

MEETING MINUTES

Project: I-24 Detour Study
 Item Nos. 1-147 and 1-80318
 Trigg and Caldwell Counties

Purpose: Project Team Meeting No. 1

Place: Hybrid Meeting: KYTC District 1 and MSTeams

Meeting Date: May 15, 2025

Prepared By: Qk4

Participants:

| | |
|------------------|-----------------------|
| Kyle Poat | KYTC D1 CDE |
| Austin Hart | KYTC D1 PDMP BM |
| Dustin Turner | KYTC D1 Planning |
| Brad Whybark | KYTC D1 Environmental |
| Catherine Davis | KYTC CO Planning |
| Libbie Lowe | KYTC CO Planning |
| Amanda Desmond | KYTC CO Design |
| Angela Herndon | Pennyrile ADD |
| Rebecca Thompson | Qk4 |
| Tom Springer | Qk4 |
| Deanna Miller | Qk4 |
| Courtney Evans | Qk4 |

Dustin opened the meeting, which is intended to discuss existing conditions along two state routes between I-24 Exits 56 and 65. KY 139 (with US 68) provides the official detour when I-24 is closed, stretching 15.8 miles. KY 276 is narrower but provides an 11.8-mile connection so GPS often routes traffic along its length instead. The study focuses on potential safety and mobility improvements along both corridors to accommodate detour traffic, but any Build concepts should also provide everyday benefits.

Area Projects & CHAFs

The 2024-2030 Enacted Highway Plan includes Biennium funding for seven projects in the vicinity, including two covered by this planning study. Two cover an ongoing planning study spanning the length of I-24. Reconstruction of the KY 139/KY 124 intersection (Item No. 1-8951) began this week. Safety improvements along Glenwood Mill Road (Item No. 1-80306) and Kings Chapel Road (Item No. 1-80307) show SPP design funds but are not ready to advance yet.

There are three CHAFs in the area; KYTC sponsored IP20110195 (minor widening along KY 139) in the 2026 SHIFT process. In addition, the District recently dropped the US 68 speed limit near Exit 65, but no other transportation projects are under development nearby.

The City's 2021 Comprehensive Plan shows several additional concepts overlapping the detour routes. This includes shoulder widening along KY 139 and KY 276, a proposed northeast bypass, sidewalks, and converting the KY 139/KY 778 intersection to all-way stop-control.

Existing Geometry/Systems

KY 139 is a rural major collector with 10-foot lanes and 1-foot paved shoulder in rural stretches, widening out through Cadiz and near the interchange. Four horizontal curves and seven grades exceed recommended common practice in the Highway Design Manual (HDM). The steepest grades and sharpest curves are along Jefferson Street within the city where speed limit drops to 25 mph. KY 139 carries up to 2,600 vehicles per day (vpd) in the study area.

- Is there any benefit to changing KY 139 to AAA truck weight class? Minimal benefit with I-24 serving the area.
- KY 139 near the Little River Bridge floods at times, but more severe flooding was south of US 68.

KY 276 is a minor collector with 9-foot lanes and minimal (≤ 1 foot) paved shoulders for most of its length. Six horizontal curves and four grades do not meet HDM recommendations. The route carries up to 1,000 vpd, with the highest volumes approaching its intersection with US 68.

- A detention pond behind the Rodeway Inn tends to overtop KY 276 during heavy rainfalls, likely to worsen as development increases.
- Farm equipment along the highway leads to pavement condition issues. There is a large agricultural development near Wallonia (Seven Springs Farm) that farms much of the area and contributes to commercial vehicle traffic on KY 276.
- District 1 receives regular requests to widen shoulders.

Analysts ran AutoTURN at four locations where semi-trucks track off pavement or cross into oncoming traffic lanes: KY 139 at Jefferson/Hamilton streets, KY 139/KY 778/Brown Street, KY 139/KY 276/KY 93, and KY 276/KY 128 in Wallonia. The team also compared both study routes against truck routing criteria to consider impediments to truck mobility along each route.

- A concrete apron was added in November 2024 at the Jefferson Street/Hamilton Street curve. It is helping trucks maneuver the tight turn but the study should still consider longer term solutions. Most of the crash data predates its installation.

Crash Trends

Five years of crash data (2020-2024) showed 80 crashes on KY 139, including two fatalities and 12 injury collisions. Most (59%) were roadway departures, including eight of nine "KAB" crashes. Oversize vehicles (e.g. semi-trucks, trailers, farm equipment, RVs) represent 24% of crashes. The team discussed crash clusters at KY 139/KY 93/KY 276, Muddy Fork, Brown Street, and the Jefferson/Hamilton curve.

