

## Project Schedule

The major milestones for the US 60 Improvement Project are as follows:

<b>Public Meeting</b>	<b>October 2022</b>
<b>Right of Way</b>	<b>2024</b>
<b>Utility Relocation</b>	<b>2025</b>
<b>Construction</b>	<b>2026</b>



## Procedure for Submitting Comments

Representatives of the Kentucky Transportation Cabinet and their consultants are available to discuss the project and answer your questions. In addition, exhibits are on display to explain conceptual improvements under consideration. You are encouraged to make an official comment that will be incorporated into the project summary. Information for the project can be found at [www.FayetteUS60.com](http://www.FayetteUS60.com).

To make a written statement, complete one of the comment sheets provided and leave it with one of the representatives or mail it by November 4, 2022 to the address listed below.

Lauren Meighan, P.E.  
Kentucky Department of Highways  
Highway District 7 Office  
800 Newtown Court  
Lexington, KY 40511

# US 60 - Fayette County

Improve US 60 (Winchester Road)  
from I-75 to Haley Road  
Item No.7-80150.00

## Public Meeting



**Thursday, October 20, 2022**  
**5:30 p.m. - 7:30 p.m.**



Macedonia  
Christian Church  
4551 Winchester Road  
Lexington, KY 40509



## Purpose and Need

The purpose of this project is to provide additional capacity and mobility on US 60 between Polo Club Boulevard and Haley Road while maintaining driver expectancy and minimizing the impacts to the surrounding environment. The Lexington Urban Service Boundary contains the largest concentration of developed land within Fayette County. With recent and future growth in the Hamburg area, traffic demand is expected to escalate at the I-75 interchanges for Winchester Road as well as Man o' War Boulevard. This additional demand suggests a need to divert traffic away from these interchanges with an alternative route.

## Tonight's Meeting

The purpose of tonight's meeting is to introduce the project to the public and obtain information and opinions on the alternative typical sections and intersection improvements presented.

In addition to the No-Build alternative, three different typical sections are being considered for the widening of US 60. All of the typical sections include four basic lanes (two in each direction) and a non-traversable median. With the non-traversable median, the number of left turns to and from US 60 to private properties will be significantly reduced to improve safety. Instead, residents will drive past their entrance, make a u-turn, and then enter their property with a right-in/right-out movement. All of the typical section alternatives provide a 10-foot wide shared use path for pedestrians and bicyclists on the south side of US 60 from Polo Club Boulevard to Cleveland Road.

The three typical section alternatives as shown in the graphics to the right are as follows:

- ▶▶▶ Four lanes with raised median and curb and gutter with a sidewalk on the north side
- ▶▶▶ Four lanes with raised median and outside shoulder
- ▶▶▶ Four lanes with depressed median and outside shoulder

Because the footprints of the three typical section alternatives are relatively similar, the raised median with curb and gutter which has the smallest footprint and the depressed median with outside shoulder which has the largest footprint are presented on the boards in the room. In addition, alternative intersection improvement options are included on these displays for your consideration.



**20 ft Raised Median Urban**



**20 ft Raised Median Rural**



**28 ft Depressed Median Rural**