

US 150 Preliminary Engineering Nelson & Washington Counties

Public Meeting

KYTC Item No. 4-396.00/.10/.20/.30

Washington County

April 9, 2019

Nelson County

April 23, 2019



Welcome

Goals for Today's Meeting

- Provide an update on Project Status
- Describe Alternatives currently being considered for Improving US 150
- Provide an opportunity to comment and discuss alternatives
- WE NEED YOUR INPUT



Background

US 150 Scoping Study – Final Report

Nelson & Washington Counties, December 2015

- Summary of Existing Conditions
 - Roadway Geometric Characteristics
 - Existing Traffic Volumes (2014 Data)
 - Traffic Forecast Data – 2035
 - Updated Traffic Forecast Data -- 2040
 - Crash History Data (2010 to 2014)
- Environmental Overview
- Geotechnical Overview
- Public and Stakeholder Coordination
 - Public Meetings
 - Nelson County – May 26, 2015
 - Washington County – May 28, 2015
- Recommended Improvements

Kentucky Transportation Cabinet

US 150 Scoping Study – Final Report
Nelson and Washington Counties
KYTC Item No. 4-396.00



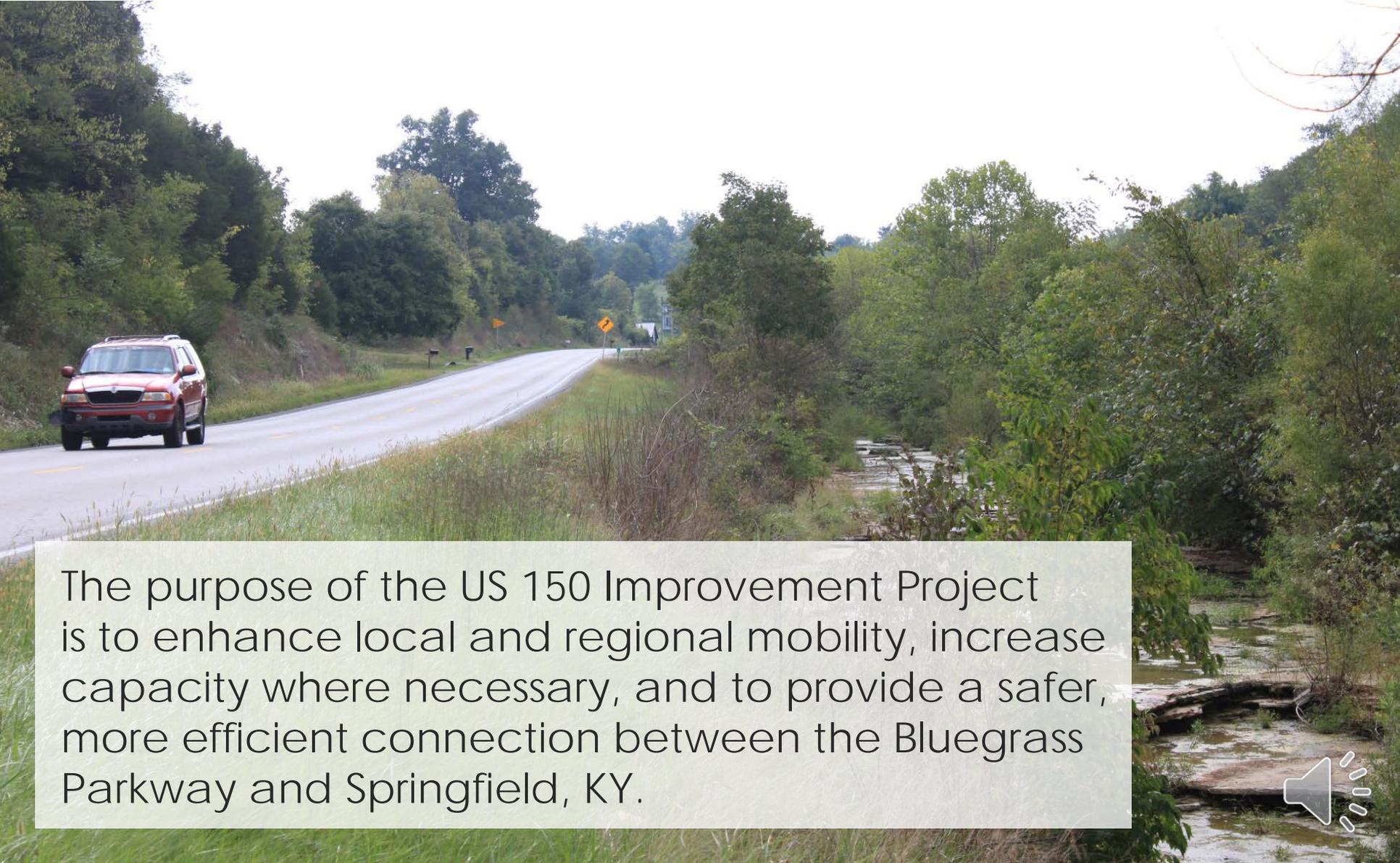
Prepared for: Kentucky Transportation Cabinet
District 4 - Elizabethtown
Central Office Planning



