

APPENDIX A: TABLES

- Table 1: US 51 Highway Characteristics Data Summary**
- Table 13: US 51 at Martin Road Crash Details**
- Table 14: US 51 at KY 780 (South) Crash Details**
- Table 15: US 51 at KY 780 (North) Crash Details**
- Table 16: Hickman County Employment by Major Industry (2000)**
- Table 17: Clinton Area Major Manufacturers**
- Table 18: Hickman County Commuting Patterns**
- Table 19: Cultural Historic Overview Survey**
- Table 20: Threatened or Endangered Species**
- Table 21: Level 1 Evaluation Matrix**
- Table 22: Level 2 Traffic Operations and Environment Evaluation Matrix**
- Table 23: Level 2 Community and Implementation / Construction Evaluation Matrix**
- Table 24: Level 3 Traffic Operations Evaluation Matrix**
- Table 25: Level 3 Environment Evaluation Matrix**
- Table 26: Level 3 Community Evaluation Matrix**
- Table 27: Level 3 Implementation / Construction Evaluation Matrix**

Table 1: US 51 Highway Characteristics Data Summary

US 51 Study at Clinton US 51 - HIS Data (MP 4.508 - 9.877)		
Roadway Facility	Functional Classification	Rural Principal Arterial
	State System Class	State Primary
	Facility Type	2 Lane Undivided Highway
	Avg. Right-of-Way Width (feet)	60 (MP 0-7.181)
		50 (MP 7.181-7.766)
		60 (MP 7.766-7.801)
		50 (MP 7.801-8.275)
		60 (MP 8.275-13.672)
	Lane Width (feet)	11 (MP 0-.79)
		10 (MP .79-7.148)
		11 (MP 7.148-7.648)
		19 (MP 7.648-7.69) varies by direction
		13 (MP 7.69-7.84)
		14 (MP 7.84-8.045)
		12 (MP 8.045-8.275)
	11 (MP 8.275-15.095)	
Shoulder Width (feet)	2-4 (MP 0-7.37)	
	0 (MP 7.37-8.275) - Curbed	
	2-4 (MP 8.275-13.59)	
Shoulder Type	Curbed, Paved	
Percent Passing Sight Distance	41 (MP 0-7.181)	
	30 (MP 8.302-15.095)	
Type of Terrain	Rolling (Flat MP 7.181-7.381)	
Coal Haul (Annual Tons)	0	
Scenic Byway System	No	
National Highway System	No	
National Truck Network	Yes (State Only Auth. Route)	
Defense Highway	1 (Fulton-Carlisle)	
Extended Weight System	No	
Truck Weight Class	AAA	
Volumes	Current Volume (Vehicles per Day)	2,210-7,130 (See Traffic Volume Figure)
Posted Speed Limits	Speed Limit (Miles per Hour)	55 (MP 0-6.505)
		45 (MP 6.505-7.28)
		35 (MP 7.28-7.713)
		25 (MP 7.713-7.835)
		35 (MP 7.835-8.38)
		45 (MP 8.38-8.57)
55 (MP 8.57-15.095)		
Pavement Structures	Surface Type	High
	Last Year Surfaced	1995 (MP 0-7.148) 1994 (MP 7.148-13.59)
	Number of Bridges	4

Source: KYTC Highway Information System Database (2002) and Field Reviews

Table 13: US 51 at Martin Road Crash Details

Date & Time	Location	Severity	Type	Directional Analysis	Roadway Character	Roadway Conditions
05/24/2000 17:03	MP 6.590	Non-Injury	Angle	Angle Collision – Both Vehicles Going Straight	Straight & Level	Ice*
12/09/1999 1:00	MP 6.648	Non-Injury	Non-Collision Other	Collision with Fixed Object (1 Vehicle Included with Rock Cut)	Straight & Grade	Wet
12/09/1999 1:00	MP 6.648	Non-Injury	Collision with Fixed Object Light Support / Utility Pole	Collision with Fixed Object (1 Vehicle Included with Rock Cut)	Straight & Grade	Dry
11/17/1999 11:45	MP 6.690	Non-Injury	Collision with Fixed Object Earth Embankment / Rock Cut / Ditch	Collision with Fixed Object (1 Vehicle Included with Rock Cut)	Straight & Grade	Dry
02/16/2000 5:36	MP 6.690	Non-Injury	Rear End	Rear End – One Vehicle Stopped	Straight & Grade	Dry
06/05/2001 15:40	MP 6.789	Non-Injury	Single Vehicle	Collision with Fixed Object	Straight & Grade	Dry

*Note: Crash database lists the roadway conditions for this crash as ice, but this is inconsistent with the typical weather conditions associated with the time of year.

