



KENTUCKY TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622
WWW.KENTUCKY.GOV

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

September 8, 2004

See Attached List

Dear :

SUBJECT: Planning Study
Logan, Muhlenberg, McLean, and Daviess Counties
US 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

We are requesting your agency's input and comments on a planning study to determine the need for and potential impacts of a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to develop recommendations for safety improvements on US 431 in two separate phases. Phase I, the southern phase, begins at the Tennessee border and extends northward through Logan and Muhlenberg Counties, excluding the four-lane segment of US 431 north of Russellville and ending at the Wendell H. Ford Western Kentucky Parkway. Phase II, the northern phase, begins at the Wendell H. Ford Western Kentucky Parkway, and extends through Muhlenberg, McLean, and Daviess Counties ending at the Owensboro Bypass. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency for Phase I and/or Phase II that could affect the development of the project. This planning study will include a scoping process for the early identification of potential issues and impacts related to the proposed project. At this time our focus is on spot and segment improvements aimed at improving safety in the corridor. If there are any locations that are of particular concern to you, please let us know. We believe that early identification of issues or concerns can help us develop highway projects that avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by November 1, 2004, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We have enclosed the following project information for your review and comment:

- A draft statement of Study Purpose and Project Goals

Phase I

- Project Location Map
- Year 2003 Traffic and Level of Service
 - Logan County
 - Muhlenberg County
- Year 2030 Traffic and Level of Service
 - Logan County
 - Muhlenberg County
- Crash Data
 - Logan County
 - Muhlenberg County
- Environmental Footprints
 - Logan County
 - Muhlenberg County

Phase II

- Project Location Map
- Year 2003 Traffic and Level of Service
 - Muhlenberg County
 - McLean County
 - Daviess County
- Year 2030 Traffic and Level of Service
 - Muhlenberg County
 - McLean County
 - Daviess County
- Crash Data
 - Muhlenberg County
 - McLean County
 - Daviess County
- Environmental Footprints
 - Muhlenberg County
 - McLean County
 - Daviess County

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Steve Ross of the Division of Planning at 502/564-7183 or to steve.ross@ky.gov. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:RSR:RC

Enclosures

c/att: Jose Sepulveda
Glen Jilek
Mary Murray
Bob Farley
Anthony Goodman
Jiten Shah - GRADD
Keith Harpole - GRADD
Gina Boaz - GRADD
Dot Darby-Pascall - BRADD
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District Manager
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P.O. Box 487
Benton KY 42025

Delta Regional Authority
236 Sharkey Avenue, Suite 400
Clarksdale MS 38614

Mr. Donald C. Storm
Adjutant General
Department of Military Affairs
Boone Nat'l Guard Ctr., 100 Minuteman Pky.
Frankfort KY 40601

Mr. George Ward
Commissioner
Department of Parks
10th, floor, Capital Plaza Tower, 500 Mero St.
Frankfort KY 40601

Mr. George Crothers
Director, Office of State Archaeology
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Federal Emergency Management Agency, Region IV
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Secretary
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275 East Main
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919 Versailles Road
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Mr. Frank Reid
Acting Commissioner
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Frankfort KY 40602-1589

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627 Comanche Trail
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Mr. Marvin E. Strong, Jr.
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Mr. John Bird
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464 Chenault Road
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Kentucky Industrial Development Council, Inc.
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Frankfort KY 40601-8489

Ms. Sylvia L. Lovely
Executive Director
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Mr. W. James Host
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Mr. Dexter Newman
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642 West Main Street
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Mr. Oscar Geraldts
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259 West Short Street
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Mr. David Sawyer
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4770 Buford Highway, N.E.
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United States Coast Guard, Bridge Branch
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The Honorable Jim Bunning
United States Senator
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The Honorable Mitch McConnell
United States Senator
United States Senate
361-A Russell Senate Office Building
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Colonel William Howard
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The Honorable Ed Whitfield
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The Honorable Ron Lewis
United States Representative - District 2
U. S. House of Representatives
2418 Rayburn House Office Building
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The Honorable Sheldon Baugh
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 405 B
Frankfort KY 40601

The Honorable Joey Pendleton
Kentucky State Senator
Kentucky State Senate
Capitol Annex, Room 229
Frankfort KY 40601

The Honorable Brent Yonts
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 313 C
Frankfort KY 40601

The Honorable Jerry Rhoads
Kentucky State Senator
Kentucky State Senate
Capitol Annex, Room 229
Frankfort KY 40601

The Honorable Jim Gooch Jr.
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 329 G
Frankfort KY 40601

The Honorable David E. Boswell
Kentucky State Senator
Kentucky State Senate
Capitol Annex, Room 225
Frankfort KY 40601

The Honorable John A. Arnold Jr.
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 329 E
Frankfort KY 40601

The Honorable Dwight Butler
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 405 D
Frankfort KY 40601

The Honorable Tommy Thompson
Kentucky State Representative
Kentucky House of Representatives
Capitol Annex, Room 432 A
Frankfort KY 40601

The Honorable John H. Guion III
County Judge Executive
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PO Box 365
Russellville KY 42276-0608

The Honorable Rodney Kirtley
County Judge Executive
Muhlenberg County
PO Box 137
Greenville KY 42345

The Honorable Larry B. Whitaker
County Judge Executive
McLean County
PO Box 127
Calhoun KY 42327-0127

The Honorable Louis Reid Haire
County Judge Executive
Daviness County
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Owensboro KY 42302-1716

The Honorable William Steen
Mayor of Adairville
City of Adairville
PO Box 185
Adairville KY 42202

The Honorable Shirlee Yassney
Mayor of Russellville
City of Russellville
106 SW Park Square
Russellville KY 42276

The Honorable Kenneth Whitson
Mayor of Lewisburg
City of Lewisburg
451 Stacker Street
Lewisburg KY 42256-0239

The Honorable Jesse Gibson
Mayor of Drakesboro
City of Drakesboro
PO Box 129, Main Street
Drakesboro KY 42337

The Honorable Hugh Sweatt Jr.
Mayor of Central City
City of Central City
203 N Second Street
Central City KY 42330-1296

The Honorable Charles Strole
Mayor of Island
City of Island
PO Box 33
Island KY 42350-0033

The Honorable Eldon Eaton
Mayor of Livermore
City of Livermore
105 W Third Street
Livermore KY 42352-0279

The Honorable Waymond Morris
Mayor of Owensboro
City of Owensboro
PO Box 10003, 101 E Fourth Street
Owensboro KY 42302-9003

BRADD

Barren River
Area Development District



DOT DARBY
Executive Director

JOHN GUION, Chair
SANDY JONES, Vice-Chair
WILLIAM WEBB, Secretary
N. E. REED, Treasurer

October 22, 2004

Annette Coffey, PE
Director
Division of Planning
Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Dear Ms. Coffey:

As per the request in your letter of September 8, 2004, I have reviewed the documents provided for the US 431 Planning Study in Logan, Muhlenberg, McLean, and Daviess Counties. I commend you and your staff for the professionalism and thoroughness shown in the documentation.

As you are aware, Logan County is the only county in the US 431 Planning Study that is also in the Barren River Area Development District; therefore, I will only make comments concerning that county. It is my belief that the study identifies the locations that present safety concerns. It would be helpful if additional information were given for the locations shown as having a Critical Rate Factor greater than one. Perhaps listing the actual number of crashes and the Critical Rate Factor for each location, as was done with the various roadway segments, would help those reviewing the documents.

If I can be of any assistance, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'Lencie J. Meredith'.

Lencie J. Meredith, PE
Director of Transportation
Barren River ADD



DELTA REGIONAL AUTHORITY

236 SHARKEY AVENUE / SUITE 400 / CLARKSDALE, MS 38614 / (662) 624-8600 / FAX: (662) 624-8537 / www.dra.gov

October 28, 2004

Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

RE: Planning Study Comments

Dear Mrs. Coffey,

The Delta Regional Authority is in receipt of the above referenced material in accordance with Executive Order 12372. We find this project to be beneficial to the DRA Counties in the area and have no comments at this time.

Thank you for including Delta Regional Authority in this process.

Sincerely,

Kemp Morgan
Federal Program Coordinator
Delta Regional Authority

DIV OF PLANNING
2004 NOV - 1 A 11: 43

McLean Co.
LIVERMORE
D-2
MERRYMAN
11-03-04

City of Livermore

P.O. Box 279, 105 W. 3rd Street, Livermore, KY 42352
Phone (270) 278-2113 Fax (270) 278-9092
Eldon Eaton, Mayor
Council: Connie Eaton, Wendell Nantz, Delbert Puckett,
Shelly Ranburger, Jr., Shirley Sartain and Nancy Wetzel

October 28, 2004

Kentucky Transportation Cabinet
Attn: Secretary Maxwell C. Bailey
Frankfort, KY 40622

RE: Planning Study of widening US 431

Dear Mr. Bailey,

I have looked over with great detail the maps that you recently mailed to my office. The City of Livermore is located right on Hwy. 431 and most all of our businesses are located there as well. That I believe will be the biggest stumbling block when dealing with this issue.

The City of Livermore supports the widening of US Hwy. 431 due to the potential business prospects that this would bring to our city.

Safety is always the main issue when looking at a project of this size and we hope that the widening would alleviate the problems that we have at the foot of the Green River Bridge. This is probably the most dangerous intersection in our community.

Again, we support your efforts and look forward to this project moving forward.

Sincerely,

Eldon Eaton
Eldon Eaton
Mayor
City of Livermore

RECEIVED
MARC D WILLIAMS
COMM. OF HIGHWAYS
2004 NOV - 1 P 1:09



KENTUCKY TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622
WWW.KENTUCKY.GOV

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

November 19, 2004


The Honorable Eldon Eaton
Mayor of Livermore
P O Box 279
105 West Third Street
Livermore KY 42352

Dear Mayor Eaton:

Thank you for supporting future improvements to US 431. As you are aware, our Division of Planning is preparing a scoping study of this route from the Tennessee State Line to the Owensboro Bypass in Daviess County. Existing conditions will be documented, accidents will be studied, an "environmental overview" will be completed and comments from resource agencies will be compiled and studied. The final purpose of this study will focus upon spot improvements throughout the route to address safety issues.

The Kentucky Transportation Cabinet agrees with your sentiment that safety is the "main issue" and we will take a close look at the accident location at the foot of the Green River Bridge as part of this study effort. Additionally, a copy of your letter and this response will be forwarded to Annette Coffey, Director of the Division of Planning for her use in preparing the scoping study.

Sincerely,


Maxwell C. Bailey
Secretary

MCB:EHM;jr

c: Office of the Governor, Constituent Services
Marc D. Williams, Commissioner
Annette Coffey, Director, Division of Planning
E. H. Merryman, Chief District Engineer, D2

2004 NOV 23 A 10:58
DIV OF PLANNING



U.S. Department
of Transportation
**Federal Aviation
Administration**

DIV OF PLANNING

2004 SEP 27 A 11:03

Airports District Office, FAA
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116-3841
(901) 544-3495 FAX: (901) 544-4243
Email: 7-aso-mem-ado@faa.gov

September 24, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Dear Ms. Coffey:

Planning Study
Logan, Muhlenberg, McLean and Daviess County
US 431 from the Tennessee Border to Owensboro Bypass
Item No. 02-8106.00

I am writing to comment on the subject project that was described in your letter dated September 8, 2004.

As long as construction activities do not exceed 200 feet in height above the ground level, there will be no impacts on FAA programs and no notice of proposed construction will be required.

Thank you for the opportunity to comment on the proposed highway project.

Sincerely,

Cynthia K. Wills
Program Manager



Greater Owensboro

CHAMBER OF COMMERCE &
ECONOMIC DEVELOPMENT CORPORATION

P: 270.926.1860
F: 270.926.3364
P.O. Box 825
Owensboro, KY 42302
owensboro.com

October 28, 2004

Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Ms. Coffey,

On behalf of the Board of Directors of the Greater Owensboro Chamber of Commerce and its 950+ member businesses, we would like to submit the following resolution regarding the planning study being conducted on the U.S. Highway 431 from the Tennessee-Kentucky state line north to the Owensboro bypass. This resolution was passed at our October 27th board of directors meeting.

Improving U.S. 431 from Muhlenberg County north to Owensboro is vital for much of our retail community, especially the "south Frederica" portion of U.S. 431 which has seen tremendous growth in recent years. Some of the major stores in that area include a Wal-Mart Supercenter, Lowe's, Home Depot, Towne Square Mall, Target and many smaller outlets. A new Sam's Club has just been announced for the area, and other roadway improvements promise even more commercial development.

Unfortunately, U.S. 431 has developed a reputation for being narrow and dangerous. It is widely believed that many consumers in McLean and particularly Muhlenberg County purposely avoid U.S. 431 and instead travel south to Bowling Green instead of taking the shorter trip mileage-wise to Owensboro. Spot safety improvements from Muhlenberg County north to the Owensboro bypass are long overdue and of vital concern to the Owensboro business community. We would also hope that improvements to this northern section of U.S. 431 would be considered paramount to the southern sections and urge you to consider the northern portion as Phase I of the project.

Thank you for your consideration of our resolution. Please call me at 270-926-1860 or email me at jwassmer@owensboro.com with any questions.

Sincerely,

Jody Wassmer
Executive Vice President

enclosure



U.S. 431 Planning Study Resolution Adopted October 27, 2004

WHEREAS the Kentucky Transportation Cabinet is conducting a planning study to determine the need and potential impact of safety improvements to U.S. Highway 431 from the Tennessee border north to the Owensboro bypass.

WHEREAS Owensboro is the business and retail shopping hub for a wide service area, including Daviess, Ohio, Hancock, McLean and Muhlenberg counties in Kentucky and Spencer and Perry counties in Indiana.

WHEREAS U.S. 431 is the primary north/south two-lane highway leading to Daviess County.