Prepared by: Palmer Engineering and Stantec Consulting Services, Inc.
December 2015



Project Purpose and Need

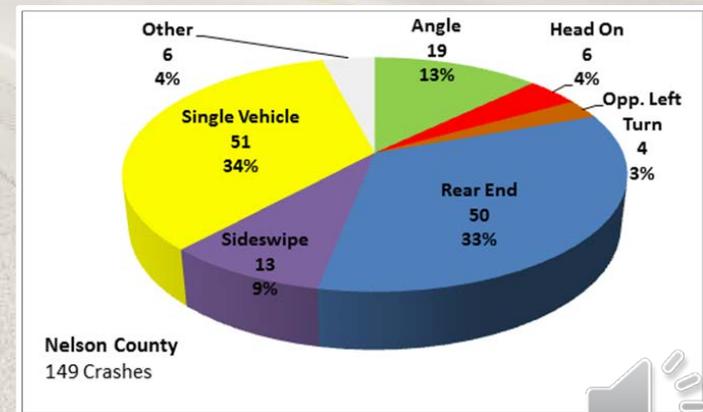
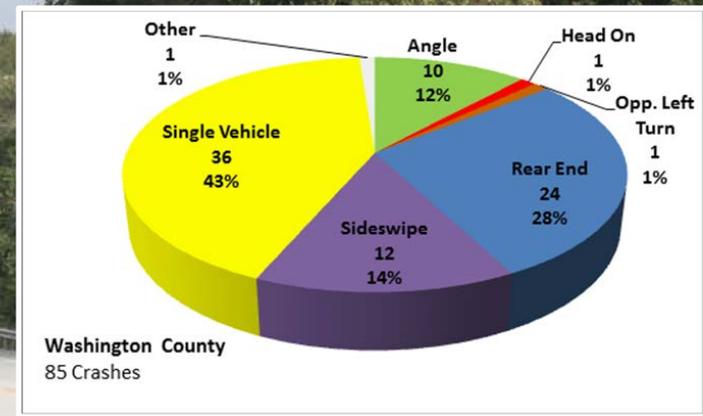


The purpose of the US 150 Improvement Project is to enhance local and regional mobility, increase capacity where necessary, and to provide a safer, more efficient connection between the Bluegrass Parkway and Springfield, KY.



Existing Conditions

- Two Lane Roadway
 - 11- to 12-foot Lanes
 - Narrow Shoulders
- Average Daily Traffic –
 - Nelson Co. 9,100 to 13,900
 - Washington Co. 6,800 to 8,800
- Truck Percentages
 - Nelson Co. 14.5% to 19.0%
 - Washington Co. – 13.2% to 15.7%
- Crash History (2010 – 2014)



Future Traffic

- Nelson County - 2040
 - Average Daily Traffic – 11,000 to 17,000
 - Truck Percentages – 14.5% to 19.0%
- Washington County - 2035
 - Average Daily Traffic – 7,000 to 13,000
 - Truck Percentages – 13.2% to 15.7%



