

Middletown Eastwood Trail

June 2009



HNTB

Middletown Eastwood Trail



HNTB

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DRAFT

Acknowledgements

Louisville Metro

Councilman Hal Heiner, Louisville Metro Council
Stephen Ott, Louisville Metro Council
John Swintosky, Louisville Metro Parks
Lisa Hite, Louisville Metro Parks
Milana Boz, Louisville Metro Parks

City of Middletown

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1 - Overview

The vision for the Middletown-Eastwood Trail (M.E.T.) is to link the two communities of Middletown and Eastwood with a shared-use path and also provide a connection to the greater Louisville Metro area through the Louisville Loop. The initial support for the M.E.T. originated through residents within this area; Councilman Hal Heiner responded to this interest and initiated the development of the M.E.T..

Expanding on the overall vision of connecting people with each other, destinations and the broader community, three guiding principals were identified: Connectivity, Functionality, and Sustainability.

Connectivity: By providing connections between communities, neighborhoods, schools and commercial centers, the M.E.T. will provide an alternative option for non-motorized travel. Bicycling and walking to nearby destinations will encourage the community to become more healthy and active, with the goal of creating a more livable community.

Functionality: The M.E.T. will allow for the opportunity to make Shelbyville Road safer for pedestrians and bicyclists. The improved crosswalks and shared-use path will provide a safe and attractive walking and biking route for residents.

Sustainability: Nearly half of all trips in the United States are between two to five miles; this is an ideal distance to make the trip by walking or bicycling. There is currently a lack of safe and viable options for walking



and bicycling along Shelbyville Road. This “green” form of transportation will also reduce pollution by decreasing trips made by vehicles.

Overall, the vision and guiding principles strive to create a better quality of life for residents along this corridor.

Why M.E.T.?

There are many reasons to plan for the M.E.T. today. This area of Louisville is developing quickly. With potential for new residential and commercial developments, the City needs to ensure the proper right-of-way for the future construction of this shared-use path. Planning efforts need to stay ahead of development and not simply to track it.

Second, the Kentucky Transportation Cabinet has planned an interchange improvement for I-265 and US 60. The interchange improvement includes the shared-use path on Shelbyville Road from English Station Road to Beckley Woods Drive. It is anticipated that the construction of this project, including the share-use path, will be completed in 2009 and will be funded by the American Recovery and Reinvestment Act of 2009. Extending the shared-use path from Middletown to Eastwood expands the positive impacts of the path and Commonwealth’s investment beyond just the interchange to the broader community.

Third, the M.E.T. can leverage other federal grants for shared-use paths including Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Transportation Enhancement (TE) and Safe Routes to School. These competitive grants encourage the expansion of travel choices to

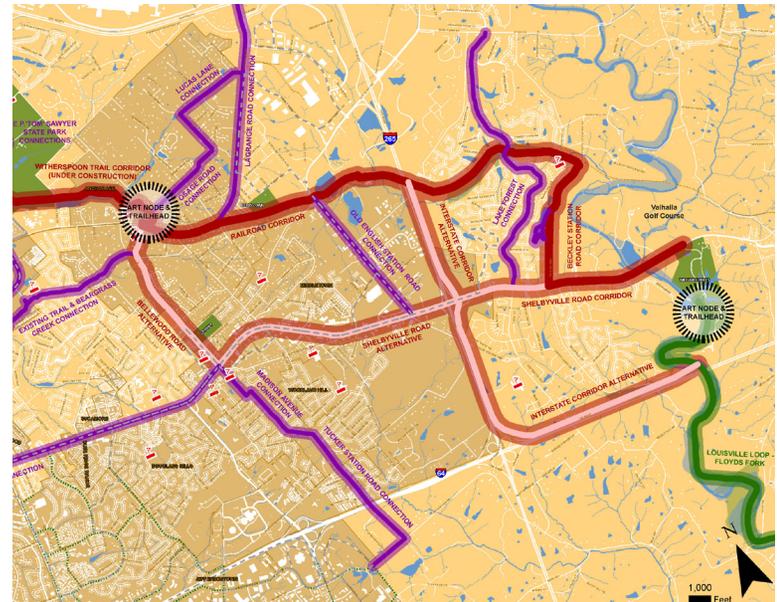
improve congestion, air quality and safety. These grants are typically funded 80 percent by the federal government and 20 percent by the local community.

Finally, the M.E.T. will play a role in the greater Louisville Metro area by providing an important connection to the Floyds Fork segment of the 100-mile Louisville Loop. With these considerations, the M.E.T. will be well positioned to turn this plan into reality.

Relationship to the Northeast Segment of the 100-mile Louisville Loop

The M.E.T. follows Shelbyville Road from Old Shelbyville Road in Middletown to Eastwood Cut Off Road in Eastwood. Portions of this route were identified in planning study for the Northeast Segment of the Louisville Loop as the primary or an alternative route for the Loop.

The portion of the M.E.T. from Lake Forest Drive to Miles Park is currently identified as the primary route of the Loop making the regional connection from Prospect to Floyds Fork. The segment of the M.E.T. from Old Shelbyville Road in Middletown to Lake Forest Drive was identified as an alternative route of the Louisville Loop. The purpose of this alternative route was to provide a feasible option if conflicts surfaced with the CSX rail line corridor north of Shelbyville Road. Even if it was not designed as the primary route of the Louisville Loop, this portion of the Shelbyville corridor still was identified as a significant and important community connection that would allow residents and businesses of this area to easily access the overall Louisville Loop.



2 - Planning Process

Types of Users

The M.E.T. should be planned to provide continuity and consistency for all types of non-motorized users. These include pedestrians, runners /joggers, people pushing baby carriages, skaters, dog walkers, and cyclists, all ages, abilities and skills.

Planning and Route Location

Shared-use paths serve a variety of important purposes, such as providing an alternative to a busy thoroughfare, US 60 / Shelbyville Road. The M.E.T. will provide an enjoyable non-motorized travel opportunity for individuals and families to access destinations either for recreation or functional transportation purposes. This is achieved by providing a through-route for bicycling and walking linking people with their destinations, including shopping, parks, recreation, employment, and schools.



A shared-use path can be located on exclusive right-of-way, or within the road right-of way but physically separated from the road. The M.E.T. is planned to be located within the right-of-way of US 60 / Shelbyville Road, a busy, high-speed facility. The section from Middletown to I-265 is a commercial corridor while areas east of I-265 interchange has neighborhood-type commercial areas mixed with residential uses. As the M.E.T. approaches Eastwood, the land-uses contain major recreational (Valhalla / Midland golf courses, and Miles Park) interrupted by residential developments.

The following guidelines and principals have been compiled using national litretures including AASHTO, MUTCD, and Louisville Design Standards that are applicable to planning, design, and construction of the M.E.T.

Route planning considerations for shared-use paths parallel to a roadway:

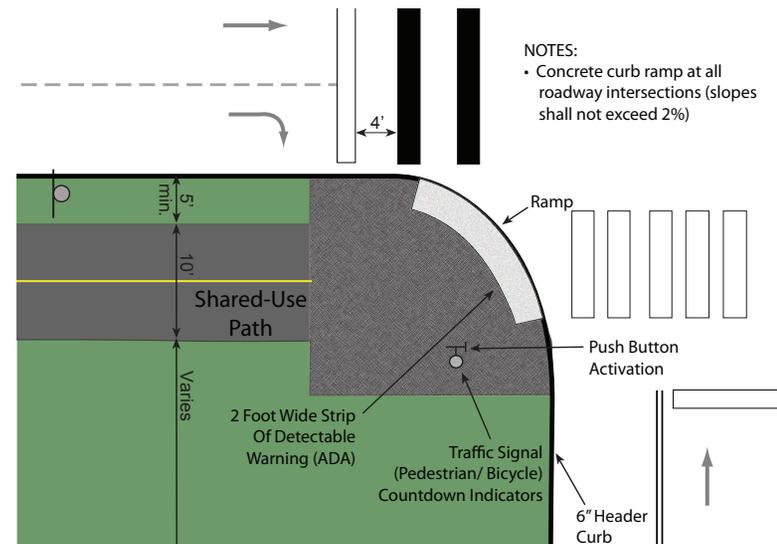
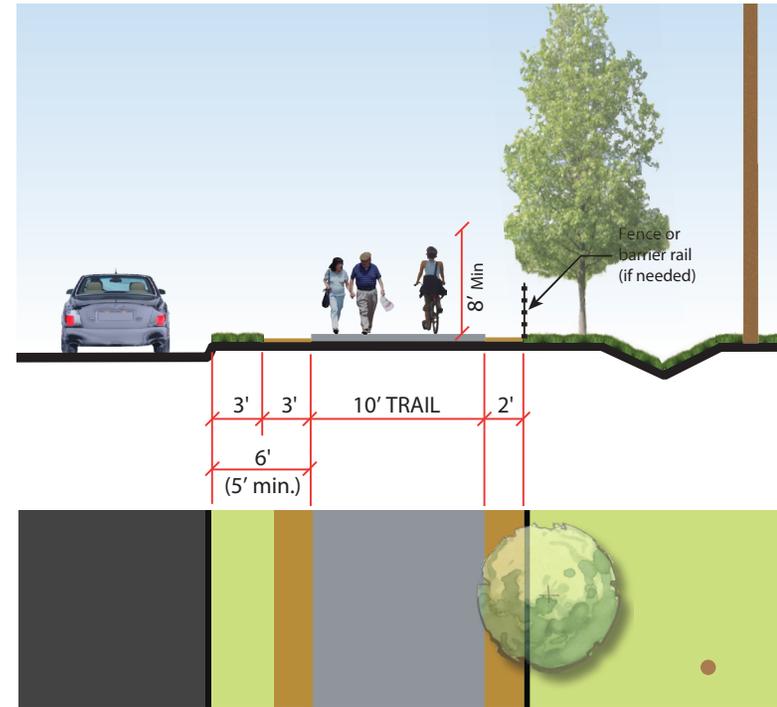
1. Shared-Use Paths provide an enjoyable non-motorized travel opportunity for individuals and families.
2. Shared-Use Paths play an important role in providing continuity for the overall bicycle network.
3. Shared-Use Paths create a route through neighborhoods to nearby destinations.
4. The M.E.T. will be located within the road right-of-way but physically separated from the road.
5. Arrange Shared-Use Paths so that pedestrians and bicyclists do not need to venture onto the traveled way.
6. Create a distinct and continuous main route alongside main roads.
7. For roadway that intersect or run close to a Shared-Use Path, use careful analysis and design measure to ensure continual access and safety of path users.

8. Shared-Use path shall comply with Americans with Disabilities Act of 1990 (ADA) so that they are functional for all users, both with and without disabilities.
9. Driver expectations and behavior must be considered.
10. Location and frequency of driveways and other access points crossing the Shared-Use Path will need to be considered and be marked.
11. Mobility for longer distance bicycle travel (Louisville Loop, TARC) must be considered.
12. Safety of bicyclists and pedestrians crossing the road.
13. Availability of suitable right-of-way for the shared-use path.
14. Minimize or avoid crossing a shared-use path from one side of the roadway to the other, especially over a short distance less than 1,500 feet.

