

I. INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) has undertaken this Programming Study to recommend safety improvements along the US 431 corridor from the Tennessee state line to the US 60 Owensboro Bypass. The study area, shown in **Exhibit 1.1**, passes through the Kentucky counties of Logan, Muhlenberg, McLean, and Daviess. The purpose of this study is to identify, develop, and prioritize solutions for safety problems existing along the route.

**A Programming Study for
Safety Improvements to
US 431 in Logan,
Muhlenberg, McLean, and
Daviess Counties**

A. Background

The US 431 Programming Study was initiated by the KYTC in 2003. The study was originally identified in the KYTC's *Approved 2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 Through FY 2008* (generally referred to as the Six Year Plan) as Item 2-8106.00. The project was described as a "scoping study for safety improvements to US 431 from the McLean/Muhlenberg County line to the Tennessee border (Phase I) and a scoping study for safety improvements to US 431 from the McLean/Muhlenberg County line to the Indiana border (Phase II)."

Following the study commencement, the boundary between phases was redefined to divide the project at the Wendell H. Ford Western Kentucky Parkway (Ford Parkway) in Muhlenberg County. Phase I continues to reference the southern portion and Phase II references the northern. A portion of the roadway in Logan County was omitted from further study as it was recently improved to a four-lane cross section. A second portion in Daviess County between the US 60 Bypass and the Indiana border was also omitted.

B. Project Location

The study area, shown in **Exhibit 1.1**, runs north-south along the existing US 431 corridor through Logan, Muhlenberg, McLean, and Daviess Counties. The route is primarily a two-lane rural facility passing through a number of small communities. Larger towns include Russellville, Central City, and Owensboro. Communities throughout the region rely on the US 431 corridor as an economic link to cities such as Owensboro to the north and Nashville to the south.

The segment of the corridor in Muhlenberg County was included in the Kentucky 2006 Five Percent report. It is identified as one of the top 5% of state-maintained roadways with the most fatalities and severe injuries.

C. Programming and Schedule

This study was funded in the FY 2002 (2003-2008) Six Year Highway Plan, with committed planning funds of \$300,000. Subsequent phases of project development, including Design, Right-of-Way Acquisition, Utility Relocation, and Construction, are not scheduled in the most recent legislatively approved Six Year Highway Plan.