During the same period, 48 crashes were reported along KY 276, including no fatalities and 12 injury collisions. Most crashes involved a single vehicle (73%) and 31% were oversize vehicles. A stretch of curves south of Wallonia showed a higher crash rate than other sections.

Peraton data and media releases were compiled to compare crash trends during I-24 closure periods. Based on records reviewed to date, there were 200 days during 2020-2024 when one or both directions of I-24 was closed. An estimated 18 crashes occurred on these dates. Crash rates during detour periods are similar to non-detour periods: 200 detour days represent 11% of the five-year period and represent 14% of reported crashes. Detour crashes were spread along both study corridors; 33% involved oversize vehicles and 56% were roadway departures.

- Construction closures began in May 2020 but the first of the 200 detour days was in September. Dustin will confirm if there are additional closure records not included in the initial collection.

Next Steps

Over the next six weeks, Qk4 will wrap up environmental mapping and develop Build concepts. The project team discussed the type of options that would be beneficial to explore.

- Shoulder widening on both KY 276 and KY 139 is regularly suggested. Twelve-foot lanes with 6-foot shoulders is likely the widest template to consider, though narrower options may reduce impacts. It would be challenging to implement HSIP-style minor widening without making side-slopes steeper.
- Buffered centerlines are not practical in this setting.
- Small-scale spots as well as larger scale corridor options should be considered, including known flooding locations.
- There has been minimal interest in the northeast bypass over the past few years. Costs and impacts are likely to be high compared to transportation benefits.

End of Minutes

MEETING MINUTES

Project: I-24 Detour Study
 Item Nos. 1-147 and 1-80318
 Trigg and Caldwell Counties

Purpose: Project Team Meeting No. 2

Place: Hybrid Meeting: KYTC District 1 and MSTeams

Meeting Date: July 8, 2025

Prepared By: Qk4

Participants:

| | |
|------------------|-----------------------|
| Austin Hart | KYTC D1 PDMP |
| Dustin Turner | KYTC D1 Planning |
| Patsy Rawlins | KYTC D1 Design |
| Sydney Gream | KYTC D1 Planning |
| Catherine Davis | KYTC CO Planning |
| Steve DeWitte | KYTC CO Planning |
| Libbie Lowe | KYTC CO Planning |
| Conner Ouellette | KYTC CO Environmental |
| Amanda Desmond | KYTC CO Design |
| Angela Herndon | Pennyrile ADD |
| Tom Springer | Qk4 |
| Rebecca Thompson | Qk4 |
| Courtney Evans | Qk4 |

Rebecca opened the meeting, which is intended to discuss improvement options along two state routes between I-24 Exits 56 and 65. KY 139 (with US 68) provides the official detour when I-24 is closed, stretching 15.8 miles. KY 276 is narrower but provides an 11.8-mile-long connection so GPS often routes traffic along it instead.

KY 139 is a rural major collector with 10-foot lanes and 1-foot paved shoulder in rural stretches, widening out through Cadiz and near the interchange. KY 276 is a minor collector with 9-foot lanes and minimal (≤ 1 foot) paved shoulders for most of its length. Both include horizontal curves and vertical grades that do not meet Highway Design Manual (HDM) common practice.

Five years of crash data (2020-2024) show 80 crashes on KY 139, including two fatalities and 12 injury collisions. Most (59%) were roadway departures, including eight of nine "KAB" crashes. Oversize vehicles (e.g. semi-trucks, trailers, farm equipment, RVs) represent 24% of crashes. During the same period, 48 crashes were reported along KY 276, including no fatalities and 12 injury collisions. Most crashes involved a single vehicle (73%) and 31% were oversize vehicles. Records show I-24 had 202 detour days, representing 11% of the five-year period with 18% of reported crashes—crashes during detours occur at a slightly higher rate than during normal traffic flows.

Build Concepts

Qk4 developed several Build concepts, which the group discussed for the remainder of the meeting. Key items are summarized below.

A. Corridor Widening

Along each corridor, Qk4 developed options to provide a consistent 45-mph design speed through rural areas with 11-foot lanes and 4-foot paved shoulders. Passing zones were considered in tangents where viable. Each route includes one historic bridge and one cemetery with minimal setbacks that will require consideration during any future project development efforts.

