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US 51 Study at Clinton

Figure 3: Study Area Map



Figure 4: 2002 Average Daily Traffic Volumes

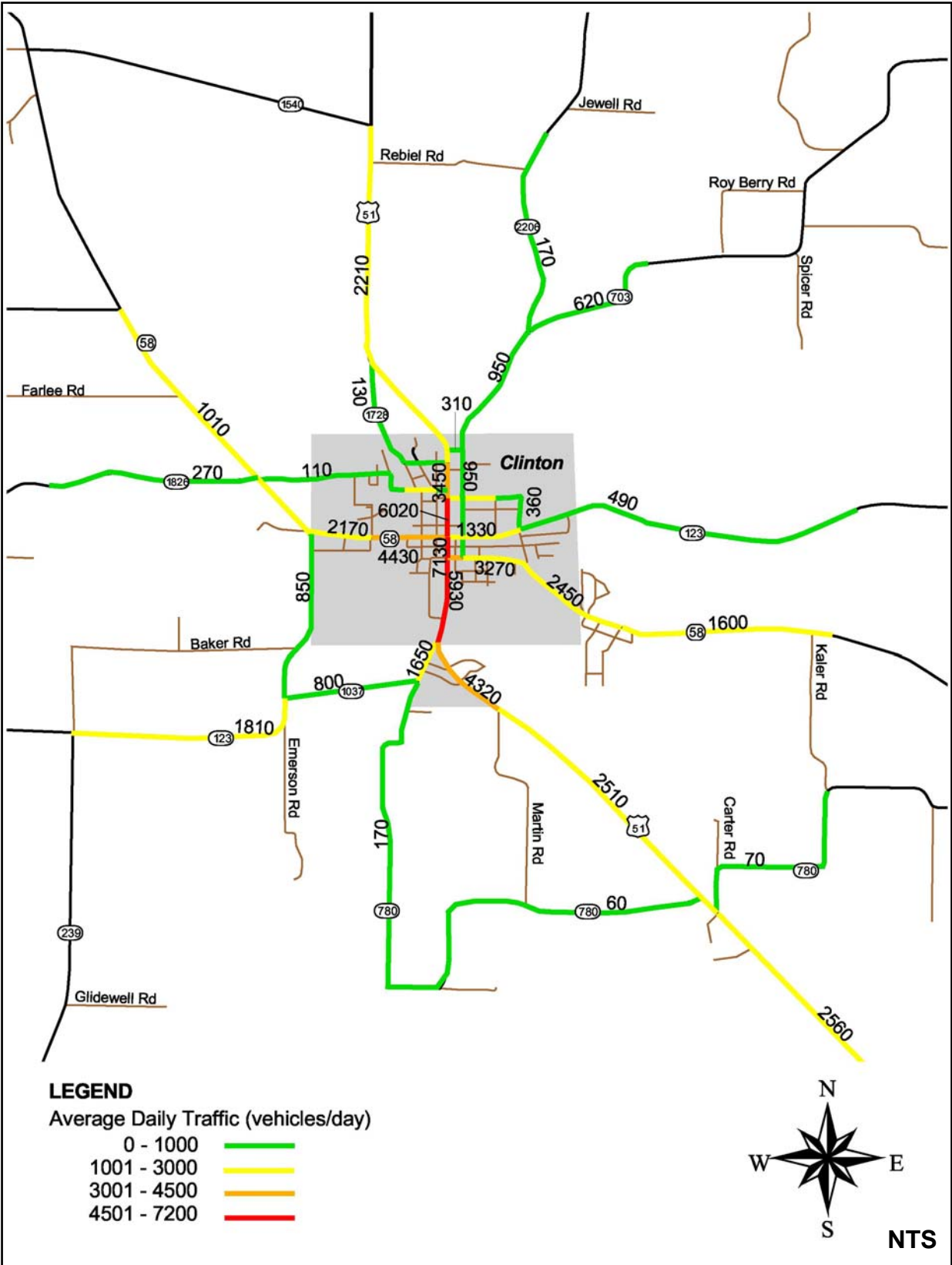
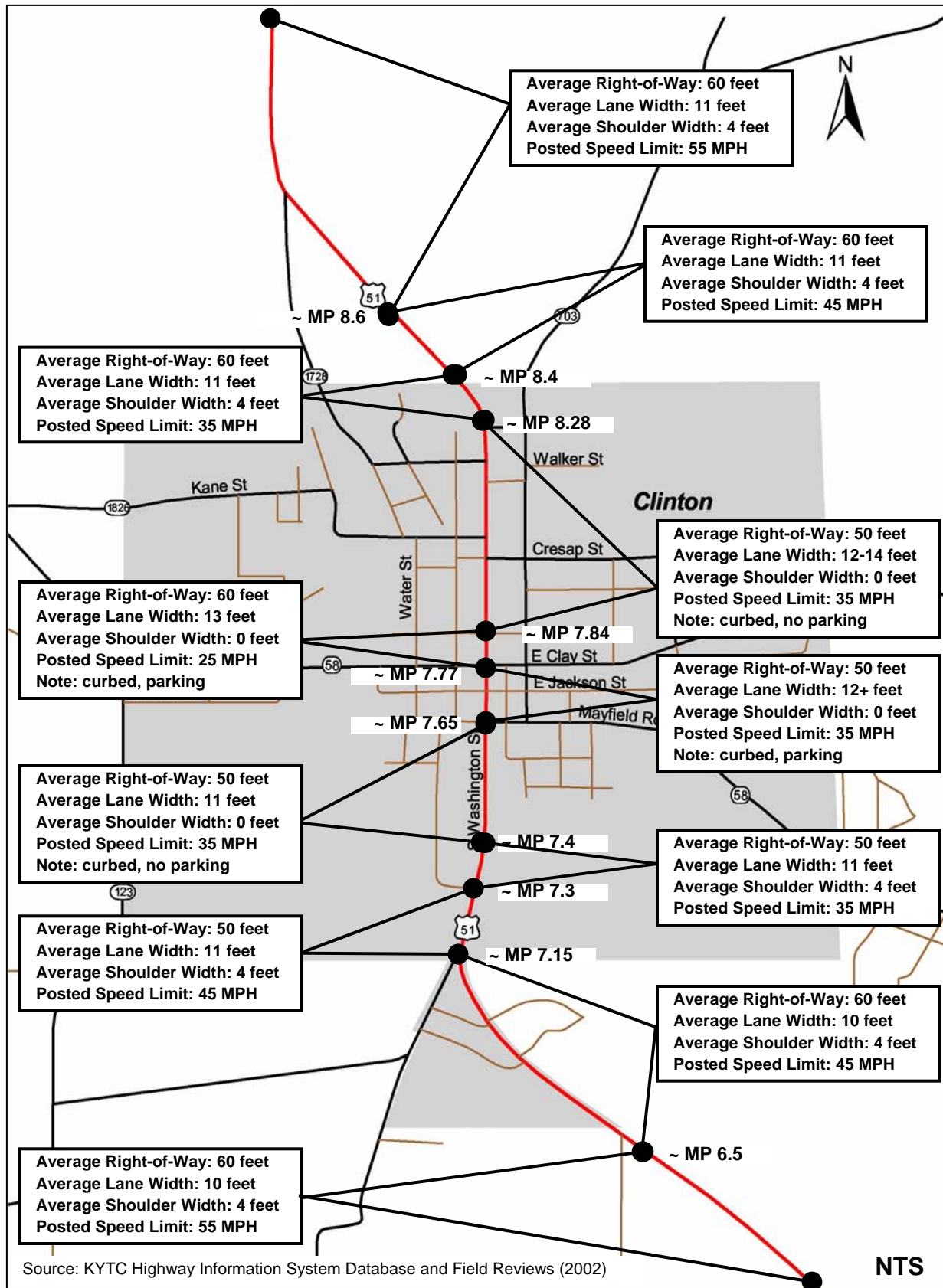


