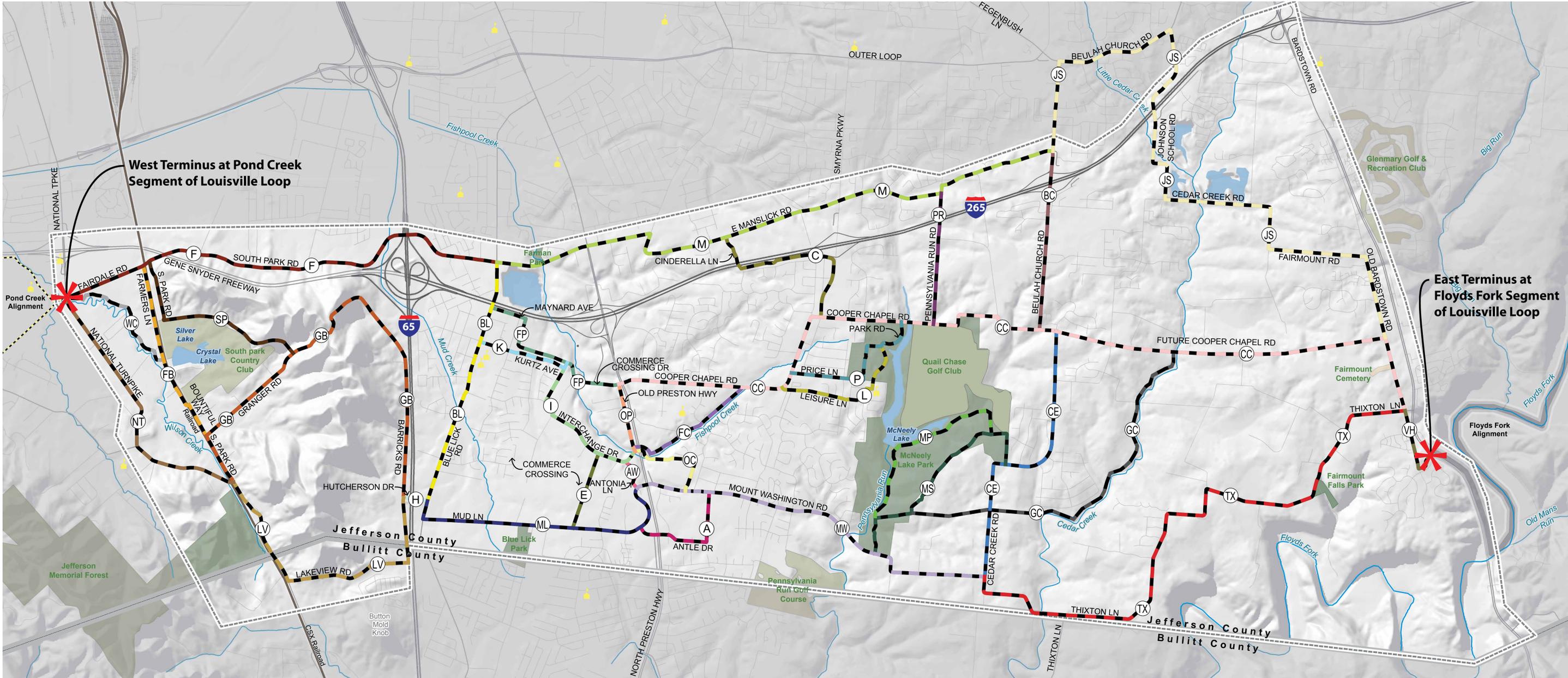


Potential Path Segment Descriptions

<p>Fairdale (F, F1, F2) Follows Fairdale Rd and South Park Rd from National Turnpike to Blue Lick Rd. Connects to the eastern edge of the Pond Creek section of the Louisville Loop. Crosses over the CSX rail line and under the Gene Snyder Freeway. Connects to the Renaissance Zone south of the airport. Crosses over I-65 before terminating at Blue Lick Rd.</p>	<p>Lakeview (LV) This segment heads south from the National Turnpike and South Park Rd intersection and crosses into Bullitt County where it then heads east on Lakeview Dr, then north on Barricks Rd before connecting to Hutcherson Rd.</p>	<p>Old Preston (OP) Follows the alignment of Old Preston Highway from Commerce Crossings Dr to Interchange Dr.</p>	<p>Cinderella (C) Follows Cinderella Ln south from Manslick Rd and crosses under the Gene Snyder Freeway where it would then follow the highway right of way and then finally the Smyrna Parkway right of way before connecting with Cooper Chapel Rd.</p>	<p>Cedar Creek (CE, CE1) From the Cedar Creek Rd intersection with Mt Washington Rd, this segment follows Cedar Creek Rd until merging into Cooper Chapel Rd and ultimately terminating at the future Cooper Chapel III project.</p>	<p>Antonia Way (AW) From Mud Ln, this segment connects to Interchange Dr along Antonia Way.</p>
<p>National Turnpike (NT) From the eastern terminus of the Pond Creek section of the Louisville Loop at Fairdale Rd, this segment heads south along National Turnpike before crossing the CSX rail line and terminating at South Park Rd.</p>	<p>Mud Ln (ML, ML1, ML2) From the Blue Lick Rd and Hutcherson Dr intersection, this segment briefly follows Blue Lick Rd before heading east on Mud Ln until its terminus at Antonia Way, just west of the Preston Highway. Connects to Blue Lick Park and the Optimist ball fields.</p>	<p>Cooper Chapel (CC, CC1, CC2, CC3, CC4, CC5, CC6, CC7) From the intersection of Commerce Crossings Dr and Old Preston Highway, this segment crosses Preston Highway along the alignment of Cooper Chapel Rd. This segment passes on the north side of McNeely Lake Park and Quail Chase Golf Club before following the future alignment of the Cooper Chapel III roadway improvements and Old Bardstown Rd to the intersection with Thixton Ln.</p>	<p>Antle (A) From Mud Ln, this segment follows the alignment of Antle Dr, where it crosses the Preston Highway and then connects to the north to Mt Washington Rd.</p>	<p>Penn Run (PR) Connects Manslick Rd on the north, following under the Gene Snyder Highway and terminating at Cooper Chapel Rd on the south.</p>	<p>Interchange (I, I1, I2) From the eastern terminus of Kurtz Ave, this segment connects into the Commerce Crossings Business Park and follows Interchange Dr until reaching Old Preston Highway.</p>
