



Architecture

Engineering

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MEETING MINUTES

Project: Planning Study for US 41A Hopkins and Webster Counties
Kingdom Hall Road to Providence
Item No. 2-8303.00

Purpose Project Team Meeting #1

Place District 2 - Madisonville

Meeting Date July 8, 2011
9:00 a.m. CST

Prepared By: Annette Coffey

In Attendance:	Jill Asher	KYTC, Division of Planning
	Mikael Pelfrey	KYTC, Division of Planning
	Everett Green	KYTC, District 2 - Madisonville
	Nick Hall	KYTC, District 2 - Madisonville
	John Rudd	KYTC, District 2 - Madisonville
	Craig Morris	Pennyrile ADD
	Gina Boaz	Green River ADD
	Annette Coffey	Qk4
	Tom Springer	Qk4

Nick Hall started the meeting with introductions and turned the meeting over to Annette Coffey from Qk4. Ms. Coffey gave handouts of the agenda and exhibits containing existing conditions information collected by Qk4. She began a presentation that is attached for reference.

Highlights of the presentation given by Qk4 are summarized as follows:

Scope of Work – the consultant will analyze existing conditions, provide an environmental literature search, hold project team meetings, local officials and stakeholders' meetings, public meetings, assist with resource agency coordination, analyze alternatives, make recommendations, and prepare documentation of those findings. Ms. Coffey reminded everyone that the purpose of this project as defined in the Project Scoping Meeting is to:

- provide an improved connector for Webster County to Madisonville,
- Improve access to the Breathitt Parkway,

- Provide improved access to Future I-69.

Other Relevant KYTC Projects – there are four projects in the area that should be considered with this project:

- 2000 US 41A Scoping Study in Webster County from Providence to Poole
- New Route in Dixon, Webster County, north of the project area (Item Number 2-143.00).
- Widening of US 41 from US 41A south in Madisonville for 0.6 mile (Item Number 2-8305.00) in Hopkins County.
- US 41A Widening from US 41 west to Industrial Road (Item Numbers 2-137.01, .02, and .03) in Hopkins County is currently under design as an initial three-lane rural road that can be reconstructed to a five-lane urban road should future traffic warrant. This project began as the January 2006 Pre-Design Scoping Study from North Main Street (US 41) to Calumet Drive.

The current study is the missing gap between the 2000 Scoping Study in Webster County and the 2006 Pre-Design Scoping Study in Hopkins County. It begins at Kingdom Hall Road and ends at the Providence Bypass (KY 670) for a length of approximately 11.2 miles. Early on, it was noted there was a small gap between the design project and this study (Industrial Road to Kingdom Hall Road). Qk4 included this gap in the information presented.

General Corridor Issues - Throughout the corridor, there are sight distance issues, narrow lanes and shoulders, and the communities of Manitou and Nebo for which development is close to the road. In addition, trucks that travel this road are quite large for the narrow lanes.

Traffic and LOS - The LOS data presented below is based on current HIS data. These results will be re-visited with new traffic counts. Based on these numbers the current LOS is poor at three locations, and the future LOS is forecasted to be poor at four locations. The LOS will be re-visited as the project progresses and new counts are processed.

1. Industry Road to KY 630 (MP 3.275 – MP 5.010) – 2011 LOS D 2035 LOS E Hopkins County
2. KY 630 to KY 1089 (MP 5.010 to MP 9.685) – 2011 LOS C; 2035 LOS D - Hopkins County
3. KY 814 to KY 120 (MP 0.470 to MP 1.194) – 2011 LOS E; 2035 LOS E - Webster County
4. KY 120 to KY 670 (MP 1.194 to MP 1.324) – 2011 LOS E; 2035 LOS E - Webster County

Vertical and Horizontal Deficiencies – There are four vertical grades and four horizontal curves that appear to warrant attention. One spot just west of Manitou where these grades correspond with a high crash spot location, and one around KY 814 that the horizontal curve also coincides with a high crash location.

Coal Haul – Coal Haul information from KYTC shows that over 100,000 tons of coal are hauled on US 41A in the non-cardinal direction (from Providence toward Madisonville).

Crashes – there are three high crash locations according to the 2007-2009 crash data. This data will be updated with new traffic volumes. There are two in Hopkins County (one 0.1-mile spot and one 0.3-mile spot) and one in Webster County.