- The proposed 11/4 typical is reasonable for planning-level cost estimates. A narrower option could advance but would not have a huge impact on costs/impacts at this scale.
- For KY 139, assume section breaks at KY 124 and US 68X, dividing costs accordingly.
- For KY 276, assume section break at KY 128 Wallonia (east junction), dividing costs accordingly.
- District 1 gets regular requests to add shoulders on KY 276 west of Wallonia.

B. KY 139/KY 276/KY 93 Intersection

Two options were presented at this location. The first converts “ramps” to one-way to reduce conflict points and squares up the southern intersection with a stop-controlled movement. Vegetation clearing and a pavement tattoo to route trucks to KY 139 southbound thru are also proposed.

- District 1 will reach out to District 2 to discuss.

The second option raises the grade in a sag curve just south of the intersection that limits visibility.

- There’s a pipe carrying Blue Spring Branch beneath the existing roadway, maybe 18 feet deep today. The concept adds an additional ~10 feet of fill and should include costs to replace the aging structure.

C. KY 139/KY 276/Hurricane Intersection

The proposed concept squares up the old Y-style intersection to a single approach, maintaining large turning radii and adding a northbound left turn pocket.

- The extra pavement areas are regularly used for parking today, limiting visibility.

D. KY 139/KY 778 (Brown St) Intersection

Two options were presented: one adding pavement inside the curve for truck traffic with an all-way stop and the other realigning the KY 139 curve.

- Dismiss the all-way stop option.
- For the realignment, Qk4 will look at shifting the curve to the east and how KY 778 connects with the grades through there. Avoid impacting the culvert if possible. Local traffic tends to go straight across on Brown Street so keeping the approaches straight across would be ideal.

E. KY 139 (Jefferson St) in town

This concept considers small-scale improvements along Jefferson Street: adjusting parking, cleaning up access points, adding crosswalks, etc.

- There’s an event space near Monroe Street, with lots of pedestrians crossing the street from parking areas during events. Vertical grades limit visibility.
- Consistent with the Comp Plan, Qk4 will add a larger scale option that looks at adding sidewalks. Adjusting the grades is likely not practical given the historic setting and close setbacks to storefronts.

F. KY 135 at Jefferson/Hamilton

This concept adjusts the radius and widens pavement through the curve to accommodate truck turns.

G. KY 276/KY 128 East Intersection at Wallonia

Three variations considered truck turns at Wallonia: adding pavement inside the curve plus 25 or 35 mph design speeds that improve visibility and potentially shift the thru movement from KY 128 to KY 276. One crash was reported during the 5-year analysis period so lower cost options may be more viable.

- The 35 mph option impacts adjacent homes and can be dismissed.
- The latest KYTC counts show similar volumes on each approach: 436 vehicles per day (vpd) to the west, 455 vpd to the east, and 631 vpd to the south. The team discussed whether converting KY 128 to stop-control instead of KY 276 was beneficial.

Two new locations were added with Qk4 to develop additional Build concepts:

H. KY 276/KY 124 intersection

This location is a 2-way stop today and the pond in the north quadrant floods. Qk4 will look at raising the profile 2-3 feet to address flooding and improve sight distance. Crash analyses show one crash during the analysis period but Catherine will see if any additional crashes were coded along KY 124.

I. KY 276 near campground

Between MP 13.5-13.7, Qk4 will check the cross-slope, shoulder condition, and potential to improve shoulders/stripping.

Next Steps

District 1 is comfortable with the unit price assumptions and inflation rates. Qk4 will refine the Build concepts as discussed above and provide construction costs estimates with KMZs for R/U estimates.

The next major milestone is an in-person meeting with local officials and stakeholders. The Renaissance Center on KY 139 may be a good venue. The team will discuss scheduling once the Build concept updates are ready.

End of Minutes

MEETING MINUTES

Project: I-24 Detour Study
 Item Nos. 1-147 and 1-80318
 Trigg and Caldwell Counties

Purpose: Stakeholder Meeting

Place: John L. Street Library
 244 Main Street, Cadiz

Meeting Date: September 9, 2025

Participants:

| | |
|-------------------|-------------------------------------|
| Stan Humphries | Trimble County Judge/Executive |
| Mary Beth Imes | State Representative |
| Morgan Alvey | Senator McConnell’s Staff |
| David Bryant | Trimble County Emergency Management |
| Jack Lingenfelter | Cadiz Administrative Officer |
| Craig Oakley | Cadiz Public Works |
| Bart Peters | Seven Springs Farm |
| Barry Alexander | Cundiff Farms |
| Kim Humphries | Cadiz |
| Tonya Grace | Cadiz Record |
| Austin Hart | KYTC District 1 |
| Dustin Turner | KYTC District 1 |
| Patsy Rawlins | KYTC District 1 |
| Sydney Gream | KYTC District 1 |
| Catherine Davis | KYTC Planning |
| Angela Herndon | Pennyrile ADD |
| Rebecca Thompson | Qk4 |
| Courtney Evans | Qk4 |

Austin opened the meeting, which is intended to discuss improvement options along two state routes between I-24 Exits 56 and 65.

