Engineering Planning

Groundbreaking by Design.

MEETING MINUTES

Project: KY 3 Corridor Study – Auxier, KY
Floyd and Johnson Counties

Purpose: Project Team Meeting No. 1

Place: Hybrid Meeting: MSTeams and KYTC District 12

Meeting Date: April 18, 2022

Prepared By: Qk4

Participants:

Mary Westfall-Holbrook	KYTC D12
Charlie Dale	KYTC D12
Samuel Hale	KYTC D12
Beth Niemann	KYTC CO Planning
Dave Heil	KYTC CO Planning
Steve De Witte	KYTC CO Planning
Jay Balaji	KYTC CO Planning
Kevin Sandefur	KYTC CO Design
Jacob Anderson	Big Sandy ADD
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Courtney Evans	Qk4
Trent Spurlock	CRA

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study for KY 3 between US 23 and Thunder Ridge Lane, milepoints (MP) 0.000 to MP 3.518 in Floyd County. The study area (**Figure 1**) includes the existing KY 3 corridor, and state-maintained routes surrounding the town of Auxier: US 23, KY 321, KY 1100, and KY 3051. The section of KY 3 at Auxier represents the last 2.5-mile gap in a five-lane connection between US 23 and KY 645 at Inez. The study includes identifying transportation issues in the study area, developing improvement concepts to improve safety, mobility, and connectivity of KY 3, coordinating with local officials and stakeholders, and submitting a final report documenting the planning process.

Rebecca Thompson opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions information for the study area. She and Deanna Miller provided an overview of area conditions to the team.