Figure 5: US 51 Highway Characteristics Summary



**Figure 6: Selected Study Area Pictures**



**Sidewalks on US 51**



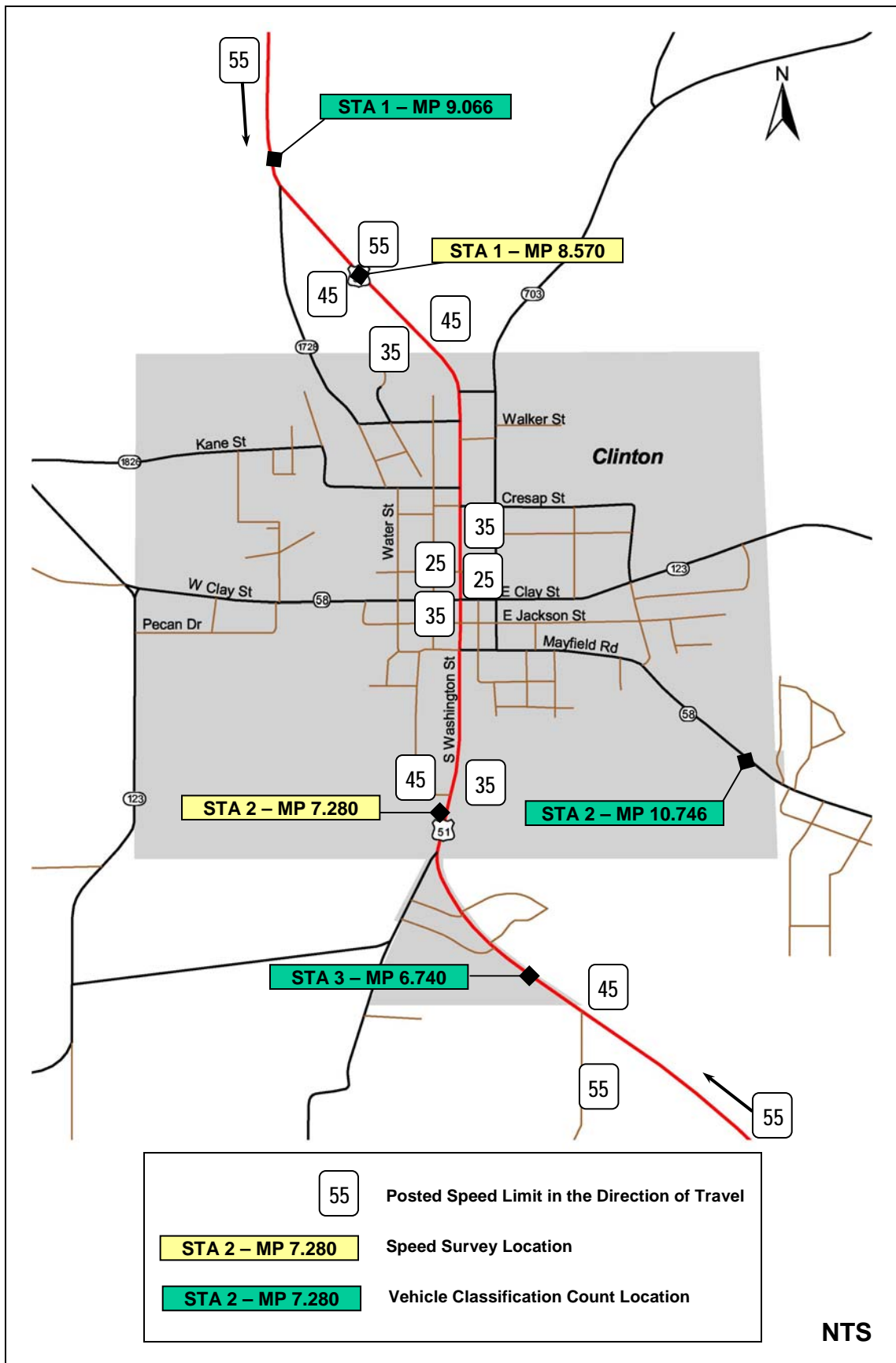
There is no curb, the sidewalk is flush with the street

**Utility Poles Along US 51**



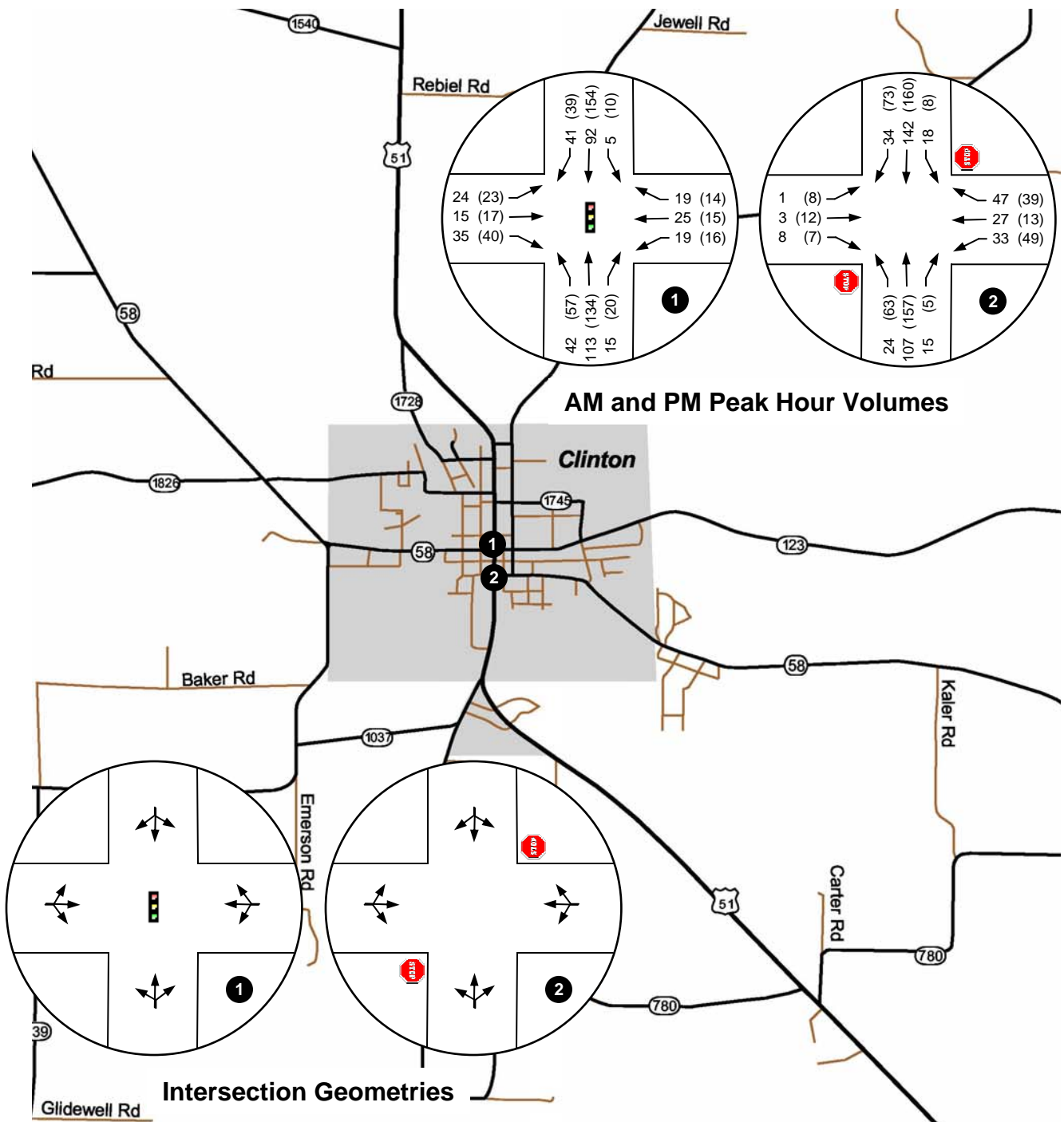
**Intersections of US 51 and KY 58 West (Left) and KY 58 East (Right)**

