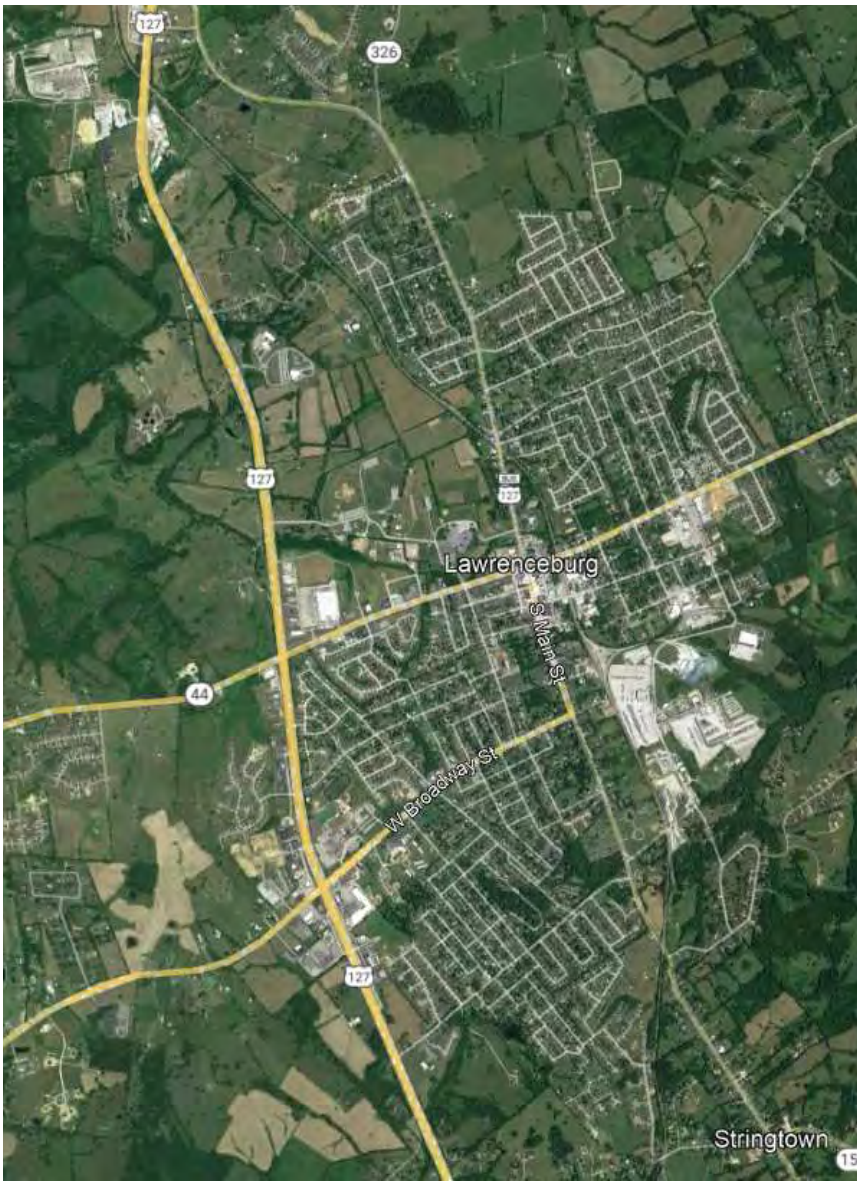

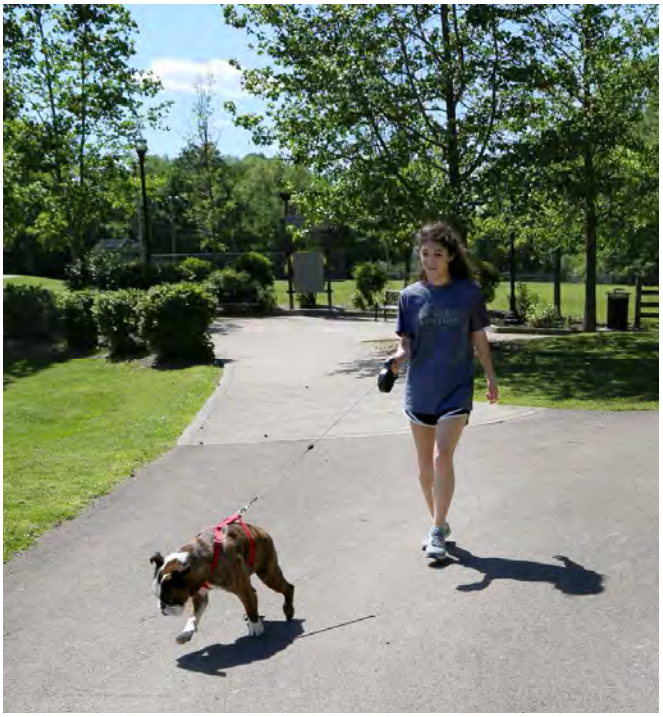

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LAWRENCEBURG ACTIVE LIVING BICYCLE AND PEDESTRIAN MASTER PLAN

City of Lawrenceburg, Anderson County, Kentucky

Approved: August 7, 2023

Lawrenceburg KY

Gresham Smith

This report was developed by Gresham Smith in partnership with the Kentucky Cabinet for Health and Family Services and the Anderson County Health Department.

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List of Acronyms

FHWA	Federal Highway Administration
AASHTO	American Association of State Highway and Transportation Officials
NACTO	National Association of City Transportation Officials
ADA	Americans with Disabilities Act

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CHAPTER 1: Introduction

The built environment has a strong influence on the community. Active, healthy communities are supported by infrastructure that encourages residents and visitors alike to choose walking or biking to nearby parks, businesses, and other destinations. In 2023, the City of Lawrenceburg in Anderson County, Kentucky received a grant through the Anderson County Health Department to establish a bicycle and pedestrian plan based upon public engagement and supported by community and county leaders.

Planning Process

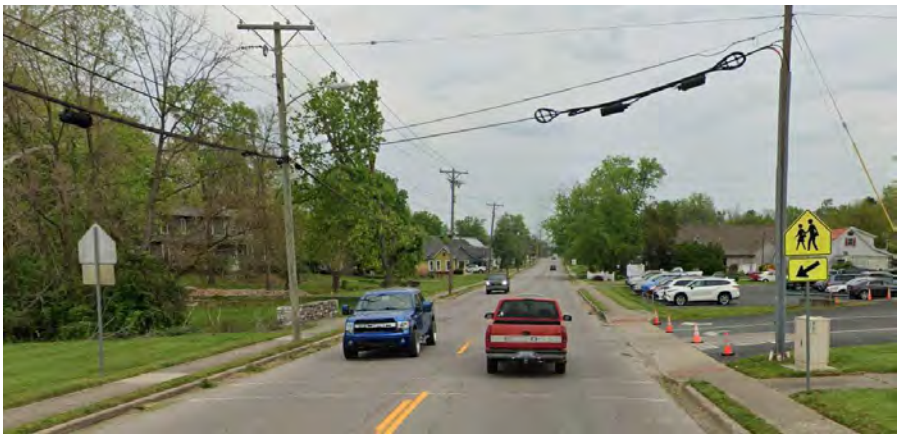
On February 16th, 2023, the planning team met with local officials to kick off the planning process for Lawrenceburg. During the kick off, the team discussed potential bicycle and pedestrian projects, and established a community survey to be provided to residents and stakeholders. An online survey seeking an evaluation of the existing bicycle and pedestrian network as well as feedback for potential improvements was presented to members of the community and city, county, and regional leaders. Feedback from the surveys included:

