

# US 60 ALTERNATIVE COMPARISON MATRIX

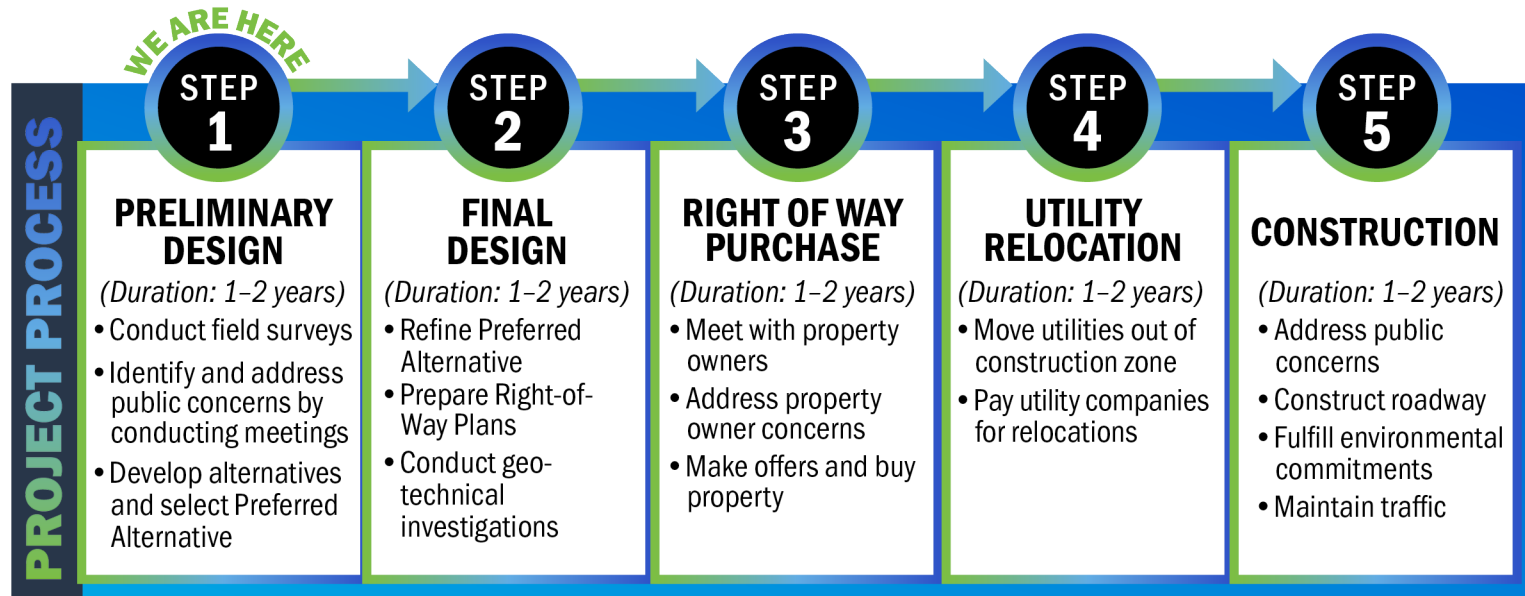
Criteria	US 60 Mainline Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Meets Purpose & Need	Yes	Yes	Yes	Yes
Design Exceptions	None	None	None	None
Guardrail required	2,309'	2,124'	716'	811'
Parcels Impacted	46	45	46	45
Relocations	0	0	0	0
<b>Construction Estimate</b>	<b>\$6,900,000</b>	<b>\$7,500,000</b>	<b>\$7,600,000</b>	<b>\$8,300,000</b>

## PROJECT BUDGET AND ANTICIPATED FUNDING SCHEDULE

Budget Summary from 2022-2028 Highway Plan.

