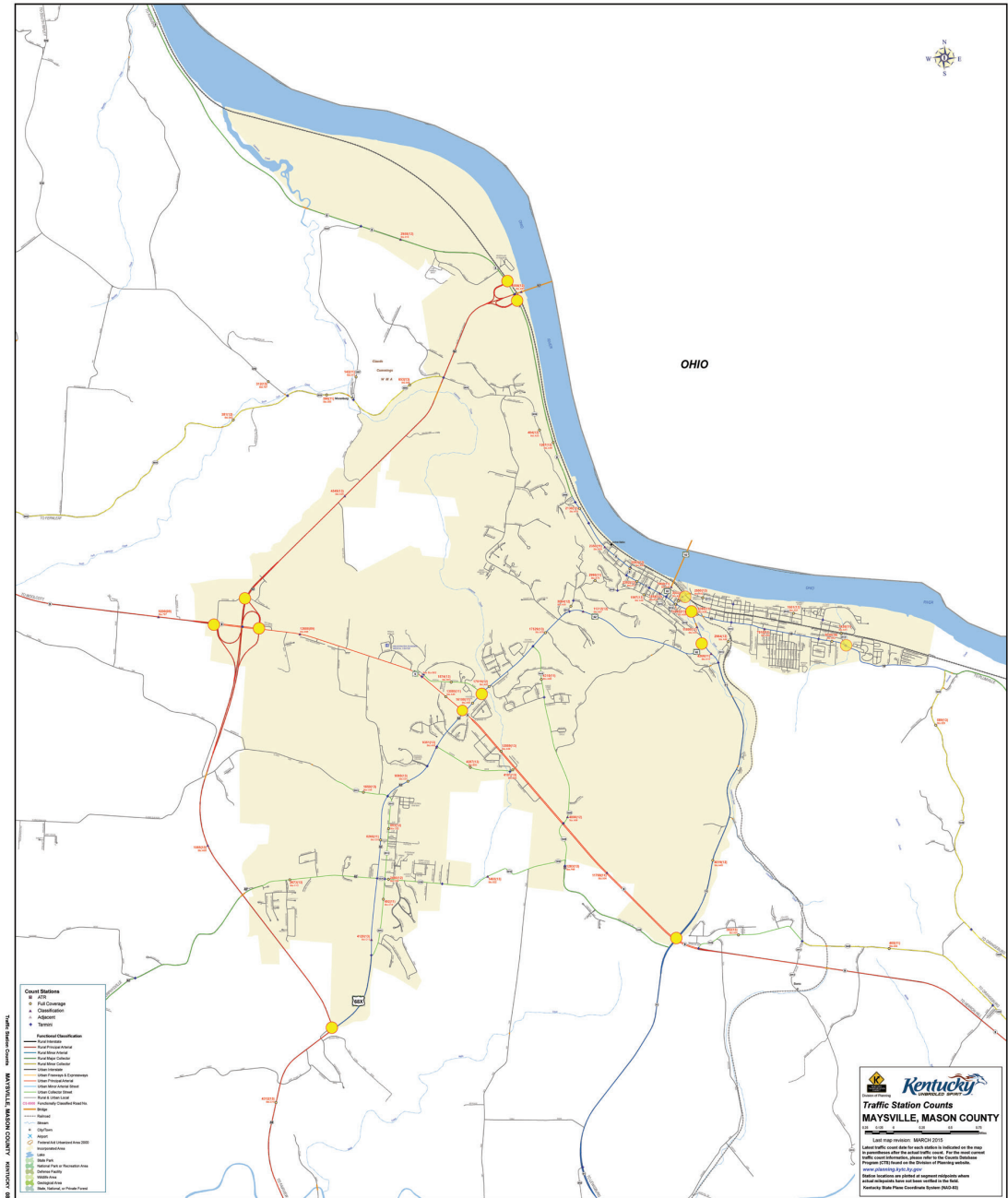
**KY 10/KY 2519 (Lexington Ave.) – 4 way stop**

**KY 11/KY 2519 (Lexington Ave.) - stop**

KY 8/US 62 (Simon Kenton Bridge) signalized

**KY 8/Bridge Street - signalized**

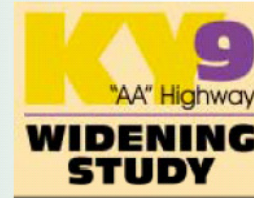
KY 2513/East Second Street





# OTHER STUDIES





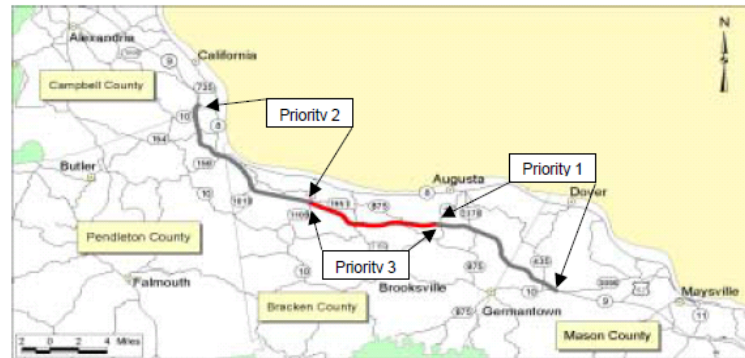
## **KY 9 (AA Highway) Widening Study Campbell, Pendleton, Bracken, and Mason Counties**

Kentucky Transportation Cabinet  
Six Year Highway Plan  
Item No. 9-165.00

*Prepared for:*  
Kentucky Transportation Cabinet  
Division of Planning  
Frankfort, Kentucky

*Prepared by:*  
HNTB Corporation  
Architects•Engineers•Planners  
Louisville, Kentucky

September 2002



**FIGURE 9 - PRIORITY SECTIONS**

The approximate costs of the Preferred Recommended Alternate, a 4-lane limited access highway, including costs for each of the Priority Sections, are listed below.

**TABLE 8 – PREFERRED ALTERNATE COSTS BY PRIORITY SECTION**

	4-Lane Partially Controlled Depressed Median	Priority Section One (KY 10 to KY 19)	Priority Section Two (KY 1109 to 0.5 Miles North of Campbell Co. Line)	Priority Section Three (KY 19 to KY 1109)
Section Termini	N/A	Mason Co. MP 13.99 to Bracken Co. MP 5.55	Bracken Co. MP 13.59 to Campbell Co. MP 0.5	Bracken Co. MP 5.55 to Bracken Co. MP 13.59
Length	28.11 Miles	8.96 Miles	11.11 Miles	8.04 Miles
Design	\$12,887,000	\$4,112,000	\$5,091,000	\$3,684,000
Right of Way	\$3,589,000	\$1,096,000	\$1,343,000	\$1,150,000
Utilities	\$540,000	\$160,000	\$280,000	\$100,000
Construction	\$161,082,000	\$51,399,000	\$63,639,000	\$46,044,000
<b>TOTAL</b>	<b>\$178,098,000</b>	<b>\$56,767,000</b>	<b>\$70,353,000</b>	<b>\$50,978,000</b>

\*Note: Due to rounding, the total cost for all the priority sections does not necessarily equal the total cost indicated for the entire project.



# MAYSVILLE URBAN AREA 2025 TRANSPORTATION STUDY

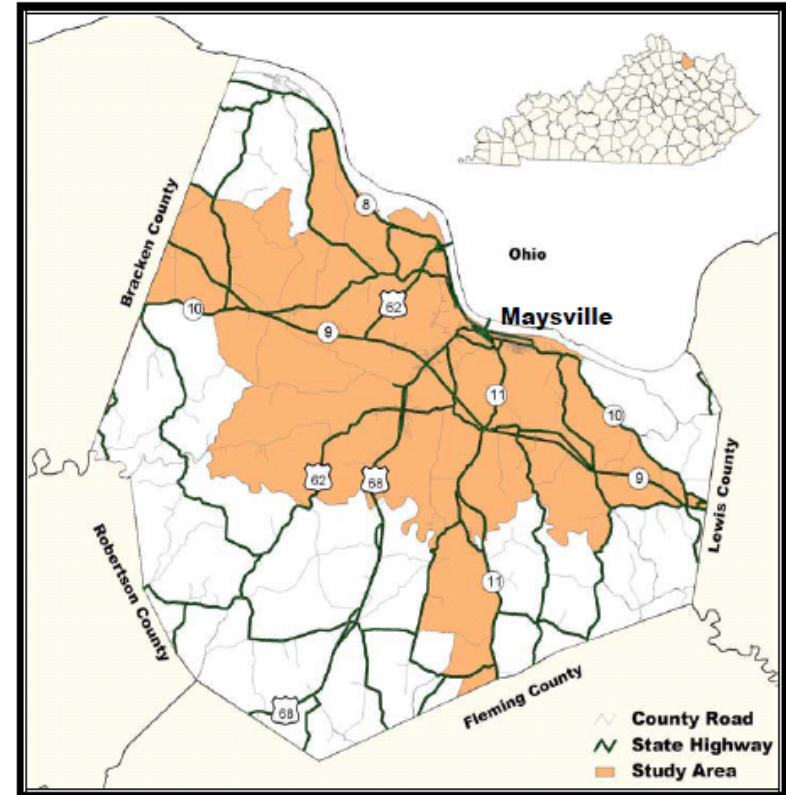
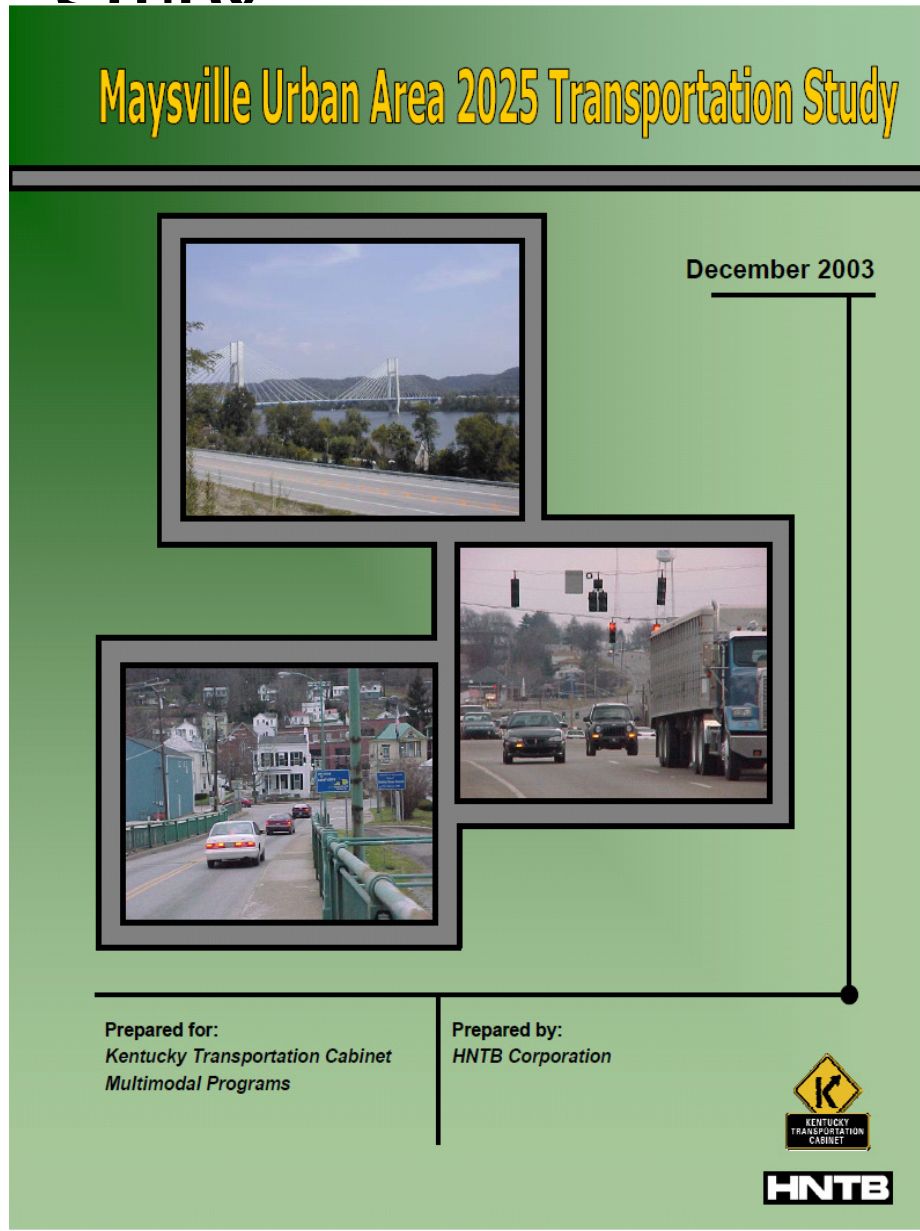


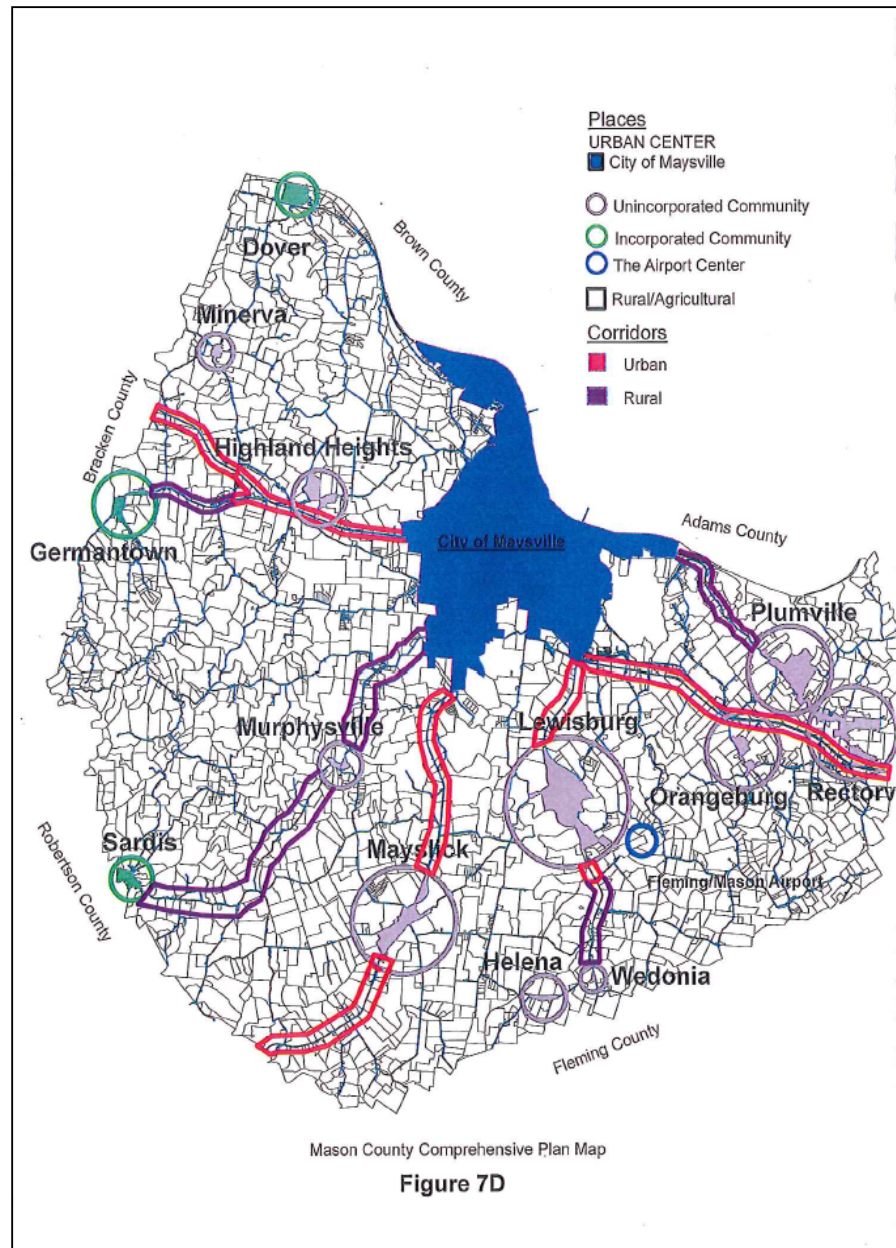
Figure ES-1 – Maysville Transportation Plan Study Area

# RECOMMENDATIONS FROM PREVIOUS STUDY

**Table ES-2 – Transportation Infrastructure Improvement Projects**

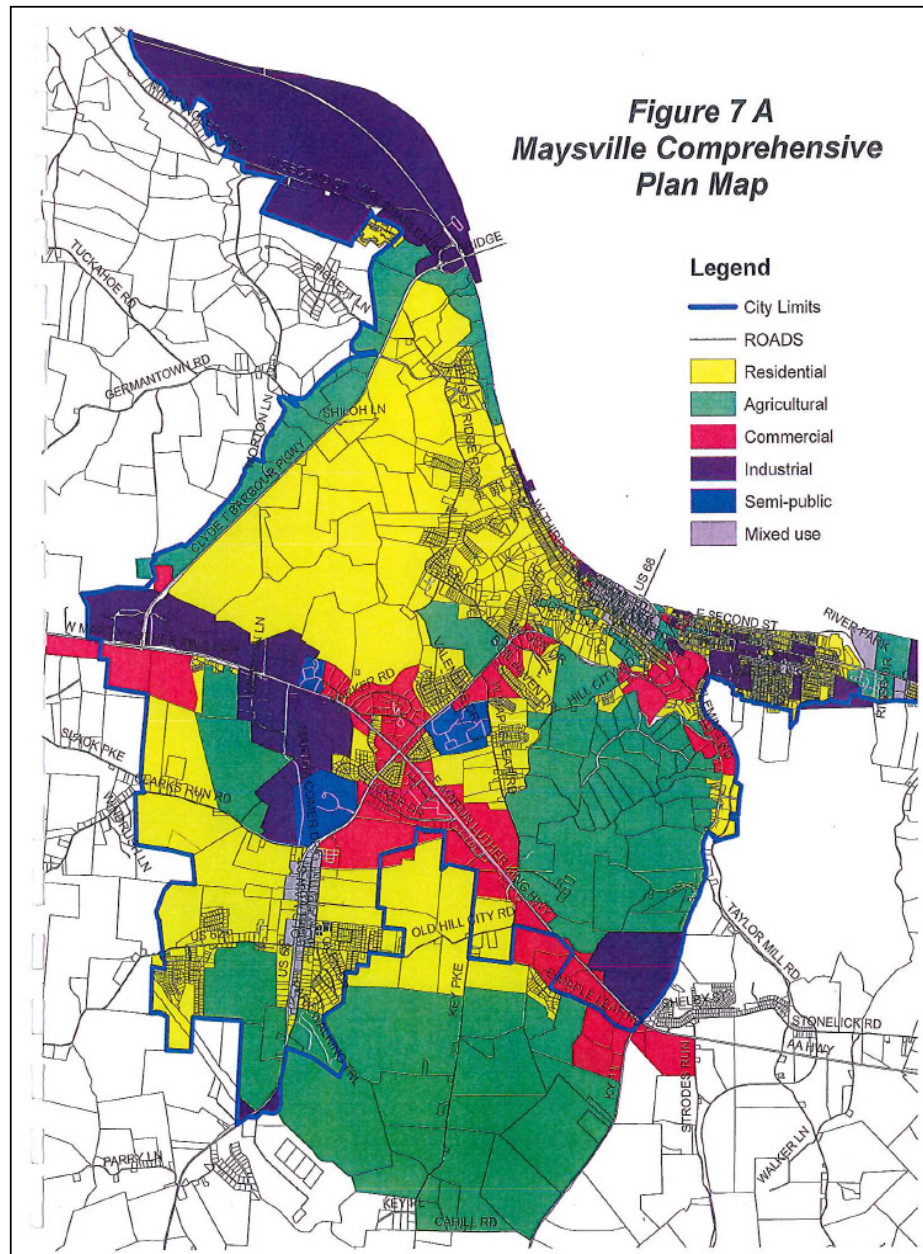
Project Description	Cost Estimate (in millions)
1. Widen KY 9 from KY 10 to Bracken Co.	\$20.30
2. Maple Leaf Road Improvements	\$5.37
3. Widen KY 9 from Lewis Co. to KY 11	\$43.75
4. US 62/68 and KY 9 Intersection	\$1.20
5. Deceleration Lane at Hospital Entrance	\$0.17
6. KY 8 Stabilization Improvements	\$2.87
7. Widen KY 11 from Fleming Co. to KY 9	\$51.88
8. Realign US 62X and KY 10 Intersection	\$1.15