- KY 139 (with US 68) provides the official detour when I-24 is closed, stretching 15.8 miles.
- KY 276 is narrower but provides an 11.8-mile-long connection so GPS often routes traffic along it instead.

The study looks at a range of potential improvements on both corridors—weighing costs, benefits, and impacts for each—to recommend future priorities. No funds have been identified to advance any options that may be recommended from the planning study.

KY 139 is a rural major collector with 10-foot lanes and 1-foot paved shoulders in rural stretches, widening out through Cadiz and near the interchange. KY 276 is a minor collector with 9-foot lanes and minimal shoulders. Both include horizontal curves and vertical grades that do not meet current design guidelines. Five years of crash data (2020-2024) show 80 crashes on KY 139, including two fatalities and 12 injury collisions. During the same period, 48 crashes were reported along KY 276, including no fatalities and 12 injury collisions. Most

crashes were roadway departures; oversize vehicles represent 28% of crashes. Records show I-24 had 202 detour days over the five years, with crashes during detours occurring at a slightly higher rate than during normal traffic flows.

Two types of Build concepts were explored: reconstructing wider corridors and small-scale spot improvements. **Table 1** summarizes key facts for each. Attendees discussed each concept: observed needs, proposed improvement elements, impacts, and costs. A series of interactive polls and group conversations focused on which options were most important locally, with key discussion items noted below.

Table 1: Build Concepts Summary Matrix

| Concept | Length | Cost | Crashes | Relocations |
|-------------------------------------|--------|-------------------|---------|-------------|
| Corridor Widening | | | | |
| KY 139 Widening | | | | |
| A1: North (KY 124 to I-24) | 6.9 mi | \$28M | 60 | 5-15 homes |
| A2: Central (KY 124 to US 68X) | 0.7 mi | \$4M | 5 | 3-9 homes |
| A3: South (US 68X to US 68) | 1.4 mi | \$15M | 3 | 0-3 homes |
| KY 276 Widening | | | | |
| A4: North of Wallonia | 5.6 mi | \$33M | 15 | 0-5 homes |
| A5: South of Wallonia | 5.4 mi | \$28M | 33 | 2-4 homes |
| Smaller Scale Spots | | | | |
| B1. Striping at KY 139/KY 276/KY 93 | - | \$80k | 10 | - |
| B2. Dip at Blue Spring Branch | 0.3 mi | \$1.4M | 1 | - |
| C. KY 139/KY 276/Hurricane Int. | - | \$1.9M | 2 | 0-1 homes |
| D1. Brown St Minor Widening | - | \$300k | | - |
| D2. Brown St Realignment (straight) | 0.5 mi | \$3M+ | 5 | 2-6 homes |
| D3. Brown St Realignment (offset) | 0.5 mi | \$3M+ | | 3-7 homes |
| E. Jefferson St Sidewalks | 0.2 mi | \$2.1M | 0 ped | - |
| F. Jefferson/Hamilton Turn | - | \$700k | 4 | - |
| G. KY 276 Wallonia Curve | - | \$200k- \$2.1M | 1 | 0-3 homes |
| H. KY 276/KY 124 Intersection | 0.6 mi | \$2.3M | 9 | - |
| I. KY 276 Maintain Pavement | 0.3 mi | \$170k | 3 | - |

Group Discussion Items

- Narrow widths with pavement drop-offs and steep side slopes are an issue on both KY 139 and KY 276. Southbound crashes near Blackhawk tend to be the larger concern. There are several places where you can feel "soft spots" on the shoulders where the pavement is starting to sag at the edge, like near Bethesda Church.
- When crashes close I-24, unfamiliar drivers are routed onto narrow local streets but emergency responders are stretched thin. Locals have tried placing barriers on KY 276 to discourage thru truck traffic but have yet to find an effective solution.
- The turn at Jefferson/Hamilton streets is too sharp for trucks.
- An I-24 regional dynamic messaging system could warn motorists at I-69 or Pennyrile Parkway when there's a closure ahead to reroute thru trips to higher capacity corridors.