Shared-Use Path and Intersection Design Guidelines:

1. Primary source on design guidelines are:
 - American Association of State Highway and Transportation Officials (AASHTO_1999)
 - Manual on Uniform Traffic Control Devices (MUTCD)
 - Louisville Loop Design Guidelines
2. Provide a physical separation between the shared-use path and adjacent highway, 6 feet. Separation between the path and the roadway will demonstrate to both the path users and the motorist that the path functions as an independent facility.
3. The standard pavement width for two-way shared-use path is 10 feet.
4. Maximum grade for shared-use path is 5 percent and sustained grades should be limited to 3 percent.
5. Use curb ramps at all intersections between a shared-use path and a roadway. Curb ramp limits are turn radii of intersecting streets and driveways.
6. Curb ramps shall include a 2.0 foot wide strip of detectable warnings at their base, ADA requirement.
7. Gradient of path approach at crossings (curb ramp areas) shall not exceed 2 percent maximum for 50 feet on both approaches, typical conditions.
8. Use a color contrasting with adjacent pavement that emphasizes path's approach (curb ramp areas), and use scoring.
9. Shared-Use Paths that parallel the roadway should be brought into the intersection and crossing should function like a crosswalk.
10. Crosswalk should be highly visible to increase motorist's awareness of path users.

11. There should be a marked crosswalk across the intersection and driveways where there is a continuous bicycle / pedestrian route.
12. Shared-Use Paths may be created by increasing the width of existing sidewalks provided they are in good condition. Special provisions must be made to avoid a longitudinal joint between the old and the new sections. In some instances, an asphalt overlay over the entire path might be desirable. Engineering and analysis will be required to determine the suitability of combined sections on a case-by-case basis.



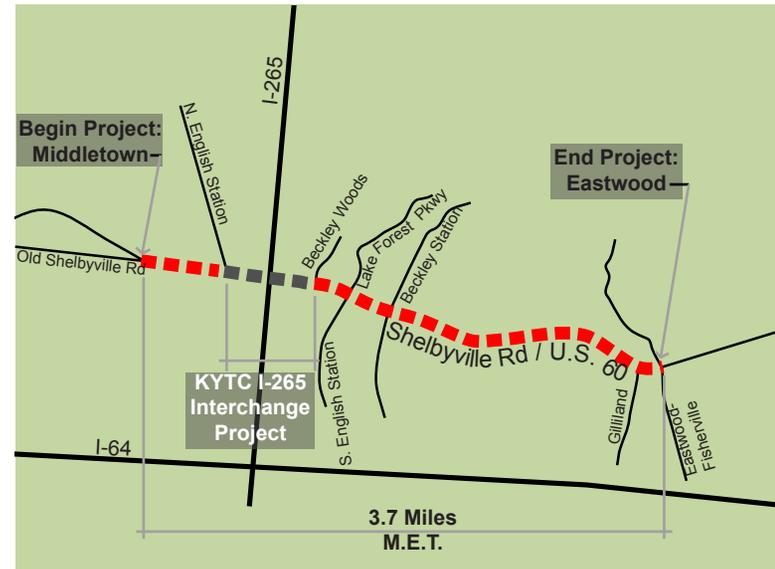
3 - Route Location Maps

The proposed Middletown-Eastwood Trail (MET) is a shared-use path that will provide people with an option who wish to use non-motorized forms of transportation for their intended trips. The shared-use path will be designed as per the AASHTO Guide for the Development of Bicycle Facilities, and is ideally located for maximum connectivity between homes and destinations including schools, churches, shopping centers, employment, and parks/recreational areas within the project influence area.

Middletown-Eastwood Shared-Used path is a part of the 100-mile Louisville Loop, located along US 60 (Shelbyville Road) in the northeastern Jefferson County. The route will begin at Middletown, Old Shelbyville Road intersection and will continue eastward toward Eastwood at Gilliland Road, a distance of approximately 3.7 miles. At I-265 interchange, the M.E.T. will integrate with the KYTC's interchange improvements plan that includes a multi-use path on the north side of US 60. The limits of I-265 project are from N. English Station to Beckley Woods, a distance of 0.6 miles.

Users who may opt to combine their trips with the local transit, TARC, in order to expand their destinations. US 60 / Shelbyville Road is served by TARC Route No. 61.

The M.E.T. route is intended to be within the right-of-way of Shelbyville Road on the south side. The south side of the Shelbyville Road offers better route than the north side because of connectivity between users and major destinations (parks, schools, shopping). In addition, the right-of-way availability, less conflicts with utilities, and fewer driveways/street crossings exist on the south side. However, beginning at the intersection of Urton Lane/English Station Road, the route switches to the north side of Shelbyville Road and continues through the I-265 interchange to Beckley



Woods Drive intersection. The KYTC has determined that route will function better and is safer if it were located on the north side through I-265. At Beckley Woods Drive, the route reverts back to the south side and continues east toward Eastwood at Gilliland Road. The switching of the route location from one side of the street to the other side occurs only at signalized intersections. Final design development must ensure proper signal equipment, marked crossings, signage and other regulatory and warning devices at crossing points assuring safe and comfortable experience for all users. Typical routing of shared-use path at signalized intersections and treatments are shown in the Shared-Use Path Details.

As a result of Louisville Metro staff review and input received during the public informational meeting, three (3) Alternative routes have been identified as follows;

Alternative one (1)- Consider locating the M.E.T. on the north side of Shelbyville Road between Town Creek Road and Urton Lane/English Station Road. This alternative is suggested because large commercial center is located on the north side, and the segment has fewer driveways compared with the southern alignment. This alternative will require further analysis during the design development to determine the impact of large electrical sub-station and underground facilities that could be impacted if the route were to be constructed on the north side. In addition, drainage facilities will be impacted that could result in large capital improvement expenditures. It is recommended that a comparative analysis be done during the final design development to determine the viability of this alternative.

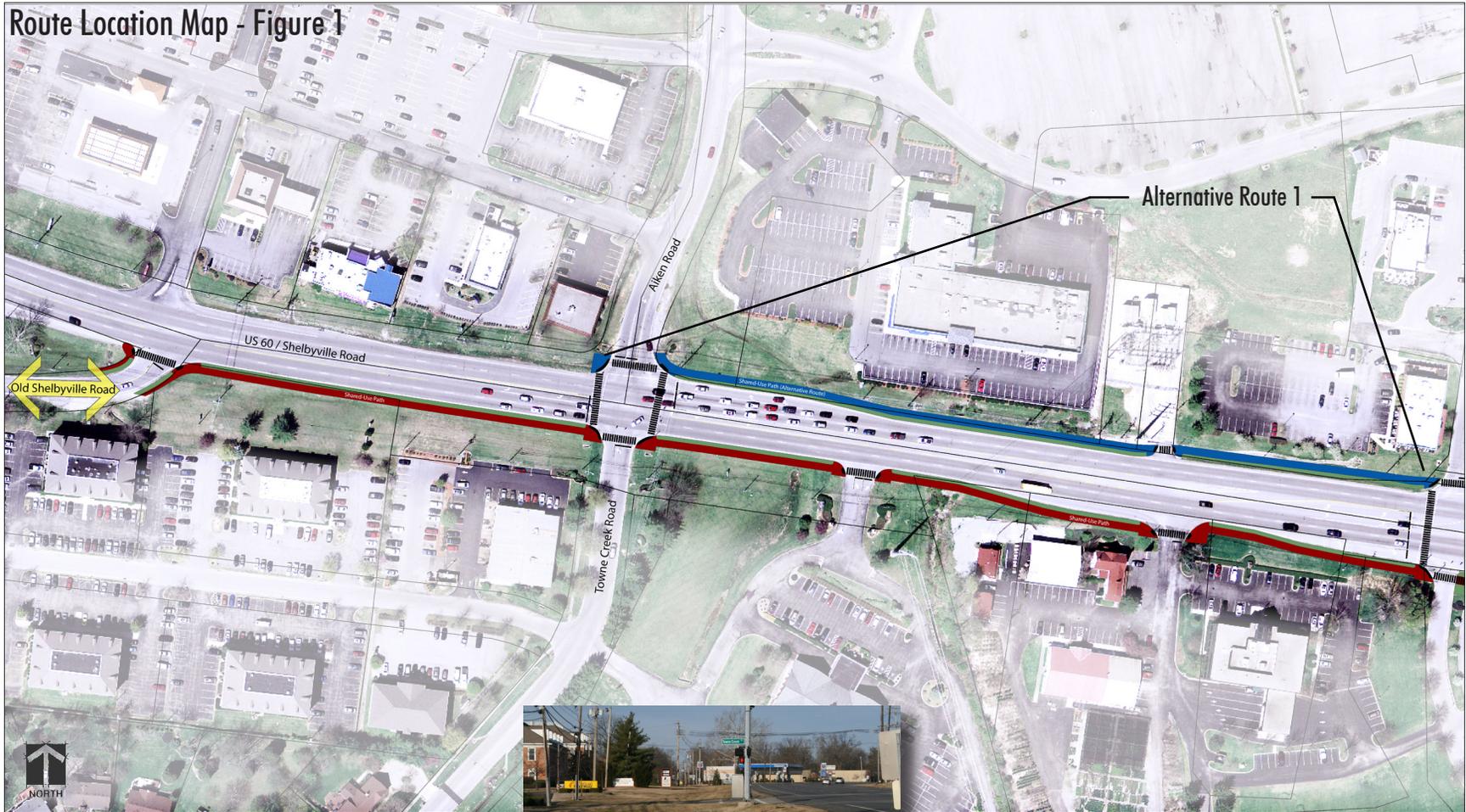
Alternative Two (2)- The M.E.T. to remain on the north side of Shelbyville Road from Beckley Woods Drive to the old Shelbyville Road bridge over Floyds Fork. From the beginning, the south side of Shelbyville Road was considered a better option since schools, major neighborhood shopping strips, and Miles Park were all located on the south side of Shelbyville Road. As a result, this seemed to be the ob-

vious route and the majority of residents who participated in the public informational meeting supported it. The north side, Alternative Two(2), is not recommended for a few important reasons. First, the north side of Shelbyville Road in this segment has far higher number of driveways that the south side, nearly twice as many. Second, there are two large organizations, a church east of N. Beckley Station and Valhalla golf club, both with multiple driveways and large usage during the peak times which will present operational challenges for the shared-use path users. Finally, the south side offers better right-of-way availability and options including sidewalks that have recently been constructed. The final design will consider to utilize the existing sidewalks as part of the overall M.E.T. shared-use path development.