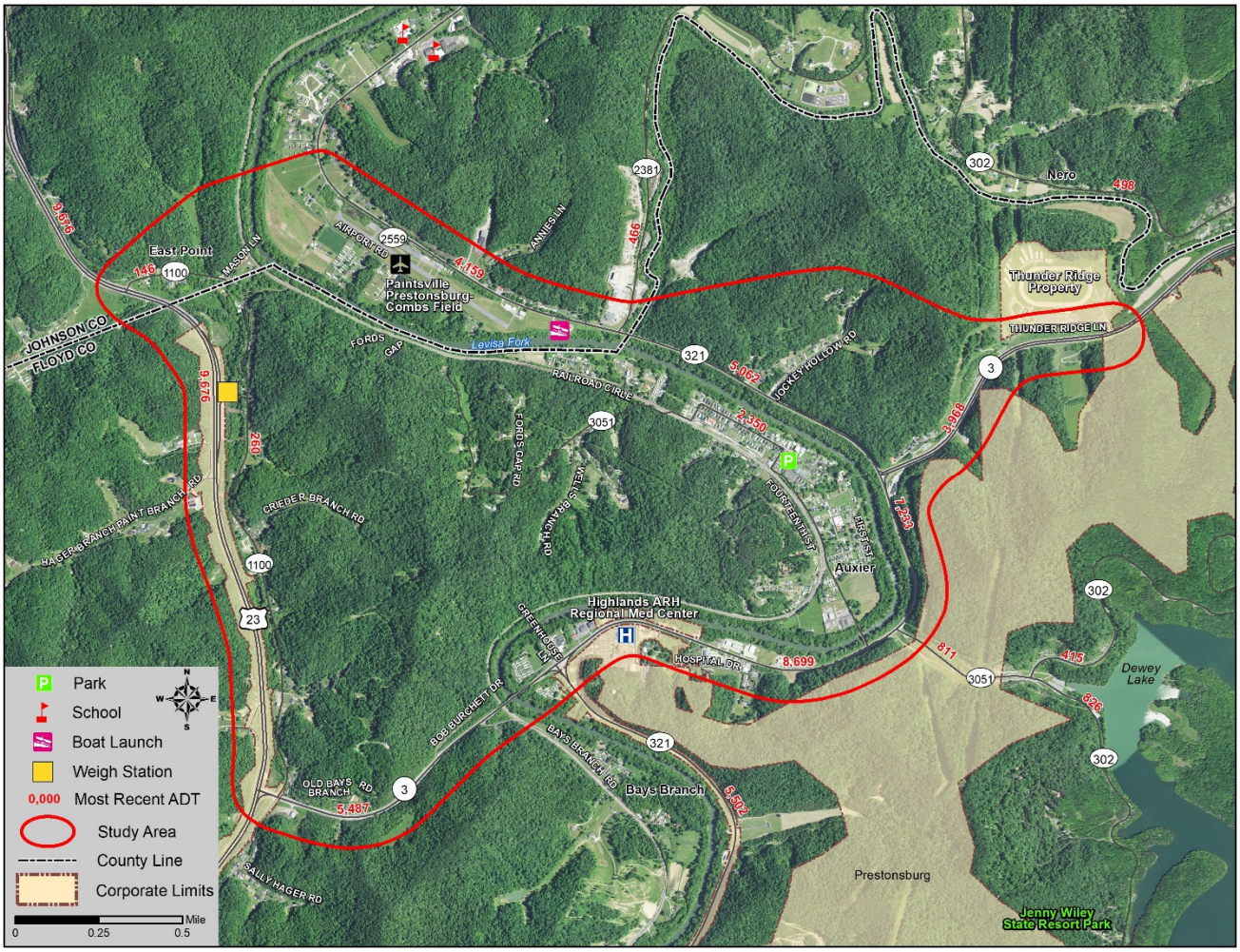

Figure 1: Study Area

Planned Projects. The 2022 Highway Plan apportions nearly $6.8 million in fiscal year 2023 for the Wireman-Shoals Bridge, B00135N carrying KY 3 over CSX/Levisa Fork.

Roadway Systems and Geometry.

- KY 3 is functionally classified as a minor arterial and has two 12-foot-wide travel lanes with varying shoulder widths. Speed limits range from 35 to 55 MPH. KY 3 is included in the Kentucky Highway Freight Network and in the extended weight and coal haul systems (350 annual tons).
- US 23 is a principal arterial consisting of four 12-foot-wide driving lanes, mostly 10-feet-wide paved shoulders, and a 55-MPH speed limit. US 23 is a federally designated truck route, in the national highway, extended weight, coal haul (600 annual tons), and Appalachian Development Highway systems, and part of the Kentucky Freight Network. US 23 is a scenic byway, designated as the "Country Music Highway."

Bridges. Three bridges were identified on study area routes. Two were listed in fair condition: B00077N, KY 321 over Johns Creek and B00078N, KY 3051 over Levisa Fork. The Wireman-Shoals Bridge, B00135N, KY 3 over CSX/Levisa Fork is listed in poor condition.

Existing 2022 Traffic Volumes and Operations.

- Growth factors were applied to KYTC's previous traffic counts to reflect 2022 traffic volumes on study area routes. Existing average daily traffic is 9,700 vehicles per day (vpd) on US 23; volumes range from 3,800 – 9,200 vpd on KY 3 and 4,200-5,100 vpd on KY 321. All routes operate at level of service (LOS) A-B except for KY 3 which ranges from LOS A to D.
- Volume to capacity (v/c) ratios were calculated for study area routes with the maximum v/c determined to be 0.47—along KY 3 approaching US 23. When v/c is approaching 1.0, the facility is approaching its capacity.
- Traffic counts were collected in February 2022 at four intersections along KY 3: US 23, KY 321 south, KY 3051, and KY 321 north. Analysis shows all operate at LOS C or better with one exception. KY 3/KY 321 south is a two-way stop-controlled intersection; the northbound (KY 321) approach operates at LOS D in the AM peak hour. Although the volume using the northbound leg is low, the KY 3 east/west thru traffic and westbound lefts add delay to northbound turns.

Crash Trends.

- Five years of crash data (2016-2020) show 105 crashes on study area routes including 3 fatalities and 34 injury collisions. By type, most crashes are single vehicle (39%), rear-end (28%), or angle collisions (18%).
- Analysis of crash distribution among study area routes showed KY 3 contained 43% of all study area crashes, followed by US 23 (23%) and KY 321 (22%).
- Crash analyses highlighted concentrations along the study routes that may be candidates for spot improvements. While most of the build concepts will focus on new alignment connections, small scale safety improvements were discussed which could be beneficial independent of the larger corridor. These included improved signage/striping, lighting, guardrail delineators, tree trimming, dropping the speed limit or extending a two-way left-turn lane east of the hospital, etc.

