

# US 150 SCOPING STUDY - FINAL REPORT

## Appendix D - MEETING SUMMARIES

## Meeting Summary

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TO:

Eileen Vaughan, PE Project Manager KYTC – CO Planning 200 Mero Street Frankfort, KY 40622	Charlie Allen, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701	Brad Bottoms, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701
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FROM: Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

DATE: February 9, 2015

SUBJECT: US 150 Scoping Study, Washington and Nelson County  
KYTC Item No. 4-396.00  
Project Team Meeting No. 1

A Project Team meeting for the subject project was held on Thursday, January 29, 2015 at 12:00 p.m. EDT in the Old 1816 Springfield Kentucky Courthouse courtroom in Springfield Kentucky. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Kevin Young	KYTC – District 4 Planning
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Chad Filiatreau	KYTC – District 4 Project Delivery & Preservation
Eileen Vaughan	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Aaron Hawkins	Lincoln Trail Area Development District
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Steve Farmer	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
David Lindeman	Palmer Engineering
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

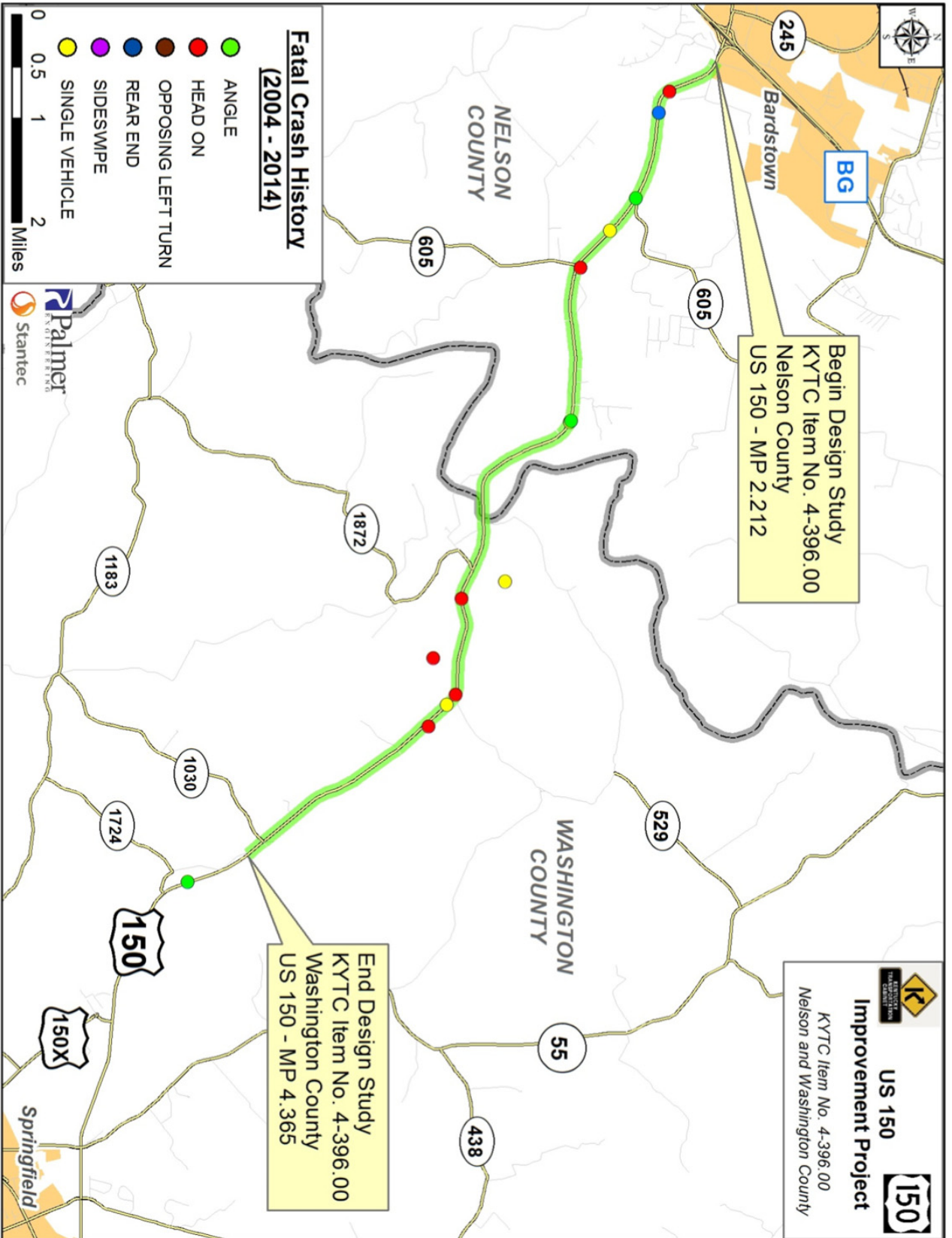
Charlie Allen welcomed everyone and stated the purpose of the meeting was to discuss the agenda and presentation for the Local Officials/Stakeholder Meeting to be held at 2:00 p.m. that afternoon. Charlie noted that Washington County Judge Executive has expressed concern about the safety and the geometrics along US 150 and is also concerned with the

high percentage of truck traffic and lack of shoulders. Handouts included copies of the Project Team meeting agenda, the Draft Purpose and Need Statement and the Local Officials/Stakeholder Meeting Agenda.

After introductions, Gary Sharpe reviewed the PowerPoint presentation that would be presented at the Local Officials/Stakeholder Meeting . The following items were discussed.

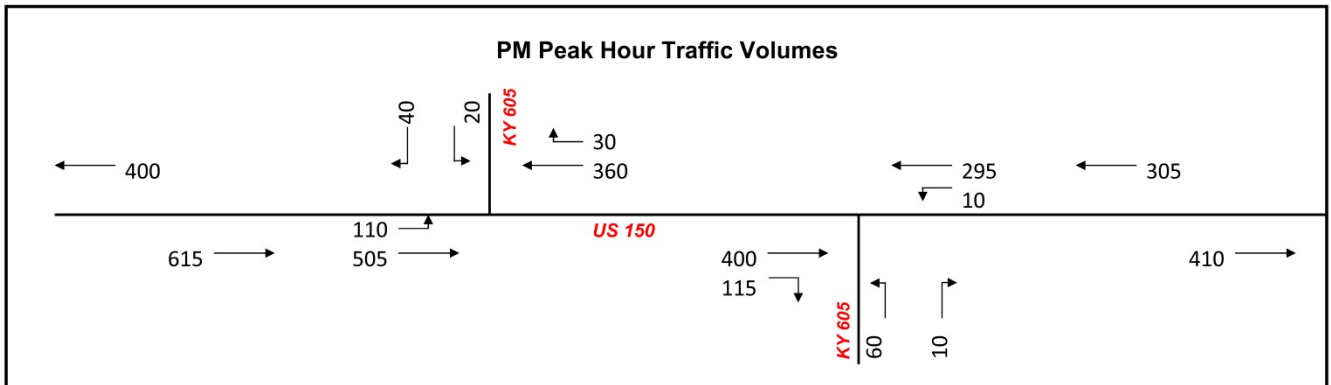
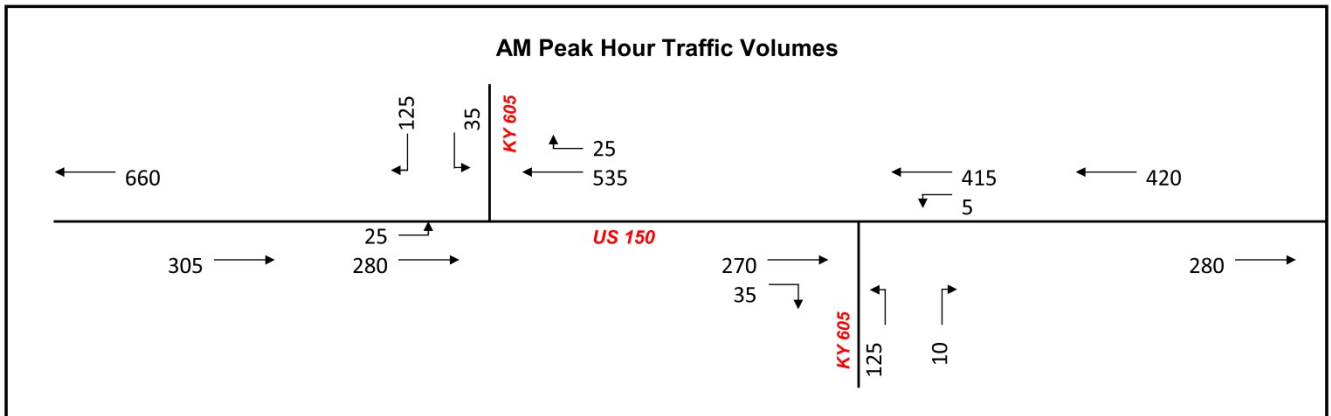
1. An initial goal will be to provide information (cost estimates, project termini, etc.) that can be used to develop draft Project Identification Forms (PIFs) to the KYTC District 4 (Charlie Allen) by February 15, 2015. The subsequent PIFs will cover the entire corridor from beginning to end and each project will have a construction cost of \$8M to \$10M each. The proposed spot improvements will be included in the PIFs covering that section of the corridor. District 4 will prepare the Right-of-Way and Utilities estimate after the limits of each PIF is determined.
2. In addition to the corridor wide improvements, spot improvements will also be identified and included as separate PIFs. These locations will be based on review of the existing alignment, the results of the crash history and traffic analyses, and local input.
3. District 4 will prepare the Right-of-Way and Utilities estimates after the limits of each PIF are determined.
4. A few minor revisions were made to the PowerPoint presentation.
5. A copy of the Draft Purpose and Need was distributed. No comments were made at the Project Team Meeting regarding the draft Purpose and Need.
6. Charlie Allen and Patty Dunaway noted that structures with adequate sufficiency ratings could still be replaced or widened as part of this project. This should be noted at the Local Officials Meeting.
7. Patty Dunaway pointed out that the high crash spot near the Bluegrass Parkway was outside this projects study area. This segment will be improved as part of the interchange widening project.
8. The goal of this project will be to provide 10 foot wide shoulders throughout the study area. An exception could be shoulders adjacent to truck climbing lanes. This will be looked at further in design.
9. The top Spot Improvement location in both Washington County and Nelson County will be determined. (\$2M-\$3M target) Possibilities are KY 605 North (Poplar Flat Road) in Nelson County and Grundy Home Road curve and intersection in Washington County.
10. It was noted that there was a reduction in substandard horizontal and vertical curves shown on the tables in the PowerPoint presentation because of the 55 mph design speed.
11. The structure over the Beech Fork Slough was reconstructed with the recent work at the Nelson County – Washington County line.
12. Chad Filiatreau stated that the recent shoulder widening along US 150 was not full depth and would need to be removed and replaced if the roadway is widened.
13. It was determined that it would be better not to show a specific dimension for the width of the paved shoulders on the “Possible Typical Section” slides shown in the

- PowerPoint presentation. This will be evaluated further in this study and in Phase I design.
14. Charlie Allen stated that the corridor had a high volume of traffic and a high percentage of trucks.
  15. Due to the high volumes and high truck percentages everyone agreed that a high end estimate for the PIF's was warranted.
  16. Mikael Pelfrey noted the 0.94 volume-to-capacity ratio shown for the 2035 No Build in Nelson County between MP 2.032 and MP 4.733. This is above the 0.9 threshold meaning a four or five lane section should be considered for this segment.
  17. Brad Bottoms agreed with this and stated that this would warrant estimating the first two segments in Nelson County with either four or five lane typical section.
  18. The number of fatal crashes along the corridor was discussed and Eileen Vaughan noted that there were a couple of fatal crashes at the bridges over the Beech Fork River and Cartwright Creek sometime prior to the timeframe shown on the PowerPoint slide which covered the 2010-2014 period. This was later discussed at the Local Officials Meeting. Everyone agreed more research is needed with an extended timeframe to capture more fatal crash data.
    - a. Since the first Project Team Meeting, additional follow-up analyses have been completed concerning the fatal crashes in the project area, truck crashes within the project limit, and additional analysis of the crashes along the hill west of the Beechfork River.
    - b. Traffic counts / turning movements at KY 605 west and east (Data supplied by KYTC) have been further studied in the context of where to end a 5-lane typical section extending from the Bluegrass Parkway to Botland.
    - c. These additional data and analyses are shown below.
  19. The meeting adjourned at 1:00 p.m. EST.



**US 150 Improvement Project**  
 Nelson/ & Washington County  
 KYTC Item No. 4-396.00  
 March 23, 2015

**2015 Peak Hour Traffic Volumes**



2015 Peak Hour traffic volumes are based on traffic counts collected by KYTC District 4 (KYTC Item No. 4-396).

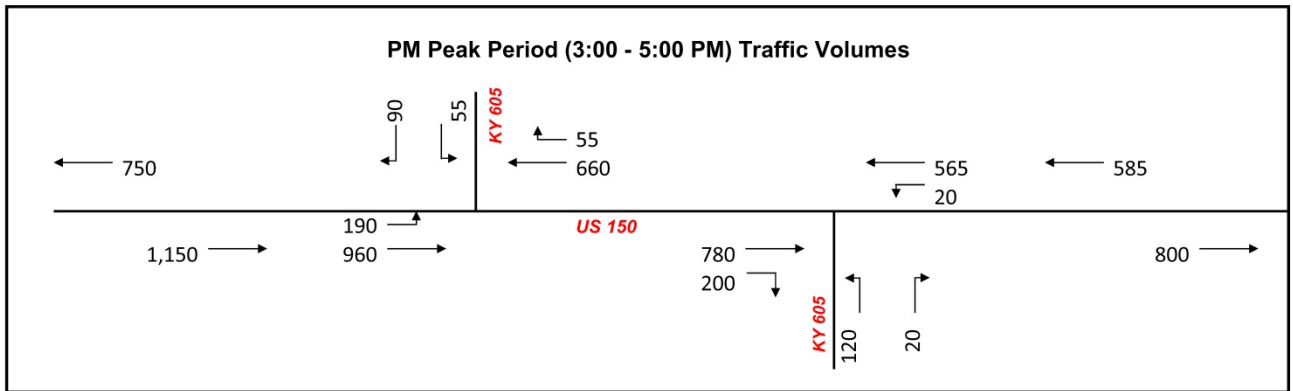
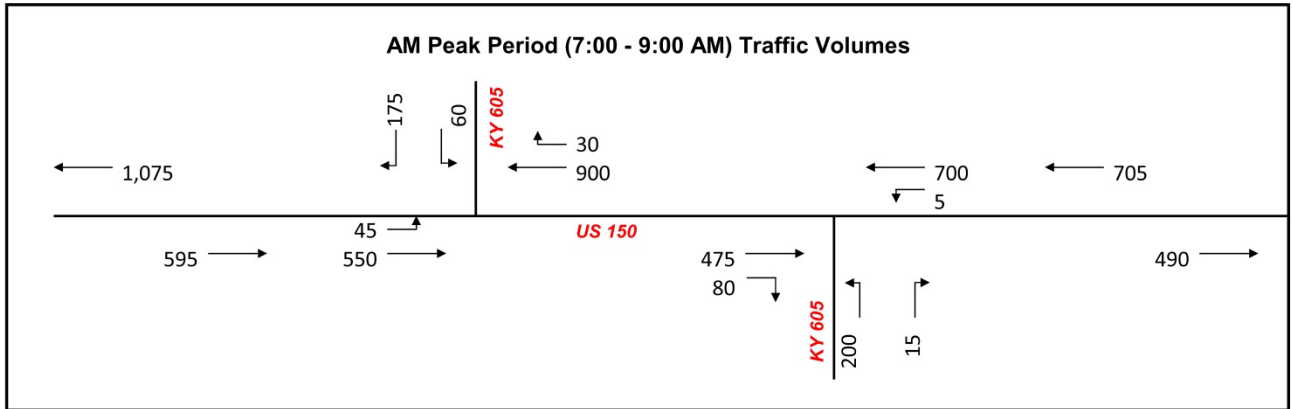
**US 150 Improvement Project**

Nelson/ & Washington County

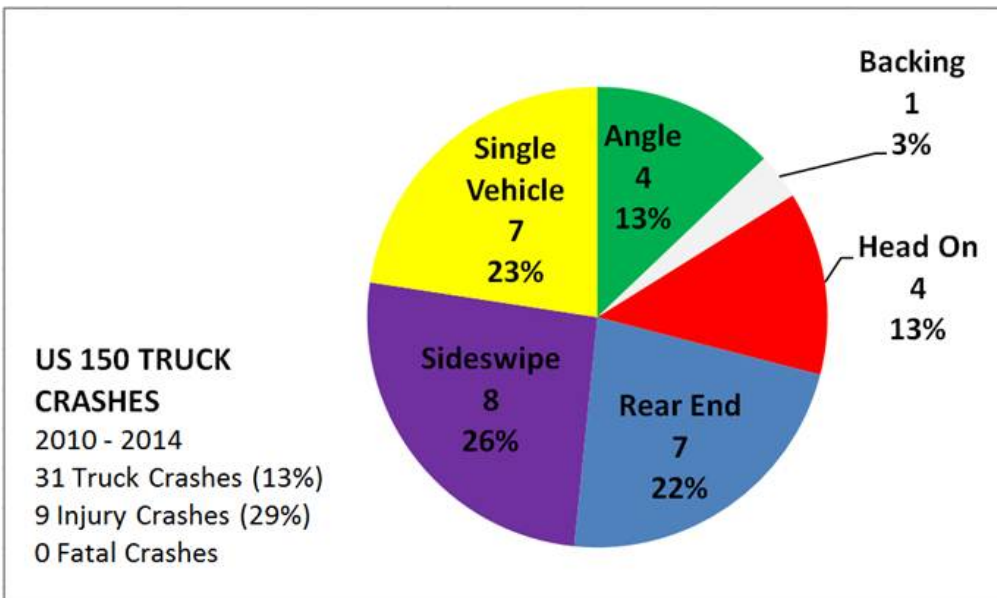
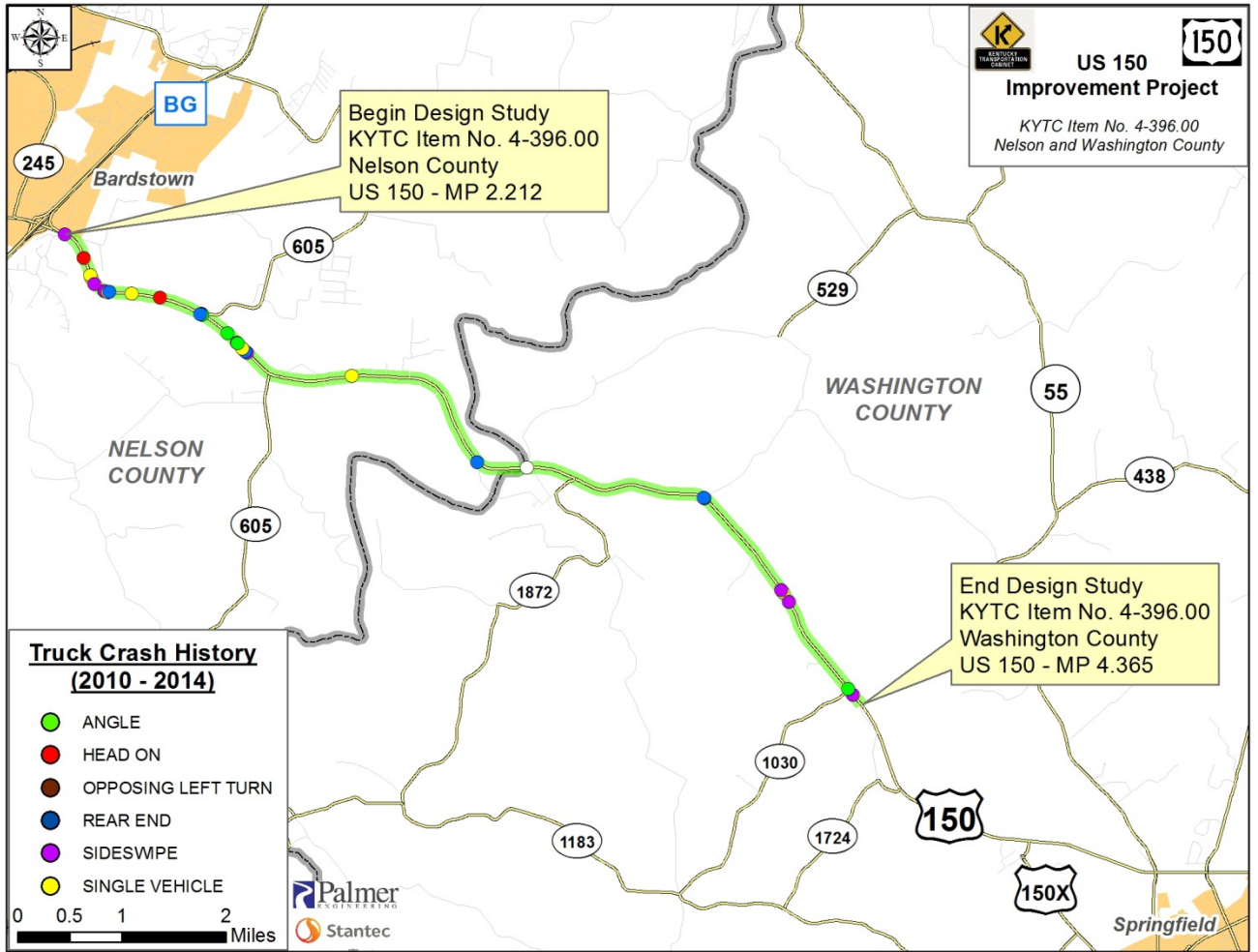
KYTC Item No. 4-396.00

March 23, 2015

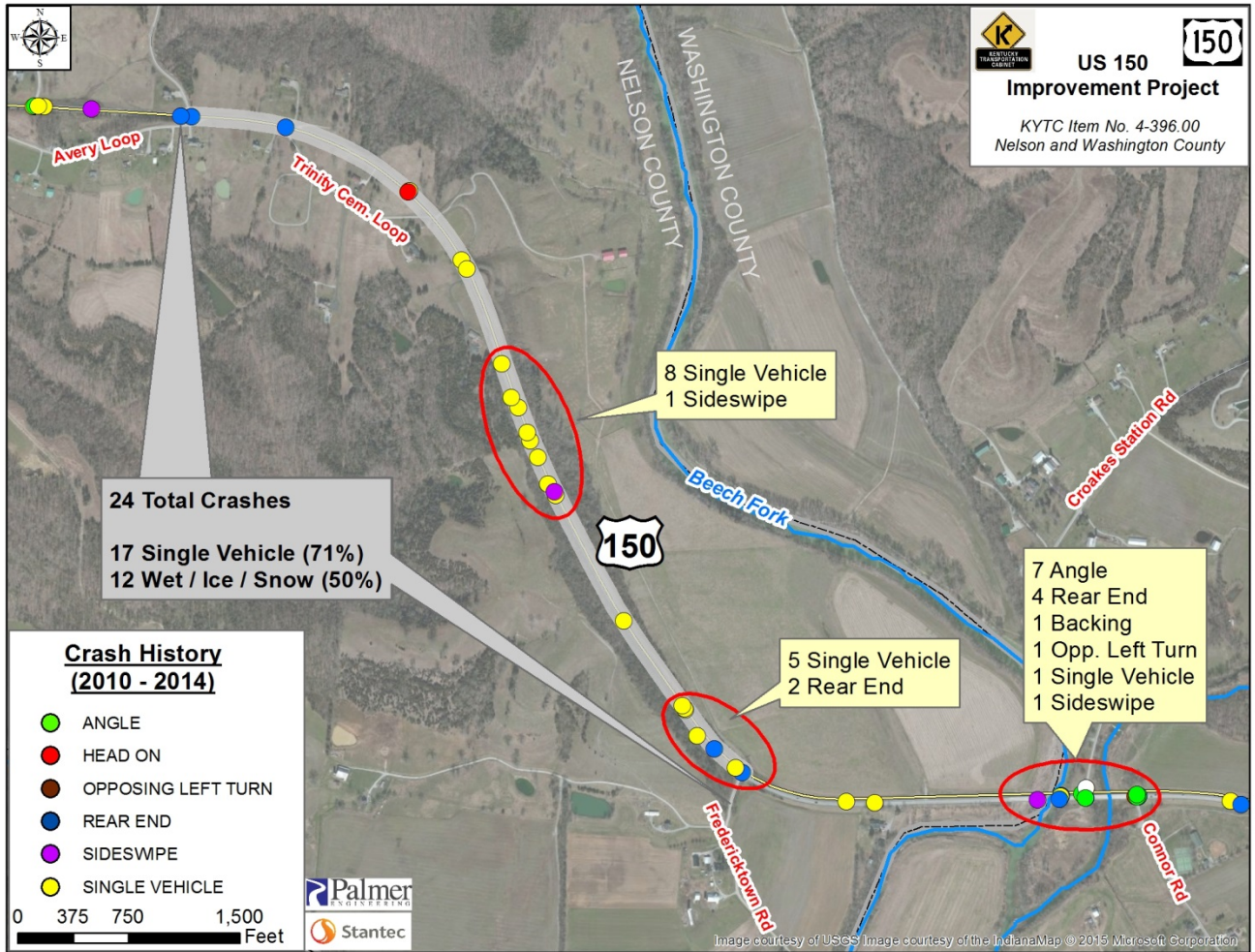
**2015 Peak Period Traffic Volumes**



2015 traffic volumes are based on traffic counts collected by KYTC District 4 (KYTC Item No. 4-396).







