

## PROJECT DESCRIPTION

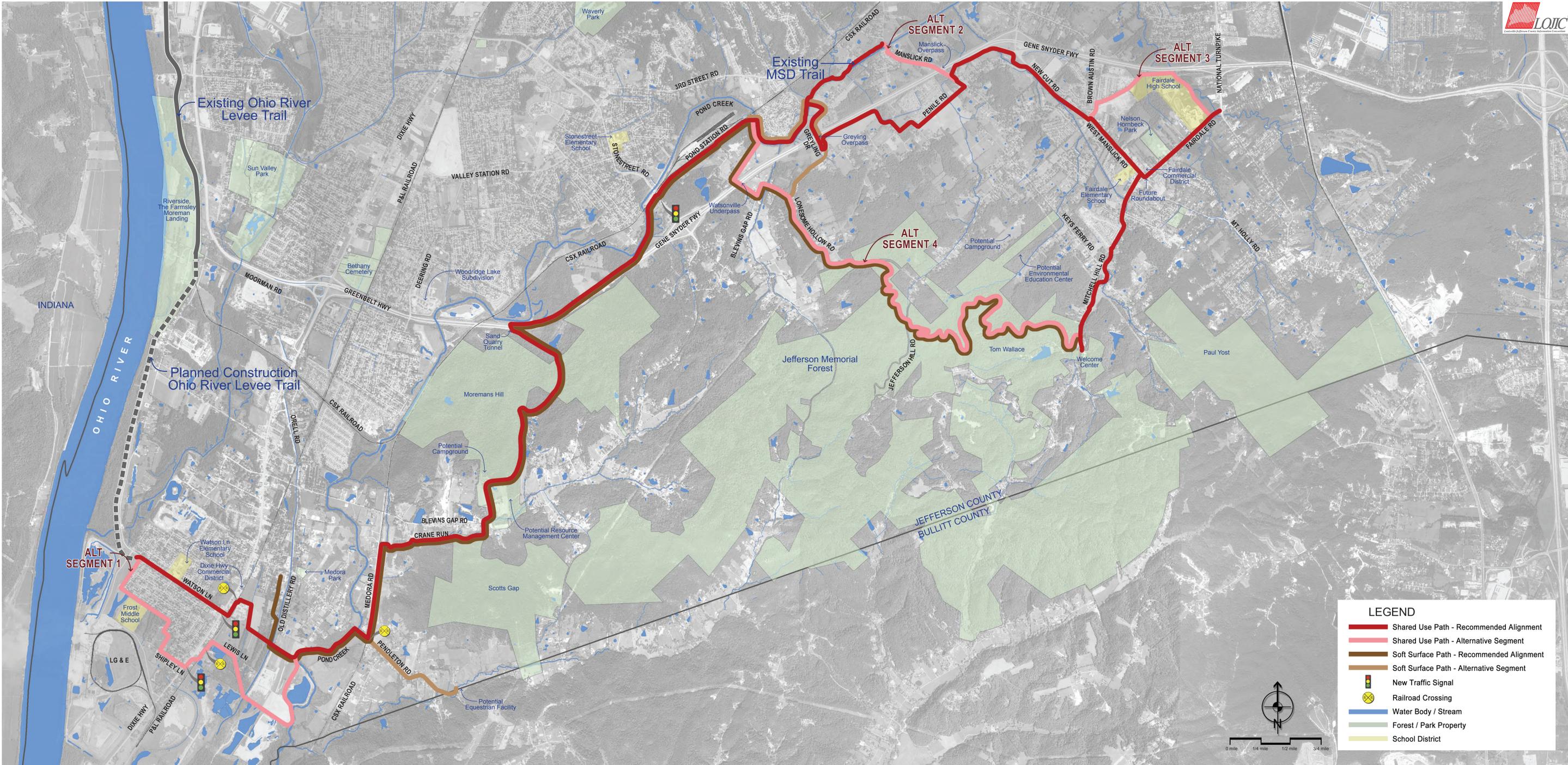
Plan a route for a 12' wide paved shared use path beginning at the LG&E plant entrance on Watson Lane and terminating at the National Turnpike/Fairdale Road intersection.