WHEREAS the "South Frederica" portion of U.S. 431 in Owensboro has seen tremendous growth in recent years, is home to Towne Square Mall, several restaurants, and at least 48 retail businesses within a one-mile radius.

WHEREAS state traffic studies show that 30,000 cars per day travel "South Frederica"—much of them traveling to the area from the south on U.S. 431.

WHEREAS U.S. 431 from Muhlenberg County to Owensboro has developed the reputation for being dangerous, narrow and a highway to be avoided when possible.

WHEREAS it is widely believed that many residents of McLean and especially Muhlenberg counties avoid traveling to Owensboro because of U.S. 431's negative reputation.

WHEREAS the Greater Owensboro Chamber of Commerce's mission is to influence the development of a favorable regional business climate and represents the interests of 950+ businesses in the area.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Greater Owensboro Chamber of Commerce hereby requests the Kentucky Transportation Cabinet and General Assembly to:

1. Give top priority for improvements to Phase II of the study from Muhlenberg County to the Owensboro bypass;
2. Incorporate U.S. 431 Phase II improvements into the state's six-year road plan; and
3. Initiate a plan for the eventual construction of a new four-lane U.S. 431 covering the same route.



KENTUCKY TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622
WWW.KENTUCKY.GOV

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

December 8, 2004

Mr. Jody Wassmer
Executive Vice President
Greater Owensboro Chamber of Commerce
& Economic Development Corporation
P.O. Box 825
Owensboro KY 42302

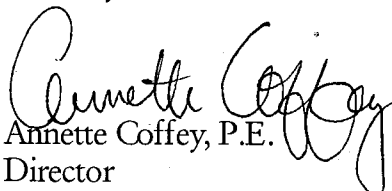
Dear Mr. Wassmer:

Subject: US 431 Planning Study

Thank you for your comments in your letter dated October 28, 2004, and for forwarding the planning study resolution adopted by the Greater Owensboro Chamber of Commerce on October 27, 2004.

We will give your comments and resolution full consideration as we complete this planning study. Please note that while this study is divided into Phase I and Phase II, neither phase carries a higher priority at this point than the other. If you have any questions, feel free to contact me or project manager, Steve Ross at (502) 564-7183, or by e-mail at Steve.Ross@ky.gov.

Sincerely,


Annette Coffey, P.E.
Director
Division of Planning

AC:SR:NH

c: Maxwell C. Bailey, Secretary
Richard L. Murgatroyd, Deputy Secretary
Marc D. Williams, Commissioner
Mike Hancock, Deputy State Highway Engineer



ERNIE FLETCHER
GOVERNOR

MARVIN E. STRONG, JR.
SECRETARY

COMMONWEALTH OF KENTUCKY
Cabinet for Economic Development

500 MERO STREET
CAPITAL PLAZA TOWER
FRANKFORT, KENTUCKY 40601-1975

October 26, 2004

Ms Annette Coffee, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
W5-05-01
2000 Mero Street
Frankfort, KY 40622

Dear Ms Coffee:

SUBJECT: Planning Study
Logan, Muhlenberg, McLean, and Daviess Counties
US 431 Study from Tennessee Border to Owensboro Bypass
Item No. 02-8106.00

2004 OCT 29 P 1:35
DIV OF PLANNING

Below is the Cabinet for Economic Development, Site Evaluation Branch's response to the planning study of the US 431 widening in regard to Logan, Muhlenberg, McLean and Daviess Counties from the Tennessee border to the Owensboro Bypass.

Logan County Response: Prepared by Terri Stamper

Logan County currently has five active industrial sites. Two of the sites, Lewisburg and Adairville, will have a significant impact due a road widening. In fact, both of these sites will lose acreage as a result of widening the road. The Lewisburg site currently has fifteen acres, which lies 400 feet east of US 431; and depending on the width of the proposed road, the entire site may be engulfed by a new road. The Adairville site has 148.6 acres and lies adjacent to US 431, and again, would lose some acreage to a widened road.

The remaining industrial sites are outside the scope of this road project, so there would be a positive impact on the ingress and egress traffic through the communities and to the industrial sites as well.

Muhlenberg County: Prepared by Tammy Bullock

Based on the location of current industrial sites and available buildings, I see no direct impact. The closest site is 5-6 miles to the west of the project corridor. The Paradise Regional Park is located approximately 9-10 miles west of project corridor. While there may be some access improvement and regional connectivity, there doesn't appear to be a direct impact to sites or buildings in Muhlenberg County.



Ms. Coffee
October 26, 2004
Page 2

McClellan County Response: Prepared by Tammy Bullock

Currently there are no buildings or industrial sites listed in McClellan County that would be impacted by this road improvement project.

Daviess County Response: Prepared by Tammy Bullock

Based on the current location of sites and buildings, there will be a direct impact from the US 431 Improvement Project. The nearest site Mid-America Airpark is about 2 miles west of US 431. Several buildings are either located on US 431, or are one block removed from US 431. This project would definitely improve traffic ingress and egress for Owensboro thus addressing the transportation needs of the community.

Sincerely,

A handwritten signature in black ink, appearing to read "René F. True". The signature is fluid and cursive, with a long horizontal stroke at the end.

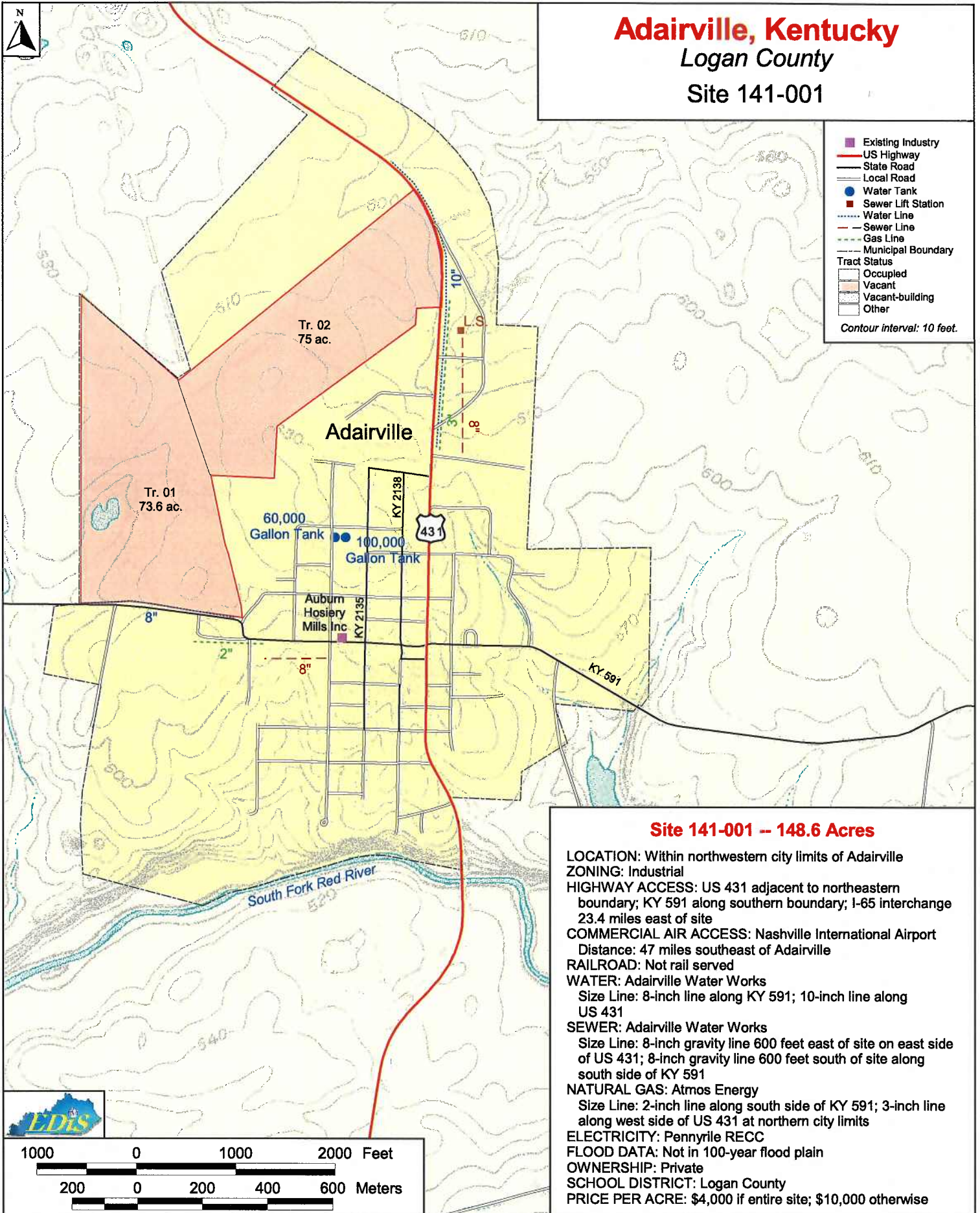
René F. True,
Executive Director
Office of Research and Information
Technology

RFT/RSC

Adairville, Kentucky

Logan County

Site 141-001



Site 141-001 -- 148.6 Acres

LOCATION: Within northwestern city limits of Adairville
ZONING: Industrial
HIGHWAY ACCESS: US 431 adjacent to northeastern boundary; KY 591 along southern boundary; I-65 interchange 23.4 miles east of site
COMMERCIAL AIR ACCESS: Nashville International Airport
Distance: 47 miles southeast of Adairville
RAILROAD: Not rail served
WATER: Adairville Water Works
Size Line: 8-inch line along KY 591; 10-inch line along US 431
SEWER: Adairville Water Works
Size Line: 8-inch gravity line 600 feet east of site on east side of US 431; 8-inch gravity line 600 feet south of site along south side of KY 591
NATURAL GAS: Atmos Energy
Size Line: 2-inch line along south side of KY 591; 3-inch line along west side of US 431 at northern city limits
ELECTRICITY: Pennyrite RECC
FLOOD DATA: Not in 100-year flood plain
OWNERSHIP: Private
SCHOOL DISTRICT: Logan County
PRICE PER ACRE: \$4,000 if entire site; \$10,000 otherwise

For more information contact the Kentucky Cabinet for Economic Development, Department for Business Development, Capital Plaza Tower, 500 Mero Street, Frankfort, Kentucky 40601 Tel: (502) 564-7140 Fax: (502) 564-3256

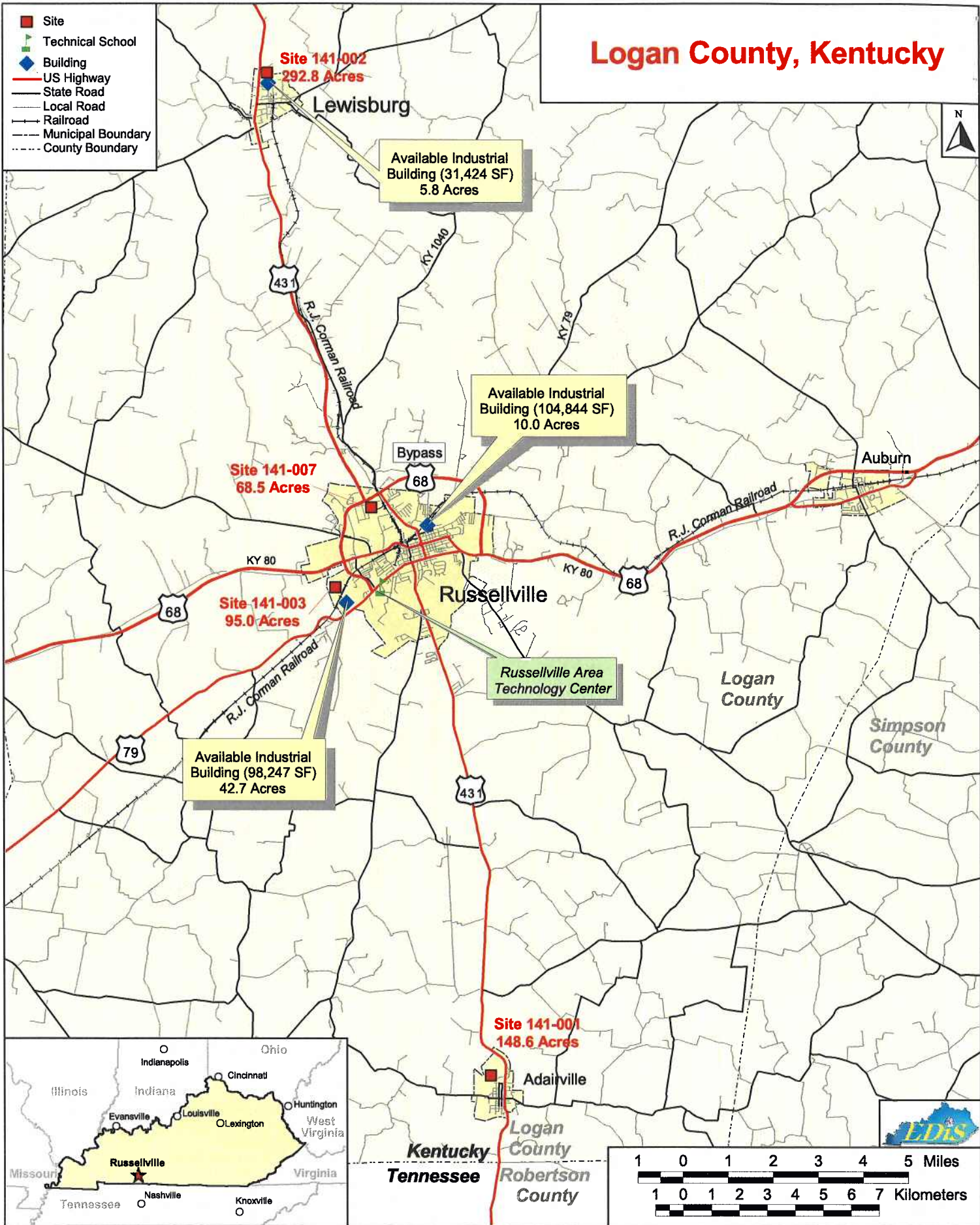
www.thinkkentucky.com/edis/

Portions of this map include data from the KTC, BTS, ESRI, USGS as well as internal data of KCED.