Study Goals/Objectives. The objective of the study is to identify and evaluate options to improve safety, mobility, and connectivity of KY 3 between US 23 and Thunder Ridge Lane. Secondary goals are to support local economic development initiatives, promote continuity of four-lane access, and minimize community/environmental impacts. A secondary access point for the Auxier community—currently reliant on the KY 3051 bridge for all access—could also be beneficial.

Environmental Red Flags. Rebecca provided an overview of environmental red-flag data, which will be examined further as build concepts are defined. The corridor is largely rural, with several potential historic properties noted in the northwest section of the study area. Harmon Station was discussed—an early block-house style settlement that may have been razed. No cultural/historic red flags were identified in the windshield survey or data search. The archaeological records check likewise did not note any concerns associated with Harmon Station. One previously surveyed site was noted in the northern section of the study area, identified as a prehistoric village at the former airport. The survey dates to the 1970s so the location may not be as precise as more recent investigations.

Next Steps

- District 12 personnel will schedule the first Local Officials/Stakeholders meeting. Charlie will coordinate with Jacob about combining with their May 24 BSADD meeting. Content will be a streamlined version of today's presentation.
- Over the next few months, KYTC will prepare the geotechnical report and BSADD will provide the socioeconomic analysis. Following the Local Officials/Stakeholders meeting, Qk4 will begin developing concepts.

End of Minutes

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MEETING MINUTES

Project: KY 3 Corridor Study – Auxier, KY
Floyd and Johnson Counties

Purpose: Local Officials/Stakeholders Meeting No. 1

Place: Hybrid Meeting: MSTeams and Big Sandy Area Development District (Prestonsburg)

Meeting Date: May 24, 2022

Prepared By: Qk4

Participants:

Les Stapleton	Prestonsburg Mayor
Colby Kirk	Martin Co Judge/Executive
Adam Rice	Congressman Rogers Office
Ben Hale	Big Sandy ADD
Jacob Anderson	Big Sandy ADD
Joe Jacobs	Big Sandy ADD
Jamie Pinson	Big Sandy ADD
Ronnie Warrix	AppleAtcha
David Ellis	Prestonsburg
Samantha Johnson	Prestonsburg Tourism
Cliff Latta	Prestonsburg Tourism
Mary Westfall-Holbrook	KYTC D12
Charlie Dale	KYTC D12
Samuel Hale	KYTC D12
Dave Heil	KYTC CO Planning
Connor Schurman	KYTC CO Planning
Barry Davis	KYTC RMA
Rebecca Thompson	Qk4
Deanna Miller	Qk4

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study for KY 3 between US 23 and Thunder Ridge Lane, milepoints (MP) 0.000 to MP 3.518 in Floyd County. The study area includes the existing KY 3 corridor, and state-maintained routes surrounding the town of Auxier. The section of KY 3 at Auxier represents the last 2.5-mile gap in a five-lane connection between US 23 and KY 645 at Inez. The study includes identifying transportation issues in the study area, developing improvement concepts to improve safety, mobility, and

connectivity of KY 3, coordinating with local officials and stakeholders, and submitting a final report documenting the planning process.

Rebecca Thompson opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions information for the study area, setting the stage for the development of improvement concepts in the coming months. She and Deanna Miller provided an overview of area conditions.

Geometry and Systems. KY 3 is a minor arterial and has two 12-foot-wide travel lanes with varying shoulder widths. Speed limits range from 35 to 55 MPH.

US 23 is a principal arterial consisting of four 12-foot-wide driving lanes, paved median, mostly 10-feet-wide paved shoulders, and a 55-MPH speed limit. US 23 is a federally designated truck route, in the national highway, extended weight, coal haul, and Appalachian Development Highway systems, and part of the Kentucky Freight Network. US 23 is a scenic byway, designated as the "Country Music Highway."

- US 23 serves like an interstate for this section of the state, which is remote from I-64 or I-75. The stretch of KY 3 near Auxier is a bottleneck to mobility along the corridor, stifling economic development efforts for the Eastern Kentucky Business Park.
- Beyond the airport and prison, the orchard at the Eastern Kentucky Business Park is still growing. To date, 60 of 1,000 acres have been planted with a vision for another 1,000 acres to be planted by locals.