- Insufficient sidewalks, physical ability to walk or bike, and lack of bike lanes were the greatest barriers to residents making trips by foot or bike, followed by high traffic volume and insufficient safety signage.
    - 87% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing children from walking or biking to school, followed by traffic (64%), lack of safety signage (28%), and insufficient bike parking (24%). 13% of respondents indicated other factors prevent children from walking or biking to school.
    - 91% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing residents from walking or biking to local destinations, followed by traffic (57%), insufficient safety for children (38%), lack of safety signage (30%), and insufficient bike parking (24%). 7% of respondents indicated other factors prevent residents from walking or biking.
- Lawrenceburg does not have dedicated bicycle infrastructure.
- Along with a city-wide need for repaired or connected sidewalks, specific gaps were identified in the active transportation network to be addressed in Lawrenceburg, including the following:
    - New sidewalk on US 62, S. Main Street, Mustang Trail, County Park Road, Carlton Drive, Gailane Street, Humston Drive, Fairview Court, and Bluebird Court
    - Sidewalk extensions connecting the library to US 127, connecting the fairgrounds to US 62, and an internal Anderson County Community Park sidewalk
    - Sidewalk repairs on US 127
    - Pedestrian crossings on US 127 along the shopping center, US 62 at the Post Office, and US 127 between the library and middle school
    - Bicycle lanes on US 62, KY 44, US 127, S. Main Street, Court Street, and connecting to the proposed western Rails to Trails trailhead
    - “Share the Road” signage on major highways
    - Recreational trails to regional distilleries, County and City parks, schools, and proposed Rails to Trails projects

Lawrenceburg, KY

The proximity of schools, parks, the library, and other destinations to each other and to residential neighborhoods in Lawrenceburg strongly supports walking and bicycling in Lawrenceburg (Figure 2.1). The sidewalk network in Lawrenceburg is largely located in the heart of downtown, along US 62 and US 127, with some expansion into northern neighborhoods as seen in Figure 2.2. Crosswalks vary from marked at controlled intersections to unmarked, which can discourage walking by creating a perceived lack of safety. Additionally, in many locations the sidewalk is damaged or not designed to the Americans with Disabilities Act (ADA) standards for width and cross-slope which makes traveling along the sidewalk network difficult for people of all abilities. Existing sidewalks were likely constructed well before the ADA standards were developed. When traveling to the northeast or northwest portion of the City, the sidewalks become disconnected or disappear altogether. There is a distinct lack of sidewalks or other infrastructure in the southern half of the City. The City of Lawrenceburg does not have any multi-use path or bicycle infrastructure.

Downtown Lawrenceburg, KY, photo courtesy of Google.



Example of ADA non-compliant crossing on N. Main Street in Lawrenceburg, KY. Photo courtesy of Google.

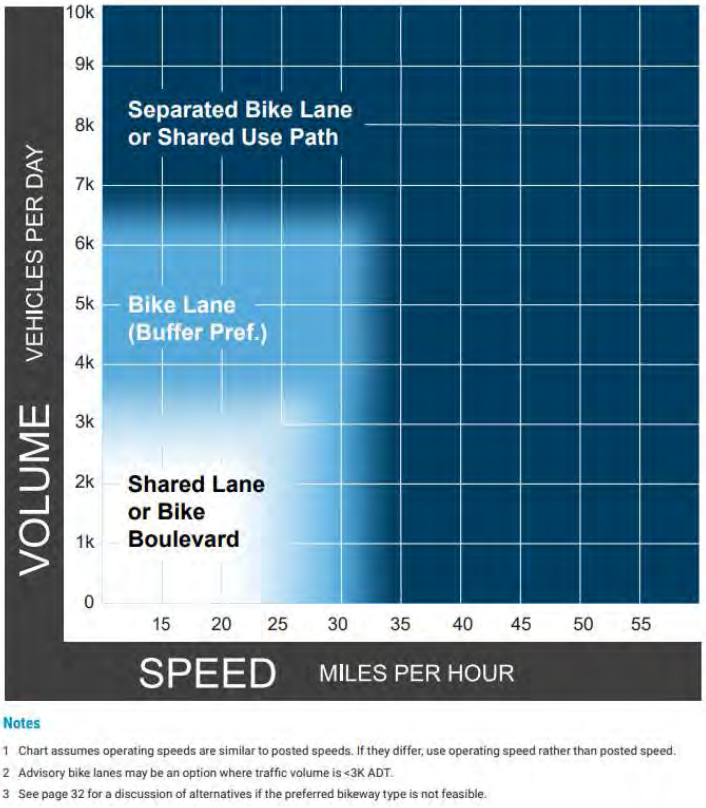
Despite the disconnected sidewalk network and lack of bicycle and multi-use infrastructure, people in the community clearly want to walk and bike in Lawrenceburg as shown in the Strava heat maps for walking (Figures 2.3 and 2.4). The demand for walking and bicycling is particularly high along US 62, US 127, the park and residential neighborhoods, even where infrastructure does not currently exist. Although this information is only captured by those community members actively using the Strava app to track their activity, it is a strong indicator of support for built environment improvements to create a safer, more connected network that encourages a healthy and physically active community.

Other transportation data also play an important role in the planning and design of facility types, particularly for bicycling facilities, and includes the Annual Average Daily Traffic (AADT), posted speed limit, and crash history. The highest AADT, also known as traffic volume, in Lawrenceburg is located along US 127 Bypass, US 62, and KY 44 (Figure 2.5). Traffic volume in Lawrenceburg is relatively low otherwise, typically less than 9,000 AADT.

Posted speed limits are shown on Figure 2.6. Relatively high speed corridors lead into Lawrenceburg, with posted speed limits of 45 MPH or greater. These higher-speed and higher-traffic volume corridors separate residential neighborhoods and create barriers to facilities that are comfortable for all ages and abilities. In order to create spaces comfortable for walking and/or bicycling on high-speed and/or high-traffic

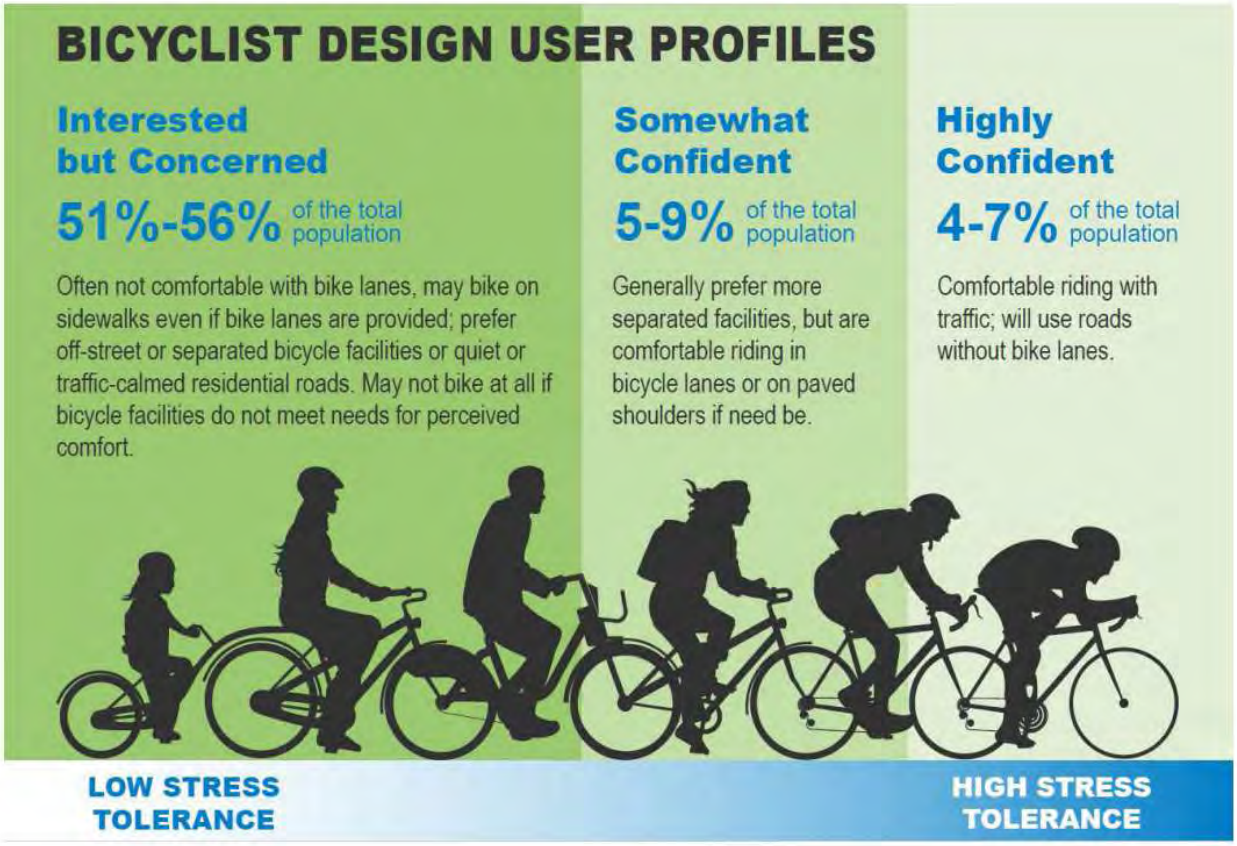
volume corridors, additional separation and protection from motor vehicles is necessary. Relatively low posted speed limits of 35 MPH or lower are located primarily near downtown Lawrenceburg, which are more supportive of walking and bicycling.

