

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

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

E-mail \_\_\_\_\_

**How did you hear about this meeting?**

- |   |  |
|---|--|
| <input type="checkbox"/> Word of Mouth  | <input type="checkbox"/> Social Media  |
| <input type="checkbox"/> Newspaper      | <input type="checkbox"/> Mailed Letter |
| <input type="checkbox"/> Message Boards | <input type="checkbox"/> Other         |

**My property or interest in the project is primarily:** (Check all that apply)

- |                                      |                                      |
|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> Residential | <input type="checkbox"/> Commuter    |
| <input type="checkbox"/> Commercial  | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Farm        |                                      |

**I travel US 60:**

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Multiple times daily | <input type="checkbox"/> Once a week |
| <input type="checkbox"/> Once a day           | <input type="checkbox"/> Other _____ |

**What problems do you see with existing US 60?** (Check all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> No problems                        | <input type="checkbox"/> Number of lanes              |
| <input type="checkbox"/> Safety                             | <input type="checkbox"/> Alignment – curves and hills |
| <input type="checkbox"/> Traffic delays                     | <input type="checkbox"/> No sidewalks or bike lanes   |
| <input type="checkbox"/> Access Management - Many Entrances | <input type="checkbox"/> Other _____                  |

**What are your expectations for improving US 60?** (Check all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> Improve safety                           | <input type="checkbox"/> Economic development         |
| <input type="checkbox"/> Increase capacity                        | <input type="checkbox"/> Access (entrance) management |
| <input type="checkbox"/> Add options for pedestrians and bicycles | <input type="checkbox"/> Other _____                  |

**Proposed Alternatives**

**Alternative 1 (Red)** is a two-lane rural roadway section with paved shoulders. The alignment leaves the existing road at the quarry, has truck climbing lanes over the hill, and then stays behind the cemetery until it rejoins the existing road near the truck stop. From there it follows the existing road but adds a two way left turn lane through the I-64 interchange. Total cost is \$30,448,000 with 40.9 acres of right of way, and 3 relocations (2 residential and 1 commercial). Would this be your preferred choice for the new road alignment?

- Yes  
 No

Why or why not? \_\_\_\_\_

**Alternative 2 (Orange)** is a two-lane rural roadway section with paved shoulders. Its alignment begins near the quarry like the Red (first) alternative, leaves the road at the transformer station, runs behind the houses going over the hill with truck climbing lanes, joins the Red (first) alternative behind the cemetery, and then matches it for the remainder of the project including the two way left turn lane. Total cost is \$29,587,000 with 44.2 acres of right of way and 3 relocations (2 residential and 1 commercial). Would this be your preferred choice for the new road alignment?

- Yes  
 No

Why or why not? \_\_\_\_\_

Alternative 3 (Magenta) is a three-lane section with curb and gutter that follows the existing roadway corridor. It would not have truck climbing lanes, but would improve the curve at KY 182, and flatten the hills between KY 182 and the truck stop. This alternative would end the new roadway reconstruction at the truck stop but would repave the road through the interchange. Total cost is \$23,353,000 with 7.5 acres of right of way and 15 relocations (12 residential and 3 commercial). Would this be your preferred choice for the new alignment?

- Yes
- No

Why or why not? \_\_\_\_\_

Alternative 4 (Green) follows the existing roadway corridor like Alternative 3, and makes the same improvements to the curves and grade. Its roadway section begins as a two-lane rural with paved shoulders and would not have truck climbing lanes. Near KY 182 its roadway section would transition to three-lane curb and gutter, and from there to the interchange it would match the Magenta (third) alternative. At the truck stop it would end the three-lane curb and gutter and reconstruct a new two-lane rural section with paved shoulders through the interchange. Total cost is \$24,864,000 with 6.6 acres of right of way and 15 relocations (12 residential and 3 commercial). Would this be your preferred choice for the new alignment?

- Yes
- No

Why or why not? \_\_\_\_\_

Alternative 5 (NO BUILD)

- Yes
- No

Why or why not? \_\_\_\_\_

Please rank the Alternatives in order of your preference (1 is most liked, 5 is least liked)

- \_\_\_\_\_ Alternative 1 (Red)
- \_\_\_\_\_ Alternative 2 (Orange)
- \_\_\_\_\_ Alternative 3 (Magenta)
- \_\_\_\_\_ Alternative 4 (Green)
- \_\_\_\_\_ Alternative 5 (NO BUILD)

Do you have any additional comments on the project? \_\_\_\_\_

Your answers will be given to the Project Team for their use in evaluating the alignment and other features of this project. Please turn them in tonight at the registration desk or mail them by January 7, 2024 to:

**Michael Read**  
**Kentucky Transportation Cabinet, District 9**  
**P. O. Box 347**  
**Flemingsburg, KY 41041**