0.1-mile Spot, Hopkins County just west of Manitou - crashes are happening on mostly dry pavement, during the daylight, are about equal rear-end and angle crashes and the majority of the crashes are property damage only and single vehicle crashes.

0.3-mile spot in Hopkins County in Nebo – crashes are split between rear end, angle and other vehicle types, happening all on dry roadway, during the daylight, mainly property damage only and single vehicle crashes.

0.1-mile spot in Webster County near the project end in Webster County - crashes are happening all on dry roadway, have about a perfect split between angle, rear-end and other crash types, are occurring mainly during daylight, mainly property damage only and all are multiple vehicle crashes.

Adequacy Ratings – the majority of the project has an adequacy rating percentile below 62%.

Structure – there are four structures in the project corridor and all have a sufficiency rating of 95 or higher.

Environmental – the below represents a summary from a literature search and windshield survey. Agency Coordination will not be performed until the alternative analysis phase of the project.

Archaeology – The entire corridor is considered high probability for archaeology sites. Forty previously recorded prehistoric and historic archaeological sites were documented within the study area. Of those 40, 29 sites are considered not eligible for nomination to the National Register of Historic Places (NRHP), however the remaining 11 sites have not been assessed for NRHP nomination.

Cultural Historic - One property is on the National Register of Historic Places, 17 are 50 years old or older but have not been surveyed, and 7 of those appear may be eligible for the NRHP.

Environmental Justice – Low income will be a concern throughout the corridor, and high concentrations of minority populations exist in and around Providence. Craig Morris, Pennyrite ADD will compile the EJ report for this project.

Wetlands/Streams – There are at least two wetlands, approximately 32 streams and the 100-year floodplain in three areas traversing the corridor.

Endangered species – There are eight rare plant species identified for Hopkins and Webster Counties by the Kentucky State Nature Preserves Commission and the Blackhawk Kentucky Champion Tree. Because of limited funds for the project, the scope did not include an overview to identify the locations of any of those species within the corridor. Kentucky Fish and Wildlife has a list of 56 threatened and

endangered species for Hopkins and Webster Counties. That list is located in the presentation. This list has not been field-checked for presence within the corridor.

Also, the Indiana and Gray bat, and Bald Eagle are considered protected species.

Noise – there are 47 noise receptor sites in the corridor

Air – there are six air receptor sites in the corridor

HAZMAT/UST – there are five potential UST sites and one potential HAZMAT location.

At the conclusion of the presentation, a discussion ensued regarding possible alternatives given the existing conditions findings. The Project Team concluded that an overall corridor improvement should be developed with the ability to divide the corridor into smaller critical projects that will address concerns such as high crash locations and vertical and horizontal deficiencies. The towns of Nebo and Manitou will present challenges due to the historic nature, and development. Those areas may have to have options that “go around” those towns. West of Manitou, there is a house listed on the National Register. Between Manitou and Nebo is Nebo Cemetery, which should be avoided, as it appears eligible for listing on the National Register.

A stakeholder’s meeting will be the next step in the process. Project Team members will provide Nick Hall with a list of stakeholders that should be invited to attend and provide input by July 13, 2011. That meeting will be scheduled for the last few weeks of the month of July. The District will check the availability of the Madisonville VoTech Center/School. The meeting will include both Hopkins and Webster County stakeholders. Annette Coffey will provide Gina Boaz with a pdf of the 11x17 project handout showing all of the issues in the project area.

End of Minutes



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MEETING MINUTES

Project: Scoping Study for US 41A Hopkins and Webster Counties
Kingdom Hall Road to KY 670
Item No. 2-8303.00

Purpose Project Team Meeting #2

Place District 2 - Madisonville

Meeting Date November 1, 2011
10:00 a.m. CDT

Prepared By: Bruce Siria

In Attendance:	Jill Asher	KYTC, Division of Planning
	Steve Ross	KYTC, Division of Planning
	Everett Green	KYTC, District 2 - Madisonville
	Nick Hall	KYTC, District 2 - Madisonville
	John Rudd	KYTC, District 2 – Madisonville
	Kevin McClearn	KYTC, District 2 – Madisonville
	Craig Morris	Pennyrile ADD
	Annette Coffey	Qk4
	Bruce Siria	Qk4

Nick Hall waived formal introductions and turned the meeting over to Annette Coffey from Qk4. Ms. Coffey gave handouts of the agenda and various exhibits regarding alternative US 41A improvement concepts developed by Qk4. She began a presentation that is attached for reference. (Note: Slide/page 6 of the attachment was discovered to contain an error and has since been corrected.)