The AADT from Figure 2.5 and posted speed limit from Figure 2.6 are the primary data used in the selection of facilities. As the traffic volume and speed limit increase, bicyclists and pedestrians need additional separation and space to feel comfortable traveling near motor vehicle traffic. For pedestrians, sidewalks or shared-use paths, and separation from the lanes with a grass verge are recommended over the use of shoulders or narrow sidewalks without a grass verge separation. The FHWA Bikeway Selection Guide provides guidance for facility selection type to provide more comfortable facilities for all ages and abilities based on AADT and posted speed limit. In addition, crash history and community desire for all ages and abilities facilities may also drive selection of increasingly protected and separated facilities. Examples of protected and/or separated facilities include, but are not limited to, protected bicycle lanes and shared-use path. The crash history for Lawrenceburg between 2018-2022 on Figure 2.7 shows a cluster of pedestrian crashes near the downtown core, further reinforcing the need for separated, comfortable facilities for people walking and bicycling on these corridors.



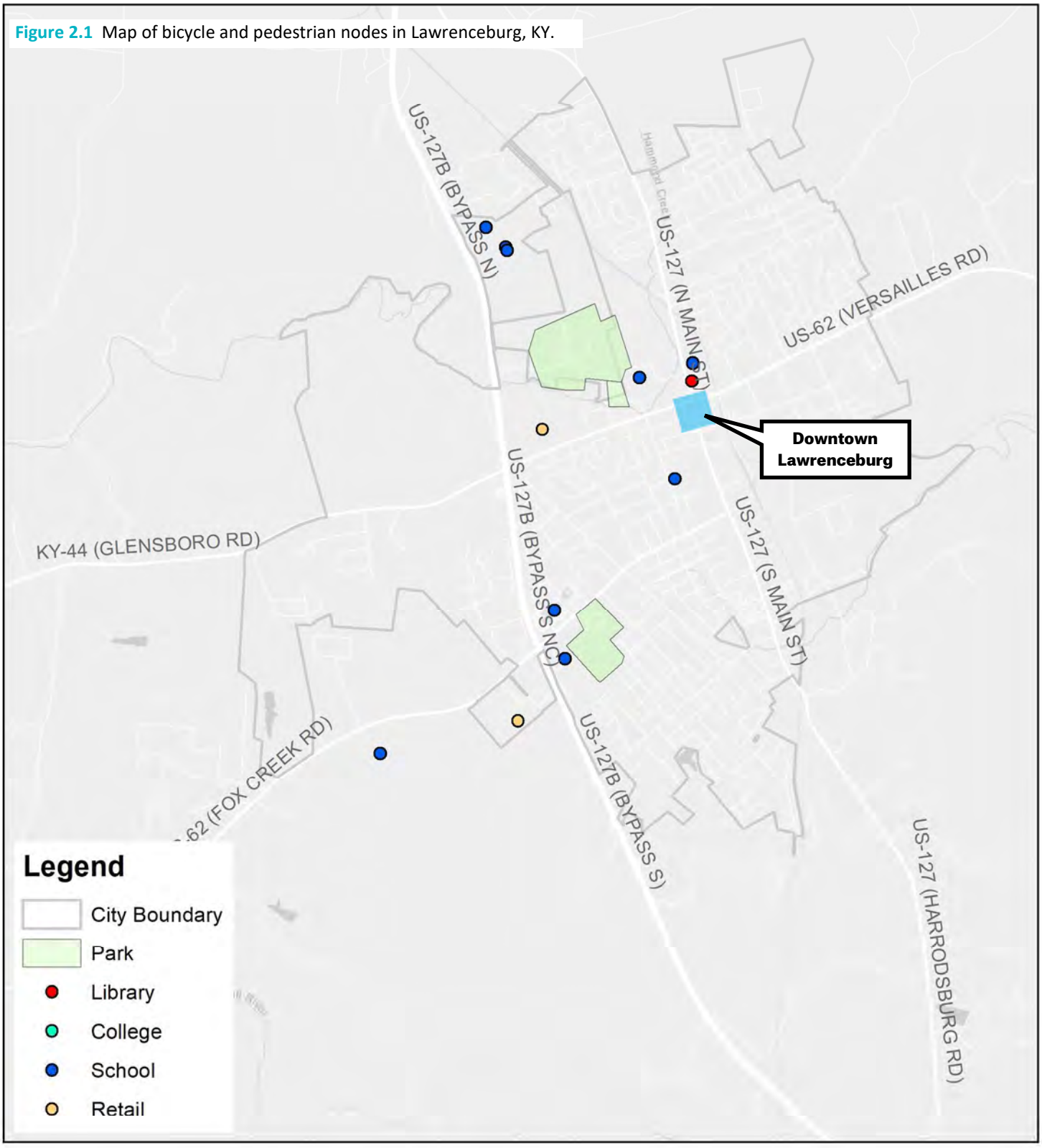
Facility selection guide from the FHWA Bikeway Selection Guide.

Previous planning efforts for this area include the 2022 KY 151 Corridor Study just north of Lawrenceburg, which is focused on mitigating roadway-departure crashes and does not include multi-modal improvement recommendations. The 2022 *Statewide Bicycle and Pedestrian Master Plan* provides planning-level guidance for multi-modal infrastructure across the state, and additional planning and design guidance is available in the KYTC *Complete Streets, Roads, and Highways Manual.*



User profiles from the FHWA Bikeway Selection Guide. Accommodating all ages and abilities includes providing facilities for user with low stress tolerance.

Figure 2.1 Map of bicycle and pedestrian nodes in Lawrenceburg, KY.



Lawrenceburg Bicycle and Pedestrian Master Plan

0 0.5 1 2 Miles

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Figure 2.2 Map of existing infrastructure in Lawrenceburg, KY.