## Meeting Summary

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TO:

Eileen Vaughan, PE Project Manager KYTC – CO Planning 200 Mero Street Frankfort, KY 40622	Charlie Allen, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701	Brad Bottoms, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701
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FROM: Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

DATE: February 9, 2015

SUBJECT: US 150 Scoping Study, Washington and Nelson County  
KYTC Item No. 4-396.00  
Local Officials Meeting No. 1

A Local Officials meeting for the subject project was held on Thursday, January 29, 2015 at 2:00 p.m. EDT in the Washington County Cooperative Extension Office, 211 Progress Avenue, in Springfield Kentucky. The following individuals were in attendance:

Local Officials and Stakeholders:

John A. Settles	Washington County Judge Executive
Dean Watts	Nelson County Judge Executive
Terry Tingle	1 <sup>st</sup> District Magistrate – Washington County
Benjamin Settles	2 <sup>nd</sup> District Magistrate - Washington County
Billy Riney	5 <sup>th</sup> District Magistrate – Washington County
Sam Hutchins	2 <sup>nd</sup> District Magistrate – Nelson County
Paul Terrell	Washington County Schools
Dale Mann	Washington County Road Department
Jim Lemieux	Nelson County Engineer
Sheriff Pinkston	Washington County Sheriff's Office
Jim Smith	Springfield Police Department
Ramon Pineiroa	Nelson County Sheriff's Office
Mark Hale	Washington County EMS
Forrest Carrico	Washington County Fire Department
Bob Goodlett	Springfield City Council
Laurie Smith	City of Springfield
Daniel Carney	Springfield-Washington Co. Economic Development Authority
Bill Robinson	Attorney – Washington County
Pat Mattingly	Resident & Business Owner
Elaine Mattingly	Resident & Business Owner

Project Team:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Kevin Young	KYTC – District 4 Planning
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Chad Filiatreau	KYTC – District 4 Project Delivery & Preservation
Eileen Vaughan	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Aaron Hawkins	Lincoln Trail Area Development District
Brian Aldridge	Stantec Consulting Services Inc.
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Steve Farmer	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
David Lindeman	Palmer Engineering
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

Washington County Judge Executive, John A. Settles, opened the meeting by welcoming everyone and making a few brief comments about the US 150 Corridor. Mr. Settles then introduced Charlie Allen with KYTC District 4. Charlie Allen again welcomed everyone and reviewed the items on the meeting agenda that was included in the meeting handouts. Mr. Allen specifically noted that the initial focus of this Scoping Study was to identify needed improvements for the US 150 Corridor between Bardstown and Springfield. He noted that the goal was to subdivide the corridor into segments with construction costs on the order of \$8 million to \$10 million per segment and this this would be used as a basis for identifying priority segments that could be advanced to future phases of design and construction. Mr. Allen further explained that the current funding for this project, Item No. 4-396.00 also includes some funding for preliminary engineering and Phase I design. Thus, within each segment (where appropriate), break-out segments will be identified for potential advancement as a priority project should funding become available. Mr. Allen also emphasized that the focus of this project was to identify needed improvements and costs for the improvements but that the support of the Local Officials was needed for continued pursuit of funding beyond this initial project.

Following introductions, Gary W. Sharpe with Palmer Engineering led the group in a PowerPoint presentation describing the existing conditions, design considerations, crash history, project study schedule, public meetings schedule, project funding and contact information. The following items were discussed.

In general, three areas for potential needed improvements were noted:

1. Safety / high crash locations throughout the corridor. It was noted that this could include correcting substandard geometric deficiencies, adding turning lanes (left and right), and addressing sight distance at approach roads.

2. Full shoulders (8-10 feet paved) along the entire length of the corridor.
3. Realignment and additional lanes. It was noted that existing geometry indicated only a few locations with less than minimum acceptable horizontal geometry but that there were many more vertical curves with less than desirable stopping sight distance. Thus, improvements could involve realignment and/or adding lanes (truck climbing lanes and passing lanes)

Local officials generally concurred in the above characterization for potential improvement strategies. However, the relative priority associated with the three concepts described above was more diverse. All noted the importance of addressing safety related deficiencies as soon as possible. However, the relative priority for adding shoulders versus realignment and adding lanes was not as clearly defined. For example, some favored realignment and /or adding lanes ahead of just widening shoulders because of lack of passing opportunities and time spent following slower moving vehicles. Others noted that factories and industries with concerns for *just in time delivery* favored additional lanes for increased capacity. Conversely, adding wider shoulders provides safe stopping areas for disabled vehicles, added space for wide or slow moving farm vehicles, and is a means of addressing pavement edge drop-offs which can be a concern for areas with narrow shoulders.

A general summary of comments from the meeting follows:

1. There was significant support for the need for full shoulders – 8 to 10 feet paved throughout the corridor. This was specifically emphasized by Nelson County’s Dean Watts and Jim Lemieux.
2. It was commented that traffic has increased since improvements were made to the US 150 corridor between the east end of the project area and I-75, in Rockcastle County near Mt. Vernon.
3. Nelson County officials noted that the intersection of KY 605 – Poplar Flat Road and US 150 is a high priority area.
4. In general the Washington County and Nelson County officials thought that the industries in both counties wanted as many passing lanes added, as possible, to improve the passing opportunities and reduce backups such as the ones that occur on the hill just west of the Beech Fork River.
5. Ramon Pineiroa, with the Nelson County Sheriff’s office, noted that the number of fatalities that have occurred along the corridor may be higher than shown in crash data. Mr. Pineiroa indicated that this may be due to the manner in which fatalities are entered into the database. There is only one fatality shown in the 2010 to 2014 data. Ramon Pineiroa advised that he thought there may have been as many as five fatalities in the last six to eight years in Nelson County and that there may have been another two or three fatalities in Washington County during the same time period according to Sheriff Pinkston with the Washington County Sheriff’s office. The Project Team will discuss this further and determine if modifications to the crash analysis are needed.

Following the PowerPoint presentation, meeting participants were asked to provide comments about areas needing improvements based on their specific experiences with the route. The format was as follows:

- *If funding was available to address one improvement, circle this area and give it a Priority No. 1*
- *If funding were available to address only two spot improvement locations, circle these two locations and assign them Priority No. 1 and Priority No. 2*
- *Use a similar approach to identify up to 4 priority locations.*

Data from information derived from this exercise have been used to identify 8 segments of US 150 for potential improvement segments. Within each segment (as appropriate), breakout spot improvement projects have been identified. These will be provided to the Project Team in a file sharing cloud for review and comment.

The meeting concluded with a brief discussion of the marked-up maps.

## Meeting Summary

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TO:

Eileen Vaughan, PE Project Manager KYTC – CO Planning 200 Mero Street Frankfort, KY 40622	Charlie Allen, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701	Brad Bottoms, PE Project Manager KYTC – D04 634 East Dixie Highway Elizabethtown, KY 42701
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FROM: Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

DATE: April 21, 2015

SUBJECT: US 150 Scoping Study, Washington and Nelson Counties  
KYTC Item No. 4-396.00  
Project Team Meeting No. 2

A Project Team meeting for the subject project was held on Thursday, April 2, 2015 at 9:30 a.m. EDT in the KYTC District 4 conference room in Elizabethtown. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Kevin Young	KYTC – District 4 Planning
Larry Krueger	KYTC – District 4 Design
Chris Jessie	KYTC – District 4 Public Involvement
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Chad Filiatreau	KYTC – District 4 Project Delivery & Preservation
Will Begley	KYTC – District 4 Co-Op
Joseph Ferguson	KYTC – District 4 Environmental
Eileen Vaughan	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Justin Harrod	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
David Martin	KYTC – Central Office Highway Design
Brian Aldridge	Stantec Consulting Services Inc.
David Lindeman	Palmer Engineering
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

Charlie Allen welcomed everyone and stated the purpose of the meeting was to discuss the comments received at the first Local Officials/Stakeholder Meeting, review recent traffic counts and updated crash analysis, and review the preliminary alternatives. Charlie noted that Project Identification Forms (PIFs) had been created for the corridor. Handouts included the meeting agenda and presentation as well as meeting summaries from the first Project Team Meeting and the first Local Officials/Stakeholder Meeting held on January 29, 2015.

After introductions, Gary Sharpe led the Project Team through a PowerPoint presentation. During the presentation the following items were discussed.

- Project background,
- Study area,
- Draft Purpose and Need Statement
- Existing traffic and traffic forecasts

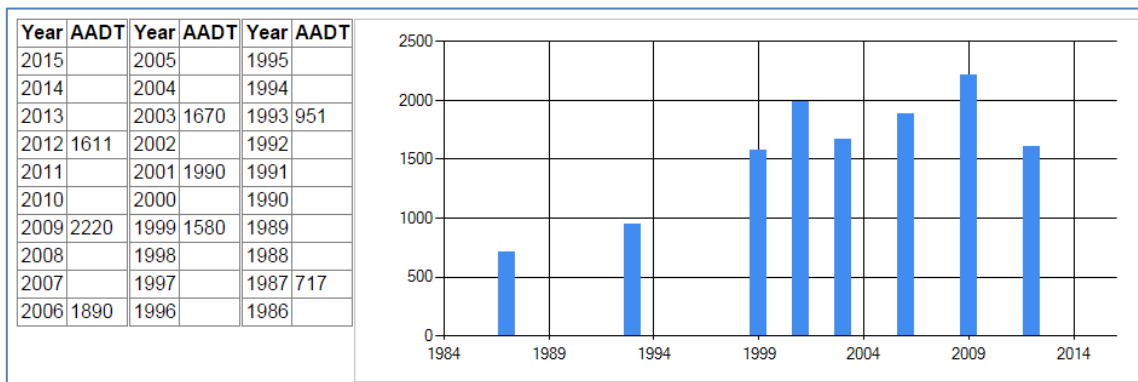
The 2035 No-Build traffic forecast suggests likely capacity issues along US 150 between the Bluegrass Parkway and KY 605 (east), with a forecasted ADT of 19,000 vehicles per day and a level of service E. In order to better understand the outside limits of the forecast, the KYTC performed turning movement counts in March 2015 at the two US 150 intersections with KY 605. The Peak Hour and Peak Period Traffic Volumes at each location were presented.

Charlie Allen asked the Consultant to forecast these volumes to 2035 and perform an HCS analysis for a three-lane option and a five-lane option. These analyses were completed and are summarized below:

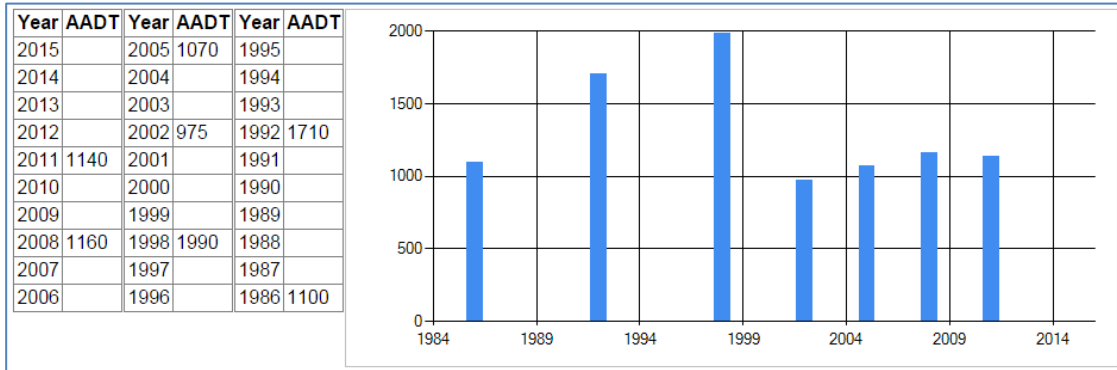
Volumes and traffic count data are summarized below:

Using the 2.2 % growth rate for the western portion of the corridor, a 20-year growth factor of 1.545 was calculated. The 1.545 growth factor was then applied to the 2015 turning movements collected by District 4. Below is a summary of count data used for this analysis:

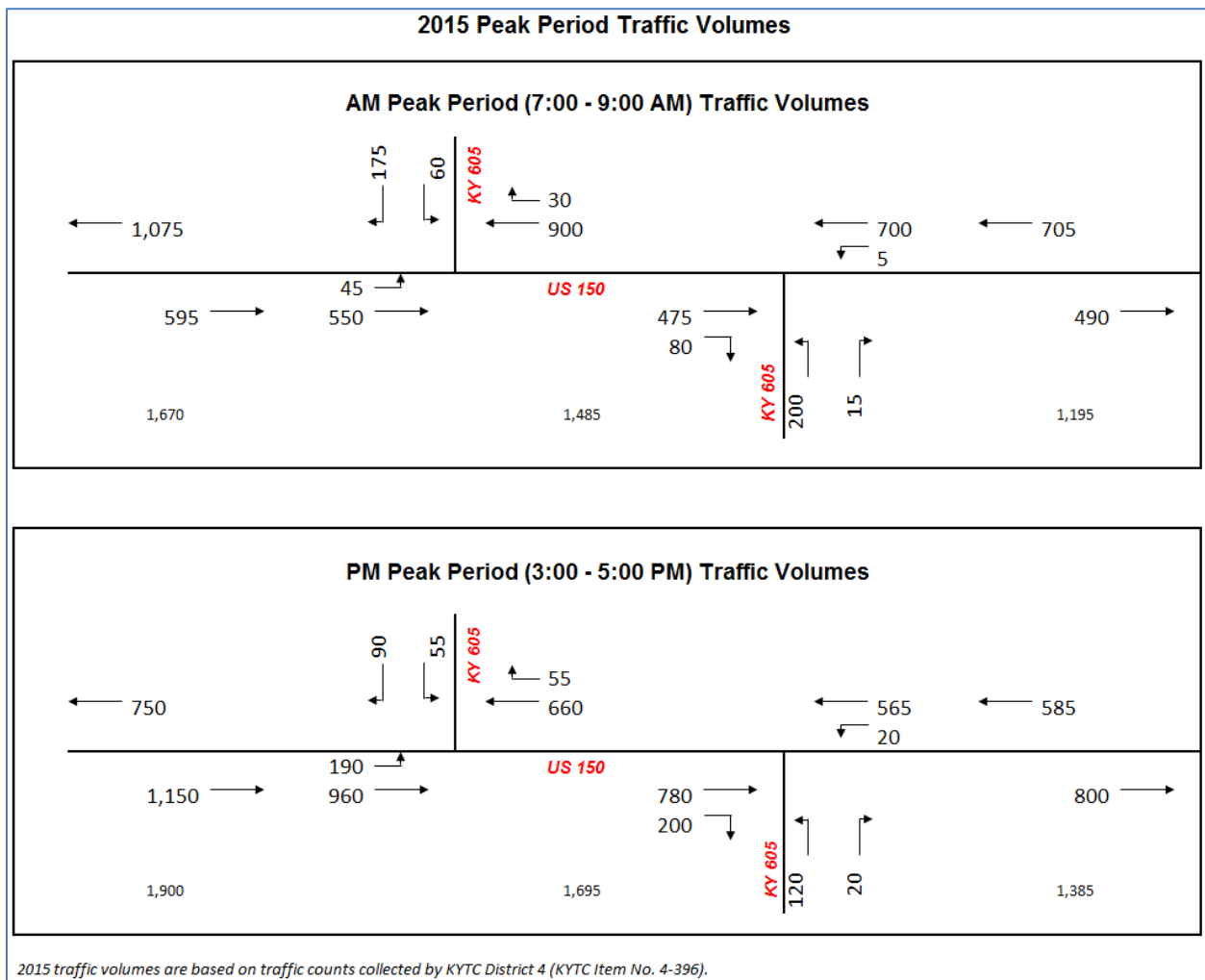
KY 605 West (Station090263)



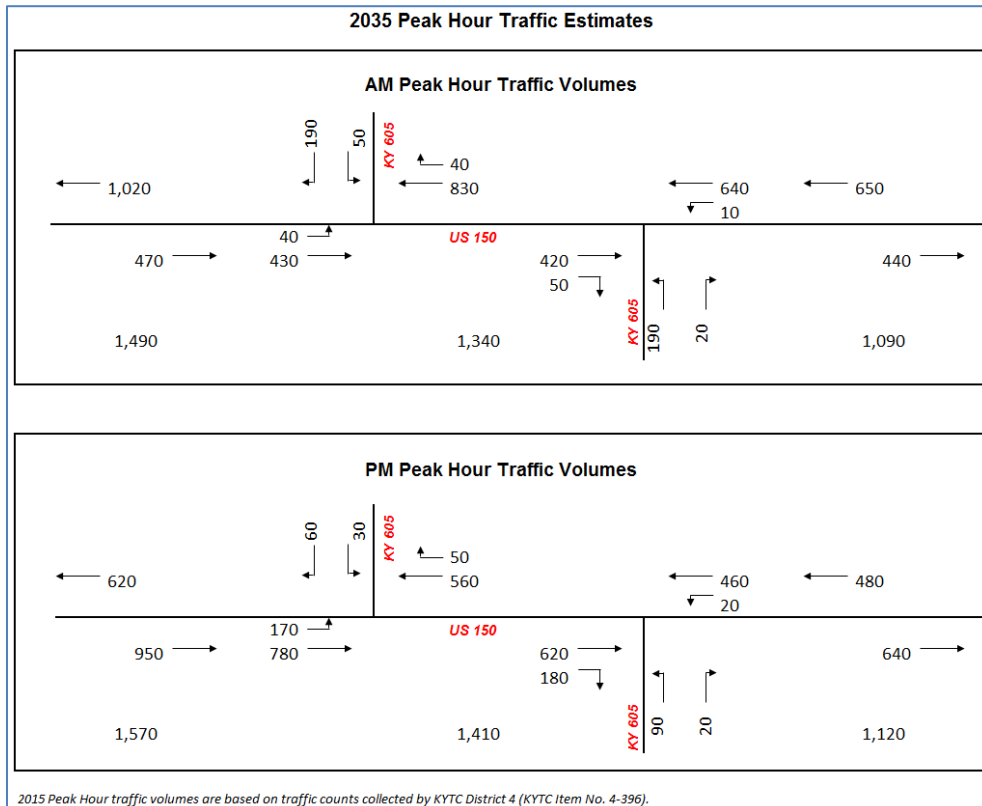
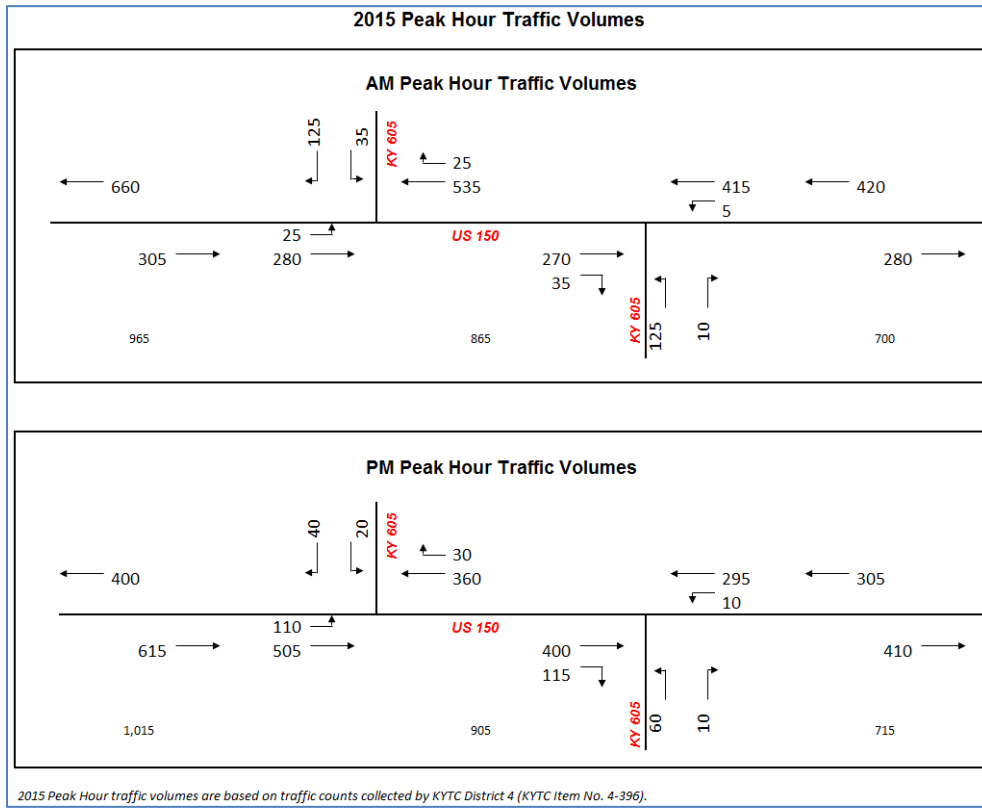
KY 605 East (Station 090269)



A summary of count data and forecast data for each KY 605 intersection follows below:







Design is underway to widen US 150 to five-lanes just past Parkway Drive as part of another project. The Project Team agreed that extending this five-lane section to KY 605 (east) in Botland may be a viable option based on the traffic forecast and the recent turning movement counts. Confirmation of this preliminary recommendation will be made with completion of the HCS analysis.

The 2015 Peak Hour Traffic Volumes and 2015 Peak Period Traffic Volumes for KY 605 were reviewed. As described above, Charlie Allen asked the team to forecast these volumes to 2035. Following the Project Team Meeting, an HCS analysis for each of the un-signalized intersections with both three-lane and five-lane options for US 150 was performed -- western KY 605 intersection with US 150 and eastern KY 605 intersection with US 150. A three-lane (2 travel lanes) typical section between the intersections indicates a volume to capacity ratio of over 1.0 at LOS E, whereas the five-lane (4 travel lanes) typical section results in an improved LOS C. In addition, the LOS and delay of the intersections improves significantly by extending the five-lane section to the eastern KY 605 intersection with all at LOS at C or D. Tabulations of the results of these analyses follow:

Roadway	Bi-Directional Volume LOS			
	2 Lanes		4 Lanes	
	AM	PM	AM	PM
US 150 between:				
KY 605/KY 605	1.05/E	1.11/E	0.52/C	0.55/C

**Delay (sec/veh) on Minor Approach (KY 605)**

Intersection	3 LANE		5 LANE	
	AM	PM	AM	PM
US 150 at:				
KY 605 - West	46.4/E	55.4/F	20.1/C	34.9/D
KY 605 - East	52.3/F	24.6/C	30.9/D	22.2/C

From the analyses described above, it appears that extending the five-lane typical (four traffic lanes) to the eastern KY 605 intersection is reasonable based on the analyses completed since the project team meeting and described above.