All information shown on this map is from sources deemed reliable. No warranty or representation is made to its accuracy, errors or omissions that may be contained within.

Map date: 5/24/04

Logan County, Kentucky



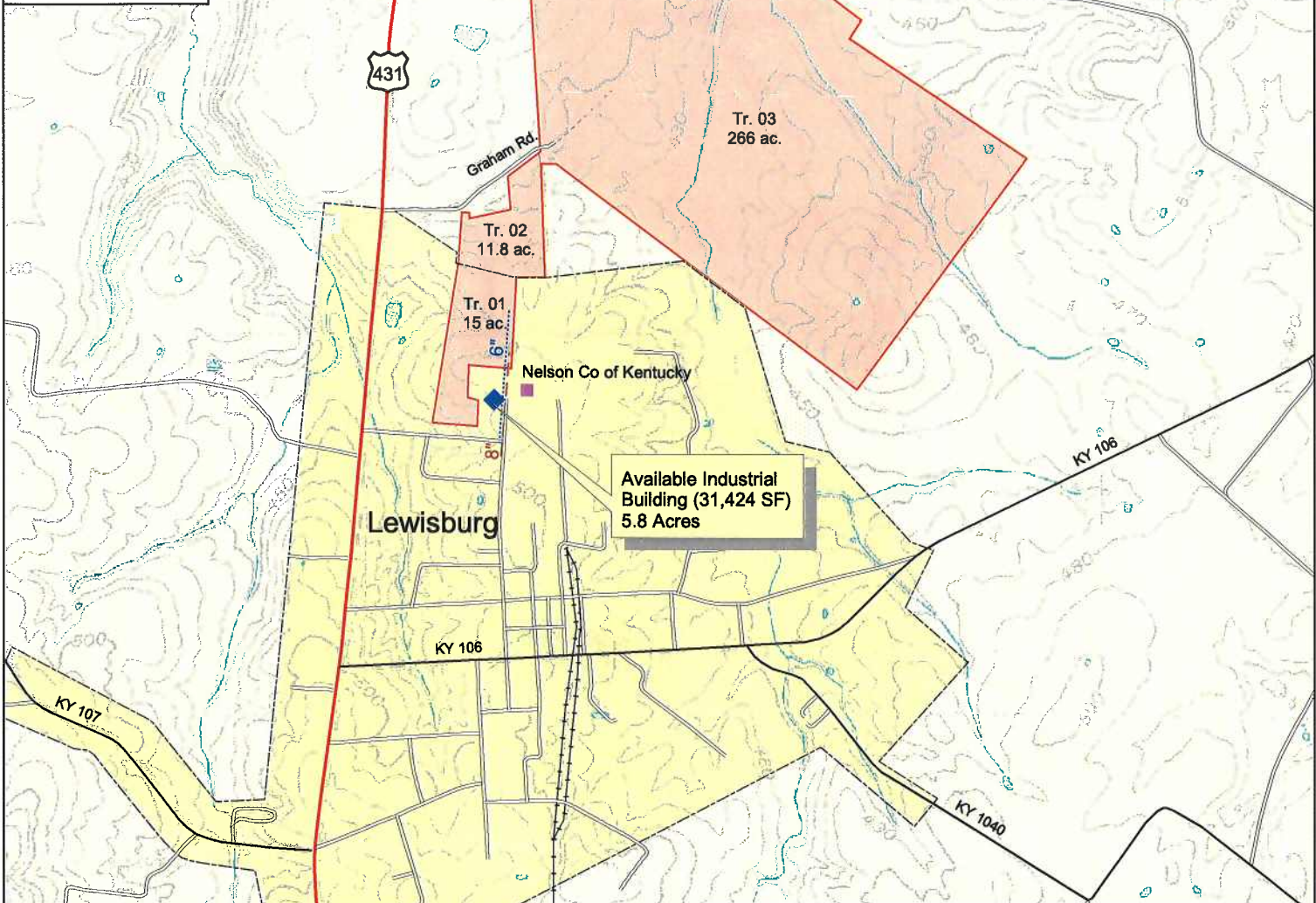
For more information contact the Kentucky Cabinet for Economic Development, Department for Business Development, Capital Plaza Tower, 500 Mero Street, Frankfort, Kentucky 40601 Tel: (502) 564-7140 Fax: (502) 564-3256 www.thinkkentucky.com/edis/

Lewisburg, Kentucky

Logan County

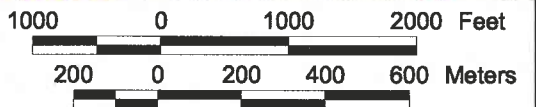
Site 141-002

- Building
 - Existing Industry
 - US Highway
 - State Road
 - Local Road
 - Railroad
 - Water Line
 - Sewer Line
 - Municipal Boundary
 - Tract Status
 - Occupied
 - Vacant
 - Vacant-building
 - Other
- Contour interval: 10 feet.



Site 141-002 -- 292.8 Acres

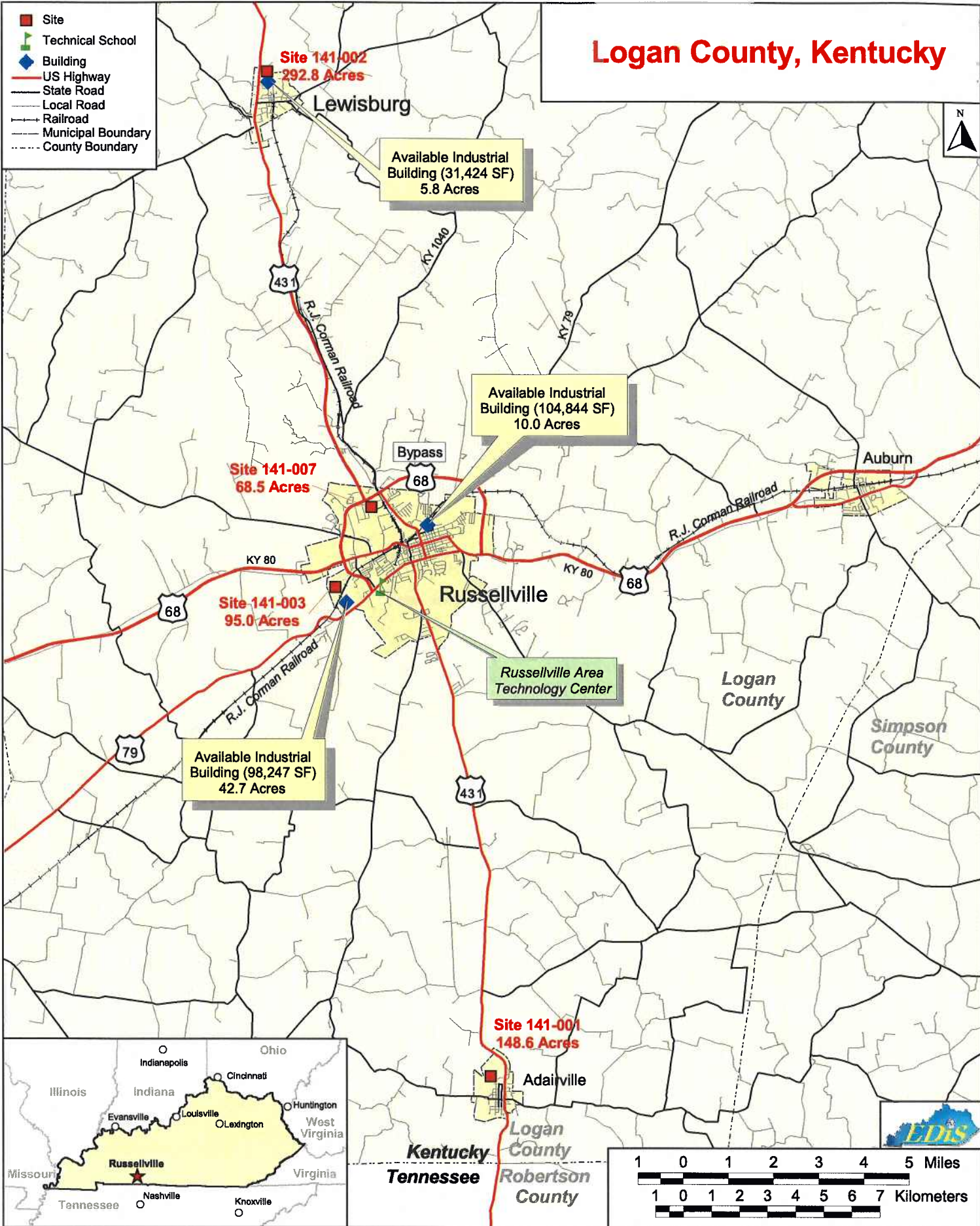
LOCATION: Partially within northern city limits of Lewisburg
ZONING: Industrial
HIGHWAY ACCESS: US 431 approximately 400 feet west via Industrial Drive; Western Kentucky Parkway interchange 23.6 miles north of site via US 431
COMMERCIAL AIR ACCESS: Owensboro-Daviess County Airport
Distance: 71 miles north of Lewisburg
RAILROAD: Not rail served
WATER: Lewisburg Water Works
Size Line: 6-inch line serves the site
SEWER: Lewisburg Sewer Department
Size Line: 8-inch gravity line serves the site
NATURAL GAS: Presently not available
ELECTRICITY: Pennyrile RECC
FLOOD DATA: Not in 100-year flood plain
OWNERSHIP: Tract 01 - City of Lewisburg; Tracts 02 & 03 - Optioned by City of Lewisburg
SCHOOL DISTRICT: Logan County
PRICE PER ACRE: Tract 01 - \$5,000; Tracts 02 & 03 - \$7,000



For more information contact the Kentucky Cabinet for Economic Development, Department for Business Development, Capital Plaza Tower, 500 Mero Street, Frankfort, Kentucky 40601 Tel: (502) 564-7140 Fax: (502) 564-3256 www.thinkkentucky.com/edis/

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Logan County, Kentucky



For more information contact the Kentucky Cabinet for Economic Development, Department for Business Development, Capital Plaza Tower, 500 Mero Street, Frankfort, Kentucky 40601 Tel: (502) 564-7140 Fax: (502) 564-3256

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Map date: 5/24/04



ERNIE FLETCHER
GOVERNOR

COMMERCE CABINET
CAPITAL PLAZA TOWER
500 MERO STREET, 24TH FLOOR
FRANKFORT, KENTUCKY 40601-1974
PHONE (502) 564-4270 FAX (502) 564-1512
commerce.ky.gov

DIV OF PLANNING

2004 OCT 13 A 11:20

W. JAMES HOST
SECRETARY
COMMERCE CABINET

DERRICK K. RAMSEY
DEPUTY SECRETARY
COMMERCE CABINET

October 5, 2004

Annette Coffey, P.E.
Kentucky Transportation Cabinet
Director
Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

Subject: Logan, Muhlenberg, McLean and Daviess Counties
US 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

Dear Ms. Coffey,

Thank you for providing the opportunity to review and comment upon the alternatives being considered for the restructuring of US 431 from the Tennessee Border to the Owensboro Bypass.

I have reviewed the material provided by your office relating to both Phase 1 and Phase 2 of this project. Phase 1 appears to be quite sensitive due to the large number of historical sites that may be impacted by this project. In addition to the historical sites there appears to be potential intersections with wildlife management areas and national wetlands. In this region of the state such areas greatly impact tourism in the area. Keeping in mind the importance of safety, the potential environmental impact upon these areas should be of particular concern.

It appears Phase 2 will be as challenging. This route also appears to impact national wetlands and river ways. It appears there are several historic structures in Livia as well as a cemetery between state routes 250 and 1080 in Mclean County that may be impacted as well.

These are areas of interest in the development and stability of the tourism industry and cultural activities in the area. I ask that the Kentucky Department of Fish and Wildlife, Kentucky Historical Society, and the Kentucky Heritage Council be contacted,

if this has not already occurred, to insure properties of interest to these agencies are not impacted in a negative manner.

Your efforts to improve the Kentucky roadways are greatly appreciated. Providing safe and pleasant diving experiences, while protecting the area's assets, will assist in our efforts to grow the tourism industry within the Commonwealth.

If I may be of further assistance please do not hesitate to contact my office. I can be reached at 564-4270.

Sincerely,

A handwritten signature in black ink, appearing to read "W. James Host". The signature is written in a cursive style with a large, sweeping flourish at the end.

W. James Host
Secretary

RICHIE FARMER
COMMISSIONER



OFFICE TELEPHONE
(502) 564-5126
FAX: (502) 564-5016
TTY: (502) 564-2075

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF AGRICULTURE
OFFICE OF THE COMMISSIONER
CAPITOL ANNEX, SUITE 188
FRANKFORT, KY 40601

September 15, 2004

Ms. Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

RE: Planning Study
Logan, Muhlenberg, McLean, and Daviess Counties
US 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

Dear Ms. Coffey:

Please be advised that this agency has no specific concerns or issues concerning the above-noted project.

Yours truly,

Ann Stewart
Staff Assistant

DIV OF PLANNING
2004 SEP 16 P 3:13

Ross, Steve (KYTC)

From: Houlihan, John (KYTC)
Sent: Friday, September 10, 2004 10:49 AM
To: Ross, Steve (KYTC)
Subject: Item No. 02-8106.00 US 431

Steve, I have reviewed the proposed planning study and I find no negative impact to any airport or air traffic. The only reminder is that if any construction equipment exceeds 200 feet above ground level it must be permitted through this office. I will be glad to supply you with the proper forms. If you have any questions let me know.