Highlights of the presentation given by Qk4 are summarized as follows:

Scope of Work – the scope of work for the project was reviewed. A draft Purpose and Need was provided to the Project Team. A discussion ensued regarding whether “fostering economic development” should be added to the project purpose and need. The project team determined that it should not be.

Levels of Service – current and projected future levels of service, based on traffic counts conducted for this study, were presented and discussed. Some levels of service were better than previously estimated, while others were worse.

Crash Locations and Details – Two 0.1-mile spots and one 0.3-mile spot showed Critical Crash Rate Factors close to or greater than 1.0: Near the intersection with KY 502 in Nebo, near the intersection with KY 120 in Providence, and a 0.3-mile spot between Manitou and Nebo centered around MP 6.342. Sight distance restrictions may be contributing to the crashes in Nebo. Four of the ten crashes near MP 6.342 involved collisions with deer, though none resulted in injuries. Rear-end crashes dominated the crash type near KY 120. Though critical crash rate factors were focused on these areas, a map showing crash locations during the past three years indicated that some crashes were occurring all along the corridor.

Utilities – Major utilities along the project corridor include a TransCanada natural gas line, the CSX Railroad, and overhead utilities along the route.

Historic Properties– There is one property along the corridor near MP 6.35 currently listed on the National Register of Historic Places. Other properties, whose eligibility have not yet been determined, but were either identified through a windshield survey or literature search are located in Manitou, Nebo and along the corridor.

Other – The Nebo Cemetery is located close to the south side of US 41A near MP 7.8. Several churches, two electrical substations, and a golf course in Providence are located along the corridor. Various commercial concerns, including some active and inactive businesses with underground storage tanks, are located along the corridor. Several structures along the corridor are located close to the roadway.

Traffic Volumes – Significant coal extraction operations exist south of the US 41A corridor along KY 630. Approximately 200 loaded coal trucks daily access US 41A at the KY 630 intersection in Manitou. Administrative offices for Warrior Coal and Webster County Coal are located near US41A west of Nebo and near KY 520 north of Nebo respectively. While not generating coal truck traffic, these locations generate significant employee traffic traveling to and from work. There is a significant decrease in traffic volume on US 41A west of Manitou.

Alternative Improvement Concepts – Qk4 presented for discussion eight alternative improvement options, in addition to the do nothing alternative, as summarized below:

- Alternative 1A⁽¹⁾: “Super 2” cross section (Two 12-foot lanes, two 12-foot shoulders {10 feet of which are paved}) essentially along the existing alignment.
- Alternative 2: Four driving lanes with a forty-foot wide depressed median along the existing alignment.
- Alternative 3: Four driving lanes with a forty-foot wide depressed median principally along the existing alignment, except for bypasses around Manitou and Nebo and new alignment approaching KY 120.
- Alternative 4: “Super 2” cross section that provides for passing lanes around Manitou and between Nebo and Providence.
- Alternative 5: “Super 2” cross section spot improvements at as many as six locations:
 - Spot A near MP 11.2 just west of intersection with KY 2280.
 - Spot B between KY 630 north at Manitou and the intersection with KY 2320
 - Spot C near the intersection with KY 814 just east of Providence

- Three additional locations between Nebo and the intersection with KY 2280
- Alternative 6: Shared 4-lane cross-section essentially along existing alignment which consists of an additional lane added to one side of a conventional two-lane highway to provide motorists a chance to pass without having to find gaps in the oncoming traffic. The passing lane alternates between east and westbound lanes giving motorists from both directions ample opportunity to pass.
- Alternative 7: “Super 2” cross section principally along the existing alignment, except for bypasses around Manitou and Nebo and new alignment approaching KY 120.
- Alternative 8: Shared 4-lane cross section principally along the existing alignment, except for bypasses around Manitou and Nebo and new alignment approaching KY 120.

