

EXECUTIVE SUMMARY

The KY 9 Widening Study has been prepared to assist the Kentucky Transportation Cabinet in defining the scope and extent of improvements that would best suit both the immediate and future needs of the facility. The identification of these needs was based on four primary concerns as identified by local officials, stakeholders, and the general public. First and foremost, the existing roadway facility will not provide adequate capacity for projected Design Year (2025) traffic volumes. Second, though this portion of KY 9 has a lower crash rate than other 2-lane rural highways in the state, the total number of crashes at intersections is relatively high. Third, existing roadway geometry restricts sight distance in numerous locations, potentially affecting the number of accidents along the corridor. Finally, speed differentials are a problem along the corridor, especially at truck-climbing lane merge and diverge points. These concerns served to provide direction for the development of project goals, which in turn drove the development of possible alternatives.

Establishment of the goals for the project included an active public involvement process. This involved inclusion of a variety of project stakeholders, such as local public officials, area residents, Transportation Cabinet staff from the Central Office, District 6 and District 9, and planning personnel from the Northern Kentucky Area Development District and the Buffalo Trace Area Development District. Jointly, they formulated the following project goals:

- **Provide adequate capacity to support Design Year 2025 traffic volumes.**
- **Improve existing roadway geometrics to address sight-distance concerns.**
- **Reduce the number of crashes along the route and improve intersection safety.**
- **Reduce speed differentials by improving truck-climbing lane merge and diverge points.**

Based upon project goals established by the project stakeholders, the following four alternate actions were considered:

- **Do Nothing**
- **Safety / Operational Improvements**
- **Widening of KY 9 to a 4-lane partially controlled highway**
- **Widening of KY 9 to a 4-lane fully controlled highway**

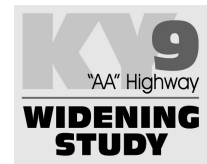
The Do Nothing alternate does not meet any of the project goals, nor did it receive any public support. The Safety/Operational improvements as a stand-alone option do not fulfill all of the project goals; specifically, it does not meet the goal of providing adequate capacity for Design Year 2025 traffic. However, many of the improvements were recommended and supported by the public and should be considered as interim measures to improve the corridor.

Widening of KY 9 to a 4-lane fully controlled highway, though meeting the project goals, carries a high construction cost, \$478,662,000, as well as potential impacts to cultural historical and archaeological sites, and wetlands. Modest support from the public was received for this alternate.

By far the most publicly supported alternate was the widening of KY 9 to a 4-lane partially controlled highway and was selected as the preferred alternate. It was preferred because it meets all project goals, and does so in a way that minimizes potential impacts to cultural

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historical and archaeological resources, relocations and wetlands. The total cost of this alternate is estimated to be \$178,098,000. There are three recommended priority sections for implementing this alternate. Priority One is from KY 19 in Bracken County to KY 10 in Mason County. Priority Two is from 0.5 miles north of the Campbell-Pendleton County line to KY 1109 in Bracken County. Priority Three is the middle section from KY 1109 to KY 19 in Bracken County.

Alternate 3 4-Lane Partially Controlled Highway	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
TOTAL	\$178,098,000	\$56,767,000	\$70,353,000	\$50,978,000

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

The *Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 Through 2006*, also known as the Six-Year Highway Plan (SYP), does not identify funding for any further phases of this project. Anticipated construction costs, by phase, for implementation of the recommended alternative are shown.