**Figure 7: Vehicle Classification Count Locations, Posted Speed Limits, and Speed Survey Locations**





**Figure 8: Intersection Controls, Geometries, and 2002 Peak Hour Volumes**



**LEGEND**

67 2002 AM Peak Hour Volumes

(53) 2002 PM Peak Hour Volumes



Signalized Intersection

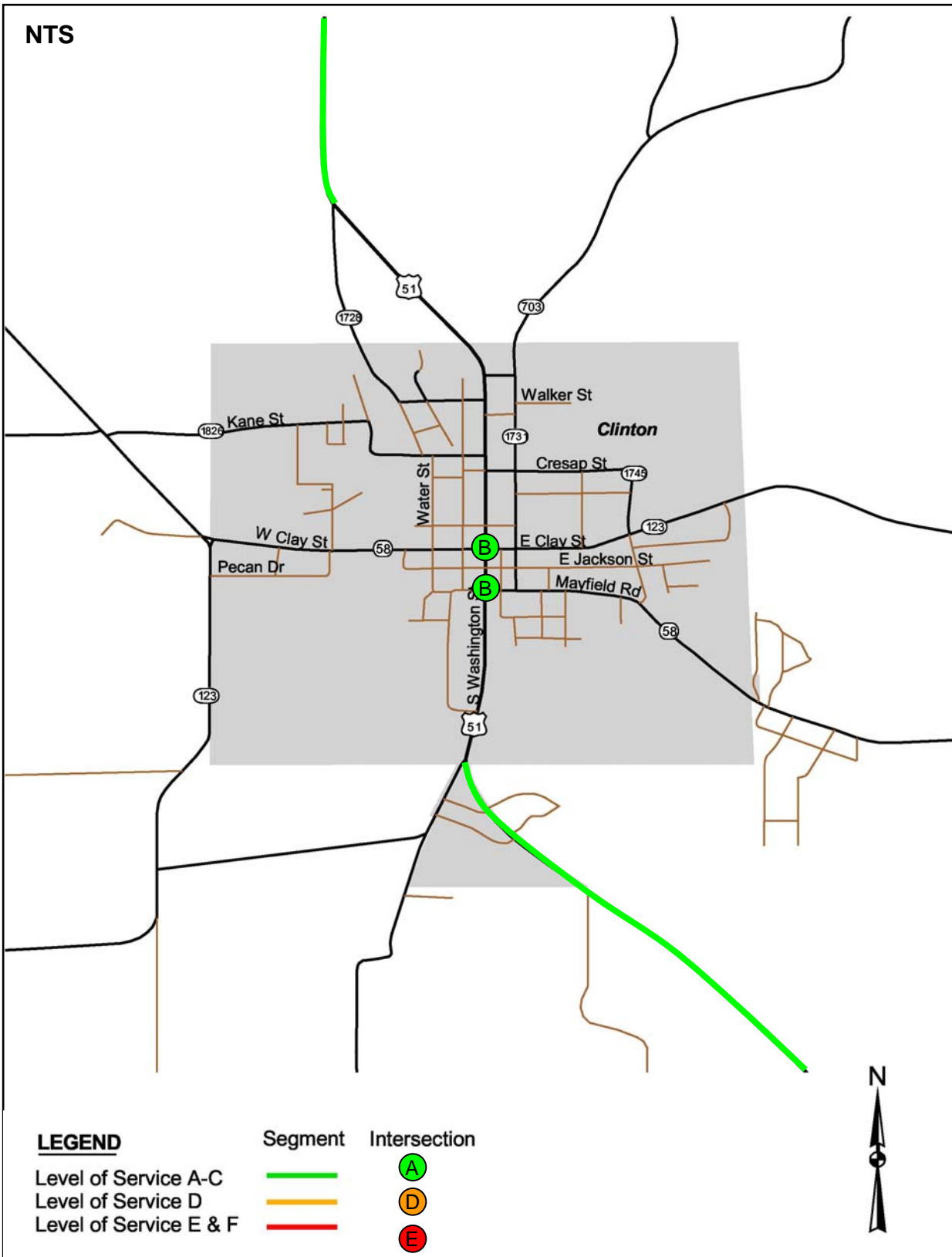


Stop Controlled Intersection

NTS

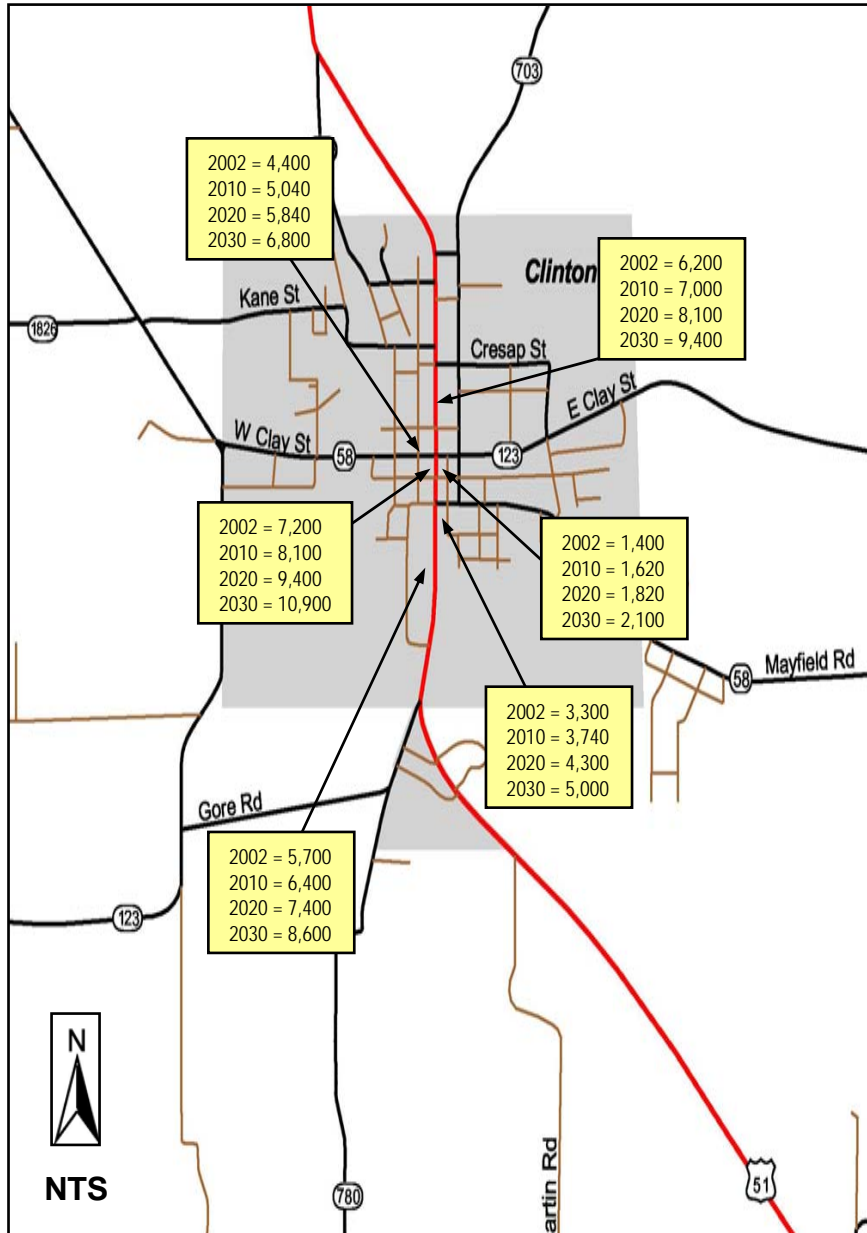


Figure 9: Intersection and Segment 2002 Peak Hour Levels of Service

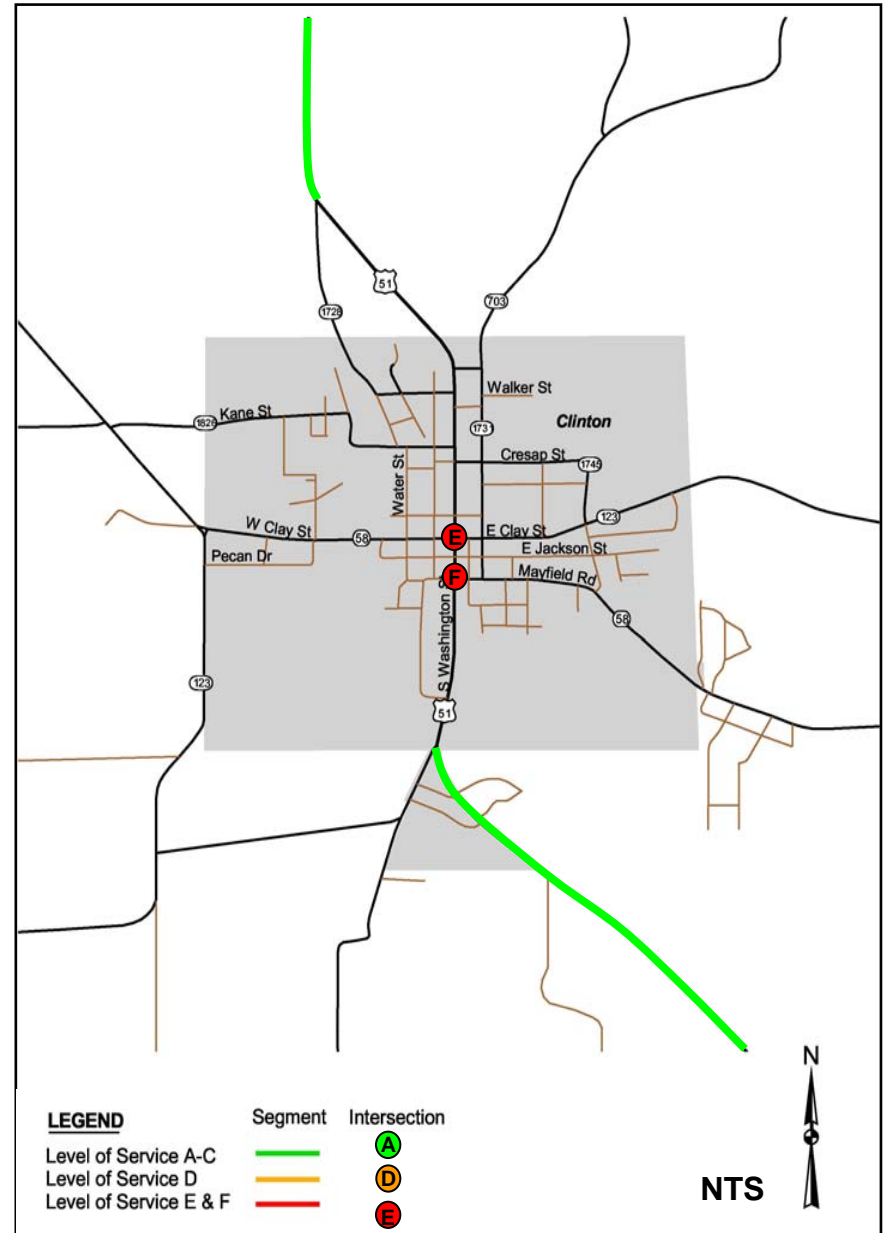




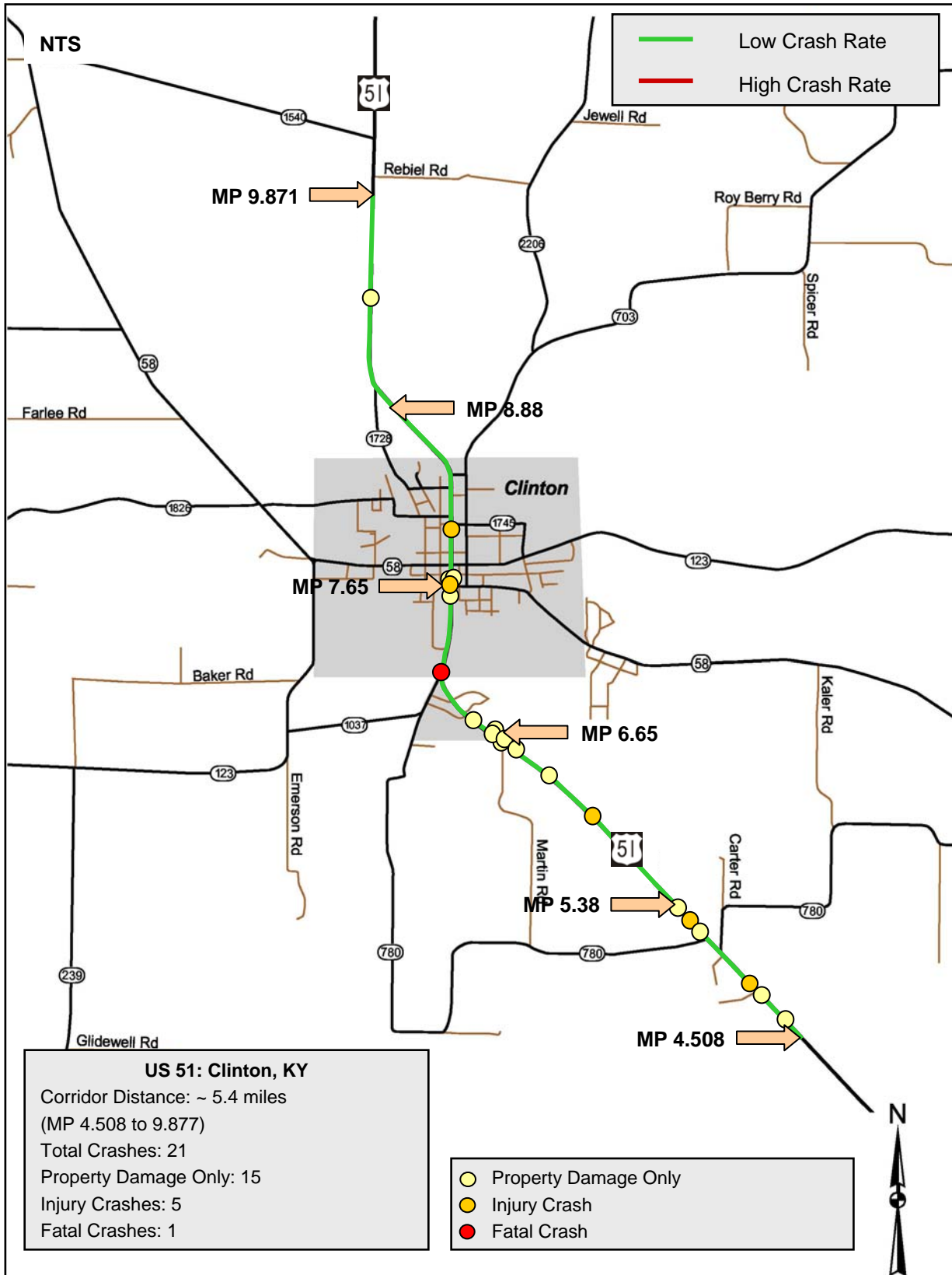
**Figure 11: Existing and Future No-Build Average Daily Traffic Volumes**