Table 14: US 51 at KY 780 (South) Crash Details

Date & Time	Location	Severity	Type	Directional Analysis	Roadway Character	Roadway Conditions
04/02/1998 15:45	MP 5.190	Non-Injury	Collision with Other Motor Vehicle	Rear End in Traffic Lanes – One Vehicle Stopped	Straight & Hillcrest	Dry
09/19/2000 23:20	MP 5.278	Injury	Single Vehicle	Ran Off Roadway (1 Vehicle with Earth Embankment, Ditch)	Straight & Grade	Dry
02/03/2001 12:40	MP 5.378	Non-Injury	Single Vehicle	Collision with Fixed Object	Straight & Grade	Dry

Table 15: US 51 at KY 780 (North) Crash Details

Date & Time	Location	Severity	Type	Directional Analysis	Roadway Character	Roadway Conditions
05/07/1998 16:44	MP 7.148	Fatal	Collision with Fixed Object / Earth Embankment / Rock Cut / Ditch	Ran Off Roadway (1 Vehicle with Earth Embankment / Ditch)	Straight & Level	Dry

Table 16: Hickman County Employment by Major Industry (2000)

Hickman County	Employment	Percent
Agriculture, Forestry & Fishing	10	0.8
Contract Construction	46	3.5
Manufacturing	382	28.9
Transportation and Public Utilities	78	5.9
Wholesale Trade	96	7.3
Retail Trade	139	10.5
Finance, Insurance and Real Estate	66	5.0
Services	234	17.7
State and Local Government	0	0.0
All Industries	1,320	100.0

Source: Kentucky Economic Development Information System

Table 17: Clinton Area Major Manufacturers

Firm	Product(s)	Employees	Year Est.
Cornerstone Building Materials	Hardwood, softwood, veneer, dimension & grade lumber cutting & sawing	6	1938
Dale Machine & Manufacturing	Machine shop: garment cutting presses, precision machining, prototypes; arc, gas, MIG, TIG, heliarc, powder welding; drilling & boring; lathe & mill	6	N/A
Harper's Country Hams Inc	Smoked ham, bacon & sausage	100	1952
Jakel Inc. (Closed in June 2003)	Sub-fractional horsepower motors	150	1989
Lewis Publishing Inc	Newspaper publishing	3	1850
Reita's Country Corner	Portable wooden buildings	2	1992

Source: Kentucky Economic Development Information System

Table 18: Hickman County Commuting Patterns

	2000	%
Residents of Hickman County		
Working and Residing In County	1,043	48.2
Commuting Out of County	1,121	51.8
Total Residents	2,164	100
Employees in Hickman County		
Working and Residing In County	1,043	64.2
Commuting Into County	582	35.8
Total Employees	1,625	100

Source: Kentucky State Data Center

Table 19: Cultural Historic Overview Survey

Site Number	KHC Number	Description	Potentially Eligible for NRHP
1		1.5 story, 5-bay, eave-oriented house, weatherboard siding, 4/4 windows	N
2		3-bay Southern Bungalow concrete block construction	N
3	HIC7	Hickmandale	N
4		2-story hip-roof American Foursquare, new windows	N
5		1.5-story American Bungalow, large side addition	N
6		1-story, 4-bay L-plan house, asbestos siding	N
7		American Bungalow- vinyl siding, replacement 1/1 windows	N
8		1.5-story T-plan, new 6/6 windows	N
9		Hickman County Health Center (1949)	N
10		1.5-story brick Tudor style house	N
11		1.5-story brick Tudor style house, new vinyl windows	N
12		3-bay Southern Bungalow- replacement 1/1 windows	N
13		1.5-story, irregular massed Victorian house, weatherboard and vinyl siding	N
14		1.5-story Southern Cube, vinyl siding, non-historic addition	N
15		1.5-story, 3-bay minimal traditional house, asbestos siding	N
16		1.5-story, 3-bay Craftsman, new porch columns	N
17		1-story, T-plan house, garage cut into façade	N
18		1.5-story, T-plan house, replacement and blocked windows	N
19		2.5-story, hip-roof house, original metal roof, diamond pane windows	YES
20		3-bay American Bungalow, weatherboards, knee braces	YES
21		1.5-story T-plan house-large addition	N
22		1.5-story, 3-bay, hip-roof frame house, wrap-around porch	N
23		3-bay American Bungalow- vinyl siding, knee braces	N
24		Clinton Bungalow with shed-roof dormer, weatherboards, knee braces	YES
25		2-story Queen Anne, vinyl siding replacement porch	N
26		1.5-story, 3-bay brick Cape Cod	YES
27		1.5-story Victorian house with Craftsman top	N
28	HIC12	2-story Queen Anne, weatherboard siding, exterior brick chimney	N
29	HIC9	First United Methodist Church	YES
30		1.5-story, 2-bay gable-oriented house with jerkin-head porch	N
31		1-story, 3-bay commercial building	N
32	HIC5	Hickman County Courthouse	LISTED
33	HIC15	Clinton Bank, attached 2 and 1-story brick commercial buildings	N
34	HIC15	7 2-story brick commercial buildings (1 block)	N