<p>Granger / Barricks (GB, GB1, GB2) From the National Turnpike and South Park Rd intersection, this segment heads north along South Park Rd until connecting to Granger Rd where it would continue past the antennas on top of the hill, and past the Gun Club before connecting to Barricks Rd and terminating at Hutcherson Rd.</p>	<p>Blue Lick (BL, BL1, BL2) From the Hutcherson Dr crossing of I-65, this segment follows Blue Lick Rd to the north before crossing under the Gene Snyder Freeway and terminating at Manslick Rd. Connects to Blue Lick Elementary and Knight Middle School.</p>	<p>Leisure (L) From Cooper Chapel Rd, this segment follows Leisure Ln and Park Lake Dr before connecting into McNeely Lake Park on Park Rd.</p>	<p>Mt. Washington (MW, MW1, MW2, MW3) From the Mud Ln and Antonia Way intersection, this segment follows Mud Ln across Preston Highway and then follows Mt Washington Rd to its terminus at Cedar Creek Rd. Connects to the south side of McNeely Lake Park.</p>	<p>Beulah Church (BC) Connects Manslick Rd on the north following Beulah Church Rd underneath the Gene Snyder Freeway where it then terminates at Cooper Chapel Rd.</p>	<p>Hutcherson (H) One of the two locations to cross I-65, this segment connects Barricks Rd on the west to Blue Lick Rd on the east along Hutcherson Dr.</p>
<p>South Park (SP) From intersection of South Park Rd and Fairdale Rd, heads south until dead ending at the South Park Country Club where it would follow the north and east perimeter of the golf course before terminating at Granger Rd.</p>	<p>Fish Pool (FP, FP1) From Blue Lick Rd east from Blue Lick Rd, then follows the perimeter of the Fish Pool property before connecting to the Commerce Crossings business park and terminating at the Old Preston Highway.</p>	<p>Price (P, P1) From Cooper Chapel Rd, this segment follows Price Ln and then the western edge of McNeely Lake Park before connecting to Park Rd and ultimately connecting back to Cooper Chapel Rd.</p>	<p>McNeely South (MS) Connects from Mt Washington Rd into the south part of McNeely Lake Park where it passes the equestrian facilities, RC airfield, and soccer fields before connecting with Cedar Creek Rd.</p>	<p>Johnson School / Gentry / Fairmount (JS) From the Beulah Church Rd and Manslick Rd intersection, this segment continues north and east on Beulah Church Rd, then turns south on Johnson School Rd and crosses over the Gene Snyder Freeway. From this point, the segment heads east on Cedar Creek Rd, south on Gentry Ln, east on Fairmount Rd, and finally south on Old Bardstown Rd where it terminates at the future alignment of Cooper Chapel Rd.</p>	<p>Okolona Church (OC) From Interchange Dr and Old Preston Highway, this segment crosses Preston Highway and follows the property line of Okolona Christian Church before connecting to Mt Washington Rd on the south side.</p>