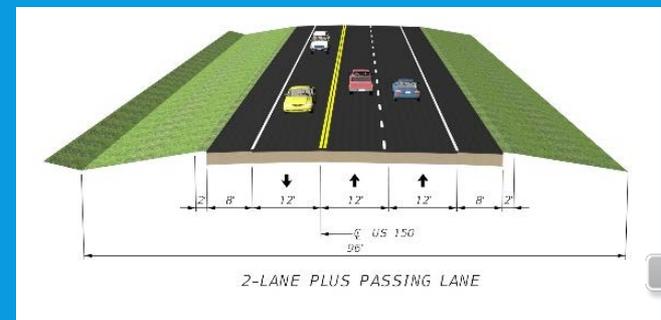
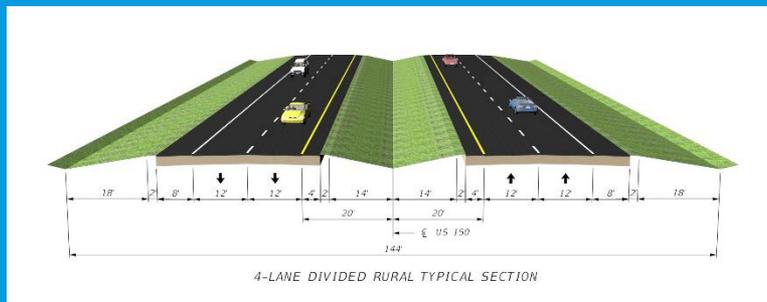
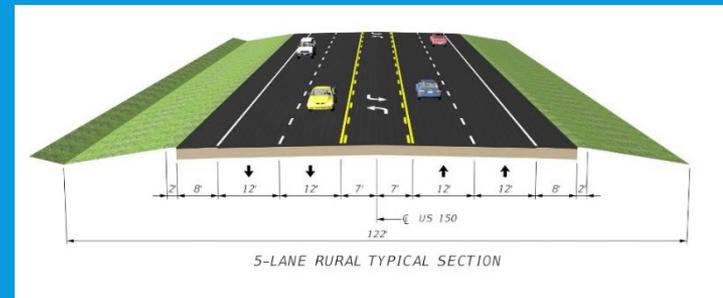
Alternatives Considered

- Nelson County
 - Improvements to existing US 150 Corridor
 - New Alignments -- North and South of Existing US 150
- Washington County
 - Widening / Add Passing Lanes and Shoulders to Existing US 150
 - Improvements at Intersection with Grundy Home Road



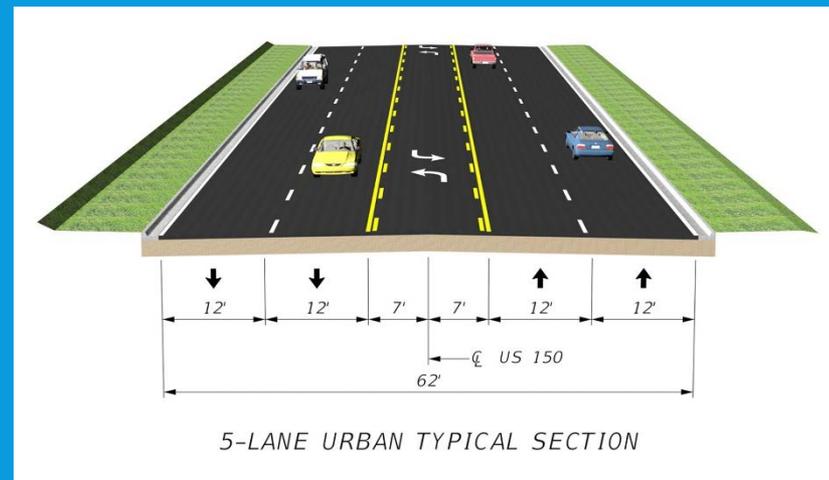
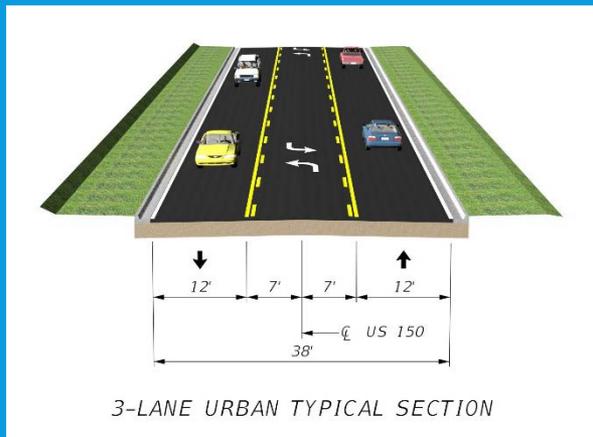
Range of Typical Sections

