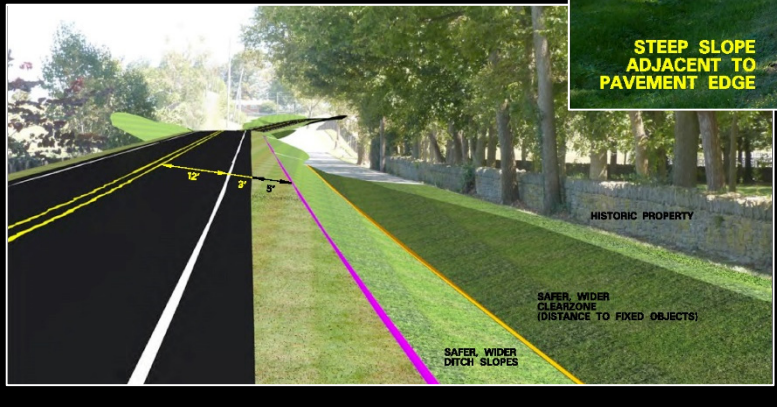
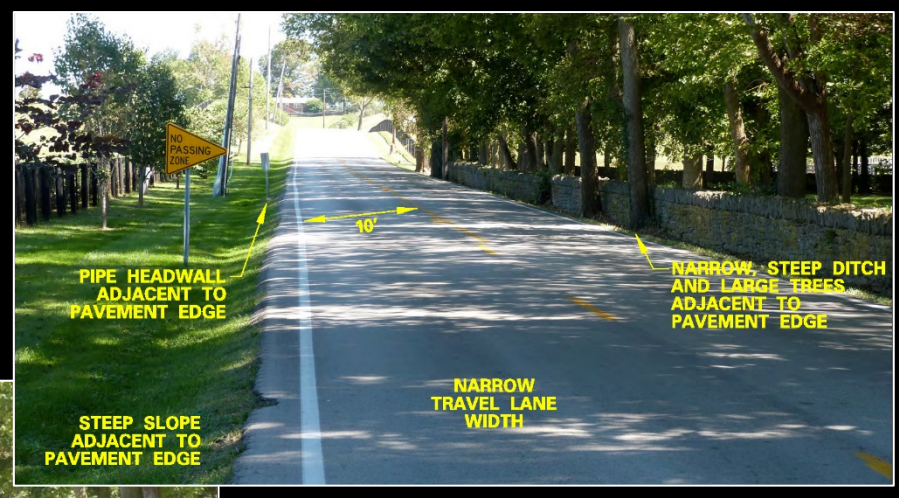


**Before & After**

These renderings illustrate the proposed project. The photo to the right highlights existing concerns for a representative location along the US 460 corridor. The graphic below simulates how the build alternative could improve these safety concerns.



**Project Costs and Available Funding**

Preliminary design funding for the project appears in the FY 2018-2024 Highway Plan but no additional funds for this section are identified in the current plan. Project costs are estimated at around \$28 million.

The project is currently being evaluated alongside other projects throughout the state and region as part of the Strategic Highway Investment Formula for Tomorrow (SHIFT) process, intended to provide a data-driven evaluation process to feed into the FY 2020-2026 Highway Plan. The Kentucky General Assembly will publish this next highway plan in mid 2020, identifying the Commonwealth's transportation budget for the next two year cycle.

Paired with the adjacent Item #7-8705.0 project, county officials applied for 2019 federal grant funding to construct the project. No funding has been awarded to date.

**Next Steps**

Project team members are on-hand at the public meeting to answer your questions and collect input. Please complete a survey by **November 8**, available online at:

<https://www.surveymonkey.com/r/RHXWX3P>

Following the meeting, KYTC will continue developing preliminary designs, refining costs, and assessing impacts to the human and natural environment. Consultation regarding historic resources is ongoing; contact KYTC for more information or to join the process. All these considerations will feed into the decision-making process, identifying a preferred alternative for implementation. The decision-making process will be documented in a Categorical Exclusion (CE) report.

Link to Survey:



