

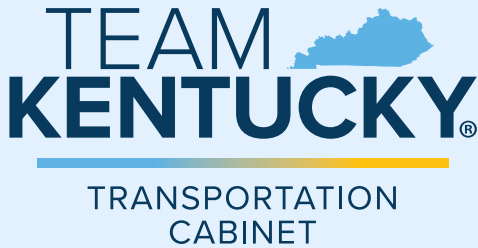
Project Budget and Updated Project Estimate

Preferred alternative estimate compared to 2022-2024 Transportation Budget.

| PHASE | Alternative 4 Preferred Alternative | 2022-2024 Budget | Difference | % > than Budget |
|--------------|-------------------------------------|------------------|---------------|-----------------|
| Design | \$1,500,000 | \$1,500,000 | \$0 | 0% |
| Right-of-Way | \$3,700,000 | \$3,500,000 | + \$200,000 | 5.7% |
| Utility | \$7,300,000 | \$2,500,000 | + \$4,800,000 | 292% |
| Construction | \$9,000,000 | \$17,000,000 | - \$8,000,000 | -189% |
| Total Costs | \$ 21,500,000 | \$24,500,000 | - \$3,000,000 | -14.0% |



All of the steps along the project development process involves environmental investigations, protection of special resources and preparation of environmental documentation. The dates and anticipated schedule depicted above is contingent on funding of these phases being available in future Highway Plans.

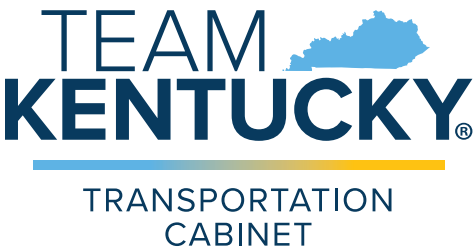


If you have questions or need more information you may contact:

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Project Status Update
US 60 Widening from
KY 950 to KY 492

This project update is to notify the public of the findings and decisions from the completed Preliminary Engineering phase for improvements to 3-miles of US 60 in Union County, KY between KY 950 and KY 492. The purpose of the project is to provide a wider roadway corridor for improved safety and increased clear zone. Increasing the shoulder width and clear zone will reduce collisions and property damage incidents along the corridor.

The Kentucky Transportation Cabinet (KYTC), Department of Highways held a public meeting on May 10, 2023 and a Preliminary Line and Grade Inspection on July 13, 2023 with the objective of selecting a preferred alternative that will move forward in the Final Design phase. Below is a summary of the alternatives evaluated.

US 60 Mainline Alternatives

- No-Build Alternative** would not improve the roadway or address the lack of clear zone.
- Alternative 1 (Widen Existing Alignment)** involves widening US 60 along the existing centerline.
- Alternative 2 (Southern Curve Revisions)** uses larger curve radii to improve and reduce the number of horizontal curves between KY 950 and Salem Church Road.
- Alternative 3 (Eastern Shift along High School Frontage)** shifts the proposed alignment to the east of US 60 along the high school frontage for improved clear zone in front of the high school by eliminating large portions of the existing guardrail.
- Alternative 4** is the combination of Alternative 2 and 3 into a single alternative.

Alternative 4 was selected as the preferred alternative. (See next page for details.)