## PROJECT OBJECTIVES

1. Provide connectivity to neighborhoods, schools, parks, workplaces, and commercial districts.
2. Achieve proper balance between path user experience, cost, and land acquisition.
3. Minimize disturbance to environmentally sensitive areas.
4. Consideration for efficient multi-modal transportation.

SHARED USE PATH: RECOMMENDED ALIGNMENT SUMMARY	
Length	16 Miles (Hard Surface); 13 Miles (Soft Surface)
Cost	\$27,500,000
ROW Required	30 acres (approximately)
Gene Snyder Hwy Crossing Locations	Tunnel at former sand quarry Greyling Dr
Dixie Hwy Crossing Locations	Existing traffic signal at Watson Ln
Railroad Crossing Locations	CSX Railroad at Pendleton Rd
Connectivity	Dixie Highway Commercial District, Fairdale Commercial District, Jefferson Memorial Forest (potential Jeff Jack Resource Center), MSD Trail, Fairdale High School, Nelson Hornbeck Park, Watson Lane Elementary, and Frost Middle School.  A spur alignment provides connectivity to Fairdale Elementary School, the Fairdale Library, and the Jefferson Memorial Forest Welcome Center and Tom Wallace Recreation Area.

SHARED USE PATH ALTERNATIVE SEGMENTS	ADVANTAGES	DISADVANTAGES	COSTS
<b>Alternate Segment 1</b> Frost Middle School/Shipley Lane	<ul style="list-style-type: none"> <li>• Scenic</li> <li>• Safety (few vehicular conflicts)</li> <li>• Connectivity- good (Frost Middle School)</li> </ul>	<ul style="list-style-type: none"> <li>• Dixie Hwy crossing- requires new traffic signal or pedestrian bridge</li> <li>• P&amp;L Railroad crossing- utilizes private drive</li> <li>• Trail corridor is isolated on east side of Dixie Hwy</li> </ul>	Additional \$2,500,000
<b>Alternate Segment 2</b> Manslick Overpass	<ul style="list-style-type: none"> <li>• Length-shorter than Recommended Alignment</li> <li>• Cost-lower than Recommended Alignment</li> <li>• Takes full advantage of existing MSD Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Less scenic than Recommended Alignment</li> <li>• More vehicular traffic</li> <li>• Longer bridge over freeway</li> <li>• MSD Trail flooding</li> </ul>	Reduction: \$1,100,000
<b>Alternate Segment 3</b> Brown Austin Rd/Fairdale High School	<ul style="list-style-type: none"> <li>• Safety (few vehicular conflicts)</li> <li>• Avoids commercial driveways and impacts to parking lots</li> <li>• User experience</li> </ul>	<ul style="list-style-type: none"> <li>• Economic development potential- less than Recommended Alignment</li> <li>• Connectivity to Fairdale- less than Recommended Alignment</li> </ul>	Additional \$740,000
<b>Alternate Segment 4</b> Jefferson Memorial Forest/ Tom Wallace Recreation Area	<ul style="list-style-type: none"> <li>• Safety (few vehicular conflicts)</li> <li>• Scenic</li> <li>• Connection to Jefferson Memorial Forest</li> <li>• No land acquisition required</li> </ul>	<ul style="list-style-type: none"> <li>• Large construction disturbance to forest</li> <li>• Steep trail grades- difficult for some users</li> <li>• Connectivity (neighborhoods)</li> <li>• High cost</li> </ul>	Additional \$6,350,000 to \$13,200,000



# Pond Creek Corridor

Shared Use Path & Ecological Restoration Plan  
RECOMMENDED ALIGNMENT