Site Number	KHC Number	Description	Potentially Eligible for NRHP
35	HIC15	2 1and 2-story brick commercial buildings	N
36	HIC15	2 1-story brick commercial buildings	N
37	HIC15	2 2-story brick commercial buildings	N
38		2-story stucco building	N
39		Early 20th C. gas station- new porte cochere	N
40		First Christian Church	YES
41		1-story, 3-bay Southern Bungalow- side addition	N
42		4-bay, dual entry, vinyl clad Clinton Bungalow	N
43		1-story, 5-bay house with large rear addition	N
44		2-story, 3-bay T-plan house, vinyl siding, 2 gable roof dormers	N
45		1.5-story, 3-bay T-plan, vinyl siding, new windows	N
46		1.5-story, 5-bay hip-roof house, rear-ell, 4/4 windows	N
47		3-bay Craftsman house with new brick veneer and new porch	N
48		Southern Cube- vinyl siding and replacement 1/1 windows	N
49		Southern Bungalow- vinyl siding, gable window covered over	N
50		1.5-story, 4-bay Tudor revival house- large stone chimney	YES
51		Town Branch Bridge-concrete	N
52		Brick gas station with 3 gables	N
53		1-story, 3-bay Southern Bungalow with vinyl siding and 6/6 windows	N
54		4-bay eave-oriented house, vinyl siding and Craftsman porch	N
55		1.5-story, Craftsman house with vinyl siding, diamond pane windows	YES
56	HIC2	Marvin College's President's House	LISTED
57		1.5-story, 3-bay Tudor house	N
58	HIC2	Marvin College	LISTED
59		Single span concrete bridge	N
60		2-story, 4-bay American Foursquare, Tudor gable projection	N
61		Clinton Bungalow duplex- new doors, covered windows, vinyl siding	N
62		2-story hip-roof American Foursquare, new windows	N
63		1.5-story, 7-bay eave-oriented house	N
64		1.5-story, 5-bay eave-oriented house new 1/1 windows, vinyl siding	N
65		1.5-story, 3-bay Minimal Traditional house, new windows	N
66		1-story, 3-bay house, 1/1 windows, new rear addition	N
67		1.5-story, 3-bay hip-roof house-new siding	N
68		3-bay Clinton Bungalow	N
69		1.5-story T-plan common bond brick house with Craftsman porch	YES

Site Number	KHC Number	Description	Potentially Eligible for NRHP
70		1-story, 5-bay eave-oriented house, Craftsman porch	N
71		1-story T-plan house, new porch	N
72		1-story, 5-bay eave-oriented house with vinyl siding, new porch	N
73		1-story, 6-bay brick commercial building- new windows	N
74		3-bay Southern Bungalow- new door and window openings	N
75		1.5-story, 6-bay dual entry house-new 1/1 windows and openings	N
76		2.5-story, 3-bay American Foursquare-new windows	N
77		1.5-story, 3-bay Clinton Bungalow- new windows	N
78		2-story, 4-bay gable-oriented house, new and missing windows	N
79		3-bay American Foursquare, enclosed windows, aluminum siding	N
80		1.5-story, 5-bay cross-gable house- replacement 1/1 windows	N
81		1.5-story, 3-bay Creole house	YES
82		4 1 and 2-story connected brick commercial buildings	N
83		Garan Inc. Factory (3 Quonset huts)	N
84		1.5-story, 9-bay brick "Old School"	YES
85		1.5-story, 3-bay gable-oriented house with wraparound porch	N
86		3-bay Southern Cube-new windows, aluminum siding	N
87		1-story, 5-bay house-vinyl siding, missing chimney	N
88		1-story, 3-bay eave-oriented house-vinyl siding, large carport	N
89		1-story, 4-bay house, asbestos siding, large side addition	N
90		1-story, 5-bay, eave-oriented house-ruins	N
91		1.5-story, 3-bay brick house, 3 hip-roof dormers	N
92		3-bay American Bungalow, aluminum siding, full length porch	N
93		2-story, 6-bay brick "Old Hotel"	YES
94		1-story, 3-bay house-new porch and windows	N
95		3-bay Southern Bungalow- new porch	N
96		2-bay Shotgun house-vinyl siding	N
97		3-bay Minimal Traditional house	N
98		1.5-story, 4-bay dual entry house	N
99		1.5-story, 4-bay dual entry house-vinyl siding, new windows	N
100		1.5-story, 4-bay eave-oriented house-new windows and porch	N
101		1-story, 5-bay eave-oriented house with rear-ell	N
102		5-bay brick commercial building-stepped false front	N
103		2-story, 5-bay commercial building- new windows and openings 1 st floor	N
104		1.5-story brick veneer Clinton Bungalow	YES
105		1.5-story, 3-bay house-large addition	N