The Project team also discussed the transition from the US 150 – Bluegrass Parkway interchange project (Item No. 4-8309.10) and this project (Item No. 4-396.00. It was commented that since the transition between the two projects still is not well defined, it is possible (if not likely), that it may require acquisition of right-of-way twice from the last property owners on the current US 150 – Bluegrass Parkway Interchange project once Item No. 4-396.00 advances to the right-of-way phase. It was further noted that if the 4-8309.10 project advances into the ROW phase first (most likely), it may be appropriate to identify those parcel owners and make them aware (via District contact) that there is likely a situation wherein there will be the need for purchasing twice (once for each project) from them as a courtesy.

In discussing maintaining the five-lane typical section from the beginning of the project to the eastern KY 605 intersection with US 150, it was commented by Charlie Allen that it would probably be best if Segment I and Segment II were designed together and then broken out for construction segments. Charlie later confirmed that one of the previously submitted PIFs could be modified to address design for these segments.

Based on comments received at the first Local Officials/Stakeholder Meeting, the Project Team obtained additional crash data for years 2004 to 2009. It was noted that there were 12 crashes with fatalities reported during the period from 2004 to 2009. The period from 2010 to 2014 had 1 fatality, as was previously presented at the first Local Officials/Stakeholder Meeting. It also was discussed that the comments made at the Local Officials Meeting concerning injuries that ultimately resulted in a fatality not being accurately reported was in error. Further research confirmed that the *Kentucky State Police crash database provides for a delayed entry in the system for crashes that eventually led to a fatality*, contradicting the comment made by the Deputy Sheriff from Nelson County at the first Local Officials Meeting. Therefore, all fatal crashes should be accurately captured in the crash database.

It also was discussed that shoulder widening and rumble strips were installed as part of resurfacing projects which could have influenced crash histories. District staff noted that the Washington County portion of the project was repaved in 2006 or 2007 and the Nelson County portion of the project was repaved a few years later – 2009 or 2010.

At the first Project Team Meeting, the Consultant was asked to investigate the number and location of truck crashes along the corridor. A graphic illustrating the location of truck crashes on the corridor was presented at the meeting and indicated that there were more truck crashes in Nelson County than in Washington County. The highest density of truck crashes was west of the eastern KY 605 intersection.

Further analysis of the crashes that occurred on the long grade west of the Washington County line and Beech Fork River indicated mostly single vehicle accidents. Brad Bottoms commented that the crash reports suggested driver error in many of the accidents. The section of US 150 between the new bridges over Beech Fork and Cartwright Creek also was indicated as have a higher than anticipated number of crashes. Further discussions concerning this location indicated that a possible contributing factor was thought to be vehicles turning from Croake Station Road and Conner Road on to US 150 but not seeing passing vehicles on US 150.

The PIF forms developed for the US 150 corridor included five Segments spanning the length of the project and also seven spot improvements. The seven spot improvements were identified from areas highlighted on the blank page maps at the first Public Officials/Stakeholder Meeting. It was noted that if all five Segments are funded there would be no need to construct the spot improvements as independent projects.

The project team also discussed whether it would be better to have a 4-lane section instead of a 5-lane section in Segment I since this segment has fewer access points. However, it was noted that even though there were not as many entrances in Segment I as for Segment II west of Botland, it was believed that there were enough entrances that would benefit from a middle turn lane. Thus, it was determined to use the 5-lane typical section for both segments. It was also

noted that a 5-lane typical section could be beneficial during construction in that more pavement could be available maintenance of traffic.

It was agreed that the preliminary horizontal alignment of the segments was acceptable as shown for use in defining corridors for the Public Meeting. These alignments will be refined during Preliminary Design. In general, the Consultant noted that there seems to be more flexibility with the horizontal alignment in Nelson County than in Washington County. The proximity of Cartwright Creek and Parker Run relative to much of the alignment for US 150 in Washington County makes it difficult to widen to the south side of existing US 150. The Project Team also discussed the vertical alignment as shown in the profiles presented at the meeting and agreed that all the vertical alignment should be improved to meet a 55 mph design speed.

A review and discussion of Spot Improvement I-A (reconstruction of the western US 150 intersection with KY 605) led to the agreement to remove Spot Improvement I-A from further consideration because of compatibility in tying the future segment improvement (Segment I) to this spot improvement.

The Project Team discussed the plate *Botland Christian Church, Disciples of Christ, Established 1845* that was found in the front yard of the Botland Christian Church. Environmental staff in the District indicated that there should not be an issue with this potentially historic church provided that there is no disturbance to the property. It was noted that this project, Item No. 4-396.00 will proceed as a state funded project but that if federal funds become available later, any necessary additional environmental analyses will be completed on a segment by segment basis. It also was noted that the current PIF for Segment II which includes the church as well as the community of Botland does not specify whether the alternative is on-alignment or off-alignment.

The Project team discussed earthwork and cost estimates for all segments. It was noted that some locations are more dependent upon cut slope and fill slope recommendations than other locations which should affect earthwork estimates and ultimately cost estimates. Thus, in order to better incorporate geotechnical considerations into cost estimates, the Consultant will provide alignment files and critical cross-sections to the Geotechnical Branch in anticipation that this will facilitate refinement of cost estimates. Specific locations for information to be sent to Geotechnical Branch include the following:

- Truck climbing lane near Nelson-Washington County Line (Segment III)
- Off-corridor alignment -- Segments II and III
- Grundy Home Curve spot improvement – Segment IV
- Truck Climbing Lane / Passing Lane east of Grundy Home Curve – Segment IV

An Off Corridor Alternative (Segment II & III) was presented that tie to Segment II-Alt. 2 in Botland and ties to the new (already completed) construction at the Nelson-Washington County line. This alternate will be developed further and the limits of this corridor will be presented at the Public Meetings in May. Positive attributes for the Off Corridor Alternative (Segment II & III) include:

- ease of maintaining traffic during construction,
- minor utility relocations,
- ability to buy ultimate 4-lane right-of-way, and
- the possibility of making this section, a controlled access segment.

A negative attribute for the Off-Corridor Alternative is the length of existing US 150 that would need to be maintained in the future (assuming the two counties would not accept these segments into their system).

In Washington County Spot Improvement IV-D (left and right turn lane to KY 1872/Old Fredericktown-Bardstown Road) has a PIF and is compatible with the ultimate design for Segment IV.

The proposed alignment for Spot Improvement IV-E (Grundy Home Road Curve) avoids the historic Round Stone Smokehouse structure south of US 150 and should require only a small strip of right-of-way along the front of the property. The PIF for this spot improvement is compatible with the ultimate design for Segment IV.

The Project Team discussed the left and right turn lanes at Spot Improvements V-F and V-G. It was determined that these are not independently compatible with proposed improvements for Segment V and were eliminated from further consideration.

As noted earlier, the vertical alignment along the US 150 corridor will be improved to meet 55 mph design criteria. This may require a combination of a calculated grade and a spline grade. It was further noted that meeting the 55 mph design criteria for the vertical alignment may require pavement replacement instead of overlay along much of the corridor. Thus, for cost estimating purposes, pavement replacement will be assumed at this time throughout the project corridor.

The Project Team discussed the format for presentation materials for the planned Public Meetings in May. It was agreed that the displays presented at the Public Meetings will show a highlighted corridor with a width of 200'-300' on alignment alternatives and a corridor width of 500' for off alignment alternatives. Copies of these maps will be sent to District 4 and the Division of Planning for review before the Public Meetings in May.

The consultant noted that there are a number of entrances along the project that may be difficult to tie down with grades less than 16%. Illustrations were presented to the Project Team. The segment of US 150 east of Grundy Home Road was specifically identified as potentially problematic. It was recognized that tying down entrance grades was typically a Phase I design consideration. However, because of the number of entrances and the potential difficulty in tying down, some consideration may be given to these locations in estimating construction costs and right of way needs.

Unit costs used for cost estimates were discussed with the Project Team. It was generally agreed that the unit costs that were used to develop the cost estimates for the PIFs still are acceptable for comparison costs and are in line with other recent estimates on District 4 projects. The total corridor estimated cost of about \$50 million appears to be reasonable. As cost estimates are refined, the costs for individual segments may need to be adjusted.

The Project Team also discussed estimated right-of-way and utility costs. It was agreed that utility cost estimates should assume full utility relocation for On-Alignment alternatives.

The Consultant Team noted that the US 150 Scoping Study is on schedule for holding the Public Meetings planned for May, 2015. Separate Public Meetings will be held in Washington County and in Nelson County. It also was noted that the project appeared on schedule for completion of the study in September 2015. It was agreed that review of Public Meeting Materials would be done electronically if possible. However, a meeting to review these materials may be held if necessary.

A cleaned up / refined version of the video shown at Project Team Meeting #2 will be used at the public meeting. The video shown at Project Team Meeting #2 was in a raw data format and had not been refined at the time of viewing.

The schedule format for the Public Meetings will be Tuesday and Thursday evenings in Nelson and Washington County. The Local Officials/Stakeholder Meeting will be held in Nelson County on the same day as the Nelson County Public Meeting. Charlie Allen was to coordinate the location and dates for the Public Meetings and the Local Officials/Stakeholder Meeting. The tentative time for the Local Official meeting is 2:00 to 3:30 p.m. and the tentative times for the Public Meetings are 5:00 to 7:00 p.m. *Since the Project Team Meeting, the Public Meetings and Local Officials Meetings have been scheduled as follows:*

- *Local Officials Meeting – Parkway Baptist Church, Bardstown, KY – 2:00 pm to 3:30 pm*
- *Nelson County Public Meeting – Parkway Baptist Church – 5:00 pm to 7:00 pm*
- *Washington County Public Meeting – Washington County High School – 5:00 pm to 7:00 pm*

With the scheduling of the Public Meetings, the Consultant is coordinating with Charlie Allen in regard to preparations for the meetings. As materials are developed for review, these will be provided to the Division of Planning and the District 4 for review and comments. Preliminary discussions are to prepare for 100 attendees for each meeting.

The meeting adjourned at approximately 11:30 a.m.

## Meeting Summary

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**TO:**

Eileen Vaughan, PE  
Project Manager  
KYTC – CO Planning  
200 Mero Street  
Frankfort, KY 40622

Charlie Allen, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

Brad Bottoms, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

---

**FROM:** Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

**DATE:** September 22, 2015

**SUBJECT:** US 150 Scoping Study, Washington and Nelson Counties  
KYTC Item No. 4-396.00  
Local Officials Meeting No. 2

A Local Officials meeting for the subject project was held on Tuesday, May 26, 2015 at 2:00 p.m. EDT at Parkway Baptist Church, 2580 Springfield Road, in Bardstown Kentucky. The following individuals were in attendance:

Local Officials and Stakeholders:

John A. Settles	Washington County Judge Executive
Dean Watts	Nelson County Judge Executive
Benjamin Settles	2 <sup>nd</sup> District Magistrate - Washington County
Dale Mann	Washington County Road Department
Jim Lemieux	Nelson County Engineer
Pat Mattingly	Resident & Business Owner
Elaine Mattingly	Resident & Business Owner

Project Team:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Larry Krueger	KYTC – District 4 Design
Steve Ross	KYTC – Central Office Planning
David Martin	KYTC – Central Office Highway Design
Kevin Young	KYTC – District 4 Planning
Justin Harrod	KYTC – Central Office Planning
Chad Filiatreau	KYTC – District 4 Project Delivery & Preservation
Eileen Vaughan	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Lisa Tolliver	KYTC – Central Office
Aaron Hawkins	Lincoln Trail Area Development District
Brian Aldridge	Stantec Consulting Services Inc.

Glenn Hardin	Stantec Consulting Services Inc.
Steve Farmer	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

Charlie Allen with KYTC – District 4 Planning welcomed everyone and introduced Gary W. Sharpe with Palmer Engineering. Following introductions, Gary Sharpe reviewed the items on the meeting agenda that was included in the meeting handouts then reviewed the steps that had been completed to this point, which included:

- Project Team Meeting No. 1 – Thursday, January 29, 2015 at 12:00 p.m. EDT in the Old 1816 Springfield Kentucky Courthouse courtroom in Springfield Kentucky
- Local Officials Meeting No. 1 - Thursday, January 29, 2015 at 2:00 p.m. EDT in the Washington County Cooperative Extension Office, 211 Progress Avenue, in Springfield Kentucky.
- Project Team Meeting No. 2 - Thursday, April 2, 2015 at 9:30 a.m. EDT in the KYTC District 4 conference room in Elizabethtown Kentucky.

Gary Sharpe described the remaining steps as:

- Public Meeting in Nelson County on May 26, 2105
- Public Meeting in Washington County on May 28, 2015
- Complete Scoping Study in September 2015
- Begin Preliminary Engineering for Priority Segment or Spot Improvement in October 2015.

Gary Sharpe then led the group in a PowerPoint presentation describing the existing conditions, design considerations and crash history. The following items were discussed:

Current funding for this Scoping Study, Item No. 4-396.00, also includes some funding for preliminary engineering and Phase I design but there is no additional funding past the \$500,000 allocated in the current 6-year plan.

Judge Watts asked about funds currently available for the project and it was explained that there is about \$300,000 remaining of the \$500,000 and this would be allocated towards the preliminary design of a priority segment.

Judge Watts asked why a 55 mph design speed was chosen since most drivers already drive faster than 55 mph. Brad Bottoms responded by saying a higher design speed would encourage higher speeds and Gary Sharpe explained that there was a need to balance cost and safety. A higher design speed would require more improvements to the existing horizontal and vertical alignments which would increase the cost of the project.



Pat Mattingly commented that the portion of US 150 from Springfield to Mt. Vernon seemed to be designed to a higher design speed. It was further clarified that the typical section – lane width, shoulder width, etc. would be the same as the other improved segments of US 150. It also was noted that the “design speed” had the most influence on curvature (horizontal and vertical) and grades.

Gary Sharpe explained the concept for the improvement strategy - 5 “Segment Improvements” (3 in Nelson County and 2 in Washington County). He then reviewed the locations of the 6 potential “Spot Improvements” and the 2 off-corridor alignment Alternatives. He also noted that the original goal was to subdivide the corridor into segments with construction costs on the order of \$8 million to \$10 million per segment and this would be used as a basis for identifying priority segments that could be advanced to future phases of design and construction. During the layout of the “Segment Improvements” it became more logical to have Segment I start at the Bluegrass Parkway and extend to KY 605 (east). This increased the length and cost of Segment I while reducing the length and cost of Segment II.

Pat Mattingly wanted to know if the “Spot Improvements” were constructed first would it increase the overall cost of the project and if it did would it be better to wait for enough money to construct the “Segment Improvements”. Gary Sharpe explained that the “Spot Improvements” were designed to tie-in to the “Segment Improvements” so there would be no loss of effort or money if the “Spot Improvements” were constructed first. It was explained that the priority of the project was to construct US 150 in segments. “Spot Improvements” are being considered in the event there is not enough money for “Segment Improvements”.

Pat Mattingly also asked about the Segment IV along Parker Run. Gary Sharpe noted the proximity of Parker Run to the present alignment of US 150 and the need to shift the proposed alignment further away from Parker Run to avoid any impacts to the stream.

Chad Filiatreau asked why is “Spot Improvement A” (KY 605 west) a proposed improvement? If you do not have enough money to improve US 150 why would you spend money on realigning KY 605 (west). Brian Aldridge noted that even though KY 605 (west) is not part of US 150, the KY 605 intersection has inadequate sight distance and this portion of US 150 has a high crash rate. Realigning the KY 605 (west) intersection would be a safety improvement for US 150.

Judge Watts asked if the PowerPoint presentation could be placed on the KYTC District 4 website. Charlie Allen responded that all of the meeting materials would be placed on the website. Charlie Allen also said he would leave one set of displays with Dean Watts and give one set of Displays to Judge Settles after the Public Meetings.

Jim Lemieux asked, on which segment, will the remaining \$300,000 be used to start preliminary engineering? Gary Sharpe explained that has not yet been determined. The answers from the questionnaire will help the Project Team determine which segments

are the highest priority of the Local Officials and Public. The Project Team will then weigh those results with cost and other engineering details.

Brad Bottoms noted that all segments in Nelson County will likely need to be designed at one time because of the off-alignment alternatives. Brad stated that if the decision is made to not go off-alignment then the design could be further broken down into additional segments. Charlie Allen also noted that the 3 “Segment Improvements” in Nelson County could be designed as one project and still be constructed in several segments. The same could be true in Washington County as well.

Judge Watts said that he could remember that 15 years ago KYTC was conducting the same meetings for the US 31E corridor segments and observed that it just takes that long to design and construct that many segments. Judge Watts stated his preference for the on-corridor alignments, where feasible. One of Judge Watts’ concerns was that after new off-corridor alignments are constructed everyone wants to relocate to the new alignment.

Gary Sharpe again emphasized that there was no additional funding past the \$500,000 allocated in the current 6-year plan.

Everyone was asked to complete a questionnaire.

The meeting was adjourned at 3:30 p.m.

## Meeting Summary

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**TO:**

Eileen Vaughan, PE  
Project Manager  
KYTC – CO Planning  
200 Mero Street  
Frankfort, KY 40622

Charlie Allen, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

Brad Bottoms, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

---

**FROM:** Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

**DATE:** September 22, 2015

**SUBJECT:** US 150 Scoping Study, Nelson and Washington Counties  
KYTC Item No. 4-396.00  
Public Meeting – Nelson County

A Public Information Meeting for the subject project was held on Tuesday, May 26, 2015 at 5:00 p.m. EDT at Parkway Baptist Church, 2580 Springfield Road, in Bardstown Kentucky. The purpose of the meeting was to provide information about the study, to discuss conceptual alternatives, and to solicit input from the public. The following individuals from the Kentucky Transportation Cabinet (KYTC) and the consultant staff were in attendance:

Project Team:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Larry Krueger	KYTC – District 4 Design
Steve Ross	KYTC – Central Office Planning
David Martin	KYTC – Central Office Highway Design
Kevin Young	KYTC – District 4 Planning
Justin Harrod	KYTC – Central Office Planning
Eileen Vaughan	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Joseph Ferguson	KYTC – District 4 Environmental
Grant Williams	KYTC – District 4
Dana King	KYTC – District 4
Chris Jessie	KYTC – District 4 Public Information Officer
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Steve Farmer	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

This was the first of two public meetings with a similar meeting held at the Washington County High School in Springfield in Washington County on May 28, 2015. The meeting was held in an open house format, with a formal presentation at 5:15 p.m. to explain the project. Attendees were asked to sign in and were provided a project handout and a questionnaire. Handouts included maps that showed the conceptual alternatives for the US 150 Corridor. All information was made available on KYTC’s website at:

<http://transportation.ky.gov/District-4/Pages/US-150-Public-Meeting---Bardstown-And-Springfield.aspx>

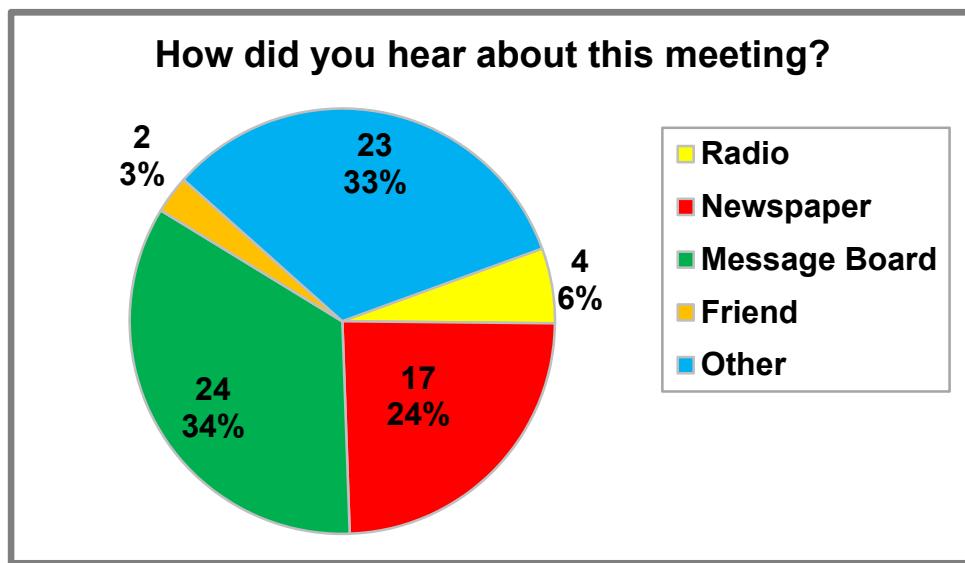
KYTC and the consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 111 members of the public attended the meeting.

The following project exhibits were on display:

- US 150 - Nelson County Existing Conditions (Stacked - Horizontal – Vertical – Crash History (2010-2014))
- US 150 - Washington County Existing Conditions (Stacked - Horizontal – Vertical – Crash History (2010-2014))
- US 150 – Nelson County Conceptual Improvements – Segment Improvements & Spot Improvements
- US 150 – Washington County Conceptual Improvements – Segment Improvements & Spot Improvements
- US 150 Preliminary Cost Estimates

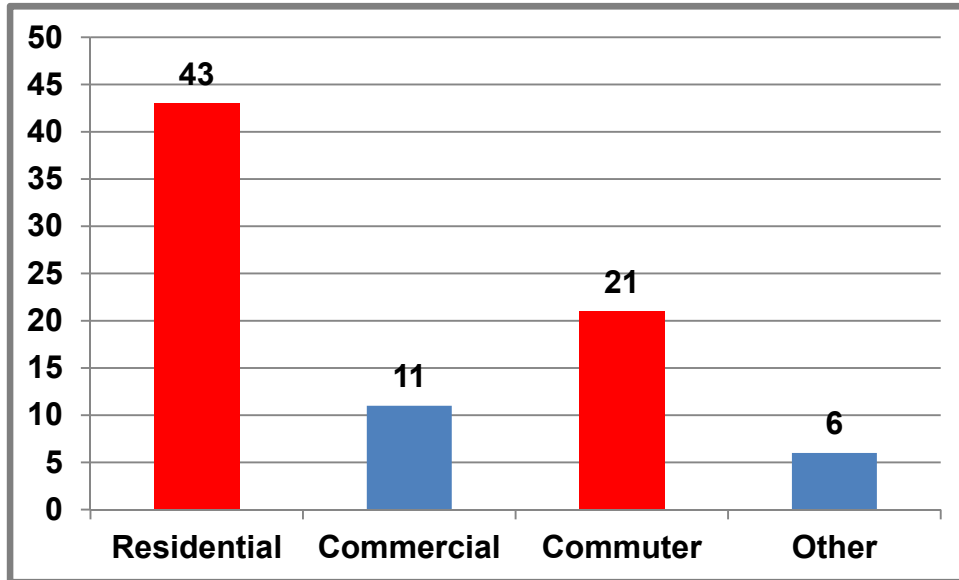
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 61 questionnaires were returned within the comment period, ending on June 12, 2015. The results of the questionnaire are summarized as follows:

- A general question asked how the attendees heard about the Public Meeting. Some of the respondents noted two sources. Twelve of the twenty-three in the other category listed the signs that were put up before the meeting.



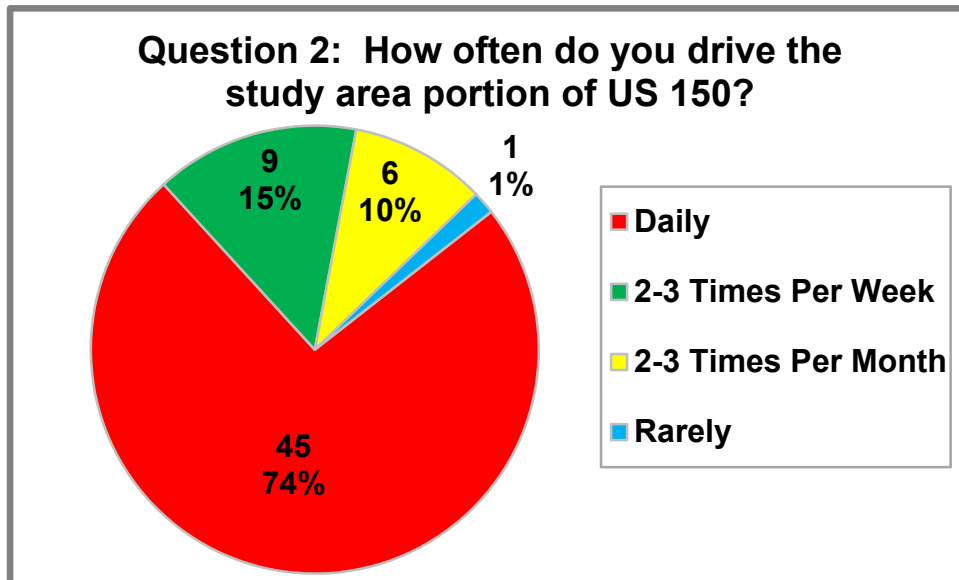
**Responses:**  
70

- Question 1: *My property or interest in the project is primarily: Residential, Commercial, Commuter or Other.* Of the sixty-one Questionnaires filled out there were eighty-one different responses to this question, with some respondents listing more than one that applied. Fifty-four (89%) indicated they own residential or commercial property within the study area. Twenty-one (34%) indicated they were commuters.