Existing 2022 Traffic Volumes and Operations. KYTC recent counts show all study routes operate at level of service (LOS) C or better—except for the stretch of KY 3 with a 35-mph speed limit, operating at LOS D. Four study intersections along KY 3 also operate at LOS C or better—except the northbound KY 321 stop-controlled approach at KY 3, which is at LOS D in the AM peak hour. Volume to capacity (v/c) ratios were calculated for study area routes with a maximum v/c of 0.47—along KY 3 approaching US 23.

Past traffic counts and population projections show downward trends through 2045. Current assumptions in the statewide travel demand model project +0.2% annual growth in the vicinity, equating to a 5% increase for traffic volumes by 2045. The group discussed considerations when developing the future No-Build scenario:

- The hospital is expanding with new clinics, drawing more elderly drivers and motorists unfamiliar with the area into an already busy stretch. It serves as a central hub for other regional medical facilities. Some estimates expect the hospital to draw 8-10 times more traffic over the next 3 years.
- Emphases for area tourism focus on both family car trips and motorcoach tours. Up to 100 coaches per year visit the region annually, many from the northeast, though this volume has been down with covid. While most drivers are familiar with the routes, narrow lanes can be challenging for the large vehicles.
- The route carries significant bike traffic, with groups of weekend cyclists making a loop through Jenny Wiley State Park and back on KY 321. A bike/ped master plan for Prestonsburg is just beginning.
- With the widening of the Mountain Parkway and improvements to KY 645, the region is poised to develop but highways are an essential catalyst.
- County populations may be declining, but Prestonsburg, Paintsville and Inez are growing. Strong transportation links between these cities are important.
- The Eastern Kentucky Business Park is an 8-hour drive to the east coast, which offers companies a lot of advantages with driver shifts. But if KY 3 is not improved and they must use KY 645 in Martin County, they lose this benefit.
- There is more developable property along KY 3 than anywhere else in the three-county area. The two-lane stretch of KY 3 deters more businesses from choosing the business park than any other factor.

- When prisoners must be transported to/from the federal prison, getting stuck in congestion at the hospital is not ideal.

Crash Trends. Five years of crash data (2016-2020) show 105 crashes on study area routes including 3 fatalities and 34 injury collisions. By type, most crashes are single vehicle (39%), rear-end (28%), or angle collisions (18%). Crash analyses highlighted concentrations along the study routes that may be candidates for spot improvements. While most of the build concepts will focus on new alignment connections, small scale safety could be beneficial independent of the larger corridor.

- Beyond the concentrations noted, the KY 3/KY 3051 intersection sees frequent crashes. With the terrain, this stretch of highway is usually shaded so ice melts slowly.
- One attendee suggested that rockfalls along KY 321 have contributed to crashes over the years, though this is not necessarily reflected in 2016-2020 crash records.
- One former state policeman suggested the three fatalities along KY 3 could have been less severe if it were a divided section.

Study Goals/Objectives. The objective of the study is to identify and evaluate options to improve safety, mobility, and connectivity of KY 3 between US 23 and Thunder Ridge Lane. Secondary goals are to support local economic development initiatives, promote continuity of four-lane access, provide redundant connectivity to Auxier, and minimize community/environmental impacts.

Environmental Red Flags. Rebecca provided an overview of environmental red-flag data, which will be examined further as build concepts are defined.

- BSADD is still developing the socioeconomic overview. Any residential impacts are likely to represent low-income households.

Next Steps. Qk4 will refine the future No-Build traffic scenario and define improvement concepts—both spot improvements along existing KY 3 and potential new alignment connections. The next local officials/stakeholders meeting will likely occur in August.

End of Minutes

Engineering Planning

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MEETING MINUTES

Project: KY 3 Corridor Study – Auxier, KY
Floyd and Johnson Counties

Purpose: Project Team Meeting No. 2

Place: Hybrid Meeting: MSTeams and KYTC District 12

Meeting Date: August 12, 2022

Prepared By: Qk4

Participants:

Charlie Dale	KYTC D12
Sam Hale	KYTC D12
Chris James	KYTC D12
Dave Heil	KYTC CO Planning
Jacob Huber	KYTC CO Planning
Jay Balaji	KYTC CO Planning
Kevin Sandefur	KYTC CO Design
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Courtney Evans	Qk4

The KY 3 study looks at the last 2.5-mile two-lane gap in a multi-lane highway connection between US 23 and KY 645, where KY 3 wraps around the community of Auxier. The study includes identifying transportation issues in the study area, developing improvement concepts, coordinating with local officials and stakeholders, and submitting a final report documenting the planning process. The goal for the study is to identify/evaluate options to improve safety and connectivity for KY 3 while supporting local economic development efforts, promoting continuity of four-lane access, providing redundant connectivity for Auxier, and minimizing community and environmental impacts.