Site Number	KHC Number	Description	Potentially Eligible for NRHP
106		1.5-story, 5-bay house- asbestos siding, large screened in addition	N
107		1.5-story, 3-bay house- ashlar veneer	N
108		1-story, 3-bay house- aluminum siding, new windows	N
109		3-bay Southern Cube- aluminum siding	N
110		3-bay Southern Bungalow-large rear addition, missing chimney	N
111		3-bay Southern Bungalow- incised porch	N
112		1-story, 3-bay eave-oriented house- new windows, vinyl siding	N
113		1-story, 3-bay eave-oriented house- new windows and openings	N
114		3-bay Southern Cube	N
115		1-story, 3-bay gable-oriented house- new windows, vinyl siding	N
116		Clinton Cemetery (3 sections)	N
117		New Obion Baptist Church- concrete block building	N
118		1.5-story, 3-bay eave-oriented house with large non-historic rear addition	N
119		1.5-story, 3-bay Southern Bungalow- vinyl siding, new windows	N
120		2-story brick T-plan house- triangle attic window, missing porch	YES
121		2-story American Foursquare- aluminum siding, front extension	N
122		1.5-story, 4-bay eave-oriented house- large non-historic addition	N
123		1.5-story, 4-bay house- new windows, gable-roof porch	N
124	HIC3	2-story frame house- wrap around porch, bargeboard trim	YES
125		2-story American Foursquare	N
126		Metal train-trestle	N
127		3-bay Southern Bungalow- large non-historic rear addition	N
128		Flour factory-only silos remain	N
129		Wood train trestle	N

Table 20: Threatened or Endangered Species

Common Name	Scientific Name	Status
Interior least tern	<i>Sterna antillarum athalassos</i>	Federally endangered, state endangered
Cypress darter	<i>Etheostoma proeliare</i>	State threatened
Cypress minnow	<i>Hybognathus hayi</i>	State endangered
Dollar sunfish	<i>Lepomis marginatus</i>	State endangered
Bird-voiced treefrog	<i>Hyla avivoca Viosca</i>	State threatened
Hooded merganser	<i>Lophodytes cucullatus</i>	State endangered
Alabama shad	<i>Alosa alabamae</i>	State endangered
Indiana bat	<i>Myotis sodalist</i>	Federally endangered, state endangered
Starhead topminnow	<i>Fundulus dispar</i>	State endangered
Lake chubsucker	<i>Erimyzon sucetta</i>	State threatened
Pallid sturgeon	<i>Scaphirhynchus albus</i>	Federally endangered, state endangered

Source: Kentucky Fish and Wildlife Information Systems

Table 21: Level 1 Evaluation Matrix

Alt. No.	Description	Implementation / Construction Feasibility	Project Goals	Community Impacts	Environmental Impacts	Public Support	Advance to Level 2
1	No Build	Good	Poor	Fair	Good	Fair	Yes
2	Spot Improvements	Good	Fair	Good	Good	Good	Yes
3	Reconstruct Existing US 51 as two-lane highway	Poor	Good	Good	Fair	Good	Yes
4A	Western Bypass Along Railroad	Fair	Good	Fair	Poor	Good	Yes
4B	Western Bypass Through Town	Poor	Poor	Poor	Fair	Good	No
5A	Eastern Bypass Near Town	Good	Fair	Fair	Fair	Fair	Yes
5B	Eastern Bypass Near Town and Extended North	Fair	Fair	Fair	Poor	Fair	No
6A	Eastern Bypass Starting near KY 780 South	Good	Fair	Fair	Fair	Fair	Yes
6B	Eastern Bypass Starting near Edwards Trucking	Fair	Fair	Fair	Poor	Fair	No
7	Eastern Bypass Very Close to Town	Poor	Poor	Poor	Fair	Poor	No
8A	Alternative 8A – One-Way Street System Using Existing Streets	Poor	Fair	Poor	Good	Good	Yes
8B	Alternative 8B – One Way Street System Using Mainly New Highways	Fair	Poor	Fair	Poor	Good	No
8C	Alternative 8C – One Way Street System using a combination of existing and new streets	Poor	Poor	Poor	Fair	Good	No
9	Alternative 9 – Western Bypass (West of Railroad)	Fair	Good	Fair	Fair	Good	Yes