Various impacts of these alternatives were discussed with the KYTC Project Team. As a result of these discussions, several additional alternatives were defined by the Project Team:

- Alternative 1B: Alternative 1A only from Industrial Drive to KY 630 North
- Alternative 3A: Alternative 3 only from Industrial Drive to KY 630 North
- Alternative 6A: Alternative 6 only from Industrial Drive to KY 630 North
- Alternative 9: A one-mile long eastbound acceleration lane beginning at the junction with KY 630 South

Qk4 was asked to provide similar evaluation metrics for these new alternatives.

Public Meeting – Qk4 initiated a discussion concerning whether to proceed with the planned public meeting for the project. KYTC Project Team members planned to discuss this issue further internally before making a final decision on the matter.

Project Stakeholders’ Meeting – Mr. Hall will coordinate a suitable date for the Project Team to go back to the Stakeholders.

Resource Agency Coordination – Following the meeting, Ms. Asher will get with Ms. Coffey regarding the necessary information needed for the Resource Agency Coordination

The meeting concluded at 12:15 p.m.

1): Internal alternative development by Qk4 originally included an Alternative 1, as distinct from Alternative 1a, that was ultimately not shown at the KYTC Project Team meeting. The nomenclature “Alternative 1A” is a carryover from that previous alternative development.

End of Minutes



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MEETING MINUTES

Project: Scoping Study for US 41A Hopkins and Webster Counties
Kingdom Hall Road to KY 670
Item No. 2-8303.00

Purpose Project Team Meeting #3

Place District 2 - Madisonville

Meeting Date February 9, 2012
11:00 a.m. CST

Prepared By: Bruce Siria

In Attendance:	Jill Asher*	KYTC, Division of Planning
	Steve Ross*	KYTC, Division of Planning
	Everett Green	KYTC, District 2 - Madisonville
	Nick Hall	KYTC, District 2 - Madisonville
	John Rudd	KYTC, District 2 – Madisonville
	Bailey Bennett	KYTC, District 2 – Madisonville
	Gina Boaz	Green River ADD
	Craig Morris	Pennyrile ADD
	Annette Coffey	Qk4
	Bruce Siria	Qk4
	* via off-site video connection	

Nick Hall waived formal introductions and turned the meeting over to Annette Coffey from Qk4. Ms. Coffey gave handouts of the agenda and various exhibits regarding alternative US 41A improvement concepts developed by Qk4.

Highlights of the presentation given by Qk4 are summarized as follows:

Goals for the Project Study – Ms. Coffey reiterated the KYTC goals for US 41A as defined in the project scoping meeting with Qk4 on March 1, 2011:

- Provide an improved connector from Webster County to Madisonville
- Improve access to the Pennyrile/Breathitt Parkway
- Improve access to future I-69

She indicated that the degree to which these goals were achieved was one of the metrics by which alternative improvement options would be compared.

Mine Closures – At the Project Stakeholders’ meeting on December 7, 2011, the Mayor of Providence stated that several mine operations would be closing by 2014 and others would be opening; he felt that this event would increase future traffic volumes on US 41A. Subsequent to the Stakeholders’ Meeting, Qk4 discussed this with Jon Boswell of Alliance Coal. Qk4 learned that two mine entrances Dotiki #4 and #5, shown on the below map, would be closing in either 2013 or 2014. At that time, the employees would then transfer to Dotiki #2, located off KY 270 over 10 miles northeast of Providence, west of the community of Lisman in Webster County, would be the primary entrance after that date. These changes would affect employees who currently travel along US 41A in the project area. However, Mr. Boswell, the operator of the Dotiki mine network, indicated to Qk4 that employment at the two shafts to be closed was evenly split between Hopkins and Webster County. So the net effect on the aggregate travel patterns on US 41A would be negligible. Currently, coal is not trucked from Dotiki #3, #4, or #5 but will be trucked from Dotiki #2 and may not utilize US 41A (instead being transported more directly to Sebrege or even shipped by rail). Based on these discussions, the traffic forecast for this study was not modified. In fact there may be a reduction of truck traffic on US 41A.

Alternative Improvement Concepts – Qk4 reviewed various improvement options, including new options developed since the last project team meeting in November 2011. District 2 staff developed utility estimates prior to this meeting. Right-of-way acquisition costs were presented at this meeting by District 2 and incorporated into the alternative discussions. All two-lane improvement options were estimated as access by permit. If partial control of access were desired, each two-lane option would increase in cost by at least \$10 million dollars due to the number of access points along US 41A currently.