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0 0.5 1 2 Miles

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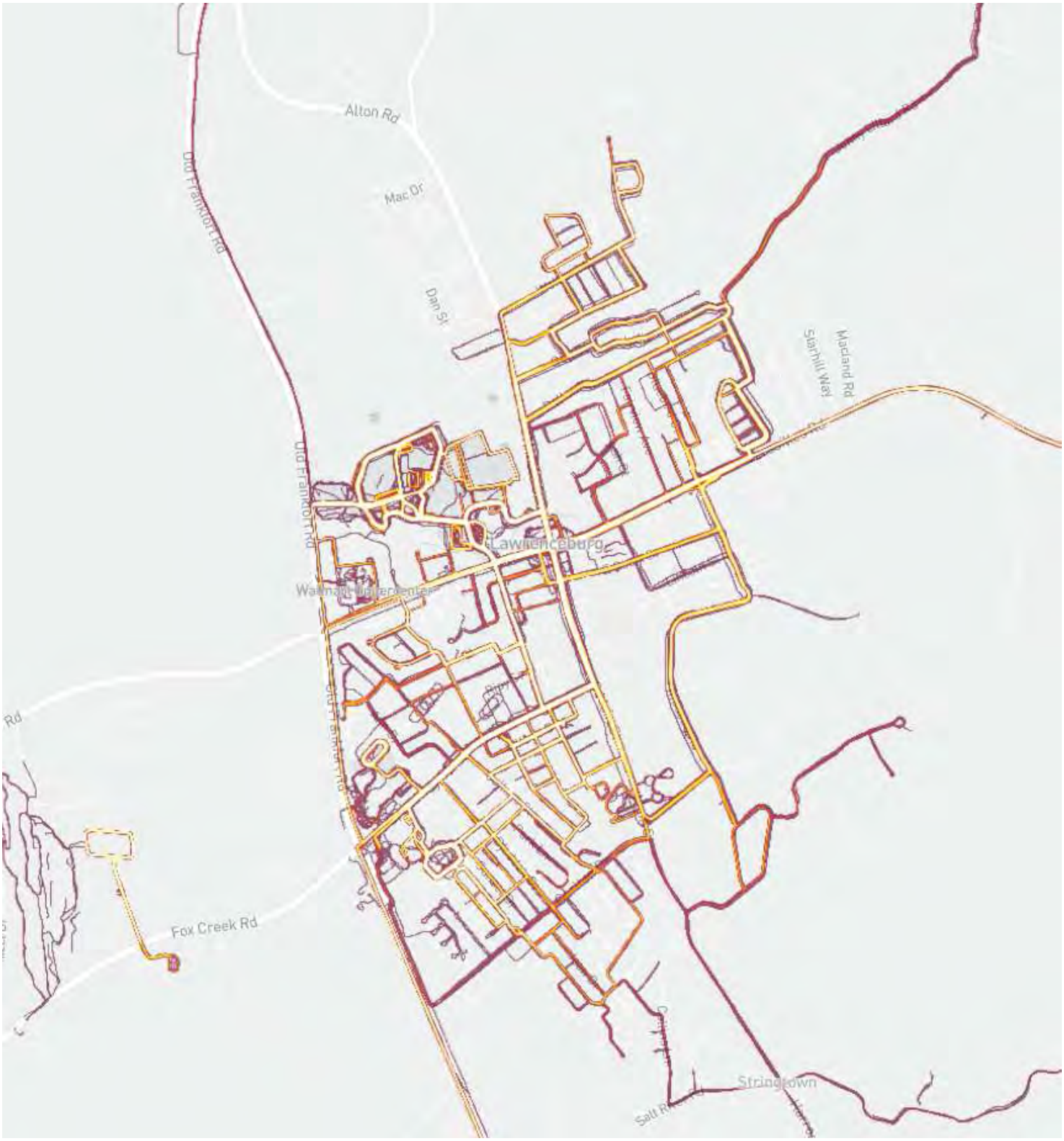
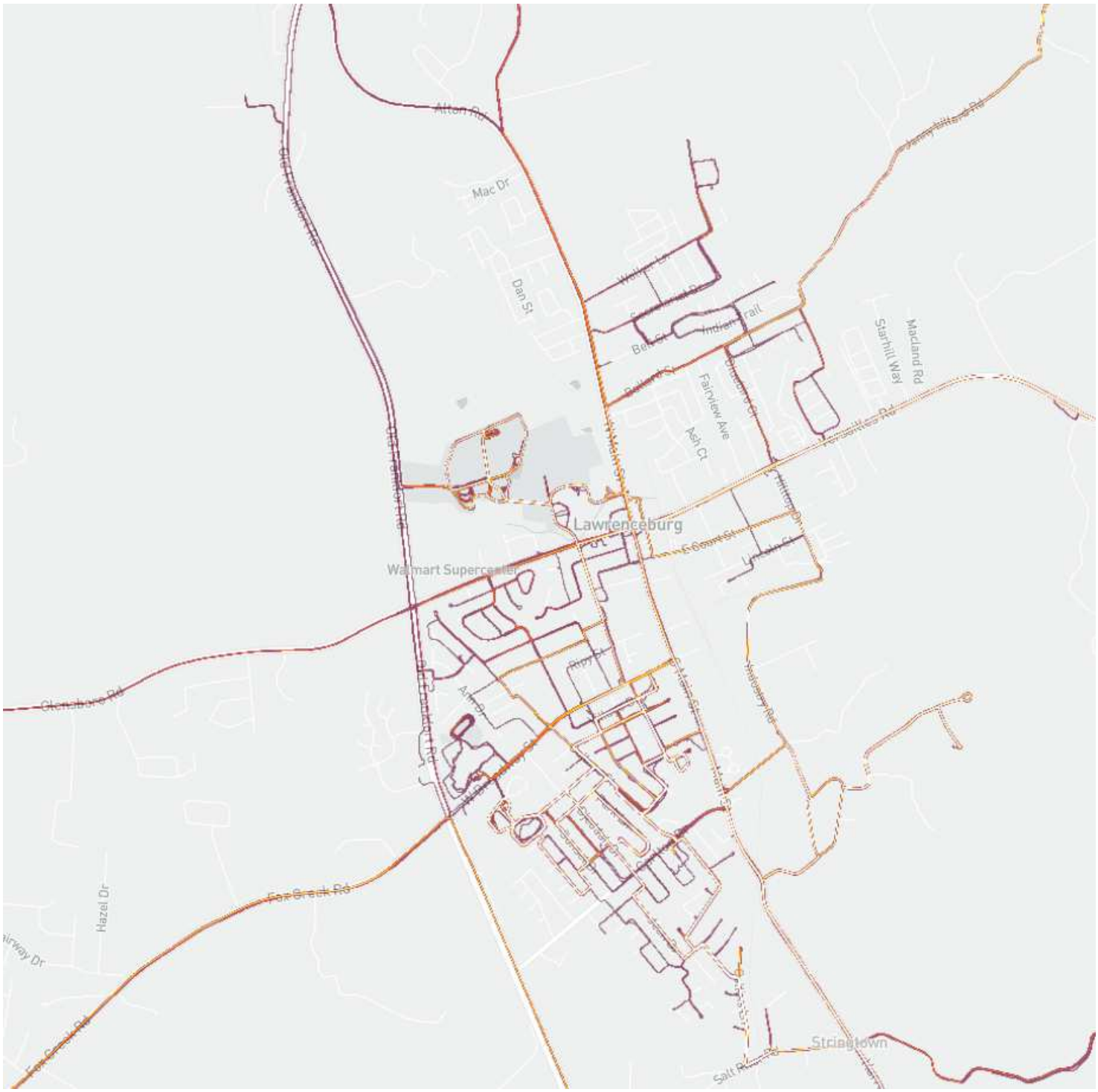
Figure 2.3 Strava heat density map of walking in Lawrenceburg, KY.



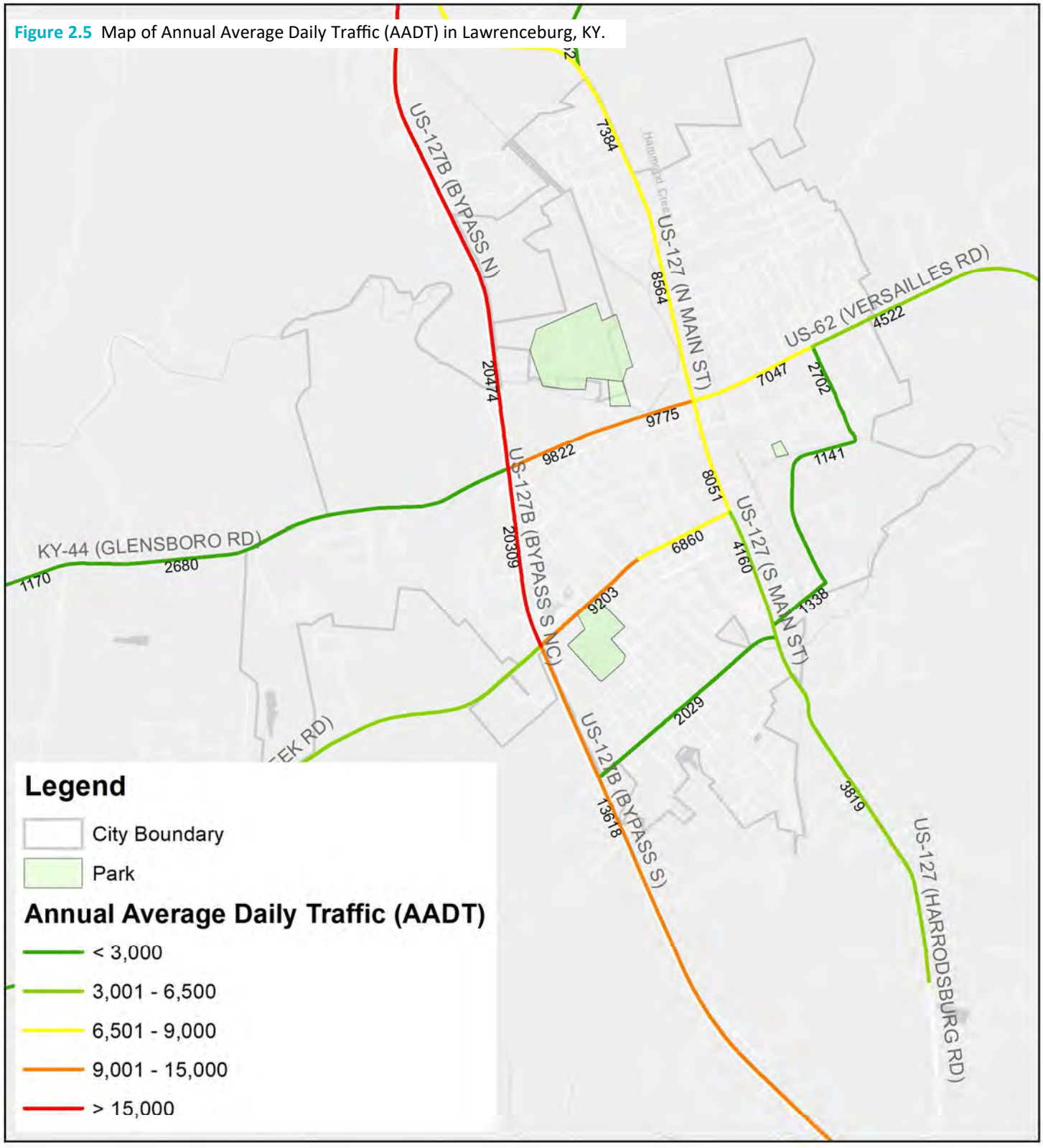
Low density is shown in dark red, medium density in orange, and high density in yellow.