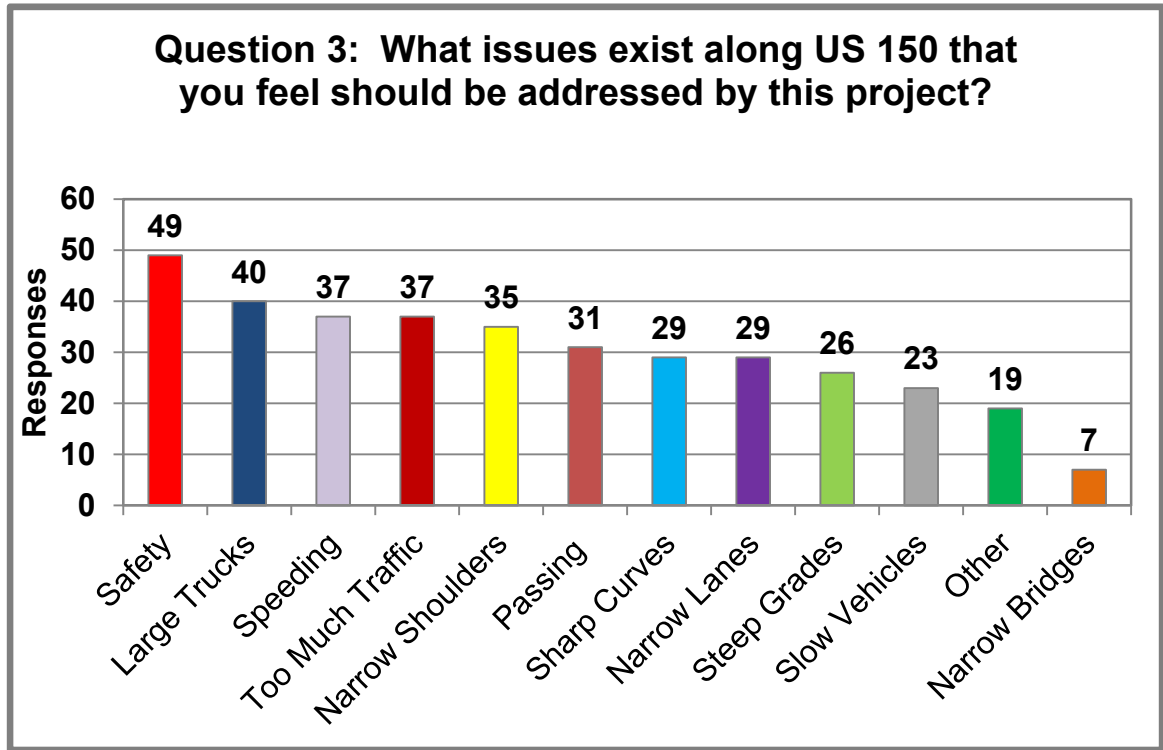
**Responses:**  
81

- Question 2: *How often do you drive the study area portion of US 150?* Forty-five respondents (74%) said they drive through the study area daily.

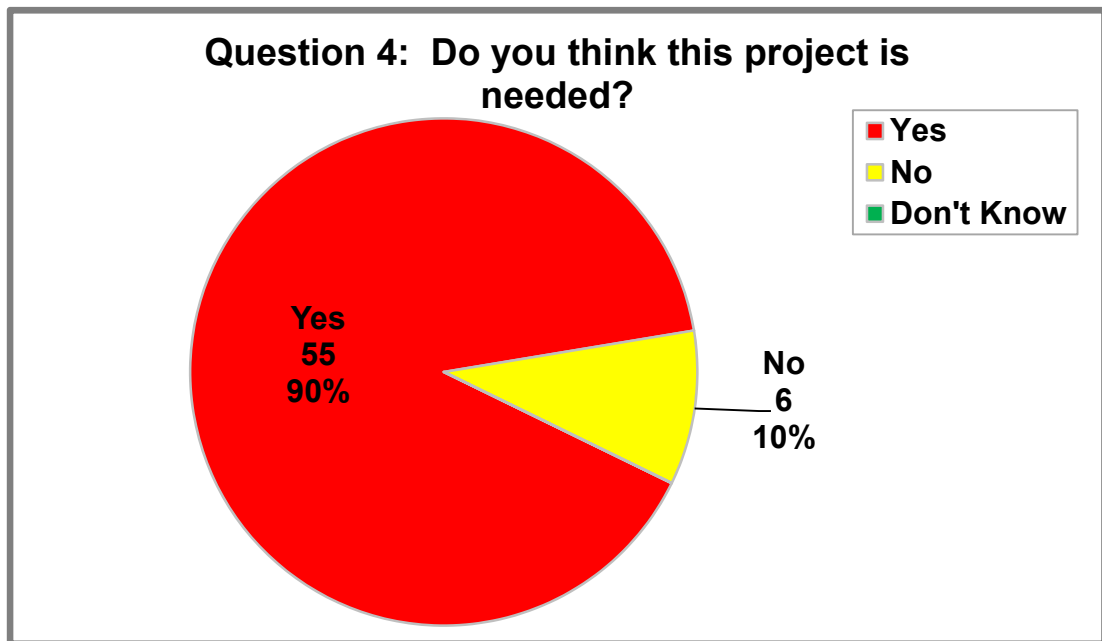


**Responses:**  
61

- Question 3: *What issues exist along US 150 that you feel should be addressed by this project? Please check all that apply and provide comments and / or specific locations.*

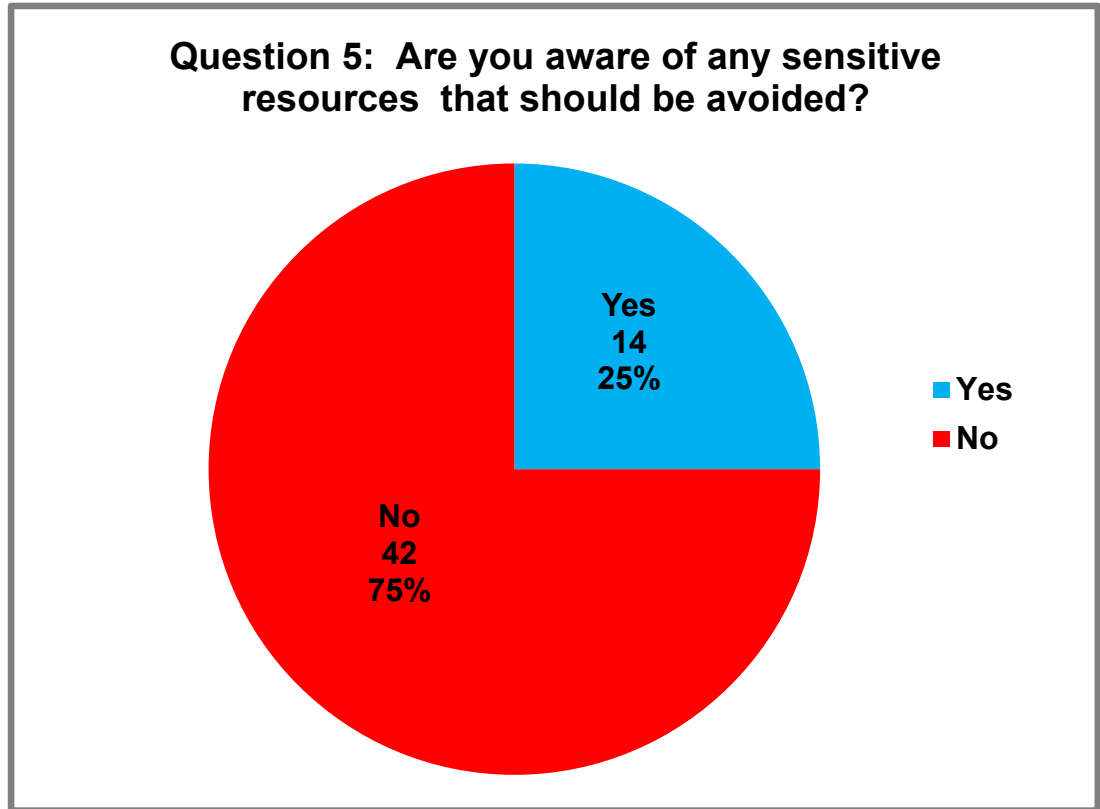


- Question 4: *Do you think this project is needed?* Fifty-five respondents (90%) indicated the US 150 Corridor project is needed.



Responses:  
61

- Question 5: *Are you aware of any sensitive resources within the study area that should be avoided when these projects move forward, such as parks or recreational areas, historic or archaeological sites, cemeteries, natural areas, conservation easements, waste sites or dumps, etc.* The 14 Yes responses included the following: Holy Trinity Cemetery, Fredericktown Park, Botland Christian Church, Area Farms and Businesses, the Botland Community, and the Scenic Overlook of the Beech Fork River.



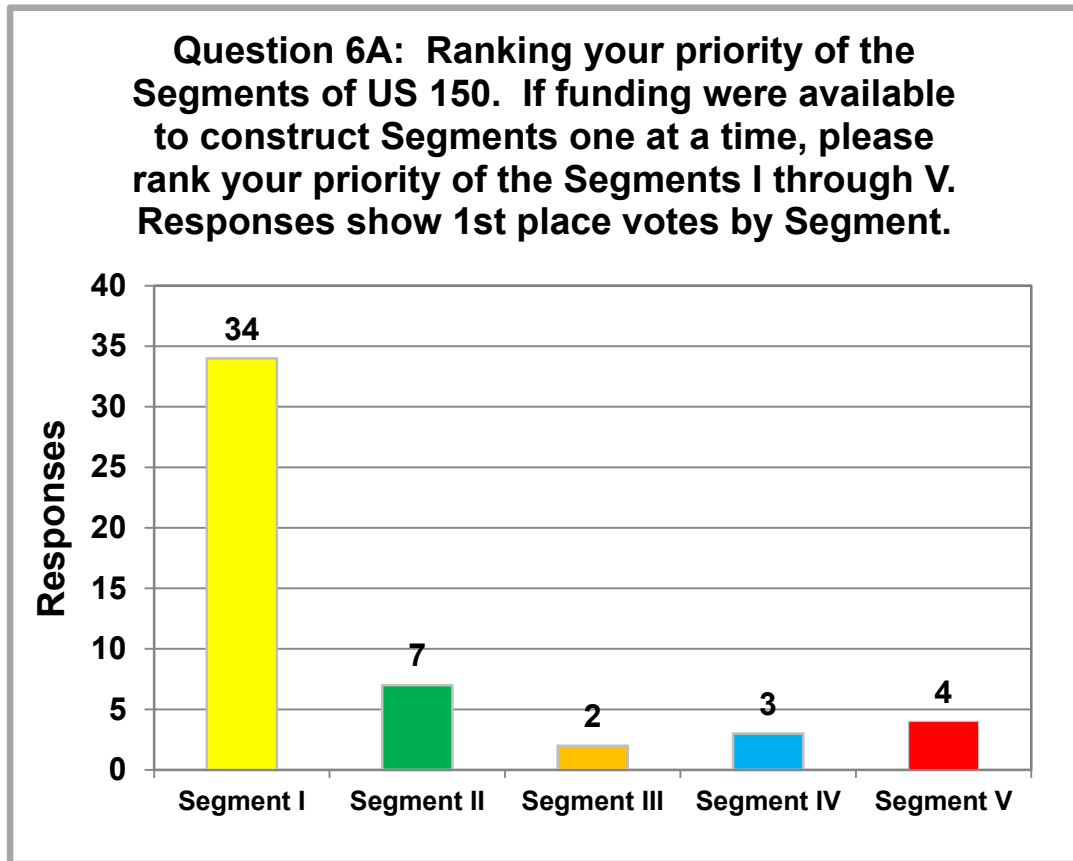
**Responses:  
56**

- Question 6: Question 6 was a 4 part question that asked about ranking your priority of the Segments of US 150 and potential Spot Improvements:
  - 6A. *If funding were available to construct Segments one at a time, please rank your priority of the Segments I through V, with 1 being the highest ranking and 5 being the lowest ranking. Thirty-four (68%) of the fifty responses indicated that Segment I was the number one priority.*

The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

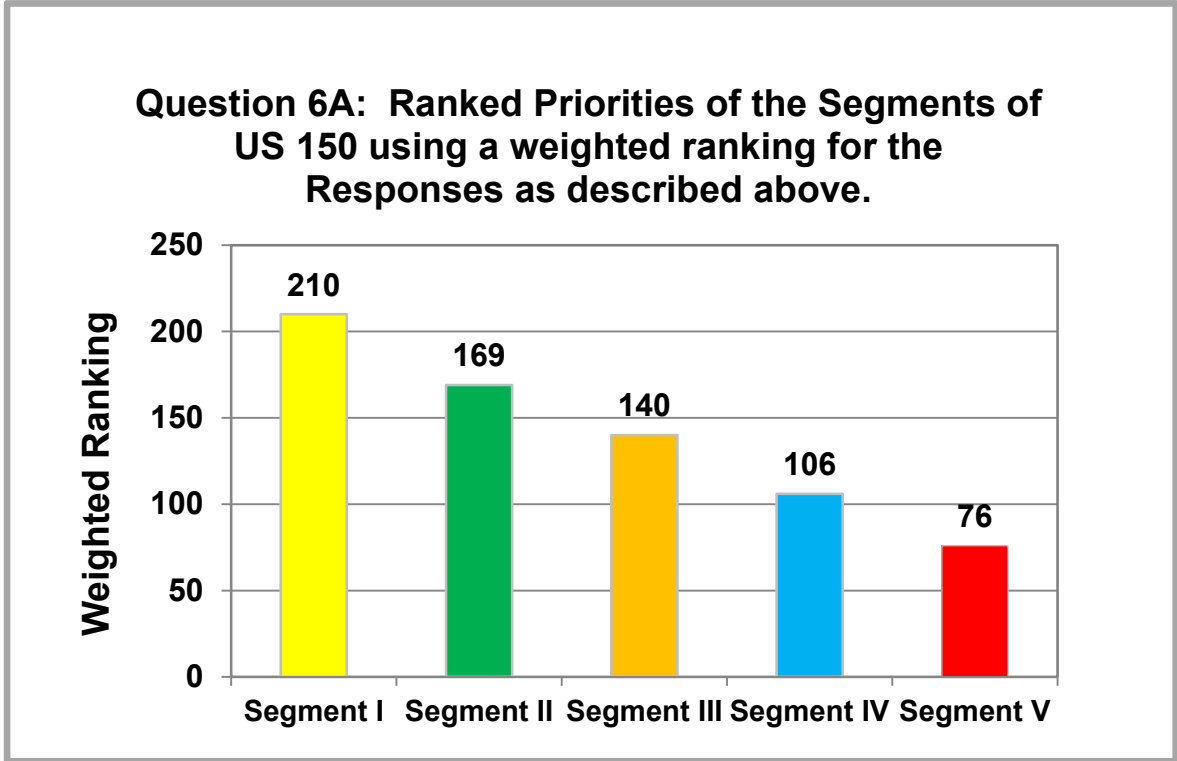
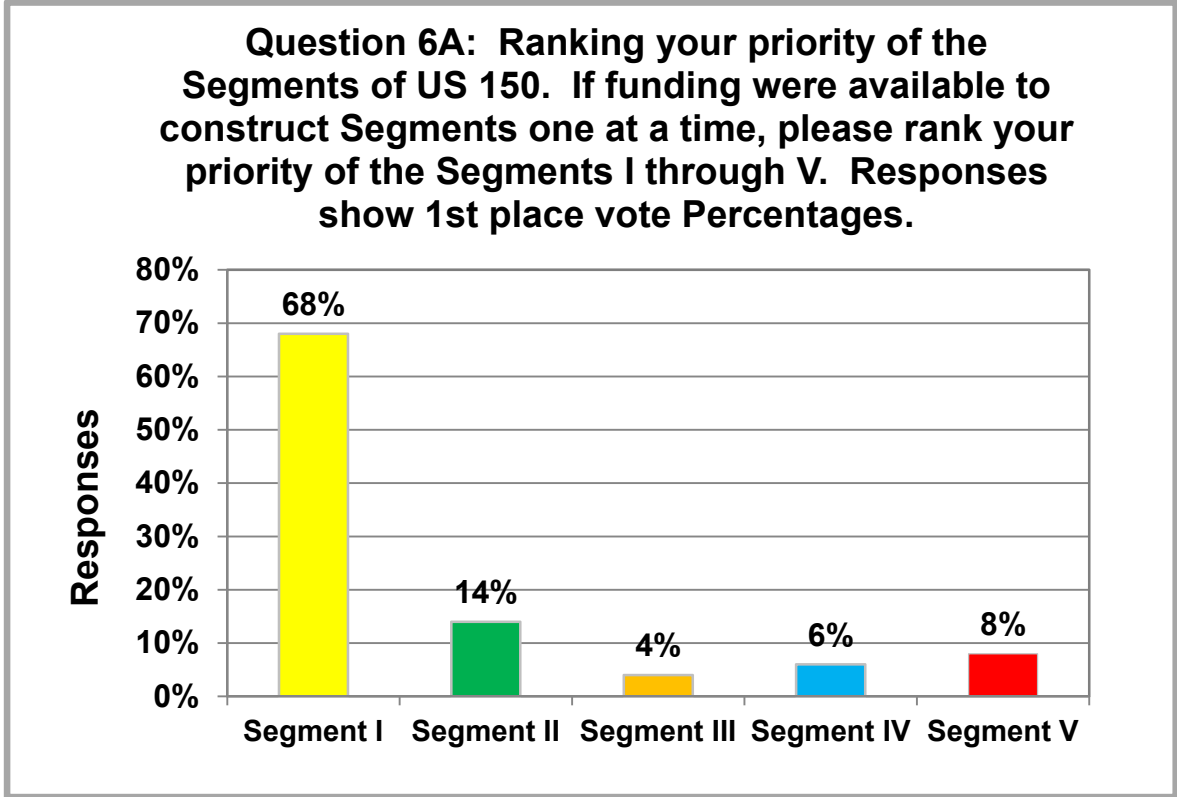
1 <sup>st</sup> place ranking:	5 points
2 <sup>nd</sup> place ranking:	4 points
3 <sup>rd</sup> place ranking:	3 points
4 <sup>th</sup> place ranking:	2 points
5 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6A using these analysis techniques:



Responses:  
50





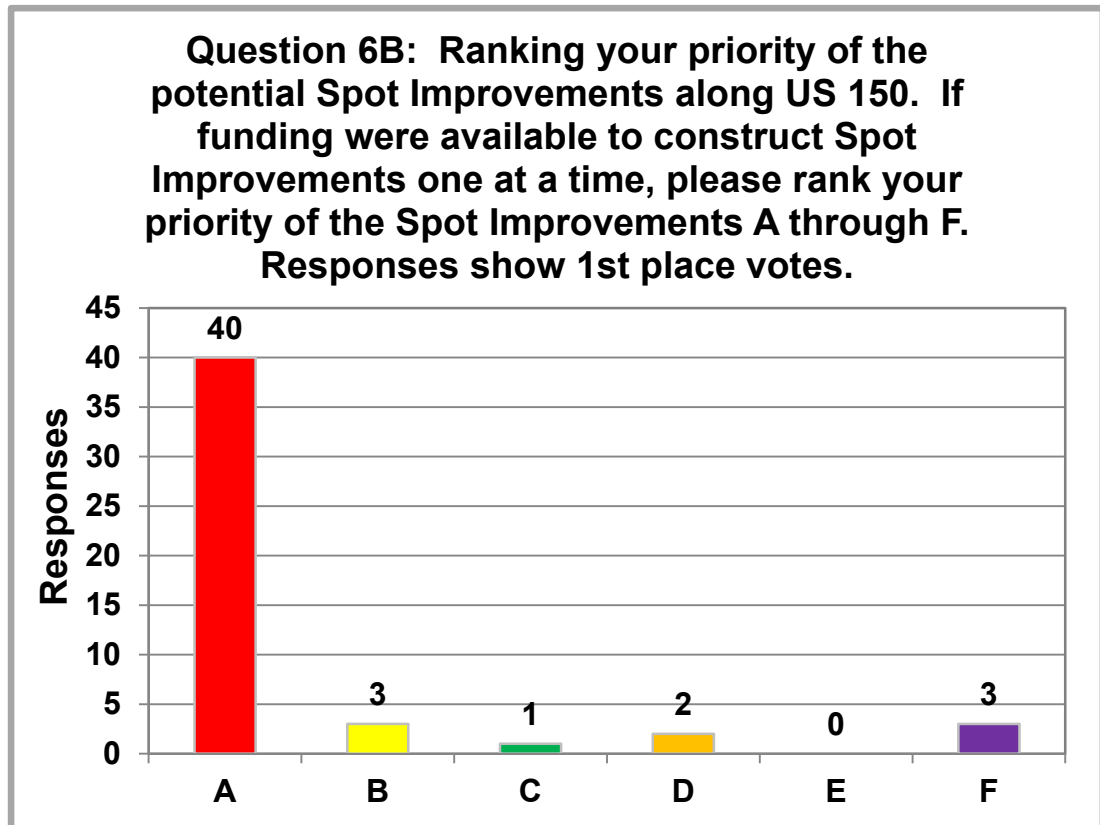
It can be seen from the above that attendees of the Nelson County Public Meeting ranked Segment 1 as their first choice according to either of the summary approaches described above.

- 6B. *If funding were available to construct Spot Improvements one at a time, please rank your priority of the Spot Improvements A through F, with 1 being the highest ranking and 6 being the lowest ranking.* Of the forty-nine total responses to question 6B, forty (82%) selected Spot Improvement A as the top priority. Of these forty-nine respondents to question 6B, thirty-seven made a selection between Option 1 and Option 2 for the realignment of KY 605, which was a major component of Spot Improvement A. Of the thirty-seven responses, thirty-four (92%) chose Option 2.

