

US 41A Key Stakeholders

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Providence, KY 42450

First Christian Church
601 US 41A S
Providence, KY. 42450

VFW Post
US41A North
Providence, KY.42450

Rick Oakley, Pastor
Liberty Praise Chapel
401 US 41A
Providence, KY. 42450

Sureway
101 US 41A South
Providence, KY. 42450

CVS Pharmacy
US 41A S.
Providence, KY. 42450

McDonalds
140 US 41A North
Providence, KY. 42450

EZ Shop
100 US 41A North
Providence, KY 42450

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Providence Municipal golf Course
2300 Westerfiled Drive
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Dollar Store
109 US 41A North
Providence, KY. 42450

Independence Bank
211 US 41A S.
Providence, KY. 42450

July 13, 2011

Local Official or Agency Head
Street
City, State Zip

Re: US 41A Corridor Study (Kingdom Hall Road to Providence)
Hopkins & Webster Counties
1st Local Officials and Stakeholders meeting

Dear _____:

The Kentucky Transportation Cabinet invites you to participate in our 1st Local Officials and Stakeholder's meeting for the US 41A Corridor Study from Kingdom Hall Road to Providence. The meeting will be held on Wednesday, July 27, 2011 and will begin promptly at 1 p.m. We will meet at:

Madisonville Economic Development Authority – Meeting Room
755 Industrial Drive
Madisonville, KY 42431-7300

The purpose of the meeting is to explain the Planning Study process; present preliminary information for the study area; and solicit your ideas and opinions on potential project goals, issues, impacts, and alternatives that will help the Cabinet make decisions about the proposed improvements. A public meeting will be scheduled at a later date to solicit input and comments from the local community and those who travel this roadway. Key Personnel from KYTC Central Office, Division of Planning and District 2 Officials will be available to assist you, in answering any questions that you may have.

The purpose of the US 41A Corridor Study is:

- To evaluate the need and feasibility for the improvement of this segment of US 41A; and
- Identify and evaluate potential improvement alternatives for this segment.

We sincerely hope you will attend the meeting and help us with this study. If you have any questions, please contact Nick Hall, Project Manager, District 2 Planning in Madisonville by phone at 270-824-7080 or e-mail at nick.hall@ky.gov.

Sincerely,

Nick Hall
District 2 Planning

NSH/nsh



Architecture

Engineering

Construction

MEETING MINUTES

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

Purpose Stakeholders' Meeting

Place Madisonville Economic Development Center

Meeting Date July 27, 2011
1:00 p.m. CST

Prepared By: Annette Coffey

In Attendance:

Eddie Gooch	Mayor, City of Providence
Jim Gooch, Jr.	House of Representatives, District 2
Mary Anne Gonnella	Palmer Oil – EZ Shop
Darla Wright	Wicks Well Market
Dean Wright	Wicks Well Market
Wayne Kelley	City of Nebo
Brian Kelley	Mayor, City of Nebo
Delores Overby	Providence City Council
Tony Felker	Magistrate
Harriett Whitaker	Madisonville/Hopkins Co. Chamber/Commerce
David Jackson	Mayor, City of Madisonville
David Ross	Alliance Coal
Eric Blanford	Alliance Coal
Kevin McClearn	KYTC, District 2 - Madisonville
Everett Green	KYTC, District 2 - Madisonville
Nick Hall	KYTC, District 2 - Madisonville
Jill Asher	KYTC, Division of Planning
Tonya Higdon	KYTC, Division of Planning
Craig Morris	Pennyrile ADD
Gina Boaz	Green River ADD
Annette Coffey	Qk4
Tom Springer	Qk4
Bruce Siria	Qk4

Nick Hall began the meeting by introducing Annette Coffey from Qk4. Ms. Coffey gave an overview of the project. The project officially begins from Kingdom Hall Road east of Madisonville in Hopkins County to KY 670 outside of Providence in Webster County. Additionally, the project is a study in the very early stages of information gathering. Following information gathering, and input from this meeting, Qk4 will study

alternatives, compare alternatives in a matrix format considering, costs, human environment and natural potential impacts, and others so the Transportation Cabinet has the information necessary to make any decisions they deem appropriate for the Six Year Highway Plan around November. Ms. Coffey stressed that if a section of US 41A were to be placed in the Six-Year Highway Plan it would most likely take at least seven years minimum before any construction could begin. Qk4 provided the stakeholders with an agenda, and five handouts illustrating crashes locations, environmental concerns (two), roadway characteristics, and one summary map of all concerns (minus coal and archaeology sites).

Following the overview of the project, everyone introduced themselves to the group. To gain initial input from stakeholders, the stakeholders were asked to write issues or concerns they may have with the current roadway on post-it-notes to place at the back of the room. Most members were concerned about what was going to be considered as a part of this study and preferred to hear the presentation first.

