



When separated into four segments and compared to statewide averages, the US 460 project corridor had higher:

Total crash rates for two segments • Injury crash rates for the entire corridor • Fatal crash rates for three of four segments



- Improvements to safety and mobility are needed along US 460 between Salyersville and Paintsville.
- Additional passing and turning lanes will improve traffic flow and safety and reduce crashes in the area.
- A 2+1 design can add additional lanes and improve safety without widening the existing roadway.
- This design will offer 2 lanes with additional alternating passing lanes throughout the entire corridor.
- Upgrades to intersections with US 460 will improve safety and mobility.
- Intersection improvements will also serve as transition zones for alternating passing sections.

This 14-mile stretch of US 460 is an ideal 2+1 corridor. US 460 has wide shoulders, four established segments of dedicated passing lanes, and traffic volumes that allow a 2+1 design to perform at its peak.

INNOVATIVE SOLUTIONS: 2+1 DESIGN

A 2+1 roadway is a cost-effective solution to provide safer passing zones. It's a three-lane highway with one lane in each direction and an additional alternating middle lane. The middle lane changes direction every few miles, providing dedicated passing zones. A 2+1 design removes the risk of passing in the opposing lane to overtake slower traffic.



2+1 Benefits

SAFETY

By providing passing opportunities and separating opposing traffic with a 3-foot buffer, there are fewer chances for sideswipe and head-on collisions.

COST EFFECTIVENESS

Upgrading US 460 to a 2+1 design requires no widening, only shoulder strengthening and striping.

TRAFFIC FLOW

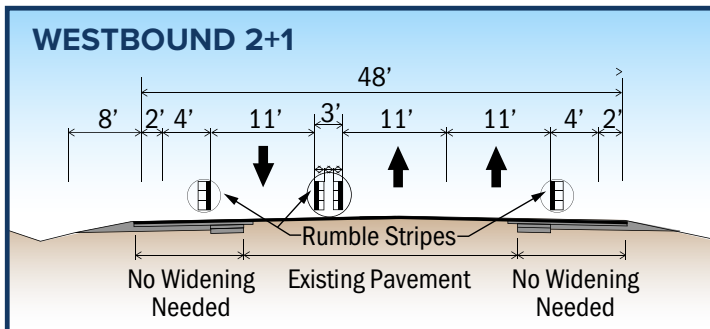
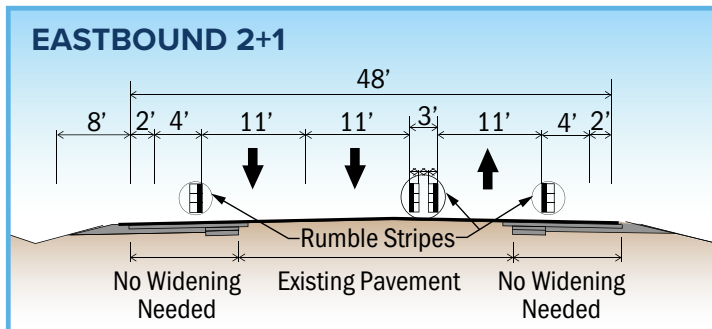
Additional lanes let drivers pass slower vehicles safely, improving flow and reducing congestion.