# COMPREHENSIVE PLAN MAPS





# COMPREHENSIVE PLAN LAND USE



# ANOTHER STUDY



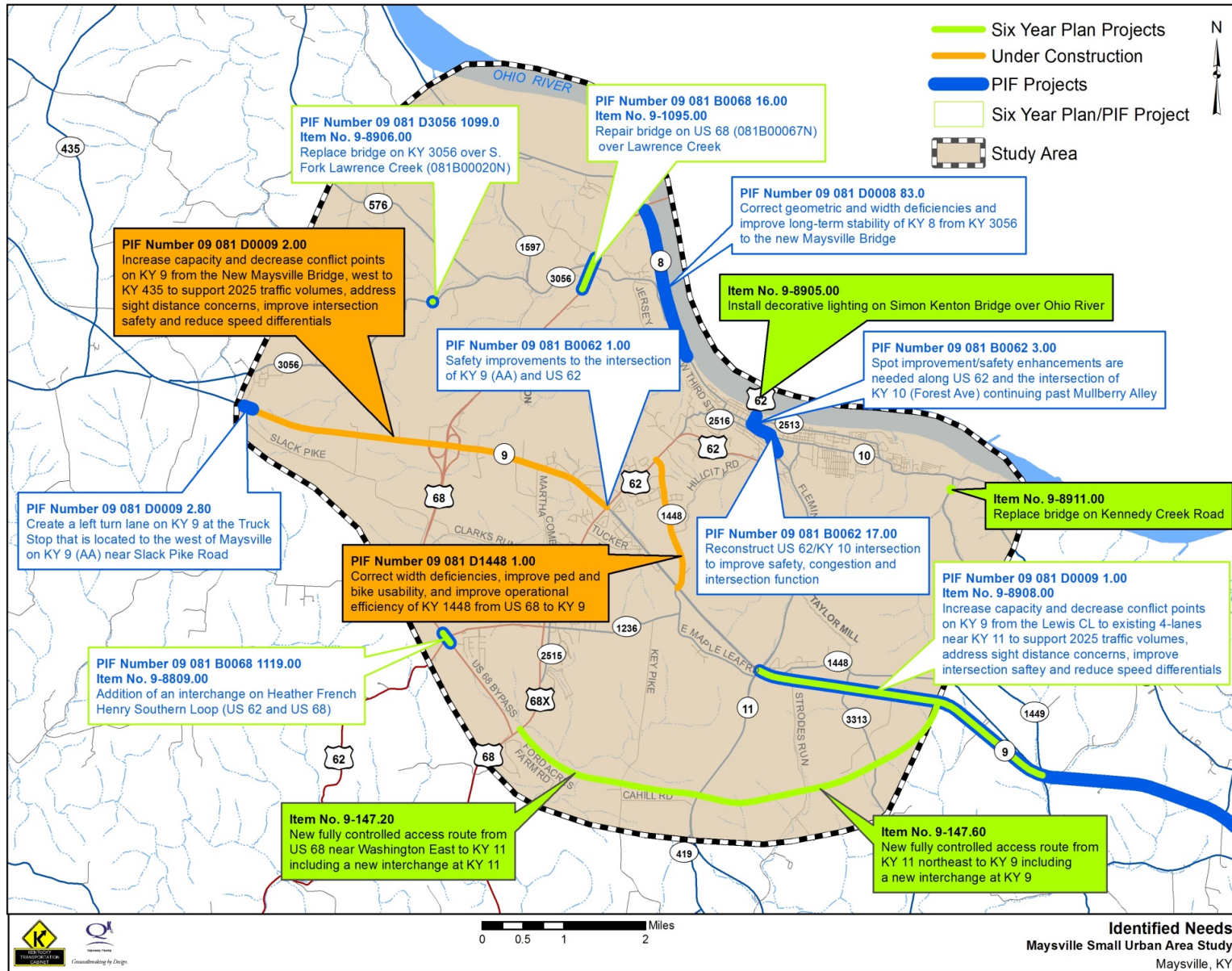
Kentucky  
Transportation  
Center

## **Marketing and Economic Development Analysis for the Maysville-Mason County Port Authority**



*Image: William H. Harsha Bridge Maysville, Kentucky*

# IDENTIFIED NEEDS

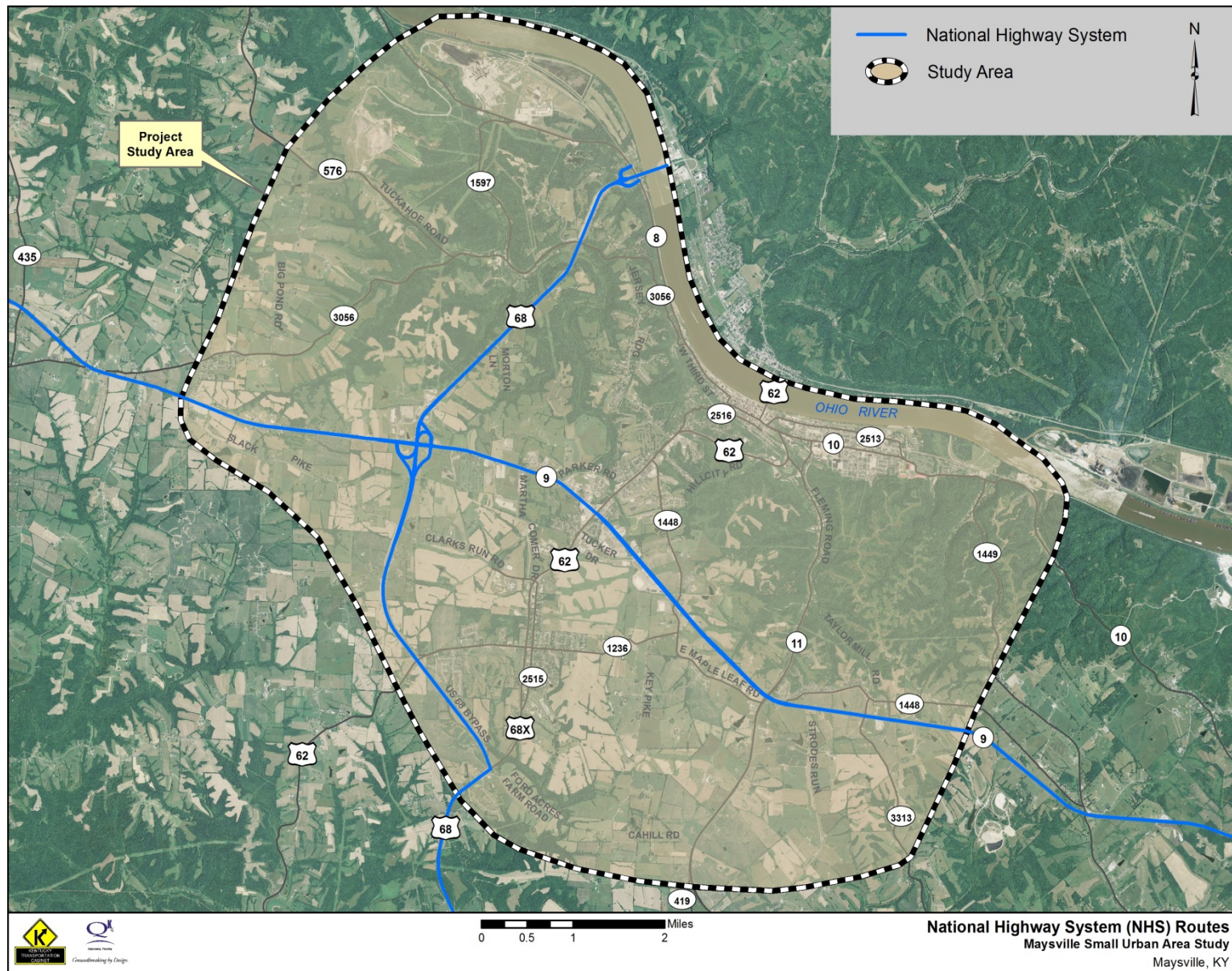




# GENERAL ROADWAY NETWORK

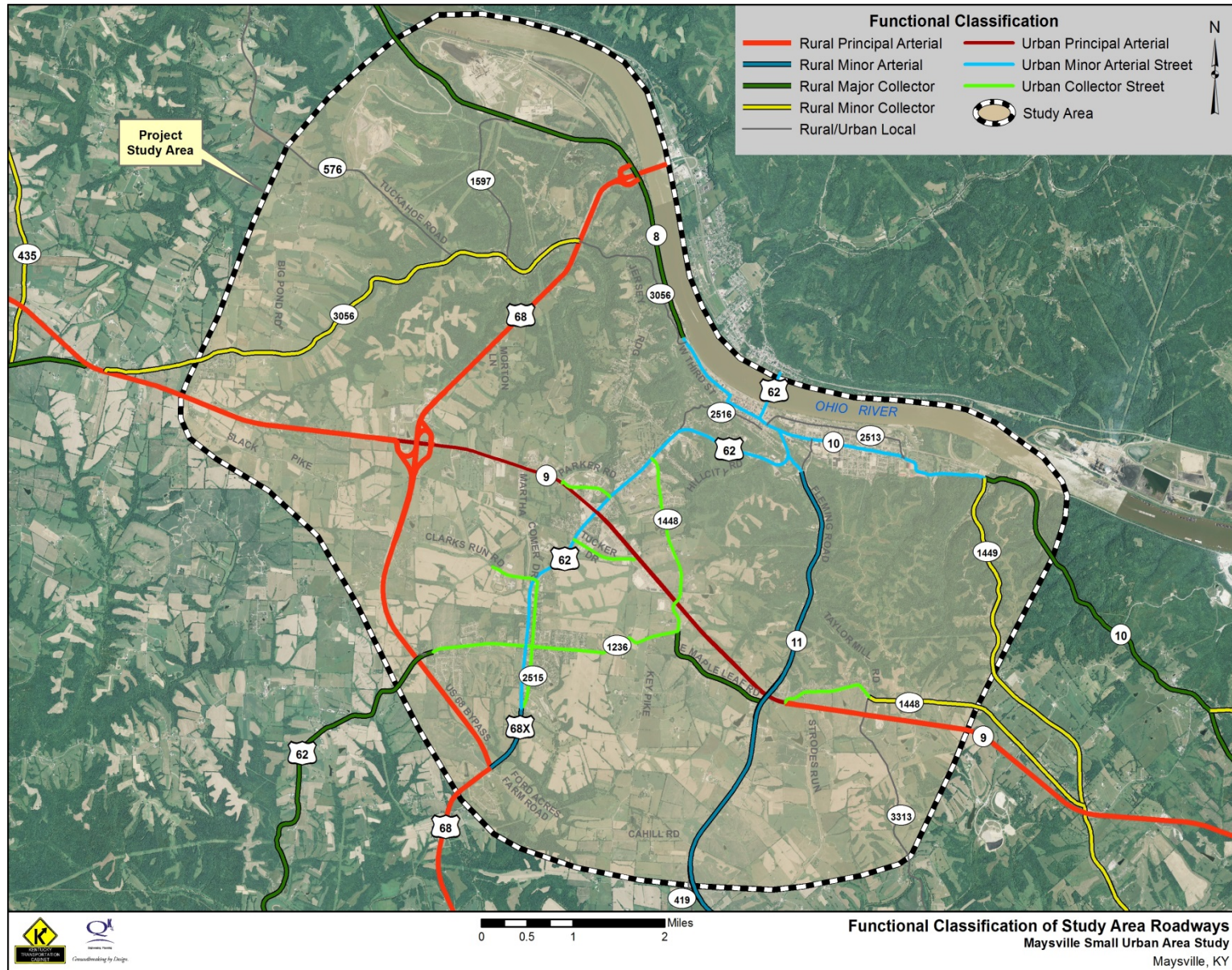


# NATIONAL HIGHWAY SYSTEM



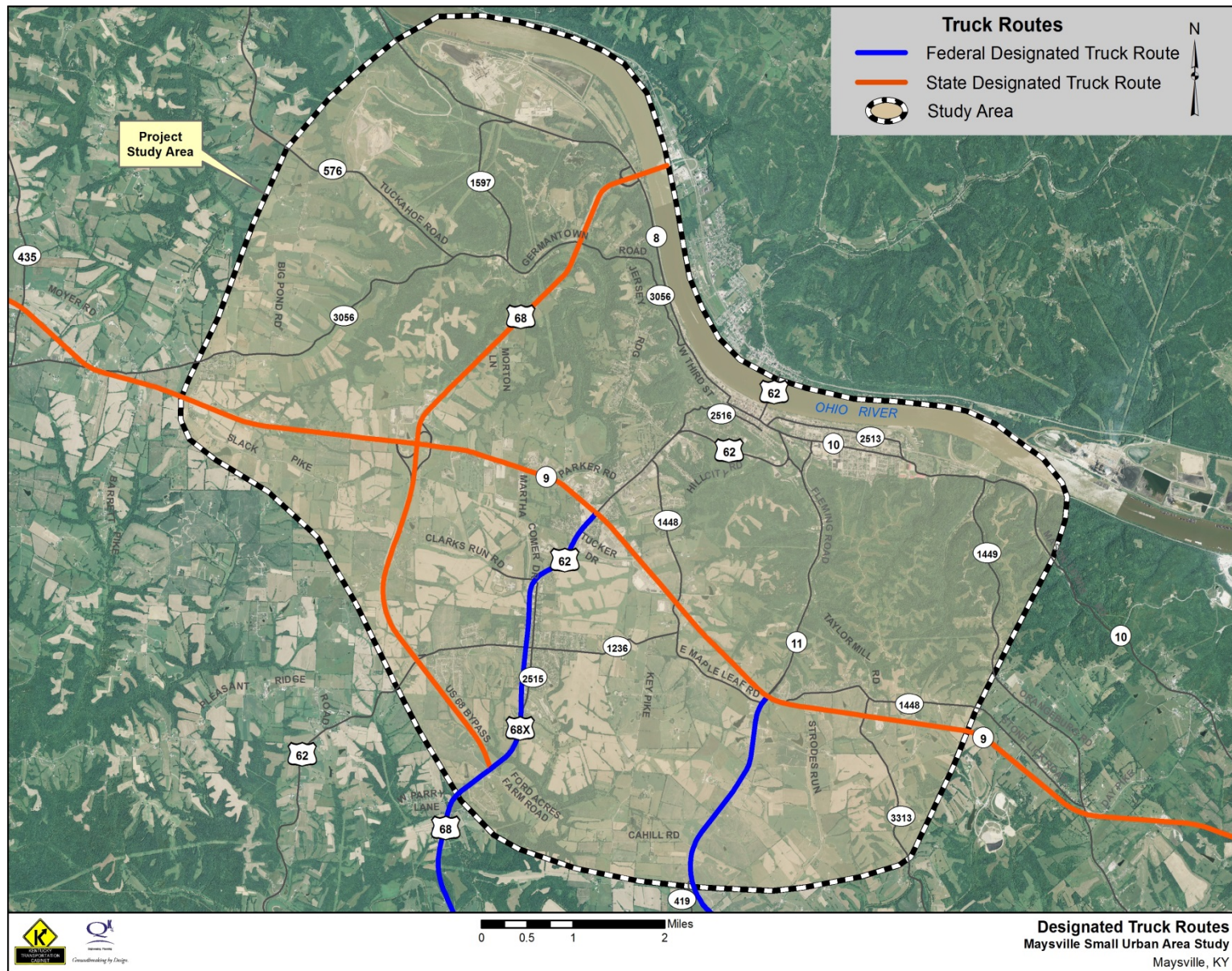


# SYSTEMS





## FEDERAL AND STATE TRUCK ROUTES

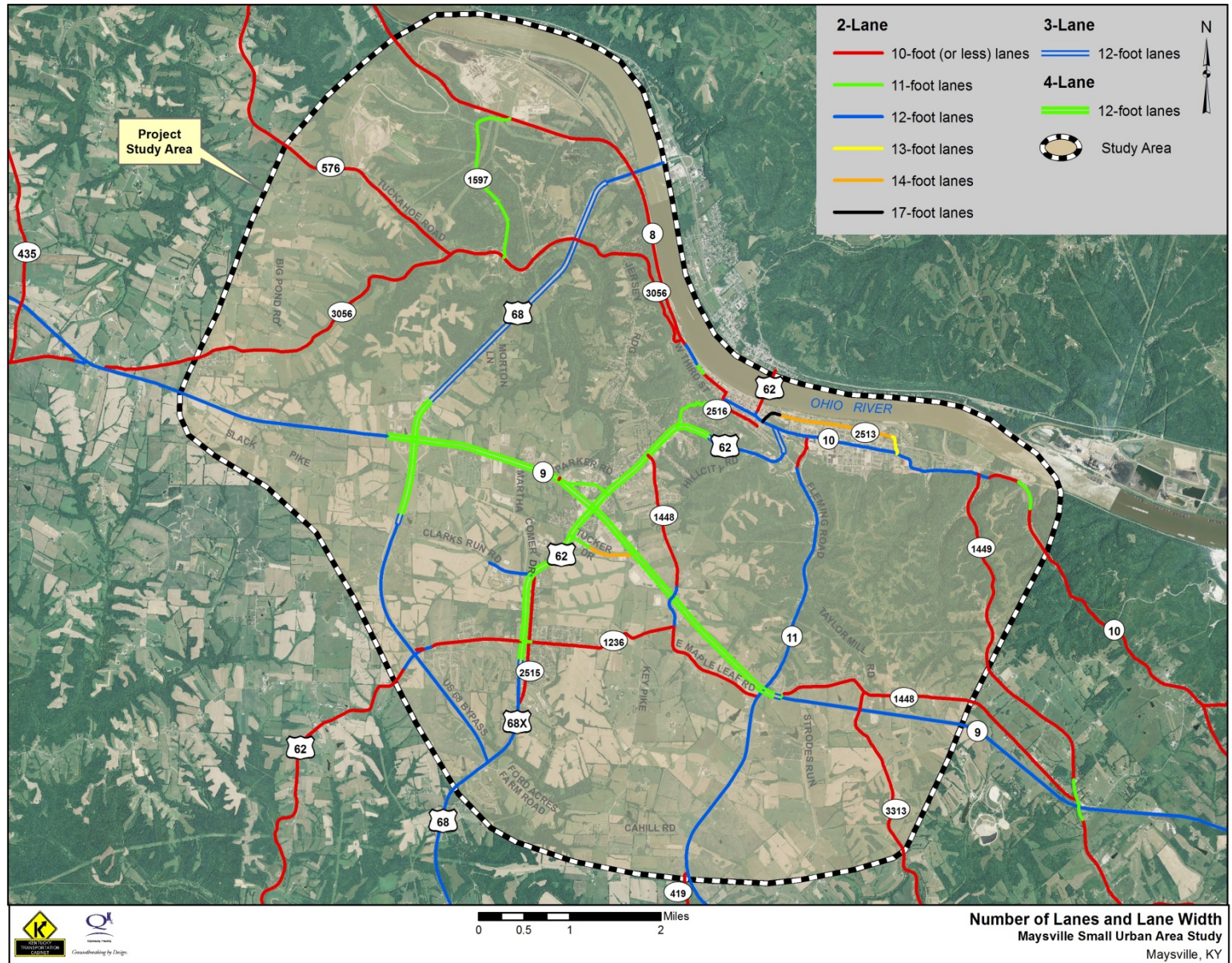


# SAFETY



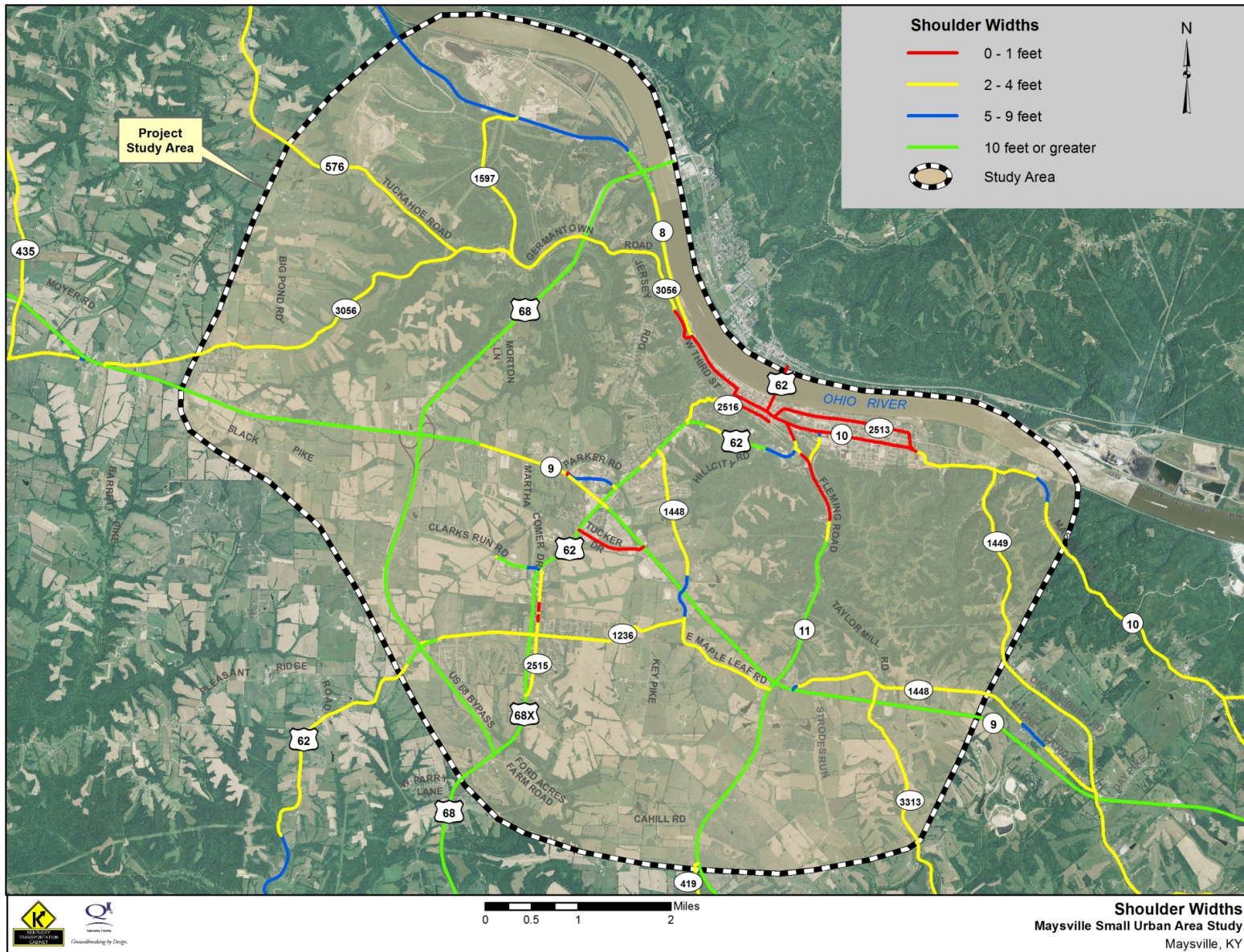


# LANES



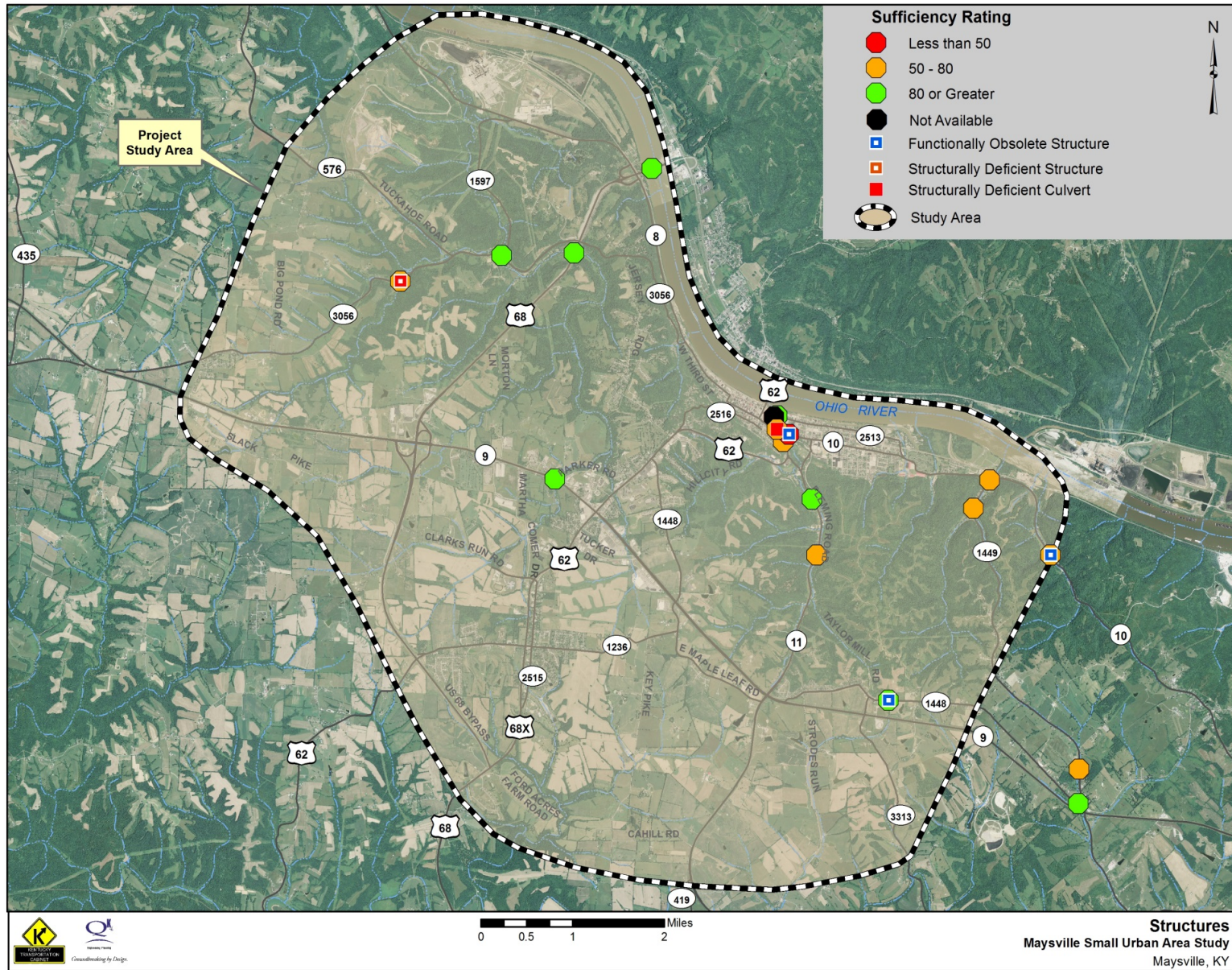


# SHOULDER WIDTHS





# STRUCTURES





# KY 10 FUNCTIONALLY OBSOLETE STRUCTURE



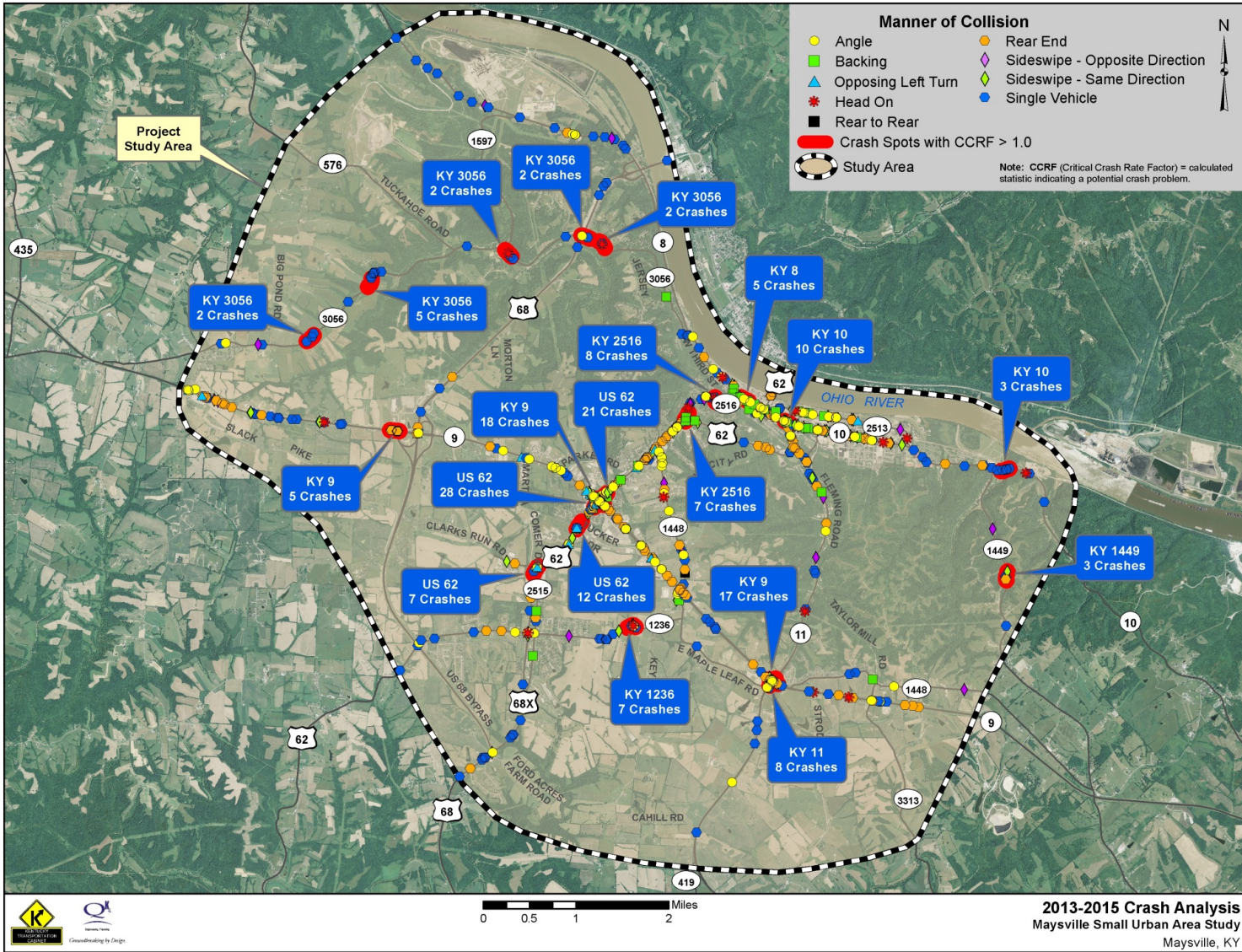


KY 3056



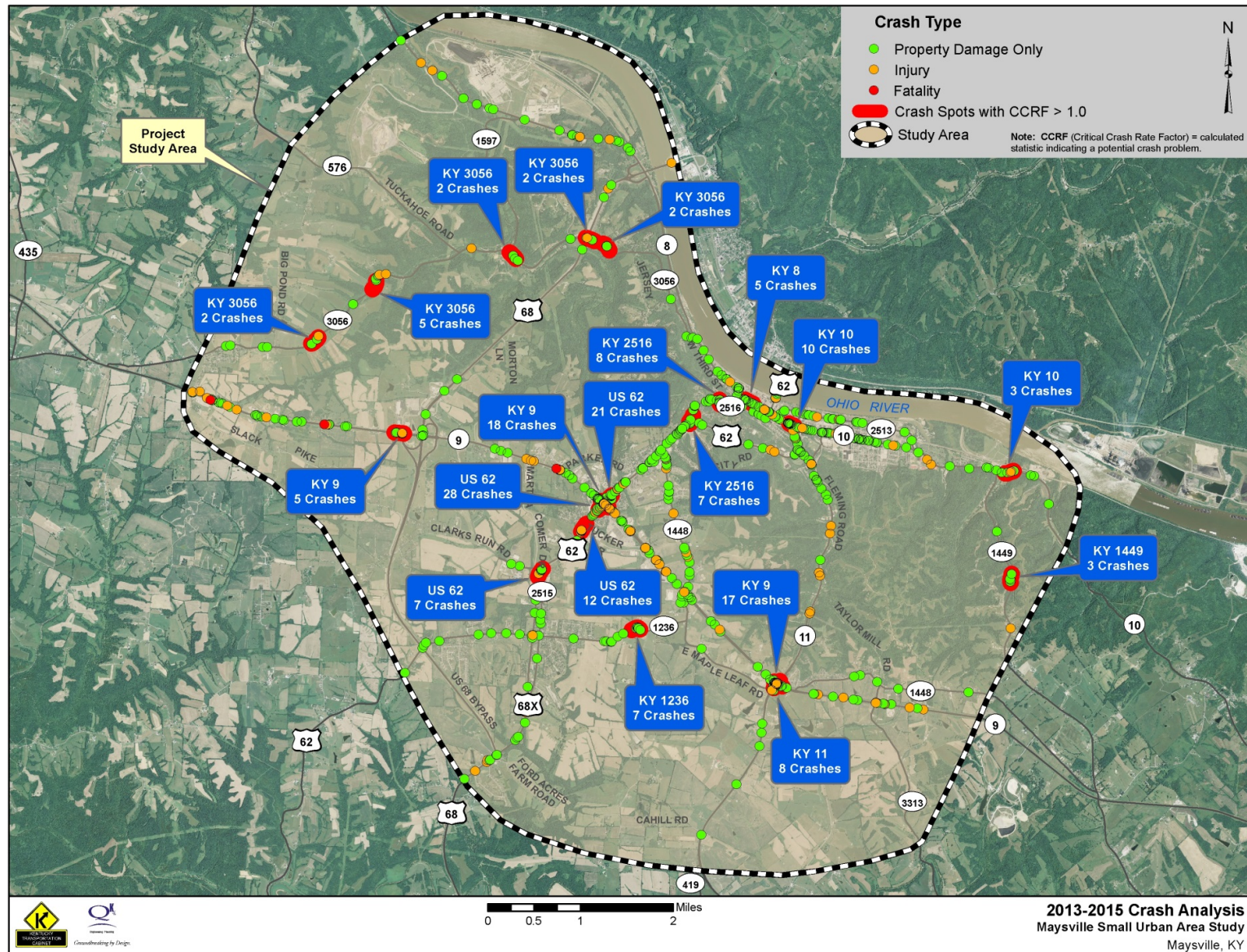


## MANNER OF COLLISION WITH HIGH CRASH 0.1 MILE SPOTS





# CRASH TYPE WITH 0.1 MILE SPOTS



# CRASH SUMMARY

KY 10	3.8	3.9	0.1	6478	2	Urban	0	0	10	10	1.11	No real pattern, 3 rear ends, 1 load shift, 1 ran red light, 1 making left, 1 left turn into parking lot, 1 backed into parked car and 1 backing
	6.3	6.4	0.1	1106	2	Rural	0	2	1	3	1.33	3 ran off of the roadway, 3 dark, 3 in a curve, 1 wet, 1 ice, 1 dry, 1 drinking, 1 left the scene of the crash.
KY 11	8.4	8.5	0.1	4387	2	Rural	0	1	7	8	1.73	7 of 8 rear end ; 1 angle ran red light: Characteristics: all daylight but 1 rear end, on straight alignment, only the angle on wet pavement.
KY 1236	1.1	1.2	0.1	1635	2	Urban	0	0	7	7	1.81	all in curve, 3 single vehicle; 5 out of 7 were on wet pavement; 1 equipment failure; 1 head on
KY 1449	4.1	4.2	0.1	589	2	Rural	0	0	3	3	1.74	1 wet, 1 slid on ice, 2 in curve (1 deer and 1 DUI)
KY2516	0	0.1	0.1	3064	2	Urban	0	1	6	7	1.25	4 out of 7 rear ends; 2 vehicles backing; 1 Ran of the Roadway
	0.5	0.6	0.1	2937	2	Urban	0	1	7	8	1.47	All were designated in a curve and grade; 4 single vehicles on wet pavement with 3 out of 4 in the dark 3 too fast for conditions; 1 head-on speeding; 2 icy
KY 3056	2.3	2.4	0.1	282	2	Rural	0	1	1	2	1.53	1 icy and 1 snow (both lost control)
	3.2	3.3	0.1	282	2	Rural	0	1	4	5	3.82	1 DUI, 1 deer, 3 in a curve (1 snow slush)