Thank you.



DIV OF PLANNING

ERNIE FLETCHER
GOVERNOR

COMMERCE CABINET
DEPARTMENT OF FISH & WILDLIFE RESOURCES
#1 GAME FARM ROAD
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-3400 FAX (502) 564-0506
(800) 858-1549
www.kentucky.gov

2004 NOV - 1 AM 10:44
JAMES HOST
SECRETARY, COMMERCE CABINET

C. TOM BENNETT
COMMISSIONER

October 27, 2004

Annette Coffey, P. E.
Director
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

RE: Threatened/endangered species, critical habitat review, and potential environmental impacts associated with the proposed safety improvements on US 431 from the Owensboro Bypass to the Tennessee state line.
Item No. 02-8106.00

Dear Ms. Coffey:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System (KFWIS) indicates that federally threatened and endangered species are known to occur within a 10 mile radius of the project and state threatened and endangered species are known to occur within a 2 mile radius of the project (see attached lists). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

Based on this information, KDFWR makes the following recommendations:

- In areas in which Indiana bats are known to occur, any wooded areas, fencerows, or livestock pastures that may be impacted by the proposed project should be examined for the presence of Indiana bat habitat. Indiana bats form maternity colonies and roost under the bark of trees in both riparian and upland areas. Therefore, disturbance of trees with exfoliating bark, dead limbs, or cavities should be avoided during the time of year when Indiana bats are active.
- The project area should be surveyed for caves or mine portals that could be used by Indiana bats as wintering habitat.
- In areas where gray bats are known to occur, cave entrances that exist within the project area should be surveyed for potential use by gray bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams, and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats.
- Several federal and state listed mussel records occur within close proximity to the project area. Surveys may need to be conducted to determine presence/absence of any listed mussels. Erosion control measures should be developed and utilized to insure that siltation is kept to a minimum during construction.
- To minimize impacts to mussels and bat foraging areas strict erosion control measures should be developed and implemented prior to construction to minimize siltation into waterways located within the project area. Such erosion control measures may include, but are not limited to silt

fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed.

For more information on how to proceed with the threatened/endangered species surveys please contact the US Fish and Wildlife Service Kentucky Field Office at (502) 695-0468 or this office at (502) 564-7109 Extension 366.

It appears that the proposed project may impact wetland habitats. KDFWR recommends that you look at the appropriate US Department of Interior National Wetland Inventory Map (NWI) and the appropriate county soil surveys to determine where the proposed project may impact wetlands. Additionally, field verification may be needed to determine the extent and quality of wetland habitats within the project area. Any planning should include measures designed to eliminate and/or reduce impacts to wetland habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats.

KDFWR recommends that you contact the appropriate US Army Corps of Engineers office and the Kentucky Division of Water prior to any work within the waterways or wetland habitats of Kentucky. Additionally, KDFWR recommends the following for the portions of the project that crosses intermittent or perennial streams:

- Channel changes located within the project area should incorporate natural stream channel design.
- Development/excavation during low flow period to minimize disturbances.
- Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream.
- Replanting of disturbed areas after construction, including stream banks and Right-of-Ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations.
- Return all disturbed instream habitat to its original condition upon completion of construction in the area.
- Preservation of any tree canopy overhanging the stream.
- Return all right-of-ways to original elevation.

I hope this information proves helpful to you. If you have any questions or require additional information, please call me at (502) 564-7109 Extension 366.

Sincerely,



Doug Dawson
Wildlife Biologist III

Attachments

Cc: Environmental Section File

Federal T & E Species within a 10 Mile Radius of the Project Area

<u>Scientific Name</u>	<u>Common Name</u>	<u>Quad Name</u>	<u>County Name</u>	<u>Federal Status</u>
<i>Haliaeetus leucocephalus</i>	BALD EAGLE	Paradise	OHIO	PS:LT,PDL
<i>Epioblasma obliquata</i>	CATSPAW		BUTLER	LE,XN
<i>Epioblasma obliquata obliquata</i>	CATSPAW		MUHLENBERG	LE
<i>Epioblasma obliquata obliquata</i>	CATSPAW	Rochester	MUHLENBERG	LE
<i>Pleurobema clava</i>	CLUBSHELL		OHIO	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL	Olaton	OHIO	LE,XN
<i>Cyprogenia stegaria</i>	FANSHELL		TODD	LE
<i>Cyprogenia stegaria</i>	FANSHELL		OHIO	LE
<i>Cyprogenia stegaria</i>	FANSHELL		MUHLENBERG	LE
<i>Cyprogenia stegaria</i>	FANSHELL		BUTLER	LE
<i>Cyprogenia stegaria</i>	FANSHELL	Rochester	MUHLENBERG	LE
<i>Cyprogenia stegaria</i>	FANSHELL	Rochester	OHIO	LE
<i>Potamilus capax</i>	FAT POCKETBOOK		HENDERSON	LE
<i>Ptychobranthus subtentum</i>	FLUTED KIDNEYSHELL		TODD	C
<i>Myotis grisescens</i>	GRAY MYOTIS		SIMPSON	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		MUHLENBERG	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		LOGAN	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		HOPKINS	LE
<i>Myotis grisescens</i>	GRAY MYOTIS	Dot	LOGAN	LE
<i>Myotis grisescens</i>	GRAY MYOTIS	Millport	MUHLENBERG	LE
<i>Myotis sodalis</i>	INDIANA BAT		LOGAN	LE
<i>Myotis sodalis</i>	INDIANA BAT		DAVIESS	LE
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL		LOGAN	LE
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL		TODD	LE
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL	Dot	LOGAN	LE
<i>Lampsilis abrupta</i>	PINK MUCKET		BUTLER	LE
<i>Obovaria retusa</i>	RING PINK		TODD	LE
<i>Obovaria retusa</i>	RING PINK		BUTLER	LE
<i>Pleurobema plenum</i>	ROUGH PIGTOE		BUTLER	LE
<i>Pleurobema plenum</i>	ROUGH PIGTOE		MUHLENBERG	LE
<i>Lexingtonia dolabelloides</i>	SLABSIDE PEARLYMUSSEL		LOGAN	C
<i>Lexingtonia dolabelloides</i>	SLABSIDE PEARLYMUSSEL	Dot	LOGAN	C
<i>Plethobasus cicatricosus</i>	WHITE WARTYBACK		TODD	LE
<i>Epioblasma florentina</i>	YELLOW BLOSSOM		TODD	LE,XN

State T & E Species within a 2 Mile Radius of the Project Area

<u>Scientific Name</u>	<u>Common Name</u>	<u>Quad Name</u>	<u>CountyName</u>	<u>KSNPC Status</u>
<i>Alosa alabamae</i>	ALABAMA SHAD		DAVISS	E
<i>Alosa alabamae</i>	ALABAMA SHAD		OHIO	E
<i>Alosa alabamae</i>	ALABAMA SHAD		MUHLENBERG	E
<i>Alosa alabamae</i>	ALABAMA SHAD		MCLEAN	E
<i>Botaurus lentiginosus</i>	AMERICAN BITTERN	Central City West	MUHLENBERG	H
<i>Lampetra appendix</i>	AMERICAN BROOK LAMPREY		BUTLER	T
<i>Fulica americana</i>	AMERICAN COOT		OHIO	H
<i>Fulica americana</i>	AMERICAN COOT	Drakesboro	MUHLENBERG	H
<i>Lithasia armigera</i>	ARMORED ROCKSNAIL		LOGAN	S
<i>Lithasia armigera</i>	ARMORED ROCKSNAIL		TODD	S
<i>Etheostoma cinereum</i>	ASHY DARTER		LOGAN	S
<i>Riparia riparia</i>	BANK SWALLOW	Central City East	MUHLENBERG	S
<i>Riparia riparia</i>	BANK SWALLOW	Central City West	MUHLENBERG	S
<i>Riparia riparia</i>	BANK SWALLOW	Drakesboro	MUHLENBERG	S
<i>Hyla gratiosa</i>	BARKING TREEFROG	Adairville	LOGAN	S
<i>Vireo bellii</i>	BELL'S VIREO	Central City East	MUHLENBERG	S
<i>Vireo bellii</i>	BELL'S VIREO	Central City West	MUHLENBERG	S
<i>Vireo bellii</i>	BELL'S VIREO	Drakesboro	MUHLENBERG	S
<i>Vireo bellii</i>	BELL'S VIREO	Rochester	MUHLENBERG	S
<i>Hyla avivoca</i>	BIRD-VOICED TREEFROG	Central City West	MUHLENBERG	T
<i>Hyla avivoca</i>	BIRD-VOICED TREEFROG	Livermore	MCLEAN	T
<i>Ictiobus niger</i>	BLACK BUFFALO		MUHLENBERG	S
<i>Ictiobus niger</i>	BLACK BUFFALO		MCLEAN	S
<i>Ictiobus niger</i>	BLACK BUFFALO		OHIO	S
<i>Erimystax insignis</i>	BLOTCHED CHUB	Dot	LOGAN	E
<i>Anas discors</i>	BLUE-WINGED TEAL	Central City East	MUHLENBERG	E
<i>Dolichonyx oryzivorus</i>	BOBOLINK	Central City West	MUHLENBERG	S
<i>Epioblasma obliquata obliquata</i>	CATSPAW		MUHLENBERG	E
<i>Epioblasma obliquata obliquata</i>	CATSPAW		BUTLER	E
<i>Ichthyomyzon castaneus</i>	CHESTNUT LAMPREY		OHIO	S
<i>Ichthyomyzon castaneus</i>	CHESTNUT LAMPREY		LOGAN	S
<i>Pleurobema clava</i>	CLUBSHELL		OHIO	E
<i>Pleurobema clava</i>	CLUBSHELL	Olaton	OHIO	E
<i>Gallinula chloropus</i>	COMMON MOORHEN	Rochester	MUHLENBERG	T
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Central City East	MUHLENBERG	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Central City West	MUHLENBERG	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Dunmor	LOGAN	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Dunmor	BUTLER	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Equality	OHIO	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Livermore	MCLEAN	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Livermore	MUHLENBERG	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Sutherland	DAVISS	S
<i>Nerodia erythrogaster neglecta</i>	COPPERBELLY WATERSNAKE	Sutherland	DAVISS	S
<i>Hybognathus hayi</i>	CYPRESS MINNOW		MUHLENBERG	E
<i>Hybognathus hayi</i>	CYPRESS MINNOW		DAVISS	E
<i>Hybognathus hayi</i>	CYPRESS MINNOW	Panther	DAVISS	E
<i>Phalacrocorax auritus</i>	DOUBLE-CRESTED CORMORAN	Central City East	MUHLENBERG	H
<i>Thamnophis sauritus sauritus</i>	EASTERN RIBBON SNAKE	Equality	OHIO	S
<i>Thamnophis sauritus sauritus</i>	EASTERN RIBBON SNAKE	Lewisburg	LOGAN	S

<i>Alasmidonta marginata</i>	ELKTOE	Dot	LOGAN	T
<i>Nycticeius humeralis</i>	EVENING BAT	Central City West	MUHLENBERG	T
<i>Cyprogenia stegaria</i>	FANSHELL		TODD	E
<i>Cyprogenia stegaria</i>	FANSHELL		MUHLENBERG	E
<i>Cyprogenia stegaria</i>	FANSHELL		BUTLER	E
<i>Cyprogenia stegaria</i>	FANSHELL		OHIO	E
<i>Ptychobranchnus subtentum</i>	FLUTED KIDNEYSHELL		TODD	E
<i>Myotis grisescens</i>	GRAY MYOTIS		MUHLENBERG	E
<i>Myotis grisescens</i>	GRAY MYOTIS		LOGAN	E
<i>Myotis grisescens</i>	GRAY MYOTIS	Dot	LOGAN	E
<i>Ardea herodias</i>	GREAT BLUE HERON	Central City West	MUHLENBERG	S
<i>Ardea herodias</i>	GREAT BLUE HERON	Dot	LOGAN	S
<i>Ardea herodias</i>	GREAT BLUE HERON	Drakesboro	MUHLENBERG	S
<i>Ardea herodias</i>	GREAT BLUE HERON	Paradise	OHIO	S
<i>Ardea herodias</i>	GREAT BLUE HERON	Pleasant Ridge	OHIO	S
<i>Ardea herodias</i>	GREAT BLUE HERON	Rochester	MUHLENBERG	S
<i>Ardea alba</i>	GREAT EGRET	Rochester	MUHLENBERG	E
<i>Ammodramus henslowii</i>	HENSLOW'S SPARROW	Central City West	MUHLENBERG	S
<i>Ammodramus henslowii</i>	HENSLOW'S SPARROW	Drakesboro	MUHLENBERG	S
<i>Myotis sodalis</i>	INDIANA BAT		DAVISS	E
<i>Myotis sodalis</i>	INDIANA BAT		LOGAN	E
<i>Villosa ortmanni</i>	KENTUCKY CREEKSHELL		LOGAN	T
<i>Clonophis kirtlandii</i>	KIRTLAND'S SNAKE	Calhoun	MCLEAN	T
<i>Erimyzon sucetta</i>	LAKE CHUBSUCKER	Central City West	MUHLENBERG	T
<i>Chondestes grammacus</i>	LARK SPARROW	Drakesboro	MUHLENBERG	T
<i>Epioblasma flexuosa</i>	LEAFSHELL		TODD	X
<i>Epioblasma flexuosa</i>	LEAFSHELL		TODD	X
<i>Ixobrychus exilis</i>	LEAST BITTERN	Drakesboro	MUHLENBERG	T
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		LOGAN	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		MUHLENBERG	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		OHIO	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		BUTLER	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		MCLEAN	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE	Dunmor	LOGAN	S
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE	Livermore	MCLEAN	S
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL		TODD	E
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL		LOGAN	E
<i>Pegias fabula</i>	LITTLEWING PEARLYMUSSEL	Dot	LOGAN	E
<i>Asio otus</i>	LONG-EARED OWL	Central City West	MUHLENBERG	E
<i>Fusconaia subrotunda subrotunc</i>	LONGSOLID		BUTLER	S
<i>Fusconaia subrotunda subrotunc</i>	LONGSOLID		MUHLENBERG	S
<i>Villosa vanuxemensis</i>	MOUNTAIN CREEKSHELL		TODD	T
<i>Villosa vanuxemensis</i>	MOUNTAIN CREEKSHELL		LOGAN	T
<i>Villosa vanuxemensis</i>	MOUNTAIN CREEKSHELL	Adairville	LOGAN	T
<i>Villosa vanuxemensis</i>	MOUNTAIN CREEKSHELL	Dot	LOGAN	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Central City East	MUHLENBERG	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Central City West	MUHLENBERG	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Drakesboro	MUHLENBERG	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Equality	MCLEAN	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Glenville	MCLEAN	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Lewisburg	LOGAN	T