Applying the Traffic Engineering Analysis Policy memorandum dated November 2, 2011, existing US 41A and all alternatives presented have V/C ratios that are less than the targeted V/C value of 0.90 for two-lane facilities in rural areas and 0.7 for multi-lane facilities in rural areas. Each intersection also meets the targeted measures of effectiveness. As expected, the four-lane alternatives have more potential impacts to streams, wetlands, properties, and businesses, and are the most expensive; however they do improve LOS and V/C ratios.

All proposed improvement alternatives address the need for improvements to US 41A because of narrow lanes, shoulders, and crash issues, and horizontal and vertical deficiencies, however, some alternatives do not to completely fulfill the project goals (noted below) which were to 1) provide an improved connector for Webster County to Madisonville, 2) Improve access to the Pennyryle Parkway, and 3) Provide access to Future I-69. The principal advantages and disadvantages of each improvement alternative are highlighted below also.

- **“Do-Nothing” Alternative:** This alternative would have no construction disruption or cost except for routine maintenance. This alternative does not meet project goals. Current geometric deficiencies and crash rates would remain. Some participating local stakeholders preferred this alternative to a two-lane improvement alternative.
- **Alternative 1A - “Super 2” (two 12-foot lanes, 12-foot shoulders {10 feet of which are paved}) essentially along the existing alignment:** Improved geometrics and predicted reductions in crash rates would result from this mid-level cost improvement option (\$49.95 million). There are possible historic impacts in Manitou, Nebo, and Providence with an improved LOS from KY 1089 to KY 120. Some local participating stakeholders do not prefer this alternative, but it does meet project goals.
- **Alternative 1B - “Super 2” along existing alignment from Industrial Road to KY 630 North in Manitou:** This alternative is a lower cost option (\$9.33 million) focusing on a priority section. There is

no improvement in V/C ratio or LOS but does have an expected crash reduction. There may be historic issues in Manitou. Some local stakeholders do not prefer this improvement. This alternative partially meets project goals.

- **Alternative 2 - Four lanes with a 40-foot wide depressed median along the existing alignment:** This alternative meets project goals, but at a high cost (\$83.8 million). This alternative has improved V/C ratio and LOS for the entire route and is predicted to reduce crashes. There are impacts in the towns of Nebo, Manitou and Providence to the point that some other option almost certainly would be necessary through those communities. . This alternative does not provide route continuity with the section to the east that is design. As expected, this alternative has the potential for impacts to businesses and properties. Some local stakeholders prefer a four-lane option; however, they do understand that this one would have many impacts in the communities.
- **Alternative 3 - Four driving lanes with a forty-foot wide depressed median principally along the existing alignment, except for bypasses around Manitou and Nebo and Providence:** This alternative meets project goals at a cost of \$77.11 million, nearly as high as Alternative 2. It improves V/C ratio and LOS for the entire route and is predicted to reduce crashes. It addresses potential historic issues in Manitou, Nebo, and Providence however may have an effect on the businesses in each community. Stakeholders desire this alternative; however, the Mayor of Providence said that he felt that perhaps the typical section should be reduced before approaching Providence, and not bypass Providence to the east. This alternative will require coal trucks travelling from KY 630 S east to the Pennyryle Parkway, to make two right turns instead of one. This alternative does not provide route continuity with the section to the east that is design.
- **Alternative 3A - Four lanes with a 40-foot wide depressed median from Industrial Road to a point west of a Manitou Bypass:** This alternative partially meets project goals has a relatively high-cost option (\$14.05 million) for a priority section. It would create an additional turning movement for any vehicles, including coal trucks, originating on KY 630 south of Manitou and destined east on US 41A. This alternative does improve the LOS and V/C ratios from Industrial Road to just west of Manitou Bypass, and it would avoid possible historic issues in Manitou, but may impact businesses along the remaining existing route. Again, this alternative does not provide route continuity with the section to the east that is currently in the design phase.
- **Alternative 4 - “Super 2” (like Alternative 1A) that also provides two sets of passing lanes: one near Manitou and the other between Nebo and Providence, and includes a bypass to the north of Manitou:** this alternative has improved geometrics and predicted reductions in crash rates that would result from this mid-level cost improvement option (\$52.2 million). It mitigates possible impacts in Manitou, but still leaves those in Nebo and Providence. It also creates an additional turning movement for coal trucks, originating on KY 630 south of Manitou and destined east on US 41A. This alternative improves LOS around Manitou where there is added passing. It also improves LOS from KY 1089 to KY 814. Some participating local stakeholders do not desire this alternative. This alternative meets project goals.
- **Alternative 5 - “Super 2” spot improvements:** at as many as seven locations (see the exhibit below):
 - **Spot A** near MP 11.2 just west of the US 41A / KY 2280 intersection.
 - **Spot B** between KY 630 north at Manitou and the intersection with KY 2320
 - **Spot C** near the intersection with KY 814 just east of Providence
 - Three additional locations (**Spots 1, 2, and 3**) between Nebo and the intersection with KY 2280

