



EXECUTIVE SUMMARY

This project is a Small Urban Area (SUA) study for the City of Hopkinsville, Kentucky in Christian County. The purpose is to identify and examine transportation issues related to safety and congestion in the city and its surrounding area. The study focused on both short-term improvements, projects that can be quickly and effectively implemented at both an individual intersection level and at an area-wide level, and long-term improvements requiring more significant resources to implement. The study also addressed long-term concerns by examining the future transportation needs and determining options for future improvement projects.

The basic work items accomplished under this SUA study include the following:

- Review of previous planning documents and committed transportation projects
- Data collection and analysis of existing transportation system
- Travel demand model development update and recalibration (parallel effort)
- Analysis of anticipated future conditions
- Development of recommended projects and strategies
- Coordination with KYTC, City of Hopkinsville, PADD, and Christian County staff
- Disseminated information, gathered input, and identified project needs and goals during the public involvement process
- Study documentation

The Project Team, consisting of the Kentucky Transportation Cabinet (KYTC), the Pennyriple Area Development District (PADD), and the consultant, Stantec, developed a set of conceptual improvement projects to address concerns raised by the local officials, and nearly all the concepts were based on existing safety or congestion concerns. Over the course of the study, the Project Team worked to determine which projects would be most effective and carried those forward for further evaluation and eventual recommendation at the end of the study. The KYTC, as well as the PADD, also contributed to the project by respectively providing the Geotechnical Overview and the Environmental Justice analysis.

The study resulted in a list of recommendations which the KYTC, City of Hopkinsville, Christian County and/or private developers can take for further project development and implementation. The improvement concepts are categorized as follows:

- **Short-term:** The short-term concepts are typically lower-cost projects that can be implemented in the near term. These types of improvements should require little or no right-of-way to construct and in some cases may be implemented by the KYTC Division of Maintenance.
- **Long-term:** The long-term concepts are higher cost projects that will require more significant resources to implement. These types of improvements will require additional right-of-way to construct and will likely need to be funded through the KYTC Six Year Plan (SYP) process.
- **Local projects:** The local projects are not located on the state-maintained system and would likely need to be funded by the City of Hopkinsville or Christian County. A private developer may also take on this responsibility.

The recommended projects are shown on **Figure ES-1**.