Figure 2.4 Strava heat density map of bicycling in Lawrenceburg, KY.



Low density is shown in dark red, medium density in orange, and high density in yellow.

Figure 2.5 Map of Annual Average Daily Traffic (AADT) in Lawrenceburg, KY.



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0 0.5 1 2 Miles

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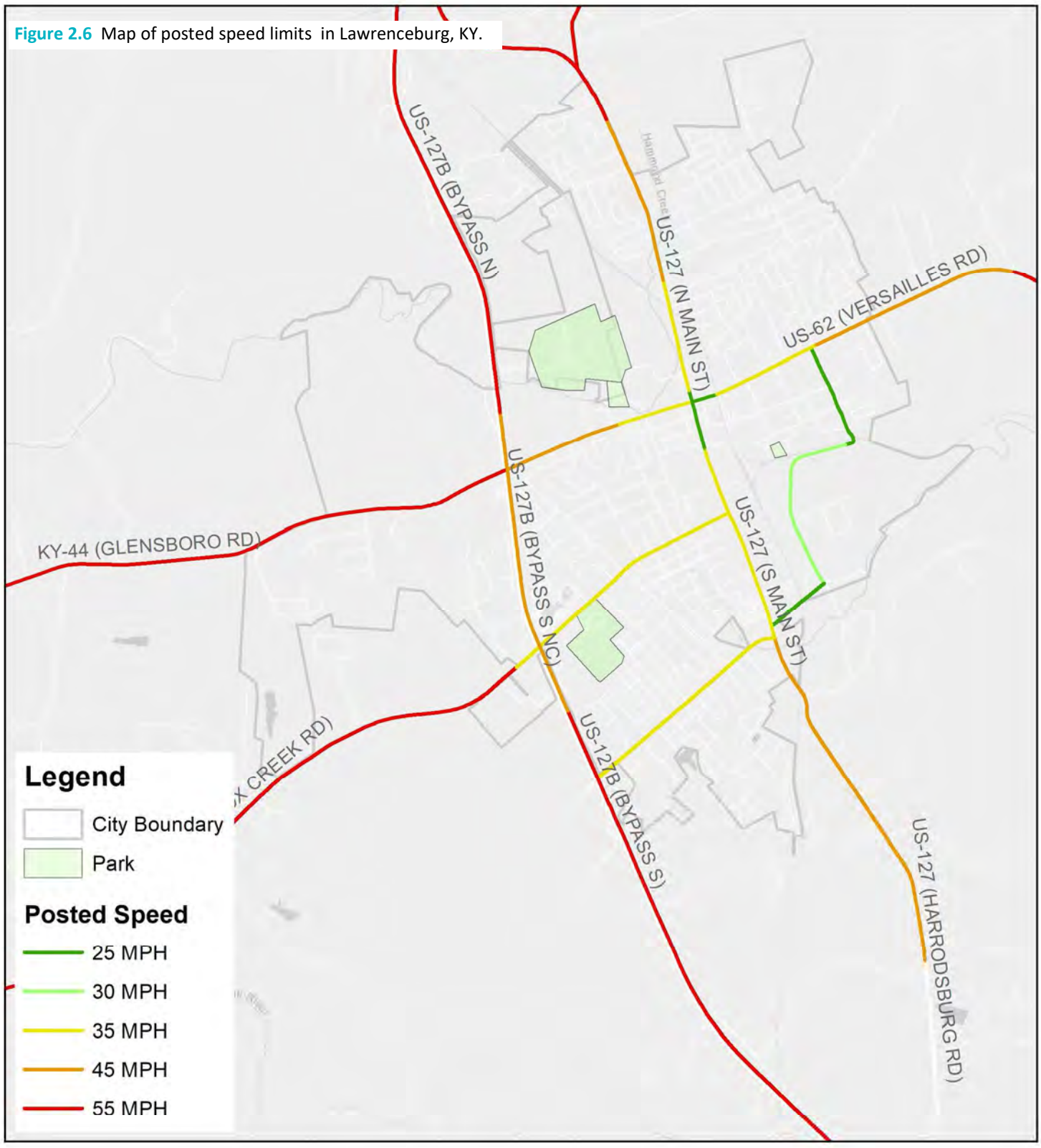
Figure 2.6 Map of posted speed limits in Lawrenceburg, KY.



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0 0.5 1 2 Miles

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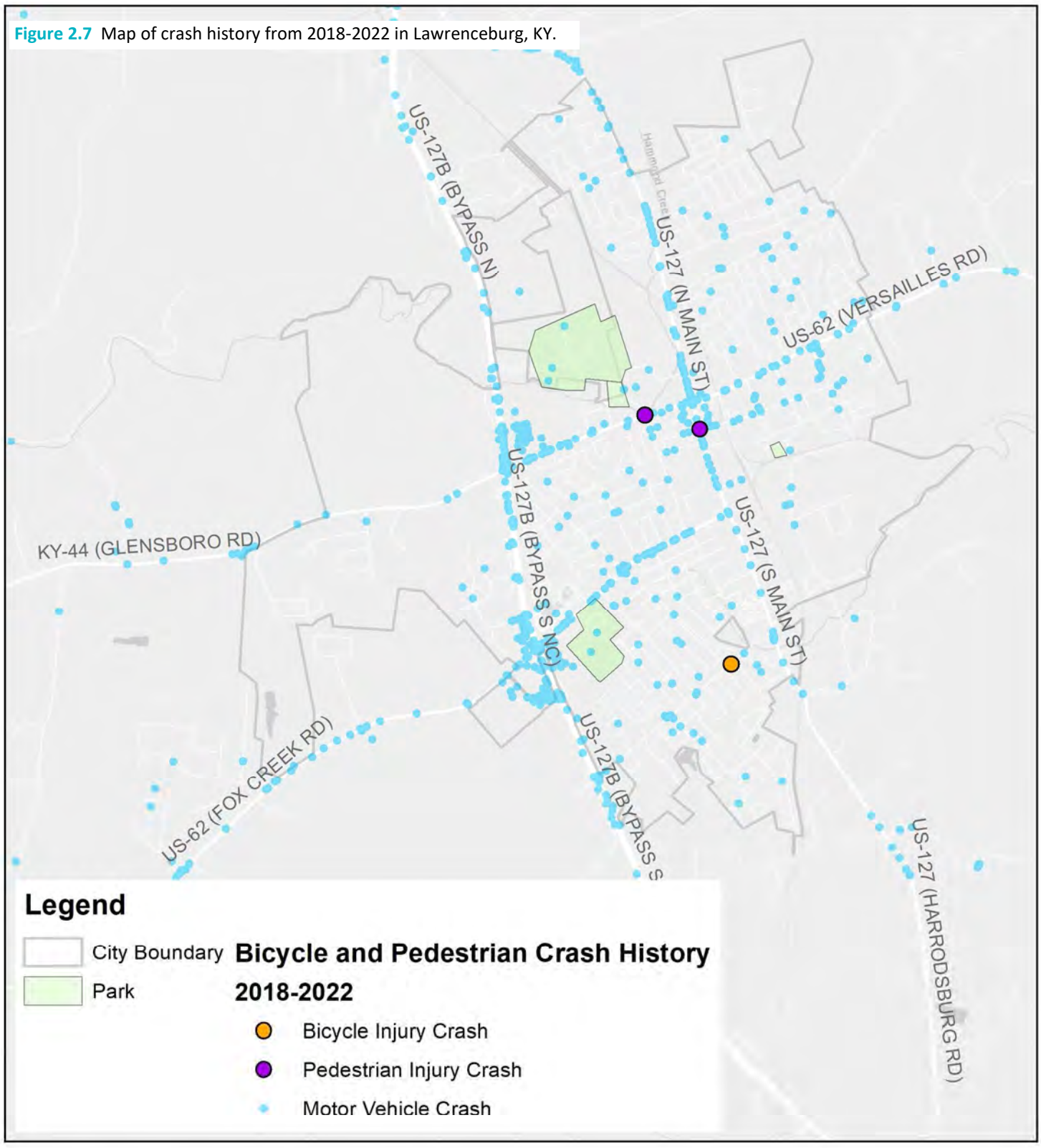
Figure 2.7 Map of crash history from 2018-2022 in Lawrenceburg, KY.