**US 460 Widening Project**

KYTC Item #7-8705.1

Bourbon & Scott Counties

October 24, 2019 Public Meeting

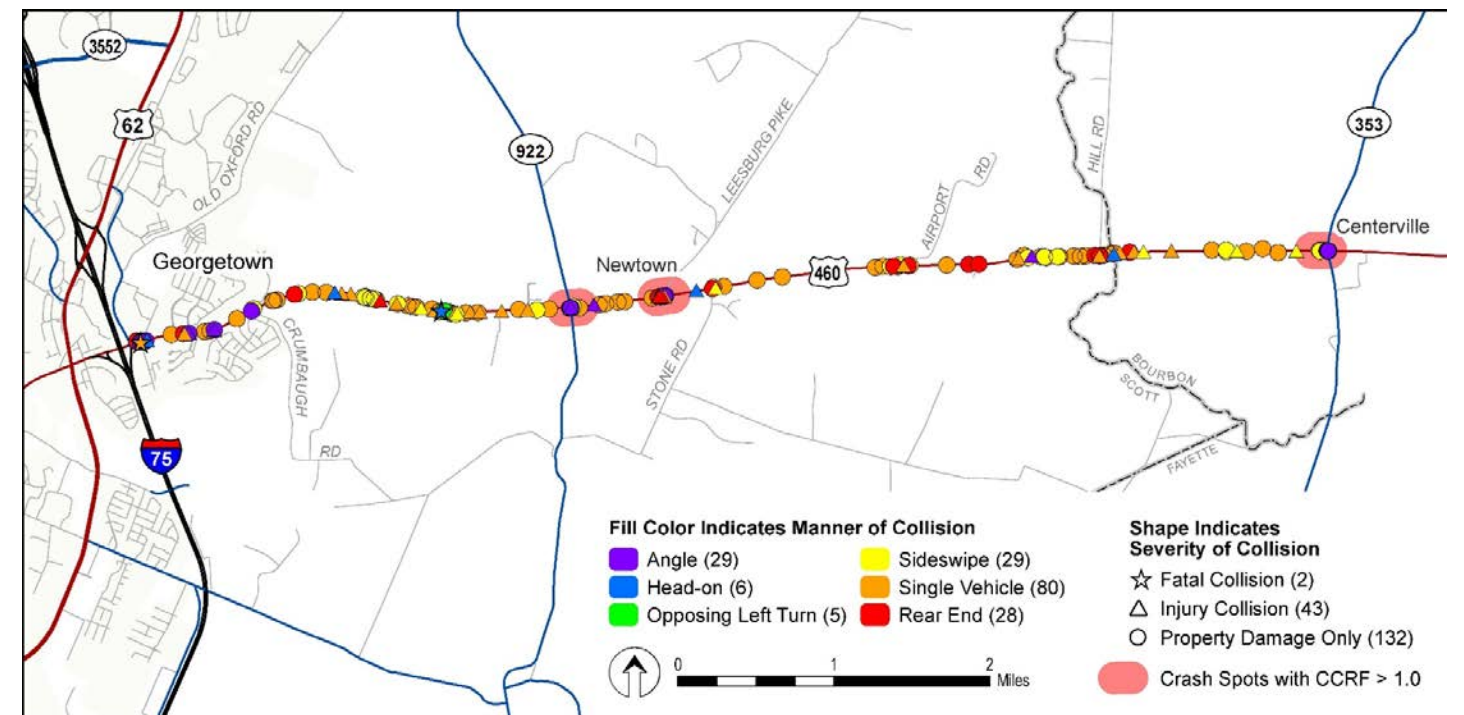


The Kentucky Transportation Cabinet (KYTC) identified a potential improvement project along US 460 in eastern Scott and western Bourbon Counties, Item #7-8705.1. The narrow, two-lane highway provides a connection from I-75 in Georgetown to Centerville; the remainder of the route to Paris is being widened as a separate project. US 460 is the most direct connection between Paris and Georgetown; substandard geometrics contribute to elevated crash rates.



The purpose of the project is to improve driver safety for the US 460 corridor in eastern Scott and western Bourbon counties. The narrow typical section, substandard vertical and horizontal geometry, poor drainage, and limited roadside clear zones contribute to elevated crash frequencies along the route. The mix of vehicle types—semi-trucks, school buses, passenger cars, firetrucks, farm equipment, horse trailers, and more—traveling at different operating speeds within the same narrow highway further complicates operations.

Shown below, reported crashes during 2014-2018 show 178 crashes occurring during the five-year analysis period, including two fatalities and 43 injury collisions. In addition to the high number of crashes along the corridor, the severity of crashes is worse than statewide or county averages. Narrow lanes and shoulders, coupled with non-existent roadside recovery zones, contribute to high crash concentrations, particularly for single vehicle and sideswipe collision types. The alignment limits sight distance for several driveways and cross-streets along its length.