- **Spot D** provides for access management between KY 120 and KY 670 in Webster County approaching Providence to address crash issues.

These spots meet project goals with low-cost options (\$23.7 for seven spots). Due to the varying typical section, they may create confusing driver expectations. The spots improve safety by reducing crashes, and Spots 1, 2 and 3 taken together improve LOS to a LOS C, the other spots but do not improve LOS or V/C ratios.

Alternative 6 - Shared 4-lane essentially along existing alignment: This alternative meets project goals at a cost of \$63.12 million. There may be potential historic and community impacts in Manitou, Nebo, and Providence. This alternative creates passing opportunities, which should increase safety and reduce queue lengths however, may initially create confusing driver expectations. This alternative provides for an improved LOS for the entire route.

- **Alternative 7 - “Super 2” principally along the existing alignment, except for bypasses around Manitou and Nebo and Providence:** This alternative provides for crash reduction, and improves LOS and V/C around Manitou, Nebo, and Providence Bypasses and avoids historic issues in those communities for a cost of \$49.93 million. This alternative may impact any businesses along the remaining existing route. It also does not provide route continuity with the section to the east that is design. This alternative will require coal trucks travelling from KY 630 S east to the Pennyryle Parkway, to make two right turns instead of one. This alternative meets project goals.
- **Alternative 7A - “Super 2” from Industrial Road to a point west of a Manitou Bypass:** This alternative focuses on a priority section and is estimated to cost \$14.0 million. This alternative creates an additional turning movement for coal trucks, originating on KY 630 south of Manitou and destined east on US 41A and may impact businesses in Manitou. The LOS and V/C ratios improve around Manitou Bypass but still leave the section from Industrial Road to the bypass at a low LOS. This alternative partially meets project goals.
- **Alternative 8 - Shared 4-lanes principally along the existing alignment, except for bypasses around Manitou and Nebo and Providence:** This alternative meets project goals at a cost of \$62.65 million. It creates passing opportunities, which should increase safety and reduce queuing. This is a new design concept for KYTC and may initially create confusing driver expectations. This alternative may impact businesses along “old” US 41A. It will require coal trucks travelling from KY 630 S east to the Pennyryle Parkway, to make two right turns instead of one. This alternative improves LOS for the length of the project and improves V/C ratios from the Manitou Bypass west to the project end in Webster County.
- **Alternative 8A - Shared 4-lanes from Industrial Road to a point west of a Manitou Bypass:** This is a lower cost option at a cost of \$11.35 million focusing on a priority section. This is a new design concept for KYTC and may initially create confusing driver expectations. It does create an additional turning movement for coal trucks, originating on KY 630 south of Manitou and destined east on US 41A and may have business impacts in Manitou. This alternative does provide for improved LOS for is length and improved V/C for Manitou Bypass. This alternative partially meets project goals.
- **Alternative 9 - Acceleration lane eastbound from KY 630 South in Manitou a distance of 1500 feet:** This alternative allows for an acceleration lane for heavy coal trucks to turn right (east) onto US 41A and accelerate before merging into traffic at a low cost of \$1.78 million. It essentially provides passing opportunity eastbound for 1500 feet. This alternative provides for improved LOS eastbound to Industrial Road from KY 630 S. This project partially meets project goals.