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0 0.5 1 2 Miles

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CHAPTER 3: Potential Improvements and Recommendations

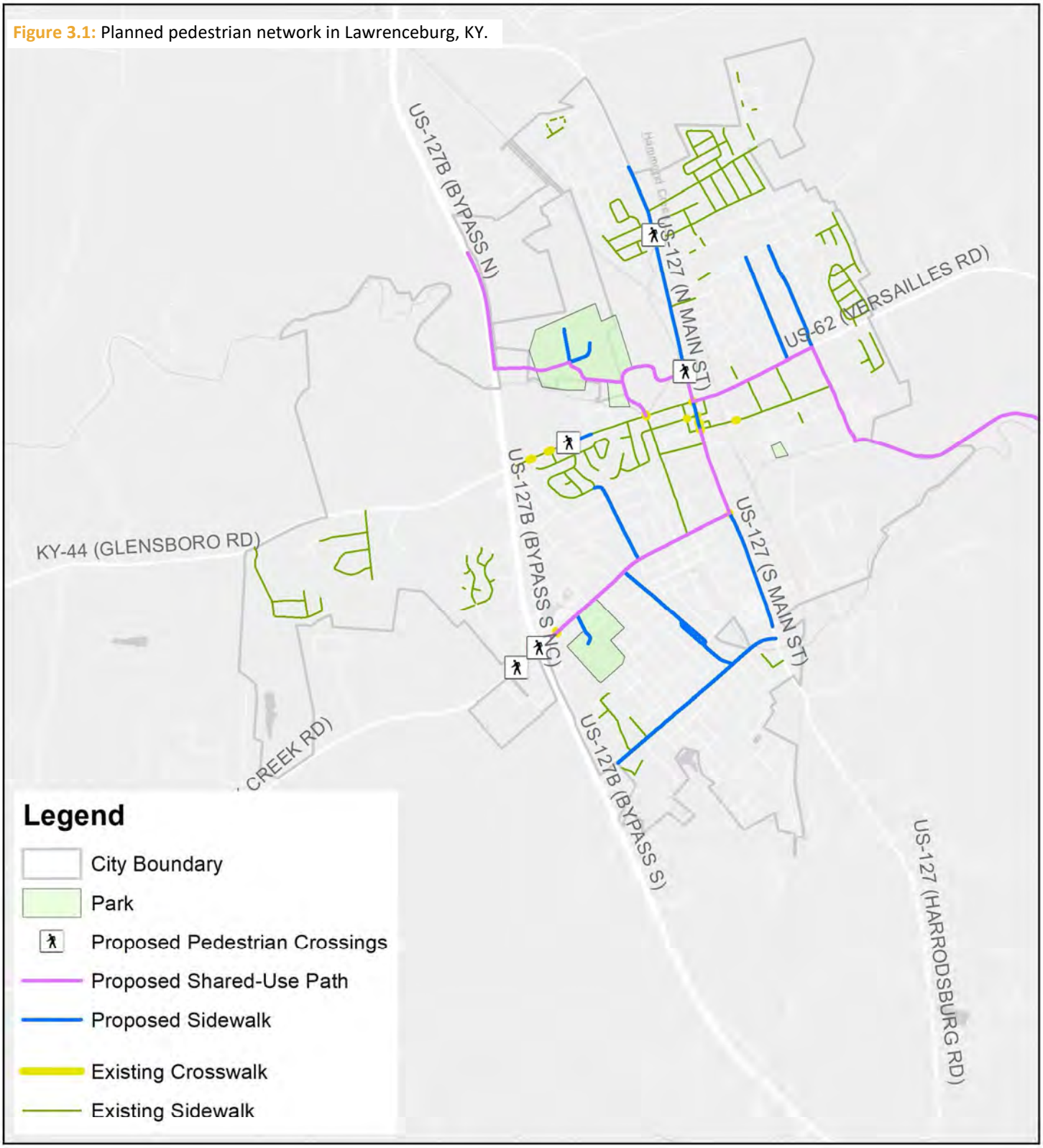
To support walking in Lawrenceburg, gaps in sidewalk connectivity should be filled in and damaged sidewalk repaired throughout the community. The existing network should be extended into residential neighborhoods and connected to local destinations, along with implementing targeted shared-use path and dedicated bicycle infrastructure to support bicycling in Lawrenceburg to local destinations. In addition to the local multi-modal network, shared-use path trails should be considered along abandoned rail beds, maintenance access routes, and available easement lease opportunities along the rail line as well as on at least one side of major connecting roads. Throughout Lawrenceburg, accessible sidewalk and ADA ramps should be placed along with marked crosswalks at major crossings and near schools, local destinations and parks to improve safety while walking.

Specific planning level multi-modal projects addressing the identified gaps and network expansion opportunities are identified in Figures 3.1, 3.2, and 3.4-3.29. Each project page outlines the type of project, limits, and cost estimates excluding potential right-of-way and utility impacts. In addition to these specific multi-modal projects, the many distilleries in the region surrounding Lawrenceburg shown in Figure 3.3 provide an opportunity to introduce trails and other infrastructure supporting additional Bourbon Trail-focused tourism and economic development for the area. Although outside the scope of a bicycle and pedestrian master plan specific to Lawrenceburg, the community encourages the consideration of recreational and other facilities to support this goal.

For all project recommendations, design and construction of pedestrian and bicyclist facilities should consider the most current best practices established by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO) along with all other applicable federal, state and local guidelines. The KYTC *Complete Streets, Roads, and Highways Manual* provides additional guidance for facilities on KYTC-maintained corridors.

New construction of sidewalk and shared-use path or rehabilitation of existing pedestrian facilities must adhere to ADA and *Proposed Public Rights-of-Way Accessibility Guidelines* (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade, and accessible ramps and landings.

Figure 3.1: Planned pedestrian network in Lawrenceburg, KY.