<i>Circus cyaneus</i>	NORTHERN HARRIER	Rochester	MUHLENBERG	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	Utica	MCLEAN	T
<i>Pandion haliaetus</i>	OSPREY	Central City East	MUHLENBERG	T
<i>Hybopsis amnis</i>	PALLID SHINER		LOGAN	H
<i>Hybopsis amnis</i>	PALLID SHINER		MCLEAN	H
<i>Hybopsis amnis</i>	PALLID SHINER		OHIO	H
<i>Hybopsis amnis</i>	PALLID SHINER	Equality	OHIO	H
<i>Hybopsis amnis</i>	PALLID SHINER	Lewisburg	LOGAN	H
<i>Podilymbus podiceps</i>	PIED-BILLED GREBE	Central City East	MUHLENBERG	E
<i>Podilymbus podiceps</i>	PIED-BILLED GREBE	Drakesboro	MUHLENBERG	E
<i>Lampsilis abrupta</i>	PINK MUCKET		BUTLER	E
<i>Lampsilis ovata</i>	POCKETBOOK		TODD	E
<i>Lampsilis ovata</i>	POCKETBOOK		BUTLER	E
<i>Toxolasma lividus</i>	PURPLE LILLIPUT		LOGAN	E
<i>Toxolasma lividus</i>	PURPLE LILLIPUT		TODD	E
<i>Toxolasma lividus</i>	PURPLE LILLIPUT	Dot	LOGAN	E
<i>Pleurobema rubrum</i>	PYRAMID PIGTOE		MUHLENBERG	E
<i>Pleurobema rubrum</i>	PYRAMID PIGTOE		BUTLER	E
<i>Quadrula cylindrica cylindrica</i>	RABBITSFOOT		OHIO	T
<i>Quadrula cylindrica cylindrica</i>	RABBITSFOOT	Dot	LOGAN	T
<i>Sitta canadensis</i>	RED-BREADED NUTHATCH	Drakesboro	MUHLENBERG	E
<i>Lepomis miniatus</i>	REDSPOTTED SUNFISH	Lewisburg	LOGAN	T
<i>Lepomis miniatus</i>	REDSPOTTED SUNFISH	Sharon Grove	LOGAN	T
<i>Obovaria retusa</i>	RING PINK		TODD	E
<i>Obovaria retusa</i>	RING PINK		BUTLER	E
<i>Pleurobema plenum</i>	ROUGH PIGTOE		BUTLER	E
<i>Pleurobema plenum</i>	ROUGH PIGTOE		MUHLENBERG	E
<i>Simpsonaias ambigua</i>	SALAMANDER MUSSEL		BUTLER	T
<i>Passerculus sandwichensis</i>	SAVANNAH SPARROW	Drakesboro	MUHLENBERG	S
<i>Plethobasus cyphus</i>	SHEEPNOSE		BUTLER	S
<i>Asio flammeus</i>	SHORT-EARED OWL	Central City East	MUHLENBERG	E
<i>Asio flammeus</i>	SHORT-EARED OWL	Central City West	MUHLENBERG	E
<i>Asio flammeus</i>	SHORT-EARED OWL	Drakesboro	MUHLENBERG	E
<i>Asio flammeus</i>	SHORT-EARED OWL	Rochester	MUHLENBERG	E
<i>Lexingtonia dolabelloides</i>	SLABSIDE PEARLYMUSSEL		LOGAN	H
<i>Etheostoma microlepidum</i>	SMALLSCALE DARTER		LOGAN	E
<i>Etheostoma microlepidum</i>	SMALLSCALE DARTER	Adairville	LOGAN	E
<i>Epioblasma triquetra</i>	SNUFFBOX		BUTLER	S
<i>Epioblasma triquetra</i>	SNUFFBOX	Dot	LOGAN	S
<i>Cumberlandia monodonta</i>	SPECTACLECASE		BUTLER	E
<i>Phenacobius uranops</i>	STARGAZING MINNOW		MCLEAN	S
<i>Epioblasma arcaiformis</i>	SUGARSPoon		TODD	X
<i>Pleurobema oviforme</i>	TENNESSEE CLUBSHELL		LOGAN	E
<i>Pleurobema oviforme</i>	TENNESSEE CLUBSHELL	Dot	LOGAN	E
<i>Plethobasus cicatricosus</i>	WHITE WARTYBACK		TODD	X
<i>Epioblasma florentina florentina</i>	YELLOW BLOSSOM		TODD	X



ERNIE FLETCHER
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

DEPARTMENT FOR NATURAL RESOURCES
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2184 FAX (502) 564-6193
www.naturalresources.ky.gov
www.kentucky.gov
October 28, 2004

LAJUANA S. WILCHER
SECRETARY

SUSAN C. BUSH
COMMISSIONER

Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

RE: Planning Study
Logan, Muhlenberg, McLean and Daviess Counties
U.S. 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

Dear Ms. Coffey:

Thank you for the opportunity to review and comment on the above referenced proposed highway construction project.

Personnel from our department's field offices have conducted a review of the information provided and have identified one active rock quarry in this area. The quarry is located on U.S. 431 South of Lewisburg in Logan County.. This is a building stone operation permitted by Kentucky Kolor Building Stone. The Latitude is 36 degrees 56'00", Longitude 86 degrees 56'51".

If I, or my staff can be of any further assistance in this matter, please don't hesitate to contact me at (502) 564-6940.

Sincerely,

Susan Bush
Commissioner

SB/JM/ksm

cc: Non-coal file

DIV OF PLANNING
2004 OCT 29 P 2:25

Ross, Steve (KYTC)

From: Ross, Steve (KYTC)
Sent: Friday, November 12, 2004 9:11 AM
To: Potter, Linda (EPPC, DNR)
Subject: RE: Transportation Cabinet Planning Study

Linda,

I will include the message below with the other responses. It won't be necessary to prepare another letter. Thanks,

Steve

R. Steven Ross, P.E.

Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622
Phone: 502-564-7183
Fax: 502-564-2865
E-Mail: Steve.Ross@ky.gov

-----Original Message-----

From: Potter, Linda (EPPC, DNR)
Sent: Tuesday, November 09, 2004 8:38 AM
To: Ross, Steve (KYTC)
Subject: FW: Transportation Cabinet Planning Study

Steve, I received this after responding by the due date. Do you want me to follow-up with another letter?
Thanks...Linda

-----Original Message-----

From: Collings, Kim (EPPC, DNR)
Sent: Friday, November 05, 2004 4:28 PM
To: Potter, Linda (EPPC, DNR)
Subject: RE: Transportation Cabinet Planning Study

The proposed project is located in an area of known oil and gas exploration activity. Oil and gas wells may be encountered in this area and the oil and gas operators may need to be contacted in order to work out any possible impact.

Thanks

Kim

-----Original Message-----

From: Potter, Linda (EPPC, DNR)
Sent: Friday, September 17, 2004 12:28 PM
To: Collings, Kim (EPPC, DNR); Davis, Mark J (EPPC, DNR); Eddins, Mary Jean (EPPC, DNR); Hohmann, Steve (EPPC, DSMRE); MacSwords, Leah (EPPC, DNR); McCoy, Holly (EPPC, DNR); Smith, Keith (EPPC, DSMRE); Wahrer, Richard (EPPC, DSMRE)
Subject: Transportation Cabinet Planning Study

Hopefully you all received a copy of the planning study for US431 in Logan, Muhlenberg, McLean and Daviess Counties. If not, let me know and I will get all maps, etc. to you. As usual, just send me your responses and I'll do a letter from Commissioner Bush. Thanks.
Linda

Linda Potter
Department for Natural Resources

663 Teton Trail
Frankfort, Kentucky 40601
linda.potter@ky.gov
502-564-2184



ERNIE FLETCHER
GOVERNOR

DEPARTMENT OF PARKS
COMMERCE CABINET
CAPITAL PLAZA TOWER
500 MERO STREET, 11TH FLOOR
FRANKFORT, KENTUCKY 40601-1974
PHONE (502) 564-2172 FAX (502) 564-9015
parks.ky.gov

W. JAMES HOST
SECRETARY
COMMERCE CABINET

GEORGE WARD
COMMISSIONER
DEPARTMENT OF PARKS

October 7, 2004

Ms. Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

Re: Planning Study
Logan, Muhlenburg, Mclean and Davies Counties
US 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

Dear Ms. Coffey:

The Department of Parks has reviewed your correspondence to me regarding the subject. The study will not directly impact any of our facilities. The route however is in the vicinity of two of our state parks, Lake Malone and Ben Hawes. Sediment control to prevent runoff into the Lake is a concern and in general our Agency's mission is protecting the environment associated with our facilities.

I appreciate you seeking our Agency's comments on this project.

Sincerely:

A handwritten signature in cursive script, appearing to read "G Ward".

Mr. George Ward, Commissioner
Kentucky Department of Parks

C: John Drake

DIV OF PLANNING
2004 OCT 13 A 11:19



COMMONWEALTH OF KENTUCKY
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
DIVISION FOR AIR QUALITY
803 SCHENKEL LN
FRANKFORT, KY 40601-1403

September 24, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Station W5-05-01
Frankfort, Kentucky 40622

Dear Ms. Coffey,

The Division has reviewed the Planning Study for a proposed highway project on US 431, to be developed in two phases. Phase I begins at the Tennessee border and extends through Logan and Muhlenberg Counties. Phase II extends through Muhlenberg, McLean, and Daviess Counties and ends at the Owensboro Bypass. The project is identified as Item Number 02-8106.00. The following Kentucky Administrative Regulations apply to this proposed project:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at http://www.air.ky.gov/e_clearinghouse.html.

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning. The Fact Sheet is located at http://www.air.ky.gov/e_clearinghouse.html.

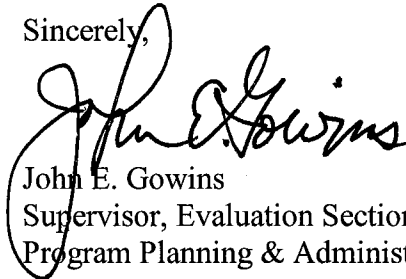
Finally, the projects listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of United States Code.



Ms. Annette Coffey Letter
September 24, 2004
Page 2

Every effort should be made to maintain compliance with the preceding regulations and requirements. The Division also suggests an investigation into compliance with applicable regulations in the local governments. If there are any questions relating to this matter, please contact me at (502) 573-3382 extension 347.

Sincerely,



John E. Gowins
Supervisor, Evaluation Section
Program Planning & Administration Branch

JEG/jmf

DIV OF PLANNING
2004 SEP 29 P 4: 00



DIV OF PLANNING

ERNIE FLETCHER
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

DIVISION OF CONSERVATION
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-3080 FAX (502) 564-9195
www.kentucky.gov

2004 NOV 24 P 2:00
LAURIE S. WILCHER
SECRETARY

STEPHEN A. COLEMAN
DIRECTOR

November 22, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Subject: US 431 from the Tennessee Border to the Owensboro Bypass

Dear Ms. Coffey:

As requested, the Division of Conservation has reviewed the planning study for impacts to a proposed highway project affecting US 431 and would like to provide the following comments that may help in the development of this project.

There are three agricultural districts established in Logan County that may be impacted by this project, 017-02, 017-15, and 017-19. These agricultural districts were certified by the Kentucky Soil and Water Conservation Commission on July 13, 2003, March 15, 2004, and May 15, 2004 respectively, in order to conserve, protect, develop, and improve agricultural land for production of food, fiber, and other agricultural products. Under KRS 262.850(12), state agencies must mitigate any impact their programs may have on land in agricultural districts. Shape files showing location of these districts have been sent to Steve Ross, P.E., Project Manager.

We would like to see the issue of the loss of farmland addressed. Both prime farmland and farmland of statewide importance could be impacted by this project. Every year pressure imposed by utility right-of-ways, urban expansion, and new roads reduce the land available for agricultural use in the Commonwealth. There are four documents that could be utilized to identify these farmland designations: the *Soil Survey of Logan County (NRCS 1975)*, the *Soil Survey of McLean and Muhlenburg Counties (NRCS 1980)*, the *Soil Survey of Daviess and Hancock Counties (NRCS 1975)*, and *Important Farmland Soils of Kentucky (NRCS 1981)*. This information is available through our office. The soil survey information for the project counties can also be downloaded from the following web site: <http://soildatamart.nrcs.usda.gov/>.

One other concern we would like to comment on is the control of erosion and sedimentation during and after earth-disturbing activities once this project begins. We recommend best management practices (BMPs) be utilized to prevent nonpoint source water pollution.

Ms. Annette Coffey, P.E.