	4.9	5	0.1	696	2	Rural	0	0	2	2	1.08	1 pulled into path of another vehicle; 1 equipment failure
	5.9	6	0.1	509	2	Rural	0	0	2	2	1.23	1 deer, secondary crash tried to stop and slid (wet pavement)
	6.1	6.2	0.1	509	2	Rural	0	0	2	2	1.23	reached to get cell phone, and cab filled with smoke.
KY 8	12	12.1	0.1	2382	2	Urban	0	0	5	5	1.04	4 of 5 were persons parking or already parked; righthand turn out of alley, funeral, and parked cars could not see.
US 62	13.3	13.4	0.1	2673	4-Undivided	Urban	0	2	5	7	1.27	4 out of 7 curve and level and 2 opposing left turn;
	14	14.1	0.1	8869	4-Undivided	Urban	0	6	6	12	0.99	Only 1 single vehicle; 4 angle; 4 opposing left turn; Only 1 wet roadway
	14.3	14.4	0.1	8869	4-Undivided	Urban	0	6	22	28	2.31	27 involved 2 or more units; 24 in daylight; 14 - rear end; 26 dry roadway; 6 Angle - turning; 3 opposing left run; 3 sideswipe; 7 straight and grade
	14.4	14.5	0.1	16650	4-Undivided	Urban	0	4	17	21	1.09	10 rear ends; 8 leaving or entering and entrance; all involved 2 or more vehicles however only 4 injury crashes



# HIGH CRASH INTERSECTION





# KY 9/KY 11 INTERSECTION





# KY 10 HIGH CRASH LOCATION



## KY 3056 HIGH CRASH SPOT





# KY 2516/US 62 INTERSECTION HIGH CRASH LOCATION



# KY 2516 HIGH CRASH SPOT

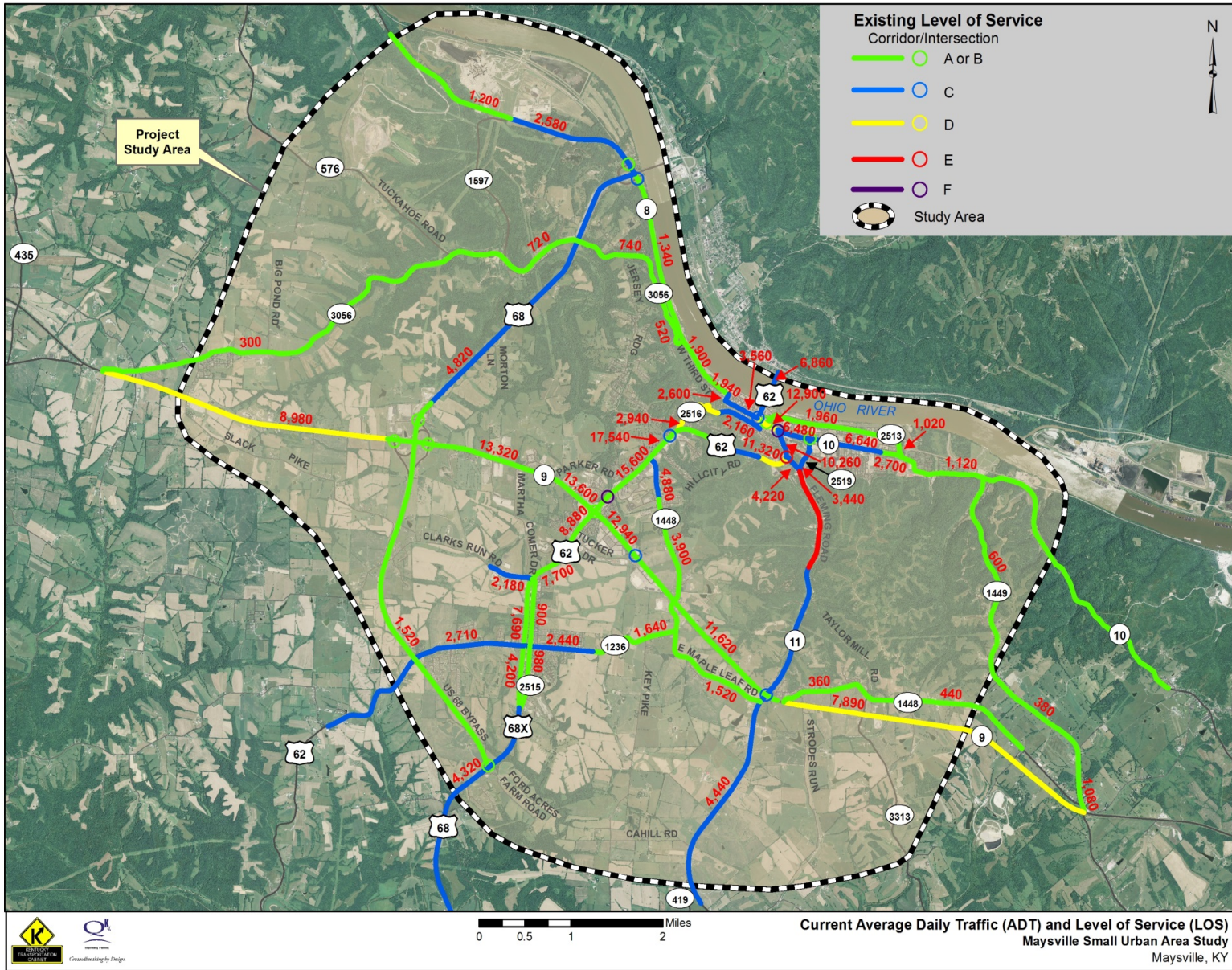




# CAPACITY



# TRAFFIC

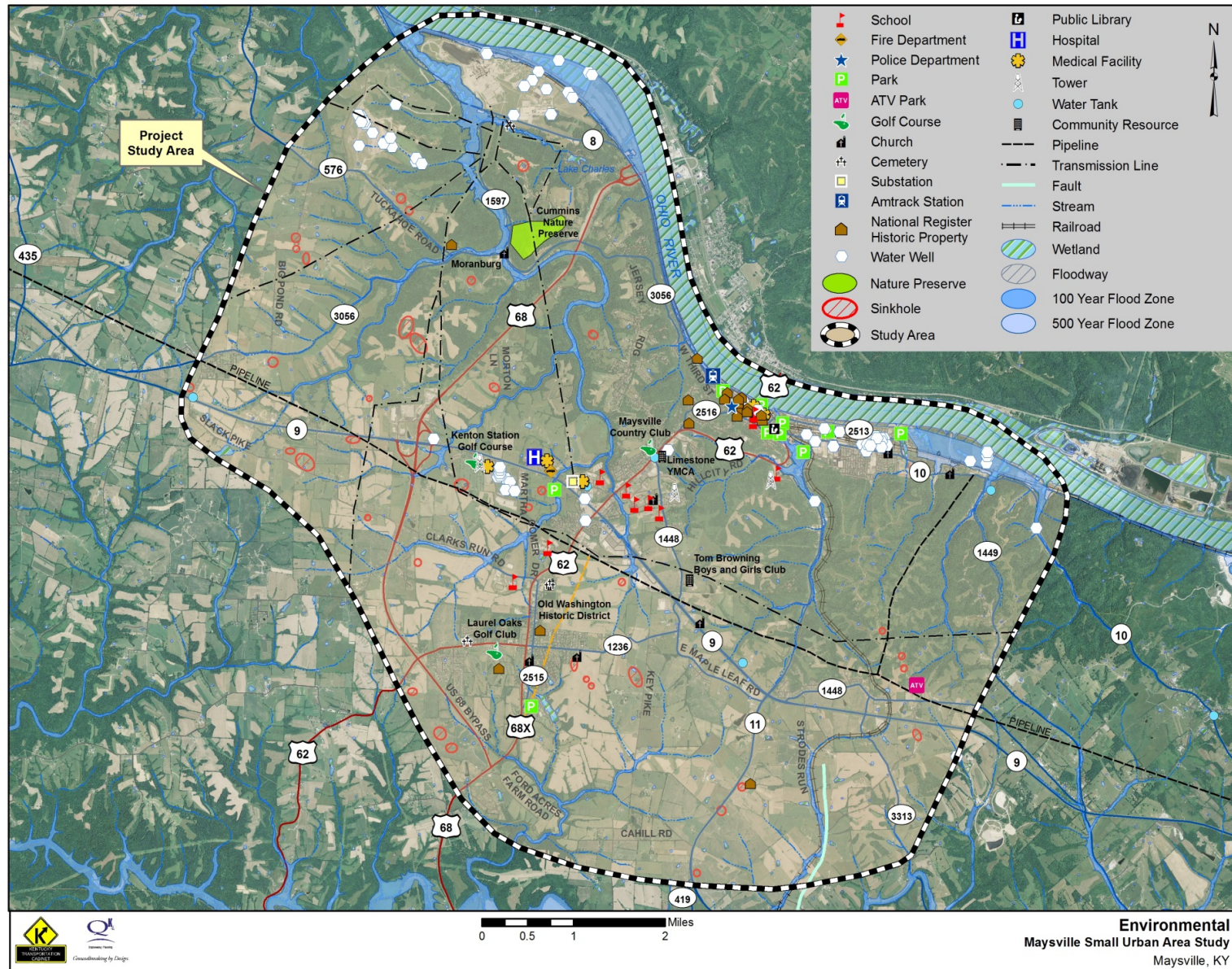




# ENVIRONMENTAL OVERVIEW



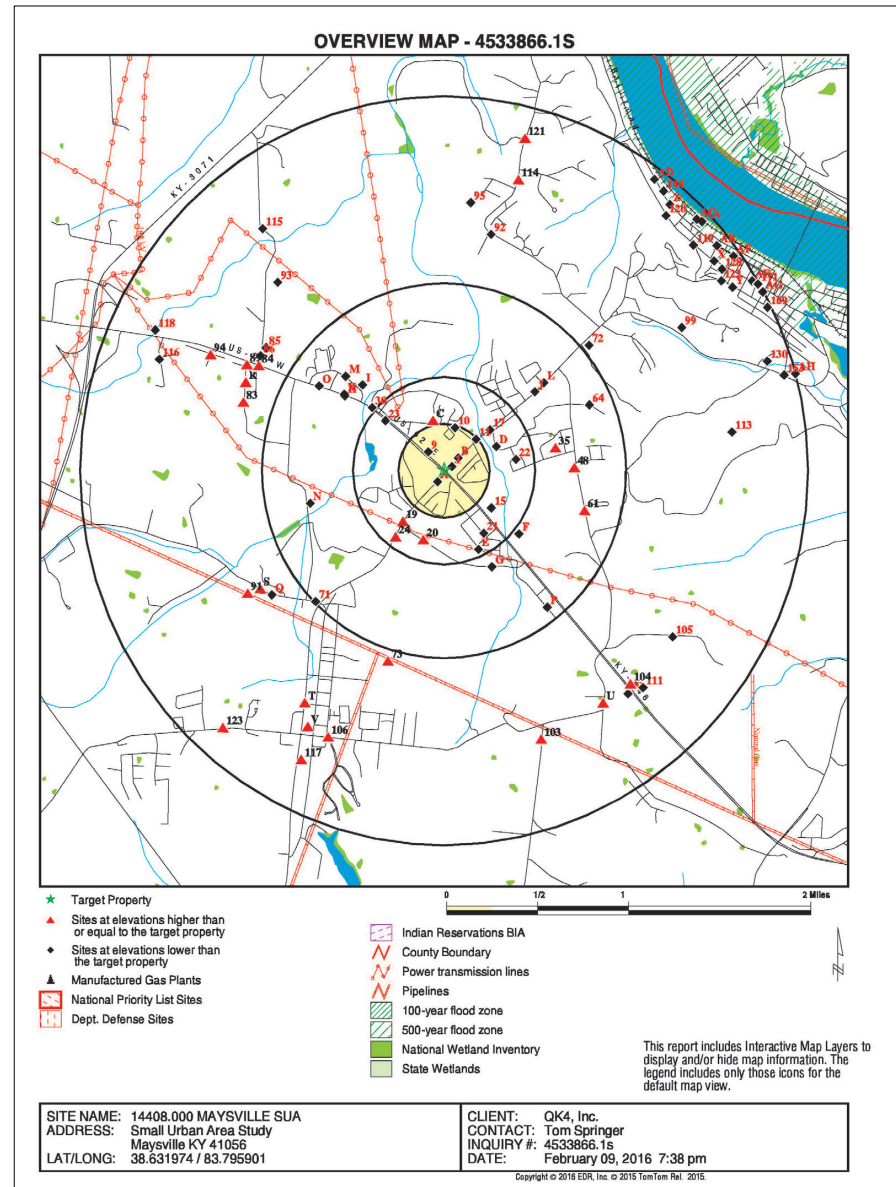
# ENVIRONMENTAL





# UNDERGROUND STORAGE TANK (UST)/HAZARDOUS MATERIALS (HAZMAT) DATABASE SEARCH

- 50 databases managed by federal, state, local and other jurisdictions, and
- 119 unique sites. A majority of those are not of concern



# FINDINGS

1. The only landfill / solid waste site is a recycling operation at Wal-Mart. The Maysville/Mason County landfill is located off KY 9, east of Maysville is outside the study area.
2. One site on the Federal CERCLIS list, which is a list of sites that are on or proposed for the National Priorities List (NPL). It is a power transmission area located in an industrial park south of US 62 and east of US 68.
3. One known “brownsfield” site: the former and currently vacant, Hayswood Hospital. It was in operation from 1915 to 1983 and is known to contain several hazardous materials.
4. 30 registered Underground Storage Tanks (USTs) in the study area.