So, Qk4 began the presentation with an overview of the tasks to be completed by Qk4. The tasks include: the analyzing existing conditions, provide an environmental literature search, hold project team meetings, local officials and stakeholders' meetings, public meetings, resource agency coordination, analyze alternatives, and prepare documentation of those findings. Ms. Coffey reminded everyone that the purpose of this project as identified in the Project Scoping Meeting with KYTC is to:

- provide an improved connector for Webster County to Madisonville,
- Improve access to the Breathitt Parkway,
- Provide improved access to Future I-69.

Representative Gooch stated that the intent when obtaining funding for this study to four-lane US 41A from Madisonville to Providence. Ms. Coffey responded that Qk4 must study a broad range of alternatives that meet the purpose of the project, and a four-lane facility would be included.

The purpose of this project is to: provide an improved connector for Webster County to Madisonville, improve access to the Pennyrile/Breathitt Parkway, and provide access to Future I-69. Highlights of the information gathered to date, given by Qk4, are summarized as follows:

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 Level of Service (LOS) - The LOS data was explained as a report card with A being good, and E being poor. It is used as an indicator of problem areas. At the busiest times in the day, there are three locations that have poor LOS currently, and the future LOS is expected to be poor at four locations.

Hopkins County

1. Industry Road to KY 630 (MP 3.275 – MP 5.010) – 2011 LOS D 2035 LOS E
2. KY 630 to KY 1089 (MP 5.010 to MP 9.685) – 2011 LOS C; 2035 LOS D

Webster County

3. KY 814 to KY 120 (MP 0.470 to MP 1.194) – 2011 LOS E; 2035 LOS E
4. KY 120 to KY 670 (MP 1.194 to MP 1.324) – 2011 LOS E; 2035 LOS E

These results will be re-visited as the project progresses and new counts are processed.

Vertical and Horizontal Problems – There are four vertical grades or rises in the road and four horizontal (curves that you cannot see around) curves that appear to warrant attention. One spot just west of Manitou where there is also a high crash location, and one around KY 814 that 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 locations in Hopkins County 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 types of vehicles, occurring all on dry roadway, during the daylight, mainly property damage (the car or property) is damaged only and single vehicle crashes.

0.1-mile spot in Webster County near the project's 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% which means that 40% of the roadways of this type operate better than US 41A.

Structure – there are four structures in the project corridor and all have a sufficiency rating of 95% or higher. One hundred percent is a perfect score.

Environmental – the below represents a summary from a literature search of known issues.

Archaeology – The entire corridor is considered high probability for archaeology sites. 11 sites have not been assessed for National Register of Historic Places (NRHP) nomination.

Cultural Historic - One property is currently 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 – While populations in Madisonville appear to have grown over the last 10 years, the city of Providence has lost population. The stakeholders representing Providence echoed this fact. They stated that they had lost over 300 in population over the last 10 years and it is a big concern for them. Other populations appear to be above the Kentucky average in and around the project corridor. These populations must be taken into consideration as alternatives are considered. In and around Providence, race, age (> 65 years of age) and poverty level populations are above Kentucky averages. From East of Madisonville to the Webster County line, populations with disabilities may be a concern. Just east of Madisonville, age (> 65 years of age) is a concern. Throughout the corridor, and in and around Providence, high concentrations of minority populations exist.

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

Endangered species – There are eight rare plant species identified for Hopkins and Webster Counties 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. The Indiana and Gray bat, and Bald Eagle are considered protected species also.

Noise and air potential impacts will also be a consideration when comparing options for improvement.

HAZMAT/UST – there are five potential Underground Storage Tank sites and one potential Hazardous Material location.

Potential alternatives were the next topic. Those alternatives would include spot improvements at places along US 41A that appear crashes are happening not at random, where you cannot see over hills, or around curves, and we would add four lanes as an alternative to this list together with others that may be appropriate.

Lastly, the schedule for the project includes:

- 2nd Project Team Meeting/Preliminary Screening of Alternatives – October 15, 2011
- 3rd Project Team Meeting/Public Meetings – January 15, 2012
- Submission of Preliminary Draft Report – February 15, 2012
- Submission of Final Draft Report – May 1, 2012

Qk4's next steps would be to develop alternatives, and compile a comparison of those alternatives that would include costs, and their resulting benefits and impacts. Another project team meeting will be held with KYTC, resource agency coordination that some of the stakeholders would get another chance to put comments in writing, and a public meeting.

Ms. Coffey concluded with US 41A has narrow lanes, narrow shoulders, large trucks that use the route, a major traffic break at KY 630, level of service issues at both the Madisonville and Providence ends of the project, environmental issues, and what to do around the towns of Nebo and Manitou.