Table 22: Level 2 Traffic Operations and Environment Evaluation Matrix

Alternative	Description	Traffic Operations					Environment							
		Traffic Benefits	Average Daily Traffic on US 51		Truck Traffic Benefits on US 51	Vehicle / Pedestrian / Bicycle Safety Benefits	Natural Environment					Human Environment		
			2002	2030			No. of Streams Impacted	Wetlands Impacted (Based on NWI Mapping)	Floodplain Impacts (Acres)	Threatened and Endangered Species	Other	No. of National Register Sites or Potentially Eligible Sites that May be Impacted	Potential Agricultural District / Farmland Impacts	Potential HAZMAT Sites
Alternative 1	Do Nothing	None	5,700-7,200	8,600-10,900	None (Maintain Current Volume Through Town)	None	---	---	---	None	---	0	None	0
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	None	6,200	9,400	N/A	Medium (Improved Sight Distance, Reconstructed Sidewalks)	0	0	0	None Likely	---	3 Sites (2 on NRHP)	None	0-4
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	Medium	6,700	10,150	Medium (Improved Turning Radii, Wider Lanes)	Medium (Intersection Radii Improved, Turn Lanes, New Sidewalks, Pedestrian Signal Heads)	0	0	0	None Likely	---	1 NRHP Site in Vicinity	None	0
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	Medium	6,450	9,750	Medium (Improved Turning Radii)	Medium (Intersection Radii Improved)	0	0	0	None Likely	---	1 Site in Vicinity	None	1
Alternative 2D Vicinity of US 51 and KY 780 (North)	Realign Intersection to a "T" Intersection	None	5,700	8,600	N/A	Low (Crash Data Does not Warrant Improvement)	0	Possible Impact to 1 Farm Pond	0	None Likely	---	0	None	0
Alternative 2E Vicinity of US 51 and Martin Road	Realign Intersection to a "T" Intersection	None	3,400	5,000	N/A	Low (Low Side Street Volume)	0	0	0	None Likely	---	0	None	0
Alternative 2F Vicinity of US 51 and KY 780 (South)	Realign Offset Intersections	None	2,500	3,700	N/A	Low (Very Low Side Street Volume)	0	0	0	None Likely	---	0	None	0
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Reconstruct US 51 North of Town South to Bayou de Chien With Turn Lane and Alternative 2 Improvements (2A, 2B, 2C)	Medium	5,700-7,200	8,600-10,900	Medium (Improved Turning Radii, Wider Lanes)	High (See 2A-C Above, Also Turn Lane South of Town, Reconstructed Sidewalks, Bike Lanes)	Possible Widening of 3 Existing Stream Crossings	Possible Impact to 0-4 Farm Ponds	250' < 1 Acre	None Likely	Minor Increase to Runoff	11 Sites (3 on NRHP)	None	1-10
Alternative 4A Western Bypass Along Railroad	New Two-Lane Highway West of the Current US 51 Alignment and Alternative 3 Improvements from Bypass to Bayou de Chien	Medium	1,000 - Bypass 6,200 - Old US 51	1,700-2,000 - Bypass 8,900 - Old US 51	Medium (Shifts Traffic to West Edge of Town)	Medium - High	Crosses 5 Streams, Relocate 2200' Stream, Possible Widening of 1 Existing Stream Crossing	Possible Impact to 0-1 Farm Ponds	Entire Alternative, up to Alternative 3 Improvements, is in Floodplain 10600' Approx. 30 Acres	Potential Habitat Impacts Related to Stream, Farm Pond, and Floodplain Areas	Increases Runoff	2 Sites	Low	0-5
Alternative 5A Near Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	High	900 - Bypass 6,300 - Old US 51	1,600-1,800 - Bypass 9,100 - Old US 51	Medium (Shifts Traffic to East Edge of Town)	High	Crosses 2-3 Streams (1-2 New Streams, 1 Stream on US 51 Reconstruction)	Possible Impacts to 2-6 Farm Ponds	1000' < 5 Acres	Impacts to Potential Bat Habitat, Potential Habitat Impacts Related to Stream, Farm Pond, and Floodplain Areas	Increases Runoff	0	Medium	0-2
Alternative 6A Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	High	700 - Bypass 1,800-6,600 - Old US 51	1,200 - Bypass 2,700-10,000 - Old US 51	High (Improved Truck Operations, High Operating Speeds on Bypass, Most Trucks Removed From Town)	High	Crosses 1-4 New Streams	Possible Impacts to 1-4 Farm Ponds	Minimal	Impacts to Potential Bat Habitat, Potential Habitat Impacts Related to Stream and Farm Pond Areas	Increases Runoff	0	High	0-1
Alternative 8A In-Town One-Way Street System Using Existing Streets	In-Town One-Way Street System and Alternative 3 Improvements from One-Way Streets to Bayou de Chien, Including Retaining Wall to West of Court House	Medium	4,100 - SB Hwy 4,100 - NB Hwy	6,200 - SB Hwy 6,200 - NB Hwy	Low (Will Split Traffic Between Northbound and Southbound Approaches - Low Operating Speeds)	Medium (Driver Unfamiliarity with One-Way Streets Impacts Safety)	Possible Widening of 3 Existing Stream Crossings	Possible Impact to 0-8 Farm Ponds	500' < 1 Acre	None Likely	Minor Increase to Runoff	4 Sites (Plus 9 on Current US 51)	None	1-10
Alternative 9 Western Bypass	New Bypass West of Clinton and West of the Railroad and Alternative 3 Improvements from Bypass to Bayou de Chien	High	1,300-1,600 - Bypass 1,200-5,700 - Old US 51	2,200-2,600 - Bypass 2,100-8,700 - Old US 51	Medium (Improved Truck Operations, Most Trucks Removed From Town)	High	Crosses 4 New Streams, Possible Widening of 1 Existing Stream Crossing	Possible Impacts to 0-2 Farm Ponds	Approx. 1,500' < 10 Acres	Potential Habitat Impacts Related to Stream, Farm Pond, and Floodplain Areas	Increases Runoff	0	Medium	0-6