# KY 10 NEAR KY 1449

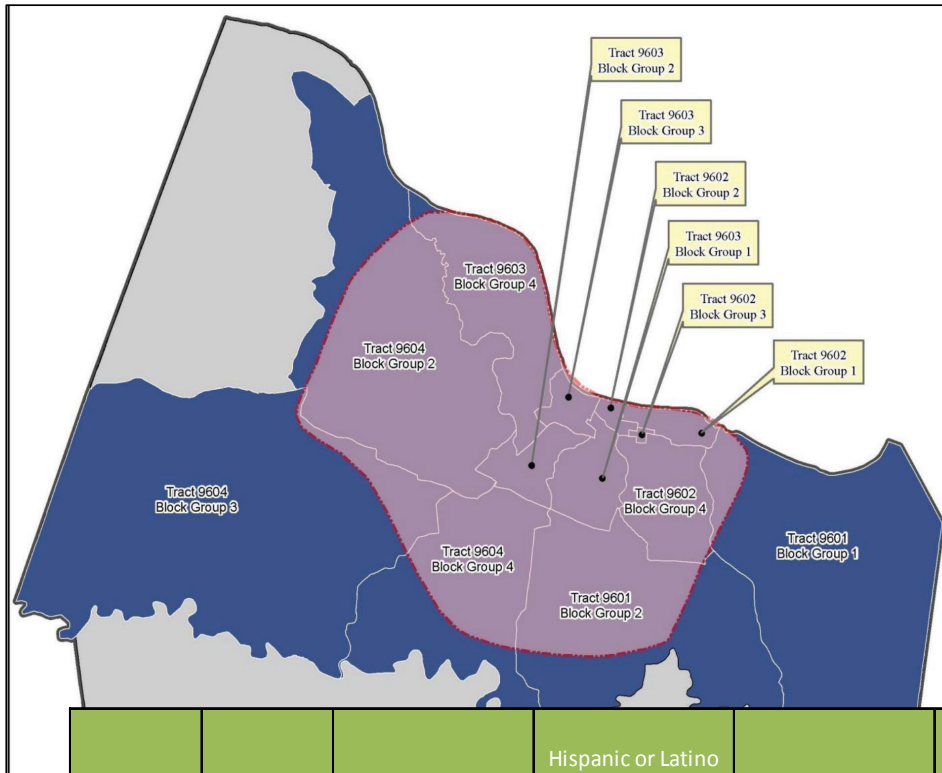


# FEDERALLY THREATENED AND/OR ENDANGERED SPECIES

Group	Common Name	Federal Status
Mammals	northern long-eared bat	Threatened
	Indiana bat	Endangered
Mussels	clubshell	Endangered
	fanshell	Endangered
	pink mucket	Endangered
	ring pink	Endangered
	orangefoot pimpleback	Endangered
	Sheepnose	Endangered
	rough pigtoe	Endangered
Birds	bald eagle	Delisted
Plants	running buffalo clover	Endangered



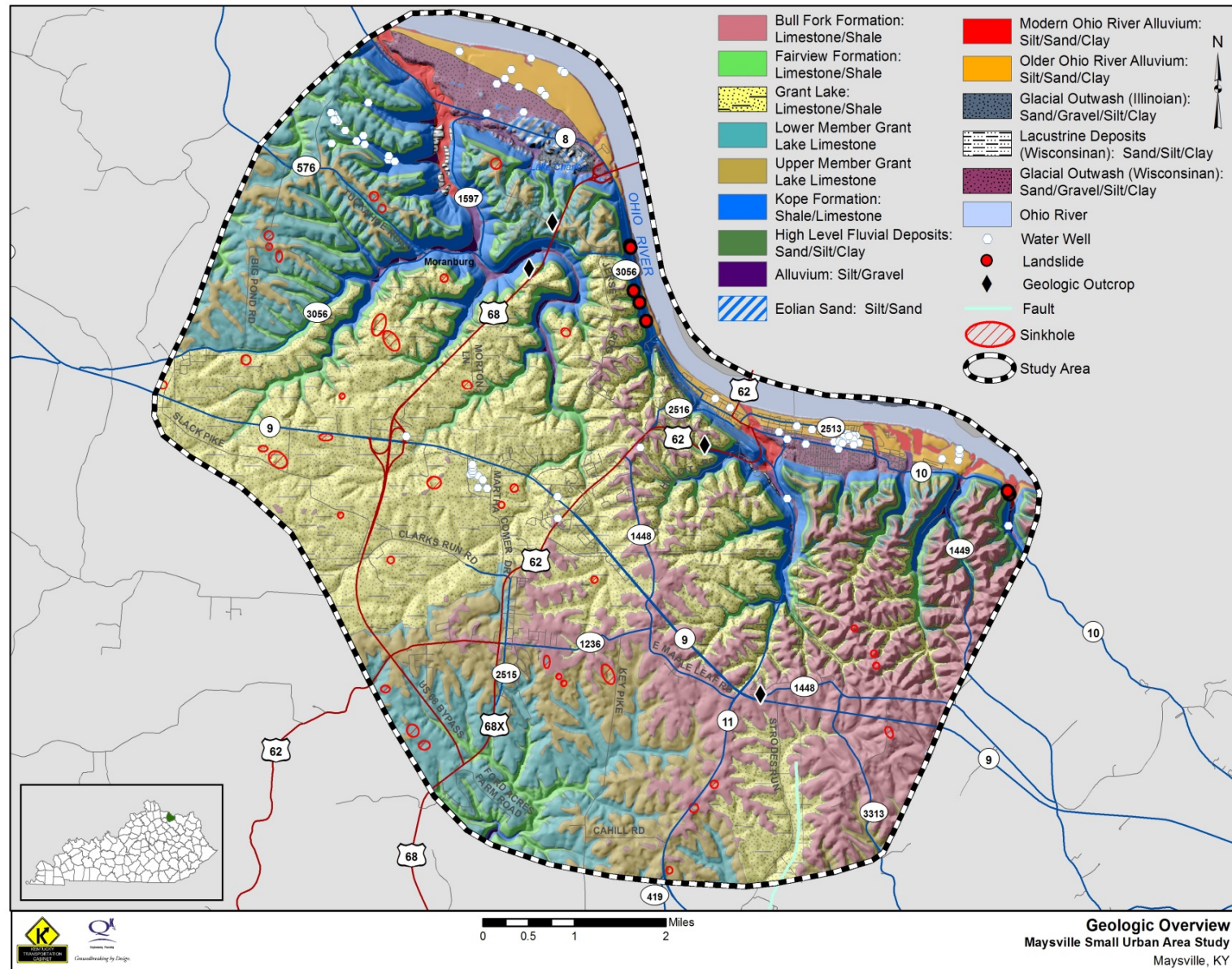
# SOCIOECONOMIC REVIEW BY BUFFALO TRACE AREA DEVELOPMENT DISTRICT



Census Tract	Block Group	Minority		Hispanic or Latino Origin		Age 65 and Older		Poverty		Population Speaking English Less Than Very Well		Disabled Population between 16 and 64	
		Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average	Exceeds County Average	Exceeds State Average
9601	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9602	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9603	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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9604	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

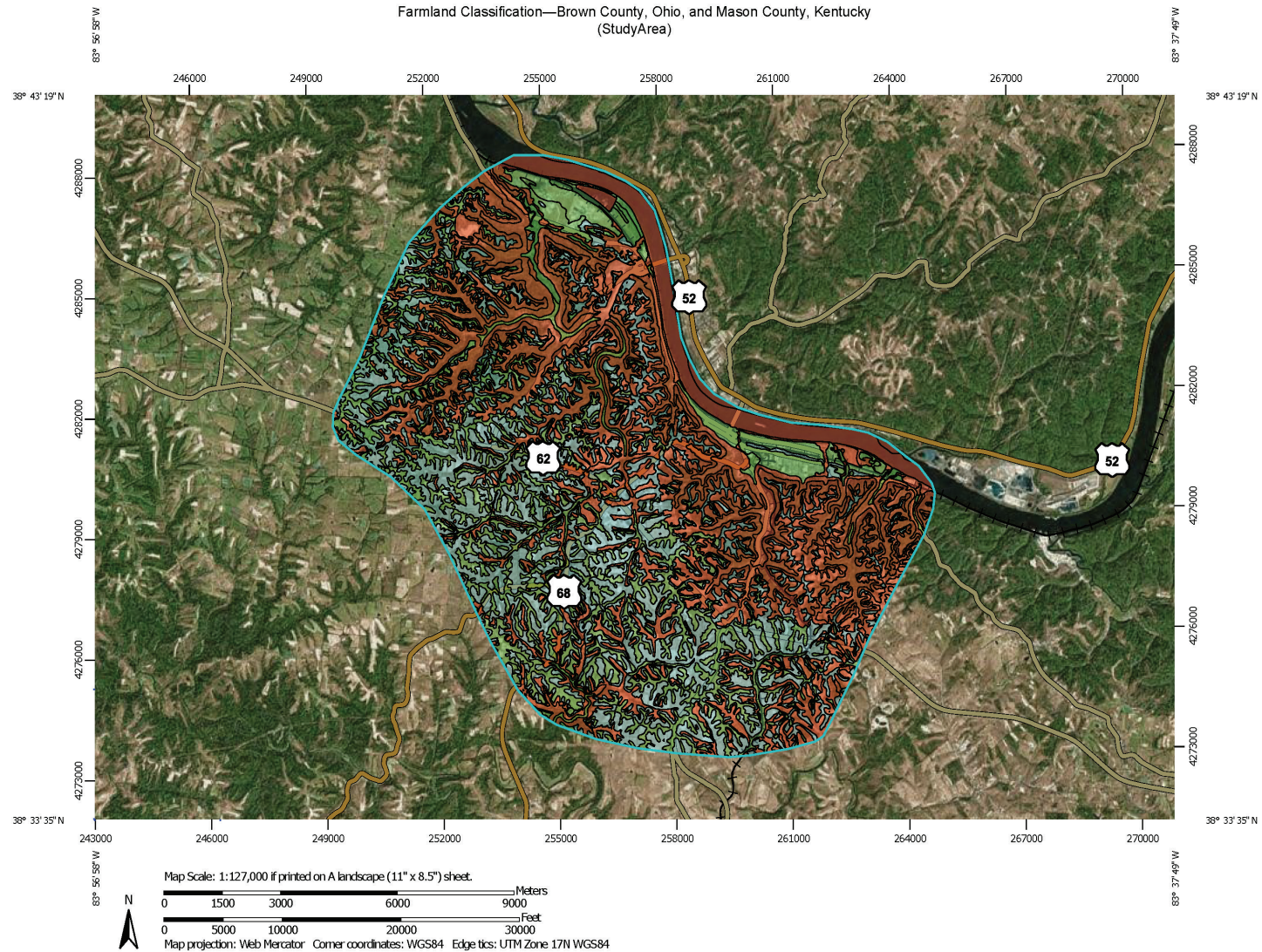
Only one category exceeds the Statewide Average: Census Tract 9602 Block Group 1 for Age 65 and Over

## GEOLOGIC OVERVIEW





# PRIME FARMLAND



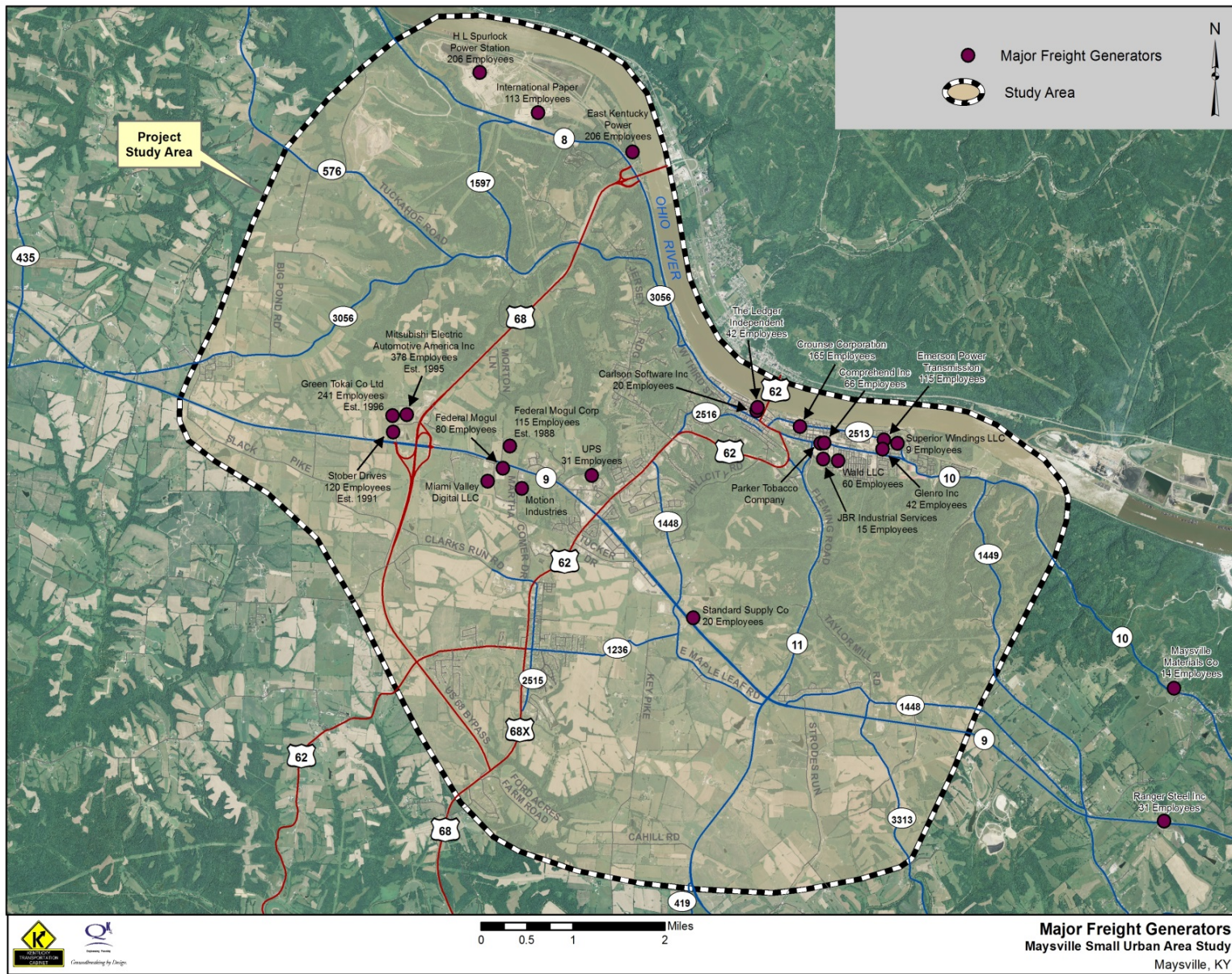
Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

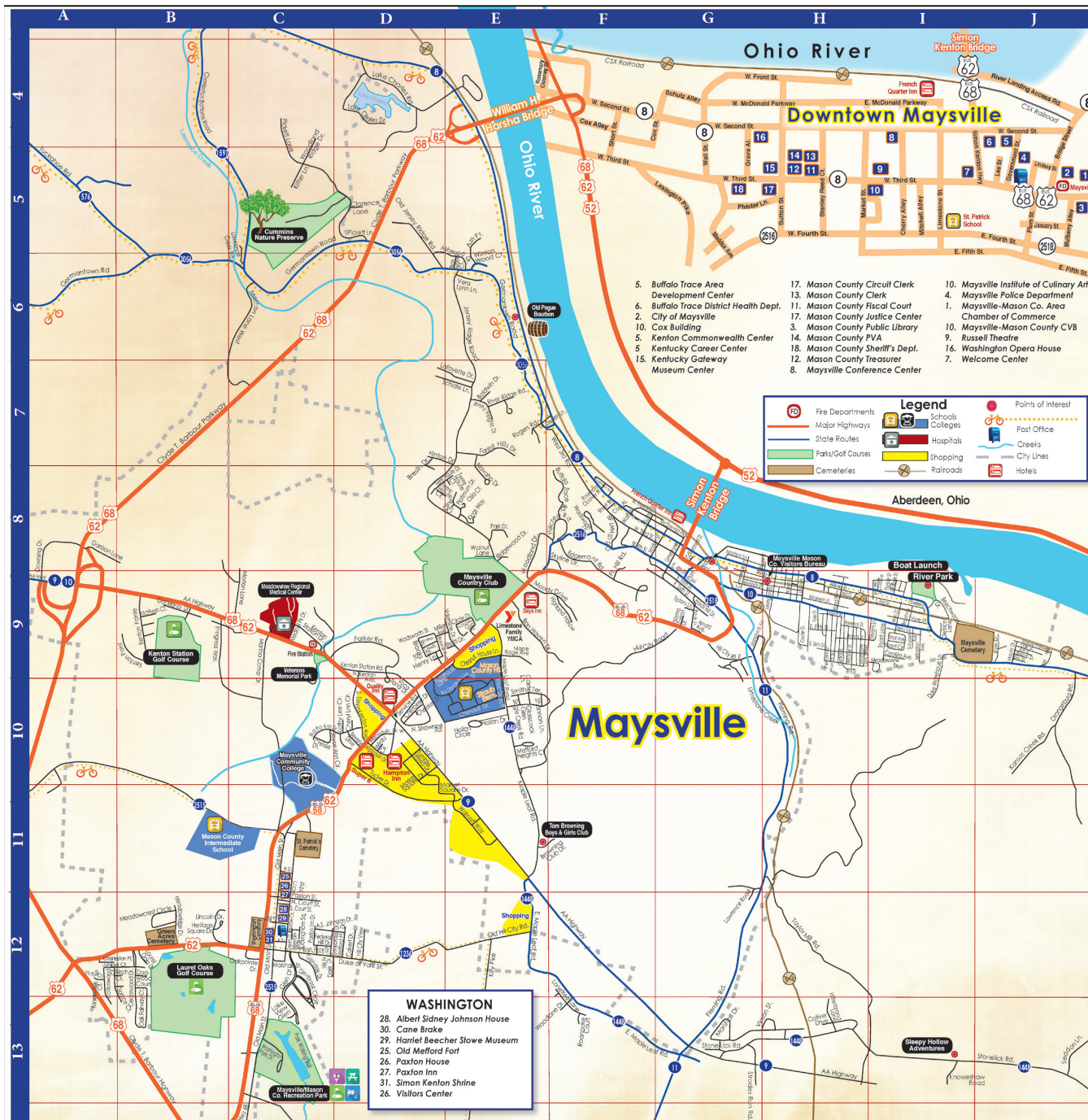
6/7/2016  
Page 1 of 6



## KNOWN FREIGHT GENERATORS







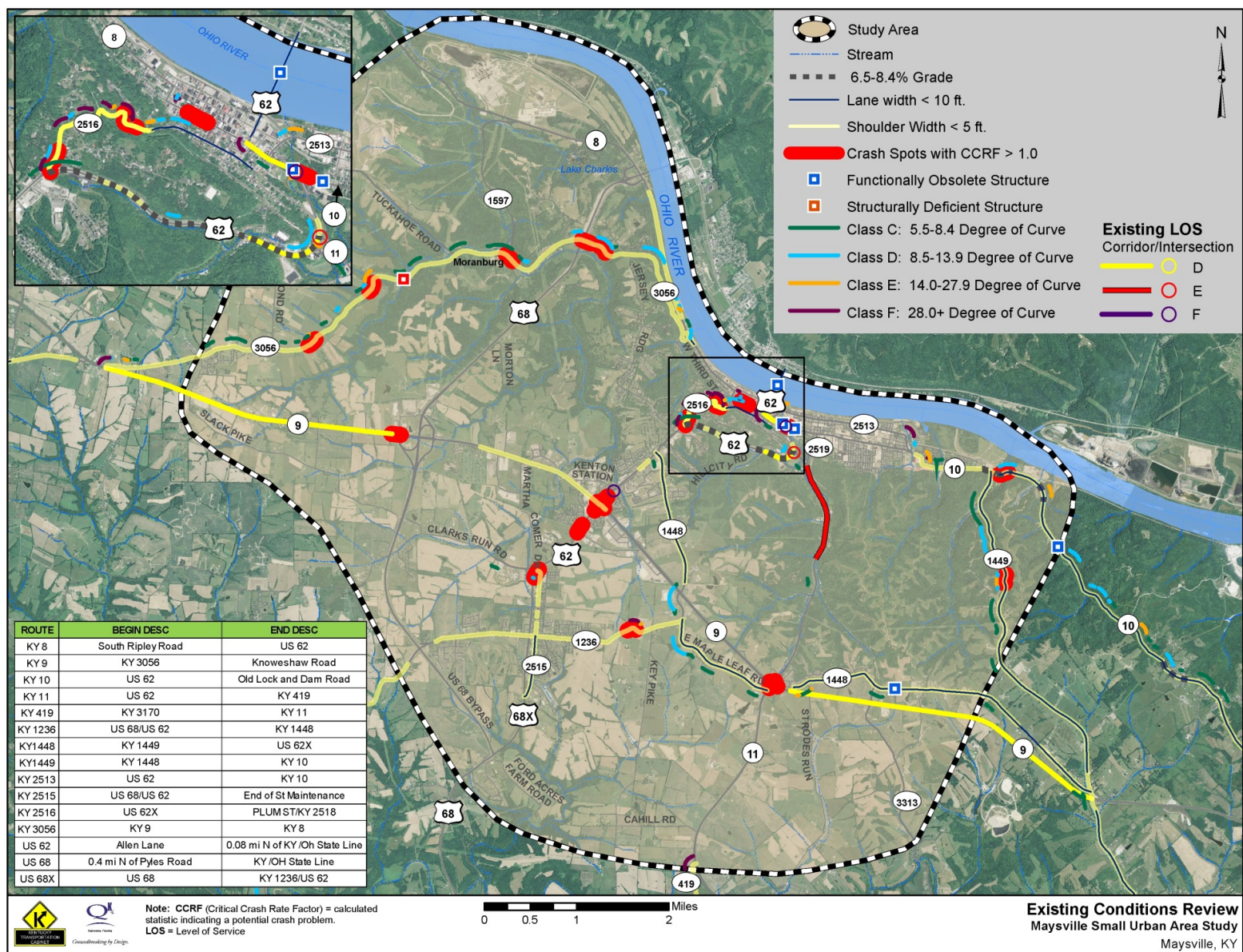
# OTHER CITY FEATURES

# SUMMARY





# EXISTING CONDITIONS REVIEW



# ADDITIONAL OBSERVATIONS FROM FIELD REVIEW





# TIGHT TURN RADIUS E THIRD ST/KY 10





# KY 3056 RETAINING WALL IN SEVERAL LOCATIONS





# INDUSTRY SURVEY

## Maysville Small Urban Area Study

### Industry Questionnaire

This information will be shared with the Kentucky Transportation Cabinet's Division of Planning only. Any reports generated from this information will be grouped in such a way that individual business information cannot be identified.

1. Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_  
State: \_\_\_\_\_  
ZIP: \_\_\_\_\_  
Email Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_
2. Number of Employees per shift? Please include contract employees for cleaning and industrial sanitation if applicable. \_\_\_\_\_
3. Size (in square feet) of existing building space: \_\_\_\_\_
4. Type of Business (please include NAICS classification number)  
\_\_\_\_\_
5. Does your business distribute and/or receive materials via trucks?  
☐ Yes *If you answered YES please continue to Question Number 6.*  
☐ No *If you answered NO please skip to Question Number 10.*
6. How many trucks per day access and leave your facility?  
\_\_\_\_\_
7. What types of trucks?  
☐ Single Unit  
☐ Trailered
8. How many trucks access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?  
\_\_\_\_\_

# NEXT STEPS

- SUMMARIZE TODAY'S INPUT
- MAKE CHANGES TO TRAFFIC MODEL FOR SURVEY RESULTS
- DEVELOP IMPROVEMENT ALTERNATIVES AND COST ESTIMATES
- RETURN TO THIS GROUP FOR REVIEW OF ALTERNATIVES AND PRIORITIZATION
- DRAFT REPORT
- FINAL REPORT







*Groundbreaking by Design.*

## **Maysville Small Urban Area Study Mason County**



### **AGENDA**

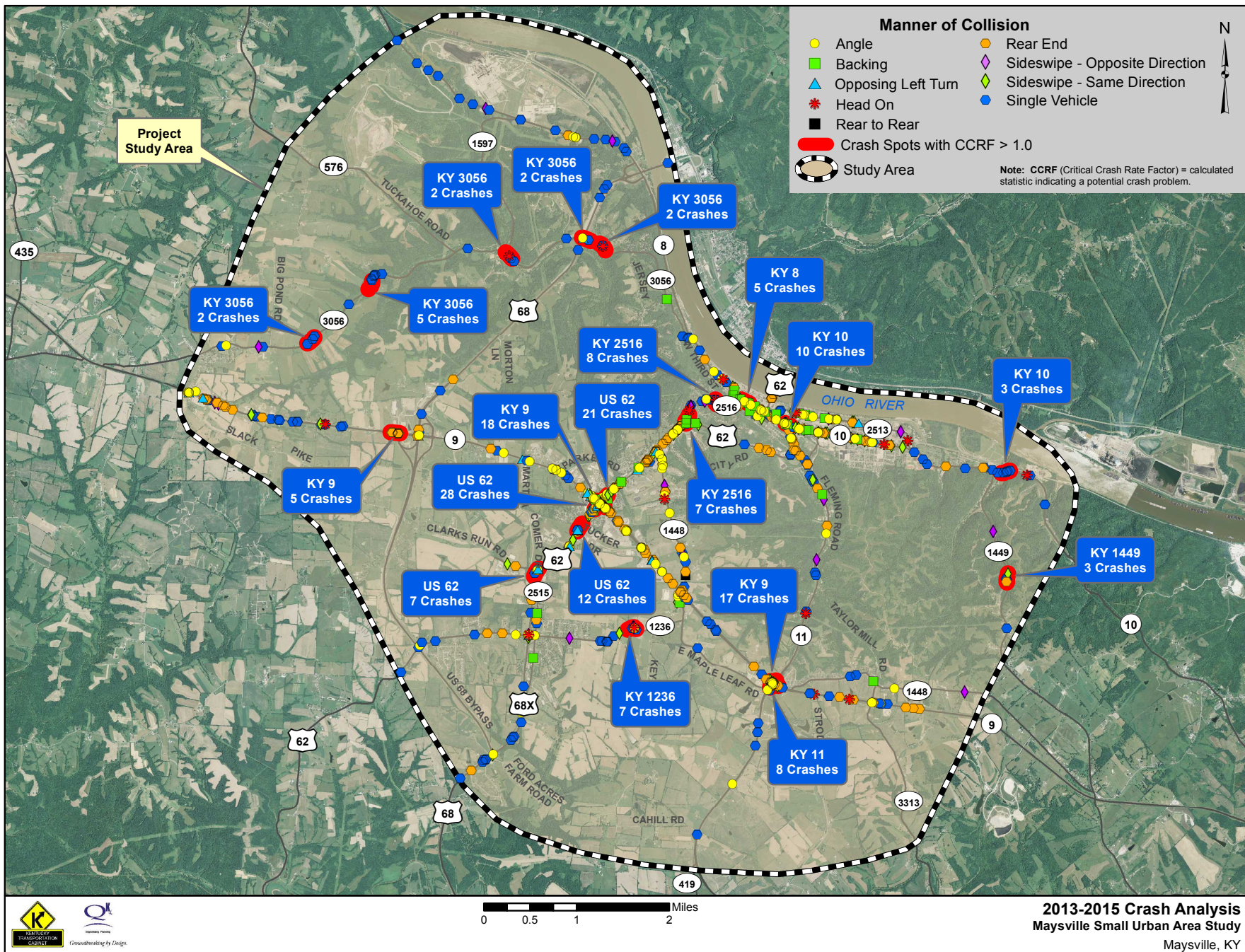
#### **Local Officials/Stakeholders Meeting No. 1**

#### **Buffalo Trace ADD Board Room**

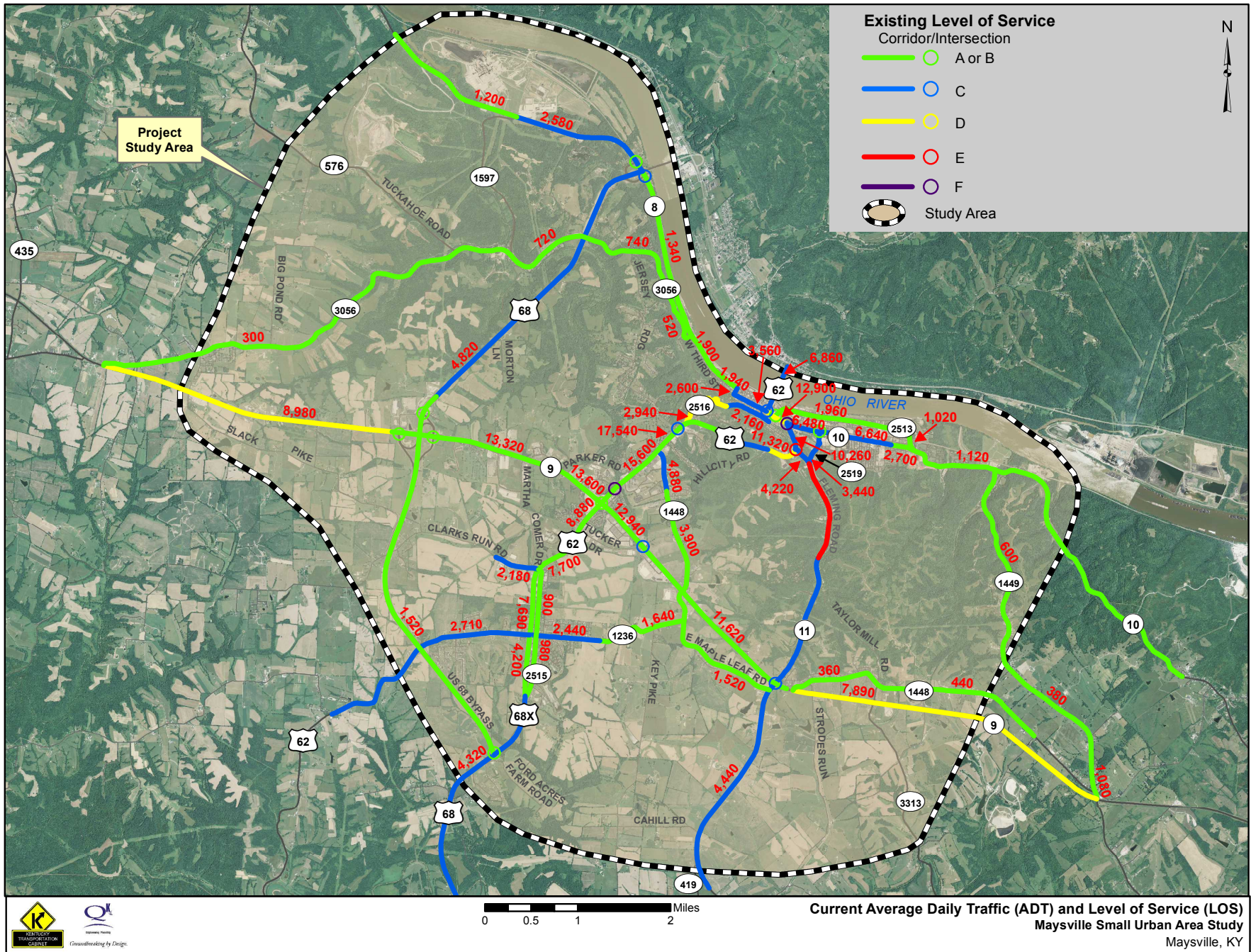
**July 21, 2016**

**1:30 PM**

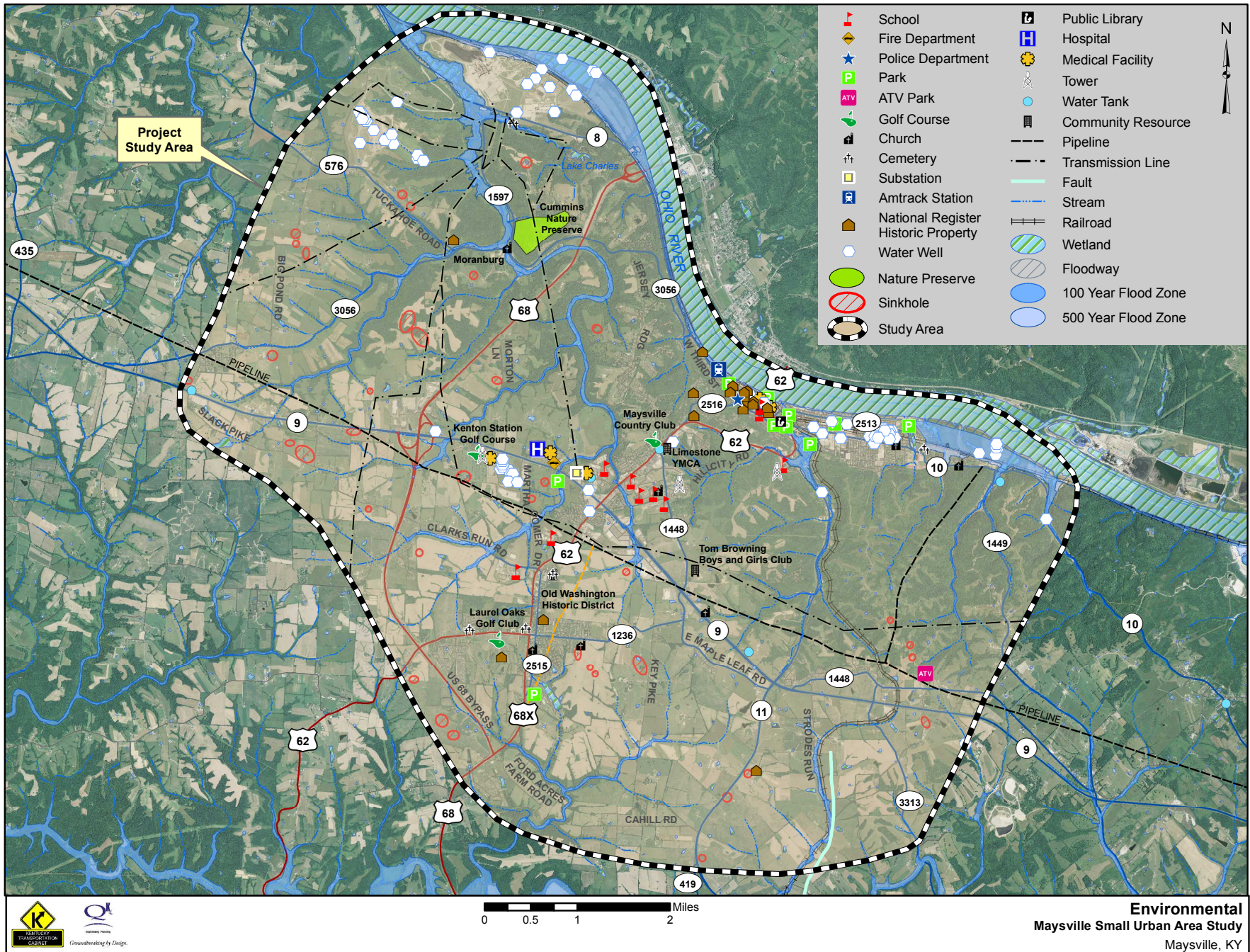
- I. Introductions
- II. Study and Project Purpose
- III. Project Schedule
- IV. Existing Conditions
- V. Environmental Overview
- VI. Traffic and Operational Performance
- VII. Next Steps
- VIII. Breakout Session



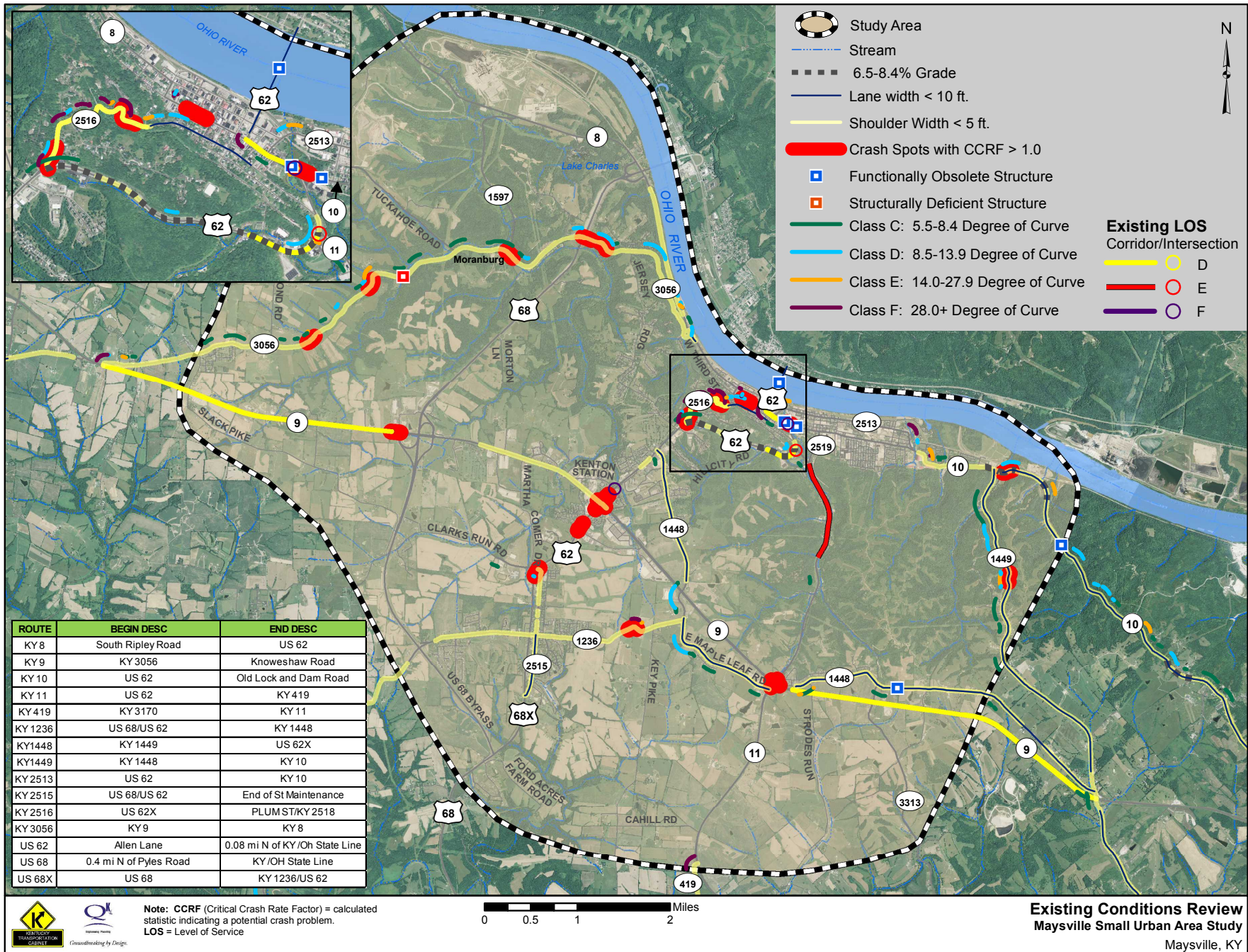












## Questionnaire for Industry Stakeholders



# Maysville Small Urban Area Study

## Industry Questionnaire

This information will be shared with the Kentucky Transportation Cabinet's Division of Planning only. Any reports generated from this information will be grouped in such a way that individual business information cannot be identified.

1. Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_  
State: \_\_\_\_\_  
ZIP: \_\_\_\_\_  
Email Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_
  
2. Number of Employees per shift? Please include contract employees for cleaning and industrial sanitation if applicable. \_\_\_\_\_
  
3. Size (in square feet) of existing building space: \_\_\_\_\_
  
4. Type of Business (please include NAICS classification number)  
\_\_\_\_\_
  
5. Does your business distribute and/or receive materials via trucks?  
☐ Yes *If you answered YES please continue to Question Number 6.*  
☐ No *If you answered NO please skip to Question Number 10.*
  
6. How many trucks per day access and leave your facility?  
\_\_\_\_\_
  
7. What types of trucks?  
☐ Single Unit  
☐ Trailered
  
8. How many trucks access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?  
\_\_\_\_\_

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9. Please identify on the attached map the primary routes used by these trucks to access your business.

10. In the next 25 years, do you propose any expansion at your current location?

☐ Yes *If you answered YES please continue to Question Number 11.*

☐ No *If you answered NO please skip to Question Number 17.*

11. Please provide a brief description of the expansion:

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12. Number of Employees (after expansion): 

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13. Size (in square feet) of future additional building space: 

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14. How many additional trucks per day will access and leave your facility?  

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15. What types of trucks?

☐ Single Unit

☐ Trailered

16. How many trucks will access your facility during the peak hours at 7AM to 9AM; 4PM to 6PM?

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17. Additional Comments (Use additional pages if necessary)

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Please submit this questionnaire by **July 30, 2016**.

If you would like to complete and submit the Industry Questionnaire electronically please visit:  
<https://www.surveymonkey.com/r/MAYSVILLESUA>

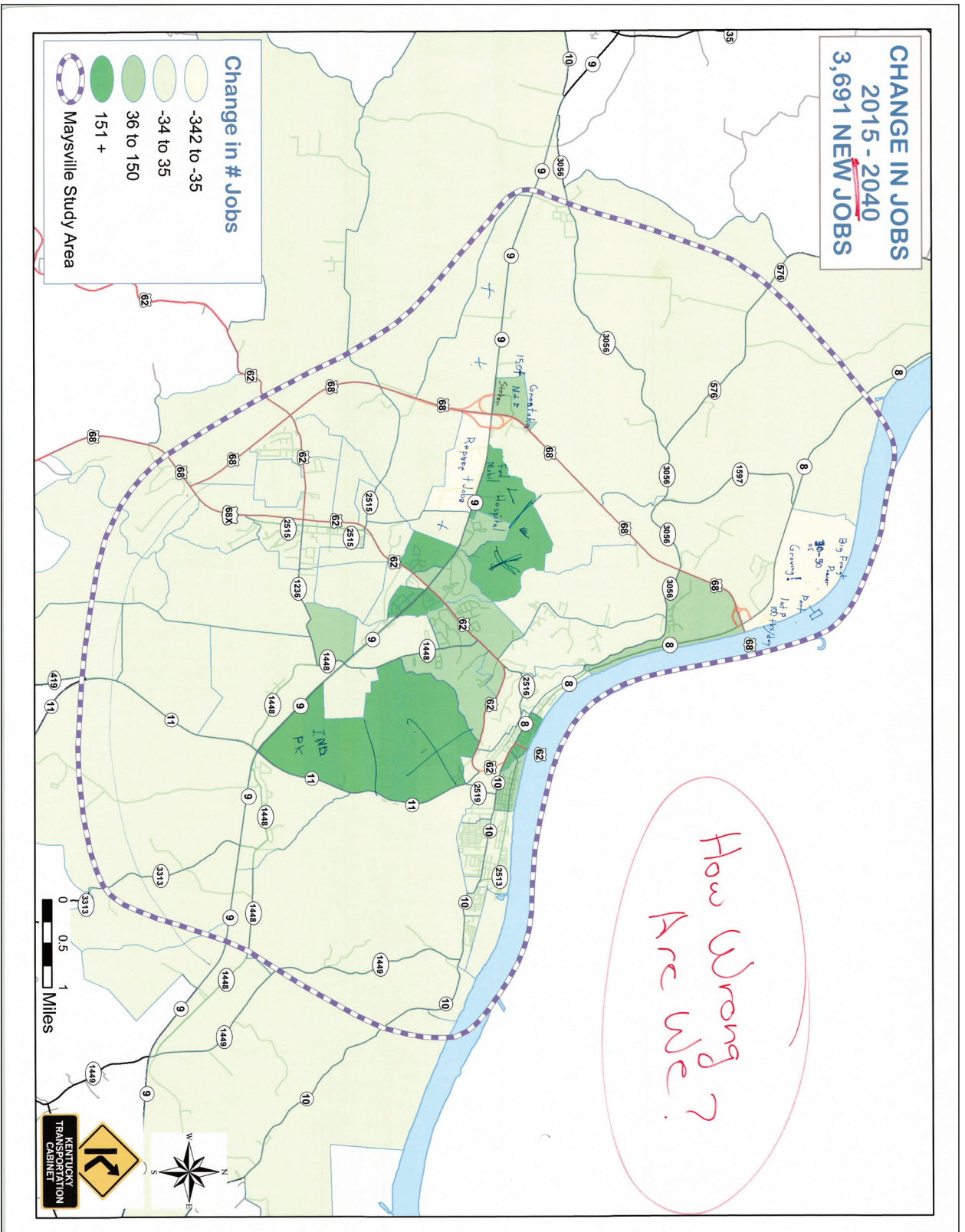
***For further information or to submit your Industry Questionnaire by mail:***

Qk4, Inc.  
ATT: Annette Coffey  
2225 Lawrenceburg Road  
Frankfort, KY 40601  
(502) 352-2197  
[acoffey@qk4.com](mailto:acoffey@qk4.com)

***Thank you for your comments!***





























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## Maysville Small Urban Area Study Mason County



### Local Officials/Stakeholders Meeting No. 2 Buffalo Trace Area Development District (ADD) Board Room December 8, 2016; 9:30 AM Meeting Minutes

**Project:** Maysville Small Urban Area (SUA) Study  
**Purpose:** Prioritize Improvement Alternatives  
**Place:** Buffalo Trace ADD Board Room - Maysville  
**Meeting Date:** December 8, 2016; 9:30 AM  
**Prepared By:** Jim Smith

#### Attendees:

Mikael Pelfrey	KYTC CO Planning	502.782.5073	mikael.pelfrey@ky.gov
Joe Callahan	KYTC D9 Planning	606.845.2551	joe.callahan@ky.gov
Deanna Mills	KYTC CO Planning	502.782.5085	deanna.mills@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	606.845.2551	darrin.eldridge@ky.gov
Rachel Catchings	KYTC D9 Design	606.845.2551	rachel.catchings@ky.gov
Karen Mynhier	KYTC D9 Env. Coord.	606.845.2551	karen.mynhier@ky.gov
Travis Cropper	KYTC PD&P	606.845.6721	travis.cropper@ky.gov
Missy Hardy	Buffalo Trace ADD	606.564.6894	mhardy@btadd.com
Kristie Dodge	Buffalo Trace ADD	606.564.6194	kdogde@btadd.com
David Cartmell	Mayor, City of Maysville	606.564.9419	dcartmell@maysvilleky.net
Matt Wallingford	City of Maysville	606.564.9419	mattwallingford@maysvilleky.net
Phillip Williamson	Carmeuse Lime & Stone	606.564.9615	phil.williamson@carmeusena.com
George E. Terry Jr	CSX	859.699.3361	george_terry@csx.com
Joe Pfeffer	Mason Co. Judge/Exec.	606.564.6706	masoncojudge@masoncountkentucky.us
Jordan Williams	Maysville Fire Dept.	606.584.6280	jordanwilliams@maysvilleky.net
Kenny Pitakis	Mitsubishi Electric	606.759.5760	kpitakis@meaa.mea.com
Annette Coffey	Qk4, Inc.	502.352.2197	acoffey@qk4.com
Andy Gilley	Qk4, Inc.	502.585.2222	agilley@qk4.com
Jim Smith	Qk4, Inc.	502.352.2197	jsmith@qk4.com



The purpose of this meeting was to present, discuss, and rank improvement projects that have been developed since the Local Officials/Stakeholders (LO/S) Meeting No. 1 on July 21, 2016. Joe Callahan initiated the meeting with introductions and a brief summary of the progress of the study.

Following introductions, Annette Coffey gave a short presentation (Attachment A) that reminded the team of the goals for the study—to identify roadway projects that will improve safety and congestion on primarily state-maintained routes for a 20-year horizon. Annette noted the LO/S had identified problem areas at the July Meeting. She then provided an update on project team activities since the meeting:

- Alternative concepts have been developed taking into consideration high crash locations, existing and future year traffic and levels of service (LOS), identified areas of growth, and LO/S input.
- Projects currently underway (highway plan projects) with either funds not authorized or projects not progressing, and previously identified Project Identification Forms (unfunded identified needs not in the current highway plan) were considered new projects, but no improvement concepts were prepared.
- Project Cost has been estimated for each alternative concept.
- The Project Team reviewed each project location, alternative concept, and associated cost at Project Team Meeting No. 2 held November 1, 2016. Each project was categorized as Local, Short-Term, or Long-Term.

After the update the LO/S were given handouts (Attachment B) that included an agenda, a map identifying improvement alternative locations, and Project Evaluation Worksheets for Local, Short-Term, and Long-Term projects.

Annette provided an explanation of the overall scoring system. For example, Local Projects contained three projects for a total of three points (one point for each project). Each LO/S was directed to vote for at least two projects, thereby keeping all three points from being used for one project. It was also explained that giving each project a score of one would not provide the project team with any discernable difference among LO/S priorities; therefore, care should be given when applying scores to priorities. Also, Annette emphasized the alternatives presented were preliminary in nature and could change in future project development phases.

Annette and Andy Gilley then presented the Local improvement projects, after which time was allotted for the LO/S to score Local projects. After Local projects were discussed, Short-Term projects followed by Long-Term projects were presented and scored.

The following represent substantive discussions or questions regarding improvement projects. (Projects are identified by their Alternative ID included on Project Evaluation Worksheets.)