Lawrenceburg Bicycle and Pedestrian Master Plan

0 0.5 1 2 Miles

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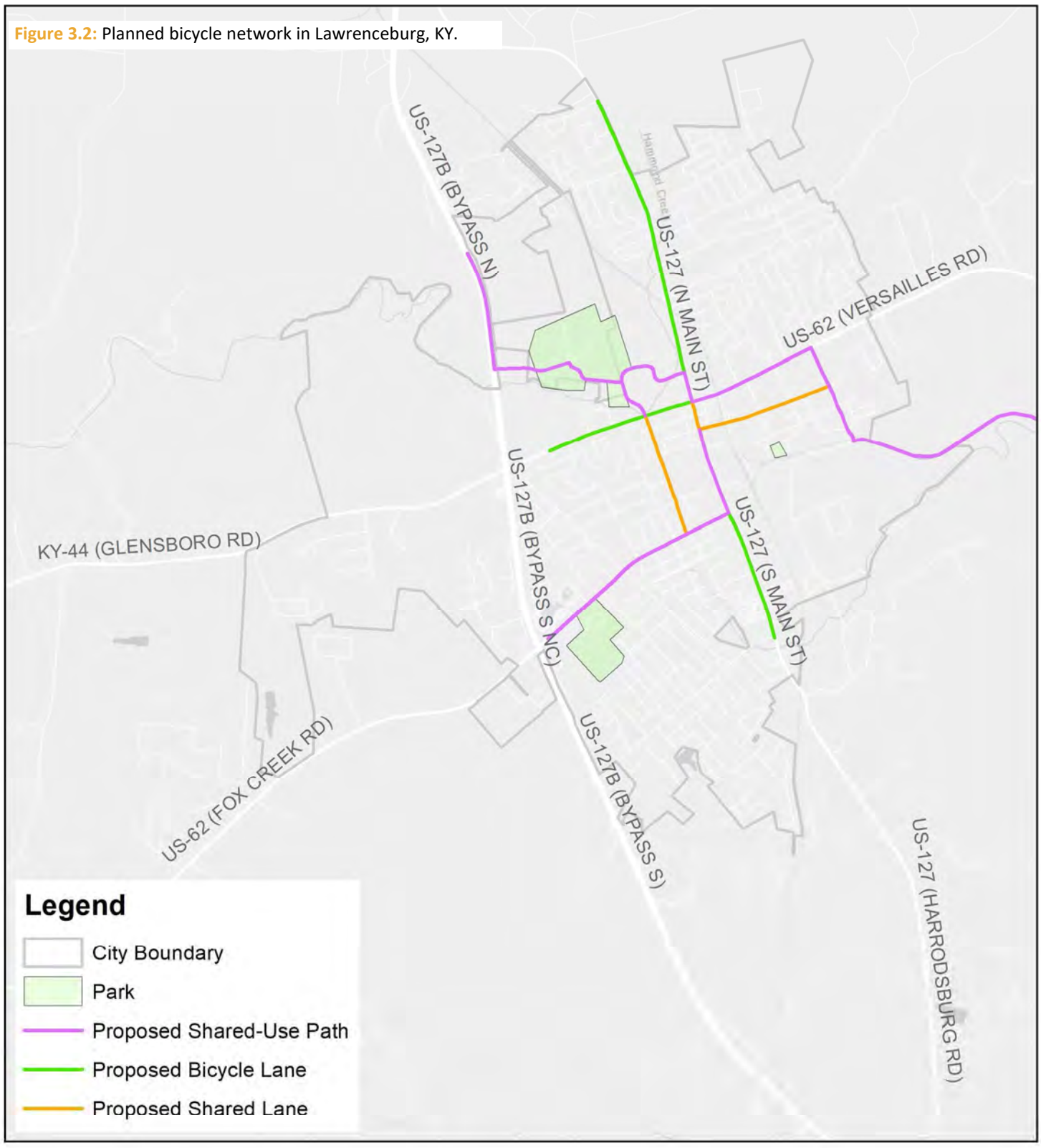
Figure 3.2: Planned bicycle network in Lawrenceburg, KY.



Lawrenceburg Bicycle and Pedestrian Master Plan

0 0.5 1 2 Miles

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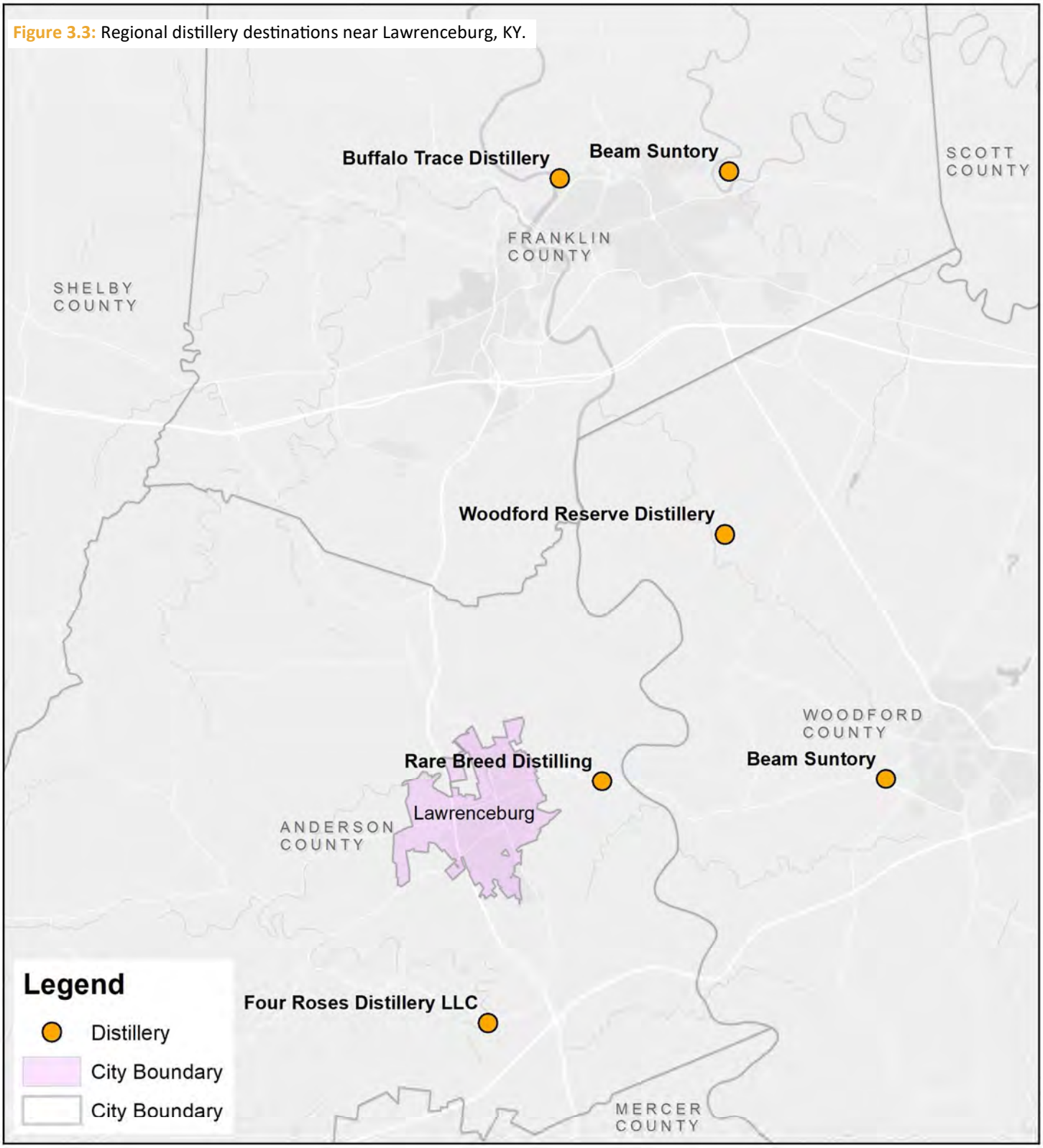
Figure 3.3: Regional distillery destinations near Lawrenceburg, KY.