November 22, 2004

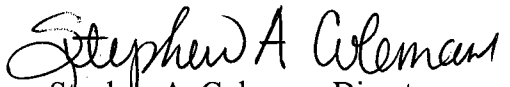
Page Two

This would protect the water quality and aquatic habitat of several perennial and intermittent streams that this project could impact.

The manual, *Best Management Practices for Construction Activities*, contains information on the kinds of BMPs most appropriate for this project and is available through the Lyon and Caldwell County Conservation Districts or this office. Also an electronic version of the *Kentucky Erosion Prevention and Sediment Control Field Guide* is available online at <http://www.water.ky.gov/sw/nps/Publications.htm>

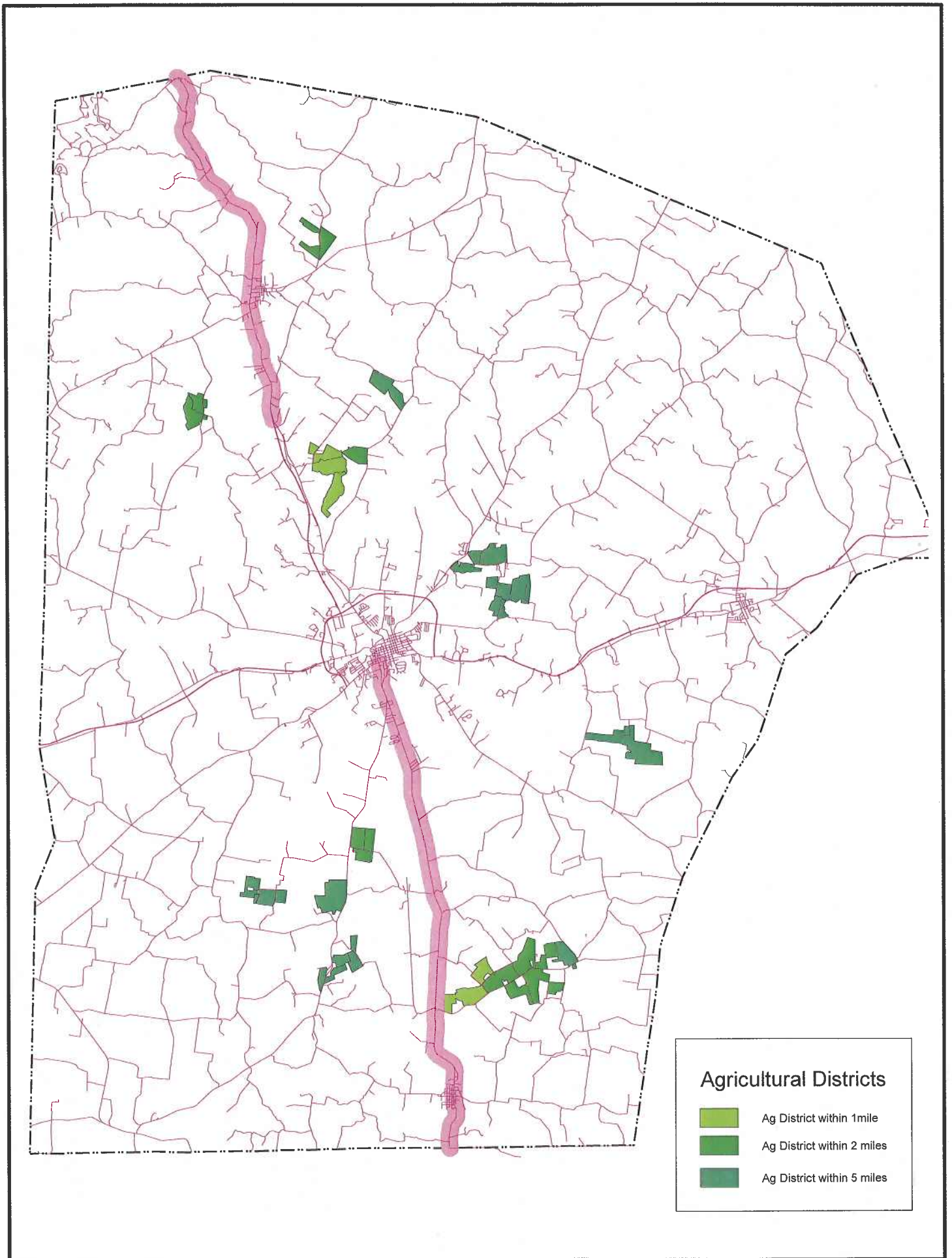
We appreciate the opportunity to comment on this project. If you have any questions, please contact this office any time.

Sincerely,


Stephen A. Coleman, Director
Kentucky Division of Conservation

SAC/aeh

Enclosure





ERNIE FLETCHER
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

DEPARTMENT FOR NATURAL RESOURCES
663 TETON TRAIL
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www.kentucky.gov

LAJUANA S. WILCHER
SECRETARY

SUSAN C. BUSH
COMMISSIONER

November 3, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

RE: Planning Study
Logan, Muhlenberg, McLean, and Daviess Counties
Item No. 02-8106.00

Dear Ms. Coffey:

The Department for Natural Resources has examined the documentation for the planning study regarding US 431 from the Tennessee border to the Owensboro Bypass.

The Kentucky Division of Forestry responds as follows:

No specific problems with individual trees or forestland were found along this route, especially pertaining to specimens of unusually large size (potential state champions), unique species, or of known historic value.

The Division of Forestry encourages native tree planting in other locations as a replacement for any trees that might be removed along this highway route. Some portions along this route have been void of trees for some time due to past clearing for agriculture (farming) and construction projects. Replacement plantings could at least help offset the further loss of trees in this study area.

Sincerely,

Susan C. Bush, P.G.
Commissioner

2004 NOV - 8 P 12: 06
DIV OF PLANNING

ERNIE FLETCHER
GOVERNOR



LAJUANA S. WILCHER
SECRETARY

COMMONWEALTH OF KENTUCKY
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
FRANKFORT, KENTUCKY 40601
SUSAN C. BUSH
COMMISSIONER

October 13, 2004

Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, Kentucky 40622

Dear Ms. Coffey:

I have been asked by Keith Smith, Acting Director, Division of Mine Reclamation and Enforcement, to review your proposed project for US 431 in Logan, Muhlenberg, McLean and Daviess counties. It is referenced as item #02-8106.00.

Review by this office indicates that this proposed project would not impact any active mining operations. Additionally, there are no operations currently proposed in this area. Should an operation be proposed in the future, your office would be notified in the permitting process.

If I may be of further assistance concerning this matter, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "KVAUGHN".

Kenny Vaughn, Environmental Control Manager
Department for Natural Resources
Madisonville Regional Office

KV:dlc

c: Keith Smith, Acting Director
Division of Mine Reclamation and Enforcement

DIV OF PLANNING
2004 OCT 18 A 11:32

Ross, Steve (KYTC)

From: Harman, Charles L (WFD-FK)
Sent: Monday, September 13, 2004 8:45 AM
To: Ross, Steve (KYTC)
Cc: Coffey, Annette (KYTC)
Subject: Item No. 02-8106.00 Planning study

Steve,

I have reviewed the subject material for the Education Cabinet and we have no comments to offer at this time.

ch

Charlie Harman
Office of Budget and Administrative Services
Education Cabinet
502.564.6606

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DIV OF PLANNING

UNIVERSITY OF KENTUCKY

2004 OCT -4 A 11: 16

Kentucky Geological Survey
Research and Graduate Studies
228 Mining and Mineral Resources Building
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

September 29, 2004

Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, Kentucky 40622

Dear Ms. Coffey:

This letter is to summarize geologic concerns for the planning study:

Logan, Muhlenberg, McLean, and Daviess Counties
U.S. 431 from the Tennessee border to the Owensboro bypass
Item No. 02-8106.00

This planning study occurs in two phases. Phase I is in the Mississippian Plateau physiographic region and crosses over to the Western Kentucky Coal Field physiographic region. Phase II is in the Western Kentucky Coal Field physiographic region.

PHASE 1 (The southern phase)

Physiographic Region

This part of the planning study begins in the Mississippian Plateau (Pennyroyal or Pennyryle) physiographic region, which is underlain by limestone, sandstone, siltstone, gravel, sand, and silt. The planning study crosses the Dripping Springs Escarpment in the Dunmor 7.5-minute quadrangle and enters into the Western Kentucky Coal Field physiographic region. The Western Kentucky Coal Field is underlain by limestone, sandstone, conglomerates, shale, siltstone, underclay, coal, gravel, sand, silt, and clay.

Karst Potential

This part of the planning study would encounter karst features, such as sinkholes and caves, until it enters the Western Kentucky Coal Field.

Landslide Potential

This part of the planning study would encounter pre- or post-landslide hazards in the unconsolidated sediments

Unconsolidated Sediments

This part of the planning study would encounter unconsolidated sediments at or near stream drainage, such as gravel, sand, silt, and clay.



Resource Conflicts

The portion of the planning study would encounter oil and gas well ownership issues, especially in the counties in the Western Kentucky Coal Field. The corridors cross the rights of way of several natural gas pipelines and may encounter compressor stations and other related service facilities. Additional details can be supplied on request from Rick Bender of the Division of Oil and Gas. Also, in the Western Kentucky Coal Field, the planning study might encounter coal and limestone ownership issues.

Subsidence Potential

This part of the planning study may cross over abandoned underground coal mines. Additional details can be supplied by John Hiatt of the Division of Mines and Minerals.

Materials Suitability

This part of the planning study would encounter some limestone units suitable for aggregate and may be suitable for construction stone; however, the St. Louis Limestone would not be suitable for construction stone, as it may contain expansive material.

Fault Potential

This part of the planning study would encounter numerous faulted areas once it enters the Western Kentucky Coal Field.

Earthquake Ground Motions

This part of the planning study has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09 to 0.15g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

PHASE II (The Northern Phase)

Physiographic Region

This part of the planning study is in the Western Kentucky Coal Field. It is underlain by sandstone, siltstone, shale, limestone, coal, underclay, gravel, sand, silt, and clay.

Karst Potential

This part of the planning study would encounter minimal karst features, such as sinkholes and caves.

Landslide Potential

This part of the planning study would encounter moderate pre- or post-landslide hazards in the unconsolidated sediments.

Unconsolidated Sediments

This part of the planning study would encounter unconsolidated sediments at or near stream drainage, such as gravel, sand, silt, and clay.

Resource Conflicts

The part of the planning study would encounter oil and gas well ownership issues. The corridors cross the rights of way of several natural gas pipelines and may encounter compressor stations and other related service facilities. Additional details can be supplied on request from Rick Bender of the Division of Oil and Gas. Also, in the planning study might encounter coal and limestone ownership issues.

Subsidence Potential

This part of the planning study may cross over abandoned underground coal mines. Additional details can be supplied by John Hiatt of the Division of Mines and Minerals.

Materials Suitability

This part of the planning study might encounter some thick limestone beds for use as construction stone.

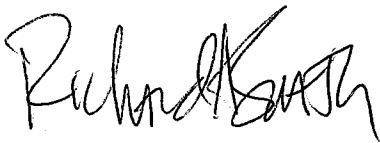
Fault Potential

This part of the planning study would encounter numerous faulted areas.

Earthquake Ground Motions

This part of the project area has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.15g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

Sincerely,



Richard A. Smath
Geologist

cc: Mike Blevins



DIV OF PLANNING

2004 SEP 22 P 3: 23

ERNIE FLETCHER
GOVERNOR

COMMONWEALTH OF KENTUCKY
JUSTICE AND PUBLIC SAFETY CABINET
KENTUCKY VEHICLE ENFORCEMENT
FRANKFORT, KY 40601

LT. GOV. STEPHEN B. PENCE
SECRETARY

GREG HOWARD
COMMISSIONER

MEMORANDUM

TO: Annette Coffey, P.E., Director
Division of Planning
Transportation Cabinet

FROM: Greg Howard, Commissioner *GH 9-21-04*
Department of Kentucky Vehicle Enforcement
Justice and Public Safety Cabinet

DATE: September 21, 2004

SUBJECT: Planning Study
Logan, Muhlenberg, McLean, & Daviess Counties
US 431 from the Tennessee Border to the Owensboro Bypass
Item No. 02-8106.00

After having my staff research the above mentioned item, we can see no problem with this highway project provided that any widening projects are done to accommodate large trucks.

It is our understanding that US 431 was added to the designated highway list to allow trucks access to Russellville, however, to our knowledge it was not widened to accommodate the larger dimension trucks.

We have talked to the Commander of the northern counties listed in the project and he states US 431 would be a good road to widen with emphasis on the area of the road around the south Carrollton area.

Kentucky Vehicle Enforcement can foresee no problems with improving the roads proposed in the study provided the roads are made a part of the designated highway system.

Ross, Steve (KYTC)

From: Ross, Steve (KYTC)
Sent: Tuesday, October 12, 2004 10:27 AM
To: Palmer-Ball, Brainard (EPPC, KSNPC)
Subject: RE: US 431

Thanks Brainard and yes, rare plants and faunal species including the copperbelly water snake have been included in the environmental review. I'll include your comments in the agency coordination section of our report. If you have any other questions or suggestions, please let me know. Thanks again.

R. Steven Ross, P.E.
KYTC - Division of Planning
(502) 564-7183

-----Original Message-----

From: Palmer-Ball, Brainard (EPPC, KSNPC)
Sent: Tuesday, October 12, 2004 8:55 AM
To: Ross, Steve (KYTC)
Subject: RE: US 431

Steve,

No; that helps immensely; I don't think we have any comments at this time, although I'm sure you guys will be looking at rare plant potential along the existing r-o-w (there are often rare plants on roadsides! -- potential highest around Russellville area) and working through any mitigative measures with KDFWR for copperbelly water snakes from Muhlenberg Co to Owensboro. Restoration with native species would be an especially sound practice in more naturally vegetated portions.