**Local Projects (3 points)**

**(T) – Reconfigure Market Square/Tucker Drive/Wal-Mart Way intersection to eliminate left turns from Tucker Drive to KY 9, relocate Market Square 500 feet west, from KY 9.**

- Tucker Drive – serves as connector road between US 62 and KY 9 (AA) highway.
- Bank has expressed frustration with the intersection.
- It would be a serious mistake to remove left turns onto KY 9.
- Recommend making separate left-turn lane onto KY 9.

**(V) – Improve existing Springdale Road and connect to KY 3161.**

- Springdale Road – serves as a freight road, heavy truck traffic, serves Carmeuse, Eaton Asphalt Plant, and a Fleming County Water Plant.
- An improved road would provide access to two other industrial sites that have never been opened up near the Mason County line.
- Options to improve along existing alignment or to go on new alignment for part of the way to provide a direct connection to KY 3161 – 11' lanes.
- Cost estimated by representative mile.
- Can this option be afforded by locals? Truck traffic seems to be increasing.

**(CC) – Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00**

- The bridge over Kennedy Creek Road is currently closed. Residents on Kennedy Creek Road have access to KY 10. Project is included in the highway plan; however design funds have not been authorized.

**Short-Term Projects (9 points)**

**(A) – Install barrier wall.**

**(B) – Install cable barrier guardrail.**

**(C) – Install Qwick Kurb (raised concrete with large formidable delineators).**

- To legally go north, Mitsubishi employees must turn right onto US 68 South, take exit to KY 9, turn right at signal on KY 9, go under overpass, and then turn left onto US 68 North on-ramp – making a “big figure eight.” Most employees today make the illegal left turn onto US 68.
- KYTC will investigate why left turns were originally prohibited.
- Mitsubishi has closed the gate on the access road between their two buildings because cars began using it as a “cut through” to Garrison Lane where lefts are allowed onto US 68. The cut through traffic was deemed unsafe for their employees who use the crosswalk between buildings.



- Attendees were directed to Score “0” for options A, B and C, and add comment if they would like consideration given to allowing lefts from Downing Drive to US 68.
- Would KYTC consider a part time signal?
- Restudy the intersection. Make this a priority, eliminate restriction of left turns, and widen Downing Drive to accommodate left-turn and right-turn lanes.

**(W) – Add right-turn lane on KY 9 southbound at KY 11.**

- Need a right-turn lane northbound on KY 11 to eastbound KY 9. People are currently using an existing wide paved shoulder as a right-turn lane.

**Long-Term Projects (23 points)**

**(C1) – Extend US 62 two-lane section eastbound to KY 11. Eliminate Two-Way-Left-Turn-Lane (TWLTL) in part, convert shoulders to full-depth and widen for minimal shoulders.**

- Alternative concept does not provide much benefit to LOS. Corridor needs two travel lanes in each direction to improve LOS and improvement would need to be extended to KY 10.
- Right-turn lane at KY 11 could be lengthened.

**(F) – Provide for access management on US 62 between KY 9 and Kenton Station Road. Evaluate the US 62/Tucker Drive intersection for a traffic signal.**

- Tire World trucks might currently back down Service Road.
- Business access points to Service Road may be different than what is shown on aerial.

**(N) – Realign KY 10/KY 1449 intersection to improve curves and provide better sight distance.**

- This project could be implemented in lieu of KYTC Item No. 9-8911.00, “Replace structurally deficient bridge on Kennedy Creek Road.” This would improve access to KY 10 and allow the bridge to remain closed.

**(O) – Provide bike lanes on KY 10 from Commerce Street to KY 2513 (Carmel Street).**

- Potential impacts to Historic District with sidewalk improvements and loss of parking.
- Provide better pedestrian/bike accessibility.
- Remove on-street parking on one side.

**(Z) – New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11. Item No. 9-147.20**

- This section of the bypass is projected to carry only 243 vehicles per day (vpd) in the year 2040, based on the KYTC 11-county travel demand model.

**(AA) – Addition of an interchange on Heather French Henry Southern Loop (US 68) at US 62. Design phase not yet authorized. Item No. 9-8809.00**

- Project includes federal funds.
- Important to EMS and Fire Department response. It takes 8–10 minutes longer today coming from Robinson County to Mason County Hospital than it would if there were an interchange at US 62.

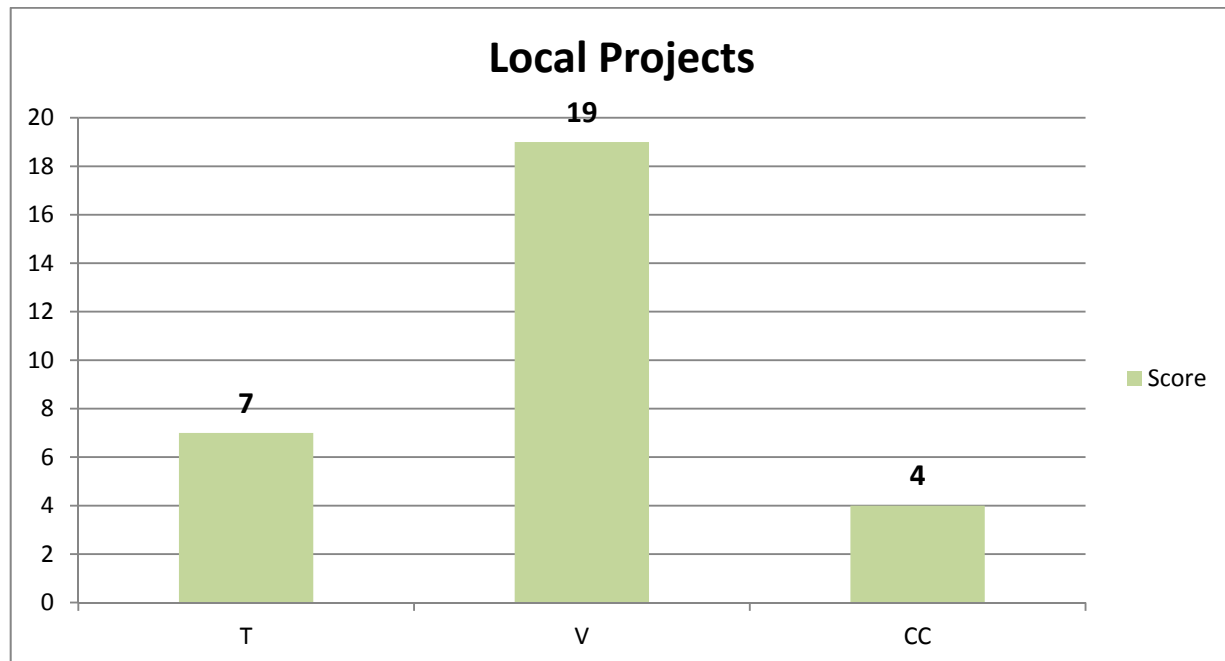
**(EE) – Reduce lane widths and add turn lanes where possible at the intersection of KY 9 (AA Highway) and US 62. PIF 09 081 B0062 1.00**

- Westbound right turn experiences heavy delays.
- Many people will go through intersection and turn right at Ponderosa, and then cut through to US 62 at gas stations to avoid right-turn lane.
- Delay at right turn is two to three cycles.

**Additional**

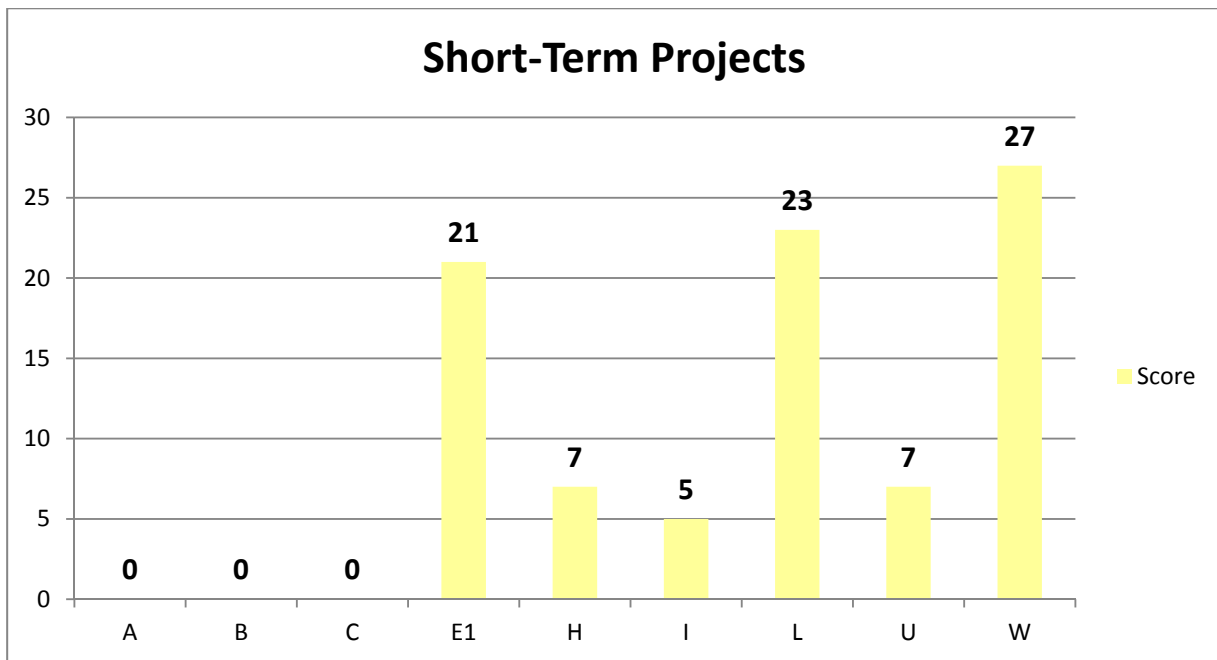
A summary of rankings from this meeting will be available to the LO/S in the final report expected in March 2017. The following are the results of the scoring by the LO/S.

**Local**

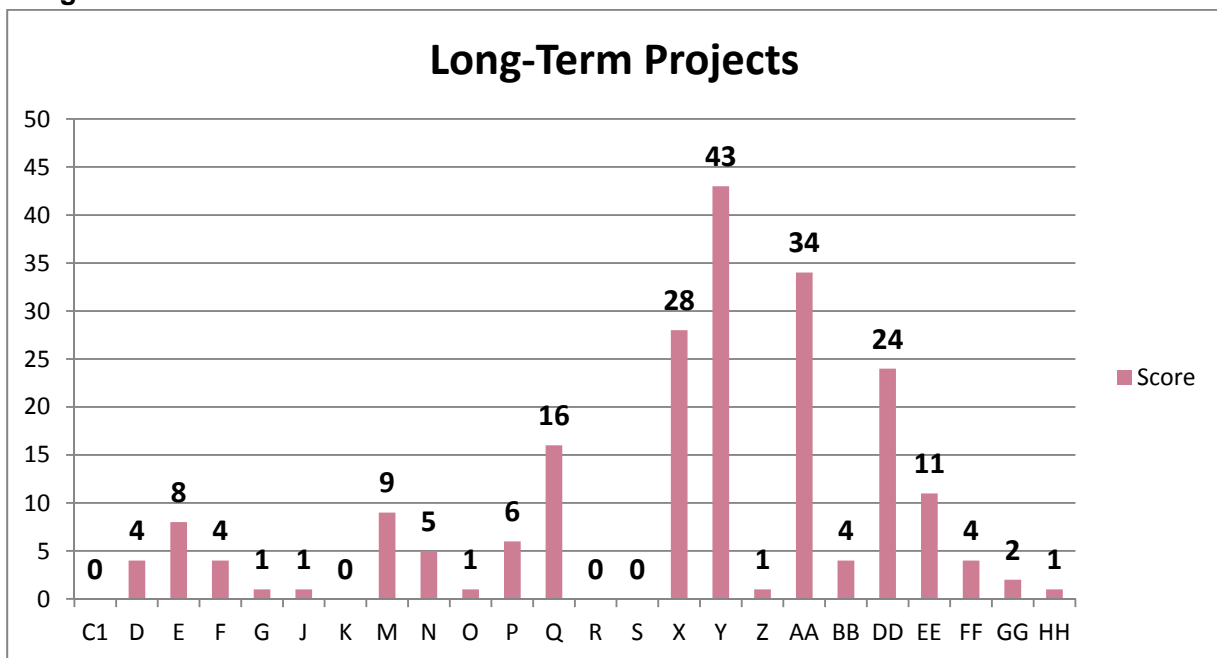




### Short-Term



### Long-Term



The meeting concluded at approximately 12:00 PM.



# GRAYSON SMALL URBAN AREA STUDY

LOCAL OFFICIALS/STAKEHOLDERS MEETING NO. 2  
DECEMBER 7, 2016



# STUDY PURPOSE

- Evaluate existing conditions, crash history, and geometric deficiencies to identify possible safety improvements.
- Evaluate capacity needs of the identified transportation network.
- Develop a list of short-term recommendations that KYTC, the City of Grayson, Carter County, and/or private developers can take for further project development and implementation.
- Examine the future transportation needs and determine options for long-term improvement projects.