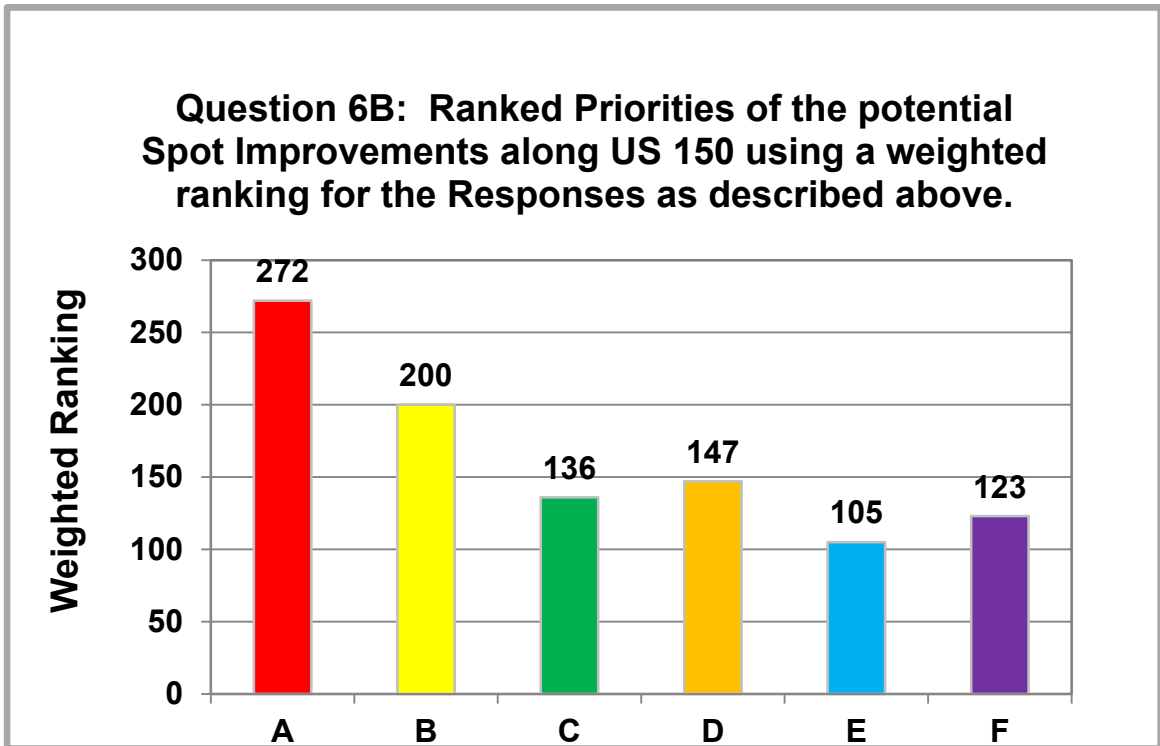
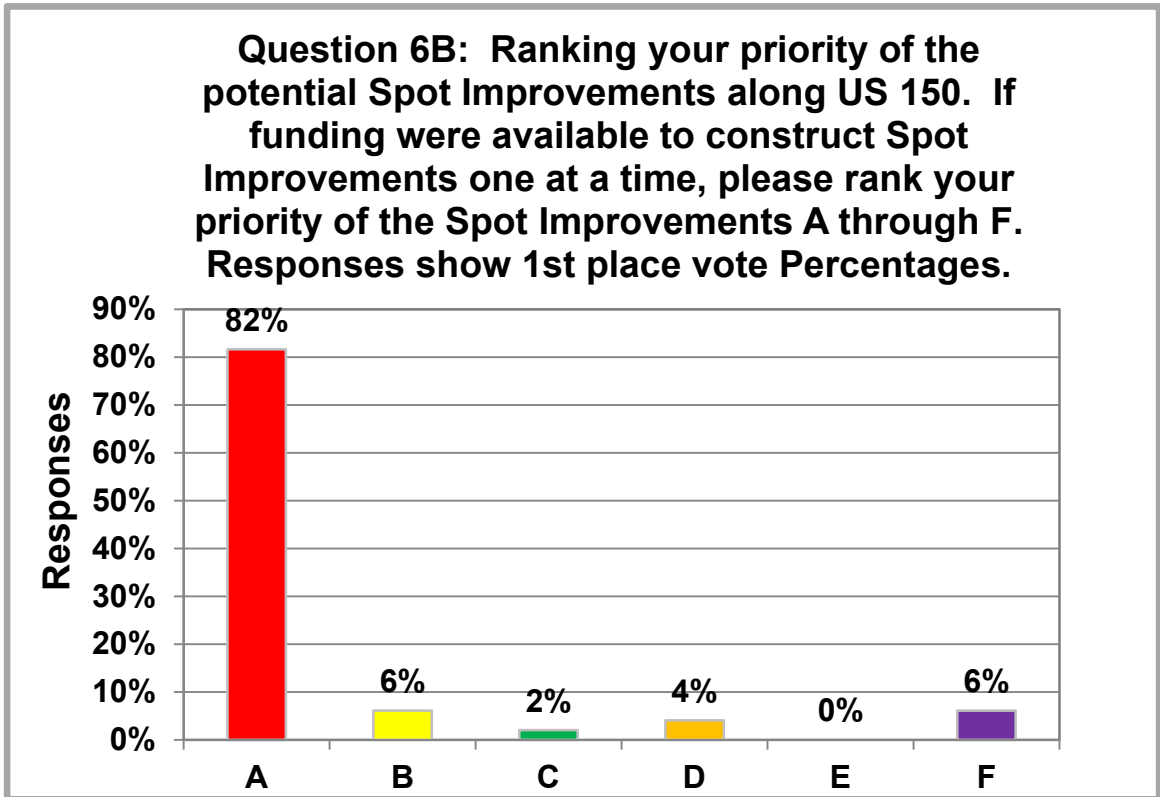
The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

1 <sup>st</sup> place ranking:	6 points
2 <sup>nd</sup> place ranking:	5 points
3 <sup>rd</sup> place ranking:	4 points
4 <sup>th</sup> place ranking:	3 points
5 <sup>th</sup> place ranking:	2 points
6 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6B using both of these analysis techniques:

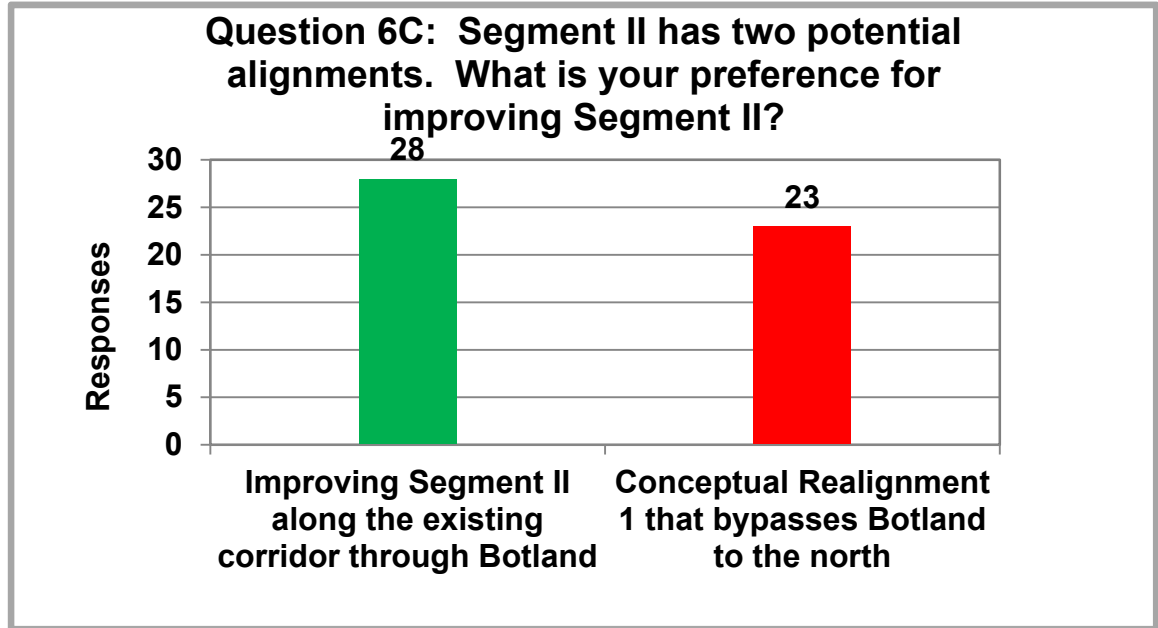


Responses:  
49



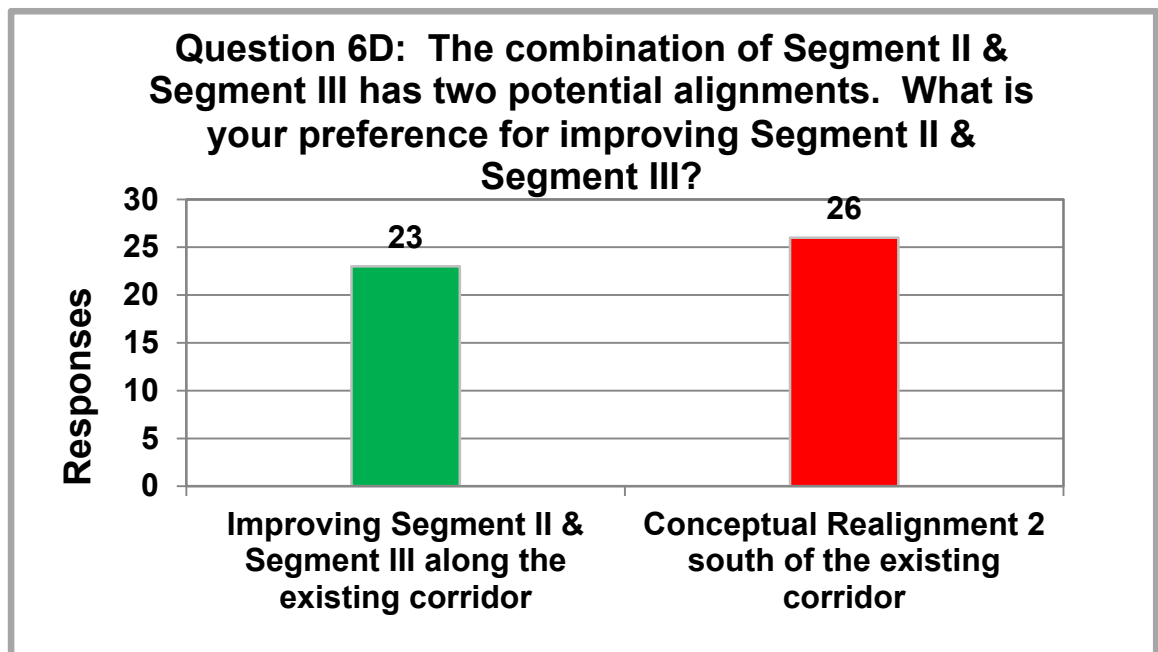
It can be seen from the above that attendees of the Nelson County Public Meeting ranked Spot Improvement A as the most needed spot improvement in the event that a specific segment could not be constructed according to either of the summary approaches described above.

- 6C. *Segment II has two potential alignments. What is your preference for improving Segment II?* Twenty-eight of the fifty-one responses (55%) selected the option of improving Segment II along the existing corridor through Botland.



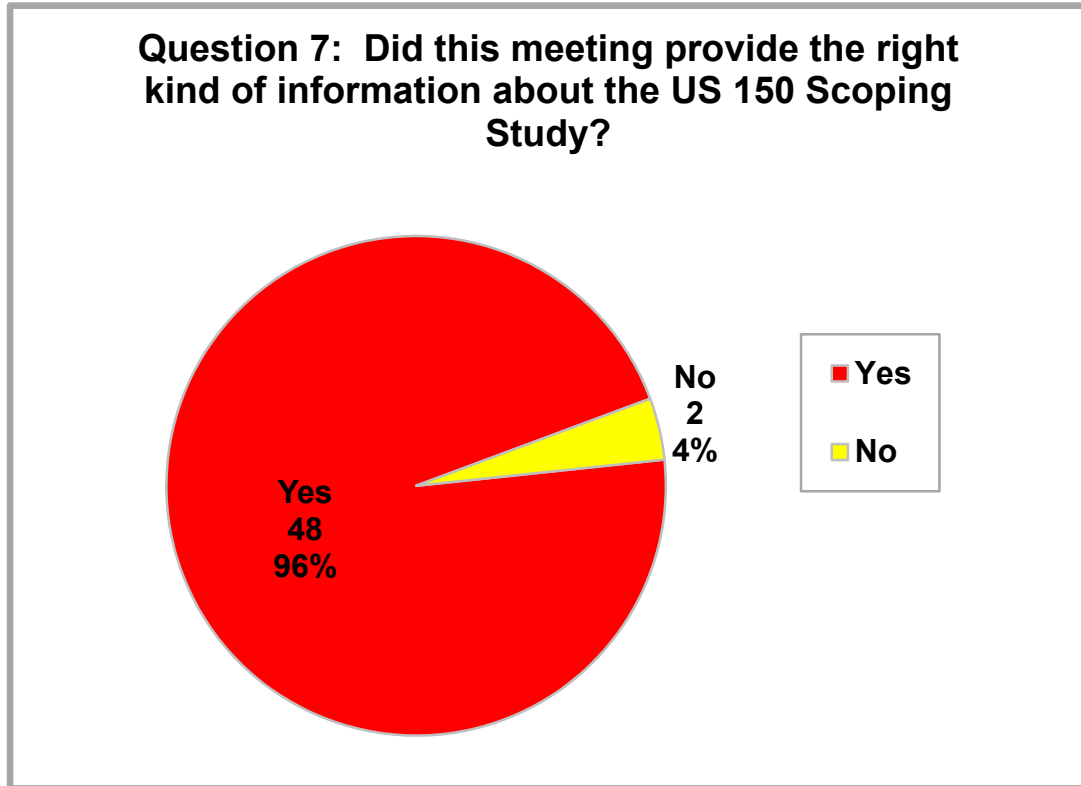
**Responses:**  
51

- 6D. *The combination of Segment II & Segment III has two potential alignments. What is your preference for improving Segment II & Segment III?* Twenty-six of the forty-nine responses (53%) selected Conceptual Realignment 2, south of the existing corridor.



**Responses:**  
49

Question 7: *Did this meeting provide the right kind of information about the US 150 Scoping Study?* Forty-eight of the fifty responses (96%) indicated that the right kind of information was presented at the Public Information Meeting.



**Responses:**  
**50**

The meeting ended at approximately 7:00 p.m. EDT.

## Meeting Summary

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TO:

Eileen Vaughan, PE  
Project Manager  
KYTC – CO Planning  
200 Mero Street  
Frankfort, KY 40622

Charlie Allen, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

Brad Bottoms, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

---

FROM: Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

DATE: September 22, 2015

SUBJECT: US 150 Scoping Study, Nelson and Washington Counties  
KYTC Item No. 4-396.00  
Public Meeting – Washington County

A Public Information Meeting for the subject project was held on Thursday, May 28, 2015 at 5:00 p.m. EDT at Washington County High School, 300 W US Highway 150 Bypass, in Springfield Kentucky. The purpose of the meeting was to provide information about the study, to discuss conceptual alternatives, and to solicit input from the public. The following individuals from the Kentucky Transportation Cabinet (KYTC) and the consultant staff were in attendance:

Project Team:

Charlie Allen	KYTC – District 4 Planning
Patty Dunaway	KYTC – District 4 Chief District Engineer
David Martin	KYTC – Central Office Highway Design
Kevin Young	KYTC – District 4 Planning
Justin Harrod	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Joseph Ferguson	KYTC – District 4 Environmental
Dana King	KYTC – District 4
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
David Shain	Palmer Engineering
Gary Sharpe	Palmer Engineering

This was the second of two public meetings with a similar meeting having been held at Parkway Baptist Church in Bardstown in Nelson County on May 26, 2015, two days earlier. The same information was presented at each location. The meeting was held in an open house format, with a formal presentation at 5:15 p.m., to explain the project. Attendees were asked to sign in and were provided a project handout and a questionnaire.

Handouts included maps that showed the conceptual alternatives for the US 150 Corridor. All information was made available on KYTC’s website at:

<http://transportation.ky.gov/District-4/Pages/US-150-Public-Meeting---Bardstown-And-Springfield.aspx>

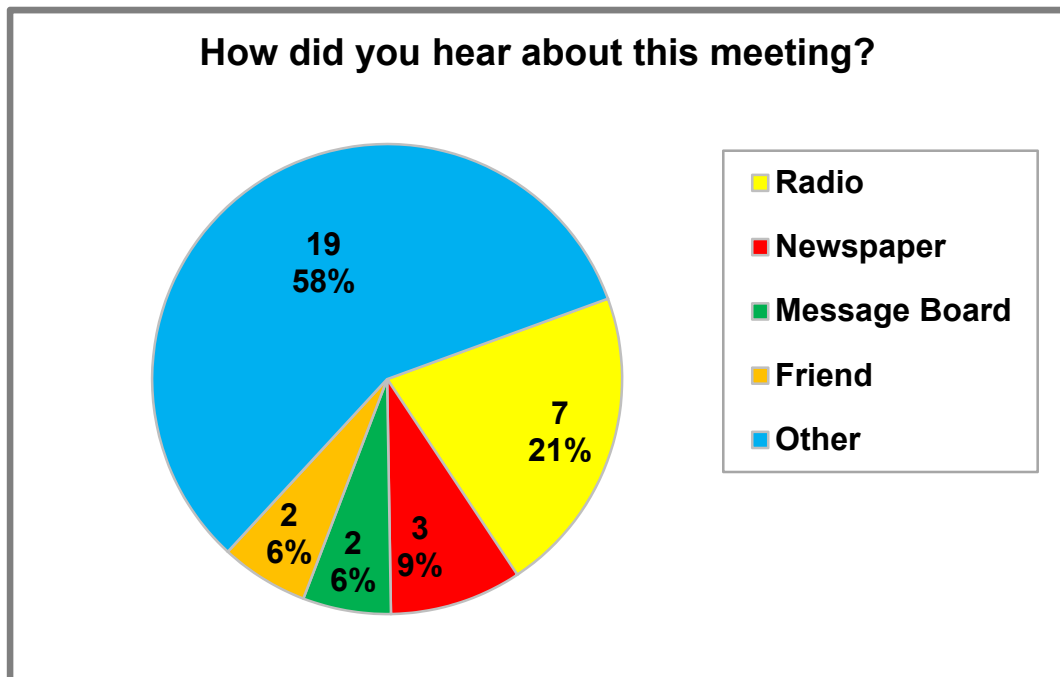
KYTC and the consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 58 members of the public attended the meeting.

The following project exhibits were on display:

- US 150 - Nelson County Existing Conditions (Stacked - Horizontal – Vertical – Crash History (2010-2014)
- US 150 - Washington County Existing Conditions (Stacked - Horizontal – Vertical – Crash History (2010-2014)
- US 150 – Nelson County Conceptual Improvements – Segment Improvements & Spot Improvements
- US 150 – Washington County Conceptual Improvements – Segment Improvements & Spot Improvements
- US 150 Preliminary Cost Estimates

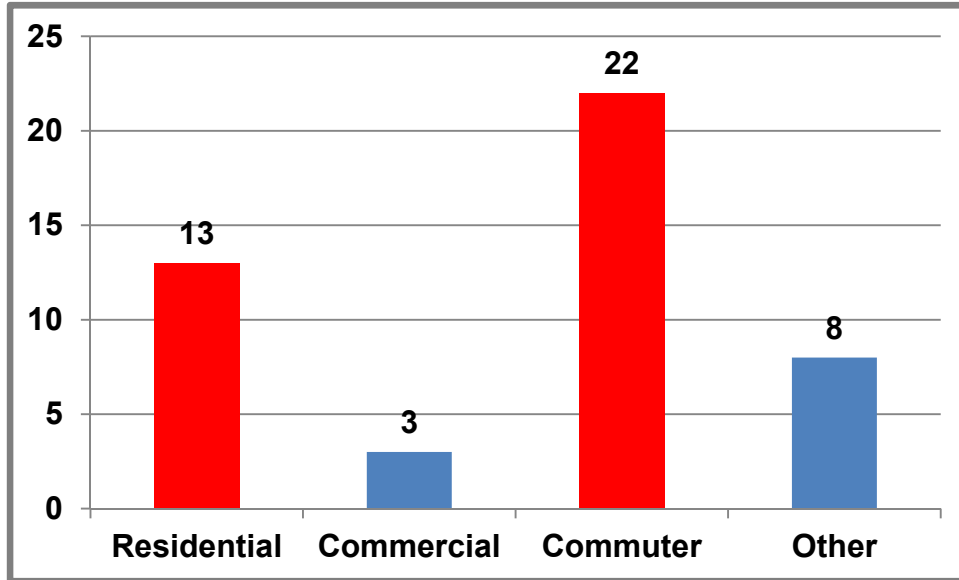
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 34 questionnaires were returned within the comment period ending on June 12, 2015. The results of the questionnaire are summarized as follows:

- A general question asked how the attendees heard about the Public Meeting. Some of the respondents noted two sources. Seven of the nineteen in the other category listed the signs that were put up before the meeting.



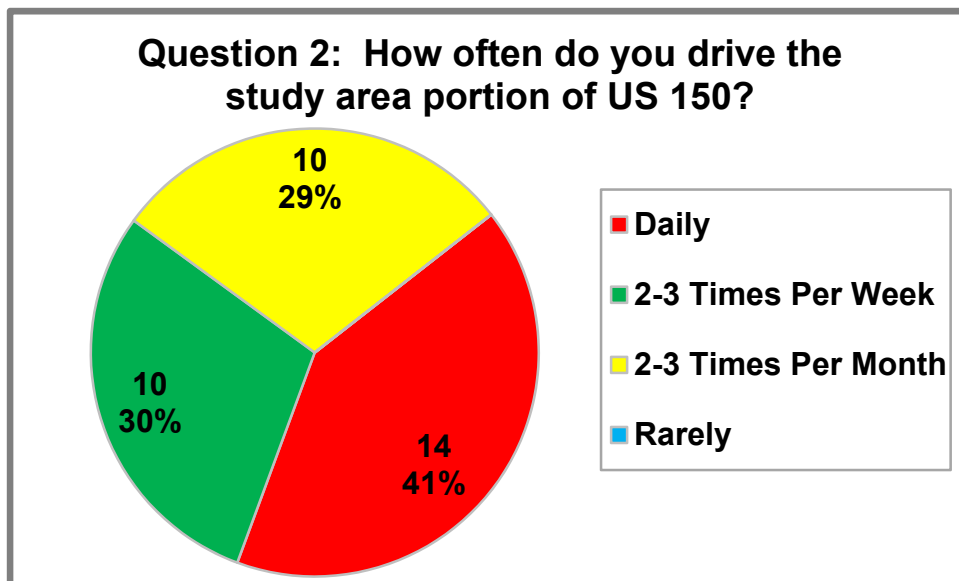
**Responses:**  
33

- Question 1: *My property or interest in the project is primarily: Residential, Commercial, Commuter or Other.* Of the thirty-four Questionnaires filled out there were forty-six different responses to this question, with some respondents listing more than one that applied. Twenty-two (65%) indicated they were commuters while sixteen (47%) indicated they own residential or commercial property within the study area.



**Responses:**  
46

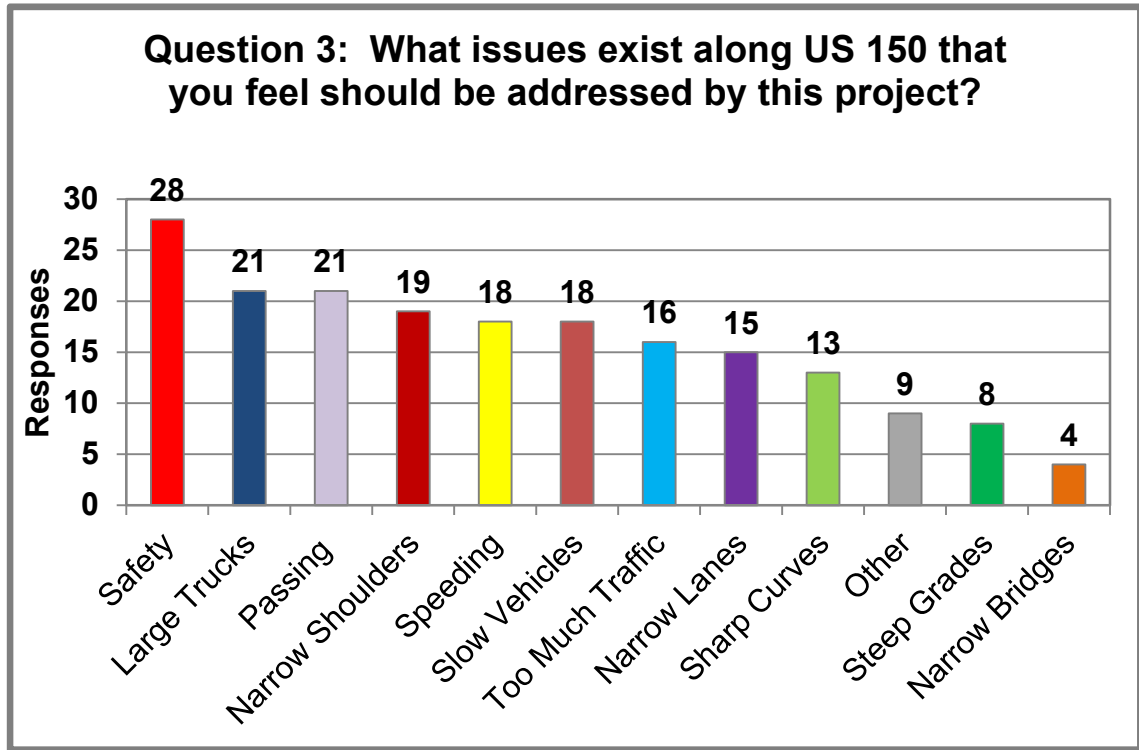
- Question 2: *How often do you drive the study area portion of US 150?* A total of twenty-four respondents (71%) said they drive through the study area at least 2-3 times per week.



