

THE KENTUCKY TRANSPORTATION CABINET HAS AN ACTIVE DESIGN PROJECT IN YOUR AREA.



US 41— North Main Street ALTERNATE SELECTED



Hopkins County, KY KYTC Item #2-8305

US 41 Improvement

The Kentucky Transportation Cabinet (KYTC) is currently in the design phase for developing construction plans to improve US 41 (North Main Street) between Hospital Drive and US 41A/KY 281 in Madisonville, Kentucky.

The Project

The purpose of this project is to improve the traffic flow, increase capacity, improve safety for motorists and pedestrians, and improve the efficiency and connectivity of US 41. The portion of US 41 within the project area is currently a three-lane roadway with one travel lane in each direction and a center two-way left-turn lane. The corridor is bounded by a high concentration of approach roads and entrances which contribute heavily to increased traffic volumes and diminished mobility. As a result, the corridor is plagued by periods of significant traffic congestion and accompanying vehicular delay throughout the day. These numerous access points also create an environment that increases the likelihood of vehicular collisions. Current sidewalks and pedestrian accommodations range from minimal to non-existent along this segment of North Main Street.



Preliminary design of these Alternates has been completed, public input has been received and reviewed and a preferred Alternate has been selected.

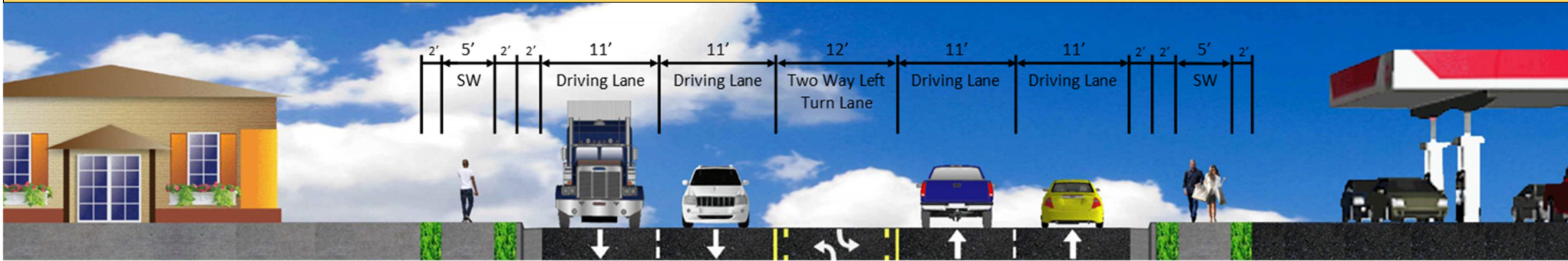
Public Input

An online survey was conducted during the initial design phase. 120 citizens completed the survey. Of those responding, 93% agreed that this section of North Main Street needed improvements. Congestion/Travel Delay was identified as the most important issue that needed to be addressed (66%), while Safety and Lack of Pedestrian Facilities tied for the 2nd most important issue (13%). Of the two alternates considered 72% of the responses believed Alternate 1 best addressed the needed improvements. 16% of those who responded believed Alternate 2 was most suitable in addressing US 41 improvements. The rest of the respondents chose "Either Alternate" or were of the opinion that neither alternate best addressed needed improvements along this corridor. The alternates are described below:

Alternate 1 would provide two thru-lanes for traffic in each direction and feature a two-way left-turn lane in the center.

Alternate 2 also provides two thru-lanes in each direction but features a raised concrete median to separate northbound and southbound traffic. To reduce the number of traffic conflict points/potential crash locations, left-turn movements will be restricted from entrances and minor side streets with this alternate and additional improvements will be provided at the signalized intersections to accommodate U-turns.

SELECTED ALTERNATE—TYPICAL SECTION



Both alternates would replace the paved shoulders with curb and gutters and include new sidewalks along both sides of the road. In order to accommodate the additional roadway width, both alternates will also require that a new bridge be constructed to carry the CSX railroad track.

The purpose of this informational flyer is to update you on the project status and to inform you of the ***Preferred Alternate that was selected and is being advanced to final design.***

Timeline

The future of the project is dependent upon the future funding allocations by the Ky. General Assembly in the 2022 Highway Plan which will be made available later this year. At this time, KYTC plans to begin the process of purchasing right of way and easements for this project as well as designing and relocating utilities by the beginning of 2023. Construction funding is tentatively shown in 2024 but is subject to change.

FOR ADDITIONAL INFORMATION PLEASE CONTACT:

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