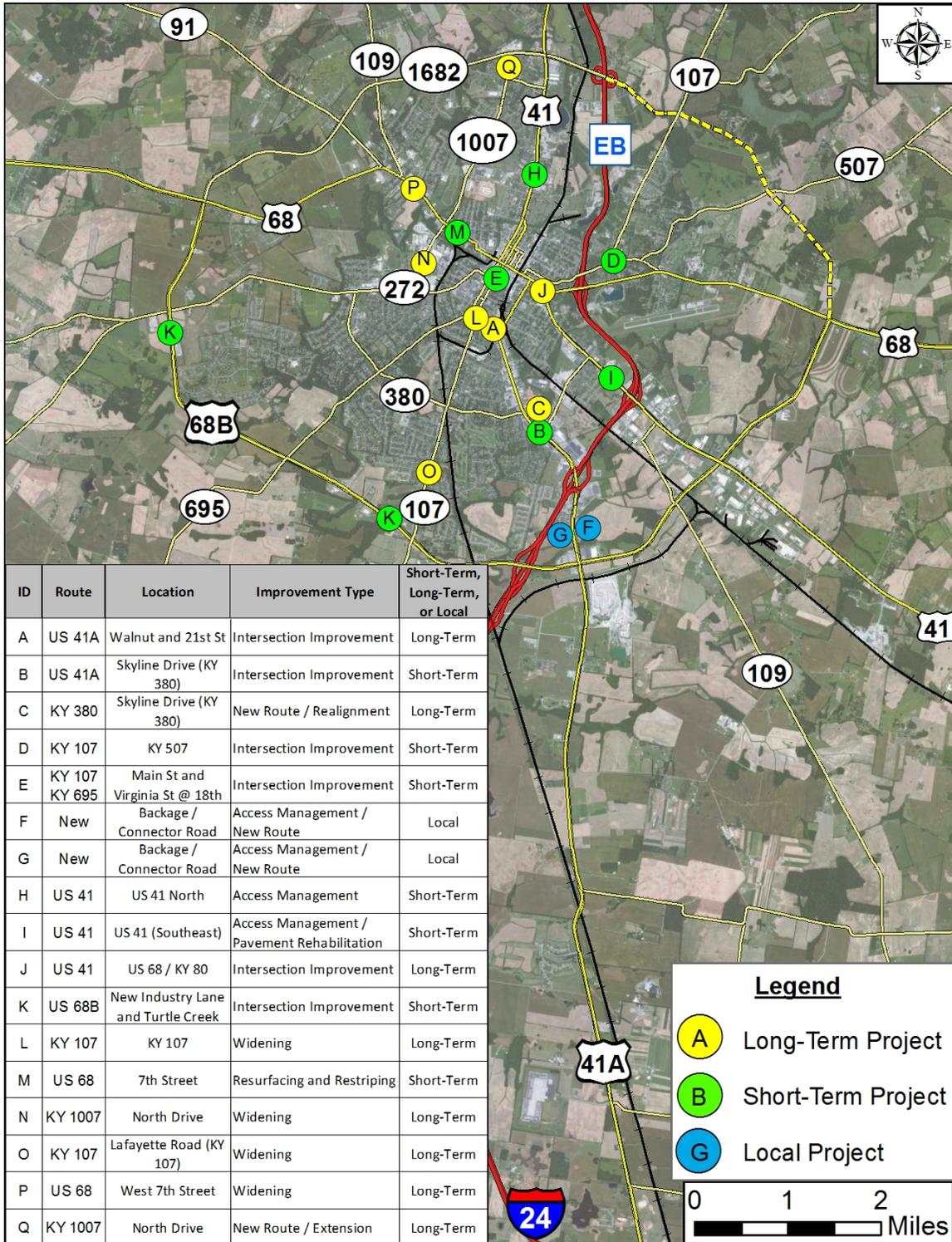


Figure ES-1: Hopkinsville Small Urban Area Study – Recommended Projects



Project prioritization was accomplished through a two-step process. At the second Advisory Committee meeting, attendees were asked to indicate their level of support for each conceptual improvement project by rating them from 0 to 10, where 0 indicates strong disapproval of the concept and 10 indicates strong support. Six comment sheets were submitted after the meeting. A similar evaluation process was then undertaken at the final Project Team meeting where representatives from the KYTC Division of Planning and District 2 were asked to evaluate the 17 improvement projects and provide an evaluation score for each. The scores from the Advisory Committee, Division of Planning, and District 2 were averaged to arrive at a composite average evaluation score for each project. That score was then used to assign a high, medium, or low priority to each project. The resulting prioritization and average evaluation scores are summarized below. Long-term recommended projects are shown in **Table ES-1**, Short-term projects in **Table ES-2**, and Local projects in **Table ES-3**.

Table ES-1: Recommended Long-Term Projects

ID	Route	Location	Description	Approximate Construction cost	Average Evaluation Score	Prioritization
J	US 41	US 68 / KY 80	Reconstruct intersection	\$2,000,000	8.5	High
L	KY 107	KY 107	Add lane on KY 107 between 20th and 21st Streets	\$500,000	7.8	High
O	KY 107	Lafayette Road (KY 107)	Widen KY 107 from US 68B to Gateway Lane	\$2,500,000	8.4	High
P	US 68	West 7th Street	Widen US 68 from KY 1007 to KY 91	\$2,000,000	8.1	High
A	US 41A	Walnut and 21st St	Improve the intersection to remove the multi-legged approaches	\$1,000,000	7.1	Medium
N	KY 1007	North Drive	Widen North Drive from Canton St. to US 68 (7th Street)	\$2,700,000	7.0	Medium
C	KY 380	Skyline Drive (KY 380)	Realign Skyline Drive east of US 41A to meet with Country Club Way at US 41A	\$3,250,000	4.5	Low
Q	KY 1007	North Drive	Extend KY 1007 from Sanderson Dr. to the Hopkinsville Bypass (US 68B)	\$750,000	4.8	Low



Table ES-2: Recommended Short-Term Projects

ID	Route	Location	Description	Approximate Construction cost	Average Evaluation Score	Prioritization
B	US 41A	Skyline Drive (KY 380)	Add additional left turn lane on southbound US 41 A to Skyline Drive (No Skyline Drive realignment)	\$175,000	8.3	High
E	KY 107 KY 695	Main Street and Virginia Street @ 18th Street	Improve end of one-way intersections on Main and Virginia Streets at 18th Street	\$100,000	8.3	High
K	US 68B	New Industry Lane and Turtle Creek Drive	Add left turn lanes to each direction of US 68B at New Industry Lane and on eastbound US 68B at Turtle Creek Drive	\$500,000	8.6	High
D	KY 107	KY 507	Realign intersection to remove skewed approach and make KY 107 the through route	\$250,000	6.4	Medium
M	US 68	7th Street	Resurface and stripe 7th street to three lanes between 9th and North Ave	\$150,000	7.2	Medium
H	US 41	US 41 North	Conduct Access Management Study for US 41 north of downtown Hopkinsville; consider removing median and improving US 41 north	\$100,000 (study only)	5.3	Low
I	US 41	US 41 (Southeast)	Perform pavement rehabilitation project; remove mountable median and add bike lanes to US 41	\$4,000,000	4.8	Low

Table ES-3: Recommended Local Projects

ID	Route	Location	Description	Approximate Construction cost	Average Evaluation Score	Prioritization
F	New	Backage / Connector Road	Construct new road from US 68 Bypass along the east side of US 41A as backage road to Walmart	\$3,100,000	7.9	Local
G	New	Backage / Connector Road	Construct new road from US 68 Bypass along the west side of US 41A as backage road as alternative access	\$2,200,000	7.3	Local