- A Range of Typical Sections are proposed to accommodate current and future traffic volumes and to minimize impacts to sensitive environmental resources. These Include:
 - 5-Lane Rural
 - 4-Lane Divided Roadway
 - 2+1 (2 Lanes + Passing Lane)
 - Improved 2-Lane Roadway



Range of Typical Sections

- 5-Lane Urban
- 3-Lane Urban
- Alternatives in Nelson County will use a combination of these typical sections to address changes in traffic volumes, truck percentages, avoiding sensitive environmental constraints, and also in an initial / ultimate construction scenario.

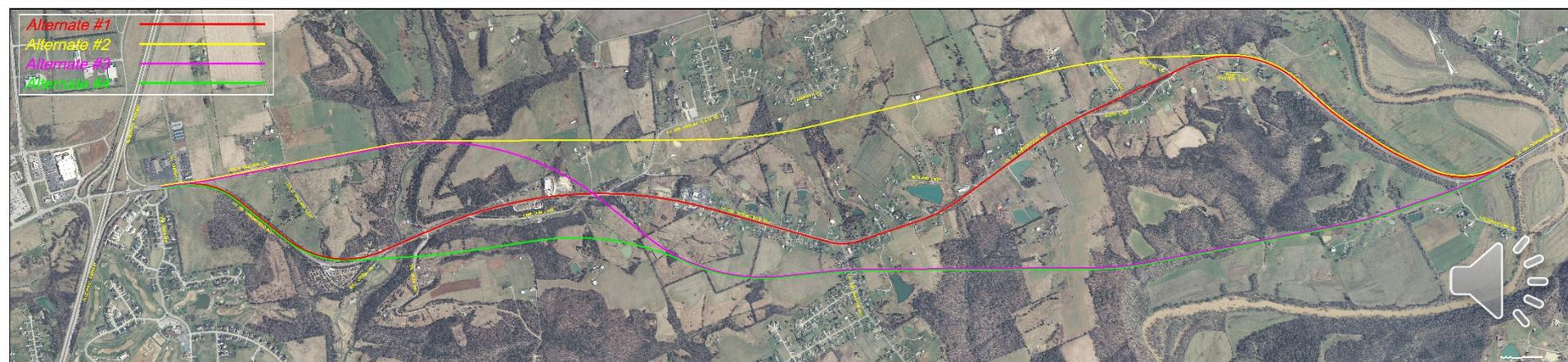


Nelson County, US 150 Display Boards

Beginning just east of the Bluegrass Parkway (MP 2.334) to just west of the Washington-Nelson County Line (MP 7.426) at the Beech Fork River.

- Alternatives Considered

- Alternative 1 (Red)
- Alternative 2 (Yellow)
- Alternative 3 (Magenta)
- Alternative 4 (Green)



