Existing Curve: 270 radius, between 30 and 35 MPH design.

ESAL Counts: 1,900,000

Project Scope: Construction Budget 6 million.

Traffic Count: 5300 (2014), Truck% 6.2

Magoffin County

US 460: Minor Arterial Rural

***55 MPH***: Minimal Stopping Sight Distance, 495’

Rolling Terrain, max grade is 5%

Mountainous Terrain, max grade is 6%. Use Mountainous, however due to sight distance restrains, 5% grade was used in modeling.

Max Super 8% (comparing to existing super, to be determined)

AASHTO Green Book: minimum width of traveled way = 24 ft. Width of Usable Shoulder = 8 ft.

Pavement width 12’ width lanes, 8’ useable shoulder.

Clear Zone: 20-22 ft

***45 MPH***: Minimal Stopping Sight Distance, 360’

Rolling Terrain, max grade is 6%

Mountainous Terrain, max grade is 7%

AASHTO Green Book: minimum width of traveled way = 24 ft. Width of Usable Shoulder = 8 ft.

Pavement width 12’ width lanes, 8’ useable shoulder.

Clear Zone: 16-18 ft

***35 MPH***: Minimal Stopping Sight Distance, 250’

Rolling Terrain, max grade is 6%

Mountainous Terrain, max grade is 7%

AASHTO Green Book: minimum width of traveled way = 24 ft. Width of Usable Shoulder = 8 ft.

Pavement width 12’ width lanes, 8’ useable shoulder.

Clear Zone: 12-14 ft

Max Super 8% (comparing to existing super, to be determined)

Pavement width 12’ width lanes, 8’ useable shoulder.

\*\*\*\* Did not study southern alternates due to environmentally sensitive areas. Including historic skirmish and settlement. Consulted DEA to came up with that determination.

“AAA” 80,000 LBS gross vehicle weight highway.

Kentucky Designated National Truck Network (NN)

Coal haul route. Extended Weight MP 9.8 to 14.5

ALIGNMENT REVIEW MEETING

* Held November 14th, 2016. Project Team decided to select Alt 1, 3, and 5 to bring to the preliminary line and grade. Hold off on PL&G Meeting until funding has been authorized.