INTERSECTION IMPROVEMENTS

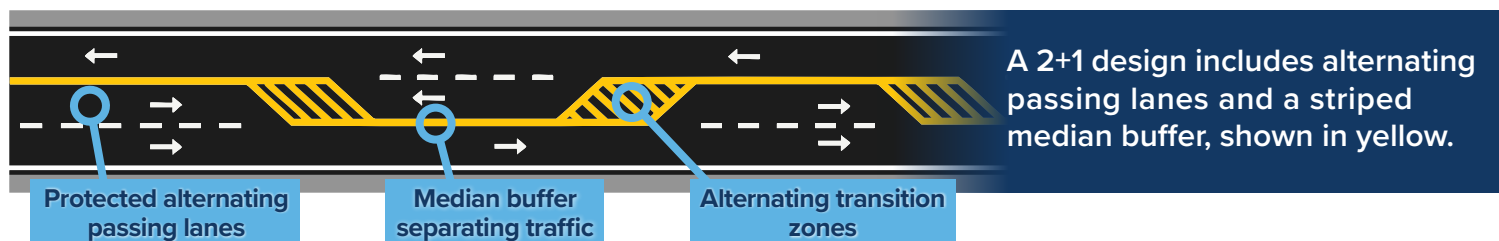
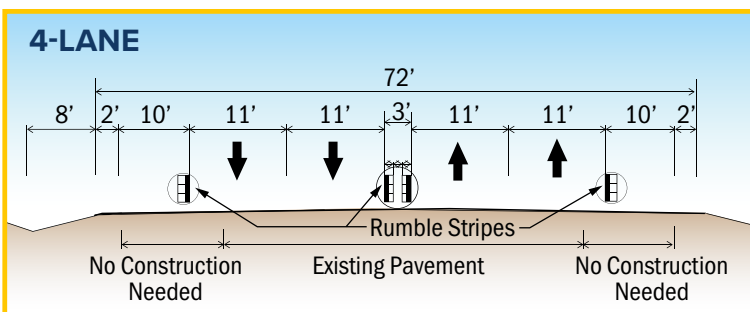
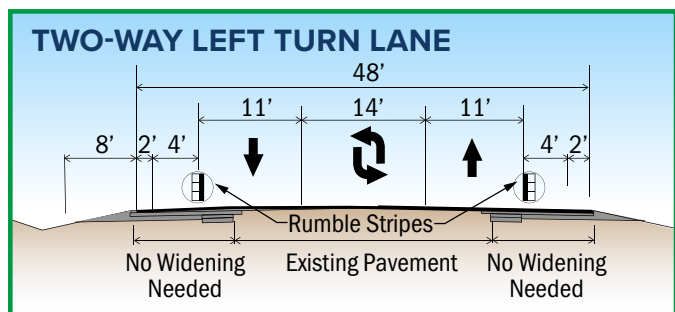
Transition zones offer opportunities for improving intersection safety and operations.

One case study shows additional passing lanes reduced fatal and injury crashes by **27%** and total crashes by **44%**.

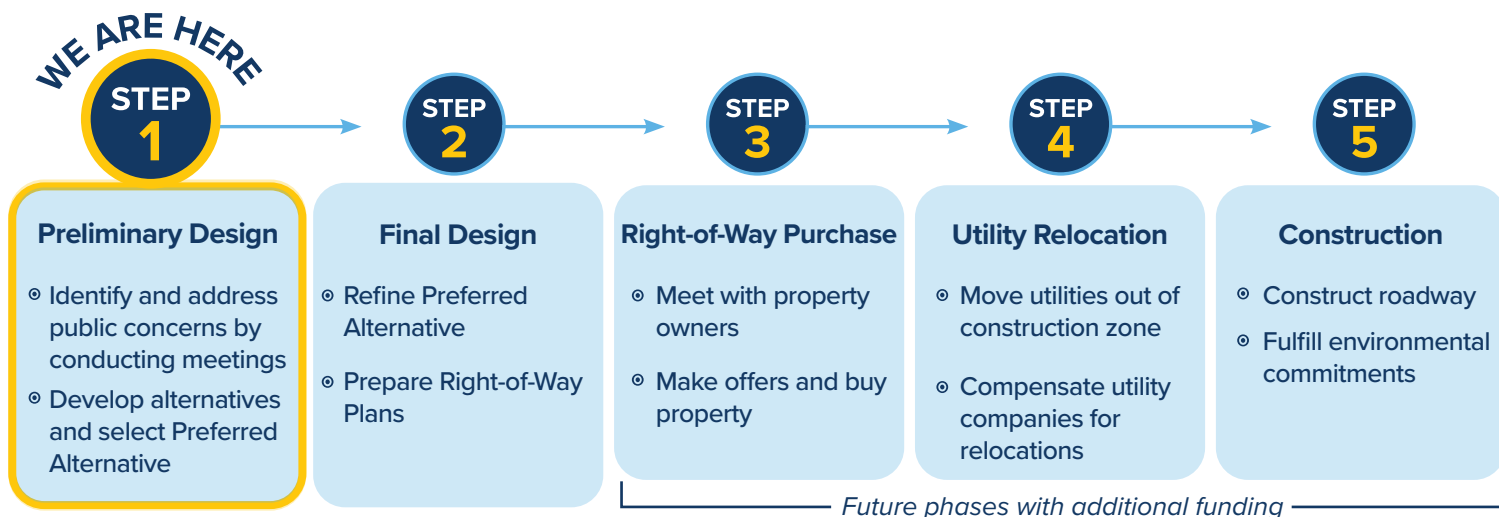
TYPICAL SECTIONS



Wider centerline striping between lanes and three-foot rumble stripes provide a median buffer to safely separate traffic.



PROJECT PROCESS



Each step along the project development process takes approximately 1-2 years to complete and involves environmental review, protection of special resources, and preparation of environmental documentation.

KEEP IN TOUCH