Brainard P-B

-----Original Message-----

From: Ross, Steve (KYTC)
Sent: Monday, October 11, 2004 3:33 PM
To: Palmer-Ball, Brainard (EPPC, KSNPC)
Cc: Wilson, Jimmy (KYTC)
Subject: RE: US 431

Since we aren't looking at alternates, we shouldn't be making any recommendations that make drastic departures from the existing alignment. Many segments of US 431 have buildings close to the roadway. Improvements, such as widening, along these stretches could involve purchasing additional right-of-way which would have to be considered when making our study recommendations. For the environmental footprint, we are looking at 2000 feet each side of centerline (4000' total).

I hope this has answered your question. If not, or if you have other questions, please let me know. Thanks,

R. Steven Ross, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622
Phone: 502-564-7183
Fax: 502-564-2865
E-Mail: Steve.Ross@ky.gov

Visit our web page at <http://www.kytc.state.ky.us/planning/index2.asp>

-----Original Message-----

From: Palmer-Ball, Brainard (EPPC, KSNPC)
Sent: Monday, October 11, 2004 1:46 PM
To: Ross, Steve (KYTC)

Subject: US 431

Steve,

Is the US 431 improvement essentially a close-to-in-current-right-of-way proposal?

Brainard Palmer-Ball, Jr., KSNPC



COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

DIV OF PLANNING

2004 NOV -1 A 11: 40

ERNIE FLETCHER
GOVERNOR

MARK L. MILLER
COMMISSIONER

Kentucky State Police
8415 US 41 S
Henderson, KY 42420
October 28, 2004

Ms. Annette Coffey
P.E., Director
Division of Planning
Kentucky State Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Dear Ms. Coffey:

Regarding your written request dated September 8, 2004, pertaining to planning study, item # 02-8106.00, the following is a list of suggested improvements to the U.S. 431 planning study

- The levee beginning at the Muhlenberg County line north to the 1.5 mile marker should be improved by widening and shoulder up-grades
- Mile marker 1 to mile marker 2.5 is in need of shoulder up-grades
- Turning lanes should be added at the intersection of U.S. 431 and Main Street in Island
- Shoulder up-grades are needed from mile marker 5 to mile marker 11.6
- Turning lanes should be added at the intersection of U.S. 431 and KY 140 at Utica
- The section north of Utica to the 5 mile marker should be straightened and leveled (this section is also in need of routine road repairs).

If I can be of further assistance, please contact me at your earliest convenience.

Captain Greg Baird
Commander, Post 16

GB:kae



COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE

919 VERSAILLES ROAD
FRANKFORT KY. 40601

DIV OF PLANNING

2004 NOV -8 P 12: 09

ERNIE FLETCHER
GOVERNOR

MARK L. MILLER
COMMISSIONER

October 29, 2004

Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort KY 40622

RE: Planning Study—US 431 from Tennessee border to the Owensboro Bypass
Item # 02-8106.00

Dear Director Coffey:

Thank you for requesting our Agency's input on the planning study for US 431, Item No. 02-8106.00, from the Tennessee border to the Owensboro Bypass.

Kentucky State Police Post 2, Madisonville includes the Muhlenberg County segment of the US 431 corridor. Muhlenberg County encompasses parts of both Phase I and Phase II, and is divided by the Wnedell H. Ford Western Kentucky Parkway.

After review of the provided material, observance of roadway, and CRASH data for US 431 (in Muhlenberg County only), the following conclusions were drawn:

- The traffic and level of service is measurably greater in the Phase II segment (north of the WK Parkway) than in Phase I.
- The projected year 2030, shows an even greater amount of traffic and level of service in Phase II vs. Phase I.
- From Milepost 0.000 – 17.484 (Phase I), from the Muhlenberg/Logan county line, from 01/01/02 to 10/01/04 on US 431, there were 81 injury/fatal collisions with 9 fatals/deaths.



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

- From Milepost 17.484 – 27.779 (Phase II), from the WK Parkway to McClean County line, from 01/01/02 to 10/01/04 on US 431, there were 46 injury/fatal collisions with 7 fatalities/deaths.

- On US 431 in Muhlenberg County (MP 0.000 – 27.779) fatalities were as follows:

2002-----3
2003-----8
2004-----5 (as of 10/01/04)

- Overall, widening US 431 from the Tennessee border to the Owensboro Bypass would be the primary recommendation for safety improvements.
- The “Dead Man’s Curve” (in the Phase I segment) has already undergone some curve alignment.
- The roadway near the KU Plant, north of Central City (Phase II) will have increased truck traffic and would benefit by adding auxiliary truck lanes and/or passing lanes.
- The following sections of US 431 (both Phase I & II) are high crash sites in need of much consideration:

Milepost	5.000 -- 6.000
	8.000 -- 9.900
	11.000 --12.100
	18.240 --19.117
	22.000 --24.347

- Clearing alongside the roadway for maximum sight distance is recommended.
- Additional signage upon approach to the above named “high crash zones”, indicating as such, stressing extra caution would prove beneficial.

These are only a few recommendations along with some of the statistics related directly to US 431. I look forward to working with you in the near future as this study progresses and we concentrate on making this roadway a safer path to travel.

Page 3
Correspondence
October 29, 2004

Should you have any questions regarding the submitted information, please contact me at (270) 676-3313, at your convenience.

Sincerely,

Captain Leslie Gannon
Captain Leslie Gannon

MEMORANDUM

P-5-04
DIV OF PLANNING

TO: Annette Coffey, P.E.
Director
Division of Planning

FROM: William Broyles P. E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins P. G. *MB*
Geotechnical Branch

DATE: November 12, 2004

SUBJECT: Logan, Muhlenberg, McLean, and Daviess County
Planning Study US 431
FD04 071 0431 000-032 P
Item # 02-8106.00
Mars # 73351 01 P

2004 NOV 15 A 10: 58

At your request, the Geotechnical Branch has reviewed the proposed project and the following comments are provided.

PHASE I

Tennessee State Line to Russellville:

This portion of the project is underlain by bedrock of the Paint Creek Limestone, Bethel Sandstone, Girkin Formation (including the Renault Limestone,) Ste. Genevieve Limestone and St. Louis Limestone. Limestone from roadway excavation is suitable for roadway applications provided sufficient quantities are available. Sinkholes are very common in the Ste. Genevieve and St. Louis Limestone and will likely be encountered. Sinkholes are identified on the geologic quadrangle maps and some are indicated to hold water periodically. Sinkholes should be avoided if possible. Mitigation measures to treat surface runoff from the roadway may be required if directed into or toward a sinkhole. This may include 150 feet of grass lined ditches with silt checks or detention basins. The mitigation measures are required to comply with EPA requirements concerning water quality.

Surface water drains through the subsurface and no streams should be encountered except the Red River and possibly a few of its tributaries. Any structures over the Red River may require the foundations to be drilled shafts if solutioned bedrock is encountered.

Memorandum
Annette Coffey
November 12, 2004
Page-2-

Russellville to Central City:

This portion of the project is underlain by the Lisman Formation, Carbondale Formation, Tradewater and Caseyville Formations, Clore Limestone, Palestine Sandstone, Menard Limestone, Waltersburg Formation, Vienna Limestone, Tar Springs Sandstone, Glen Dean Limestone, Hardinsburg Sandstone, Golconda Formation (includes the Haney Limestone, Big Clifty Sandstone, Beech Creek Limestone Members), Cypress Formation and the Paint Creek Limestone. Limestone from the Vienna and Glen Dean and portions of the Menard and Paint Creek Limestone are generally suitable for roadway applications. Limestone, Sandstone and Shales may be encountered through this section. The sandstone's are generally considered as friable and nondurable and the shales are generally clay shales and susceptible to weathering when exposed in cut slopes.

Numerous faults will be encountered. The strike of these faults is generally in an East - West direction. It is preferred to cross the faults in fill sections when possible. In cut sections, it's preferred to cross the faults perpendicular to the strike. Flatter than normal cut slopes may be required through faulted bedrock.

Oil and gas wells have been drilled throughout this portion of the project area and should be avoided.

Underground coal mines and strip mines exist along and beneath US 431. The mines are in the Number 9, 11 and 12 coal seams. Cut slopes through strip mine material may be unstable and require flatter slopes. Cut Slopes in reclaimed strip mines should be avoided if possible. Surface runoff in strip mined areas may be acidic and will require treatment to reduce and/or eliminate acidic runoff conditions.

PHASE 2

Central City to Owensboro:

This portion of the project area is underlain by Alluvium, Outwash, Lacustrine and Loss deposits and by bedrock of the Sturgis, Lisman, Carbondale, Tradewater and Caseyville Formations.

The Alluvium, Outwash, Lucustrine and Loss Deposits are highly erosive and susceptible to weathering in cut sections. Flatter slopes with slope protection may be required to help stabilize the cut slopes and prevent erosion. Embankments constructed from these materials may require flatter fill slopes in order to construct a stable embankment. Soil sub-grades will require some type of stabilization.

Memorandum
Annette Coffey
November 12, 2004
Page-3-

Sandstone, Shales and Coal are the main materials found in the formations listed above. The sandstone and shale are generally found to be nondurable. Flatter slopes may be necessary in cut sections. Coal mines both surface and underground, may also be encountered on this Phase of the project. Most of the mining occurs in the number 9, 11, 12 and 14 coal seams. Generally the number 9 is deep mined. Mine subsidence will be of concern in underground mined areas.

Many faults could be encountered on this portion of the project. The faults are associated with the Rough Creek Fault zone. The faults generally strike in a East – West direction. It is recommended to intersect the faults perpendicular to the strike in cut sections. Flatter cut slopes may be required in faulted bedrock.

Oil and gas wells are numerous and should be avoided.

Conclusions:

The Branch has no specific areas of concern at this time. A more detailed study of the areas should be made when more specific areas are chosen. Strip and underground mines should be identified at a latter date when specific corridors or sections are chosen. Mine subsidence will be of concern in underground mined areas and maximum subsidence may need to be calculated. Oil and gas wells should also be identified. Corridors may need to be adjusted to avoid mining areas and oil and gas wells. It is very unlikely that a corridor can be adjusted to avoid faulted zones.

If there are any questions, please advise.



KENTUCKY TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622
WWW.KENTUCKY.GOV

DIV OF PLANNING

2004 SEP 20 A 11:41

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

MEMORANDUM

TO: Annette Coffey
Director
Division of Planning

FROM: M. Chad LaRue *MCL*
Branch Manager
Permits

DATE: September 13, 2004

RE: Planning Study
Logan, Muhlenberg, McLean and Daviess Counties
Item No. 02.8106.00

The Permits Branch has reviewed the data provided for subject study site and wish to offer the following.

1. We urge the Cabinet to classify this project as partially controlled access facilities.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time.
3. When buying R/W for this, assuming the access control is partial control, new deeds for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired.
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.
6. Please notify this office if the proposed roadway is to be placed on the National Highway System (NHS). This information is needed to assist this office in regulating the installation of any outdoor advertising device.
7. If the proposed roadway is to be on the NHS, early notification of the final line and grade is needed. This enables us to monitor outdoor advertising devices prior to road construction being completed.

Thank you for the opportunity to verbalize our concerns.

MCL/elc



Rodney Kirtley

Muhlenberg County Judge Executive

P.O. Box 137 • Greenville, Kentucky 42345
(270) 338-2520 • 1-888-251-3364 • Fax (270) 338-6116

DIV OF PLANNING

2004 SEP 16 P 12: 12

September 14, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
KY Transportation Cabinet
Frankfort, KY 40622

SUBJECT: Planning Study US 431

Dear Ms. Coffey:

Per your letter of Sept. 8, I appreciate the opportunity to offer my input and comments on the planning study of US 431. Concerning Phase I, the southern phase, I consider most of this entire stretch of US 431 to be extremely dangerous. Dead Man's Curve near Belton, even though it has been widened recently, still desperately needs straightening. There are two very narrow bridges near the community of Penrod that are very dangerous. An extremely high number of large trucks travel US 431 serving the Paradise Steam Plant, Logan Aluminum, and the Owensboro Riverport increasing the danger on this stretch of US 431.

Concerning Phase II, the northern phase, the curve near the KY Utilities plant is difficult to negotiate and has been the site of numerous fatalities over the past few years. Also, many people avoid traveling this stretch of highway due to the fact that there are few places where one can pass slow moving traffic. There is also a high number of large trucks traveling this stretch of US 431.

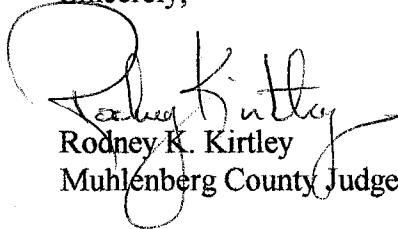
With the future development of the Thoroughbred Energy Plant in this county, truck traffic on US 431 will greatly increase and I am quite certain the current highway will not adequately accommodate this volume of traffic. With the development of this plant almost a certainty, I respectfully request that this planning study be implemented as

Annette Coffey
Page 2
September 14, 2004

soon as possible.

Again, thank you for allowing me to express my concerns about this highway and I am grateful that this planning study is being implemented. Please contact me for any other assistance I can give with this project.

Sincerely,



Rodney K. Kirtley
Muhlenberg County Judge Executive

RKK/lm



City of Owensboro Kentucky

P.O. BOX 10003
OWENSBORO, KENTUCKY 42302-9003

City Manager
BOB WHITMER

October 29, 2004

Annette Coffey, P.E.
Director
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622

Ms. Coffey,

On behalf of the Owensboro Metropolitan Planning Organization (MPO) Transportation Advisory Committee (TAC), I would like to comment on the U.S. 431 scoping study currently being done by your department.

We do support this scoping study to determine the need for any safety improvements to U.S. 431.