The purpose of today's meeting is to review existing conditions, discuss assumptions used in future traffic forecast calculations, present proposed improvement concepts, and open the floor for project team discussion.

Existing Conditions/Traffic:
KY 3 is functionally classified as a minor arterial and has two 12-foot-wide travel lanes with varying shoulder widths. Speed limits range from 35 to 55 mph. Daily volumes range from 3,800 – 9,200 vehicles per day (vpd) on KY 3 with no poor level of service (LOS) segments or intersections.

The statewide travel demand model shows declining population and employment for both counties, though assumptions were factored up per conversations with local officials. Background growth rates assume 1% annual growth along KY 3 to get to the 2045 No-Build scenario. Build model runs with a new alignment connector north of Auxier estimate 1,700 vpd on a new link, pulling 500-1,000 vpd off existing KY 3.

Five years of crash data (2016-2020) show 105 crashes on study area routes including 3 fatalities (all on KY 3) and 34 injury collisions. By type, most crashes are single vehicle (39%), rear-end (28%), or angle collisions (18%). Crash analyses highlighted concentrations—including KY 3 east of the hospital and at the northern KY 321 intersection—that may be candidates for spot improvements.

Spot Improvements:
Qk4 presented potential spot improvements derived from crash trends. None satisfy local officials' expectations for the study, but each could provide lower-cost safety benefits. The team agreed to present spots in the final report but not to discuss at the upcoming local officials meeting. Potential short-term spot improvements included the following:

- Add 0.5 mi center left-turn lane east of Edgewood Lane and trim vegetation
- Improve visibility at north KY 3/KY 321 intersection
- Add auxiliary signal heads at US 23/KY 3 intersection
- Add turn lanes at up to five locations on KY 321 north of town—KY 2381 especially demonstrates higher volumes/crash rates that may warrant an eastbound left turn lane.

Five-Lane Corridor Options:
Next, Qk4 presented seven longer term five-lane corridor options (**Figure 1**). Widening existing KY 3 assumes an urban section for the more developed area near the hospital but rural elsewhere. Existing design speeds are 50-55 mph. Other Build options include a 55-mph design speed and 10-foot paved shoulders.

The team discussed alignments, construction costs, and approximate relocation numbers, including the following discussion points:

- Qk4 will investigate options and costs to provide a secondary bridge connection to Auxier in lieu of a longer connection to the proposed alignments. Qk4 will investigate potential connections east of the former airport, through the trees by the KY 3051 railroad crossing, or opposite KY 3 heading towards Thunder Ridge.

- Qk4 will provide KMZs with approximate disturb limits and rough estimates on relocations. D12 will use these to prepare right-of-way and utility phase cost estimates.

- The distance to the weigh station may impact the preferred US 23 connection location.

- Yellow impacts the parking area for the boat ramp, creating a Section 4(f) concern. It may not be a viable option as other avoidance concepts exist.

- Green has relatively lower costs and fewer impacts than other build options considered but the bridge is longer and curves approaching it drop to a 45 mph design speed.