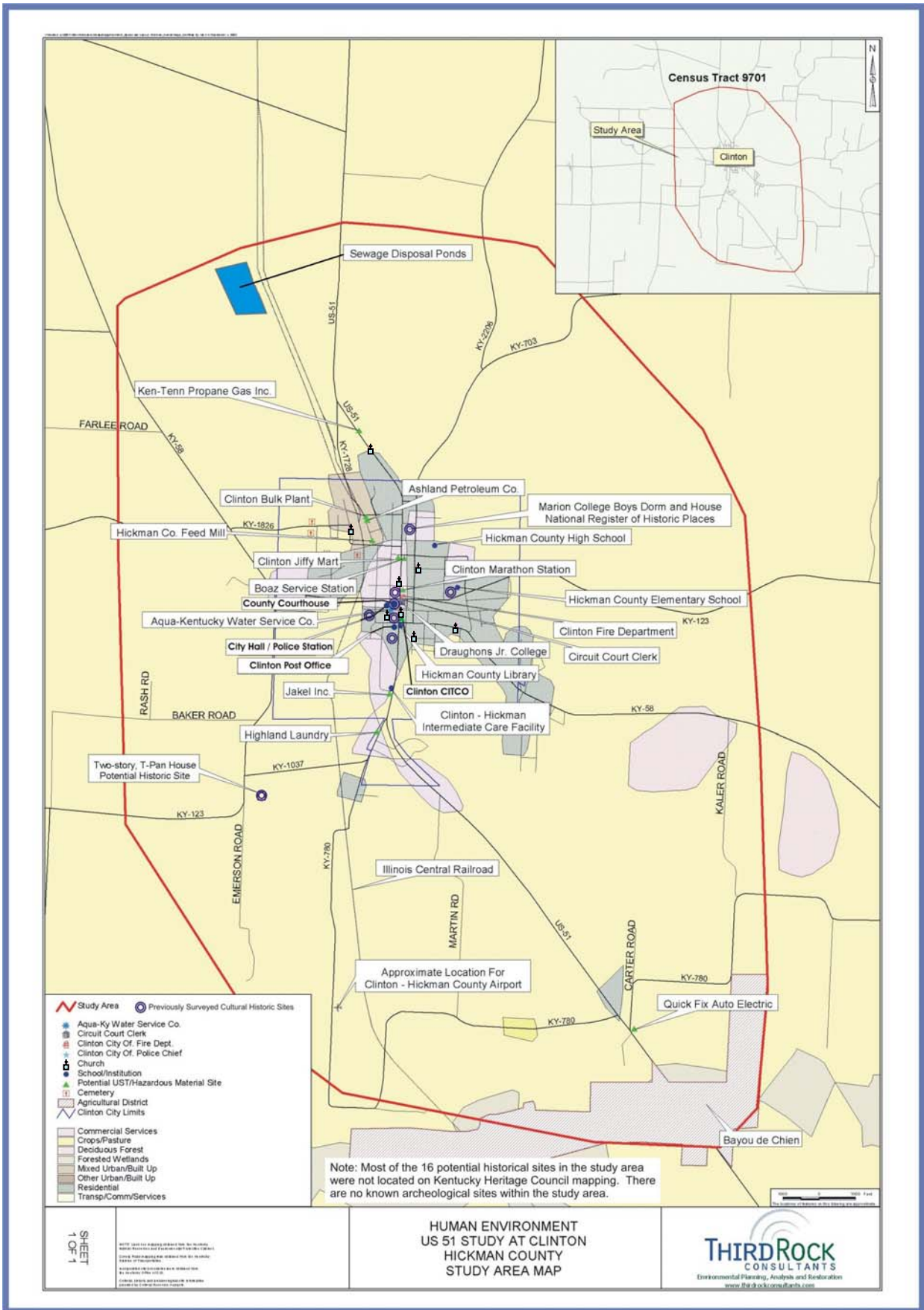


**Figure 12: No-Build Intersection and Segment 2030 PM Peak Hour Levels of Service**



**Figure 13: Crash Rates and Crash Locations by Severity**  
 (January 1, 1998 – June 30, 2001)





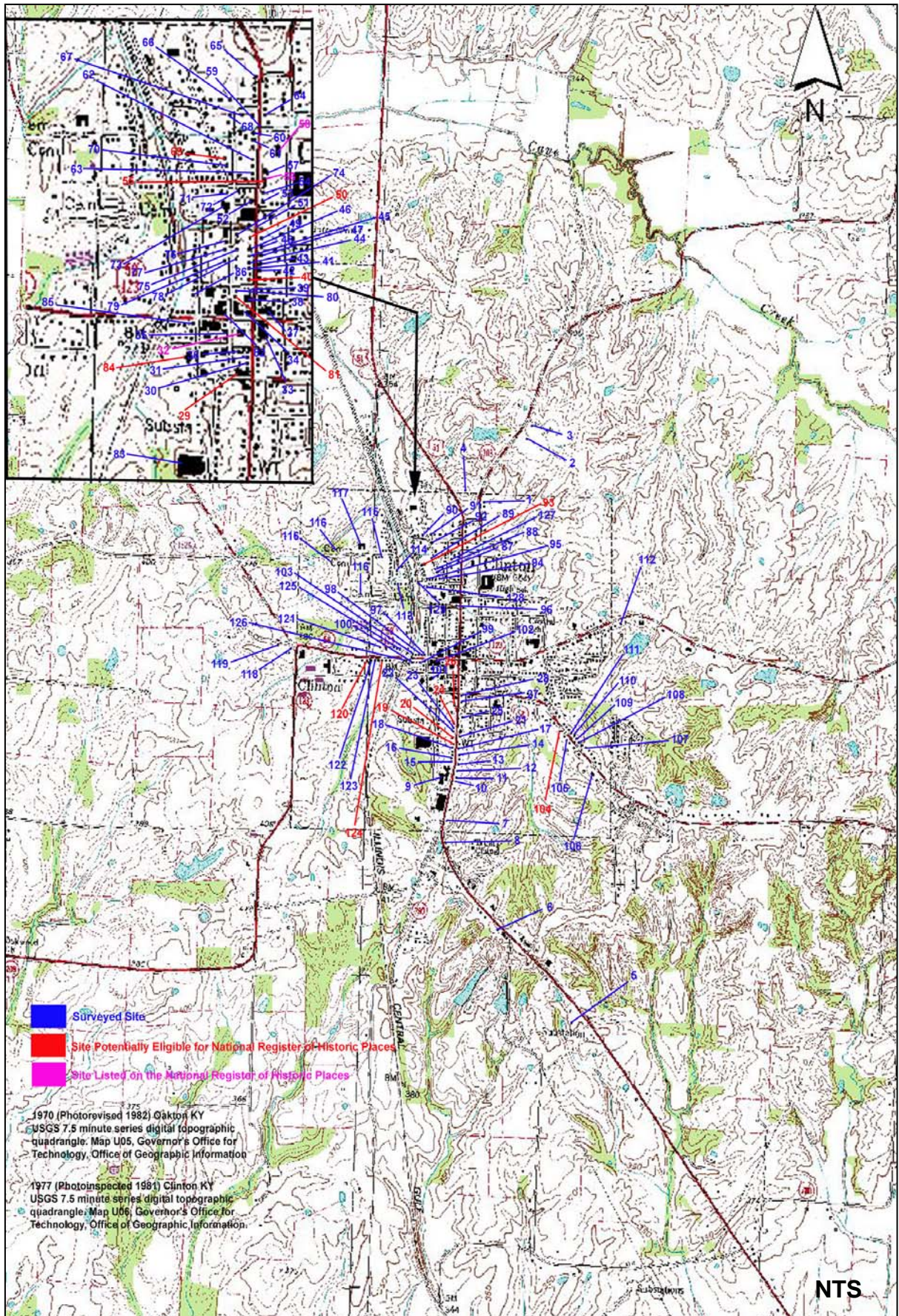