2-80202.00		Address safety and service concerns of US 60 from KY 950 to KY 492.				
FUND	Phase	2024	2025	2026	2027	Phase Total
STP2	D	\$1,500,000*	\$0	\$0	\$0	\$1,500,000*
STP2	R	\$0	\$3,500,000	\$0	\$0	\$3,500,000
STP2	U	\$0	\$0	\$2,500,000	\$0	\$2,500,000
STP2	C	\$0	\$0	\$0	\$17,000,000	\$17,000,000
		<b>\$1,500,000*</b>	<b>\$3,500,000</b>	<b>\$2,500,000</b>	<b>\$17,000,000</b>	<b>\$24,500,000</b>

Note: \* depicts funding that has been authorized for the Design Phase. It should be noted that future funding is subject to change.



All of the steps along the project develop process involves environmental investigations, protection of special resources and preparation of environmental documentation.



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# Public Meeting Handout and Project Survey US 60 Reconstruction between KY 950 and KY 492 Union County

Item No. 2-80202.00 | May 10, 2023

## PROJECT DESCRIPTION

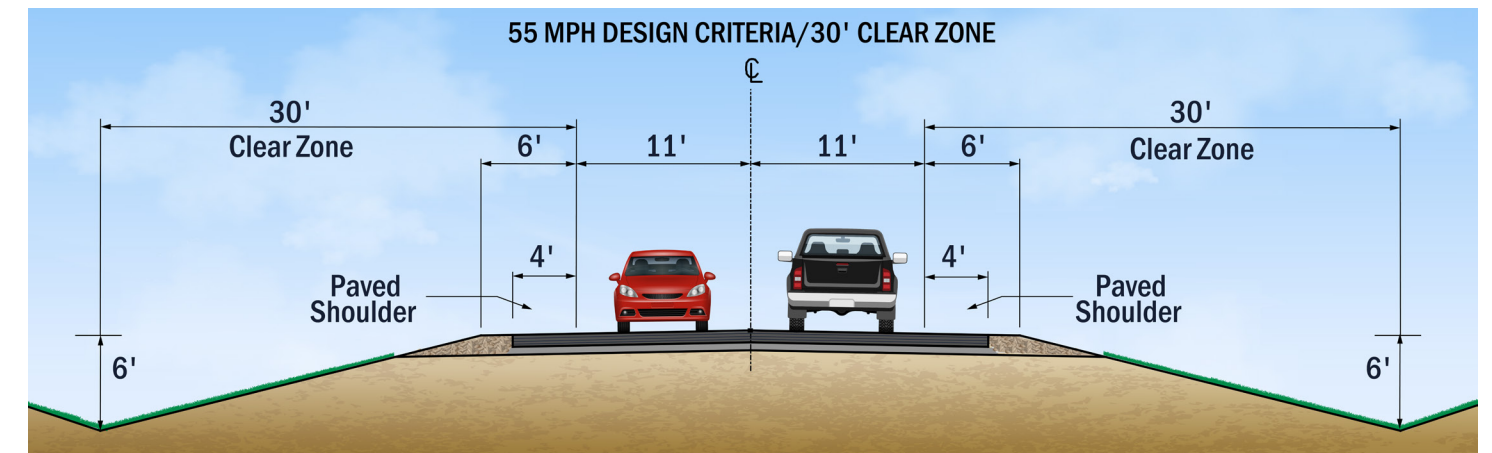
The Kentucky Transportation Cabinet (KYTC) is proposing improvements to US 60 in Union County, KY between KY 950 and KY 492. This section of US 60 serves as a major connection between Sturgis and Morganfield, providing access to Union County High School, Union County Middle School, and Deaconess Union County Hospital. The project will improve approximately 3-miles of US 60 for a safer more reliable route for those accessing the services along the corridor. Anticipated improvements include shoulder widening, and intersection improvements at KY 950, KY 1176, and KY 492.

## PROJECT OBJECTIVES

- Increase shoulder width and clear zone area outside of the edge of pavement. Remove obstructions adjacent the roadway and provide more recovery area.
- Improve configuration of skewed intersections.
- Minimize impacts to adjacent property owners.
- Avoid and minimize utility Impacts.