- Traffic volumes—especially truck counts—may not reflect seasonal peaks. Grain is typically harvested in September and October with peak hauling running January through March. Weekend recreational traffic flows in the summer are heavier too.
- Seven Springs and Cundiff traffic primarily follows KY 276 to Blackhawk. The curve near Kenady Creek and near the county line are most challenging to navigate.
- Unfamiliar and inexperienced commercial drivers are a recurring concern.
- The KY 276/KY 128 curve at Wallonia is less of a concern than the reservoir to the south. There, the edge of pavement drops off quickly with no recovery room if someone gets too close to the edge.
- Better stop signs at KY 276/KY 124 are needed with less visual clutter. There are lots of crashes at that intersection. Water pools up next to the roadway since there is nowhere for it to go but it tends to drain away quickly.
- KYTC should consider improving the US 68/KY 276 intersection. With the retaining wall and curve, it is hard to see turning out. Lowering the speed limit recently helped somewhat but the District wants to monitor the new condition before trying something else. There are limited viable options given the curvature and nearby signal.

Poll Responses

Which section of Concept A (corridor widening) is the highest priority?

Higher average score represents a higher priority.

| <u>ID</u> | <u>Concept</u> | <u>Avg</u> |
|-----------|----------------|------------|
| A1 | KY 139 North | 3.6 |
| A4 | KY 276 North | 1.3 |
| A3 | KY 139 South | 0.7 |
| A2 | KY 139 Middle | 0.6 |
| A5 | KY 276 South | 0.0 |

Which option at Concept D (Jefferson St/Brown) is best?

| <u>ID</u> | <u>Concept</u> | <u>Votes</u> |
|-----------|-----------------------|--------------|
| D1 | Sliver of Pavement | 1 |
| D2 | Realign: Brown Thru | 2 |
| D3 | Realign: Brown Offset | 2 |

Priorities

The group also discussed potential priorities.

- Generally, the northern sections of each corridor was a higher priority for widening.
- Concepts B, F, and H are critical areas with notable issues.
- Concept D (Jefferson/Brown) is not a major safety hot spot city-wide. The concern is primarily related to people running the stop sign.
- Sidewalk improvements along Jefferson Street are not disliked, but roadways are generally a higher priority.
- Dismiss the curve improvement at Wallonia.

End of Minutes

MEETING MINUTES

Project: I-24 Detour Study
 Item Nos. 1-147 and 1-80318
 Trigg and Caldwell Counties

Purpose: Project Team Meeting No. 3

Place: Hybrid Meeting: KYTC District 1 and MSTeams

Meeting Date: October 27, 2025

Prepared By: Qk4

Participants:

| | |
|------------------|-----------------------|
| Austin Hart | KYTC D1 PDMP |
| Dustin Turner | KYTC D1 Planning |
| Patsy Rawlins | KYTC D1 Design |
| Sydney Gream | KYTC D1 Planning |
| Catherine Davis | KYTC CO Planning |
| Jay Balaji | KYTC CO Planning |
| Libbie Lowe | KYTC CO Planning |
| Conner Ouellette | KYTC CO Environmental |
| Amanda Desmond | KYTC CO Design |
| Angela Herndon | Pennyriple ADD |
| Rebecca Thompson | Qk4 |
| Courtney Evans | Qk4 |

Rebecca opened the meeting, which is intended to review key study facts, culminating in recommended priorities along two state routes between I-24 Exits 56 and 65. KY 139 (with US 68) provides the official detour when I-24 is closed, stretching 15.8 miles. KY 276 is narrower but provides an 11.8-mile-long connection so GPS often routes traffic along it instead. During the meeting, the team reviewed existing conditions data, Build concepts A-I, environmental constraints, and local official/stakeholder (LO/S) comments from the September coordination meeting.

While a local reporter attended the LO/S meeting and Austin was interviewed on WKDZ, there has been minimal community interest in the study.

Build Concepts

Three new Build concepts were considered, built from LO/S input.

- Widening pavement near the Wallonia reservoir (new **Concept J**) with a low-cost HSIP-style curve widening solution is preferred over a larger realignment (dismissed). Even widening this short stretch, KY 276 remains narrow with other highway options for access.