A portion of US 431 is currently in the MPO Long Range Transportation Plan (LRP), page 14, GR-02-0033. This portion is from the Panther Creek Bridge to the current four-lane in Owensboro, mp 8.543 to mp 10.185. The remaining segment is identified on the Unscheduled Projects List, control number 02 030 B0431 25.00, from mp 0.00 to mp 8.543. Both segments are identified for reconstruction to a four-lane facility.

U.S. 431 is the major two-lane highway connecting Owensboro-Daviess County to the south. The route is very important to our community and leads directly to our busiest retail area—the “south Frederica” portion of Owensboro—where 30,000 vehicles per day make it extremely busy.

We would also encourage the cabinet to consider the northern portion of the study area, from the Western Kentucky Parkway to the Owensboro Bypass, as Phase I of the project in regards to any planned improvements that result from the study.

Thank you for your consideration.

Sincerely,

Bob Whitmer
City Manager and TAC Chairman

BW/bl

cc: Keith Harpole

2004 NOV - 1 A 11:43
DIV OF PLANNING

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314)539-3900, x2234
Fax: (314)539-3755
Email:

DIV OF PLANNING

2004 OCT -4 A 11: 16

16591.1/71.3 GRN
September 23, 2004

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Subj: LIVERMORE HIGHWAY BRIDGE, MILE 71.3, GREEN RIVER

Dear Ms. Coffey:

This is in reply to your letter of September 8, 2004, regarding the proposed safety improvements on US 431 extending from the Tennessee Border to the Owensboro Bypass. The subject bridge is located in the area identified in Phase 2 of the project.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Green River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits, or permit amendments, should be addressed to Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attention: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge and demolish the old bridge be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with the Kentucky Transportation Cabinet Bridge and Structure Division office.

If the old bridge is eligible for the National Register of Historic Places, a Guidance Memorandum signed by the Federal Highway Administration and the Coast Guard requires the preparation of an Environmental Impact Statement (EIS) for demolition of a historic bridge unless the structure is not considered important for preservation. You will note that documentation and coordination beyond Section 106 requirements are necessary in order for us to accept a FONSI for such projects.

Subj: LIVERMORE HIGHWAY BRIDGE,
MILE 71.3, GREEN RIVER

16591.1/71.3 GRN
September 23, 2004

The other river and stream crossing locations found in the project area have also been reviewed. The other bridges in the project area are over rivers or streams that the U.S. Coast Guard does not exercise jurisdiction for bridge administration purposes at this time.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. William Knutson at (314) 539-3900 Ext. 2234 if you have questions regarding our comments or requirements.

Sincerely,



ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

**COMMONWEALTH OF KENTUCKY
HOUSE OF REPRESENTATIVES**

DIV OF PLANNING



2004 OCT 18 A 11: 38

**BRENT YONTS
15TH Legislative District**

October 14, 2004

Ms. Annette Coffey, P.E., Director
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

RE: Study US 431 Tennessee to Kentucky
Item Number 02-8106.00

Dear Ms. Coffey:

I have reviewed the report of your findings thus far regarding the review of US 431 from Tennessee to Kentucky. I appreciate the thoroughness with which you have demonstrated the need for improvement. As you know, this road is a two-lane road with a lot of curves, many of which have been fatal over time to many people. There is a lot of traffic that goes on this road, transferring the commerce of the United States.

This is a connector road to Indiana and to Tennessee and leads in both directions to major interstate roads which transverse the nation. In between, multiple roads of the state of Kentucky intersect with US 431, making it a hub of commerce for the country.

Needed repairs are being made to try to remove safety concerns, for example, "Dead Man's Curve" in Muhlenberg County. These are interim and transitional resolutions of problems.



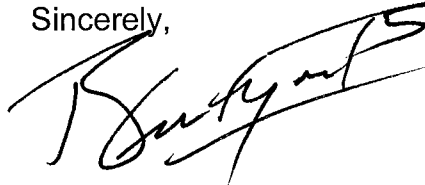
Page Two
Ms. Annette Coffey, P.E.
October 14, 2004

The big picture requires that in the long-range plan for the Department of Transportation, this major thoroughfare for north-south transportation be improved. It should be four-lane like 68-80, which goes from Bowling Green to Murray and which is almost complete. This is a major improvement in transportation through that corridor of Kentucky. Likewise, making US 431 such a corridor will improve the flow of traffic, stimulate economic development to the communities along the path, and will bring safety to a dangerous highway.

I realize that there are many buildings of a commercial nature and homes that may be too close to the highway for there to be four-lane construction in its current location. Certainly, there will have to be acquisitions and relocation of utilities. Never the less, where there is congestion with large blocks of these developments, there will be by-passes like there is on 68-80.

I strongly recommend that the Transportation Cabinet adopt the objective of four-lane construction of US 431 and obtain federal funds for doing so. The interests of safety and commerce require that we improve this vital corridor of commerce and transportation.

Sincerely,



Brent Yonts
State Representative

BY:pjd

cc: Mr. Steve Ross, P.E., Project Manager
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

Mr. Ted Merryman
Chief District Engineer
1840 North Main Street
Madisonville, KY 42431

The Leader News Messenger Inquirer
Times Argus

CITY OF WHITESVILLE
P O BOX 51
WHITESVILLE, KENTUCKY 42378
Phone: (270) 233-5666
Fax: (270) 233-9947

September 26, 2005

The Honorable Ernie Fletcher, Governor
Commonwealth of Kentucky
700 Capital Avenue
Frankfort, Kentucky 40601

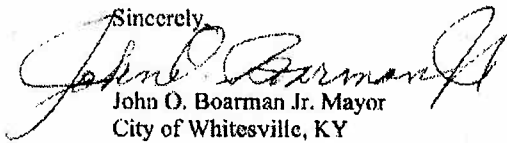
Dear Governor Fletcher,

On behalf of the Citizens of Whitesville I would like to express our thanks for the time and efforts you have so often spent to make our area a better place to live.

I am also asking for your consideration and support to straighten and widen State Highway 431 through Kentucky from Indiana to Tennessee.

Thanking you again for your efforts.

Sincerely,



John O. Boarman Jr. Mayor
City of Whitesville, KY



DIV OF PLANNING

2005 OCT 20 TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Acting Secretary

Marc Williams
Commissioner of Highways

October 20, 2005

The Honorable John O. Boarman Jr.
Mayor of Whitesville
P.O. Box 51
Whitesville KY 42378

Dear Mayor Boarman:

Thank you for your recent letter of support for widening US 431 through western Kentucky.

The Kentucky Transportation Cabinet is very much aware of the importance of US 431 to western Kentucky, as this route serves as the primary north-south regional connection between Interstates 24 and 64. We have studied the potential for widening or reconstructing US 431 from border to border and have implemented projects at several locations along the route. Four-laning the entire route is a costly venture that will best be accomplished over the long-term as we seek to invest Kentucky's highway dollars wisely across the state.

We appreciate your support for US 431 improvements and assure you that we will give your request full consideration as we update Kentucky's Six-Year Highway Plan later this year.

Sincerely,

Marc D. Williams, P.E.
Commissioner of Highways

MDW/MWH/DCC

- c: Bill Nighbert, Acting Secretary
- Ted Merryman, Chief District Engineer— Madisonville/District 2
- Mike Hancock, Deputy State Highway Engineer for Program Planning



CITY OF RUSSELLVILLE

City Hall • 168 S. Main Street • Russellville, KY 42276 • Phone 270.726.5000 • Fax 270.726.5008

Shirlee Yassney
Mayor

Russell Jones
Councilman

Lanny McPherson
Councilman

Chuck Phillips
Councilman

Mark Stratton
Councilman

Jack Whitely
Councilman

Gene Zick
Councilman

The Honorable Ernie Fletcher, Governor
Commonwealth of Kentucky
700 Capitol Avenue
Frankfort, KY 40601

September 26, 2005

Dear Governor Fletcher:

The City Council, Mayor, and City of Russellville are pleased to support the widening of Hwy 431 throughout the state.

Please find enclosed Resolution 2005-15 regarding the support of the expansion of KY Hwy 431 from two lanes to four lanes along its entire length from the Indiana border to the Tennessee border.

Sincerely,

Shirlee Yassney
Mayor

SY/pc
Enclosure
cc: Brent Yonts
State Representative

RESOLUTION 2005-15

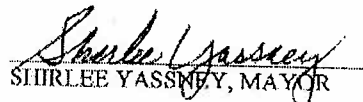
REGARDING THE EXPANSION OF KENTUCKY HIGHWAY 431
FROM TWO LANES TO FOUR LANES ALONG ITS ENTIRE INDIANA BORDER
TO TENNESSEE BORDER ROUTE

WHEREAS, Highway 431 has long been a busy commercial and private use highway, with dangerous curves and narrow bridges and only one lane in each direction; and

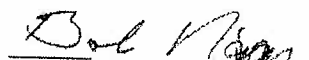
WHEREAS, the state of Kentucky and all counties and cities through which the highway runs would benefit from the widening of the highway from two lanes to four, thereby correcting the conditions which lead to accidents and travel delays and, secondarily, fostering greater commercial use and development, which would be of economic benefit to the state, and the counties and cities along its route. We have proof that widening busy one lane (each direction) highways is beneficial: we have seen firsthand the positive effects brought about by the expansion of Highway 68/80 between Bowling Green and Murray.

WHEREAS, the City Council and Mayor of the City of Russellville, Kentucky, would be pleased to see Highway 431 widened throughout this community and throughout the state, and hereby declare their public support for the project and urge the other cities and counties along the highway to do the same.

BE IT SO RESOLVED THIS 20TH day of SEPTEMBER, 2005.


SHIRLEE YASSNEY, MAYOR

ATTEST:


BOB RIGGS, CITY CLERK



DIV OF PLANNING

2005 OCT 20 TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Acting Secretary

Marc Williams
Commissioner of Highways

October 20, 2005

The Honorable Shirlee Yassney
Mayor of Russellville
City Hall
168 South Main Street
Russellville KY 42276

Dear Mayor Yassney:

Thank you for your recent letter to Governor Fletcher forwarding City Resolution 2005-15 regarding the support of the city of Russellville for the widening of US 431 throughout the state.

The Kentucky Transportation Cabinet is very much aware of the importance of US 431 to western Kentucky, as this route serves as the primary north-south regional connection between Interstates 24 and 64. We have studied the potential for widening or reconstructing US 431 from border to border and have implemented projects at several locations along the route. Four-laning the entire route is a costly venture that will best be accomplished over the long-term as we seek to invest Kentucky's highway dollars wisely across the state.

We appreciate the city of Russellville's support for US 431 improvements and assure you that we will give your request full consideration as we update Kentucky's Six-Year Highway Plan later this year.

Sincerely,

Marc D. Williams, P.E.
Commissioner of Highways

MDW/MWH/DCC

- c: Bill Nighbert, Acting Secretary
- Greg Meredith, Chief District Engineer— Bowling Green/District 3
- Mike Hancock, Deputy State Highway Engineer for Program Planning

Yonts pushing for four-laning of U.S. 431

09/16/05

By Adrienne Steinfeldt
Messenger-Inquirer

Trouble spots along U.S. 431 are being addressed, but Rep. Brent Yonts says the whole road needs attention -- it should be more than a winding country road.

The Greenville Democrat hopes to start a "flurry of letter-writing or resolution adopting" in the four counties along U.S. 431, urging Gov. Ernie Fletcher to push for four-laning the road instead of just fixing it in spots.

"These two sections in Muhlenberg County are just part of the road that is very dangerous for all who travel it from Indiana to Tennessee," he said in a letter to the governor. "This road is replete with areas where people have been severely injured or killed because of the dangerous nature of its design."

Progress toward the straightening and widening of "Dead Man's Curve" in Muhlenberg County continues, with the purchase of the right of way near Belton upcoming. Another section of the road, near South Carrollton, is also being upgraded. A study of U.S. 431 is nearing completion to identify other trouble spots.

Every county and city official in the counties along U.S. 431 received a copy of Yonts' letter, and he is urging them to follow suit.

"It's easier to get something done when the governor proposes it as an administrative initiative," Yonts said.

Earlier this week, Fletcher told a crowd of about 200 local leaders and business people that he hoped to make the state's six-year road plan more equitable for western Kentucky.

"It's an area that has a lot of potential," Fletcher said in Muhlenberg County. "We want to make sure we tap that potential."

Making the federal highway a four-lane could fuel economic growth, said Daviess County Commissioner Bruce Kunze.

U.S. 431 "carries a lot of traffic between McLean, Muhlenberg and Daviess," Kunze said. "Ultimately, I think four-laning would be the best scenario."

He said county officials are "going to do whatever we can do to try to aid in the process and see that this happens."

In the meantime, he said, spot improvements should continue.

Muhlenberg County Judge-Executive Rodney Kirtley said that if the road is improved, more people in the area would head to Owensboro for shopping.

"Right now all of our shoppers are going to Bowling Green," he said. "Everyone here used to go shopping in Owensboro," but with the high number of fatalities, "people are afraid to travel 431."

He said the road is "vital to the economy of this entire region," though he believes that widespread improvements to the road -- adding lanes and shoulders and straightening curves -- could be more practical than making it a four-lane.

Even if Fletcher requests the inclusion of four-laning U.S. 431 in the six-year road plan, the project would come at a significant cost, said Keith Todd with the Department of Highways.

No study has been done on the price tag for this particular road, but -- to compare -- four-laning 5.6 miles of U.S. 641 is budgeted at \$44 million.

U.S. 431 is about 86 miles from the Tennessee state line to the Indiana state line.

The high price tag is worth it, Yonts said.

The road "represents the hope for economic development along this corridor for areas which are largely stagnant, particularly in rural sections of Muhlenberg, McLean and some portions of Logan and Daviess counties," Yonts wrote.