Typical Sections Proposed For Each Alternative

- Alternative 1 (Red) – Improvements to Existing US 150
 - 5-Lane Rural Typical Section – Parkway Drive to KY 605 N
 - 5-Lane Urban Typical Section – KY 605 N to KY 605 S
 - 3 Lane Urban Section -- KY 605 S to Botland Loop E
 - 2+1 (2 lanes + Passing lane) -- Botland Loop E to Beech Fork River
- Alternative 2 (Yellow) – New Alignment North of Existing US 150
 - 4-Lane Divided Roadway – Parkway Drive to KY 605 N
 - 2+1 (2 lanes + Passing lane) Initial / 4-Lane Divided Roadway Ultimate – Parkway Drive to Existing US 150 near McIntyre Lane
 - 2+1 (2 lanes + Passing lane) – McIntyre Lane to Beech Fork River along Existing US 150 Alignment
- Alternative 3 (Magenta) – New Alignment North and South of Existing US 150
 - 4-lane Divided Roadway – Parkway Drive to KY 605 N
 - 2+1 (2 lanes + Passing lane) Initial / 4-Lane Divided Roadway Ultimate – KY 605 N to Beech Fork River
- Alternative 4 (Green) – Combination of Improving Existing US 150 and New Alignment
 - 5-Lane Rural Typical Section – Parkway Drive to Mill Creek Lane along Existing US150
 - 4-Lane Divided Roadway – Mill Creek Lane to KY 605 N Approach on New Alignment
 - 2+1 (2 lanes + Passing Lane) Initial / 4-Lane Divided Roadway Ultimate – KY 605 N Approach to Beech Fork River on New Alignment



Comparison Matrix Nelson County

US 150 Nelson County
Parkway Drive to Beech Fork River
April 9 & April 23, 2019

	Alternative #1 On Corridor (Red)	Alternative #2 Off Corridor (Yellow)	Alternative #3 Off Corridor (Magenta)	Alternative #4 Off Corridor (Green)
Length (ft.)	27,400	26,000	25,980	25,790
Maximum Grade %	6.76%	6.76%	4.00%	4.30%
Earthwork	\$10/CY	\$7/CY	\$6/CY	\$6/CY
Common Excavation (CY)	263,363	1,129,946	2,074,187	1,884,290
Embankment in Place (CY)	581,108	1,119,725	1,521,530	1,293,625
Net (cu yd.)	-317,745	10,221	552,657	590,665
Disturb Limits (acres)	96.44	126.69	140.27	135.82
Blueline Stream Crossings	5	5	5	5
Crop Land Impacts	LOW	MODERATE	MODERATE	MODERATE
Number of Parcels	122	57	49	55
Right of Way Acquisition (AC)	54	143	175	167
Easements (SF)	0	0	0	0
Residential Takings	1	3	5	7
Commercial Takings	0	1	0	0
Garage/Barns Takings	3	8	9	7
Maintenance of Traffic Impacts	HIGH	MODERATE	LOW	MODERATE
Utility Impacts	HIGH	MODERATE	LOW	MODERATE
Costs				
Right of Way	\$2,310,000	\$4,150,000	\$4,900,000	\$5,490,000
Utilities	\$3,310,000	\$1,310,000	\$730,000	\$700,000
Construction	\$26,870,000	\$28,280,000	\$33,750,000	\$33,130,000
25% Contingency	\$6,720,000	\$7,070,000	\$8,437,500	\$8,290,000
Total	\$39,210,000	\$40,810,000	\$47,820,000	\$47,610,000

Range of Alternatives and Typical Sections Considered

- **Alternative 1 (Red) – Improvements to Existing US 150**
 - 5-Lane Rural Typical Section – Parkway Drive to KY 605 N
 - 5-Lane Urban Typical Section – KY 605 N to KY 605 S
 - 3 Lane Urban Section -- KY 605 S to Botland Loop E
 - 2+1 (2 Lanes + Passing lane) -- Botland Loop E to Beech Fork River

- **Alternative 2 (Yellow) – New Alignment North of Existing US 150**
 - 4-Lane Divided Roadway – Parkway Drive to KY 605 N
 - 2+1 (2 Lanes + Passing lane) Initial / 4-Lane Divided Roadway Ultimate – Parkway Drive to Existing US 150 near McIntyre Lane
 - 2+1 (2 Lanes + Passing lane) – McIntyre Lane to Beech Fork River along Existing US 150 Alignment

