

THE PROJECT TEAM WOULD LIKE YOUR INPUT.

Displays for the US 460 improvement project can be found at this public meeting. Please review the display boards and feel free to ask questions of KYTC staff or to representatives of the consulting engineering firm that developed the designs.

The anticipated improvements to the US 460 corridor involve construction of a 2+1 roadway as well as potential intersection improvements at various locations along the corridor. The two alternatives being evaluated include different lane and shoulder widths.

After you have reviewed the exhibits at tonight's meeting, please complete the project questionnaire. You're encourage to leave the completed questionnaire at the sign-in table or complete it at home and mail it to the address on the questionnaire by May 8, 2026. You can also complete the questionnaire online at bit.ly/US460Survey.

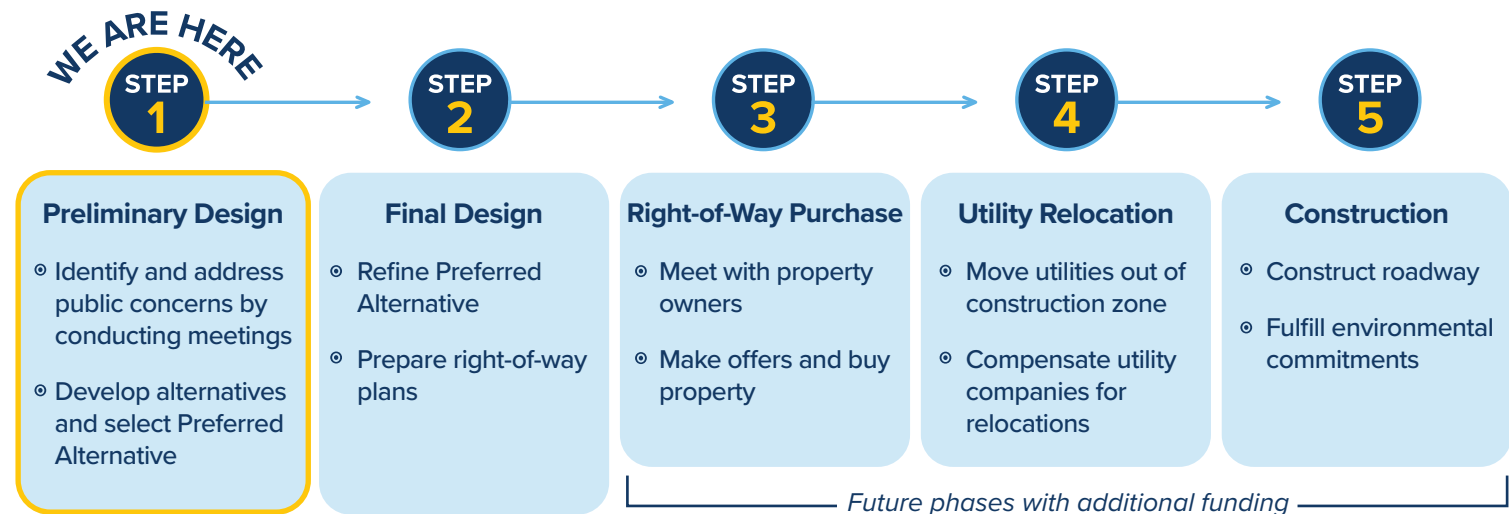
PROJECT BUDGET AND ANTICIPATED FUNDING SCHEDULE

Below is a budget summary from the 2024-2030 Highway Plan. State Construction Funds (SPP) will be used for project development and construction.

10-80101.00	Improve US 460 from the intersection with KY 114 to the interchange with US 23.
PHASE	10-80101.00
Design	\$3,750,000
Right-of-Way	\$1,120,000
Utilities	\$500,000
Construction	\$37,500,000
TOTAL	\$42,870,000

**Note that future funding is subject to change.*

PROJECT PROCESS



All steps along the project development process take approximately 1-2 years to complete and involve environmental review, protection of special resources, and preparation of environmental documentation.