Table 23: Level 2 Community and Implementation / Construction Evaluation Matrix

Alternative	Description	Community					Public Support	Implementation / Construction				
		Economic Development Impacts	Buildings / Property Impacts (Homes, Businesses, Etc.)	Community Impacts	Environmental Justice	Community Character		Construction Feasibility	Construction Length (Miles)	New ROW Required (Acres)	Potential Utility Impacts	Cost Estimate* (Total)
Alternative 1	Do Nothing	Fair for Current Businesses, Poor for New Development	0	Fair	None	Fair	23%	Good	N/A	N/A	Good	None
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	None	Minor (Sliver) Property Takings	Good (Some Property may be Required)	None	Fair	32 % supported some form of spot improvements	Good	N/A	<1	Fair	Low
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	None	0	Good (Minimal Parking may be Lost)	None	Fair		Good	N/A	N/A	Good	Low to Medium
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	None	0	Good	None	Fair		Good	N/A	N/A	Fair	Low
Alternative 2D Vicinity of US 51 and KY 780 (North)	Realign Intersection to a "T" Intersection	None	0	Good	None	Fair		Good	N/A	<3	Good	Low to Medium
Alternative 2E Vicinity of US 51 and Martin Road	Realign Intersection to a "T" Intersection	None	0	Good	None	Fair		Good	N/A	<5	Good	Low to High
Alternative 2F Vicinity of US 51 and KY 780 (South)	Realign Offset Intersections	None	1 Home	Fair (Requires Property Impacts)	None	Fair		Good	N/A	<5	Good	Low to High
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Reconstruct US 51 North of Town South to Bayou de Chien With Turn Lane and Alternative 2 Improvements (2A, 2B, 2C)	Good for Current Businesses, Fair for New Development	<20 Acres of New NOW From Properties in Corridor	Fair (Minor Property Impacts; Parking Loss and Traffic Issues During Const.)	None	Good	27%	Poor	4.1	<20	Poor (Utilities 1' From Curb In Town)	Medium to High
Alternative 4A Western Bypass Along Railroad	New Two-Lane Highway West of the Current US 51 Alignment and Alternative 3 Improvements from Bypass to Bayou de Chien	Fair for Current Businesses, Fair for New Development	3 - 5 Homes 3 - 4 Sheds / Silos	Fair (Property Loss)	Environmental Justice Issues	Fair	20%	Fair	Bypass - 2.0 Total - 4.1	70	Poor (Edge of Development)	High
Alternative 5A Near Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	Poor for Current Businesses, Fair for New Development	5 - 11 Homes 1 Storage Shed	Poor (Major Property Impacts, Disrupts Residential Area)	None	Fair	7%	Fair	Bypass - 2.8 Total - 4.1	80	Fair	High
Alternative 6A Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	Poor for Current Businesses, Fair for New Development	0 - 1 Home 1 Large Barn	Fair (Limited Non-Economic Community Impacts, Property and Farmland Impacts)	None	Fair	5%	Good	Bypass - 3.9 Total - 4.3	130	Good	High
Alternative 8A In-Town One-Way Street System Using Existing Streets	In-Town One-Way Street System and Alternative 3 Improvements from One-Way Streets to Bayou de Chien, Including Retaining Wall to West of Court House	Fair for Current Businesses, Fair for New Development	1 - 4 Homes 2 - 3 Businesses	Poor (Parking Loss, Truck Traffic in Residential Area, Property Takes, Traffic Issues During Const.)	Environmental Justice Issues	Fair	21%	Poor	NB 1-Way - 1.6 SB 1-Way - 1.5 Total - 5.3	70	Poor	High
Alternative 9 Western Bypass	New Bypass West of Clinton and West of the Railroad and Alternative 3 Improvements from Bypass to Bayou de Chien	Fair for Current Businesses, Fair for New Development	1 Home 0 - 2 Businesses	Fair (Property and Farmland Impacts)	Possible Environmental Justice Issues	Fair	Unknown (20% favored western bypass Alt. 4A)	Fair	Bypass - 2.3 Total - 4.4	80	Fair	High

*Cost estimate excludes bridges at railroad crossings, purchase or relocation of any property, environmental work, relocation of utilities