- **Alternative 3 (Magenta) – New Alignment North and South of Existing US 150**
 - 4-Lane Divided Roadway – Parkway Drive to KY 605 N
 - 2+1 (2 Lanes + Passing lane) Initial / 4-Lane Divided Roadway Ultimate – KY 605 N to Beech Fork River

- **Alternative 4 (Green) – Combination of Improving Existing US 150 and New Alignment**
 - 5-Lane Rural Typical Section – Parkway Drive to Mill Creek Lane along Existing US150
 - 4-Lane Divided Roadway – Mill Creek Lane to KY 605 N Approach on New Alignment
 - 2+1 (2 Lanes + Passing Lane) Initial / 4-Lane Divided Roadway Ultimate – KY 605 N Approach to Beech Fork River on New Alignment



Display Boards for Design Sections in Washington County

- From Fredericktown Road to Mayfield Lane
- From Mayfield Lane to US 150 Bypass



Comparison Matrices Washington County

**US 150 Washington County
Fredericktown Road to Mayfield Lane
April 9 & April 23, 2019**

	Alternative #1	Alternative #2
Length (ft.)	11,976	11,968
Maximum Grade %	3.91%	3.91%
Earthwork	\$10/CY	\$10/CY
Cut (cu yd.)	173,801	119,937
Fill (cu yd.)	24,783	25,576
Net (cu yd.)	149,018	94,360
Disturb Limits (acres)	31.34	31.11
Blueline Stream Crossings	3	3
Impact to Parker Run (LF)	0	0
Crop Land Impacts	LOW	LOW
Number of Parcels	23	23
Right of Way Acquisition (AC)	9.64	9.55
Easements (SF)	0	0
Residential Takings	0	0
Garage/Barns Takings	0	0
Maintenance of Traffic Impacts	HIGH	HIGH
Utility Impacts	MODERATE	MODERATE
Costs		
Right of Way	\$350,000	\$350,000
Utilities	\$1,000,000	\$1,000,000
Construction	\$8,340,000	\$7,810,000
Contingency 25%	\$2,090,000	\$1,960,000
Total	\$11,780,000	\$11,120,000

**US 150 Washington County
Mayfield Lane to US 150 Bypass
April 9 & April 23, 2019**

	Alternative #1	Alternative #2
Length (ft.)	17,038	17,038
Maximum Grade %	6.54%	6.54%
Earthwork	\$10/CY	\$10/CY
Cut (cu yd.)	116,020	111,205
Fill (cu yd.)	15,262	13,878
Net (cu yd.)	100,758	97,327
Disturb Limits (acres)	24.65	25.43
Blueline Stream Crossings	2	2
Impact to Parker Run (LF)	85	85
Crop Land Impacts	LOW	LOW
Number of Parcels	22	23
Right of Way Acquisition (AC)	4.811	4.112
Easements (SF)	15,865	22,706
Residential Takings	0	0
Garage/Barn Takings	1	1
Maintenance of Traffic Impacts	High	High
Utility Impacts	LOW	LOW
Costs		
Right of Way	\$490,000	\$440,000
Utilities	\$260,000	\$290,000
Construction	\$6,390,000	\$6,390,000
Contingency 25%	\$1,600,000	\$1,600,000
Total	\$8,740,000	\$8,720,000



Handout



Public Meeting



US 150 Preliminary Engineering Study

from Bluegrass Parkway to Springfield

Nelson and Washington Counties

KYTC Item No. 4-396.00/10/20/30

April 9, 2019
5:30 pm - 7:30 PM ET

Washington County Extension Office
245 Corporate Drive
Springfield, KY 40069

April 23, 2019
5:30 pm - 7:30 PM ET

Parkway Baptist
2580 Springfield Road
Bardstown, KY 40004



The Kentucky Transportation Cabinet (KYTC) is seeking your input on preliminary engineering alternatives affecting US 150 in Nelson and Washington Counties. A broad range of alternatives has been developed. These alternatives evolved from information presented in the US 150 Scoping Study for Nelson and Washington Counties completed in December 2015. The purpose of this public meeting is to share this information with you, listen to your concerns, and receive your input about the alternatives under consideration.