US 51 Study at Clinton

Figure 15: Human Environment Map

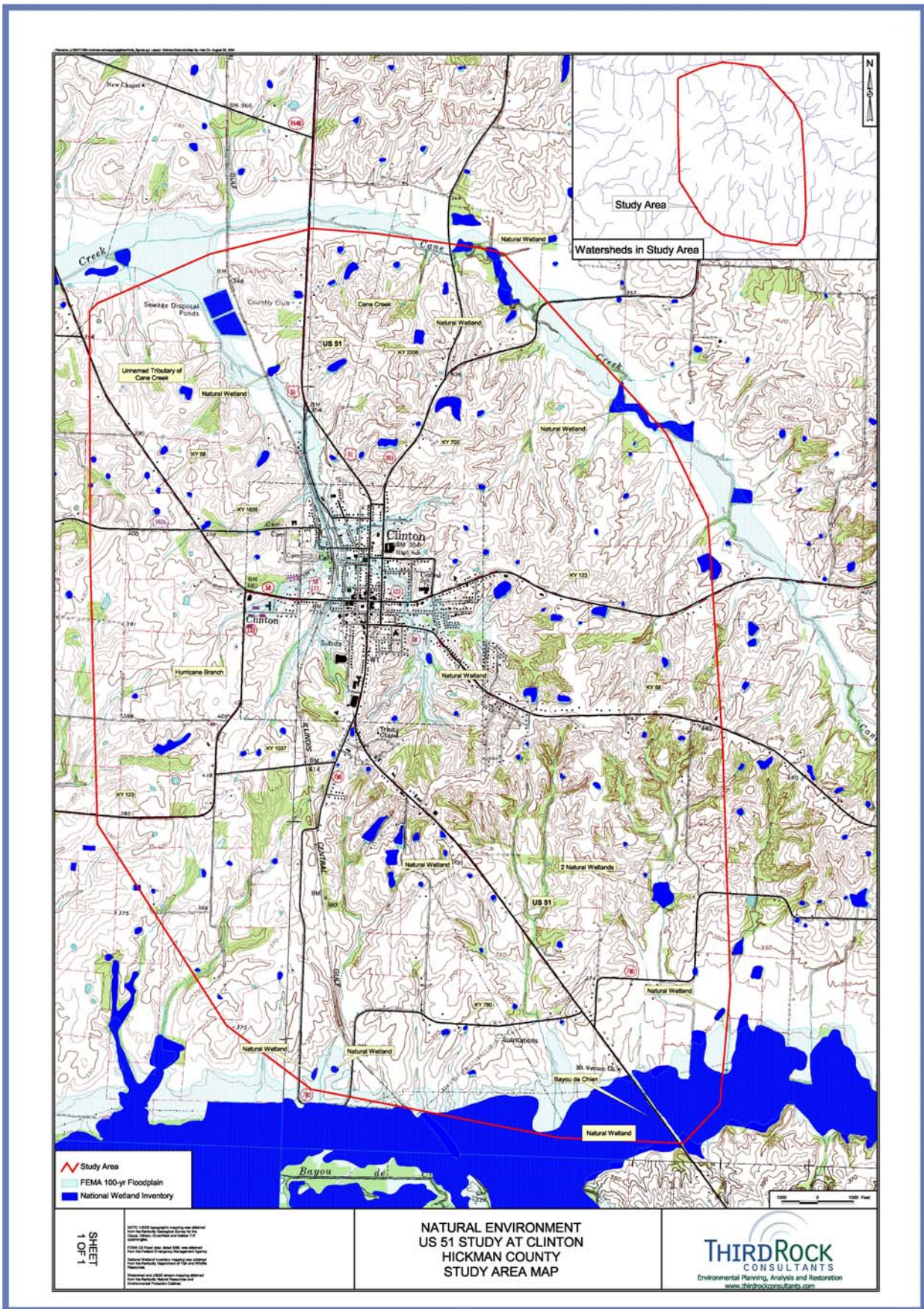




Figure 17: Cultural Historic Overview Survey







US 51 Study in Clinton

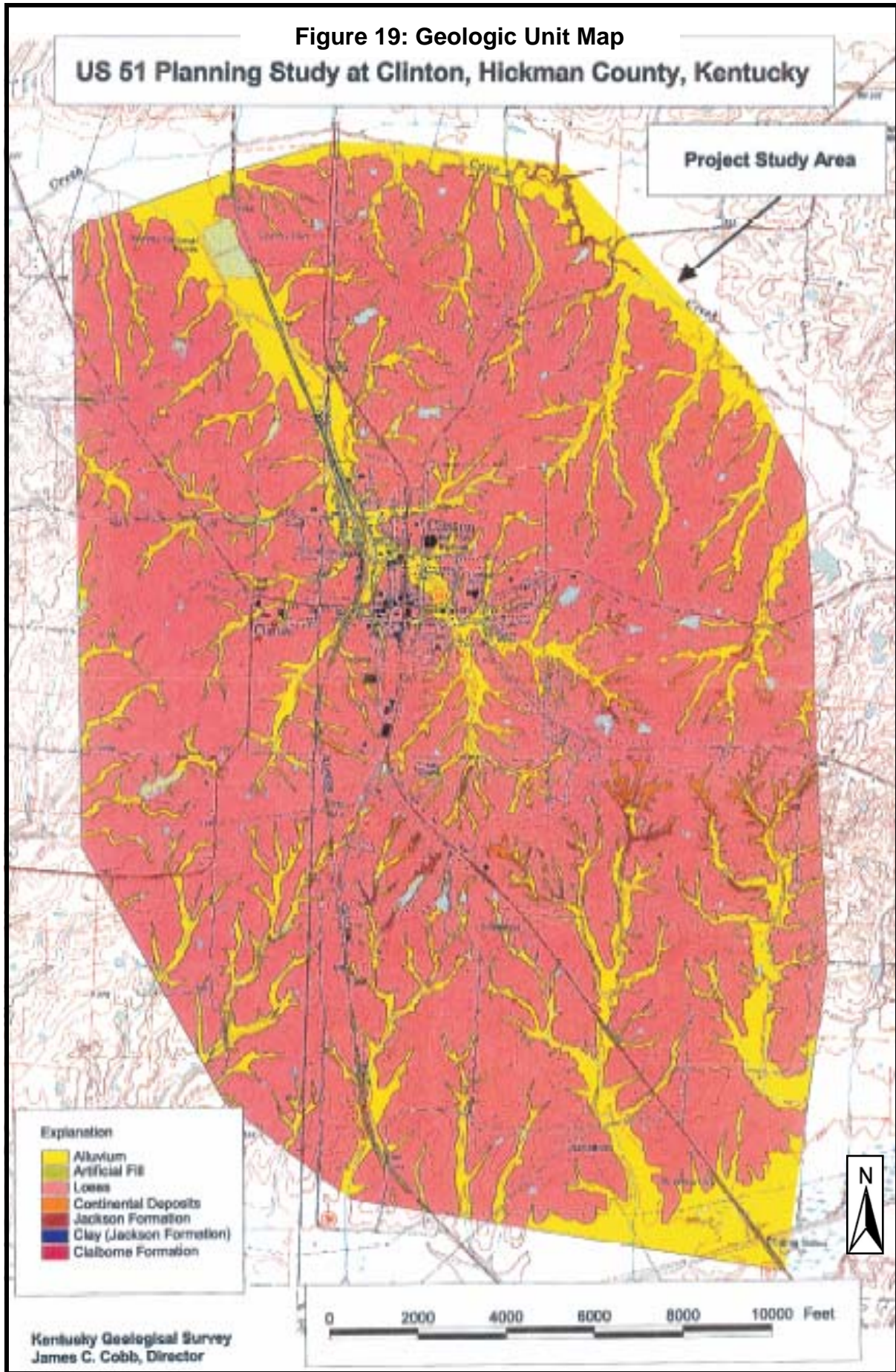
Figure 18: Natural Environment Map



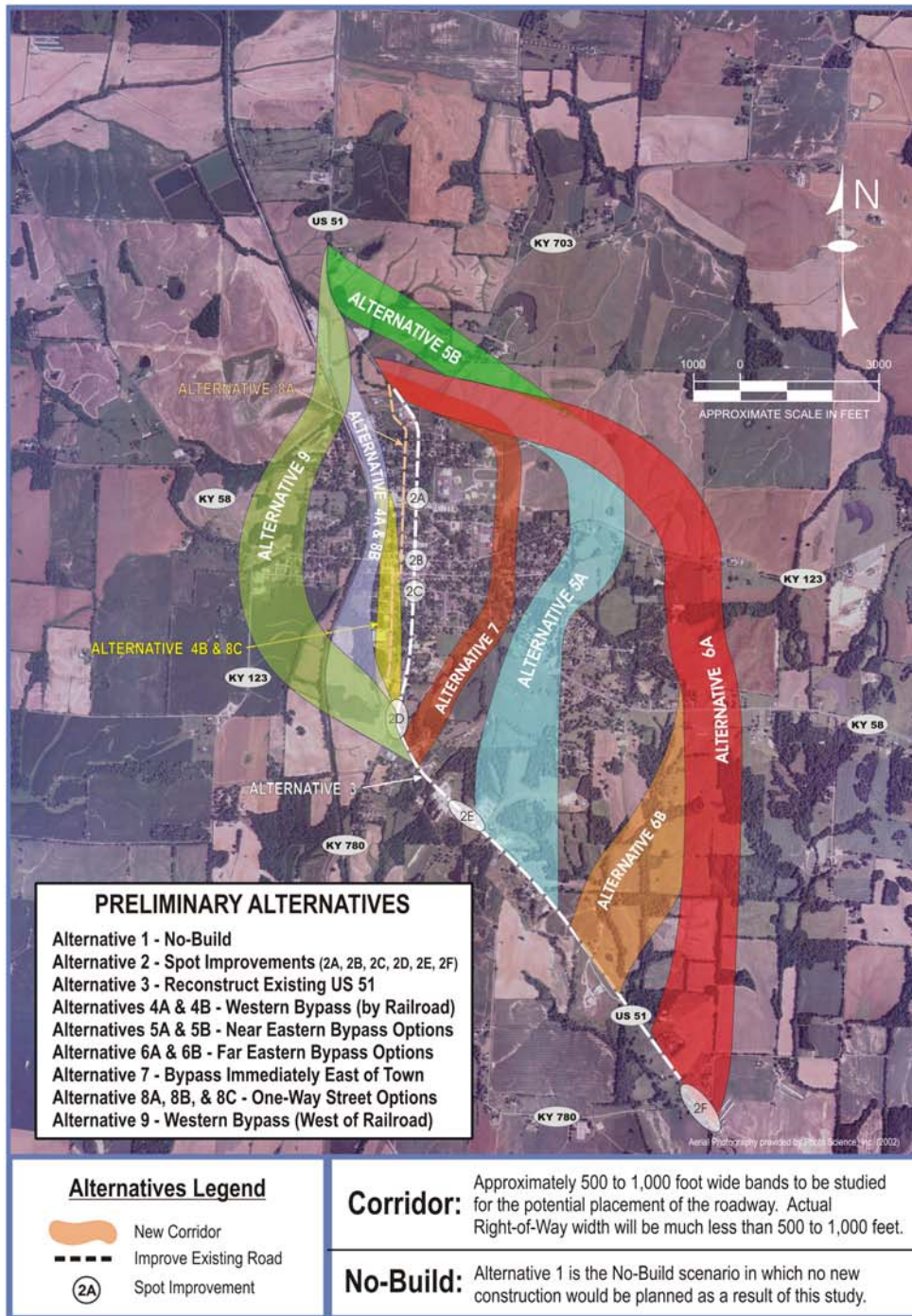