<p>Farmer's / Bountiful (FB) Follows Farmer's Ln south from the Fairdale Rd intersection until Farmer's veers east. At this point the segment would go through the woods adjacent to the CSX rail line before connecting to Bountiful Way and crossing the CSX rail line where it then follows South Park Rd south until reaching Granger Rd.</p>	<p>Kurtz (K, K1) From Blue Lick Rd, this segment follows Kurtz Ave before terminating at the Commerce Crossings Business Park. There is a variation that would also connect to the Fish Pool segment.</p>	<p>Manslick (M, M1, M2) From the Blue Lick Rd and South Park Rd intersection, this segment follows South Park Rd to the intersection with Preston Highway, where it then continues on Manslick Rd across Smyrna Rd and Pennsylvania Run Rd before terminating at Beulah Church Rd.</p>	<p>McNeely Penn Run (MP) From McNeely Lake Park Equestrian Facility entrance drive, this segment continues along a stream Pennsylvania Run to McNeely Lake and then continues to the east side of the park's soccer fields.</p>	<p>Elda (E) Connects from Mud Ln on the south along Elda Dr on the east side of the Optimist Park ballfields and connects to Interchange Dr in the Commerce Crossings Business Park.</p>	<p>Vista Hills (VH) From Thixton Ln and Old Bardstown Rd, this segment follows Vista Hills Blvd south and connects to the park on the north side of Little Spring Blvd where it would then terminate at a trailhead before continuing across a future bridge over Bardstown Rd as part of the Floyd's Fork section of the Louisville Loop.</p>
<p>Wilson Creek (WC) From National Turnpike and Fairdale Rd intersection, this segment follows to Wilson Creek and connects to Bountiful Way.</p>	<p>Thixton (TX) From the Mt Washington Rd and Cedar Creek Rd intersection, this segment follows Cedar Creek Rd until it merges onto Thixton Ln, where it follows until the connection to Vista Hills Rd.</p>	<p>Gas Easement/Cedar Creek (GC) Connects from Mud Ln on the south along Elda Dr on the east side of the Optimist Park ballfields, crosses Cedar Creek Rd, continues to Cedar Creek and follows Cedar Creek to the future Cooper Chapel Rd alignment (Section 3).</p>	<p>Fishpool Creek (FC) From Interchange Dr, this segment parallels Fishpool Creek to Cooper Chapel Rd.</p>		