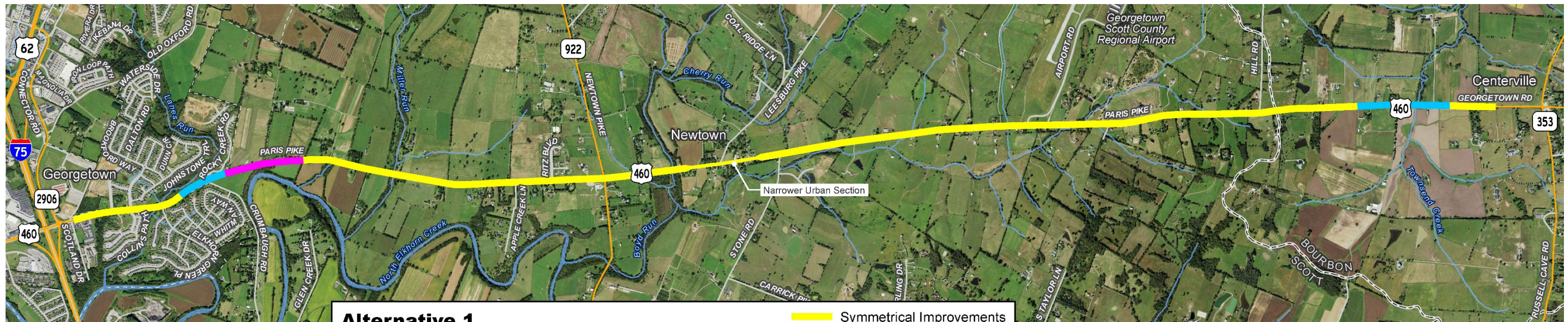
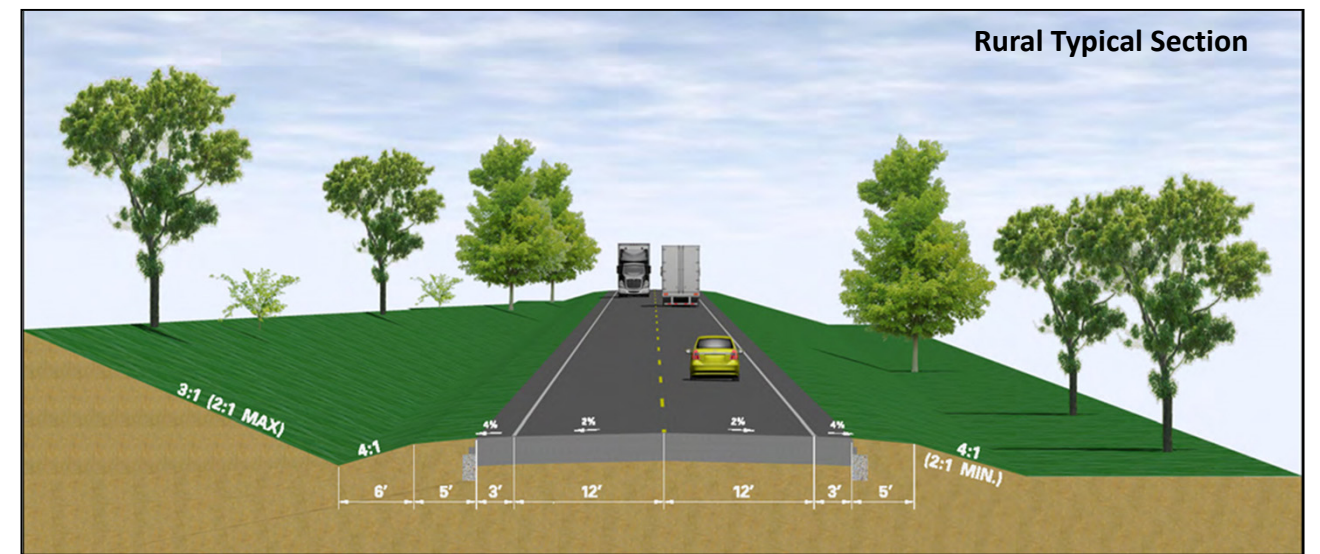




Three Alternatives are being considered:

- The **No-Build Alternative** includes routine maintenance but does not widen the existing roadway. The 10-11 foot wide lanes and narrow shoulders that exist today would remain in place.
- **Alternative 1** generally widens symmetrically along the existing highway to provide two wider lanes and shoulders. It also fixes substandard alignment elements like steep hills and sharp drop-offs along the existing route.
- **Alternative 2** widens along the existing highway, switching from north to south as needed to minimize impacts. Like Alternative 1, it also fixes substandard alignment elements like steep hills and sharp drop-offs along the existing route.

For either build alternative, a two-lane typical section is proposed with 12-foot lanes, 8-foot shoulders (3-foot paved), improved ditches and clear zones throughout its rural length. Within the Newtown community at the Leesburg Pike intersection, an urban template is proposed: incorporating curb/gutter instead of shoulders/ditches to minimize widths and impacts to adjacent properties.



**Alternative 1**

**Alternative 2**

0 0.5 1 Mi

— Symmetrical Improvements  
— Widening to the North  
— Widening to the South

Note: Line symbology is not to scale and does not represent the actual footprint of improvements.