Alternative Three(3)- It is desirable to cross Floyds Fork using the old and abandoned Shelbyville Road bridge. This option will route users away from the Shelbyville Road shoulder and utilize the existing old Shelbyville Road bridge. It is recommended that this alternative to remain pending future design analysis of the bridge and the availability of right-of-way on the bridge approaches.

The M.E.T. shared-use path route location and layout is shown in Figures 1-11 on the following pages.

Route Location Map - Figure 1



Challenges:

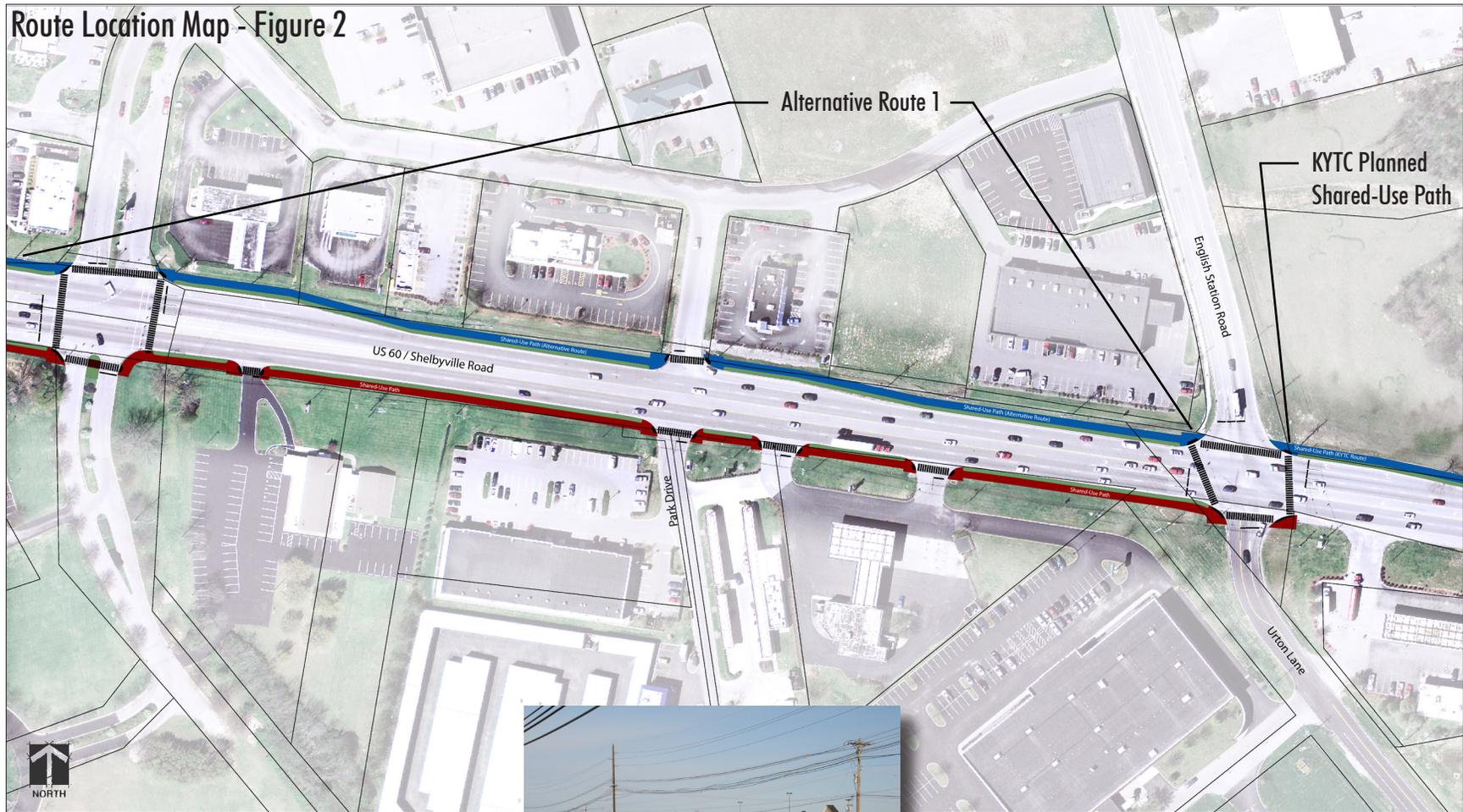
- Confirm right-of-way
- Drainage facilities and relocation
- North-side alternate will encounter major utility facilities
- Multiple driveways



Opportunities:

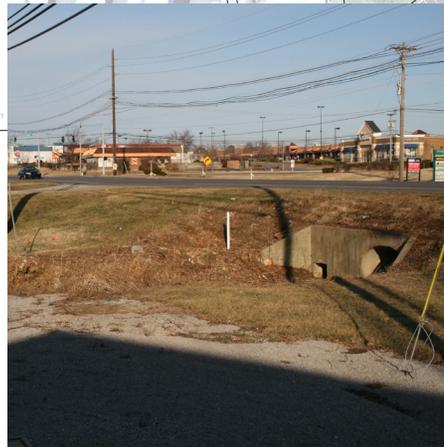
- Enhanced crossings
- Landscaping / better visual environment
- Streetscape improvements
- Public art
- Lighting
- Access to Middletown
- Access to neighborhoods / schools

Route Location Map - Figure 2



Challenges:

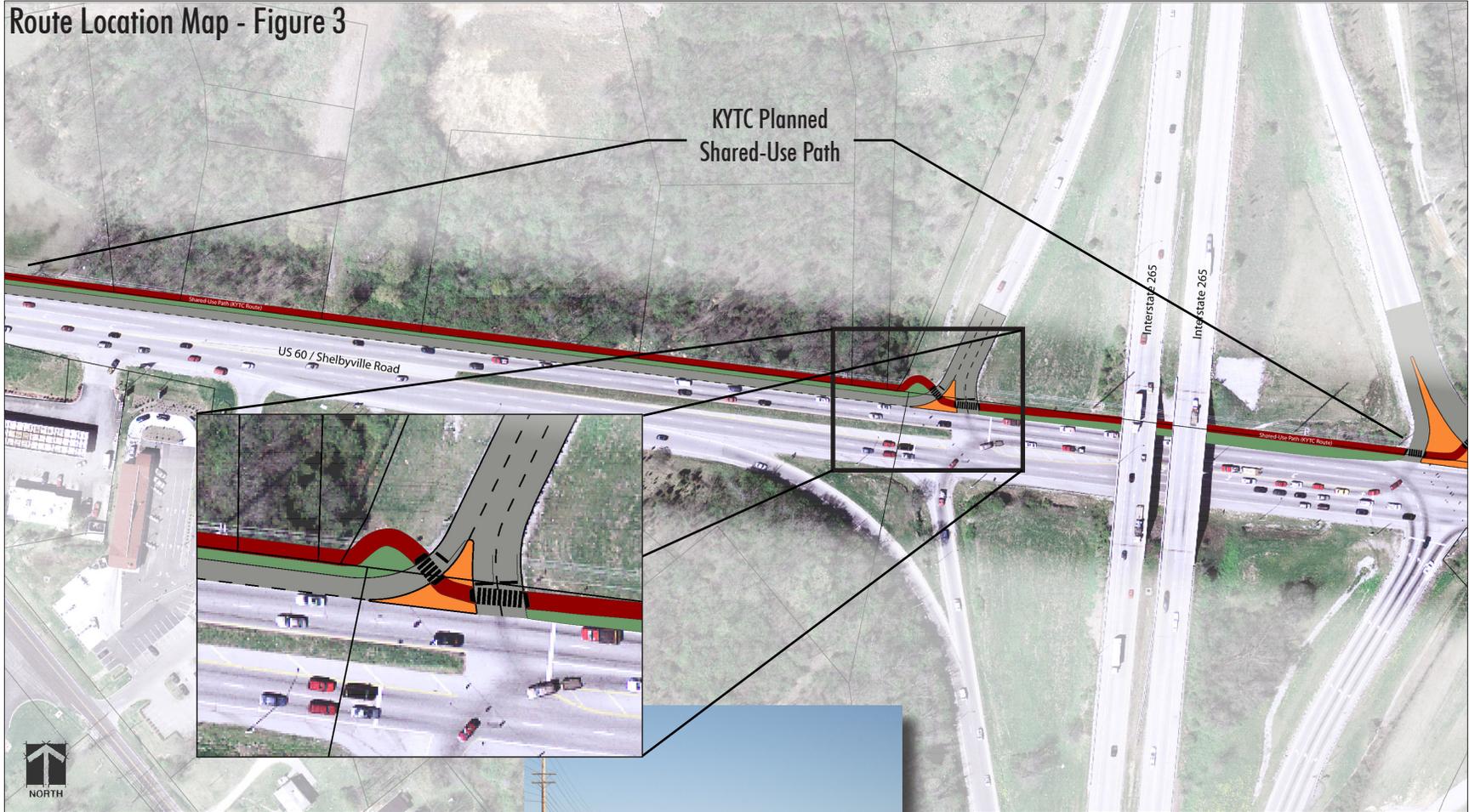
- Confirm right-of-way
- Drainage facilities and relocation
- Multiple driveways
- Crossing Shelbyville Road (to north side)



Opportunities:

- Enhanced crossings
- Landscaping / better visual environment
- Streetscape improvements
- Public art
- Lighting

Route Location Map - Figure 3



Challenges:

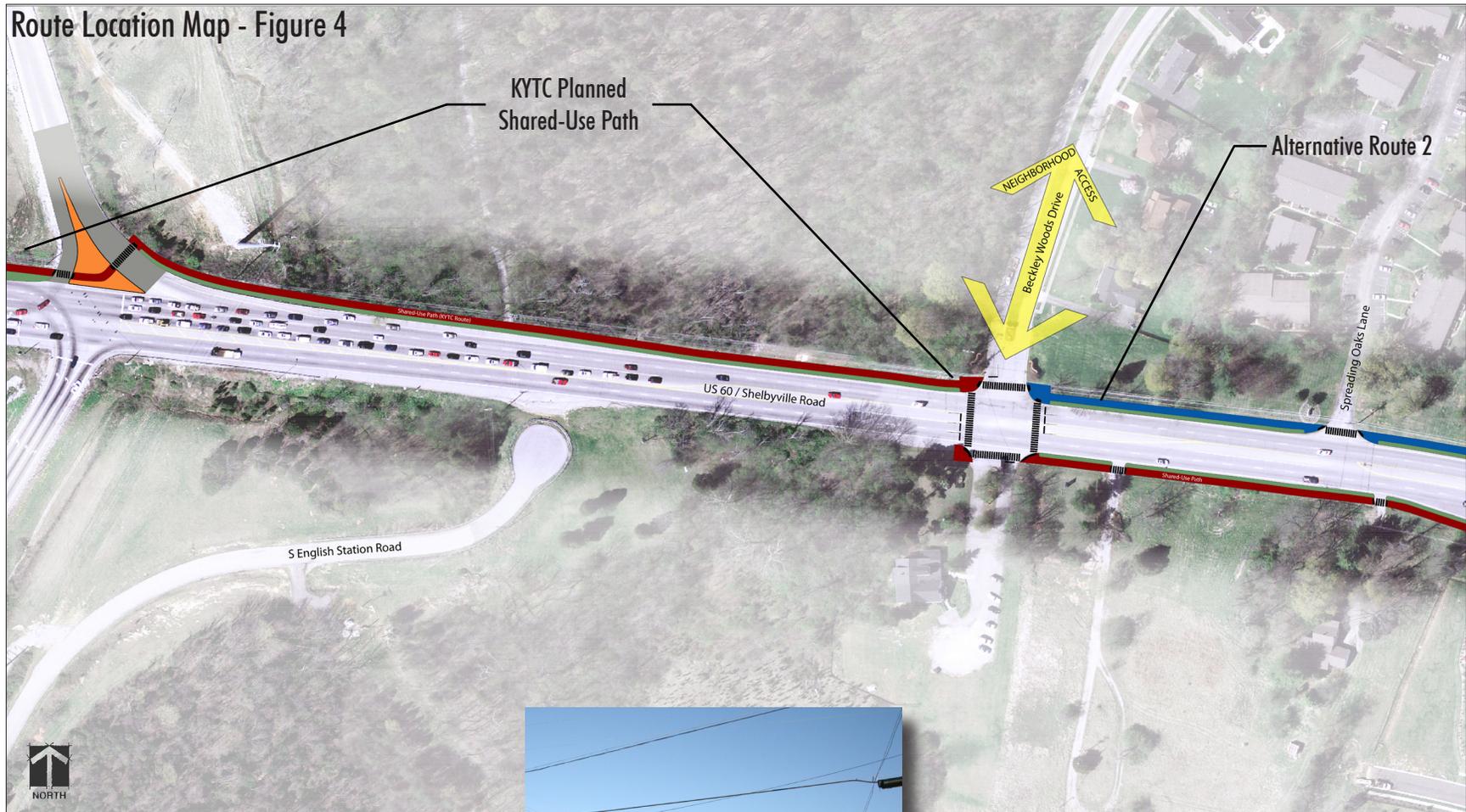
- Crossing I-265 exit ramp



Opportunities:

- Enhanced crossings
- Natural environment
- Streetscape improvements
- Lighting

Route Location Map - Figure 4



Challenges:

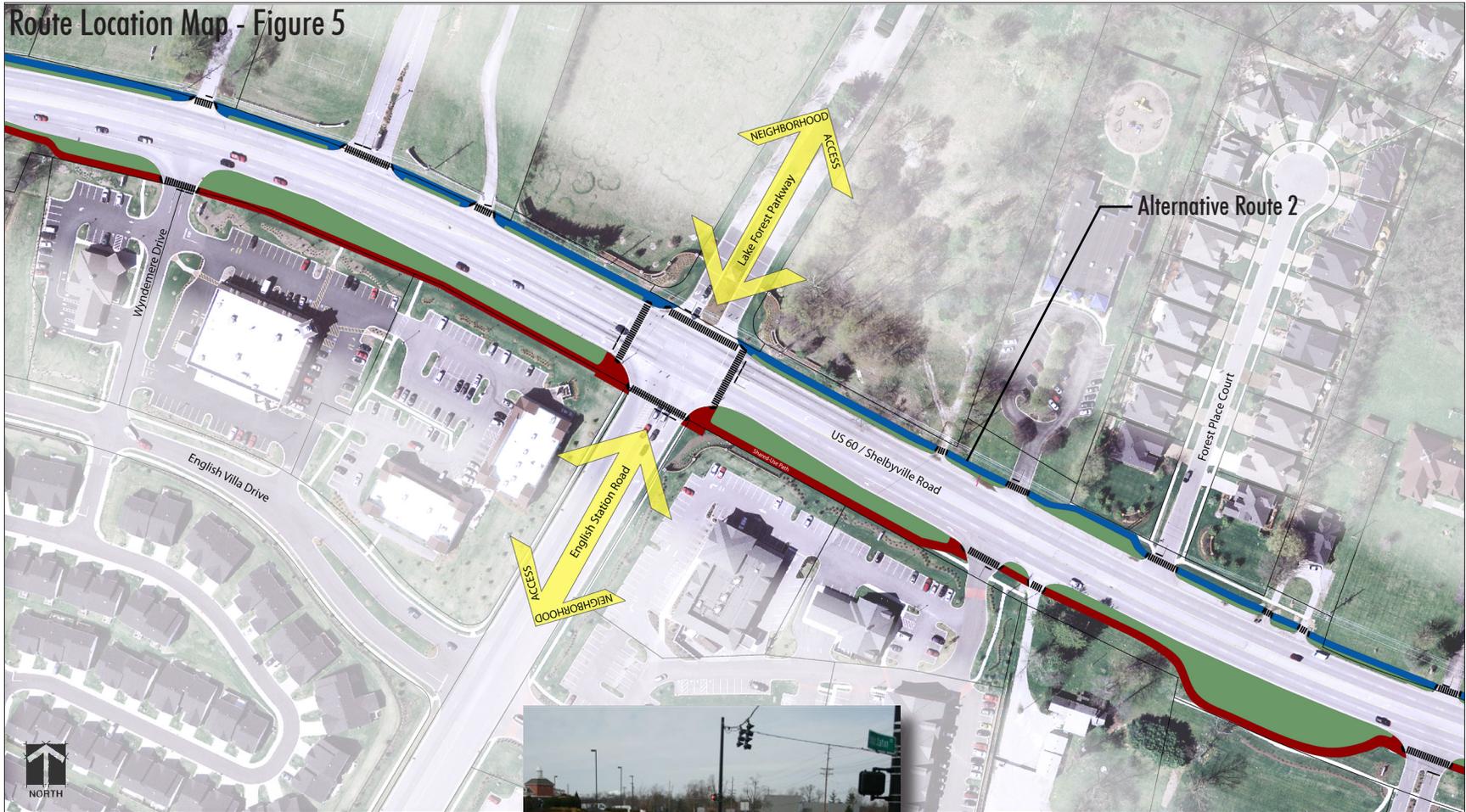
- Crossing I-265 entrance ramp
- Crossing Shelbyville Road (to south side)



Opportunities:

- Enhanced crossings
- Natural environment
- Transitional zone / gateway
- Access from neighborhoods
- Gateway / residential access opportunities
- Streetscape improvements
- Lighting

Route Location Map - Figure 5



Challenges:

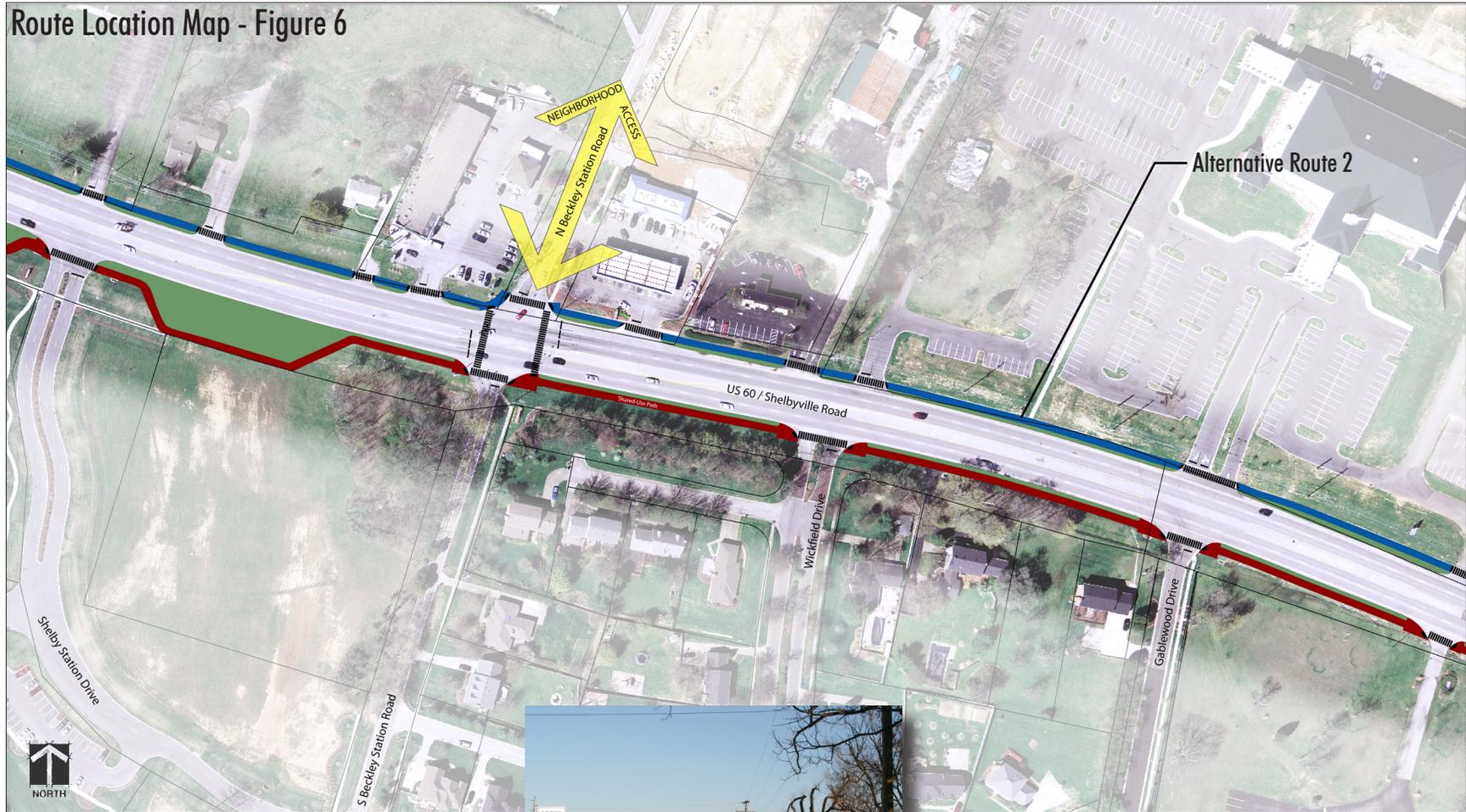
- Topography
- Drainage facilities and relocation
- Multiple driveways
- Integration with the existing sidewalks



Opportunities:

- Enhanced crossings
- Access to / from neighborhoods
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Public art
- Access to / from schools
- Existing sidewalks