Table 24: Level 3 Traffic Operations Evaluation Matrix

Alternative	Description	Average Daily Traffic (ADT) on US 51 in Town		2030 Critical Segment LOS (South of Town)	2030 US 51 / KY 58 / KY 123 Intersection LOS	Estimated Travel Time from KY 780 (South) to KY 1728 (in minutes)	Truck Traffic Benefits	Estimated 2030 Truck Volumes (Trucks per Day)	Vehicle / Pedestrian / Bicycle Safety Benefits
		2002	2030						
Alternative 1	Do Nothing	5,700-7,200	8,600-10,900	C	E	4.8	None (Maintain Current Volume Through Town)	720	None
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	6,200	9,400	N/A	N/A	N/A	N/A	720	Medium (Improved Sight Distance, Reconstructed Sidewalks)
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	6,700	10,150	N/A	B	N/A	Medium (Improved Turning Radii, Wider Lanes)	720	Medium (Intersection Radii Improved, Turn Lanes, New Sidewalks, Pedestrian Signal Heads)
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	6,450	9,750	N/A	N/A	N/A	Medium (Improved Turning Radii)	720	Medium (Intersection Radii Improved, Flashing Warning Beacon)
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Reconstruct US 51 North of Town South to Bayou de Chien With Turn Lane and Alternative 2 Improvements (2A, 2B, 2C)	5,700-7,200	8,600-10,900	C (Traffic Flow Improved by Two-Way Left Turn Lane)	B	4.8	Medium (Improved Turning Radii, Wider Lanes)	720	High (See 2A-C Above, Also Turn Lane South of Town, Reconstructed Sidewalks, Bike Lanes)
Alternative 6A Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	700 - Bypass 1,800-6,600 - Old US 51	1,200 - Bypass 2,700-10,000 - Old US 51	B - Bypass C - Old US 51	E	3.8	High (Improved Truck Operations, High Operating Speeds on Bypass, Most Trucks Removed From Town)	560 - Bypass 140-150 - Old US 51	High - But No Old US 51 Improvements (Bypass to Current Design Standards, Shifts Trucks to Bypass)
Alternative 9 Western Bypass	New Bypass West of Clinton and West of the Railroad and Alternative 3 Improvements from Bypass to Bayou de Chien	1,300-1,600 - Bypass 1,200-5,700 - Old US 51	2,200-2,600 - Bypass 2,100-8,700 - Old US 51	C - Bypass C - Old US 51	D	3.8	Medium (Improved Truck Operations, Most Trucks Removed From Town)	620-640 - Bypass 140-170 - Old US 51	High - But No Old US 51 Improvements (Bypass to Current Design Standards, Shifts Trucks to Bypass)

Table 25: Level 3 Environment Evaluation Matrix

Alternative	Description	Natural Environment				Human Environment		
		No. of Streams Impacted	Wetlands Impacted (Based on NWI Mapping)	Floodplain Impacts (Acres)	Threatened and Endangered Species	No. of National Register Sites or Potentially Eligible Sites that May be Impacted	Potential Agricultural District / Farmland Impacts	Potential HAZMAT Sites
Alternative 1	Do Nothing	---	---	---	None	0	None	0
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	0	0	0	None Likely	Retaining Walls May be Necessary to Minimize Impacts to 3 Sites in Area (2 of the Sites on NRHP)	None	Up to 4 Sites in Area, Significant Impacts Unlikely
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	0	0	0	None Likely	1 NRHP Site in Vicinity - Impact Unlikely	None	0
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	0	0	0	None Likely	1 Site in Vicinity - Impact Unlikely	None	1 Service Station
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Reconstruct US 51 North of Town South to Bayou de Chien With Turn Lane and Alternative 2 Improvements (2A, 2B, 2C)	Possible Widening of 3 Existing Stream Crossings	Possible Impacts to 0-4 Farm Ponds	250' < 1 Acre	None Likely	Retaining Walls May be Necessary to Minimize Impacts to 3 Sites (2 on NRHP) Near Cresap Street, and Sites Near Beeler Hill	None	1-10
Alternative 6A Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	Crosses 1-4 New Streams	Possible Impacts to 0-8 Farm Ponds	Minimal	Impacts to Potential Bat Habitat, Potential Habitat Impacts Related to Stream and Farm Pond Areas	0	High	0-1
Alternative 9 Western Bypass	New Bypass West of Clinton and West of the Railroad and Alternative 3 Improvements from Bypass to Bayou de Chien	Crosses 4 New Streams, Possible Widening of 1 Existing Stream Crossing	Possible Impacts to 0-2 Farm Ponds	Approx. 1,500' <10 Acres	Potential Habitat Impacts Related to Stream, Farm Pond, and Floodplain Areas	0	Medium	0-6