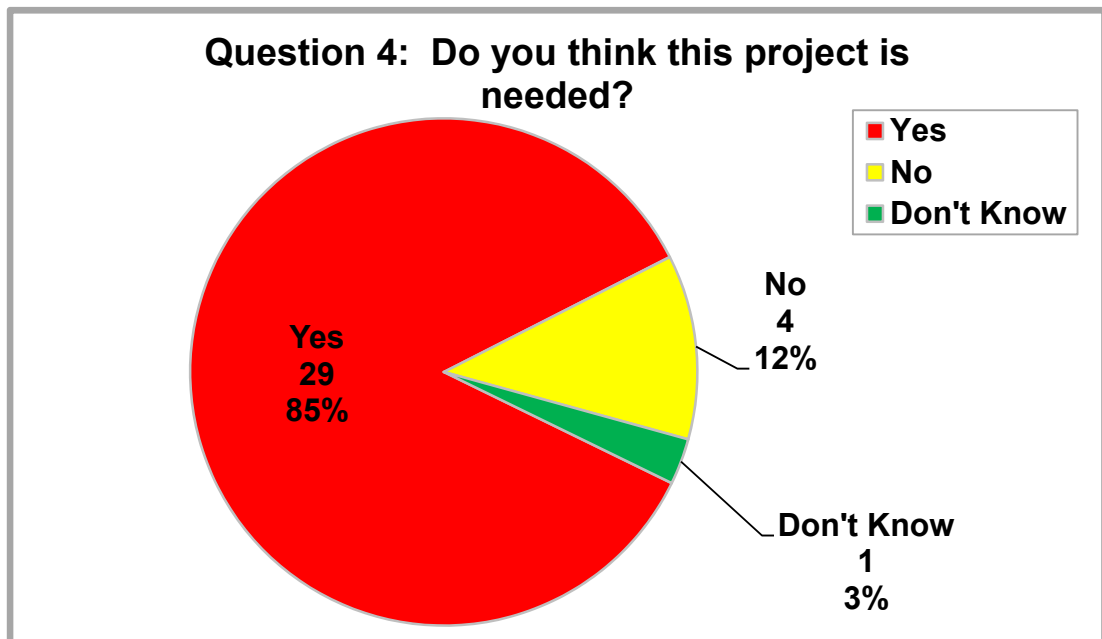
**Responses:**  
34



- Question 3: *What issues exist along US 150 that you feel should be addressed by this project? Please check all that apply and provide comments and / or specific locations.*

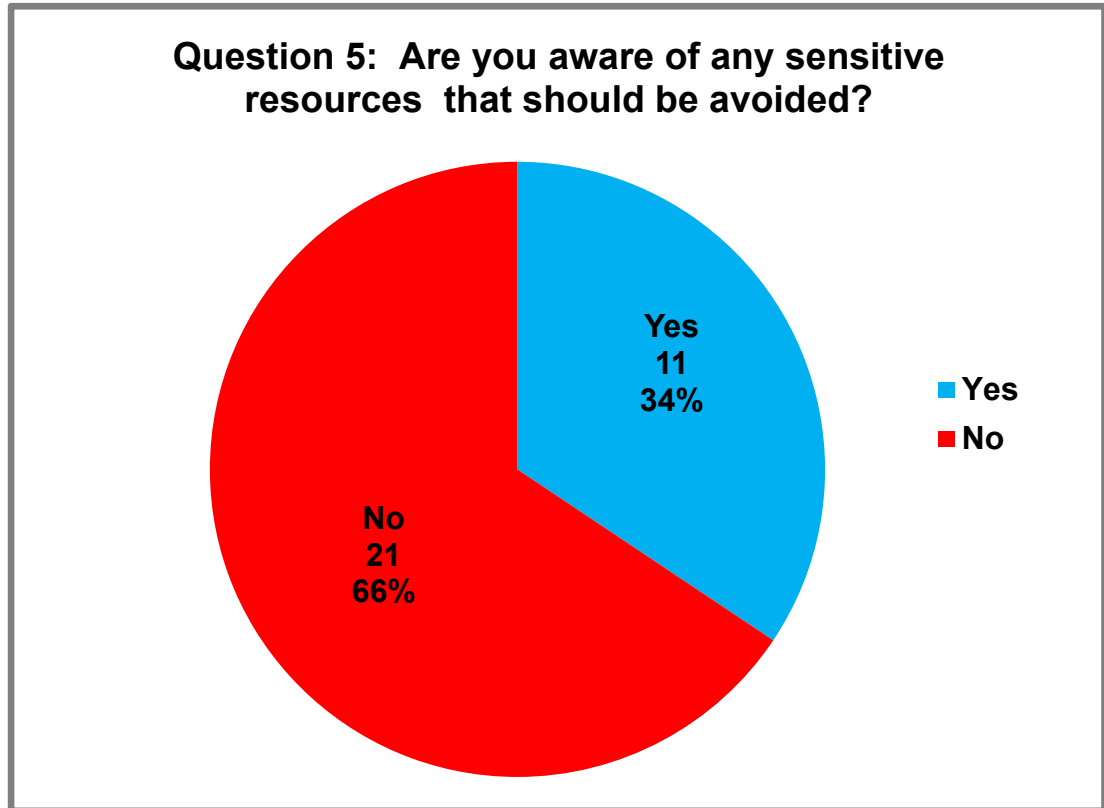


- Question 4: *Do you think this project is needed?* A total of twenty-nine respondents (85%) indicated the US 150 Corridor project is needed.



Responses:  
34

- Question 5: *Are you aware of any sensitive resources within the study area that should be avoided when these projects move forward, such as parks or recreational areas, historic or archaeological sites, cemeteries, natural areas, conservation easements, waste sites or dumps, etc.* The 11 Yes responses included the following: Fredericktown Park, Parkers Landing, and Area Farms and Businesses.



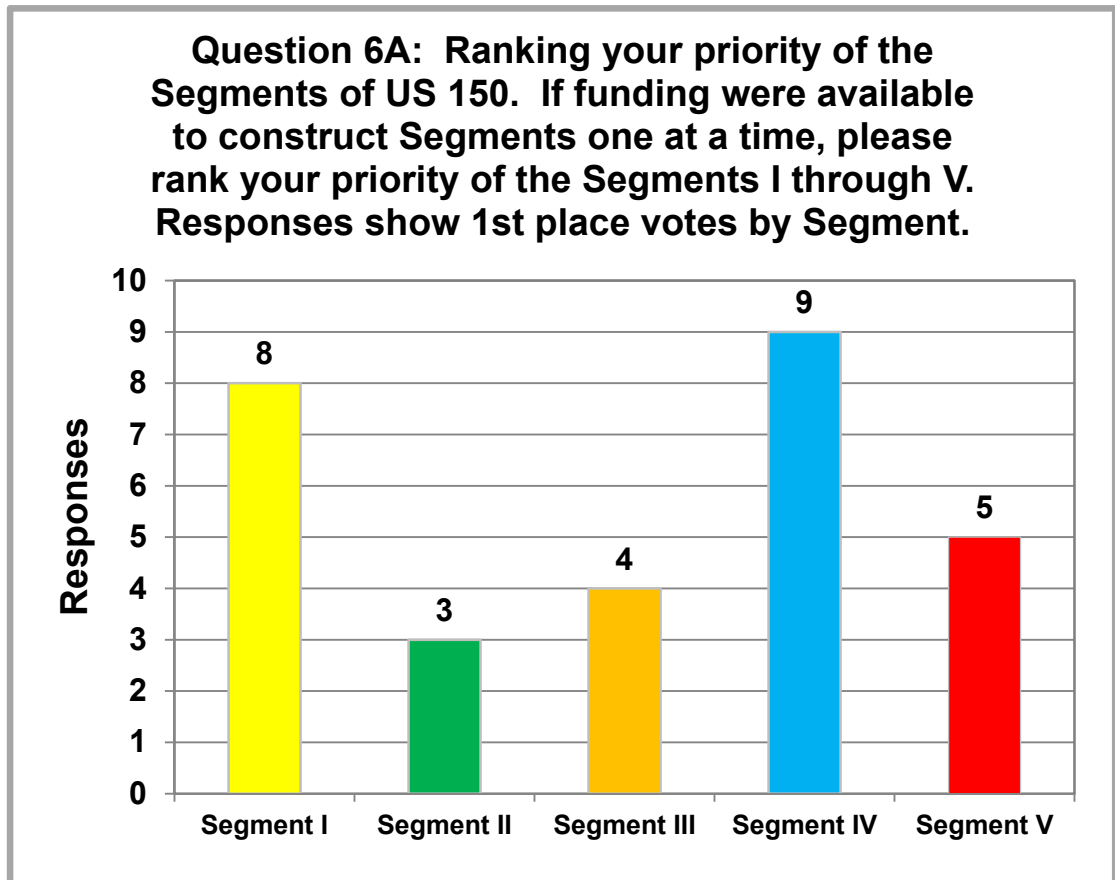
**Responses:**  
**32**

- Question 6: Question 6 was a 4 part question that asked about ranking your priority of the Segments of US 150 and potential Spot Improvements:
  - 6A. *If funding were available to construct Segments one at a time, please rank your priority of the Segments I through V, with 1 being the highest ranking and 5 being the lowest ranking. Segment I and Segment IV with eight (28%) and nine (31%) first place votes respectively, were the highest ranked priorities.*

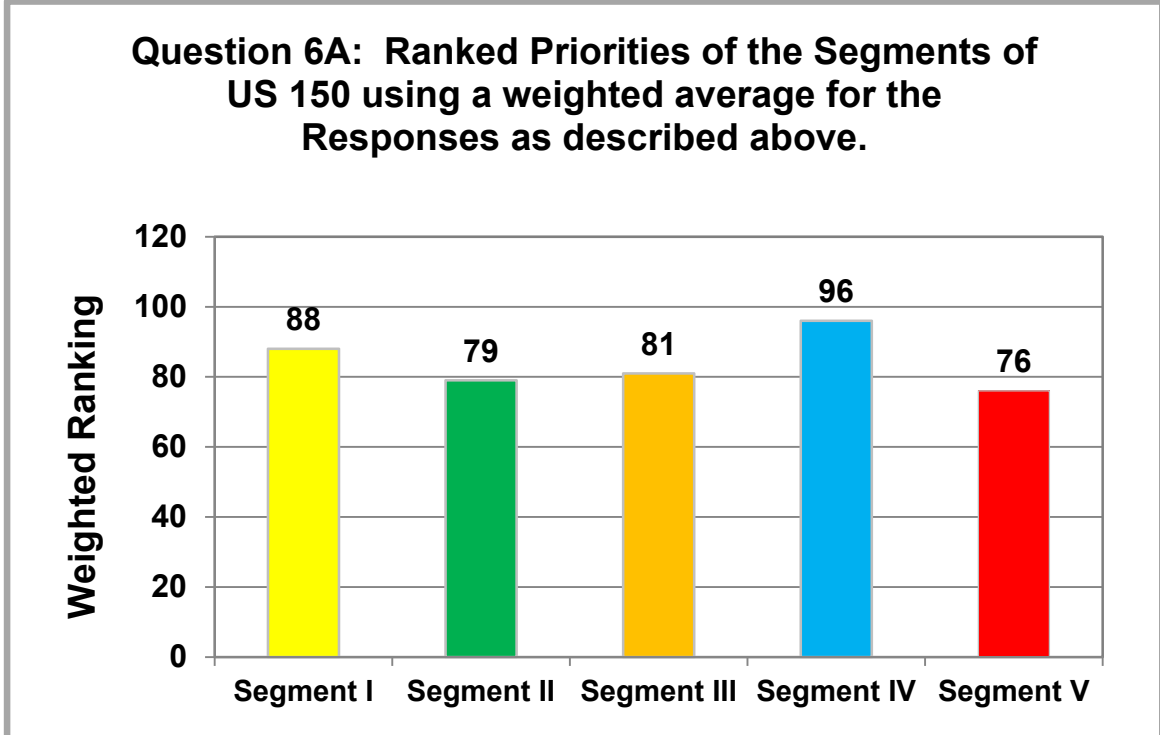
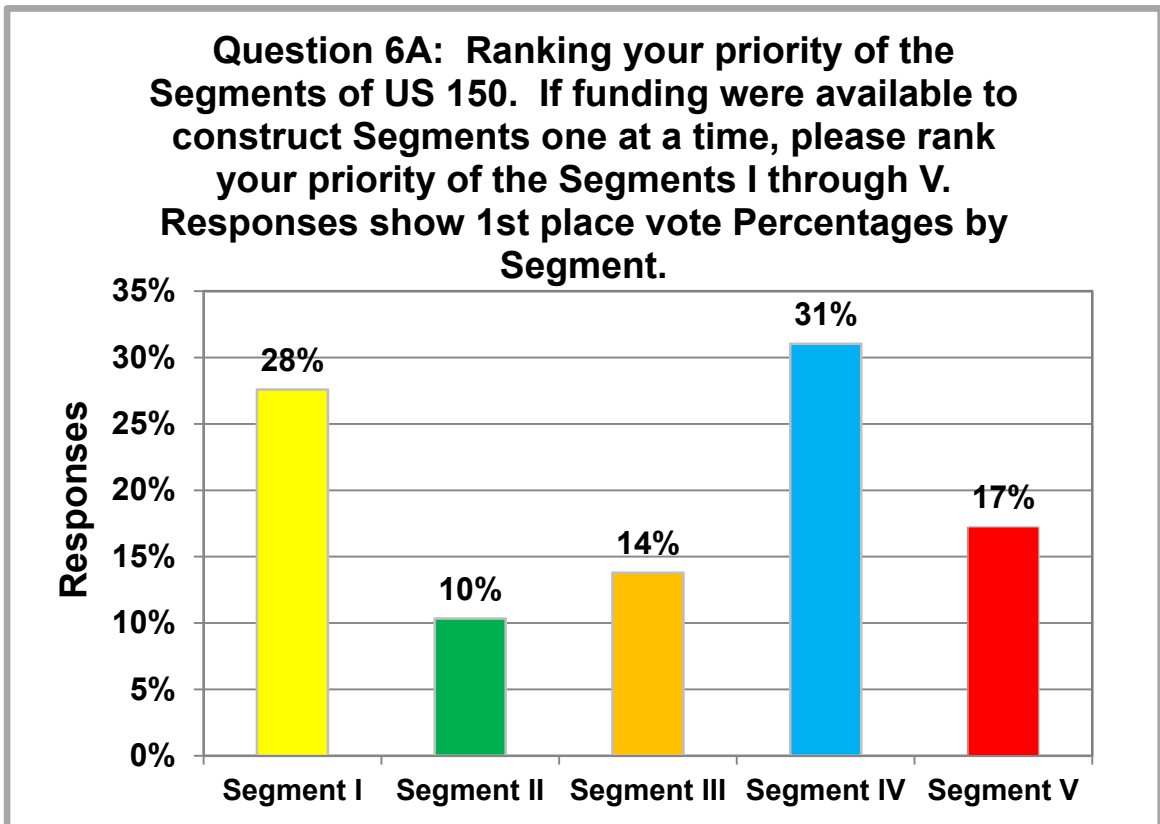
The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

1 <sup>st</sup> place ranking:	5 points
2 <sup>nd</sup> place ranking:	4 points
3 <sup>rd</sup> place ranking:	3 points
4 <sup>th</sup> place ranking:	2 points
5 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6A using both of these analysis techniques:



Responses:  
29



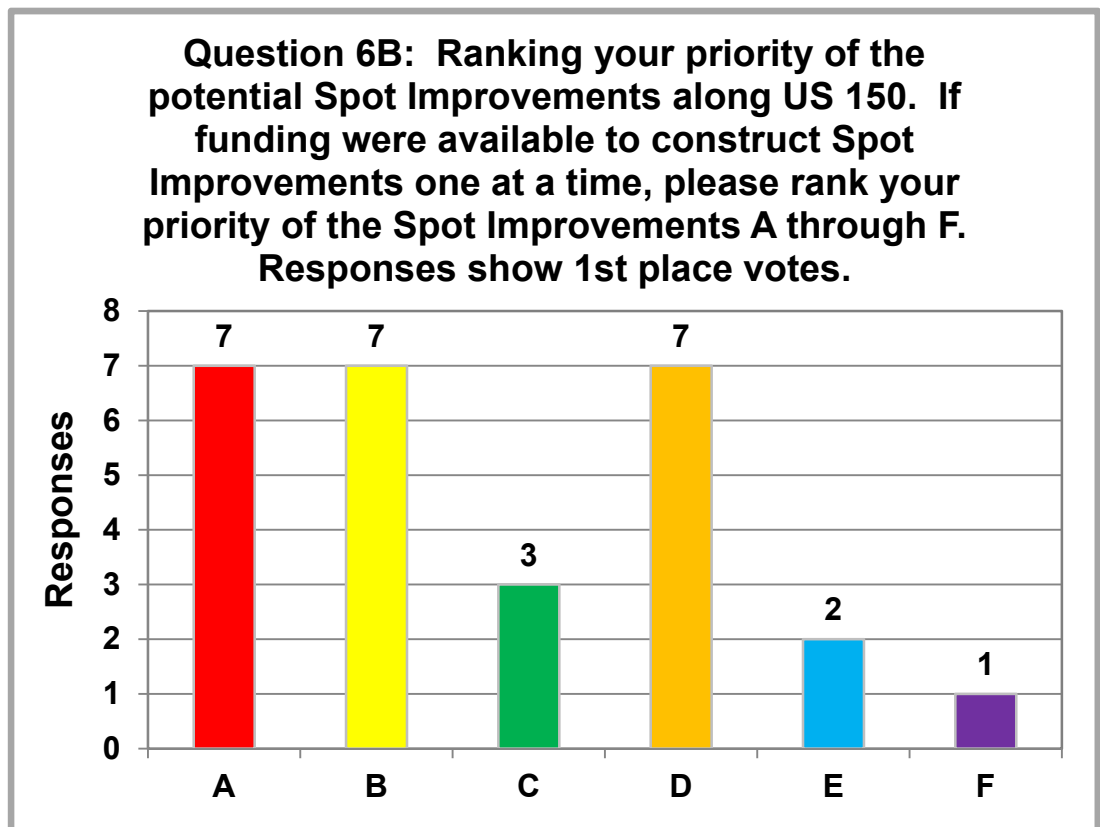
It can be seen from the above that attendees of the Washington County Public Meeting ranked Segment IV as their first choice according to either of the summary approaches described above.

- 6B. *If funding were available to construct Spot Improvements one at a time, please rank your priority of the Spot Improvements A through F, with 1 being the highest ranking and 6 being the lowest ranking.* Of the twenty-seven total responses to question 6B, seven (26%) selected Spot Improvement A, seven (26%) selected Spot Improvement B and seven (26%) selected Spot Improvement D as their top priorities. Of these twenty-seven respondents to question 6B, fifteen made a selection between Option 1 and Option 2 for the realignment of KY 605, which was a major component of Spot Improvement A. Of the fifteen responses, nine (60%) chose Option 2.

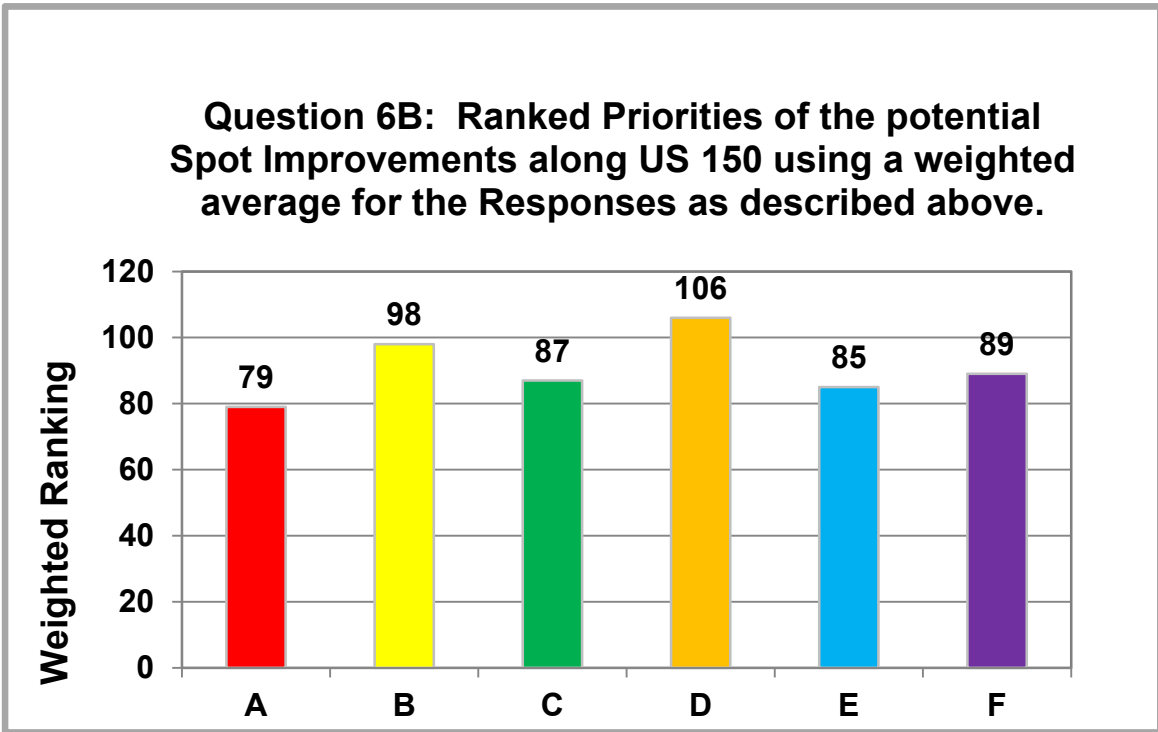
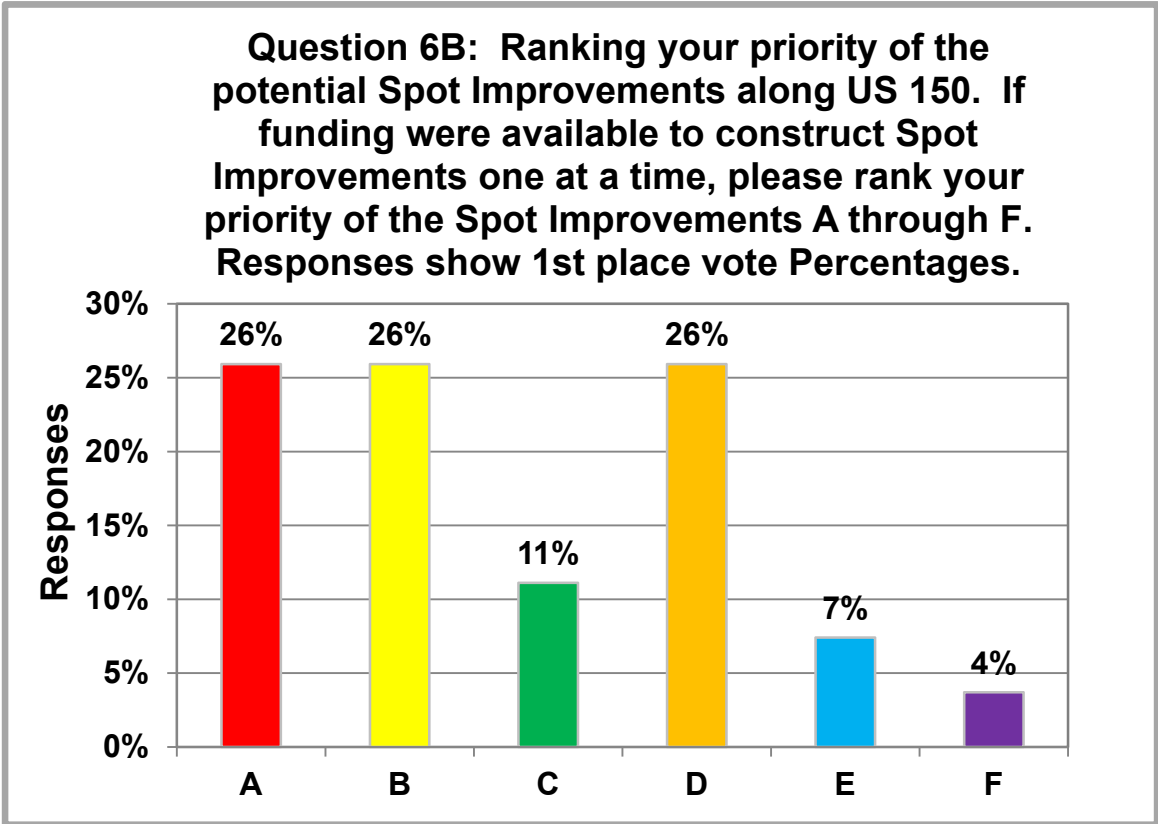
The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