Figure 19: Geologic Unit Map

US 51 Planning Study at Clinton, Hickman County, Kentucky



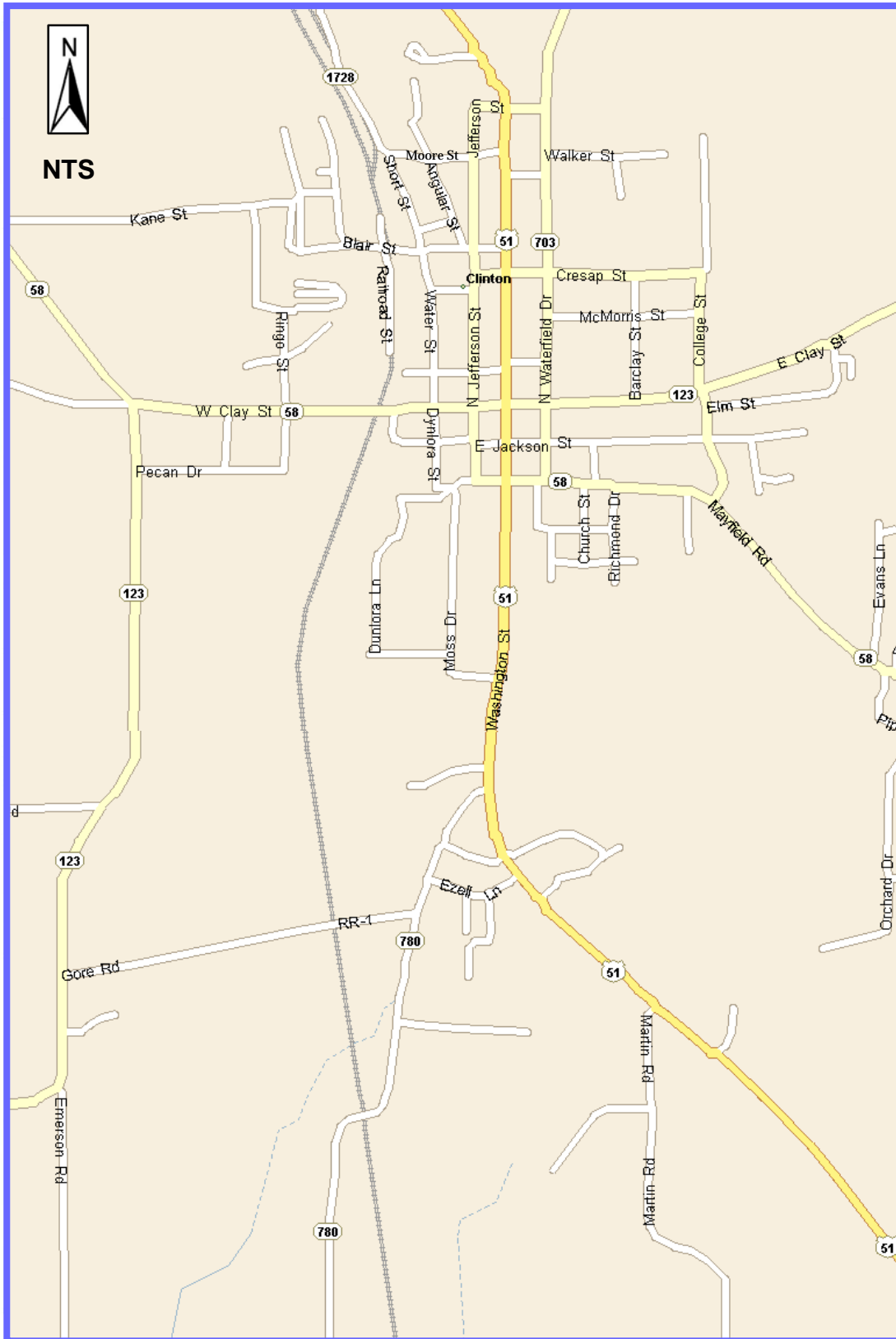




US 51 Study at Clinton

Figure 20-A: All Preliminary Alternatives





US 51 Study at Clinton

Figure 20-B: Existing Street Network