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Scan the QR code or go to bit.ly/US460Survey to complete the questionnaire

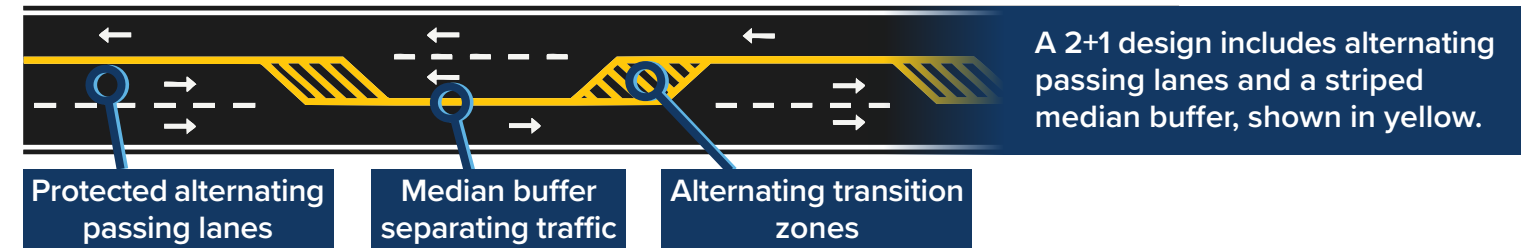


PROJECT DESCRIPTION

The Kentucky Transportation Cabinet (KYTC) is proposing improvements to 14 miles of US 460 in Magoffin and Johnson Counties between KY 114 (Mountain Parkway) and US 23. The project proposes a cost-effective 2+1 Roadway to increase mobility and safety within the existing alignment and infrastructure. A 2+1 constructs an additional lane along the existing 2-lane sections for an alternating protected passing lane in each direction.

2+1 ROADWAY

The proposed improvements reconstruct portions of the US 460 corridor with a 2+1 design to expand on the four existing passing/truck climbing lanes.



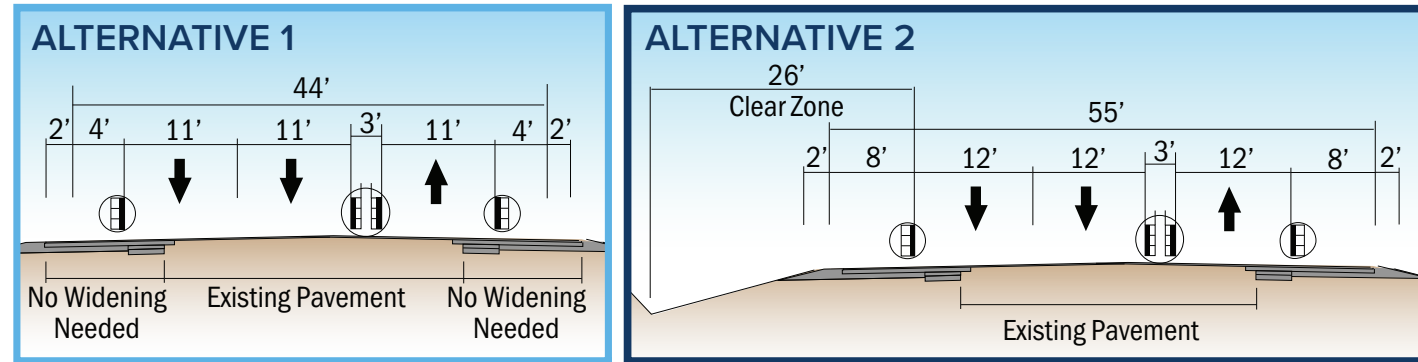
Slower traffic will not have to maneuver or get out of the way, creating less conflicts. With these lane configurations shown above, only the overtaking vehicle must change lanes. Transition zone locations will be defined by optimum passing lane length or intersections with turn lanes. These passing lengths are determined by peak hour one-way flow rates (vehicle by lane). The average passing lane length along US 460 is one mile.

US 460 — PERFECT FOR A 2+1

Existing conditions of the 14-mile corridor make it well-suited for developing a high-performing 2+1 configuration. Those existing advantages are listed in the table below:

2+1 Requirements for Success	US 460 Existing Advantages
Limited access points/conflict points	Partial access control
	No significant trip generators
Unconfined corridor with substantial clear zone	Wide shoulders with little to no guardrail
	Four dedicated passing lane sections
Lower traffic volumes - below 15,000 Average Daily Traffic (ADT)	Wide existing right-of-way
	Magoffin County 3,200 Average Daily Traffic
	Johnson County 5,100 Average Daily Traffic
Moderate capacity issues with less than 1,200 Vehicles Per Hour (VPH) in the peak hour	Magoffin County Level of Service A: 190 VPH
	Johnson County Level of Service B: 265 VPH

ALTERNATIVES UNDER CONSIDERATION:



Three-foot rumble stripes provide a median buffer to safely separate traffic.