1 <sup>st</sup> place ranking:	6 points
2 <sup>nd</sup> place ranking:	5 points
3 <sup>rd</sup> place ranking:	4 points
4 <sup>th</sup> place ranking:	3 points
5 <sup>th</sup> place ranking:	2 points
6 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6B using both of these analysis techniques:

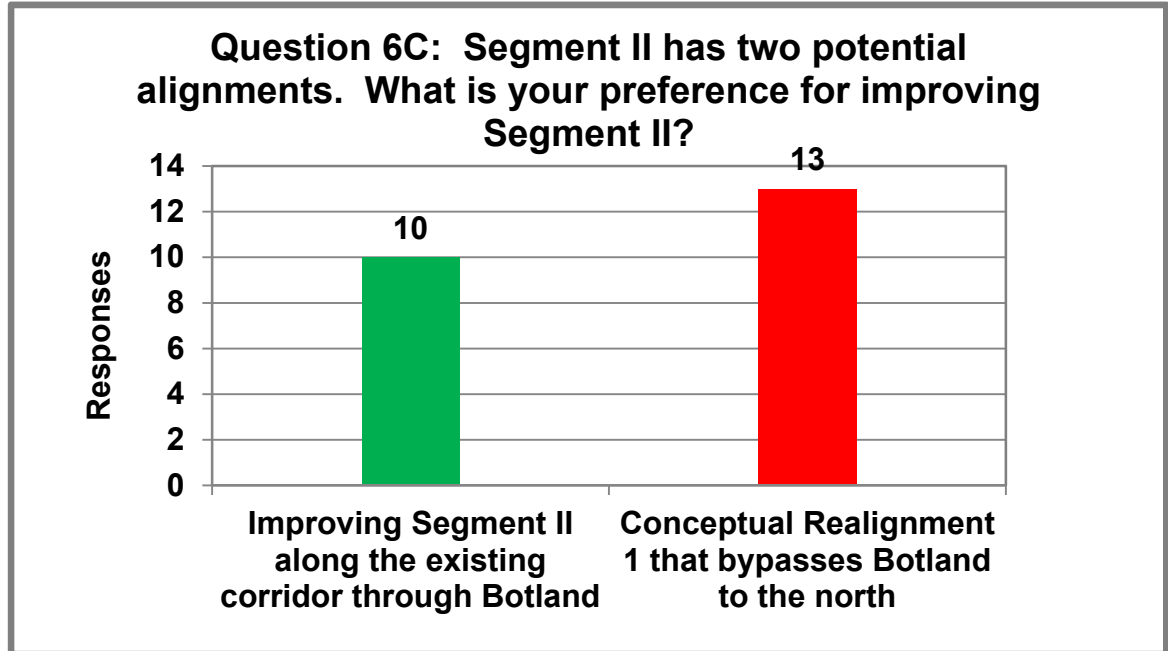


**Responses:**  
27



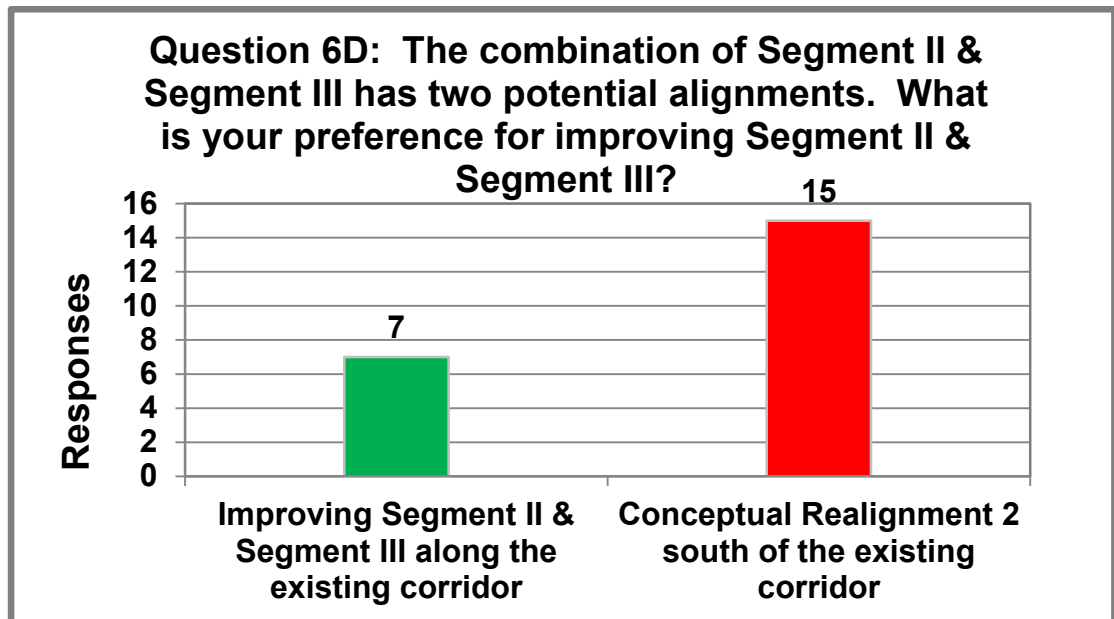
It can be seen from the above that attendees of the Washington County Public Meeting ranked Spot Improvement D as the most needed spot improvement in the event that a specific segment could not be constructed.

- 6C. *Segment II has two potential alignments. What is your preference for improving Segment II?* Thirteen of the twenty-three responses (57%) selected the option of improving Segment II with Conceptual Realignment 1 that bypasses Botland to the north.



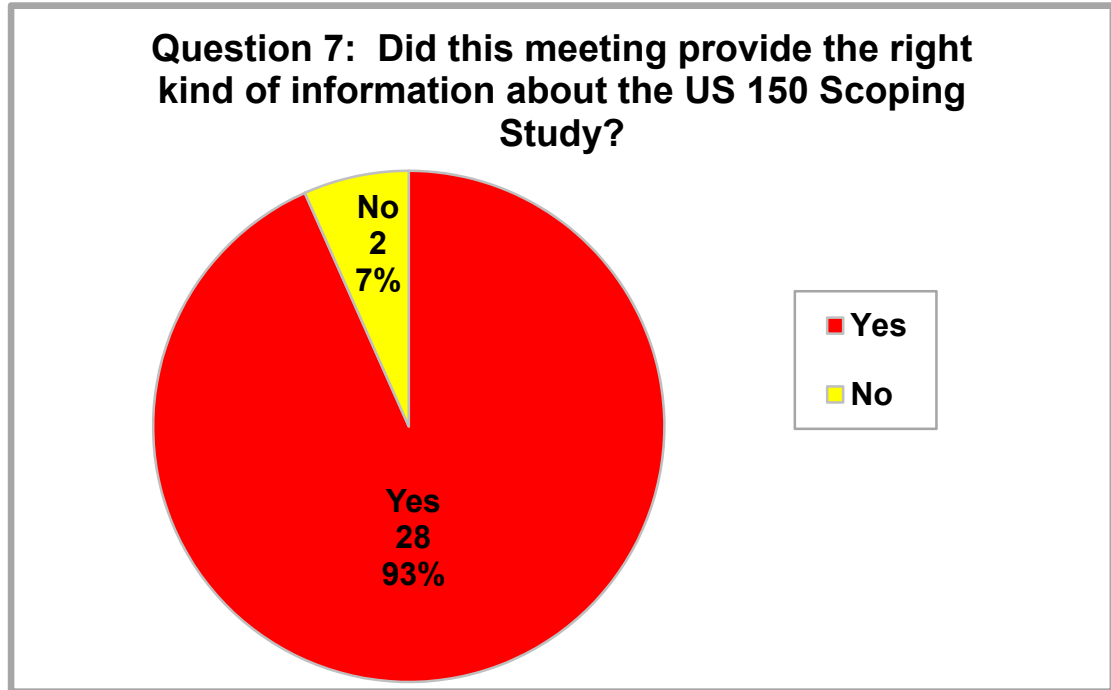
**Responses:**  
23

- 6D. *The combination of Segment II & Segment III has two potential alignments. What is your preference for improving Segment II & Segment III?* Fifteen of the twenty-two responses (68%) selected Conceptual Realignment 2, south of the existing corridor.



**Responses:**  
22

- Question 7: *Did this meeting provide the right kind of information about the US 150 Scoping Study?* Twenty-eight of the thirty responses (93%) indicated that the right kind of information was presented at the Public Information Meeting.



**Responses:**  
**30**

The meeting ended at approximately 7:00 p.m. EDT.



## Meeting Summary

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TO:

Eileen Vaughan, PE  
Project Manager  
KYTC – CO Planning  
200 Mero Street  
Frankfort, KY 40622

Charlie Allen, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

Brad Bottoms, PE  
Project Manager  
KYTC – D04  
634 East Dixie Highway  
Elizabethtown, KY 42701

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FROM: Gary W. Sharpe, P.E., PLS  
Senior Project Manager  
Palmer Engineering

DATE: September 22, 2015

SUBJECT: US 150 Scoping Study, Nelson and Washington Counties  
KYTC Item No. 4-396.00  
Public Meetings – Nelson County & Washington County

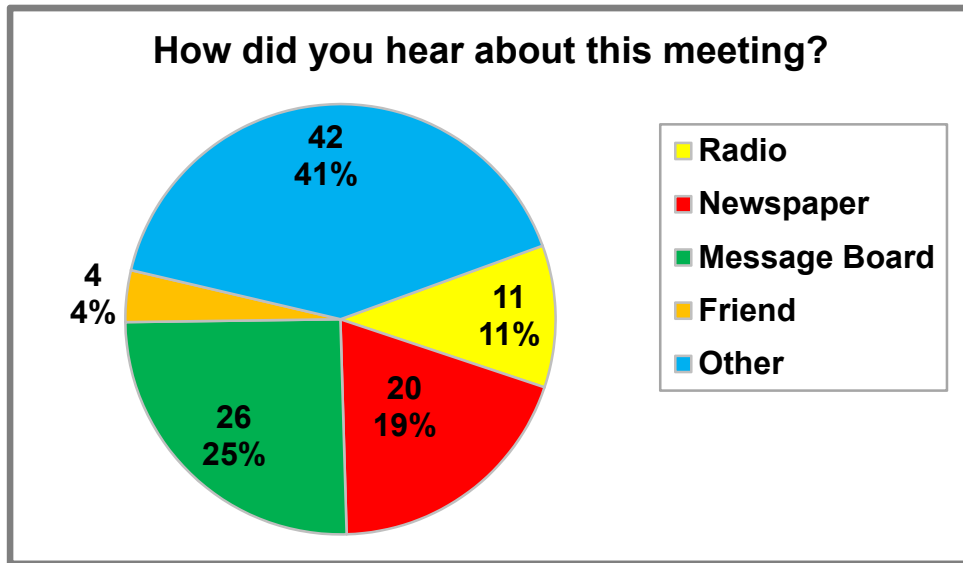
Two Public Information Meetings for the subject project were held. The first was held in Nelson County on Tuesday, May 26, 2015 at 5:00 p.m. EDT at Parkway Baptist Church, 2580 Springfield Road, in Bardstown Kentucky. The second was held on Thursday, May 28, 2015 at 5:00 p.m. EDT at Washington County High School, 300 W US Highway 150 Bypass, in Springfield Kentucky. The purpose of the meetings was to provide information about the study, to discuss conceptual alternatives, and to solicit input from the public.

Detailed summaries of these two public meetings have been provided separately.

Based on the sign-in sheets, 169 members of the public attended the two meetings.

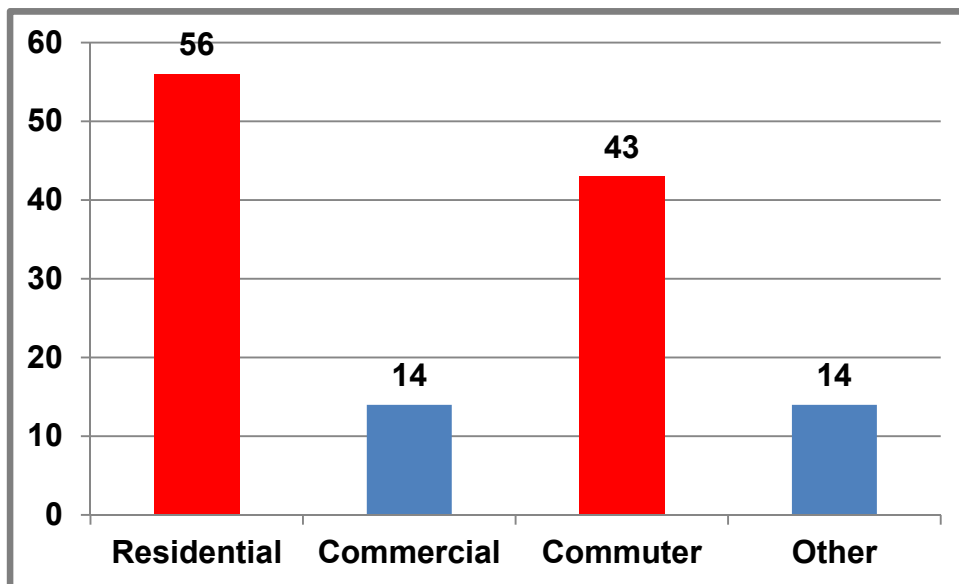
A total of 95 questionnaires were returned within the comment period, ending on June 12, 2015. The combined results of the questionnaires returned following the two public meetings are summarized as follows:

- A general question asked how the attendees heard about the Public Meeting. Some of the respondents noted two sources.



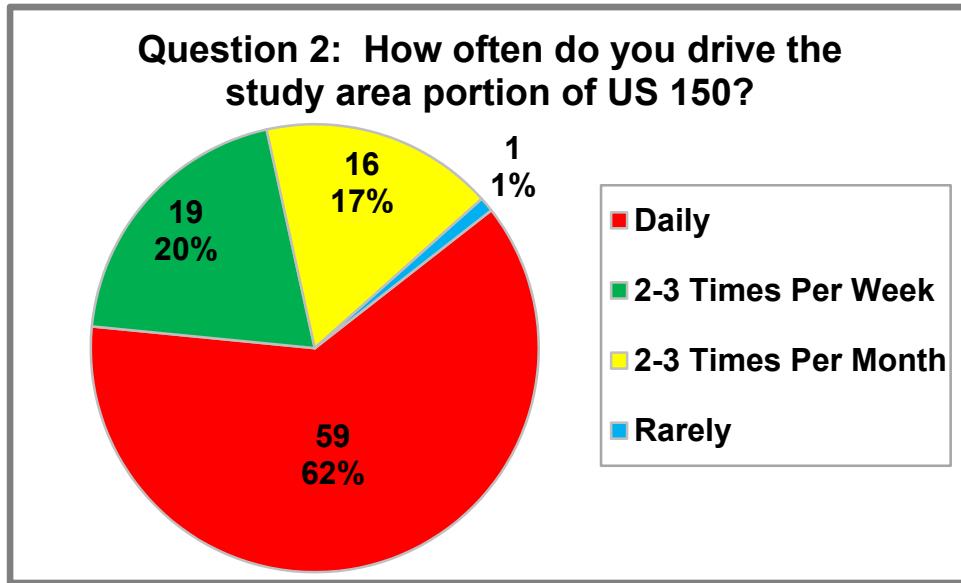
**Responses:**  
**103**

- Question 1: *My property or interest in the project is primarily: Residential, Commercial, Commuter or Other.* Of the ninety-five Questionnaires filled out there were one-hundred, twenty-seven different responses to this question, with some respondents listing more than one that applied. Seventy (74%) indicated they own residential or commercial property within the study area. Forty-three (45%) indicated they were commuters.



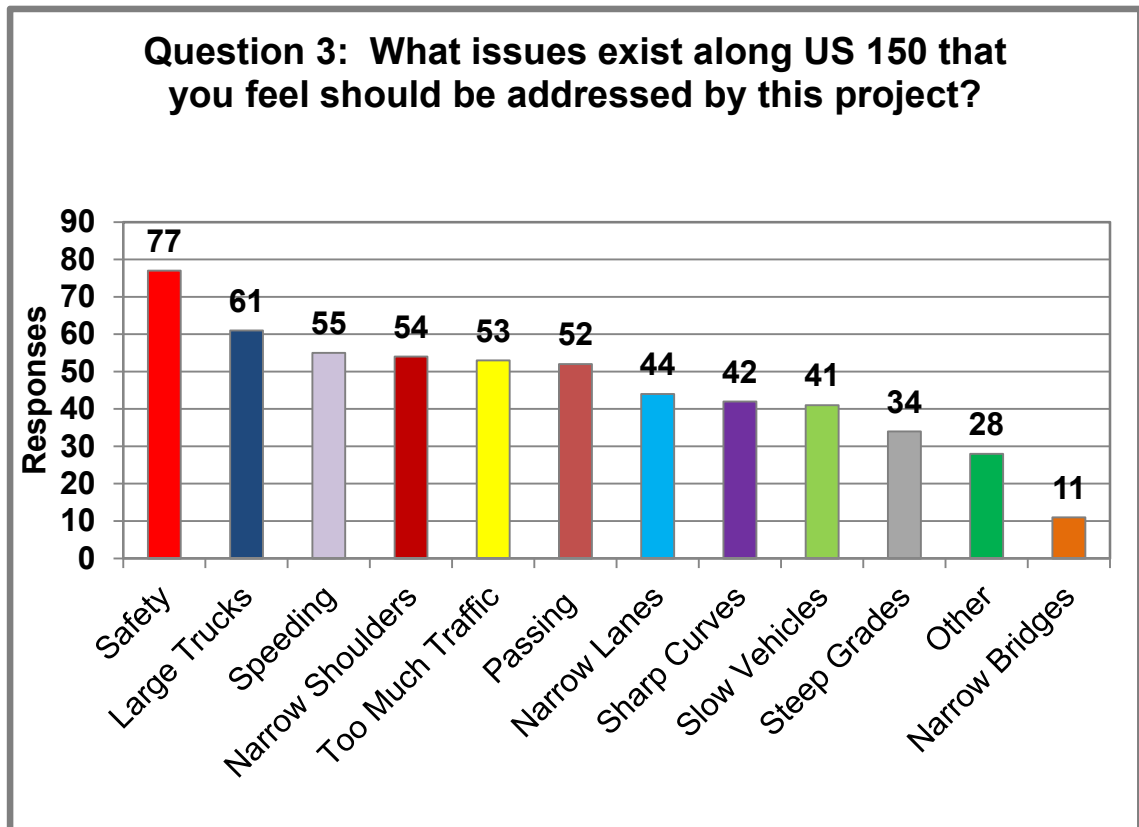
**Responses:**  
**127**

Question 2: *How often do you drive the study area portion of US 150?* Fifty-nine respondents (62%) said they drive through the study area daily.

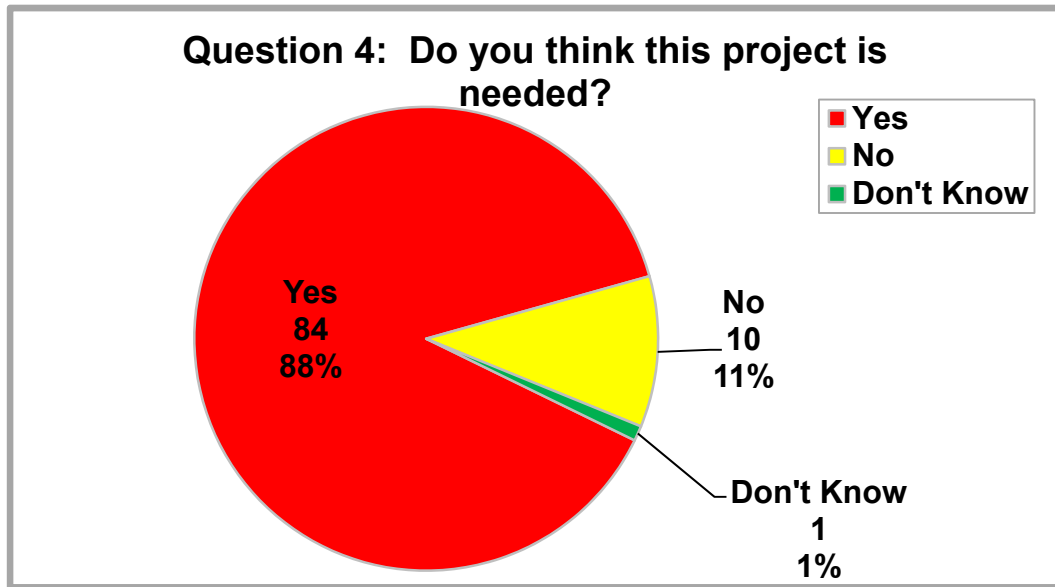


**Responses:**  
**95**

Question 3: *What issues exist along US 150 that you feel should be addressed by this project? Please check all that apply and provide comments and / or specific locations.*

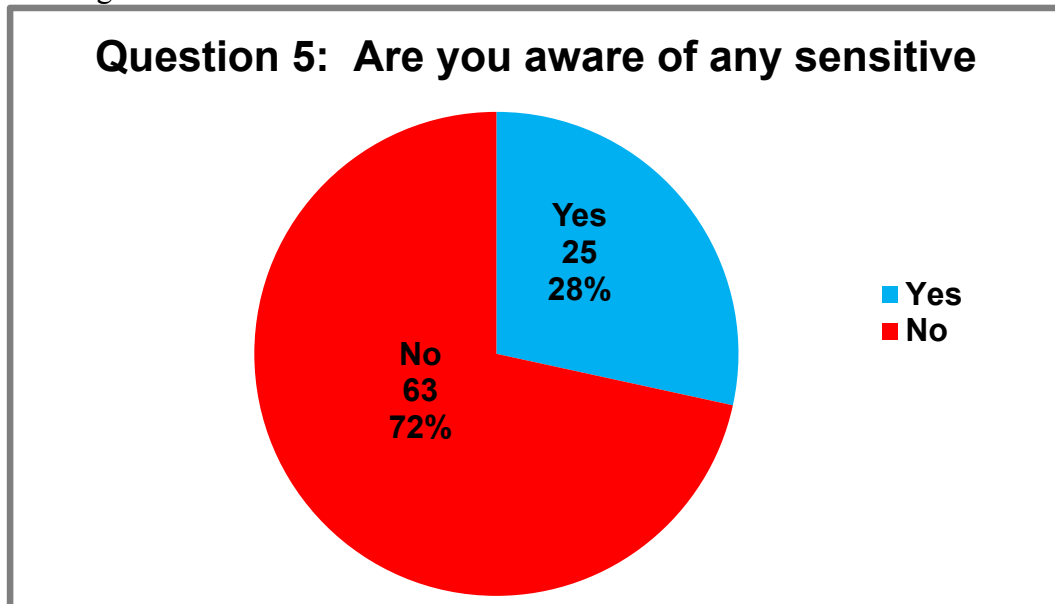


- Question 4: *Do you think this project is needed?* Eighty-four respondents (88%) indicated the US 150 Corridor project is needed.