Route Location Map - Figure 6



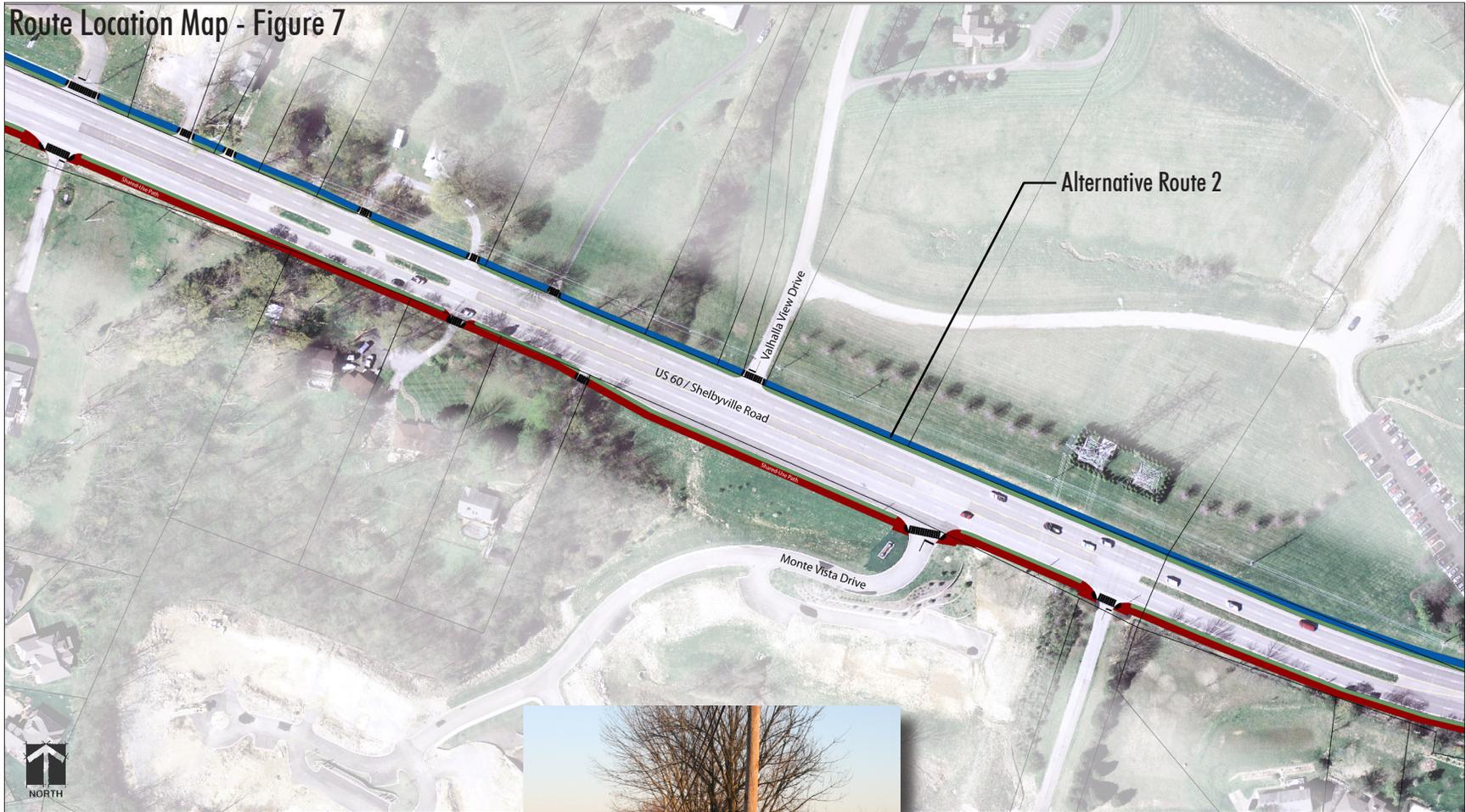
Challenges:

- Drainage facilities and relocation
- Integration with the existing sidewalks
- Street entrance / gateway to neighborhoods

Opportunities:

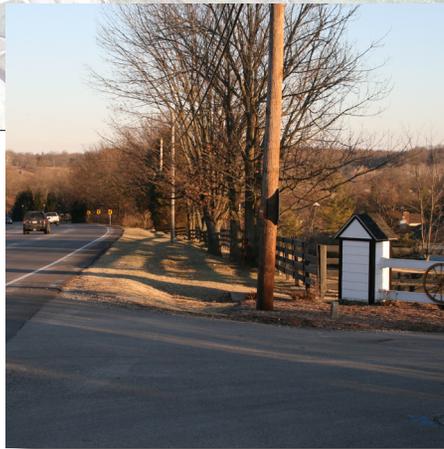
- Enhanced crossings
- Access to / from neighborhoods
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Existing sidewalks

Route Location Map - Figure 7



Challenges:

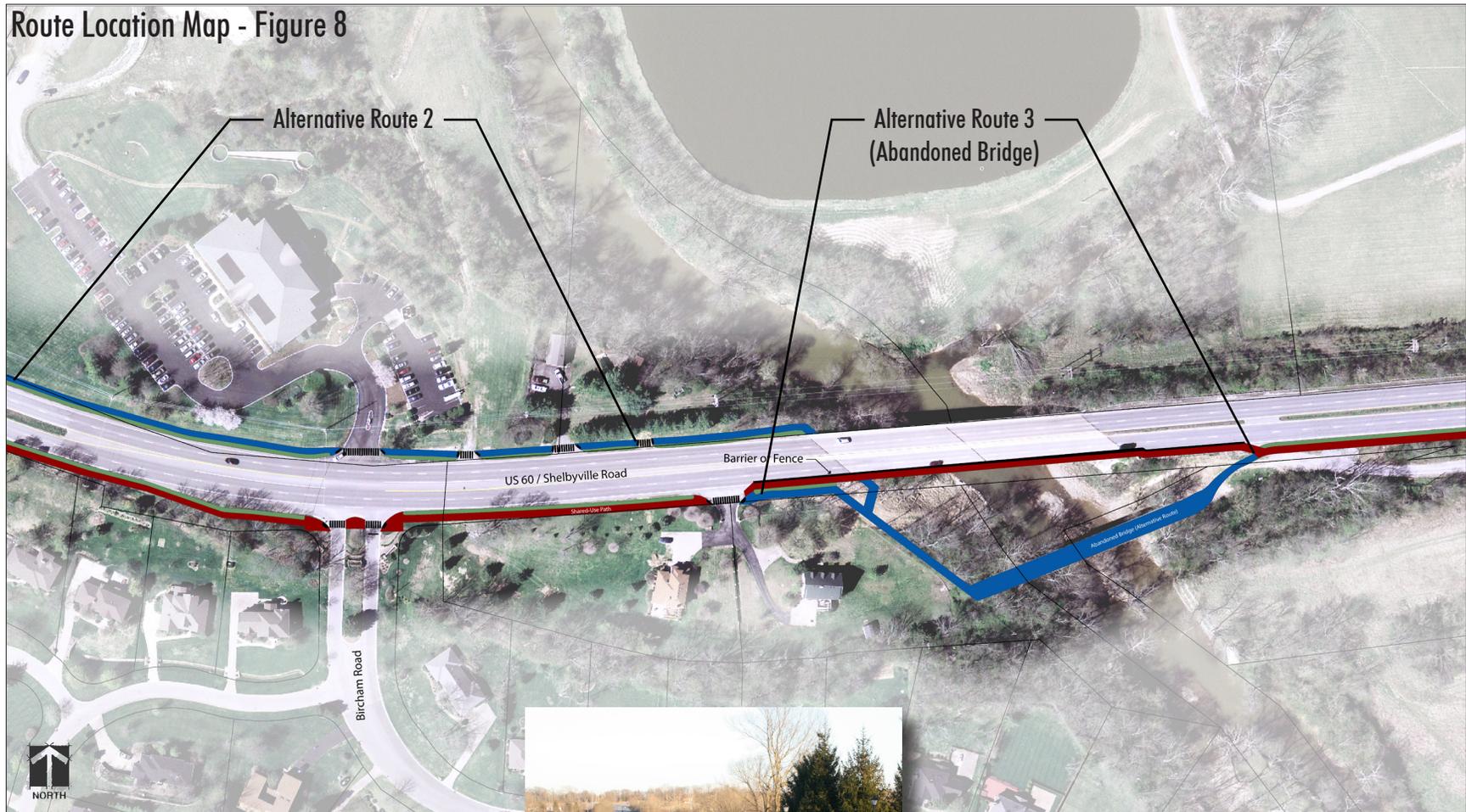
- Topography
- Utilities
- Integration with the existing sidewalks
- Right-of-way
- Street entrance/gateway to neighborhoods/midland golf course
- Vegetation/tree removal



Opportunities:

- Enhanced crossings
- Access from neighborhoods
- Landscaping / better visual environment
- Streetscape improvements
- Lighting

Route Location Map - Figure 8



Challenges:

- Topography
- Right-of-way
- Utilities
- Drainage facilities and relocation
- Street entrance / gateway to neighborhoods
- Vegetation / tree removal
- Bridge over Floyds Fork
- Use of the Old Shelbyville Road Bridge



Opportunities:

- Enhanced crossings
- Access from neighborhoods
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Old Shelbyville Road bridge

The Bridge

On February 9, 2009, HNTB performed an assessment of the of the Old Shelbyville Road Bridge spanning Floyd's Fork just south of the new US 60/Shelbyville Road Bridge in Louisville, Kentucky. It is approximately 255' long by 24' wide and is a two span open spandrel arch bridge with a central pier located in the channel of Floyd's Fork.

The purpose of the assessment was to conduct a "first-tier" investigation to determine the potential suitability of the structure to serve as a Floyd's Fork crossing on the Middletown-Eastwood Trail. The "first-tier" assessment focused on identifying if potentially "fatal flaws" are present on the structure that would immediately dismiss it from further consideration for the crossing. "Fatal flaws" are defined as the presence of irreparable damage to primary structural elements potentially resulting in large scale instability of the structure.

The scope included a visual assessment of the bridge from locations easily accessed by foot without the use of access equipment. Limited physical sounding of the concrete was also performed at the arch foundations on each bank of Floyd's Fork and at the underside of the deck near the east abutment. The scope does not address the development of potential repair schemes or costs to restore the bridge.