- **Alternative 10 - Slight realignment of US 41A in Nebo to provide for left-turn lanes onto KY 502 north and south:** This alternative is low cost (<\$1.0 million) and improves safety at this site. It may impact several existing structures that are potentially historic. If this alternative is implemented, it is essential that a Cultural Historic Baseline Study be performed to determine eligibility for some structures for the National Register of Historic Places. This project cannot be said to meet project goals, however, provides for improved safety at this intersection.

A discussion of alternatives and potential recommendations ensued. US 41A does not appear in either the 2012 proposed Highway Plan nor the District's recently completed District Transportation Plan as a priority. Many of the alternatives appeared to have costs that were not commensurate with the level of benefits attained. The first section from Industrial Road to KY 630 South appears to have the most traffic, but is a better section of roadway. The section from Nebo to KY 814 is the portion of US 41A with geometric deficiencies however, has nearly half of the traffic.

Qk4 presented a list of possible recommendations for discussion:

- **Short-Term (1-2 years):** Alternatives 5 (Spot Improvement D-access management in Providence), 9 (acceleration lane from KY 630 South eastbound), and 10 (left turn lanes at KY 502).
- **Medium-Term(5-10 years):** Alternative 5 (Spot Improvements A, B, C, 1, 2, and 3)
- **Long-Term (20 years):** Alternative 1A ("Super 2" for the remaining existing alignment) **or** Alternative 6 (Shared 4-lanes along existing alignment except "Super 2" through Manitou and Nebo and approaching Providence)

Questions and Comments by Project Team –

- Craig Morris asked if a 4-lane section east of Manitou was justified. Qk4 responded that traffic forecasts for this section did not identify a future need for four lanes.
- Everett Green and John Rudd expressed concern about the Shared 4-Lane options, stating their belief that this would not be a good location to use that design type due to the number of access points along the route (a detailed list was handed out in the Project Team Meeting).
- Craig Morris (much later in the discussion after his comment above) indicated that he saw no justification for any type of 4-lane improvement at any location on the project.
- Everett Green expressed a preference for low-cost improvements such as Alternatives 5, 9, and 10.
- John Rudd indicated that this was a project where "Do Nothing" was probably appropriate.
- Gina Boaz expressed a preference for some or all of the spot improvements depending on funding availability. She also commented that although the Mayor of Providence said that he wanted four lanes as an improvement or nothing, she did not feel that he represented interests along the corridor and spot improvements would most likely be welcomed. She also understood today's economic times, and knew there were other priorities in the district that would rank higher than US 41A.