Figure 21: Conceptual Typical Sections

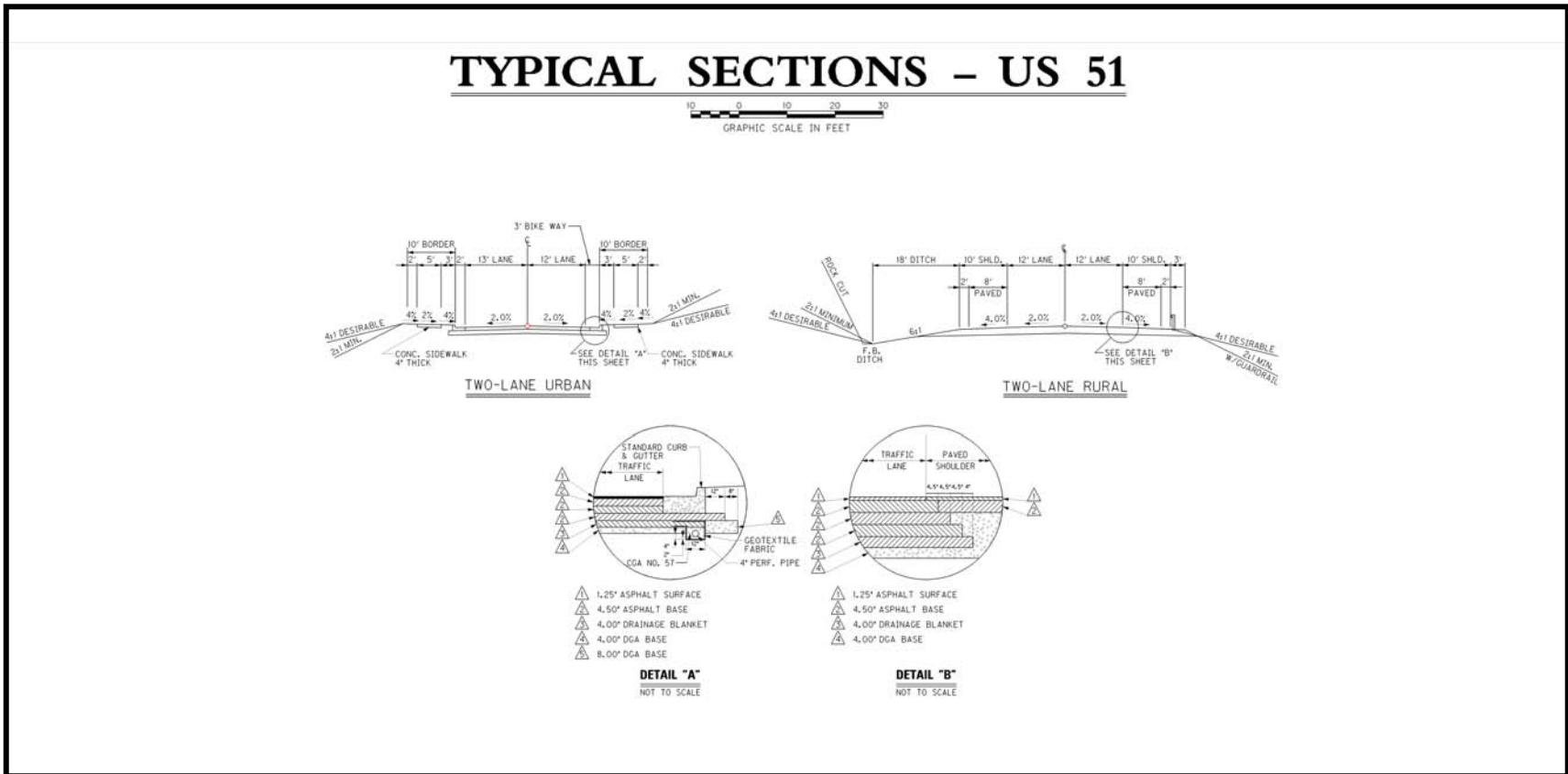




Figure 23: Alternative 2A – Vicinity of US 51 and Cresap Street

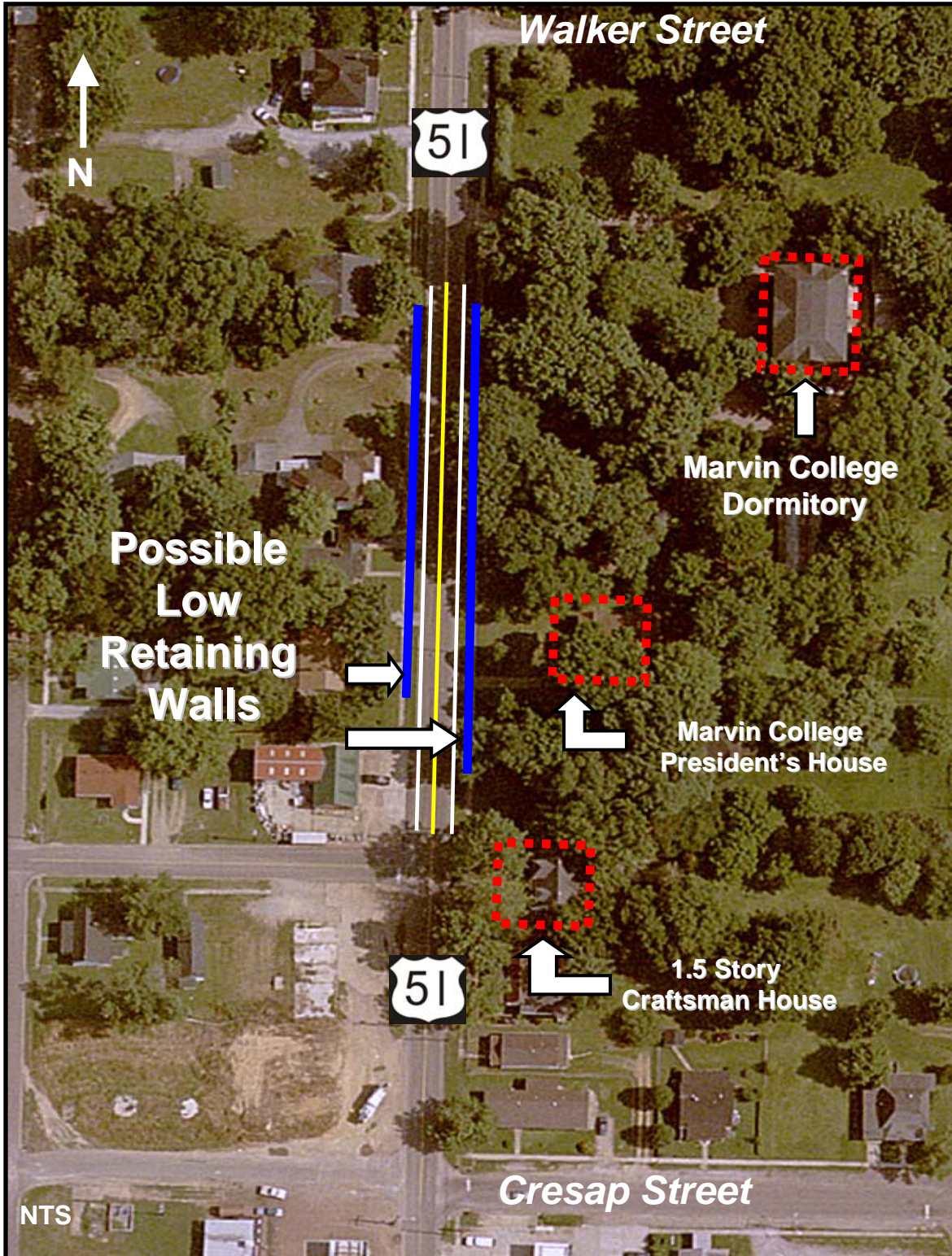




Figure 24: Alternative 2B – US 51 at KY 58 / KY 123

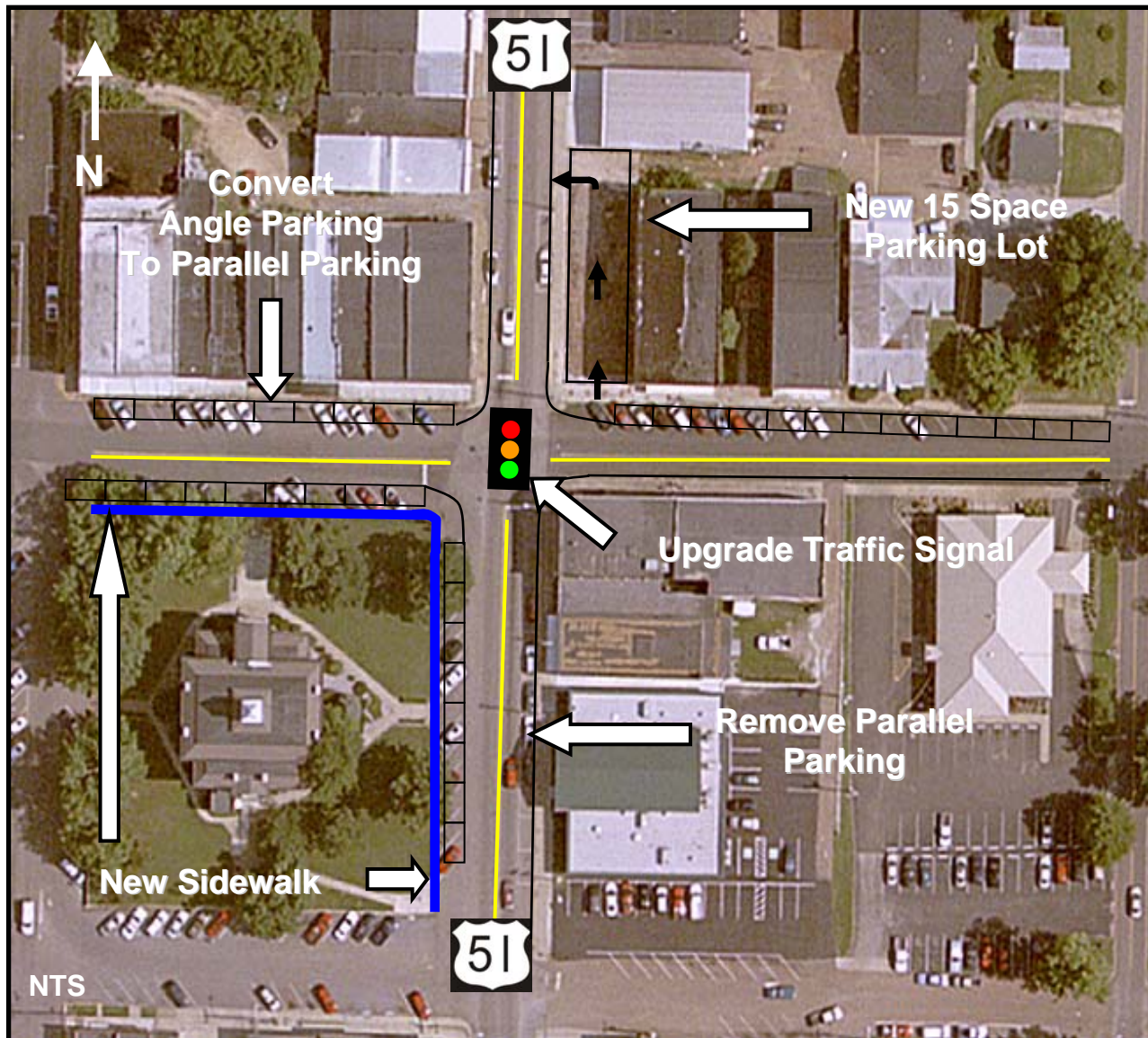