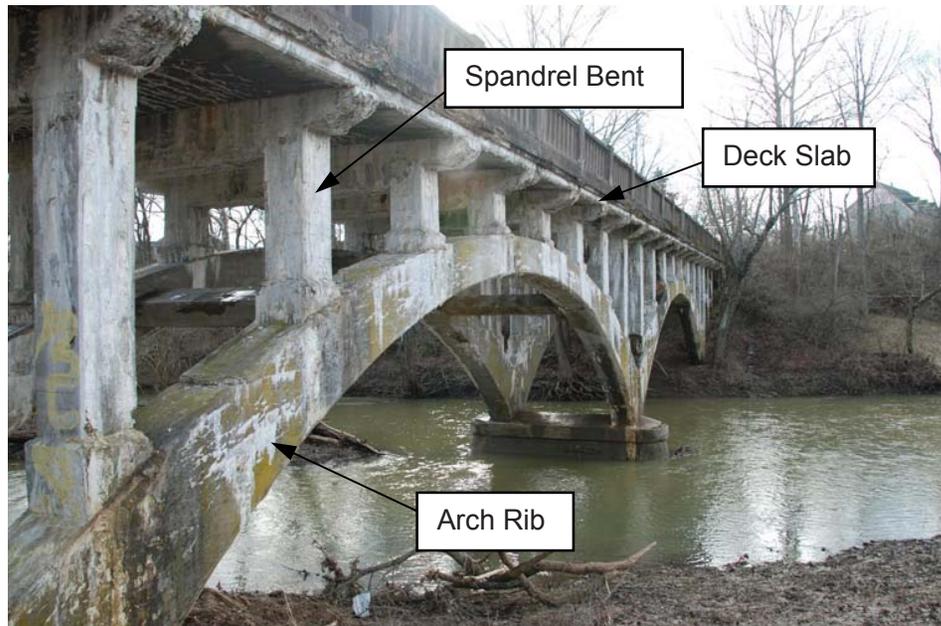
The bridge's structural system is made up of a deck slab

supported by spandrel bents (essentially a cap beam supporting the deck with two columns) supported by the arch ribs that transmit the load into the foundations. While deficiencies were observed throughout the deck slab and spandrel bents, damage to those elements would likely result in local failures and not necessarily destabilize the entire bridge. Damage or heavy deterioration to the arch ribs

and/or foundation could produce large scale instability of the bridge placing the entire structure at risk. Therefore potentially "fatal flaws" have been limited to the arch ribs and foundation.

Notes from the Assessment:

1. Numerous surface flaws, such as cracks and small spalls, are present on the concrete throughout the structure. Heavy efflorescence indicating water leaching through the deck and other elements has coated much of the surface with chalk like deposits.
2. The barrier on each side of the deck has numerous cracks and many areas that have "make shift" repairs. It's doubtful that the barrier would be salvageable.
3. The deck slab has an asphalt overlay which masks the condition of the concrete from above. From below numerous cracks were observed throughout the length of the structure. Limited sounding of the deck underside near the east abutment indicated reasonably sound concrete in that area. The deck edges have many small spalls along the bridge length and larger spalls near the abutments.
4. The spandrel bents have many surface defects including



General Elevation View of Bridge Indicating Structural Elements

cracks and spalls typically located at the cap beam ends below the deck overhangs.

5. The arch ribs have numerous surface cracks and a few locations where concrete has spalled exposing the reinforcement. The worst spall was located near the southwest bridge end. Limited sounding of the arch ribs near the bank foundations indicated that the concrete in those areas was generally sound.
6. The arch rib foundations at each bank appear to be reasonably well protected from the effects of erosion and scour. The central pier foundation was not accessible due to high water but the area above water appeared to have minor defects such as small spalls or surface cracks. It could not be determined whether the central pier foundation has experienced scour.



Looking East Across the Bridge

Conclusion:

While the bridge would be in need of considerable repair to improve not only its appearance but structural condition, at present there do not appear to be easily detectable “fatal flaws” to the arch ribs and/or foundations. The arch ribs,

upon further investigation and testing, could be found sufficient once restored to carry what would be anticipated as a reduced pedestrian loading as compared to the original traffic loading. Additionally, the foundations do not appear to be undermined from excessive erosion or scour, though the presence of scour cannot fully be ruled out on the central pier.

It is recommended that the structure be studied further in order to determine the scale of repair that may be necessary to restore the bridge. The study could potentially include an in-depth structural inspection, concrete testing, channel scour investigation, development of preliminary restoration schemes & cost estimates, and a cost comparison of restoration of this structure versus alternative channel crossings.

These findings are based solely on the conditions outlined in the scope of the assessment. The nature of the “first-tier” investigation is limited and does not guarantee that additional inspection and/or testing would not rule out the structure from further consideration for the Floyd’s Fork crossing.

Route Location Map - Figure 9



Challenges:

- Drainage facilities and relocation
- Topography
- Vegetation / tree management



Opportunities:

- Enhanced crossings
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Miles Park / major connection to Louisville loop / Floyds Fork corridor
- Trailhead / public art

Route Location Map - Figure 10



Challenges:

- Topography
- Right-of-way
- Integration with sidewalks
- Vegetation/tree management



Opportunities:

- Enhanced crossings
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Neighborhood Access

Route Location Map - Figure 11



Challenges:

- Topography
- Utilities
- Transition-out
- Right-of-way
- Vegetation / tree management



Opportunities:

- Enhanced crossings
- Landscaping / better visual environment
- Streetscape improvements
- Lighting
- Connection with the Eastwood village / trail head

4 - Analysis

The project influence area is defined as the geographic area that people would most likely utilize the M.E.T. It is bounded by Interstate 64 to the south, Blankenbaker Parkway to the west, Ridge Road, Henry Road and Bush Farms Road to the north and Long Run Road to the east. Within this area, the existing population is estimated to be 20,500 people with a potential for approximately 68,000 people when the area is fully developed.

Making connections to other recreation facilities is important. One Metro Park and approximately 440 acres of recreation and sports facilities are within the project influence area. By providing a link along Shelbyville Road, these recreation areas could be better accessed by pedestrians and bicyclists.

Eight schools are located within the project influence area. Connecting these schools to the surrounding neighborhoods through the M.E.T. will provide a safe alternative for students to walk or bike to school; it will also encourage a healthy lifestyle by increasing activity.

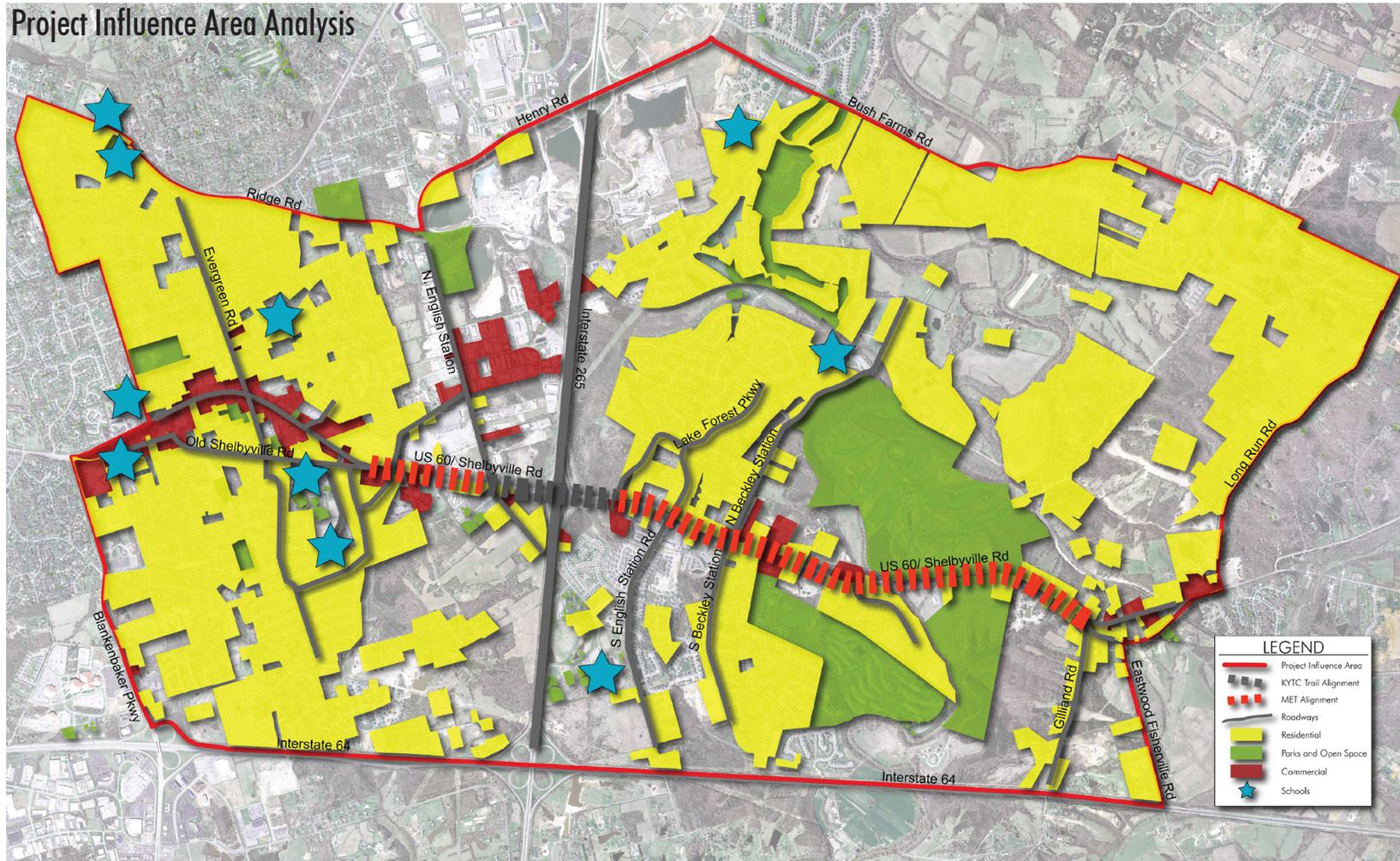
Commercial destinations within this area primarily exist along Shelbyville Road in Middletown and east of North English Station Road. These areas are destinations and employment areas for nearby residents and the M.E.T. can provide the needed connection between surrounding neighborhoods and these commercial areas. Approximately 650 acres of industrial land uses also exist within the project influence area and represent employment nodes. The M.E.T. potentially provides a viable commuter route for residents within the project influence area.

The map on the following page indicated the relationships and connections between the various land uses and desti-

nations within the project influence area.

Two TARC routes are accessible from the M.E.T., Route 61 and Route 31. Express Route 61 (Plainview Express) travels from Beckley Woods and then primarily follows Shelbyville Road to Jeffersontown. Route 61 operates during morning and afternoon peak hours and does not have service on weekends or holidays. Local Route 31 (Middletown) travels from the East Point Business Center near Henry Road along English Station Road to downtown Middletown. Both routes eventually end in downtown Louisville.