**Responses:**  
95

- Question 5: *Are you aware of any sensitive resources within the study area that should be avoided when these projects move forward, such as parks or recreational areas, historic or archaeological sites, cemeteries, natural areas, conservation easements, waste sites or dumps, etc.* The 25 Yes responses included the following: Holy Trinity Cemetery, Fredericktown Park, Botland Christian Church, Area Farms and Businesses, the Botland Community, Parkers Landing and the Scenic Overlook of the Beech Fork River.



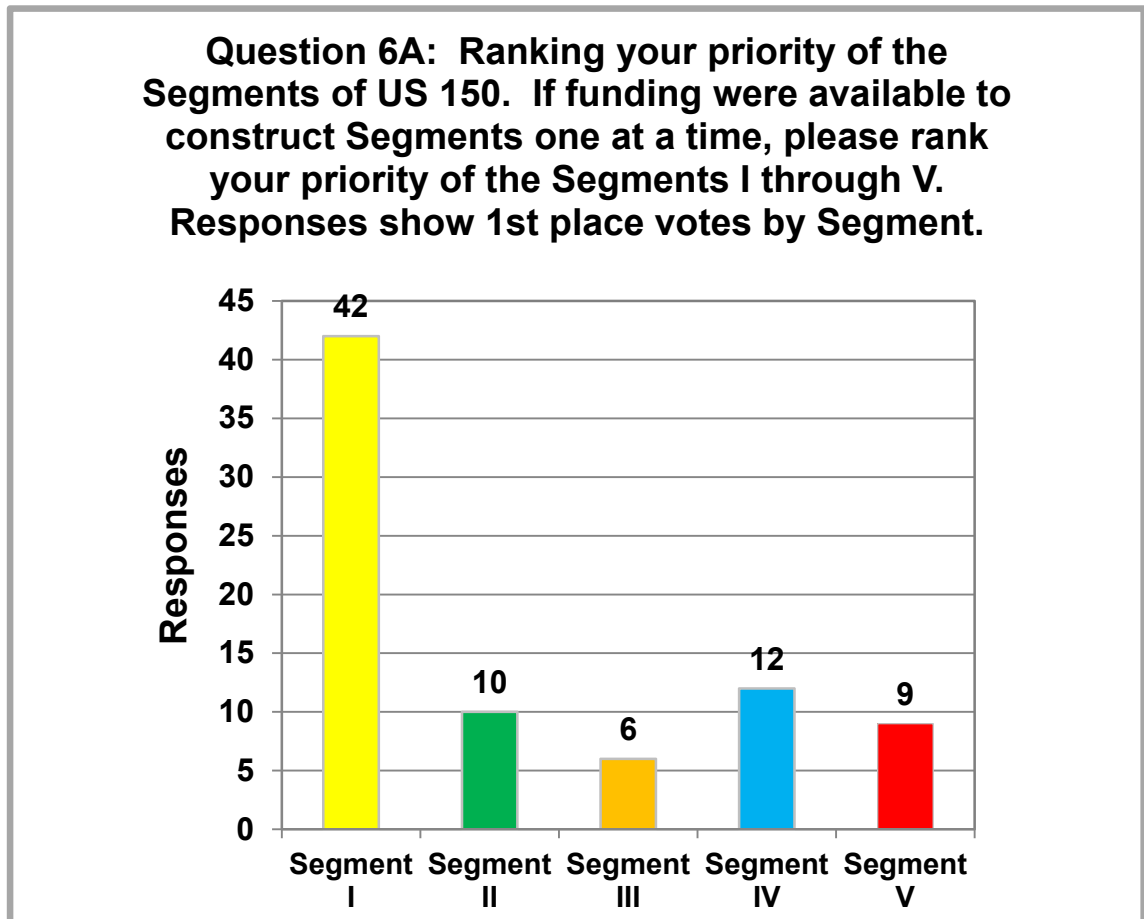
**Responses:**  
88

- Question 6: Question 6 was a 4 part question that asked about ranking your priority of the Segments of US 150 and potential Spot Improvements:
  - 6A. *If funding were available to construct Segments one at a time, please rank your priority of the Segments I through V, with I being the highest ranking and 5 being the lowest ranking. Forty-two (53%) of the seventy-nine responses indicated that Segment I was the number one priority.*

The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

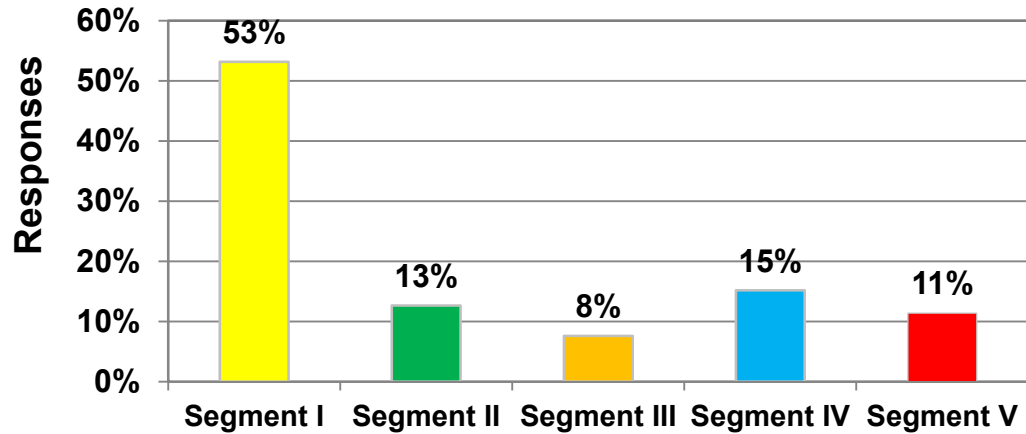
1 <sup>st</sup> place ranking:	5 points
2 <sup>nd</sup> place ranking:	4 points
3 <sup>rd</sup> place ranking:	3 points
4 <sup>th</sup> place ranking:	2 points
5 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6A using both of these analysis techniques:

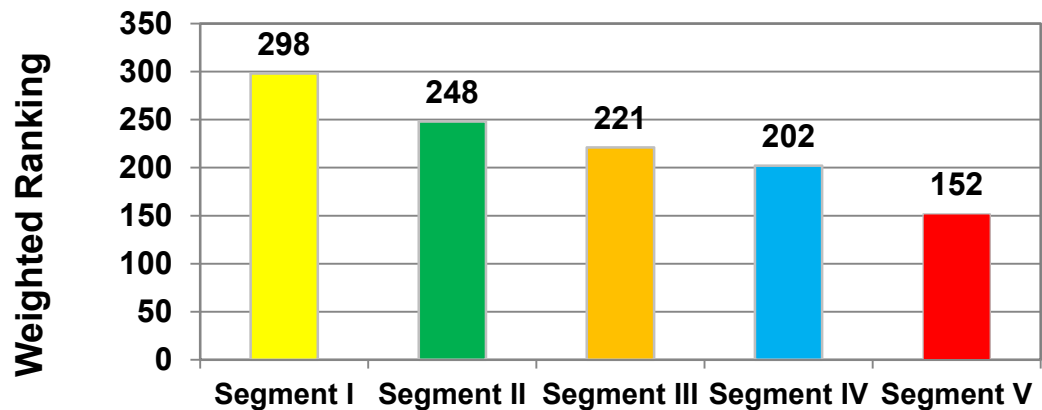


Responses:  
79

**Question 6A: Ranking your priority of the Segments of US 150. If funding were available to construct Segments one at a time, please rank your priority of the Segments I through V. Responses show 1st place vote Percentages by Segment.**



**Question 6A: Ranked priorities of the Segments of US 150 using a weighted average for the Responses as described above.**



It can be seen from the above that attendees of the two Public Meetings ranked Segment I as their first choice according to either of the summary approaches described above.

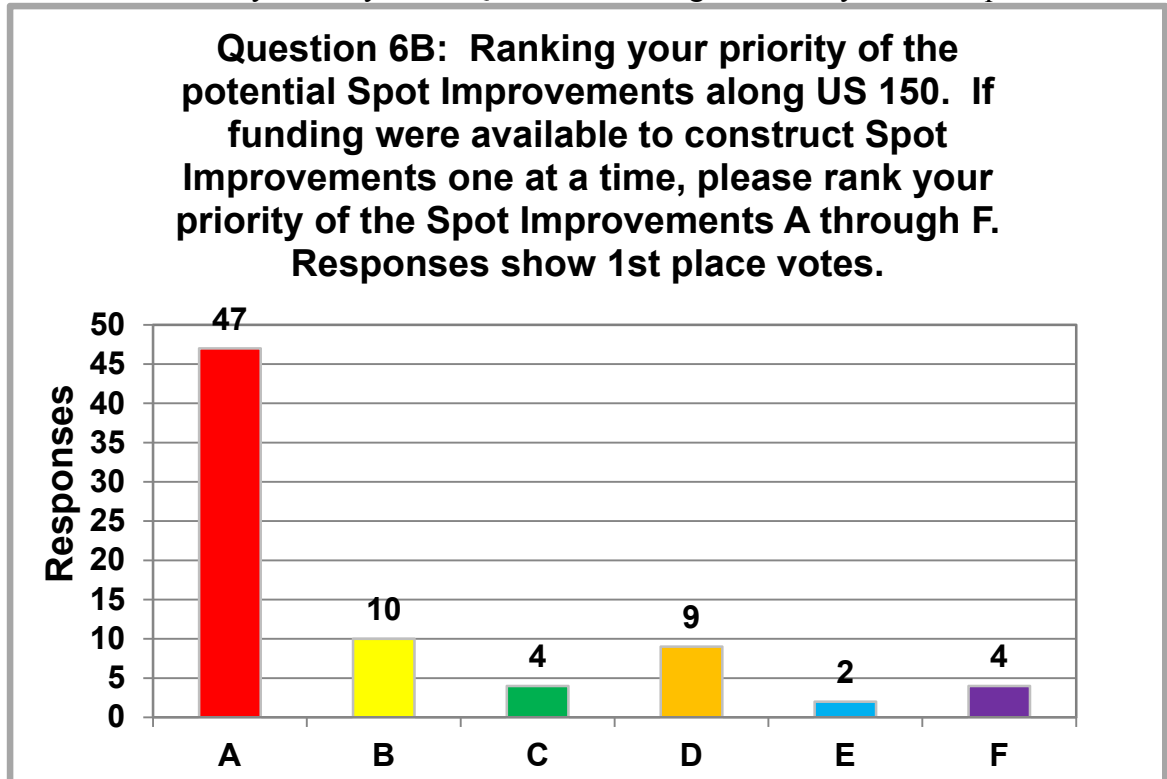
Looking at the ranked priorities of the five Segments from a county perspective:

- Nelson County Public Meeting attendees ranked Segment I as their first choice.
  - Washington County Public Meeting attendees ranked Segment IV as their first choice.
- 6B. *If funding were available to construct Spot Improvements one at a time, please rank your priority of the Spot Improvements A through F, with 1 being the highest ranking and 6 being the lowest ranking.* Of the seventy-six total responses to question 6B, forty-seven (62%) selected Spot Improvement A as the top priority.

The ranking of priorities also was evaluated in the context of a weighted average for the responses as follows:

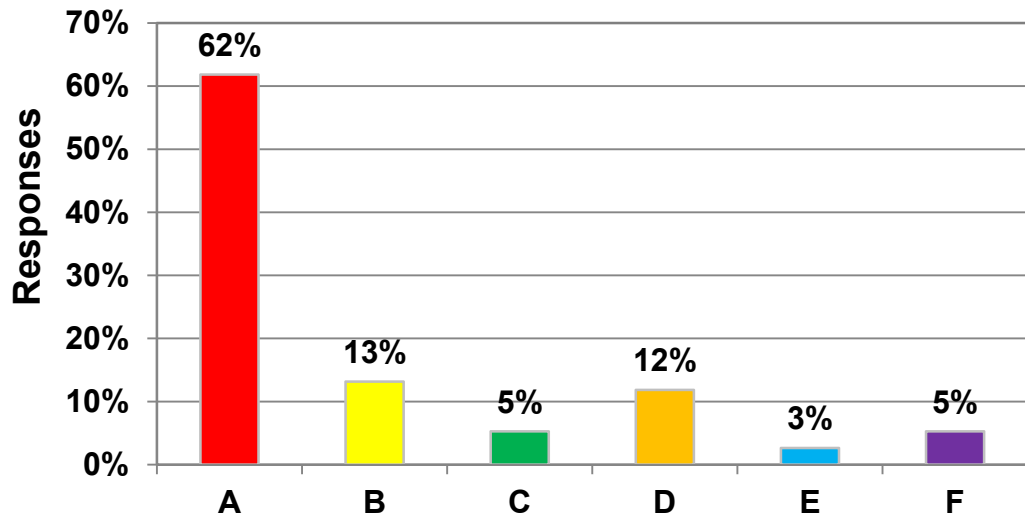
1 <sup>st</sup> place ranking:	6 points
2 <sup>nd</sup> place ranking:	5 points
3 <sup>rd</sup> place ranking:	4 points
4 <sup>th</sup> place ranking:	3 points
5 <sup>th</sup> place ranking:	2 points
6 <sup>th</sup> place ranking:	1 point

Below is a summary of analysis for Question 6B using these analysis techniques:

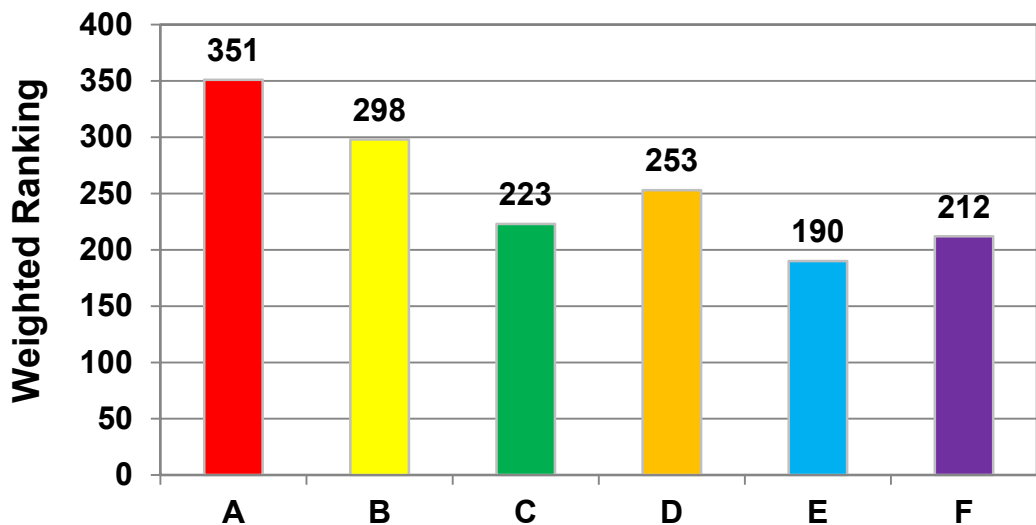


Responses:  
76

**Question 6B: Ranking your priority of the potential Spot Improvements along US 150. If funding were available to construct Spot Improvements one at a time, please rank your priority of the Spot Improvements A through F. Responses show 1st place vote Percentages.**



**Question 6B: Ranked priorities of the potential Spot Improvements along US 150 using a weighted average for the Responses as described above.**

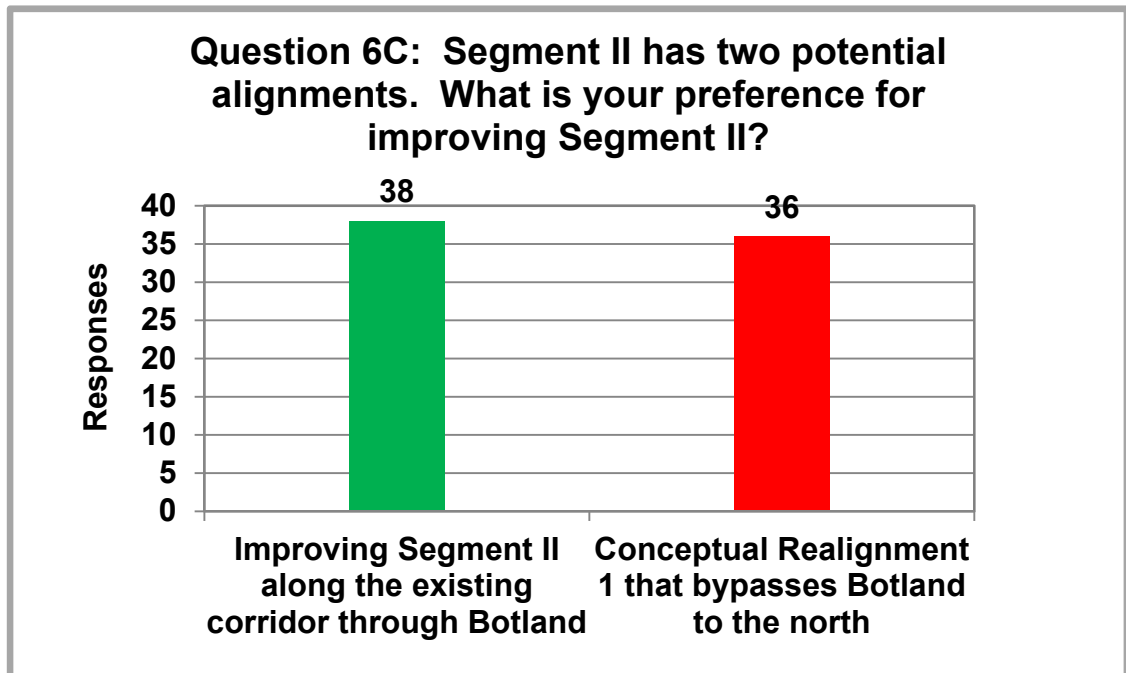




It can be seen from the above that attendees of the two Public Meetings ranked Spot Improvement A as the most needed spot improvement in the event that a specific segment could not be constructed.

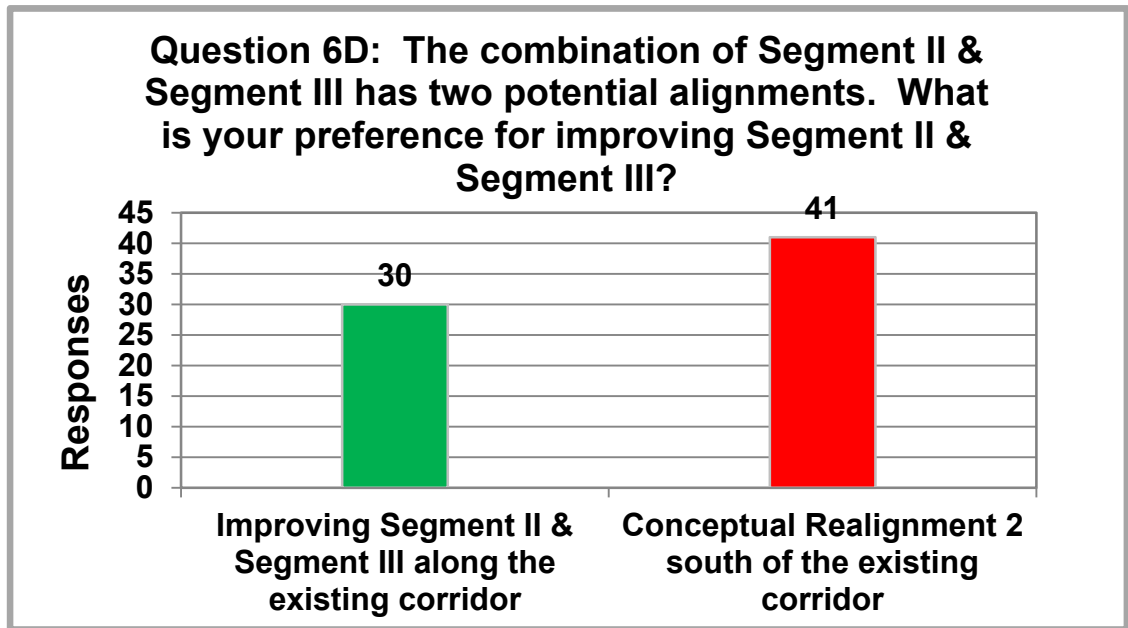
Looking at the ranked priorities of the six Spot Improvements from a county perspective:

- Nelson County Public Meeting attendees ranked Spot Improvement A as the most needed spot improvement in the event that a specific segment could not be constructed.
  - Washington County Public Meeting attendees ranked Spot Improvement D as the most needed spot improvement in the event that a specific segment could not be constructed.
- 6C. *Segment II has two potential alignments. What is your preference for improving Segment II?* Thirty-eight of the seventy-four responses (51%) selected the option of improving Segment II along the existing corridor through Botland.



**Responses:  
74**

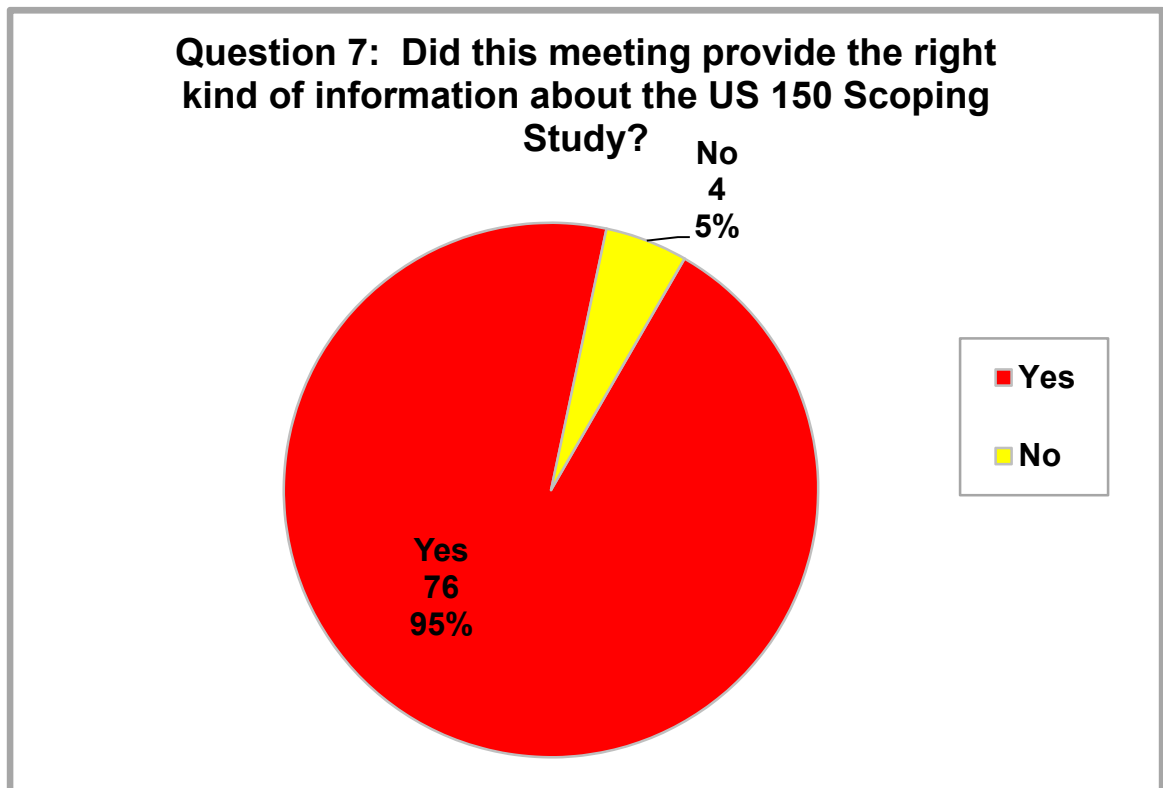
6D. *The combination of Segment II & Segment III has two potential alignments. What is your preference for improving Segment II & Segment III?* Forty-one of the seventy-one responses (58%) selected Conceptual Realignment 2, south of the existing corridor.



**Responses:**

**71**

- Question 7: *Did this meeting provide the right kind of information about the US 150 Scoping Study?* Seventy-six of the eighty responses (95%) indicated that the right kind of information was presented at the Public Information Meeting.



**Responses:**

**80**