This Public Meeting will begin with an 8-9 minute PowerPoint presentation providing an overview of the project and the information that will be presented tonight. The PowerPoint presentation is narrated and plays continuously. After viewing the presentation, you will have an opportunity to talk with the project team and ask questions.

Purpose and Need Statement

The purpose of the US 150 Improvement Project is to enhance local and regional mobility, increase capacity where necessary, and to provide a safer, more efficient connection between the Bluegrass Parkway and Springfield, Kentucky. US 150 provides the only regional east/west connection for areas between the Bluegrass Parkway in Bardstown and I-75 in Mt. Vernon.



What Happens Next

A Project Team Meeting will be held to identify Preliminary Preferred Alternatives. These meetings are anticipated to occur within the following time frame:

- Washington County: Summer 2019
- Nelson County: Fall 2019

This project is Federally Funded. Therefore, Environmental Documentation must be completed before the project can advance to subsequent phases of development. Once the project team identifies Preliminary Preferred Alternatives the Environmental Documentation can be completed with additional field studies on those alternatives. The anticipated timeframe for completion of Environmental Documentation is as follows:

- Washington County: Fall 2019
- Nelson County: Spring 2020

Once Environmental Documentation is finalized, the public will be notified of the preferred alternatives and final design can begin. The anticipated time line for final design follows:

- Washington County:
 - Mailer advising of alternative selection: Fall 2019
 - Begin Final Design: Fall 2019
- Nelson County:
 - Public Meeting to present Preferred Alternative: Fall 2019
 - Final Design Contingent Upon Additional Funding in Next Six-Year Road Plan

At this time there are no construction funds identified for the US150 corridor. The next opportunity for funding will be with the 2020 Six-Year Road Plan as authorized by the 2020 General Assembly.

Environmental Documentation / Historic Properties

The National Environmental Policy Act of 1969 requires that projects using federal funds include appropriate analyses and documentation regarding impacts of the project on the human and natural environment. Representatives of the KYTC are in attendance this evening and available to discuss the environmental impacts of the proposed alternatives and the environmental process being followed. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve. If you have an interest in historic properties that may be affected by the project, you are invited to participate as a Consulting Party. To apply to become a Consulting Party, you may visit the ENVIRONMENTAL table this evening to submit an application. You may also contact Joseph Ferguson at the KYTC District 4 office by calling 270-766-5066. Also, please feel free to discuss your questions regarding historic properties, environmental impacts, or environmental documentation with representatives at tonight's meeting.

Contact Information

If you have any questions about the study, feel free to contact:

Gary Sharpe, PE, PLS
Palmer Engineering Project Manager
400 Shoppers Drive
Winchester, KY 40392
GSharpe@palmernet.com
(859) 744-1218

Brad Bottoms, PE
KYTC District 4 Project Manager
634 East Dixie Highway
Elizabethtown, KY 42701
Bradley.Bottoms@ky.gov
(270) 766-5066

Procedure for Submitting Comments

Representatives of the Kentucky Transportation Cabinet and engineering consultants are available to answer questions. Exhibits are on display to assist you in understanding the various facets of this project. Please make an official comment that will be incorporated into the project summary.

To make a written statement, complete one of the questionnaires provided; leave it tonight with one of the representatives, or mail it by May 10, 2019 to one of the addresses listed above. Public Meeting materials from tonight's meeting are available at <https://transportation.ky.gov/DistrictFour/Pages/default.aspx>.



What Happens Next?

- Project Team Meeting – Identify Preliminary Preferred Alternatives
 - Washington County: Summer 2019
 - Nelson County: Fall 2019
- Complete Environmental Documentation
 - Washington County: Fall 2019
 - Nelson County: Spring 2020
- Further Public Involvement and Next Steps:
 - Washington County:
 - Mailer advising of alternative selection: Fall 2019
 - Begin Final Design: Fall 2019
 - Nelson County:
 - Public Meeting: Fall 2019 to identify a Preferred Alternative
 - Final Design Contingent Upon Additional Funding in Next Six-Year Road Plan



This presentation will begin
again in 60 seconds.