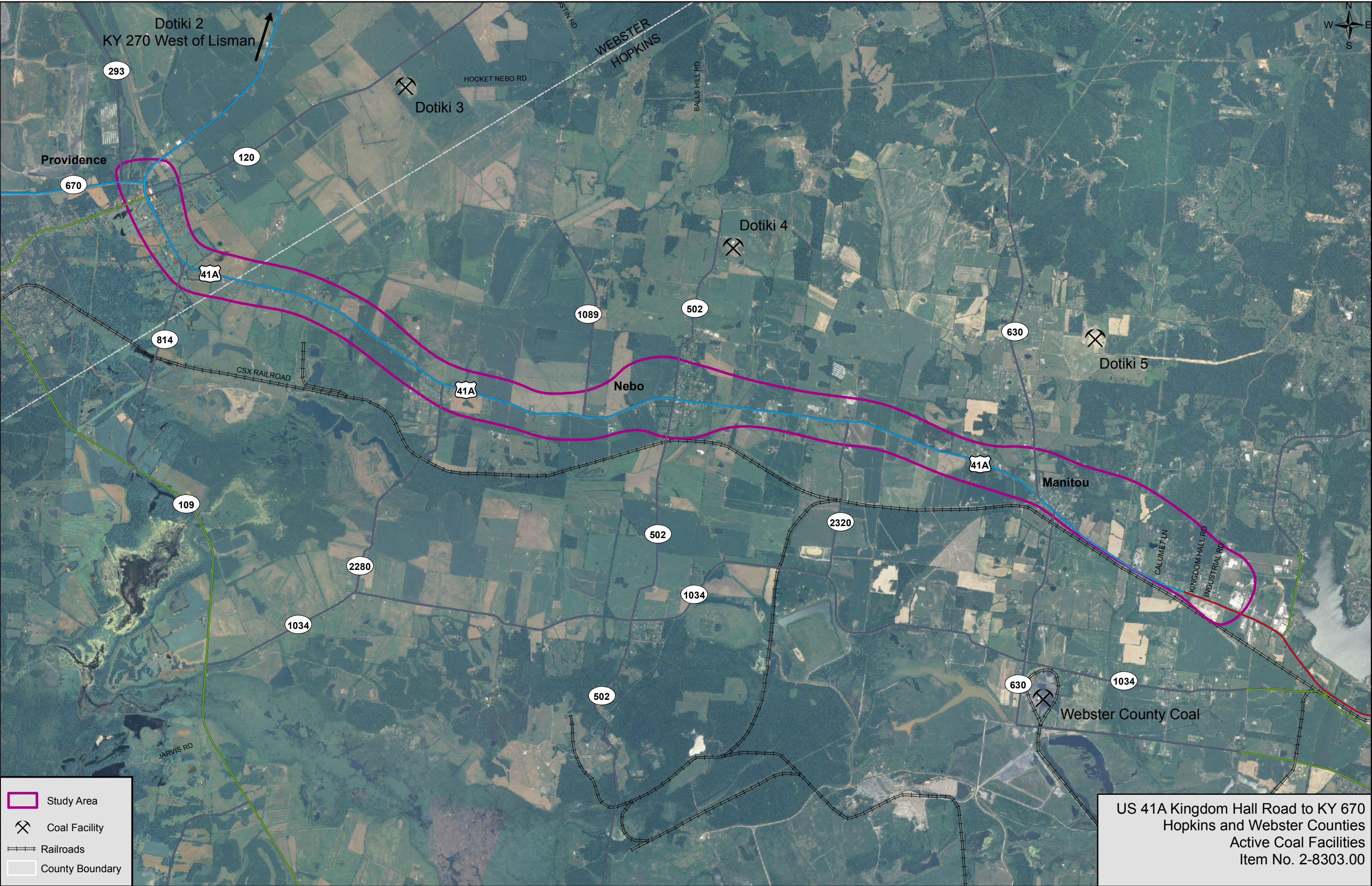
Recommendations by Project Team- Steve Ross proposed that the Project Team make the following recommendations for inclusion in the final project documentation:

- **Short-Term (1-2 years):** Do Nothing
- **Medium-Term (5-10 years):** Alternatives 5, 9, and 10
- **Long-Term(20 years):** Alternative 5 (spot improvements A, B, C, 1, 2, and 3)

The Project Team concurred with Mr. Ross's proposal. Qk4 indicated to the Project Team that a draft of the Planning Study Report would be made available by the end of February. There being no further business, the meeting concluded at 1:30 p.m.

End of Minutes





US 41A Kingdom Hall Road to KY 670
Hopkins and Webster Counties
Active Coal Facilities
Item No. 2-8303.00

CRASHES IN NEBO

11/14/07	11:25 A.M.	Wet Roadway	Unit headed north on KY 502 had “brakes lock up” and slid into intersection, striking second unit headed west on US 41A.
12/18/07	11:30 A.M.	Dry Roadway	Unit (OOS driver, no insurance) headed north on KY 502 turned right onto US 41A into the path of a southbound vehicle.
6/15/08	8:20 A.M.	Wet Roadway	Unit 1 headed south on US 41A was waiting to turn left. Unit 2 braked then slid into Unit 1.
8/3/08	Midnight	Dry Roadway	Unit 1 was struck by object hitting windshield.
3/27/09	5:40 A.M.	Dry Roadway	Unit 1 headed north on KY 502 pulled in front of Unit 2 headed east on US 41A.
4/20/09	8:15 A.M.	Dry Roadway	Unit 1 rear-ended Unit 2 as Unit 2 slowed for Unit 3 which was making a left-turn at KY 502. All units were headed north on US 41A.
7/16/09	2:00 P.M.	Dry Roadway	Unit 1 was traveling SB on US 41A when he encountered Unit 2, also SB, slowing to make a left turn onto KY 502. Unit 1 swerved to avoid Unit 2 and hit Unit 3, headed NB. Unit 1 also hit Unit 2 as he swerved. Operator of Unit 1 sustained fatal injuries.
2/17/2011	9:23 A.M.	Dry Roadway	Unit 1 (NB on US 41A) pulled in front of Unit 2 (SB on US 41A) while attempting to turn left on KY 502.