## DESIGN CRITERIA

US 60 is a mix of flat to rolling terrain with a 55-MPH design speed. Access to the adjacent properties is by permit. Below is the proposed Performance Based Flexible Solutions (PBFS) roadway section that will provide the required 30' clear zone for a much safer roadway while minimizing impacts and costs.



## The Project Team would like your Input.

Four US 60 mainline alternatives and three KY 1176 intersection options are on display at this public meeting. Please review the alternatives and feel free to ask questions to KYTC staff or to representatives of the consulting engineering firm that developed the designs.

Please complete the project survey. You are encouraged to complete the survey and leave it at the sign-in table, or you can complete the survey at home and mail it in the self-addressed envelope provided.

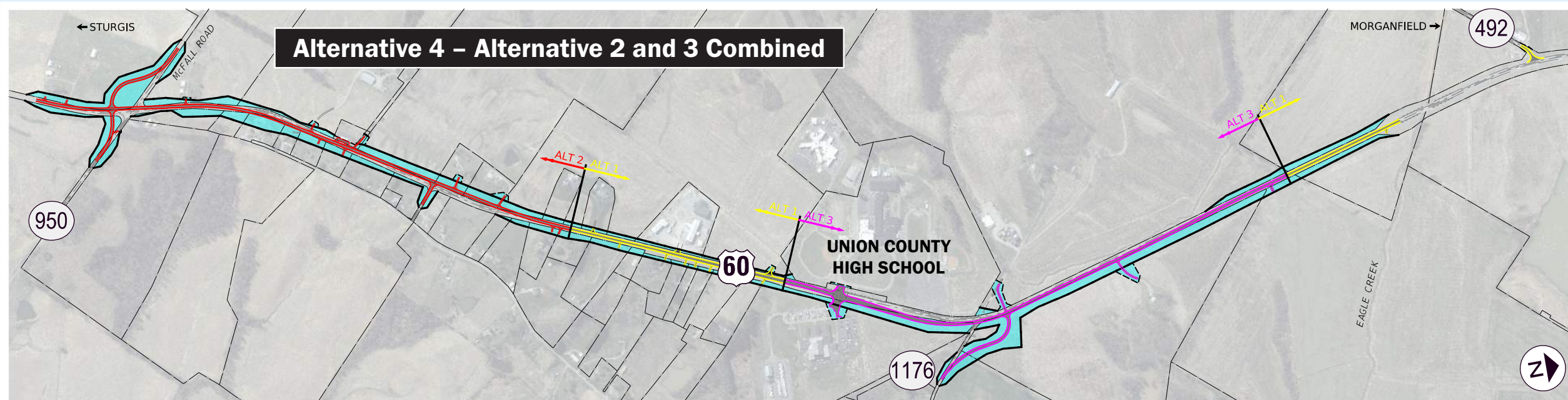
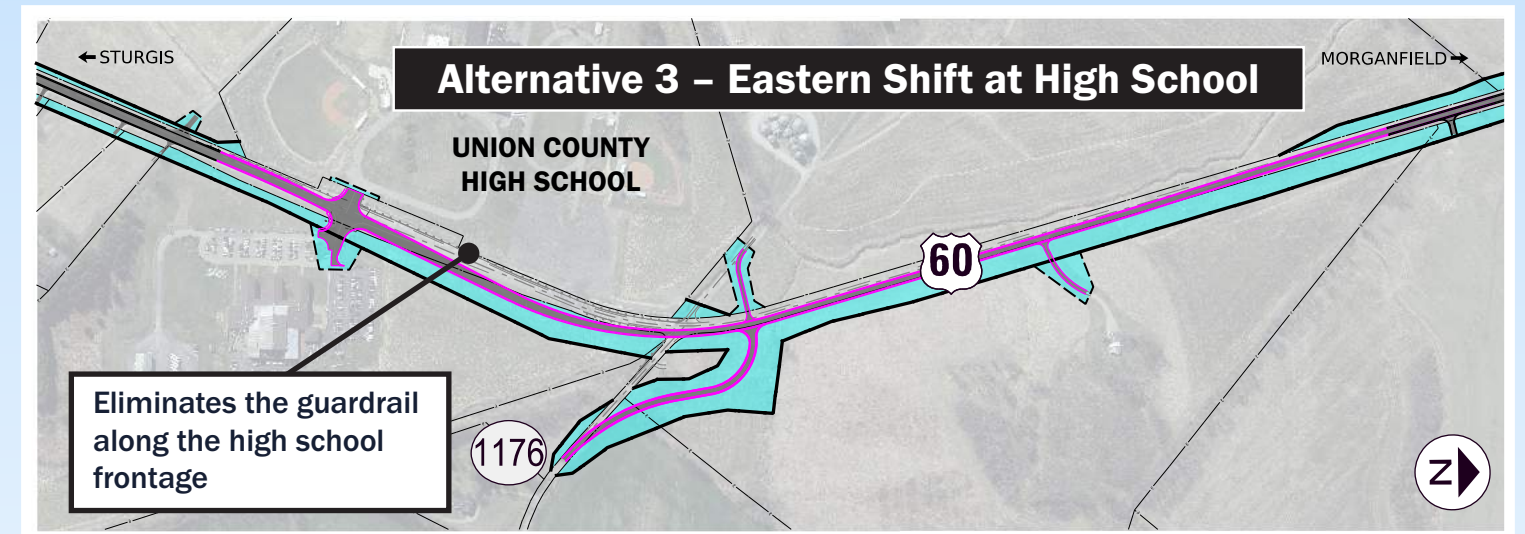
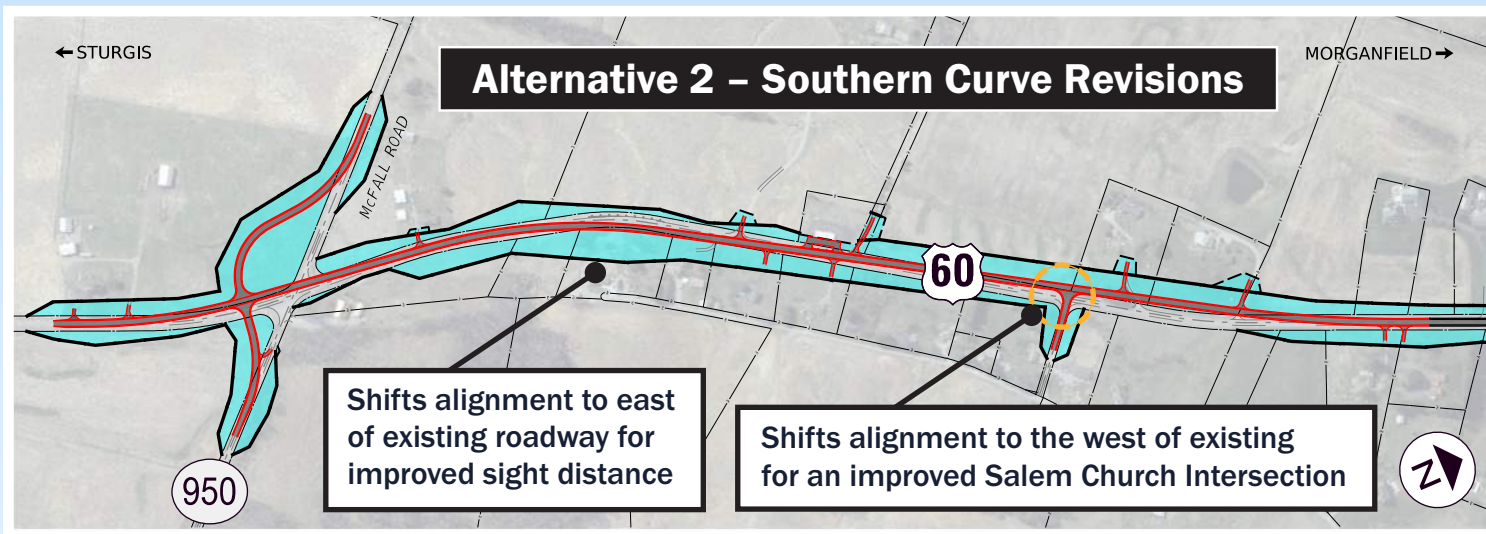
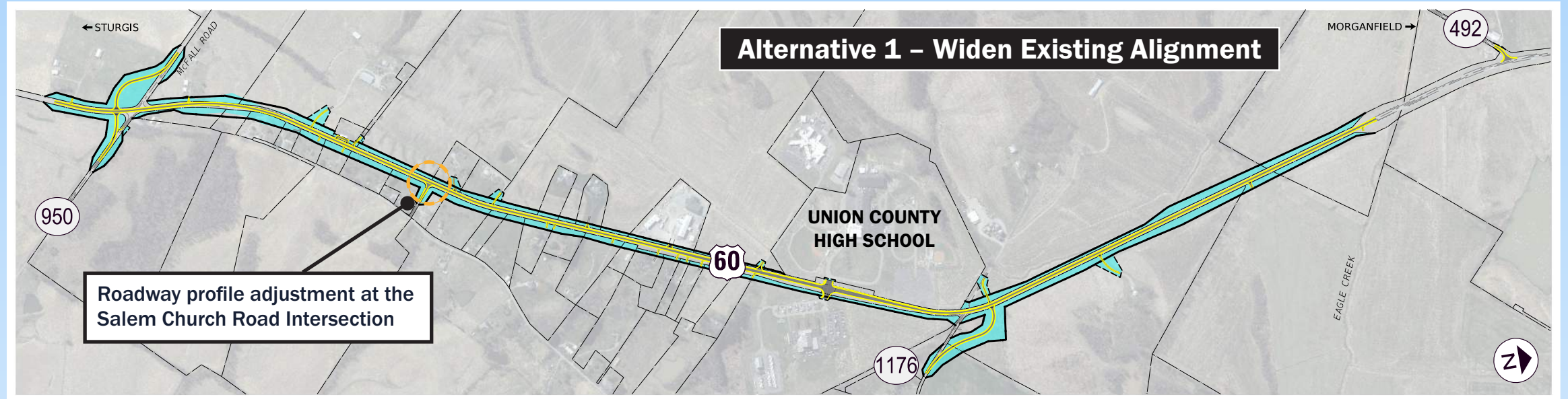
## PUBLIC MEETING CHECKLIST

- Review Handout
    - Front and Back Project Overview
    - Centerfold Alternatives
  - Visit Display Stations & Ask Questions
  - Complete Survey
  - Submit Survey
- Return survey in-person tonight at the front table or mail survey from home in the in self-addressed envelope provided at meeting.

# Discussion of Alternatives

**Alternative 1** widens the existing US 60 alignment. The existing curves meet the minimum 55 MPH design criteria, except for the roadway profile at the Salem Church Road Intersection, identified on the graphic. At this location the roadway profile will be adjusted slightly.

**Alternative 2** provides larger curves for an improved horizontal alignment along the southern portion of the project. It also improves the Salem Church Road intersection by shifting the alignment to the west for an improved profile grade for the Salem Church Road approach.



**Alternative 3** shifts the roadway to the east of the existing roadway. This shift allows for a larger curve at the KY 1176 intersection and pushes the roadway further from the stream along the high school frontage to provide the required clear zone to eliminate the existing guardrail.

**Alternative 4** combine the alignment revisions of Alternative 2 and Alternative 3 into one alternative.

**If you have additional questions or need more information, please ask the staff at the meeting, or contact the project manager. Thank you!**