Figure 25: Alternative 2C – US 51 at KY 58





Figure 26: Alternative 3 – Reconstruct US 51

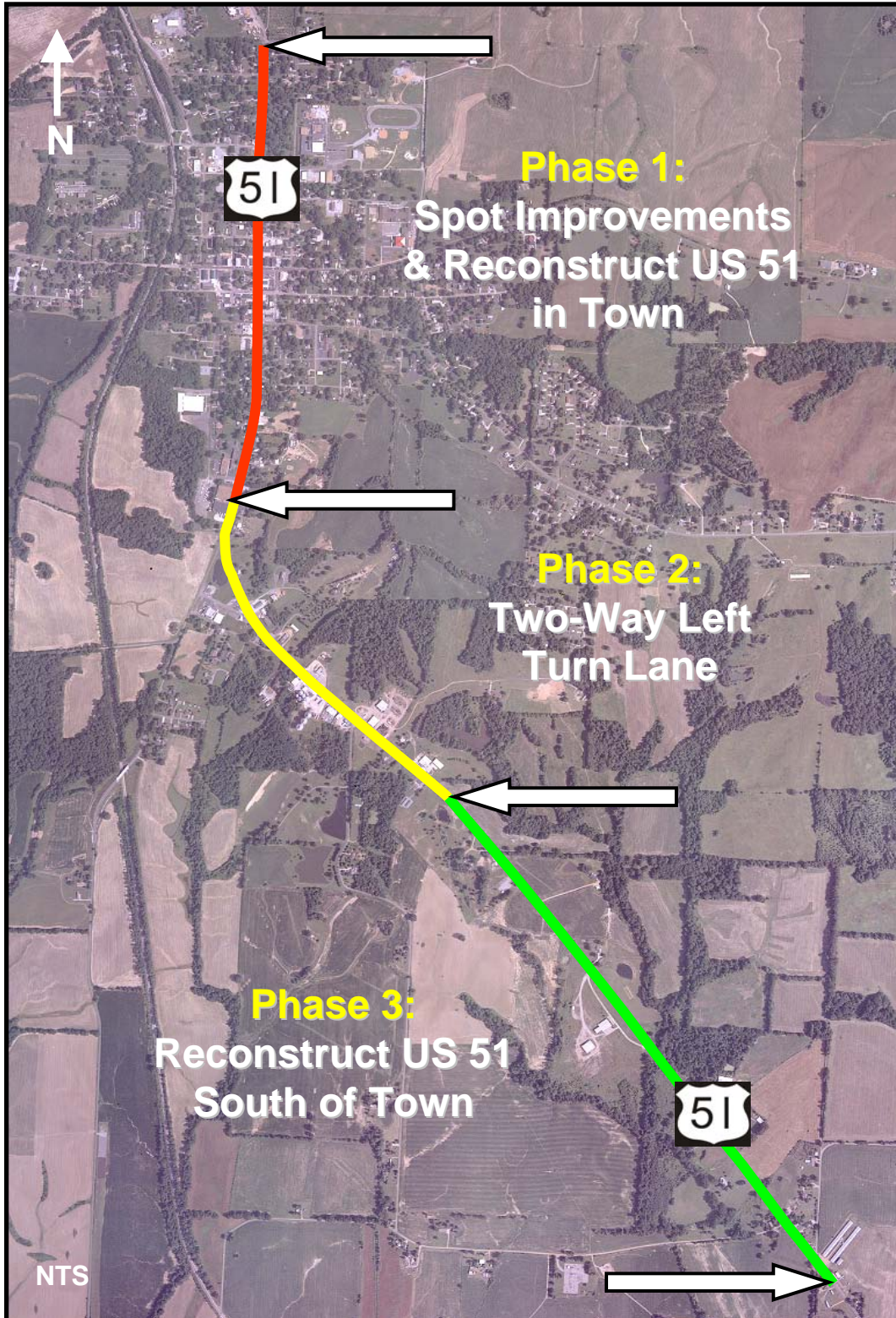




Figure 27: Alternative 6A – Eastern Bypass

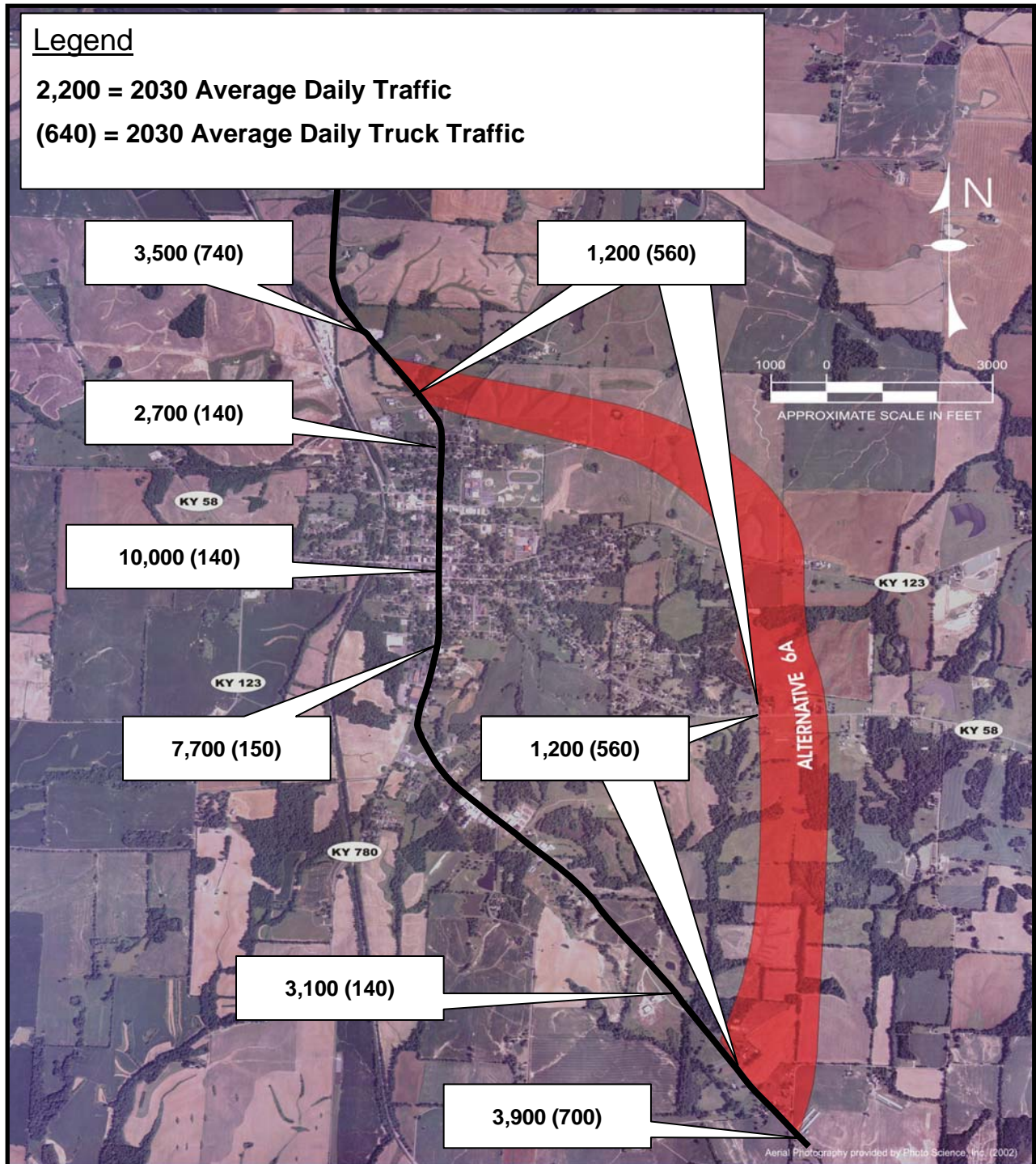


Figure 28: Alternative 9 – Western Bypass