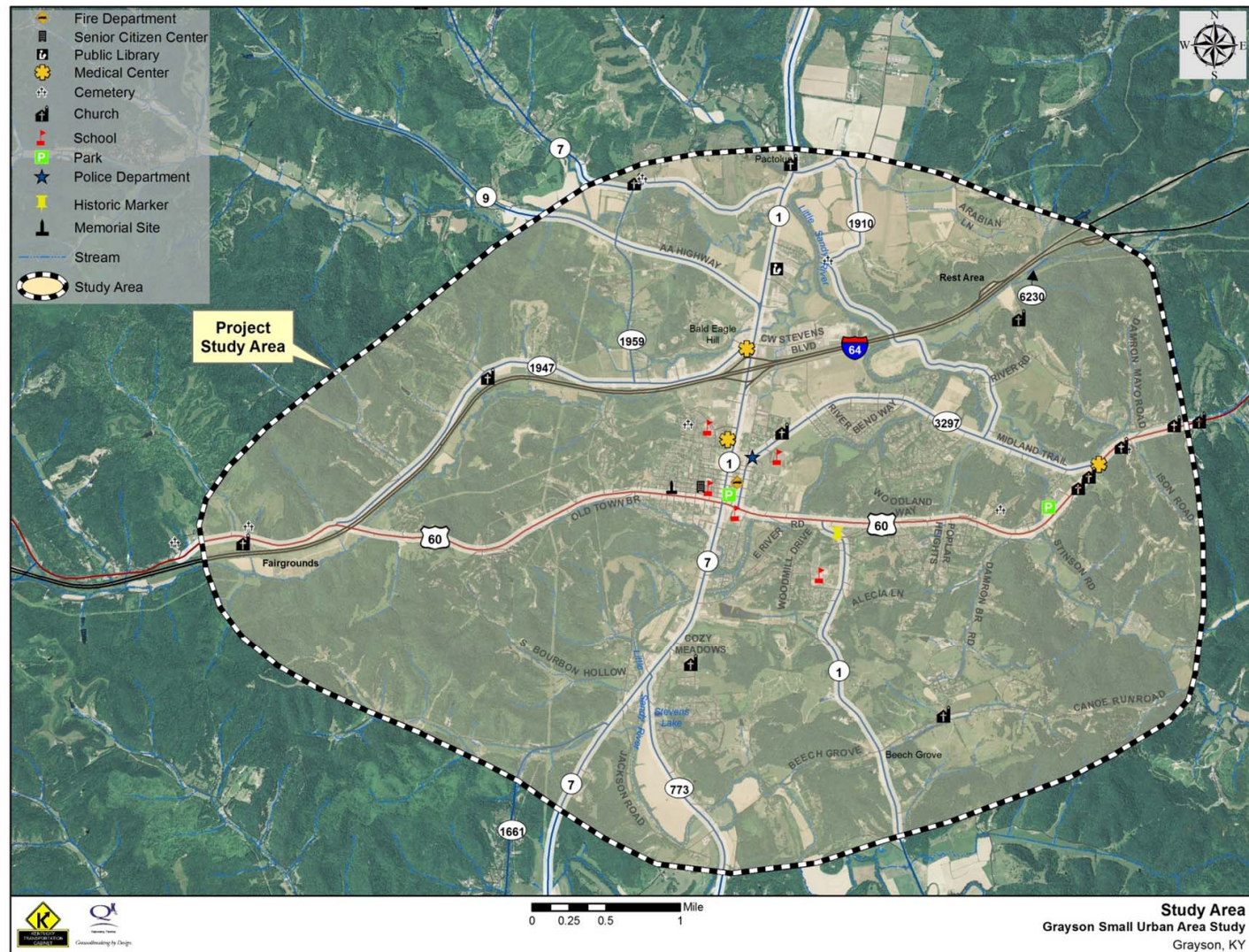


# STUDY SCHEDULE



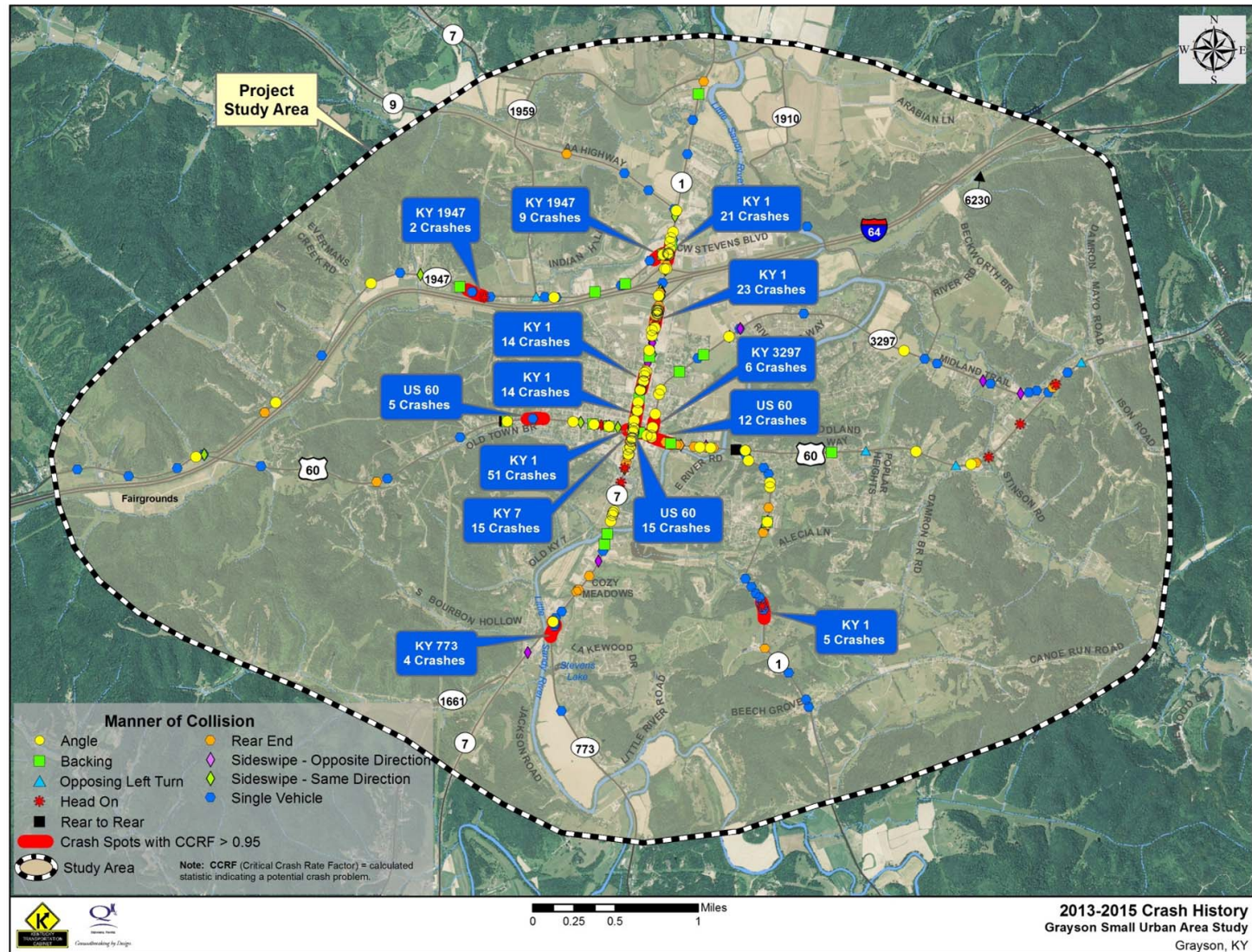


## ROUTES TO ASSESS



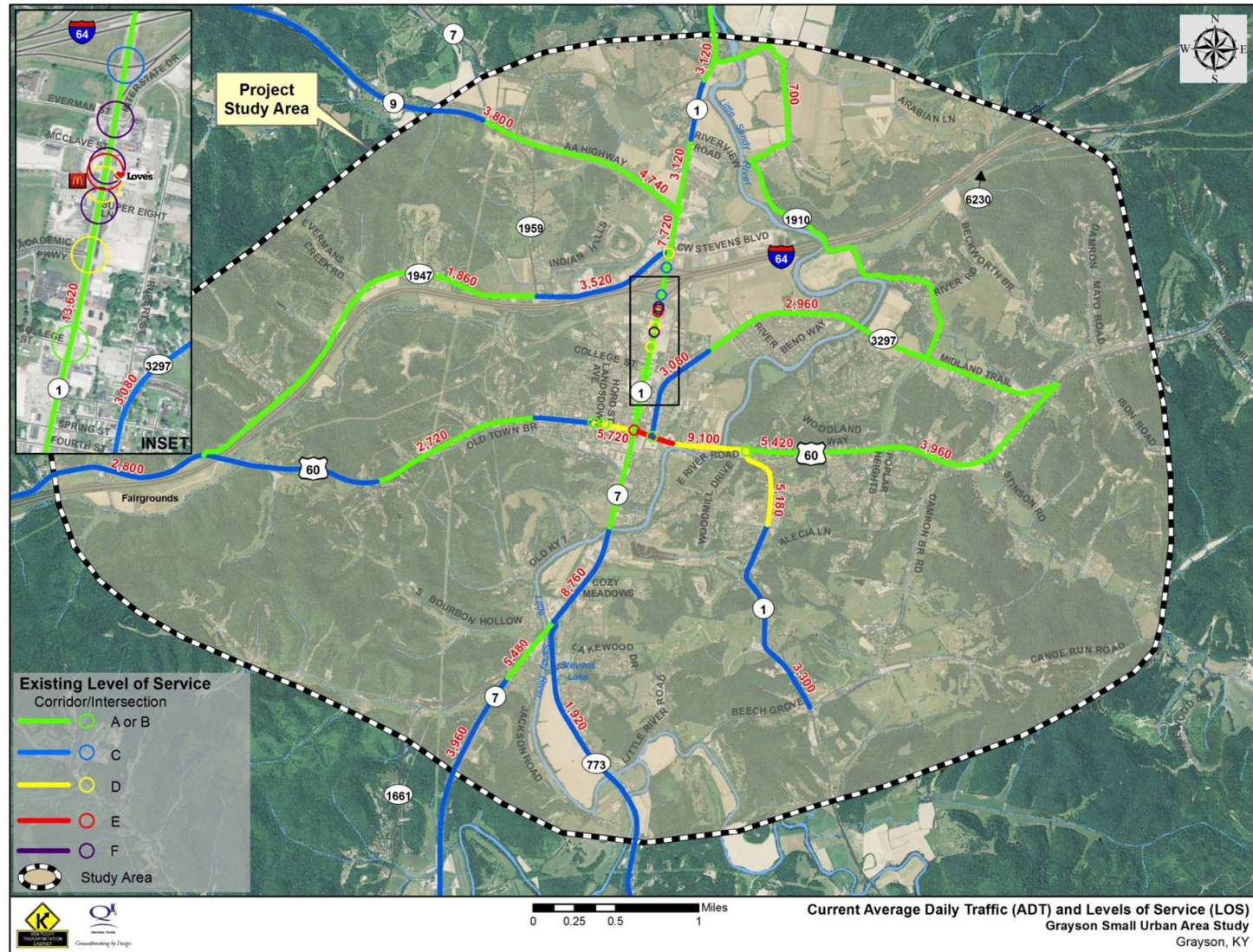


# 2013-2015 CRASH HISTORY



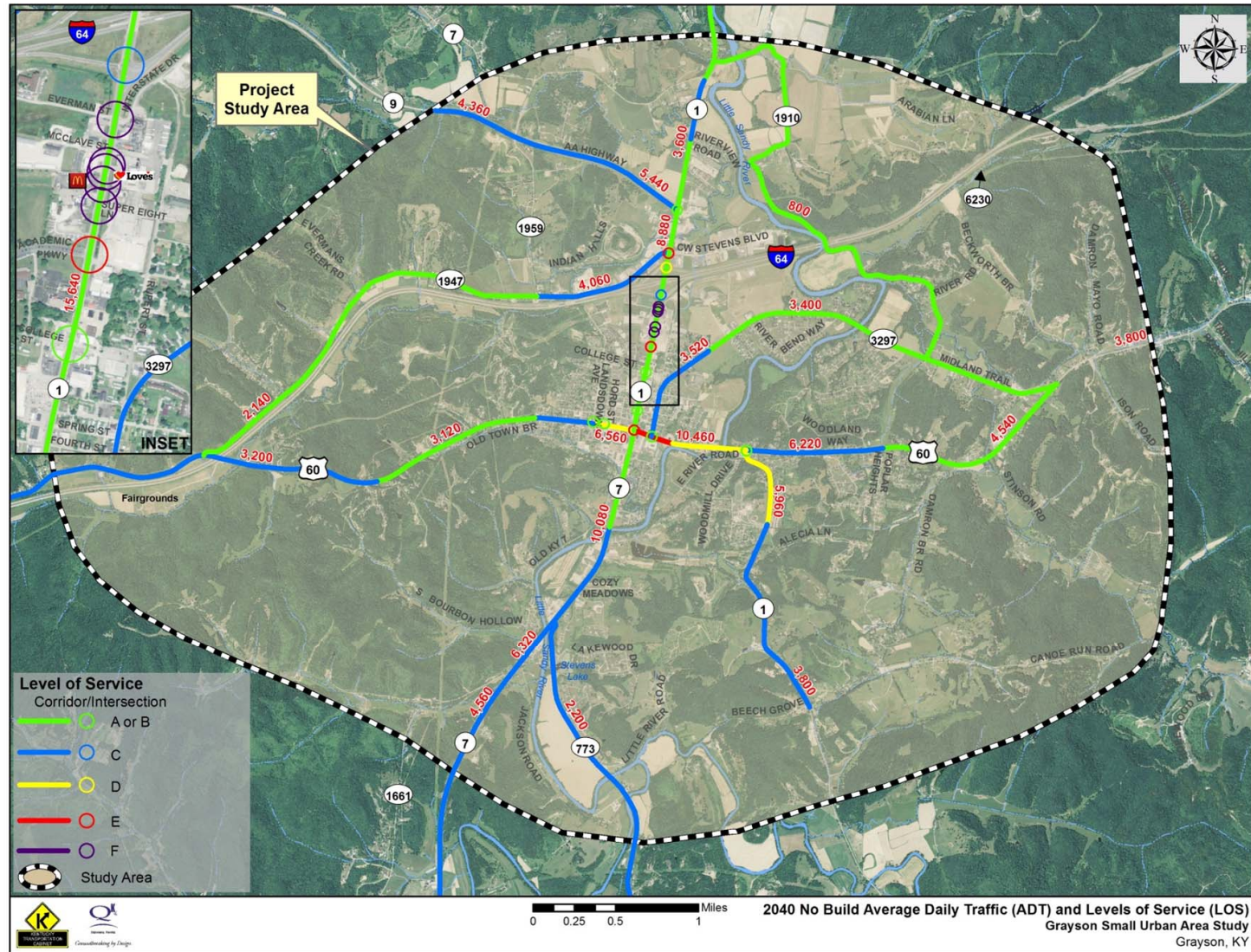


## 2016 LOS AND TRAFFIC



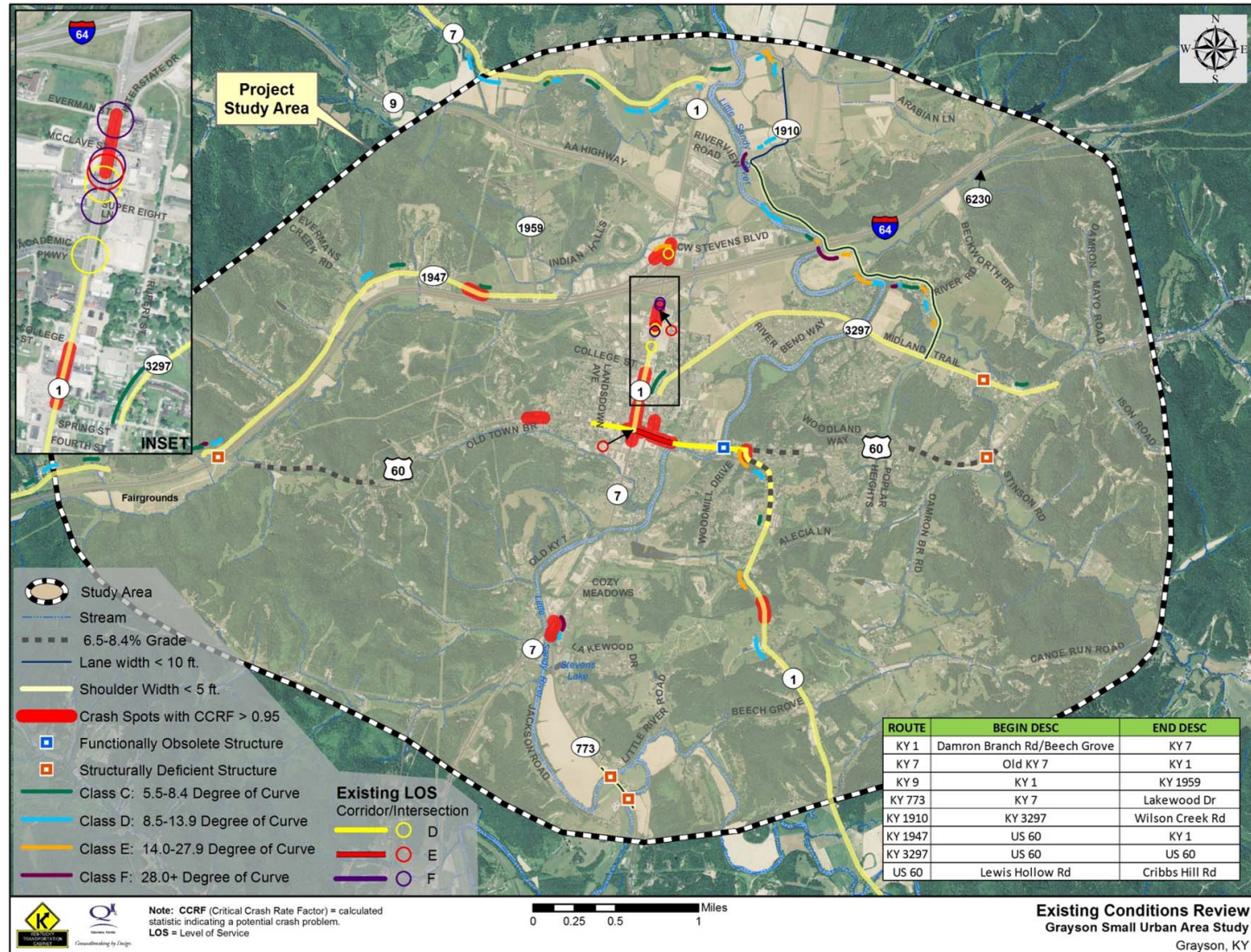


# 2040 LOS AND NO BUILD TRAFFIC



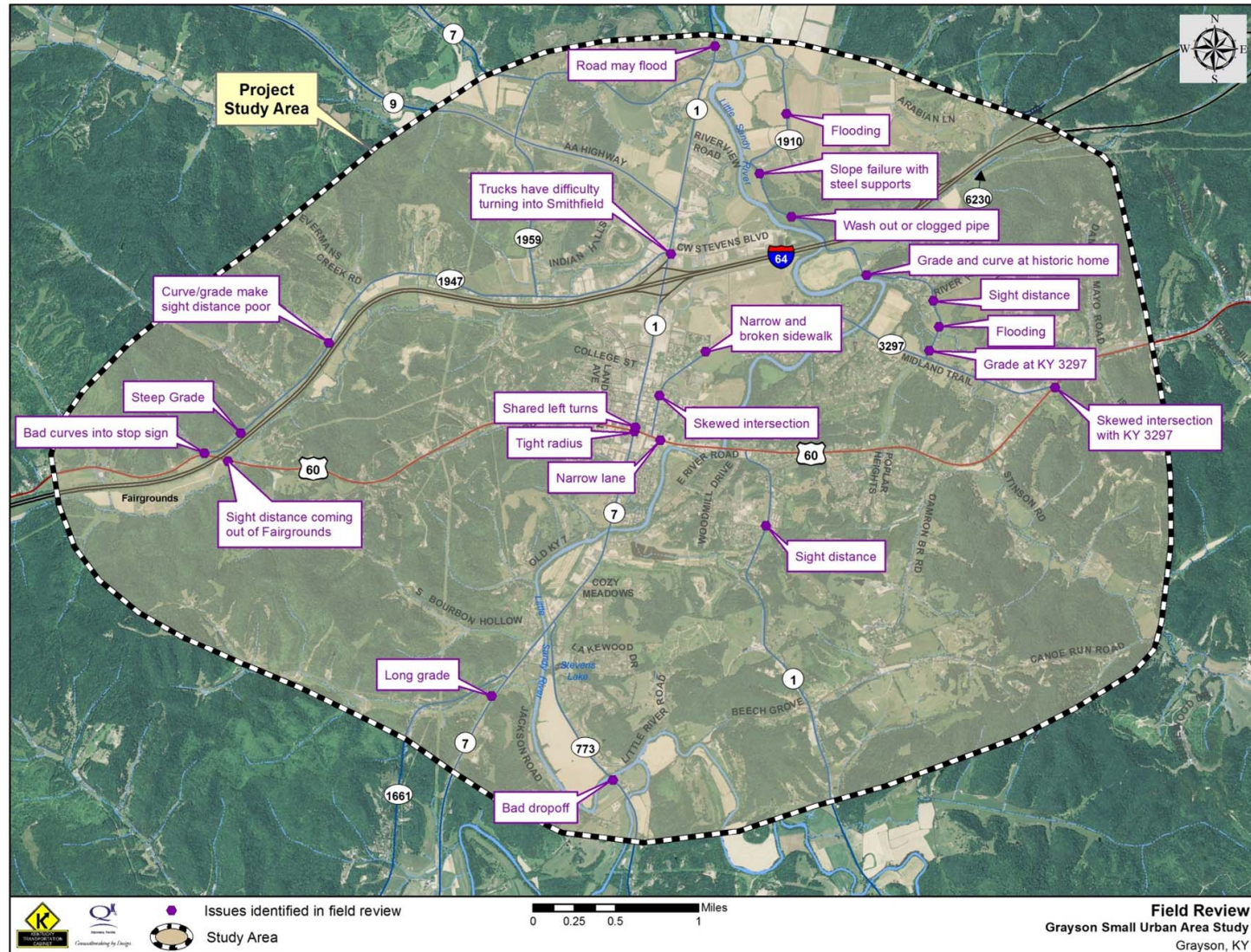


# EXISTING CONDITIONS REVIEW



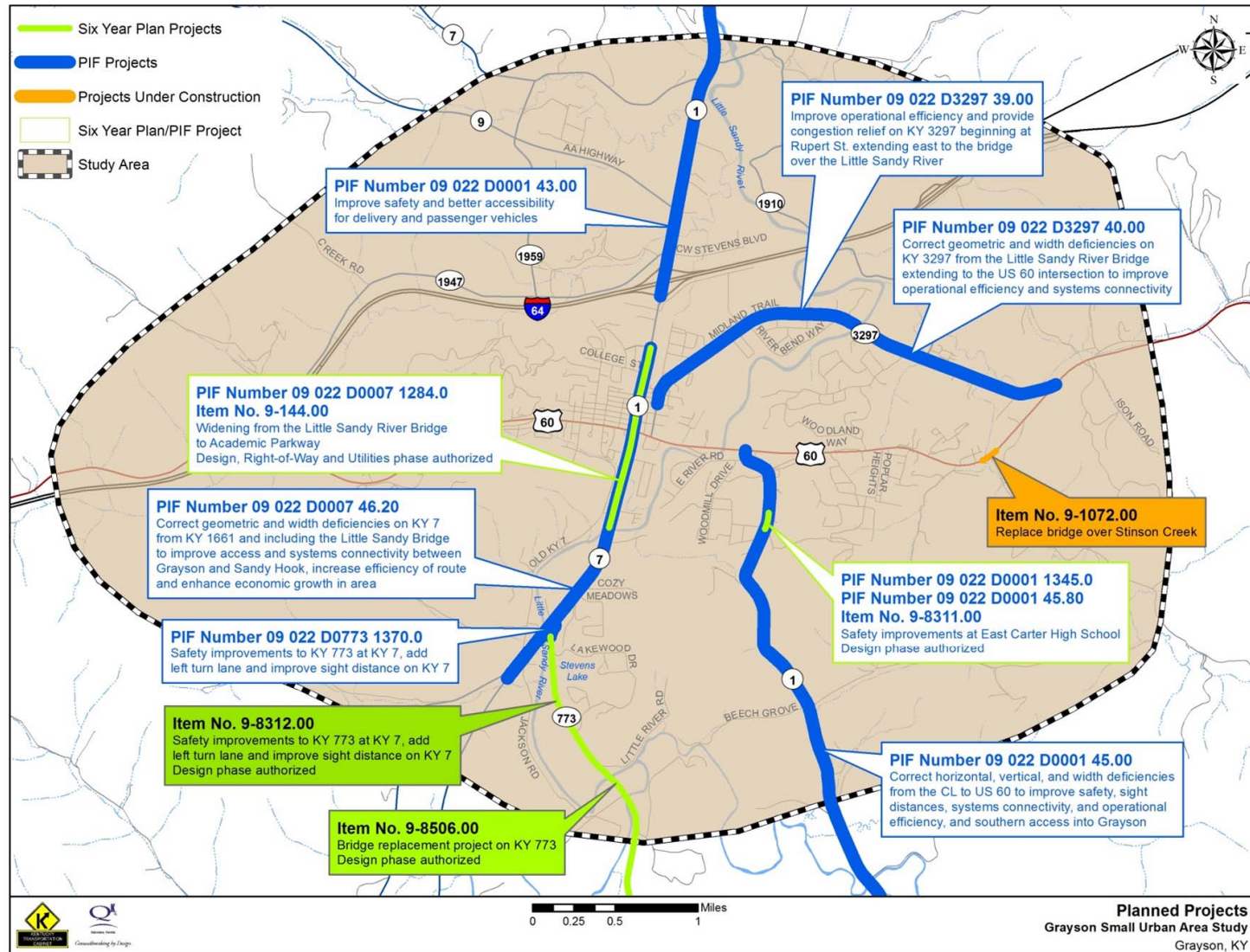


# FIELD REVIEW

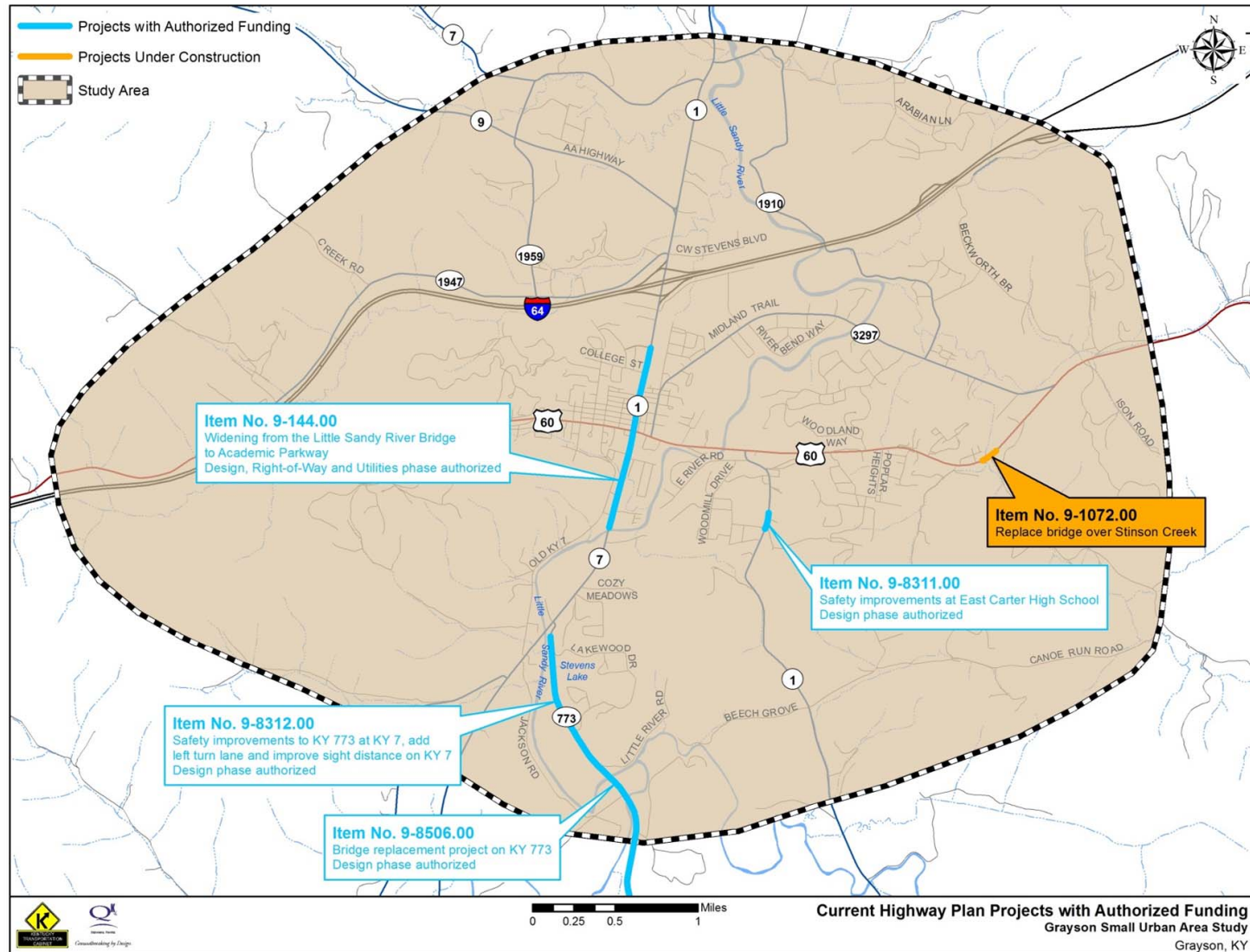




# HIGHWAY PLAN AND PIF PROJECTS



# HIGHWAY PLAN PROJECTS AUTHORIZED

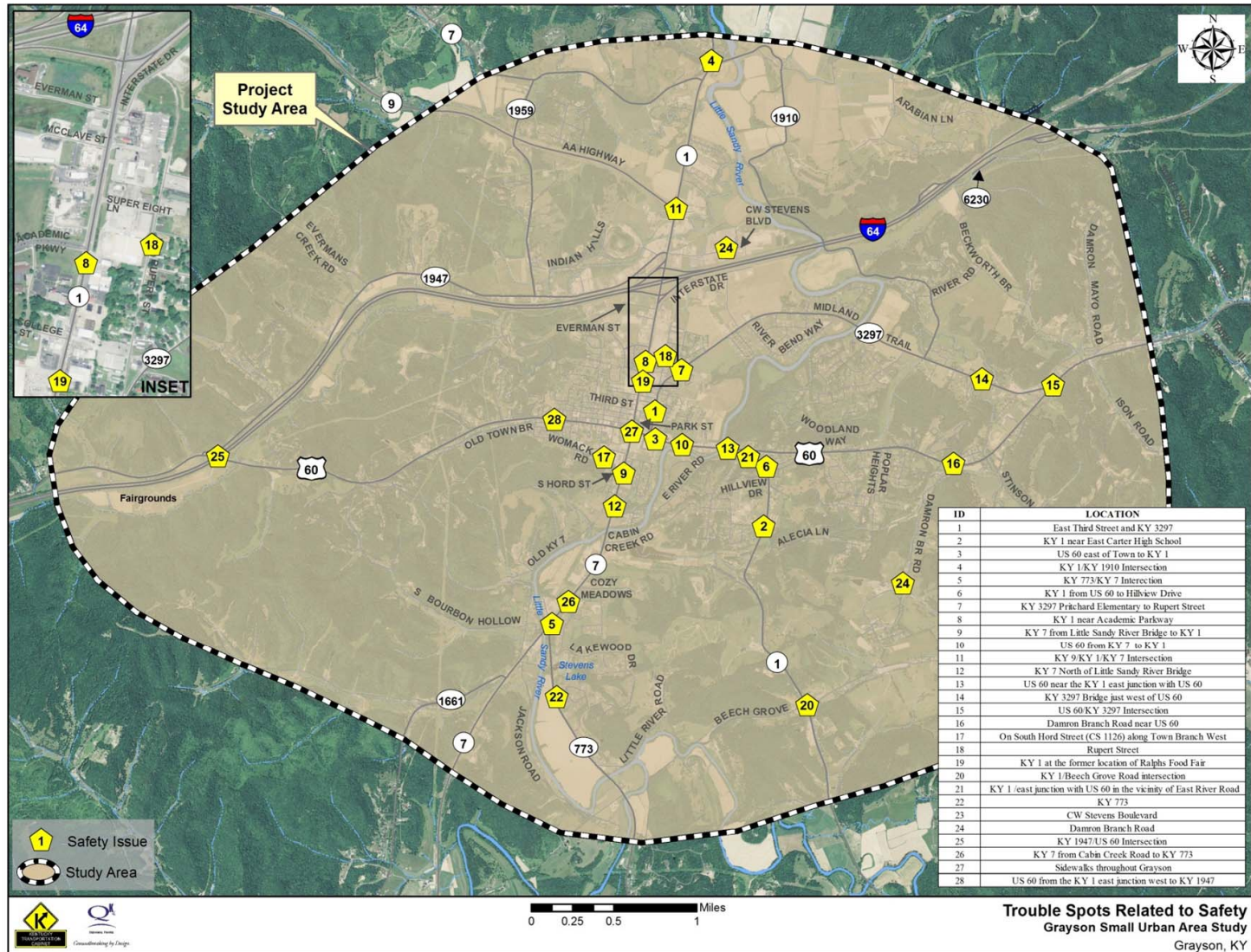




# **LOCAL OFFICIALS/STAKEHOLDER MEETING NO. 1**

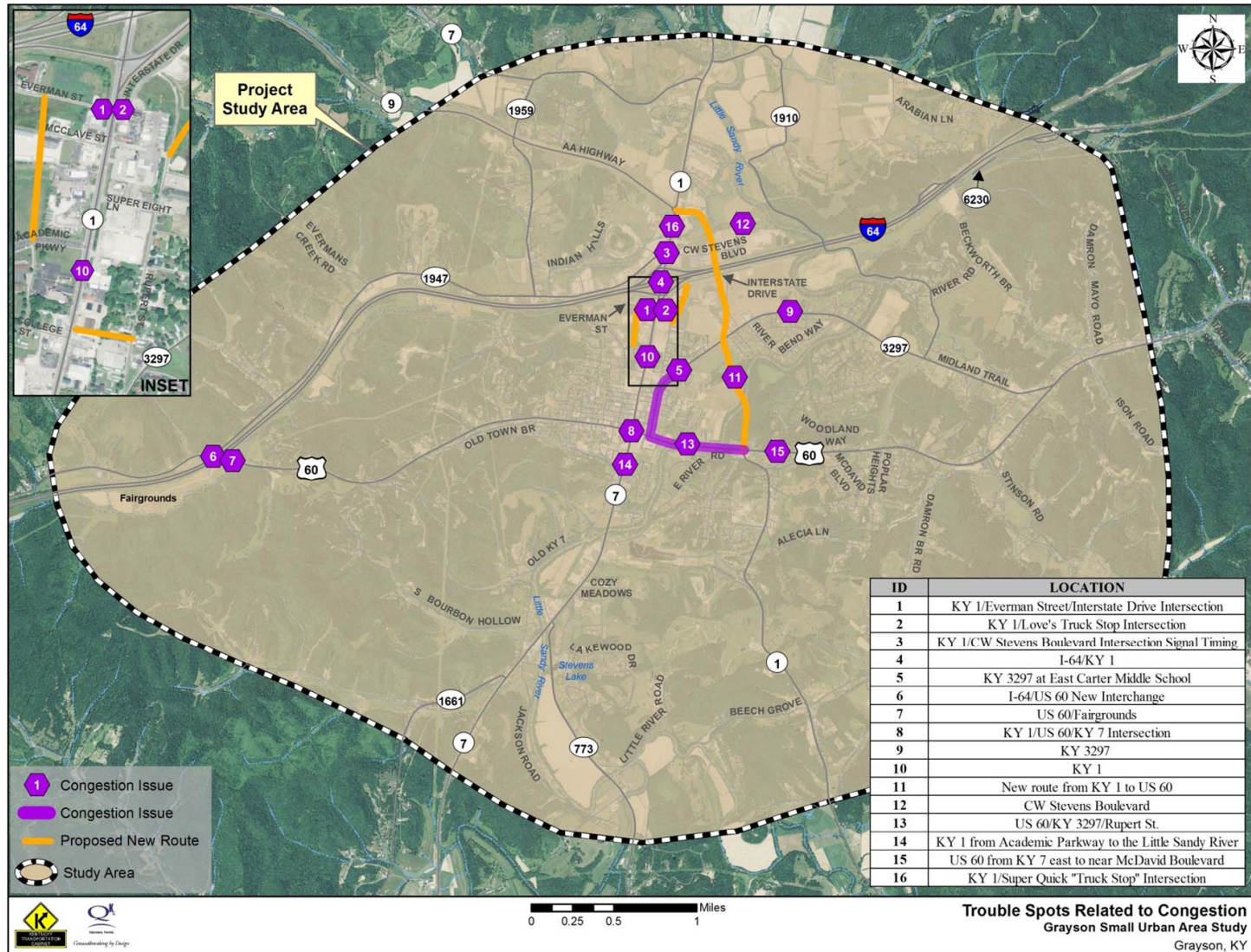


# TROUBLE SPOTS RELATED TO SAFETY



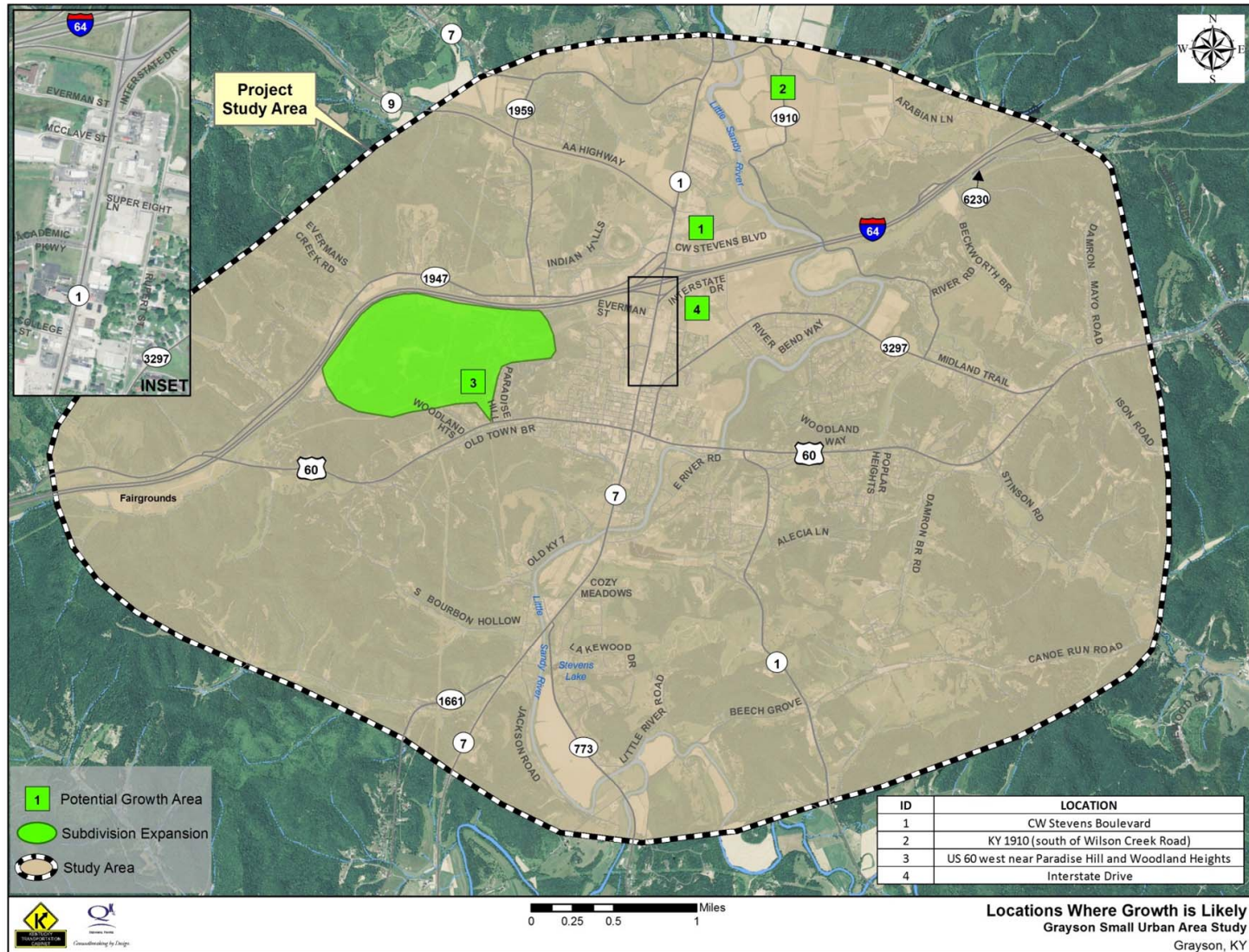


# TROUBLE SPOTS RELATED TO CONGESTION





# TROUBLE SPOTS RELATED TO GROWTH





# ALTERNATIVES PRESENTATION







# SURVEY/SCORING INSTRUCTIONS

Grayson Small Urban Area Study  
Long-Term Projects  
December 7, 2016

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

## GRAYSON Project Evaluation Worksheet

Directions: Score projects by assigning points based on project priority. All points must be distributed between at least two projects. The total points cannot be assigned to only one project.

Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	ID#	
				Score	
Long-Term (27 pts)	A	Restripe US 60 and provide TWL.TL from Old Town Branch Road to KY 1/KY 7 with parking on one side only. (See Alternative G)	\$200,000		
	B	Provide another point of egress on US 60 from the Fairgrounds east of the existing entrance.	\$1,100,000		
	C	Reconstruct and extend existing deficient sidewalks from KY 1 east to the Little Sandy River Bridge.	\$620,000		
	G	Add TWL.TL, widen lanes, and provide signage to direct motorists to the appropriate lane from Bagby Street to the Little Sandy River Bridge and close Park Street entrance from US 60.	\$490,000		
	H	D-9 staff will review signage/stripping, but no alternative concept is recommended.	\$0		
	I	Provide a right-turn lane pocket on KY 1947.	\$440,000		
	J	Provide a new two-lane roadway connecting CW Stevens Boulevard north to KY 9 (AA Highway). (Section 1 of 3)	\$3,000,000		
	K	Connect Everman Drive and Academic Parkway with a two-lane roadway. Close entrance from KY 1 to Everman Drive once constructed.	\$2,900,000		
	L	Provide dual left turn lanes on I-64 WB Ramp.	\$600,000		
	M	Close two entrances closest to KY 1/I-64 eastbound on-ramp, and route those motorists to Super Eight Lane and the roadway directly across from McClave Street. Relocate existing truck parking and improve internal circulation.	\$2,230,000		
	N	Conduct an access management study to provide for a more efficient corridor.	\$700,000		
	P	Conduct a pedestrian walkability, safety, and ADA compatibility study for the community of Grayson to supplement the sidewalk information collected by KYTC and the ADD.	\$150,000		
	R	Install lighting along KY 7 from KY 773 to Cabin Creek Road.	\$320,000		
	S	Construct sidewalks along both sides of KY 7 from Sandy Lane over the Sandy River Bridge (estimated one side of the bridge).	\$690,000		
	W	Shift KY 1910 approach to KY 3297 eastward and improve turn radii from KY 1910 to KY 3297.	\$230,000		
	X	Improve turning radii from KY 3297 to East Third Street.	\$160,000		
	Z	Provide a right turn lane from KY 3297 at East Carter Middle School's southernmost entrance.	\$240,000		
	AA	Reconstruct existing sidewalks from US 60 Prichard Elementary School to Prichard Street.	\$460,000		
	BB	Construct new two-lane roadway from CW Stevens Boulevard south 0.540 mile to KY 3297 (MP 0.800) (over I-64). (Section 2 of 3, See J for Section 1.)	\$9,600,000		
	BB1	Construct new two-lane roadway 0.720 mile from KY 3297 (over Little Sandy River) to US 60 (MP 24.632) at KY 1. (Section 3 of 3, see J for Section 1.)	\$8,500,000		

# NEXT STEPS

- SUMMARIZE TODAY'S INPUT
- PROJECT TEAM MEETING 3 DIRECTLY FOLLOWING THIS MEETING
- DRAFT REPORT
- FINAL REPORT







*Groundbreaking by Design.*

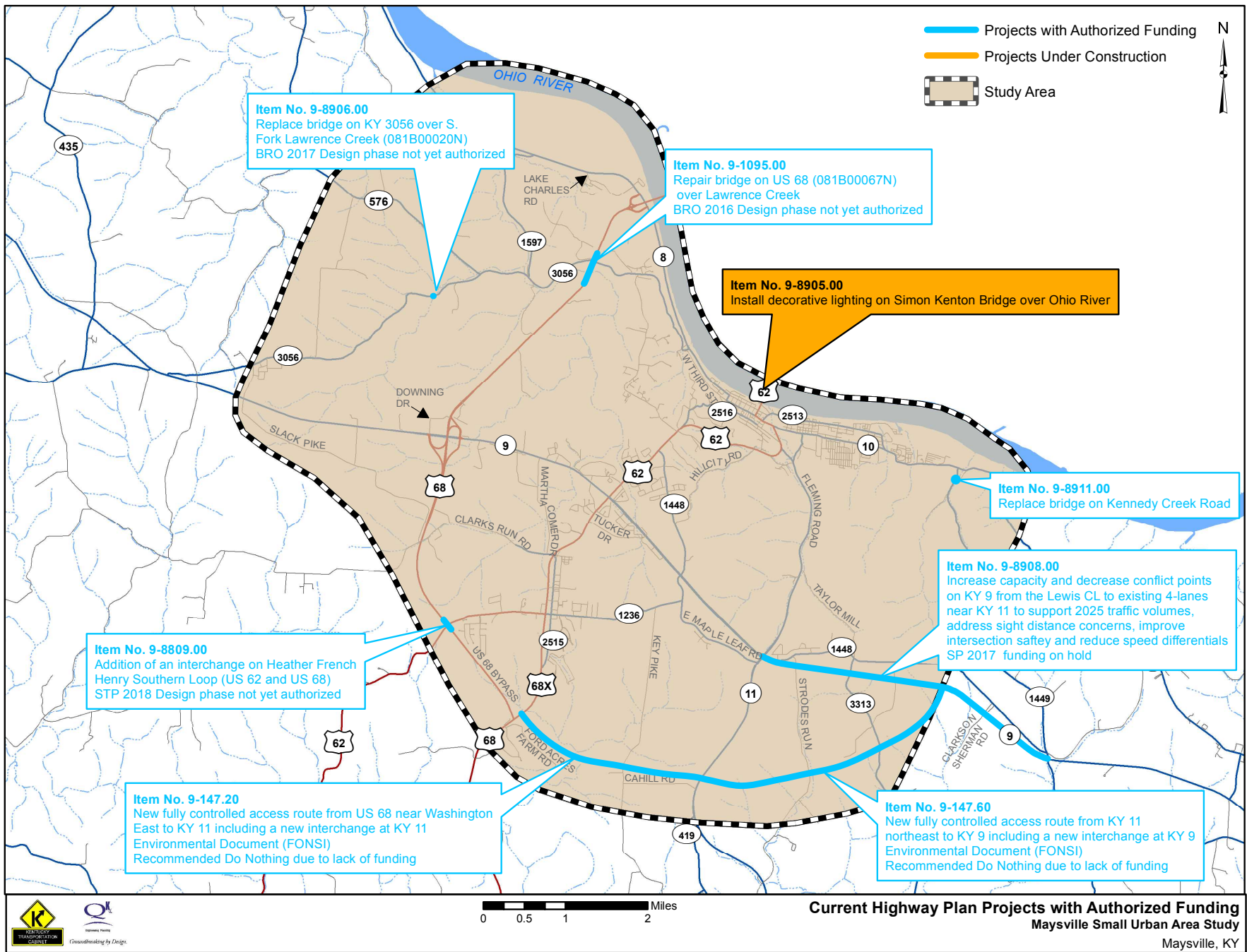
## **Maysville Small Urban Area Study Mason County**



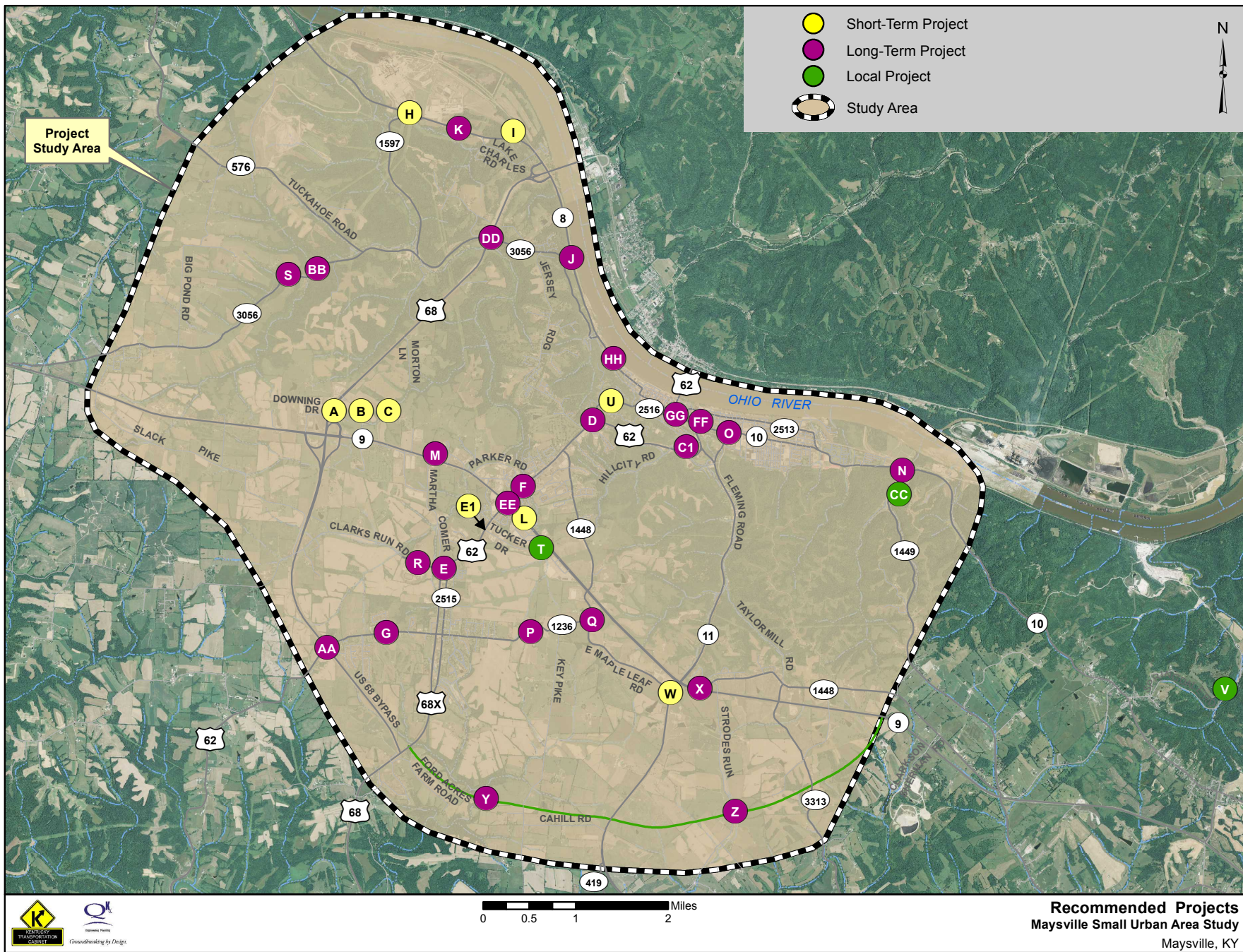
### **AGENDA**

#### **Local Officials/Stakeholders Meeting No. 2 Buffalo Trace ADD Board Room December 8, 2016 9:30 AM**

- I. Introductions
- II. Study Purpose
- III. Project Schedule
- IV. Local Officials/Stakeholders Meeting No. 1 Brief Review
- V. Improvement Alternatives
- VI. Project Scoring
- VII. Next Steps







**Maysville Small Urban Area Study**  
**Local Projects**  
**December 8, 2016**

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

**MAYSVILLE Project Evaluation Worksheet**

**Directions:** Score projects by assigning points based on project priority. All points must be distributed between at least two projects. The total points cannot be assigned to only one project.

Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score
Local (3 pts)	T	Reconfigure Market Square/Tucker Drive/Wal-Mart Way intersection to eliminate left turns from Tucker Drive to KY 9, relocate Market Square 500 feet west, from KY 9.	\$830,000	
	V	Improve existing Springdale Road and connect to KY 3161.	\$19,500,000	