Project Influence Area Analysis



MET Statistics

Trail Length = 3.7 Miles

Within Project Influence Area:

- Existing Population = 20,500 People
- 8 Schools
- 1 Metro Park
- Commercial/ Office Uses = 340 acres
- Industrial Uses = 650 acres
- Recreation/ Sports Facilities = 438 acres

• Future Population = 68,000 People

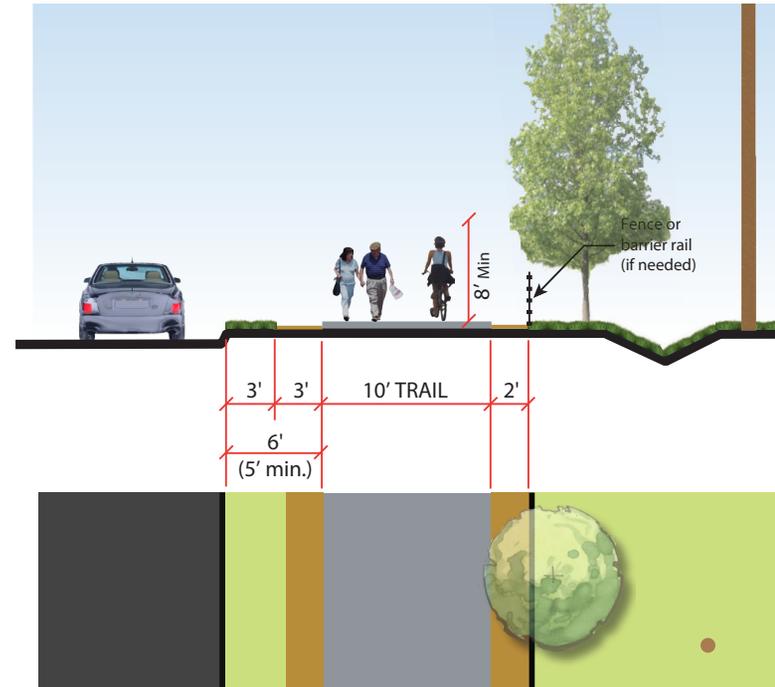
LEGEND

- Project Influence Area
- KYTC Trail Alignment
- MET Alignment
- Roadways
- Residential
- Parks and Open Space
- Commercial
- Schools

Shared-Use Path Details

Shared-use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a system of on-road bike lanes, wide outside lanes, paved shoulders and bike routes. As discussed earlier, Planning Process, the M.E.T. will be a paved facility, 10 feet wide, and include a 6 ft-wide separation from the edge of travel lane.

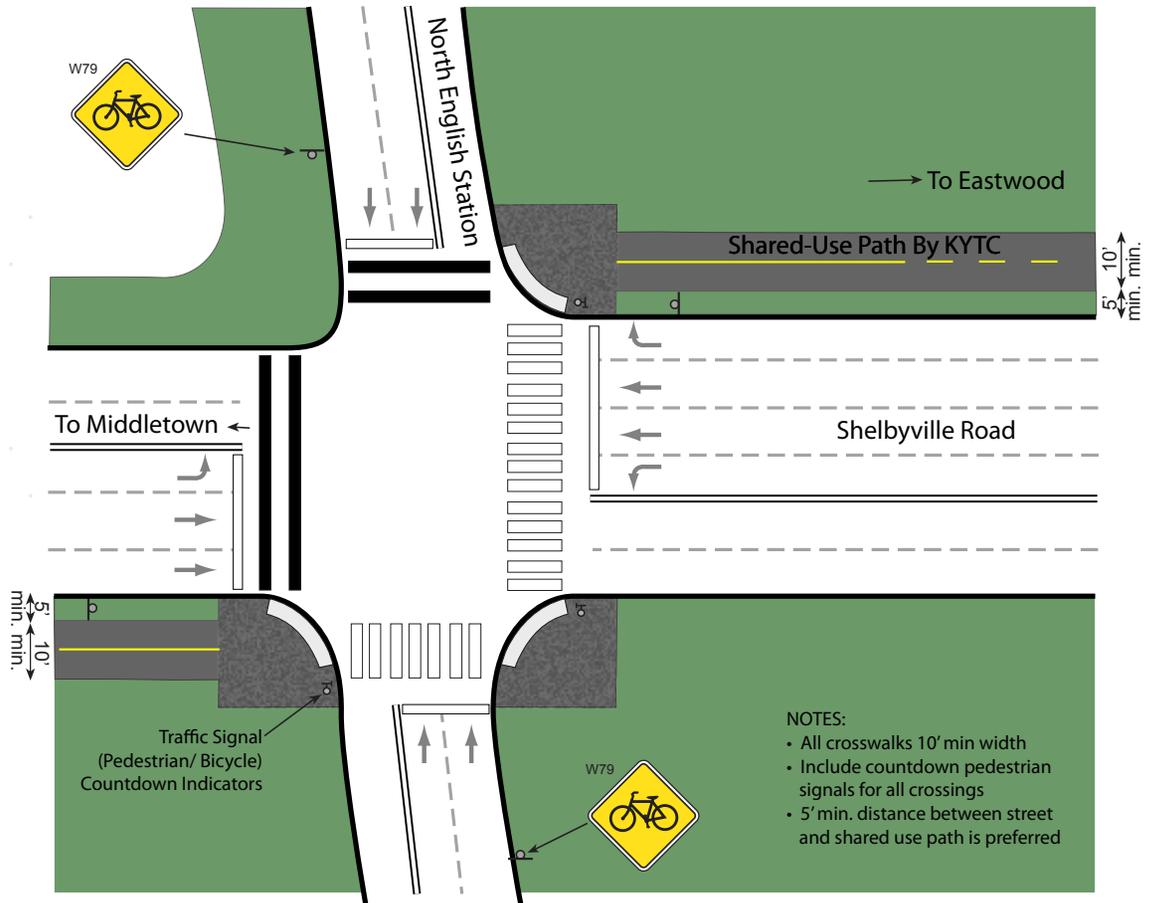
Typical shared-use path details have been prepared using the AASHTO, MUTCD, and the Louisville Loop Design Standards. These typical conditions include plan and layout, routing through both signalized and unsignalized intersections, and crossing through residential driveways. These details will be used in the development of final design and construction documents for the M.E.T. Survey information will be required to determine the precise alignment of the M.E.T.



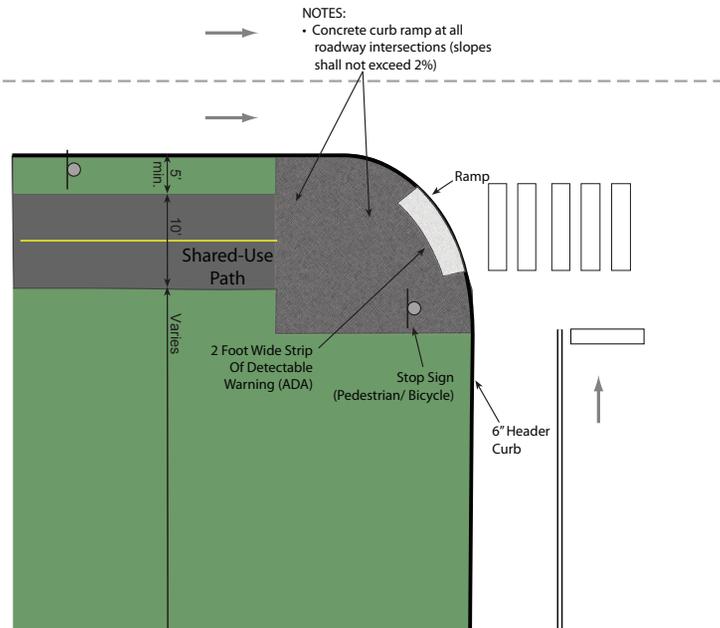
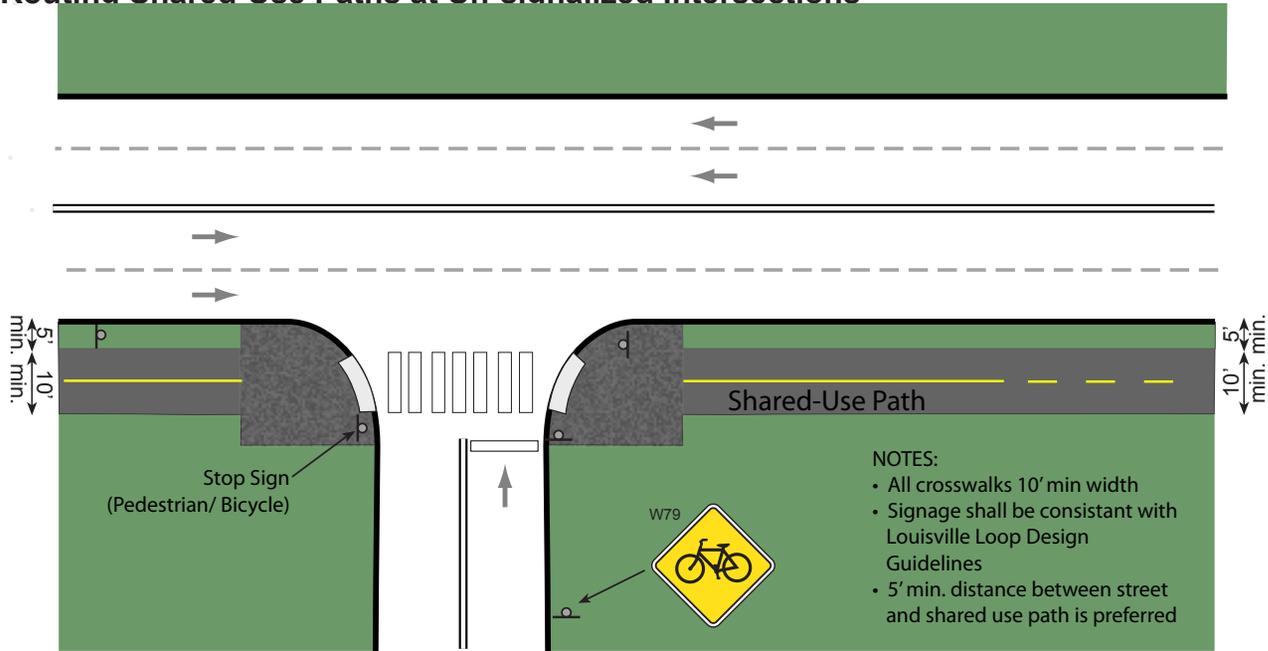
The M.E.T. Typical Plan and Layout