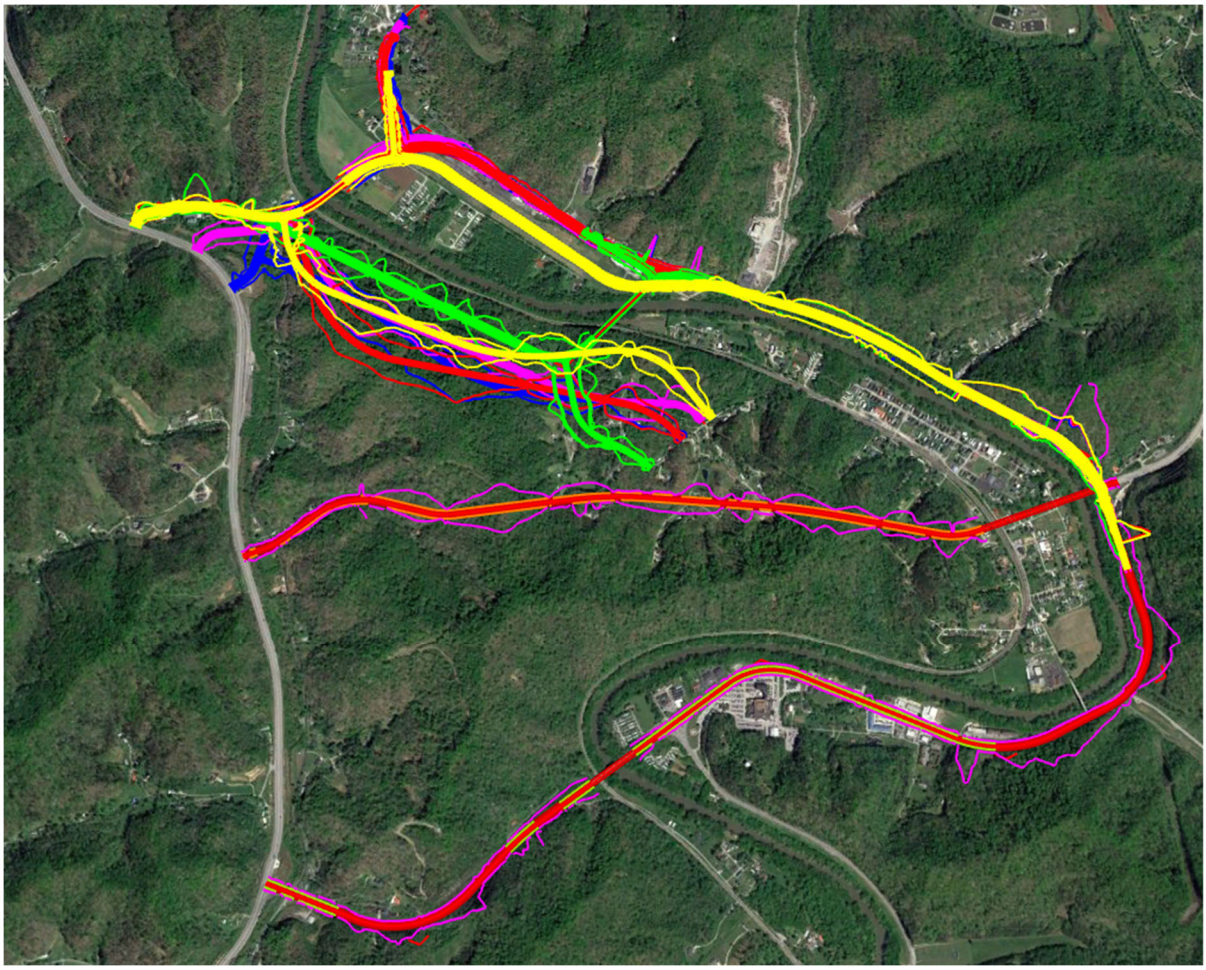

Figure 1: Build Corridor Options

Upcoming Coordination:

The team also discussed the upcoming local officials/stakeholders meeting. The original plan was to pair with the BSADD meeting August 23; however, the recent flooding may push out the timeline. D12 will confirm a new meeting time and date for the meeting, likely in early September. The team is flexible regarding format, timing, etc.

Qk4 will provide KMZs, a copy of the meeting slides, and updated impacts/costs for the new bridge options.

End of Minutes

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MEETING MINUTES

Project: KY 3 Corridor Study – Auxier, KY
Floyd and Johnson Counties

Purpose: Local Officials/Stakeholders Meeting No. 2

Place: Hybrid Meeting: MSTeams and Big Sandy Area Development District (Prestonsburg)

Meeting Date: September 14, 2022

Prepared By: Qk4

Participants:

Ronnie Warrix	AppleAtcha
Mark McKenzie*	Johnson Co. Judge
Joe Jacobs	Big Sandy ADD
Matt Scofield	Big Sandy ADD
Jamie Pinson	Big Sandy ADD
Megan Stepp	Kentucky River ADD
Scott Melton	Kentucky River ADD
Thomas Perry	Kentucky River ADD
Mary Westfall-Holbrook*	KYTC D12
Charlie Dale	KYTC D12
Samuel Hale*	KYTC D12
Dave Heil	KYTC CO Planning
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Courtney Evans	Qk4