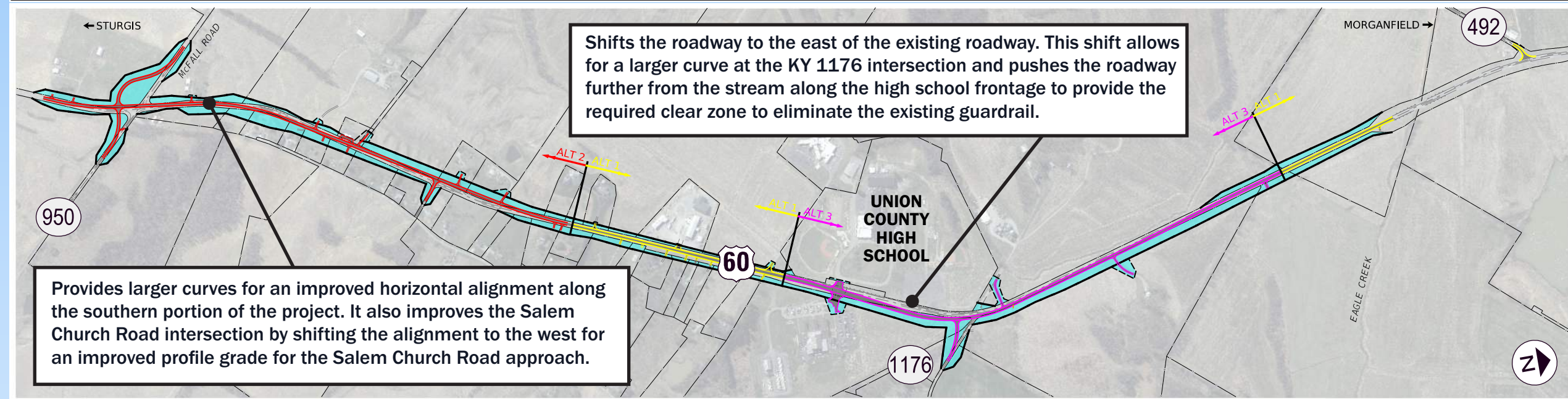
KY 1176 Intersection Options

- Option 1 (Offset Intersection with one Culvert)** is an offset configuration that will require the existing US 60 culvert to be extended at an angle to accommodate the KY 1176 approach.
- Option 2 (KY 1176 Approach Shifted to the North)** realigns KY 1176 to the north of the existing intersection and configured to avoid an AT&T fiber optic remote terminal on the north side of KY 1176.
- Option 3 (Offset Intersection with Two Culverts)** requires a culvert extension under US 60 and a new culvert under the realigned KY 1176 approach. This option is like the Option 1 configuration but uses two separate culverts to span the stream.

Option 3 was development to move forward in final design. (See next page for details.)

Summary of US 60 Mainline Alternative Discussions and Decisions

Alternative 4 – **PREFERRED ALTERNATIVE**



- Each Alternative is within the total project budget of \$23,000,000 for R/W, Utilities and Construction.
- Alternative 1 was eliminated from consideration since it does not provide a significant benefit based on its cost compared to the other alternatives.
- Alternative 2 and Alternative 4 improved the existing roadway alignment between KY 950 and Salem Church Road by eliminating the back-to-back horizontal curves and vertical curve deficiency within this section.
- It was suggested Alternative 3 and Alternative 4 significantly improved the clear zone along the Union County High School frontage with an eastern alignment shift to eliminate much of the existing guardrail.
- It was agreed that alternatives that reduce guardrail and provide better horizontal geometry be pursued.
- Alternative 4 provides the greater benefits with improved roadway geometry and increased clear zone.
- Alternate 4 was recommended by the public based on the completed public surveys available at the public meeting.

Summary of KY 1176 Intersection Option Discussions and Decisions

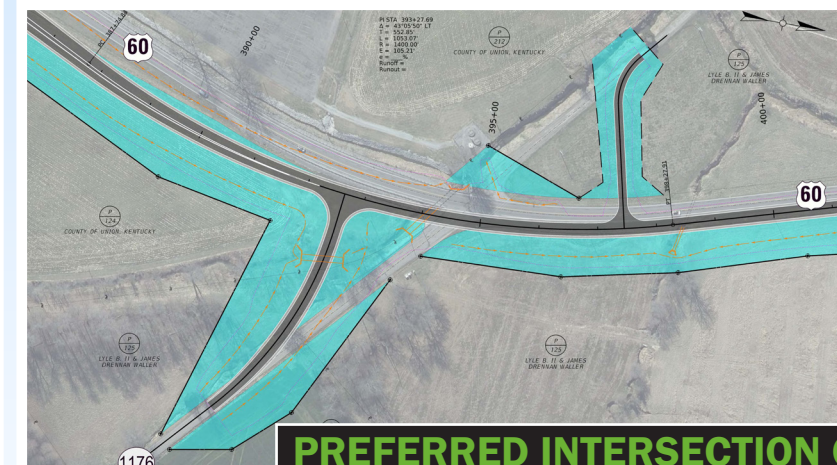
Option 1 – Offset with 1 Culvert



Option 2 – Realigned to the North



Option 3 – Offset with 2 Culverts



- Option 1 could potentially impact the AT&T remote terminal that would be costly to relocate. As a result, the project team agreed that Option 1 should be removed from consideration.
- Option 2 has the least amount of stream impacts, however has the highest farmland and Right-of-Way impacts and costs.
- Option 3 ties into US 60 at the middle of the curve for increased sight distance.
- Option 3 minimizes farmland impacts, provides greater sight distance and was recommended by the public based on the completed public surveys available at the public meeting.