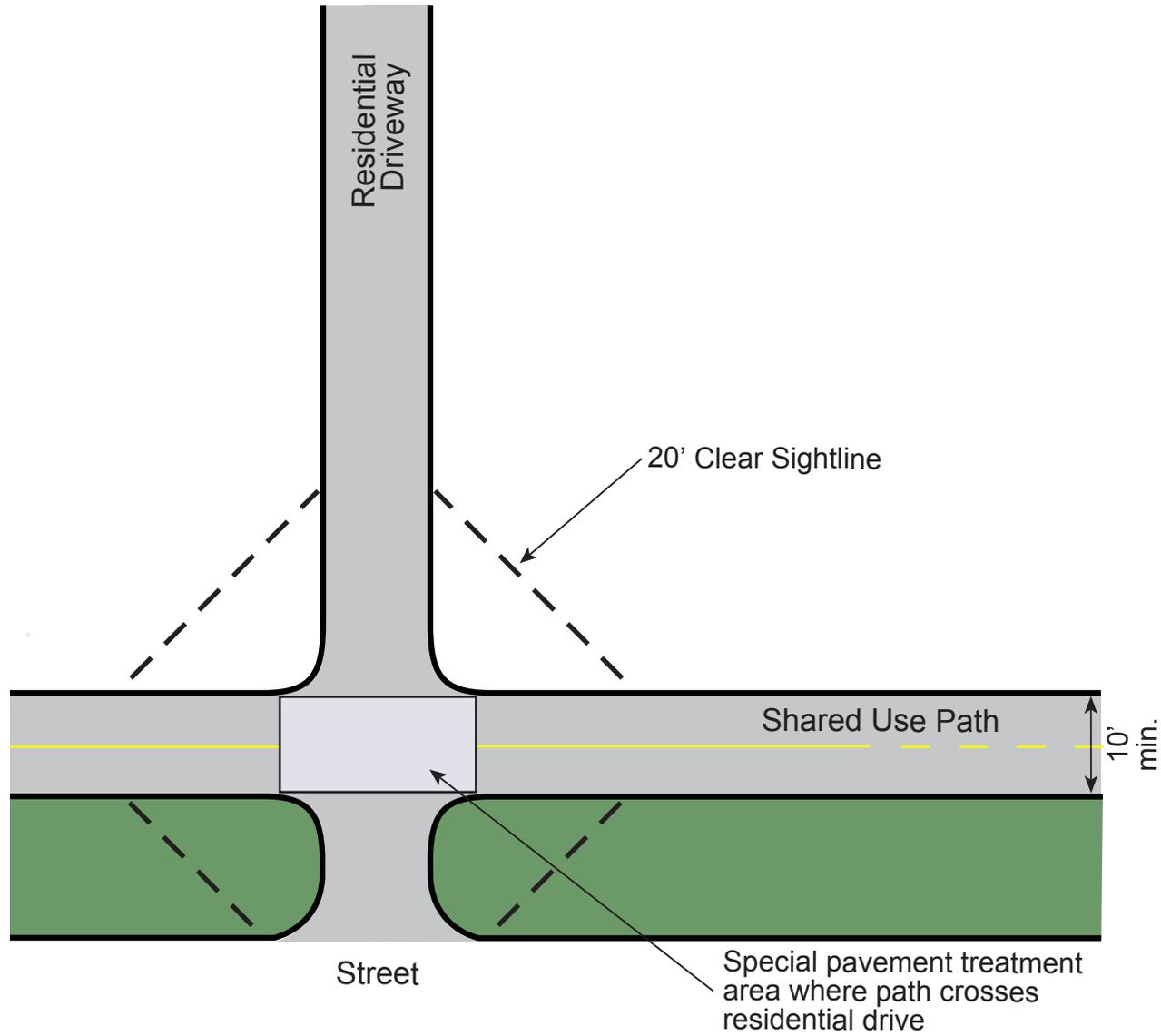
Routing Shared-Use Paths at Signalized Intersections



Routing Shared-Use Paths at Un-signalized Intersections



Routing Shared-Use Paths at Driveways

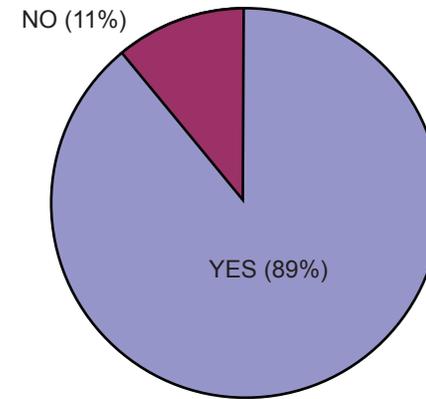


5 - Implementation

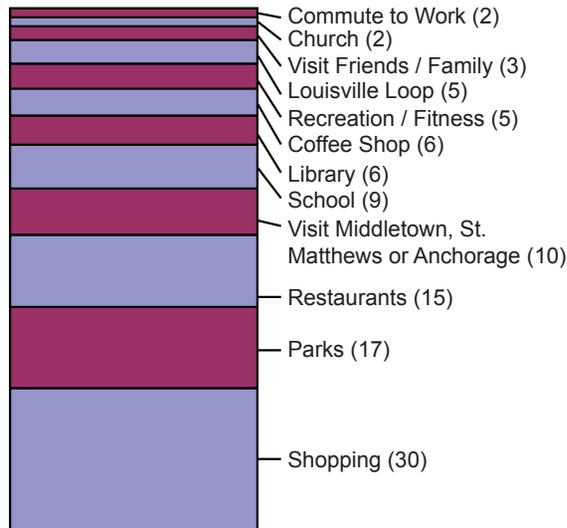
Public Involvement

Councilman Heiner hosted a public informational meeting on February 17, 2009 to gain public input on the preliminary alignment of the M.E.T. Over 80 residents from the area attended. Councilman Heiner and HNTB presented an overview of the project; residents could then provide feedback regarding the shared-use path in general and the preliminary alignment. A survey questions was also distributed for additional feedback. The results were as follows:

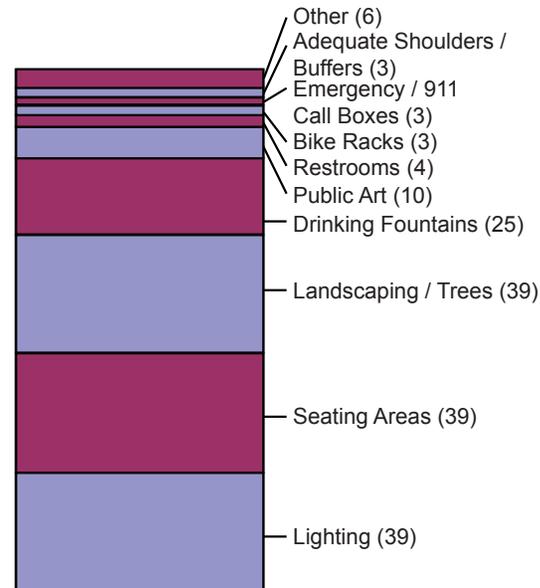
Question 1: Would you walk or bike to the nearby park or shopping center if there was a safe and functioning facility?



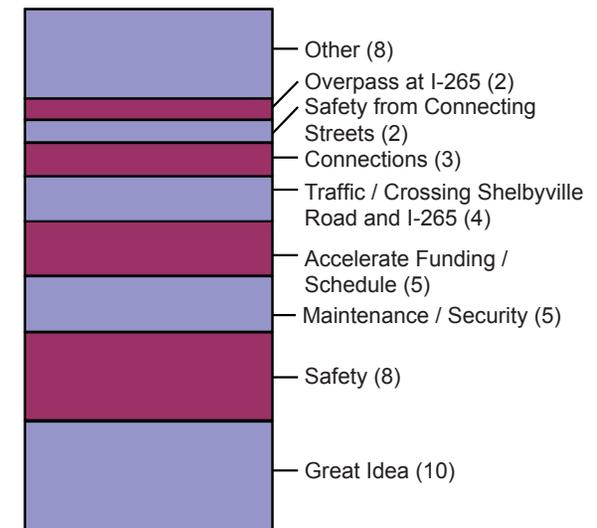
Question 2: What destinations would you likely walk or bike to?



Question 3: What amenities would you like to be included in the M.E.T.?



Question 4: Any concerns or ideas you have regarding the M.E.T.?



Cost Estimate and Phasing

A planning level cost estimate has been prepared for the design and construction of the M.E.T. The cost estimate is based on 10-ft. asphalt path within the right-of-way of Shelbyville Road. The cost estimate is a planning-level exercise and limited to include;

- minor drainage redesign/relocation;
- grading;
- concrete curb ramp at crossings;
- signs and markings.

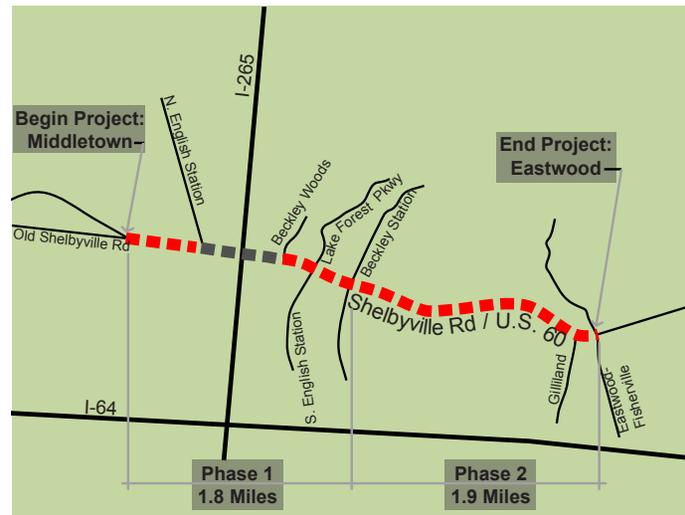
The cost estimate above assumes no curb and gutter, however, it considers a 6 ft buffer between the M.E.T. and the edge of travel. Other exceptions include traffic signals, the old Shelbyville Road Bridge and major utility relocations.

We estimate \$ 2,500,000.00 for the 3.1 miles of the M.E.T.

The M.E.T. is envisioned to be constructed in 2-3 years, and open to public by 2012. This will coincide with the planned completion of Floyds Fork bicycling and pedestrian trail at Miles Park, a part of the 100-mile Louisville Loop. Due to the funding and limited resources, the M.E.T. is divided into two (2) Phases as follows;

Phase 1- From Old Shelbyville Road to Beckley Station, approximately 1.8 miles. This section includes the KYTC's I-265 interchange improvements that also includes a shared-use path from North English Station to Beckley Woods. The estimated cost for Phase 1 excluding the KYTC segment is \$1,250,000.

Phase 2- From Beckley Station to Eastwood at Eastwood Cut-off, approximately 1.9 miles. The estimated cost for Phase 2 is \$1,250,000.



Schedule

| | |
|-------------------------------|---|
| Route location study..... | Completed |
| Surveying / design..... | 2009 |
| Construction | |
| Phase 1-KYTC..... | Fall 2009 |
| Phase 1-Louisville Metro..... | Fall 2010* |
| Phase 2-Louisville Metro..... | Fall 2012* |
| | *(pending the approval of the CMAQ funds) |

Funding

The current SAFETEA-LU transportation bill provides local governments and organizations with transportation funding opportunities to improve their communities. These include Transportation Enhancement (TE), Safe Routes to School (SRTS), Congestion Mitigation and Air Quality (CMAQ), and Scenic Byways. Bicycle and walking infrastructure and improvements are specifically listed as an eligible project category. The current SAFETEA-LU regulations support funding of walking and bicycling

projects since these projects have shown positive impacts on air quality and other community and environmental benefits.

Metro Louisville Government has applied for the CMAQ grants, FY 2009, in the amount of \$ 975,000, including the 20% local match requirements. It should be noted that the M.E.T. project has received the second highest priority among eighteen project submitted by the individual project sponsors in the KIPDA region. Subsequently, the KIPDA Transportation Policy Committee has endorsed the project, its priority ranking, and has forwarded a recommendation to the KYTC for approval. The Louisville Metro intends to apply for CMAQ grants again in 2010.



HNTB

Middletown Eastwood Trail

Middletown Eastwood Trail



HNTB