Stakeholder comments that were made throughout the presentation are as follows:

- Mayor Gooch – had concern over the historic sites. Some he believed were not eligible; however, he said that a four-lane roadway through Nebo and Manitou would “wipe out the towns.”
- Representative Gooch asked if the Qk4 will consider businesses in Nebo, because he doesn't want to eliminate a town. They have recently lost their Post Office.
- Kevin McClearn, CDE KYTC stated that KYTC deals with the impacts and benefits of bypass often, and it is difficult. Going through the town is complex too. There is no perfect answer, only a best answer.
- Mayor Gooch – Manitou is just a few homes, and Nebo is not much different. He is worried about Economic Development for Providence. It has lost population because Providence does not have the 3Rs – Road, River and Rail. Webster County is economically suppressed. Webster County has been bypassed by I-24 and now I-69, even the current US 41A project has been reduced from five lanes to three, when he thinks is an unsafe route. He supports an “off-road” alignment that is four lanes for most of the route. Mayor Gooch said, “If you're going to just add two-feet to either side of the road then just keep your money.”
- Delores Overby, City of Providence Councilwoman said that speaking as just a driver, it is like playing dodge ball. You must look at cars and trucks coming ant you and you know where the danger points are, which includes access roads and side traffic concerns. We are a bedroom community to Madisonville and we cannot survive without Madisonville. The ambulance service and work force of Providence travels to Madisonville. She supports a four-lane roadway.
- Dean Wright of Wicks Well Market stated that his business is not located correctly on the map. He also has big concerns over the business impacted by a bypass or reconstruction. He owns three other stores, and he has been impacted this will be the fourth time. Mr. Wright said he had to put his life on hold, and could not sell his business or make changes. Mr. McClearn explained to Mr. Wright not to put his business on hold. This is just the beginning of a process that may take 7 to 10 years and right now, there is not additional funding beyond a study. He stated that if a project did progress, and his business was affected that KYTC's Right of Way staff works very hard for the businesses. Mr. McClearn also said that KYTC tries to make things right, but we cannot every time.
- Alliance Coal representatives were asked for any comments. Mr. Ross stated that his company contracted out their driving therefore; he could not speak to their issues. Mr. Ross did provide a name and number for Qk4 to contact to get their input.

- Mayor Gooch – is concerned “they” are going to three-lane it all the way and he is opposed to this. The area needs a four-lane road to Providence. Even a “Super-2” will destroy land and homes, just “bite the bullet and build a four-lane road.”
- Representative Gooch - told the Mayor of Nebo that a roadway south side of Nebo toward the railroad tracks should be looked at so as not to “wipe out” the town of Nebo.
- Someone asked if a four-lane roadway reduces crashes. The short answer was yes, but it does increase speed and may change the types and severity of crashes. Mr. McClearn added that with a four-lane facility generally KYTC controls the “access” or entrances along the roadway to every 1200 feet and builds necessary frontage roads, which would, minimizes the “side friction.”

Mr. McClearn stressed to the stakeholders that a four-lane roadway could cost from \$5-\$6 million dollars per mile for construction only. That does not include design, buying right of way and moving utilities. Therefore, a four-lane roadway could cost over \$60 million dollars. He also explained that the Six Year Highway Plan is underfunded and there are many needs across Kentucky that this project is competing with for funding. He also said that it is difficult for projects that may enhance economic development to compete with projects that will reduce congestion.

After the question and answer period, the participants were thanked for their time and participation and the meeting concluded.

End of Minutes



Architecture

Engineering

Construction

MEETING MINUTES

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

Purpose Stakeholders' Meeting

Place KYTC District 2 Office

Meeting Date December 7, 2011
1:00 p.m. CST

Prepared By: Bruce Siria

In Attendance:	Eddie Gooch	Mayor, City of Providence
	David May	City of Providence
	Mary Anne Gonnella	Palmer Oil – EZ Shop
	Darla Wright	Wicks Well Market
	Dean Wright	Wicks Well Market
	Wayne Kelley	Mayor, City of Nebo
	Shannon Kelley	City of Nebo
	Delores Overby	Providence City Council
	Jim Hutchinson	Hutchinson Trucking
	Jon Boswell	Alliance Coal
	Kevin McClearn	KYTC, District 2 - Madisonville
	Nick Hall	KYTC, District 2 - Madisonville
	Jill Asher	KYTC, Division of Planning
	Mikael Pelfrey	KYTC, Division of Planning
	Craig Morris	Pennyrile ADD
	Gina Boaz	Green River ADD
	Annette Coffey	Qk4
	Bruce Siria	Qk4

Nick Hall began the meeting by reiterating the background for the current study, and its relationship to completed studies at each end of the current project boundaries. He then introduced Annette Coffey from Qk4. Ms. Coffey gave a PowerPoint presentation that included the following study points:

- A brief review of the Scope of Work for the current study:
 - Assessment of existing conditions
 - Environmental literature search
 - Involvement of local officials and other project stakeholders

- Development and analysis of alternative improvement concepts
- Purpose of the Project
 - Provide an improved connection for Webster County to Madisonville
 - Improve access to the Pennyrile/Breathitt Parkway
 - Provide access to future I-69
- Draft Purpose and Need Statement
- Latest crash data similar to that previously presented
- A review of prominent features along the study corridor
- Alternative improvement concepts considered
 - Spot improvements (Alternatives 4, 5, 9). Locations and photographs were shown in the presentation.
 - Reconstruct to Super 2 cross-section. A slide showing typical roadway cross-sections was shown in the presentation.
 - Along existing alignment (Alternative 1A)
 - Bypasses of Manitou, Nebo, and/or Providence (Alternative 7)
 - From Industry Road to KY 630N in Manitou (Alternative 1b)
 - From Industry Road to west end of Manitou "Bypass" (Alternative 7a)
 - Reconstruct to shared 4-lane cross-section. A slide showing typical roadway cross-sections was shown in the presentation.
 - Along existing alignment (Alternative 6)
 - Bypasses of Manitou, Nebo, and/or Providence (Alternative 8)
 - From Industry Road to west end of Manitou bypass (Alternative 8a)
 - Reconstruct to 4 lanes with depressed median. A slide showing typical roadway cross-sections was shown in the presentation.
 - Along existing alignment (Alternative 2)
 - Bypasses of Manitou, Nebo, and/or Providence (Alternative 3)
 - From Industry Road to west end of Manitou bypass (Alternative 3a)

An evaluation matrix was distributed to project stakeholders comparing these alternatives based on construction costs, potential crash reduction, level-of-service, potential affected properties and businesses, utilities, and environmental concerns.

Finally, a summary of pertinent facts and issues was presented:

- Traffic volumes decrease significantly west of Manitou. Mayor Gooch indicated that a shift in the location of mining activity, expected in early 2013, might add additional traffic to US 41A further west of Manitou. Ms. Coffey agreed to discuss further with Mr. Hutchinson after the meeting.

- Improvements within the cities of Manitou, Nebo, and Providence likely to have significant impacts, though avoidance may be possible in some cases with specific alignment or cross section decisions
- Low levels of service reflect running speed, narrow lanes and shoulders, platooning, and a lack of passing opportunities rather than high traffic volumes
- Current volume-to-capacity ratios are better than new KYTC guidelines for assessing improvement needs
- Several of the alternative improvement concepts provide passing opportunities

There followed a question and answer period with the Project Stakeholders. Questions and comments raised included:

- Mayor Gooch expressed a concern about safety on the shared 4-lane alternatives (Alternative 6, 8, and 8A).
- Mayor Gooch prefers 4-lanes on new alignment, which he subsequently clarified to include “2 new lanes next to the existing 2 lanes.” He also made the statement that whichever was least disruptive to the motorists that use the road. Ms. Coffey explained that maintaining two roads that are each 13 miles in length would not be desirable given today’s economic climate.
- In response to a question about funding for project implementation, Mr. McClearn stated that funding for the project was not currently provided beyond that for the current study but that data from the study could be used to estimate future funding requests.
- Mr. Wright of Wickes Well Market asked about control of access for any proposed improvements. Ms. Coffey responded that the different alternatives discussed had different access control, but that access conditions for any specific property would be determined in subsequent project phases. Mr. McClearn clarified that the four-lane alternatives (Alternatives 2, 3, and 3A) would definitely include some type of control of access.
- In response to Mayor Gooch’s firm conviction that a 4-lane improvement was needed to support economic development goals for Providence, Mr. McClearn suggested including a brief discussion, or perhaps a letter from the mayor, in the report documenting the Mayor’s position.
- Mayor Gooch expressed that if there was any money that became available for this project, that it be spent building four-lanes. He was not in favor of spending funds for spot improvements or any project that didn’t ultimately result in a four-lane highway from Industrial Road to Providence.
- Mayor Gooch also stated that he did not believe that US 41A into Providence should be improved with a bypass. A narrower median or possibly a two-way left turn lane would work through the area. He felt as though the golf course in Providence would work to help a project become a reality.
- Ms. Overby asked if a shared 4-lane alternative could ultimately be expanded to a full 4-lane improvement. The response was that, since KYTC has no existing experience with the shared 4-lane concept, there is no history to predict whether this would occur.

US 41A Planning Study Hopkins and Webster Counties
Item Number 2-8303.00
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The meeting ended at approximately 3:30 p.m.

-End of Minutes-