	CC	Replace structurally deficient bridge on Kennedy Creek Road. Item No. 9-8911.00	\$1,100,000	



**Maysville Small Urban Area Study**  
**Short-Term Projects**  
**December 8, 2016**

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

**MAYSVILLE Project Evaluation Worksheet**

**Directions: Score projects by assigning points based on project priority. All points must be distributed between at least two projects. The total points cannot be assigned to only one project.**

				ID#
Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score
<b>Short-Term (9 pts)</b>	<b>A</b>	Install Barrier wall on US 68 at Downing Drive.	\$100,000	
	<b>B</b>	Install high tension cable rope barrier on US 68 at Downing Drive.	\$20,000	
	<b>C</b>	Install "Quick Kurb" on US 68 at Downing Drive.	\$130,000	
	<b>E1</b>	Evaluate US 62 at Tucker Drive for a "green arrow (protected) phase."	\$30,000	
	<b>H</b>	Clear trees in northwest quadrant of Spurlock Power Station Entrance to improve sight distance for KY 8 motorists.	\$40,000	
	<b>I</b>	Clear trees in southwest quadrant of Lake Charles Road and channelize business entrance on KY 8. Also, add intersection ahead sign.	\$40,000	
	<b>L</b>	Improve the KY 9 transition from two lanes to one lane in the area between KY 11 and Strodes Run Pike.	\$20,000	
	<b>U</b>	Provide high friction pavement on KY 2516 in sharp curves.	\$230,000	
	<b>W</b>	Add right-turn lane on KY 9 southbound at KY 11.	\$980,000	

### MAYSVILLE Project Evaluation Worksheet

**Directions: Score projects by assigning points based on project priority. All points must be distributed between at least two projects. The total points cannot be assigned to only one project.**

				ID#
Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score
Long-Term (23 pts)	C1	Extend existing US 62 two-lane section eastbound to KY 11. Eliminate wo-Way-Left-Turn-Lane (TWLTL) in part, convert shoulders to full-depth and widen for minimal shoulders.	\$1,500,000	
	D	Realign US 62/KY 2516 intersection.	\$300,000	
	E	Widen (KY 2515) Clarks Run Road to three lanes from the Intermediate School to US 62 providing right- and left-turn lanes at US 62. Widen right-turn radius from US 62 to Clarks Run and Clarks Run to Martha Comer Drive.	\$1,360,000	
	F	Provide for access management on US 62 between KY 9 and Kenton Station Road. Evaluate the US 62/Tucker Drive intersection for a traffic signal.	\$310,000	
	G	Add curb, gutter and sidewalk on US 62 from US 68 Bypass to US 68X/US 62 intersection.	\$7,290,000	
	J	Widen KY 8 from KY 3056 to US 68 Bypass. PIF Number 09 081 D0008 83.0	\$14,200,000	
	K	Widen KY 8 from US 68 Bypass to Spurlock/East Kentucky Power.	\$12,800,000	
	M	1. Add right turn lane on KY 9 at hospital entrance, and /or 2. Extend 45 mph speed limit.	\$1,190,000	
	N	Realign KY 10/KY 1449 intersection to improve curves and provide better sight distance.	\$2,400,000	
	O	Provide bike lanes on KY 10 from Commerce Street to KY 2513 (Carmel Street).	\$800,000	
	P	Flatten sharp curves (35mph) on KY 1236, improve signing, and add high friction pavement	\$1,000,000	
	Q	Reconstruct KY 1448 southeast of KY 1236 to improve sight distance.	\$430,000	
	R	Reduce congestion on KY 2515 due to school traffic See Concept E	\$0	
	S	Realign KY 3056 at MP 3.200 shifting eastward to flatten the curve.	\$880,000	
	X	Increase capacity and decrease conflict points on KY 9 from the Lewis County Line to existing 4-lanes near KY 11. Item Number 9-8908.00	\$31,600,000	
	Y	New fully controlled access route from US 68 near Washington East to KY 11 including a new interchange at KY 11. Item No. 9-147.20	\$36,630,000	
	Z	New fully controlled access route from KY 11 northeast to KY 9 including a new interchange at KY 9. Item No. 9-147.60	\$37,930,000	



**Maysville Small Urban Area Study**  
**Long-Term Projects (continued)**  
**December 8, 2016**

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

**MAYSVILLE Project Evaluation Worksheet**

**Directions: Score projects by assigning points based on project priority. All points must be distributed between at least two projects. The total points cannot be assigned to only one project.**

				ID#
Project Type	Alternative ID	Project Description	Cost Estimate (2016 Dollars)	Score
<b>Long-Term (23 pts)</b>	<b>AA</b>	Addition of an interchange on Heather French Henry Southern Loop (US 62 and US 68) Design phase not yet authorized. Item No. 9-8809.00	\$5,450,000	
	<b>BB</b>	Replace bridge on KY 3056 over S. Fork Lawrence Creek (081B00020N). Design phase not yet authorized. Item No. 9-8906.00	\$2,000,000	
	<b>DD</b>	Repair bridge on US 68 (081B00067N) over Lawrence Creek. Item No. 9-1095.00 Design phase not yet authorized.	\$2,550,000	
	<b>EE</b>	Reduce lane widths and add turn lanes where possible at the intersection of KY9 (AA) and US 62. PIF 09 081 B0062 1.00	\$2,568,000	
	<b>FF</b>	Reconstruct US 62/KY 10 intersection to improve safety, congestion and intersection function. PIF Number 09 081 B0062 17.00	\$6,416,000	
	<b>GG</b>	Spot improvement to improve efficiency and safety enhancements along US 62 and the intersection of KY 10 (Forest Ave) continuing past Mullberry Alley. PIF Number 09 081 B0062 3.00	\$2,377,000	
	<b>HH</b>	Correct geometric and width deficiencies and improve long-term stability of KY 8 from near Cox Alley to KY 3056.	\$8,000,000	