Table 26: Level 3 Community Evaluation Matrix

Alternative	Description	Economic Development Impacts	Distance From Bypass to Center of Town (Miles)	Buildings / Property Impacts (Homes, Businesses, Etc.)	Community Impacts	Environmental Justice Issues	Community Character	Public Support		
								Comment Form Responses From Public Meeting #1	Average Alternative Rating From Public Meeting #2 (1 - 5 with 1 = Poor and 5 = Good)	
Alternative 1	Do Nothing	None	N/A	0	Fair	None	No Benefit	23% of Comment Form Respondents Believed Doing Nothing Would Have No Significant Neg. Impacts; 55% Believed Doing Nothing Would Result in Negative Traffic and Safety Impacts	2.2	
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	None	N/A	Minor (Sliver) Property Takings	Good	None	Benefit at Vicinity of Cresap Street and US 51 Only	Alternative Recommended by Local Citizens (4% Support / No Opposition Based on Comment Forms)	Overall 32% of Local Residents Support for Some Form of Spot Improvements Based on the Comment Form Responses	3.1
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	None	N/A	0	Good (Parking Eliminated Can Be Replaced Off-Street)	None	Benefit at Intersection Only	Alternative Supported by Local Citizens and Leaders (15 - 20% Support Based on Comment Forms, Some Opposition to Removing Parking)		3.4
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	None	N/A	0	Good	None	Benefit at Intersection Only	Mentioned by Some Citizens (4% Support / No Opposition Based on Comment Forms)		3.3
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Reconstruct US 51 North of Town South to Bayou de Chien With Turn Lane and Alternative 2 Improvements (2A, 2B, 2C)	Two-Way Left Turn Lane South of Town Encourages New Commercial Development Through Improved Access, No Existing Businesses Bypassed	N/A	<20 Acres of New ROW From Properties in Corridor	Fair (Minor Property Impacts; Parking Loss and Traffic Issues During Const.)	None	Enhances Aesthetics in Town Including New Sidewalks	27% Support Based on Comment Forms; Some Local Leaders in Favor of this Alternative	2.7	
Alternative 6A Eastern Bypass	New US 51 Highway East of Clinton and Alternative 3 Improvements from Bypass to Bayou de Chien	All Commercial Development in Town and South of Town Bypassed	1.2	0 - 1 Homes 1 Large Barn 130 Acres of New ROW From Properties in Corridor	Fair (Limited Non-Economic Community Impacts, Property and Farmland Impacts)	None	No Benefit in Town, Removes Truck Traffic From Town	5% Support Based on Comment Forms; 32% Against a Bypass; Supported by Some Local Leaders	2.6	
Alternative 9 Western Bypass	New Bypass West of Clinton and West of the Railroad and Alternative 3 Improvements from Bypass to Bayou de Chien	Access to Commercial Development Near KY 58 / KY 123 Improved, Businesses South of Town (Supermarket, Laundry, etc.) are Not Bypassed, Businesses in Town are Bypassed	0.7	0 - 1 Homes, 0 - 2 Businesses, 80 Acres of New ROW From Properties in Corridor	Fair (Property and Farmland Impacts)	Alternative Runs Adjacent to EJ Community	No Benefit in Town, Removes Truck Traffic From Town	Unknown (20% Supported a Western Bypass in Town and 32% are Against a Bypass Based on Comment Forms)	3.8	

Table 27: Level 3 Implementation / Construction Evaluation Matrix

Alternative	Description	Construction Length (Miles)*	Constructability Issues	New ROW Required (Acres)	Design Estimate	Right-of-Way Estimate	Utilities Estimate	Construction Cost Estimate**	Total Cost Estimate (including Design, ROW, Utilities, and Construction Cost)
Alternative 1	Do Nothing	N/A	None	N/A	N/A	N/A	N/A	N/A	N/A
Alternative 2A Vicinity of US 51 and Cresap Street	Lower Hill, Curb and Sidewalk Reconstruction	N/A	Constrained by Limited ROW	<1	\$30,000	\$100,000	\$200,000	\$240,000	\$570,000
Alternative 2B US 51 (Washington Street) at KY 58 / KY 123 (Clay Street)	Reconstruct Intersection to Provide Adequate Turning Radii, Construct Sidewalk and Upgrade Traffic Signal (Ultimate - Add NB and SB Turn Lanes)	N/A	Constrained by Limited ROW	N/A	\$50,000	\$150,000	\$300,000	\$420,000	\$920,000
Alternative 2C Vicinity of US 51 (Washington Street) and KY 58 (Mayfield Road)	Repave and Restripe Northeast Corner at Intersection to Provide Adequate Turning Radii	N/A	Constrained by Limited ROW	N/A	\$1,000	\$8,000	\$50,000	\$40,000	\$100,000
Alternative 3 Reconstruct US 51 as a Two-Lane Roadway with Turn Lane South of Town	Phase (i) Spot Improvements 2A, 2B, and 2C and Reconstruct US 51 Through Town	1.5	Constrained by Limited ROW and Utilities, Traffic Maintenance Issues During Construction	<20	\$300,000	\$400,000	\$2,100,000	\$2,400,000	\$5,200,000
	Phase (ii) Construct Two-Way Left Turn Lane South of Town	1.0			\$200,000	\$750,000	\$750,000	\$1,700,000	\$3,400,000
	Phase (iii) Reconstruct US 51 from Turn Lane South to the Bayou de Chien	1.7			\$300,000	\$1,200,000	\$1,500,000	\$2,300,000	\$5,300,000
Alternative 6A Eastern Bypass	Bypass East of Clinton	5.0	None	130	\$1,400,000	\$3,600,000	\$1,800,000	\$11,500,000	\$18,300,000
	Alternative 3 Improvements from Bypass to Bayou de Chien	0.3			\$50,000	\$200,000	\$300,000	\$400,000	\$950,000
Alternative 9 Western Bypass	Bypass West of Clinton	3.0	2 New Railroad Crossings Necessary	80	\$1,100,000	\$2,800,000	\$200,000	\$8,800,000	\$12,900,000
	Alternative 3 Improvements from Bypass to Bayou de Chien	2.1			\$400,000	\$1,900,000	\$2,400,000	\$3,000,000	\$7,700,000

* Includes crossroads.

**Construction cost only, excludes mitigation costs. Improvements to existing highways assumed to include a combination of overlay and new construction.