** virtual attendee*

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study for KY 3 between US 23 and Thunder Ridge Lane, milepoints (MP) 0.000 to MP 3.518 in Floyd County. The study area includes the existing KY 3 corridor and state-maintained routes surrounding the town of Auxier. The section of KY 3 at Auxier represents the last 2.5-mile gap in a multi-lane connection between US 23 and KY 645 at Inez. The study includes identifying transportation issues in the study area, developing concepts to improve safety, mobility, and connectivity of KY 3, coordinating with local officials and stakeholders, and submitting a final report documenting the planning process.

Rebecca Thompson opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions information for the study area and discuss the proposed improvement concepts.

Existing Conditions. KY 3 is a minor arterial and has two 12-foot-wide travel lanes with varying shoulder widths. Speed limits range from 35 to 55 MPH. KYTC recent counts show all study routes operate at level of service (LOS) D or better. Five years of crash data (2016-2020) show 105 crashes on study area routes including 3 fatalities and 34 injury collisions.

The objective of the study is to identify and evaluate options to improve safety, mobility, and connectivity of KY 3 between US 23 and Thunder Ridge Lane. Secondary goals are to support local economic development initiatives, promote continuity of four-lane access, provide redundant connectivity to Auxier, and minimize community/environmental impacts.

Build Concepts. Build concepts included short-term safety improvements and secondary river crossings, widening the existing KY 3 corridor to five lanes, and creating a new five-lane connector between US 23 and KY 3 towards Johnson County.

Three new bridge options were considered to provide a secondary connection into Auxier: one near the former airport, another in line with four-lane KY 3, and a third between the first two. Attendees generally felt any option could be a viable solution; however, Option 2 (middle) could present icing concerns because of the highwalls—similar to the KY 3051 bridge—if there are no other improvements in the vicinity altering the terrain.

Corridor concepts were presented assuming a five-lane typical section:

- Widening existing KY 3 includes a section with curb/gutter through the developed area near the hospital and 10-foot shoulders beyond.
- The Central Connector runs almost straight east-west between US 23 and four-lane KY 3 with a 1,500-foot bridge above the rail line, town, and river.
- Red and Purple Connectors follow KY 321 from the four-lane KY 3 intersection to west of the former airport, bridging over the river and rail line to meet US 23 north of the new weigh station.
- The Yellow Connector follows KY 321 from the four-lane KY 3 intersection to east of the former airport, then follows the old runway before bridging over the river and rail line to meet US 23 north of the new weigh station.
- The Green Connector follows KY 321 from the four-lane KY 3 intersection to east of the former airport, bridging over the river and rail line south/east of the former airport and continuing west to meet US 23 north of the new weigh station. Curves on either side of the bridge are designed at 45 mph while other concepts are designed at 55 mph.

Table 1 summarizes key metrics for the six corridor concepts presented.

Table 1: Comparison of Corridor Options

Corridor Concept	Length (mi)	Construction Cost Est.	Earthwork Millions CY	Bridge Length	Relocations (Approx)
Red	2.6	$32.1M	1.6	600 ft	20-30
Yellow	2.7	$32.8M	1.5	600 ft	10-15
Existing	2.9	$33.7M	2.1	600 ft	<5
Purple	2.6	$35.0M	1.7	750 ft	10-15

Corridor Concept	Length (mi)	Construction Cost Est.	Earthwork Millions CY	Bridge Length	Relocations (Approx)
Green	2.7	$43.8M	2.8	900 ft	15-20
Central	2.6	$56.7M	3.5	1500 ft	20-30

Group discussion followed:

- The Central Connector could open new land for economic development that is currently inaccessible.
- The Central Connector is closer to the historic coal town but the proposed bridge generally follows the overhead coal transport used by the Northeast Mining Company.
- There's a former dump site off KY 1100 that is likely contaminated, near the proposed tie to US 23 for the northern concepts.
- While Green preserves the potential to use the former airport for future economic development, the 45-mph speed drop in its curves is a concern.
- While attendees were divided on which concept is the "best" option, consensus was that all should be carried forward for further consideration.
- Does benching provide cost savings over laying back steep high walls?
- How much of the construction cost is associated with earthwork to lay back the highwalls?