*Benefit Cost Ratio > 1.0: The project is expected to generate value, with higher numbers indicating better returns. →

ALTERNATIVE COMPARISON

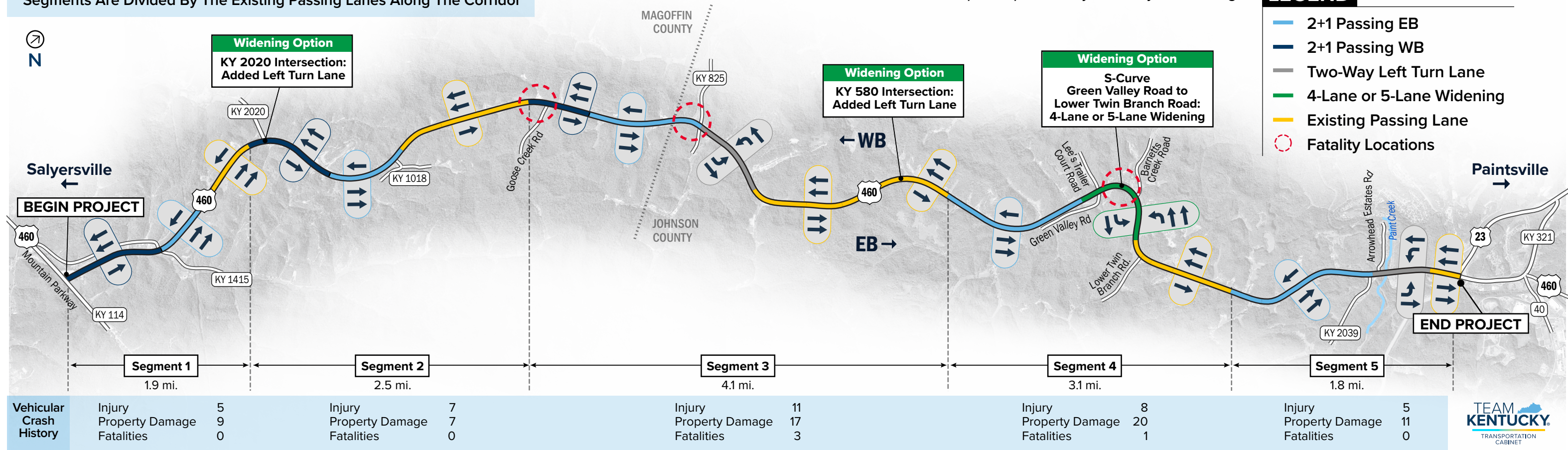
Criteria	US 460 Mainline			Widened Options			
	No Build	Alternative 1	Alternative 2	KY 2020	KY 580	S-Curve 4	S-Curve 5
Roadway Width	44'	44'	55'	55'	55'	55'	66'
EB Passing (mi.)	2.08	5.38	5.17	5.38	5.38	5.38	6.55
WB Passing (mi.)	2.82	5.12	5.09	5.12	5.12	6.34	6.34
TWLT (mi.)	0	1.61	1.61	1.61	1.61	1.85	1.85
Center Turn Lane (ft.)	460	1,695	1,695	1,940	1,940	1,225	1,125
Proposed ROW Acres	0	0.62	1.74	0.62	0.62	2.60	3.90
Total Crash Reduced	0	-27.8	-36.6	-2.8	-3.2	-8.9	-10.4
Safety Benefit	0	\$11,500,000	\$14,400,000	\$1,160,000	\$1,300,000	\$3,680,000	\$4,300,000
Construction Estimate	0	\$26,700,000	\$40,100,000	\$170,000+	\$240,000+	\$1,700,000+	\$3,000,000+
Benefit Cost Ratio*	0	0.4	0.32	6.8	5.4	2.2	1.4

Segments Are Divided By The Existing Passing Lanes Along The Corridor

Maps are preliminary and subject to change.

LEGEND

- 2+1 Passing EB
- 2+1 Passing WB
- Two-Way Left Turn Lane
- 4-Lane or 5-Lane Widening
- Existing Passing Lane
- Fatality Locations



Segment Crash Data for 7 Year Duration (June 2018 to June 2025)