CONSTRAINTS

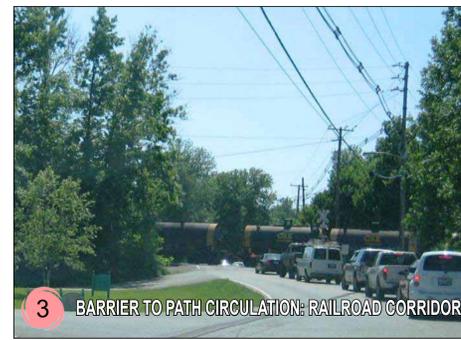
- **Barriers to Path Circulation:** Several major transportation corridors create barriers to path circulation.
- **Safety:** Driveway crossings and heavy roadway traffic are examples of safety concerns within the corridor.
- **Land Ownership:** Public land, such as parks, schools, and road right of way will be used where it is appropriate; however, the acquisition of private land may be necessary in some areas.
- **Cost Considerations:** Utility relocations, bridge improvements, and significant walls/grading associated with rugged terrain could have a significant impact to trail development costs.
- **Sensitive Natural Areas:** Mature forests, stream corridors, and wetlands are both an opportunity and a challenge for path development. Path development should minimize impacts to the long term health and scenic qualities of these areas.



1 BARRIER TO PATH CIRCULATION: PRESTON HWY



2 BARRIER TO PATH CIRCULATION: I-265 & I-65



3 BARRIER TO PATH CIRCULATION: RAILROAD CORRIDOR



4 SAFETY CONCERN: DRIVEWAY CROSSINGS



5 SAFETY CONCERN: VEHICULAR TRAFFIC



6 PRIVATE LAND OWNERSHIP



7 NARROW ROAD RIGHT OF WAY



8 COST CONSIDERATION: BRIDGES



9 COST CONSIDERATION: TOPOGRAPHY



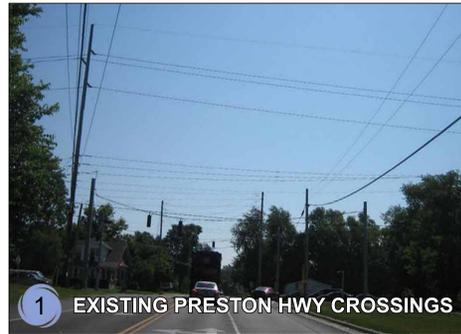
10 COST CONSIDERATION: UTILITY RELOCATIONS



11 SENSITIVE NATURAL ENVIRONMENTS

OPPORTUNITIES

- **Existing Transportation Corridor Crossings:** The use of existing roadway and railroad crossings are inexpensive alternatives to new bridges, tunnels, and signalized intersections.
- **Destinations:** Connections to schools, employment centers, commercial districts, and parks will increase path use.
- **Planned Roadway and Development Projects:** Several pending roadway projects within the corridor will have bicycle/pedestrian facilities. New large developments, such as the Renaissance Zone could also include provisions for a shared-use path.
- **Scenery:** Scenic areas, such as forests, open farmland, and water bodies enhance the user experience along the path.
- **Utility/Stream Corridors:** These corridors provide excellent opportunities for shared-use path alignment. Projects along streams could combine stream restoration with path construction.



1 EXISTING PRESTON HWY CROSSINGS



2 EXISTING GENE SNYDER FWY (I-265) CROSSINGS



3 EXISTING (I-65) CROSSINGS



4 EXISTING RAILROAD CROSSINGS



5 DESTINATION: COMMERCIAL AREAS



6 DESTINATION: EMPLOYMENT CENTERS



7 DESTINATION: SCHOOLS



8 DESTINATION: NEIGHBORHOODS



9 DESTINATION: FAIRMOUNT FALLS



10 DESTINATION: MCNEELY LAKE PARK



11 DESTINATION: EQUESTRIAN FACILITIES



12 PLANNED ROADWAY PROJECTS WITH BIKE-PED FACILITIES



13 PLANNED RENAISSANCE ZONE DEVELOPMENT



14 SCENERY: MCNEELY LAKE



15 SCENERY: FARMLAND



16 STREAM CORRIDOR



17 UTILITY CORRIDOR



Fairdale to Floyds Fork CORRIDOR

Shared Use Path and Ecological Restoration Plan

OPPORTUNITIES AND CONSTRAINTS



PATH ADJACENT TO ROAD

12' SHARED USE PATH | TWO-LANE ROAD

ADVANTAGES: Minimal land acquisition, direct access to population and commercial centers

DISADVANTAGES: Conflicts with driveways and utilities, poor scenic value, safety concerns

BIKE LANE AND SIDEWALK

5' SIDEWALK | 3' GRASS STRIP | 5'-6" BIKE LANE | 3' GRASS STRIP | 5'-6" BIKE LANE | 3' GRASS STRIP | 5' SIDEWALK

TWO LANE ROAD

ADVANTAGES: Less expensive, less property acquisition. Several pending roadway projects within the corridor have bike lanes and sidewalks incorporated into their design.

DISADVANTAGES: Poor user experience, safety concerns

PATH IN NATURAL AREAS

12' SHARED USE PATH | BUFFER ZONE | STREAM

ADVANTAGES: Scenic, no vehicular conflict, best user experience

DISADVANTAGES: Steep topography in forest, flooding next to creeks, isolated from population centers, potential environment impact

SOFT SURFACE PATH

5' HORSE PATH

ADVANTAGE: Economical, feasible in steep areas, often scenic

DISADVANTAGE: Cannot be used by cyclists, roller bladers, or people with disabilities; increased maintenance

PATH ADJACENT TO GENE SNYDER HWY

GENE SNYDER HWY | VARIES HWY R.O.W. | 12' SHARED USE PATH

ADVANTAGES: Existing cleared corridor, private land along interstate may be easier to acquire, no driveway/cross street conflicts

DISADVANTAGES: Reduced scenic value, noise, significant separation/barrier required from highway, use of right of way itself is unlikely, so private land acquisition may be necessary

SHARROW

SHARED CAR / BIKE LANE "SHARROW" | 6' SIDEWALK

ADVANTAGES: Inexpensive, no property acquisition, direct connection to neighborhoods

DISADVANTAGES: Poor user experience, safety concerns, limited to street with low traffic volumes