- Resurfacing the intersection with KY 276 and county-owned Andrew Merrick Road (**Concept K**, near the Trigg/Caldwell county line) to address surface condition. Other “soft shoulder” spots discussed were addressed via other Build options.
- Pavement widening through the S-curve at KY 139 milepoint (MP) 21.5-22.0, identified as **Concept L**. The team noted the water line south of Stone Road was replaced within the last year. Shoulders/ditches along the northern curve are in poor shape; the property owner may perceive a benefit should a project impact this stretch.

Qk4 will provide linework so District 1 can prepare R and U phase estimates for new concepts.

Benefit-Cost Analyses (BCA)

Rebecca presented the initial BCAs as another measure to help prioritize concepts. Each assumes a 2030 open-to-traffic date, accruing benefits over a 20-year horizon with a 3.1% discount rate. Where results are ≥ 1.0 , benefits outweigh costs, suggesting the project is worthwhile. Team discussion followed:

- Recent crash trends at B2 (Blue Spring profile) may increase the safety benefits, pushing the BCA higher.
- While Central Office Planning is still formalizing guidance, the intent is that BCAs should account for risk-based contingencies but not time-based. Stantec’s recent US 60/KY 286 study could serve as a template. Qk4 will revisit calculations.
- District 1 expressed concern about cost escalation and factored BCAs as planning projects that undergo such analyses appear less competitive alongside unstudied concepts/CHAFs.

The team concurred with recommended priorities, summarized in **Table 1**.

Table 1: Comparison Matrix (Abridged from Handout)

| Concept | Length | Crashes | | 2025 \$ | Inflated | BCA | Relo HB | PRIORITY |
|-------------------------------------|--------|---------|------------------|---------|----------|------|---------|----------|
| KY 139 Widening | | | | \$47M | \$67M | | | |
| A1: North (KY 124 to I-24) | 6.9 mi | 60 | 2 Fatal 8 Inj | \$28M | \$40M | 1.1 | 5-15 | High |
| A2: Central (KY 124 to US 68X) | 0.7 mi | 5 | 2 Inj | \$3.9M | \$5.4M | 0.2 | 3-9 | Low |
| A3: South (US 68X to US 68) | 1.4 mi | 3 | 1 Inj | \$14.9M | \$22M | <0.1 | 0-3 | Low |
| KY 276 Widening | | | | \$61M | \$87M | | | |
| A4: North of Wallonia | 5.6 mi | 15 | 4 Inj | \$33M | \$47M | 0.1 | 0-5 | Med |
| A5: South of Wallonia | 5.4 mi | 33 | 7 Inj | \$28M | \$40M | 0.3 | 2-5 | Low |
| B1. Striping KY 139/KY 276/KY 93 | - | 10 | 1 Inj | \$80k | - | 13.1 | - | High |
| B2. Profile by KY 139/KY 276/KY 93 | 0.3 mi | 1 | - | \$1.4M | - | 0.9 | - | High |
| C. KY 139/KY 276/Hurricane Int. | - | 2 | - | \$1.9M | - | <0.1 | 0-1 | Med |
| D1. Brown St Minor Widening | - | | 1 Inj | \$290k | - | 4.1 | - | Low |
| D3. Brown St Realignment (straight) | 0.5 mi | 5 | 2 Inj | \$4.0M | - | 0.7 | 1-4 | |
| D4. Brown St Realignment (offset) | 0.5 mi | | 2 Inj | \$4.0M | - | 0.7 | 2-6 | |
| E. KY 139 Pedestrians | 0.2 mi | 0 ped | - | \$2.1M | - | N/A | - | Low |
| F. Jefferson/Hamilton Curve | - | 4 | - | \$700k | - | 0.4 | - | High |
| G. Wallonia Curve | - | 1 | - | \$210k | - | 0.1 | - | Dismiss |
| H. KY 276/KY 124 Profile (Flooding) | 0.6 mi | 10 | 6 Inj | \$2.3M | - | 1.4 | - | High |

| Concept | Length | Crashes | | 2025 \$ | Inflated | BCA | Relo HB | PRIORITY |
|----------------------------------|--------|---------|-------|---------|----------|-----|---------|----------|
| | | | | | | | | |
| I. KY 276 Cross-slopes | 0.3 mi | 3 | 1 Inj | \$200k | - | 1.1 | - | Med |
| J: Widening by Reservoir | 0.1 mi | 1 | - | TBD | - | TBD | - | Low |
| K: Andrew Merrick Rd Maintenance | - | 0 | - | \$30k | - | - | - | Low |
| L. Curve Widening in KY 139 "S" | 0.5 mi | 5 | - | TBD | - | TBD | - | Med |

End of Minutes