Next Steps. Qk4 will share the slides and a survey with all invitees to collect additional input. KYTC District 12 will develop right-of-way and utility cost estimates. Following a third project team meeting, the results of the study will be documented in a technical report and published online.

End of Minutes

Engineering Planning

Groundbreaking by Design.

MEETING MINUTES

Project: KY 3 Corridor Study – Auxier, KY
Floyd and Johnson Counties

Purpose: Project Team Meeting No. 3

Place: Hybrid Meeting: MSTeams and KYTC District 12

Meeting Date: December 1, 2022

Prepared By: Qk4

Participants:

Charlie Dale	KYTC D12
Sam Hale	KYTC D12
John Michael Johnson	KYTC D12
Dave Heil	KYTC CO Planning
Connor Schurman	KYTC CO Planning
Steve DeWitte	KYTC DO Planning
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Courtney Evans	Qk4
Eunice Holland	Qk4

The KY 3 study looks at the last 2.5-mile two-lane gap in a multi-lane highway connection between US 23 and KY 645, where KY 3 wraps around the community of Auxier. The goal for the study is to identify/evaluate options to improve safety and connectivity for KY 3 while supporting local economic development efforts, promoting continuity of four-lane access, providing redundant connectivity for Auxier, and minimizing community and environmental impacts.

It was noted that Prestonsburg recently reacquired the Thunder Ridge property earlier this year and has announced one tenant: a tiny house vendor.[1] The purpose of today's meeting is to review the build concepts, to discuss input from local officials and agencies, and to reach a consensus on study recommendations.

Qk4 reviewed the planning context, build concepts, September feedback from local officials/stakeholders (LO/S), and resource agency letters received to date. The study received limited feedback from LO/S following the summer floods. Between live polling at the September meeting and a follow-up online survey, input was

[1] https://www.wymt.com/2022/10/22/prestonsburg-floyd-county-officials-making-big-plans-with-biggest-news-thunder-ridge-industrial-park/

received from 6-9 individuals, which is not a representative sample of larger community views. No broader public involvement is included in the study.

Spot Improvements:
Qk4 presented spot improvements derived from crash trends. None satisfy LO/S expectations for the study, but each could provide lower-cost safety benefits. The team agreed to present spots in an appendix to the final report but not to further prioritize them. Short-term spot improvements included the following:

- Add 0.5 mi center left-turn lane east of Edgewood Lane and trim vegetation
- Improve visibility at north KY 3/KY 321 intersection
- Add auxiliary signal heads at US 23/KY 3 intersection
- Add turn lanes at up to five locations on KY 321 north of town—KY 2381 especially demonstrates higher volumes/crash rates that may warrant an eastbound left turn blister.

One high mast light is preferable to three smaller luminaries at the KY 3/KY 321 intersection. Each spot improvement adds value, with or without the larger corridor improvement. Some of the spot improvements could potentially advance via HSIP funding.

Secondary Bridge to Auxier:
Three bridge options were developed to provide a secondary connection into Auxier. The existing KY 3051 bridge is in fair condition but not well situated. Overland connections tied to the larger long-term corridors were initially considered but dismissed for having higher costs/impacts than a secondary bridge. Costs range from $9-$13 million for the three options considered, with up to 10 relocations. Most bridge options could combine with any of the long-term corridor options, excluding the Central Concept with Bridge Option 3, both connecting opposite the existing four-lane KY 3 intersection with KY 321.

Bridge options should be presented in the report with no one recommended over another.

Corridor Options:
Six long-term corridor options were also developed. Widening existing KY 3 assumes a five-lane urban section for the more developed area near the hospital but rural elsewhere. Existing design speeds are 50-55 mph. Other Build options include a 55-mph design speed and 10-foot paved shoulders.

The team discussed environmental impacts, unit costs, and individual preferences.

- Floodplain and floodway impacts should be quantified separately.
- Cost estimates should assume higher unit costs for earthwork: $3.50/CY for Central and $5/CY for others.
- Cost estimates should assume $300/SF for structures and drop the typical section on bridges to 4 lanes with 4-foot shoulders.
- Exhibits should show existing right-of-way boundaries.

Qk4 will recalculate cost estimates and provide a draft report by the end of the year. The revised forecast report will be resubmitted in the coming days.

End of Minutes