Lawrenceburg Bicycle and Pedestrian Master Plan

0 2 4 8 Miles

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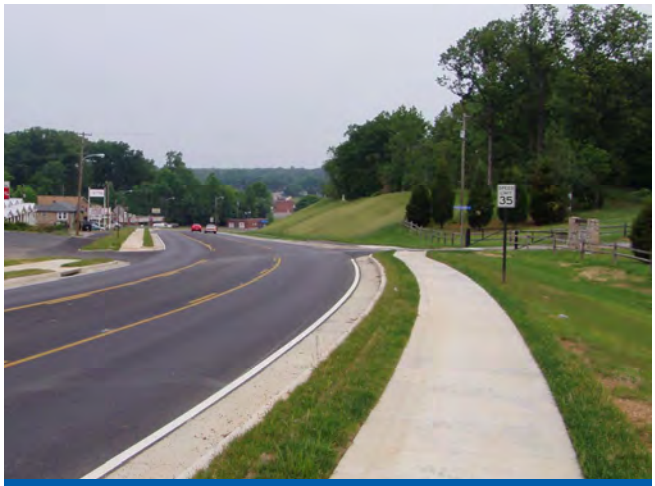
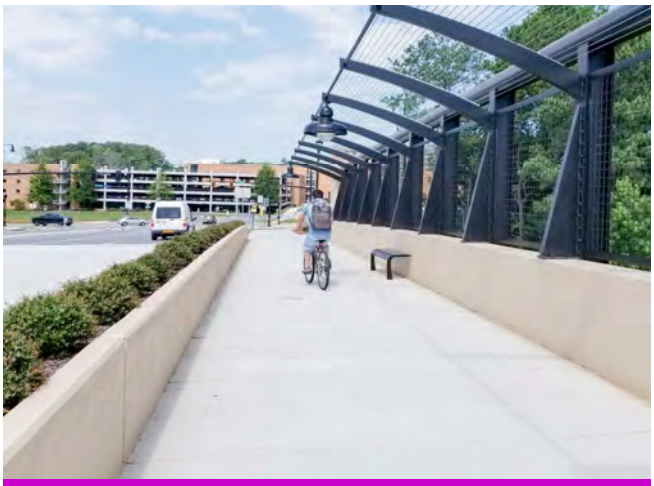
Project Types



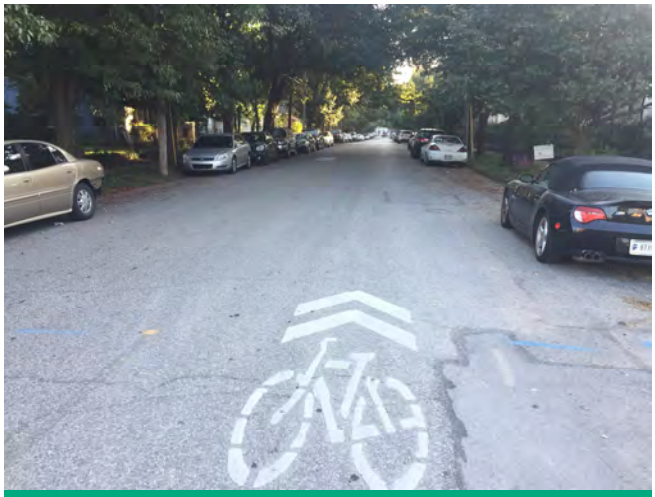
Sidewalk

Sidewalks are preferred no less than six feet in width, and are considered pedestrian and mobility assisted access only. Some communities allow children to bike on sidewalks. Typically constructed of concrete.



Shared-Use Path or Trail

Shared-use paths are a minimum of ten feet in width, and are considered accessible to pedestrians and bicyclists. May be constructed with either concrete or asphalt with concrete access ramps. May be used separate from a roadway as a trail or on high volume or high speed (45 mph or more) roadways to safely separate bicyclists and pedestrians from motor vehicle conflicts.



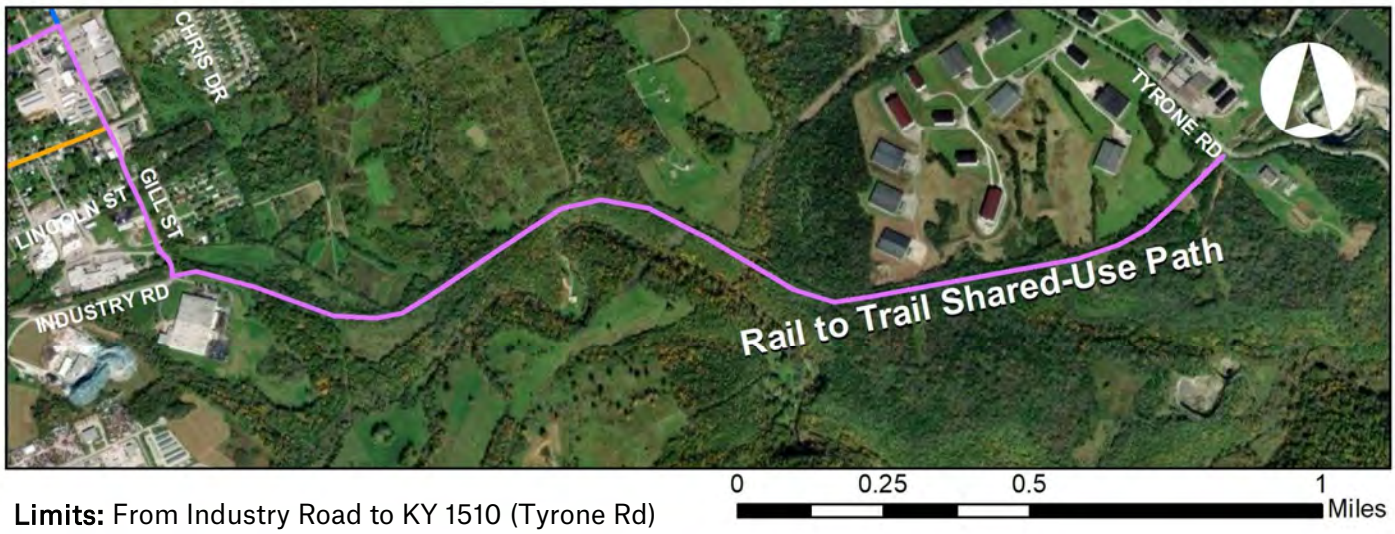
Shared Lane

A neighborway consists of shared bicycle lane markings and signage to bring awareness of bicyclists on the roadway. Typically installed on low speed, low volume roadways without enough width for a dedicated bicycle lane.

Bicycle Lane

A dedicated bicycle lane may include a lane line or buffer with posts separating bicycle traffic from motor vehicle traffic and signage to bring awareness of bicyclists on the roadway. May be installed on any roadway with enough width and a speed lower than 45 mph.

FIGURE 3.4 Rail to Trail Shared-Use Path



Limits: From Industry Road to KY 1510 (Tyrone Rd)

Length: 1.98 mi

Description: The City of Lawrenceburg is currently planning a Rail to Trail shared-use path trail along available rail right-of-way between KY 1510 (Tyrone Road) and Industry Road. Additional considerations include, but are not limited to right-of-way acquisition to expand the trail beyond the current planned limits and trail maintenance responsibilities.

Estimated Design Cost: $387,000

Estimated Construction Cost: $3,870,000

View of potential Rail to Trail right-of-way from Industry Road in Lawrenceburg, KY. Photo courtesy of Google.

FIGURE 3.5 Industry Road Shared-Use Path

Limits: From Rail to Trail to US 62 (Versailles)

Length: .47 mi

Description: Shared-use path along Industry Road. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities along a busy roadway, connecting the planned Rail to Trail project to downtown Lawrenceburg. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersection with US 62 (Woodford Street). Mid-block and uncontrolled crossings should be considered at key residential access points and near destinations such as shopping and dining, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $92,000

Estimated Construction Cost: $920,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.6 US 62 (E. Woodford Street) Shared-Use Path

Limits: From US 127 (North Main St) to Bluebird Court

Length: 0.60 mi

Description: Shared-use path on the south side of US 62 connecting the Rail to Trail with downtown Lawrenceburg on foot and by bike. Placement on the south side avoids overhead utility conflicts. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA.

Estimated Design Cost: $117,000

Estimated Construction Cost: $1,170,000

FIGURE 3.7 US 62 (Broadway Street) Shared-Use Path

Limits: From West Park Drive to US 127 (South Main St)

Length: 1.02 mi

Description: Shared-use path on the north side of US 62 connecting schools to downtown Lawrenceburg on foot and by bike. Placement on the north side avoids crossing US 62 access the schools. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA.

Estimated Design Cost: $199,000

Estimated Construction Cost: $1,990,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the

FIGURE 3.8 Mustang Trail Shared-Use Path

Limits: From KY 44 (Glensboro Rd) to US 127 (North Main St)

Length: 0.58 mi

Description: Shared-use path connecting the library, schools, and park. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersections. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $114,000

Estimated Construction Cost: $1,140,000

FIGURE 3.9 County Park Road Shared-Use Path

Limits: From US 127 Bypass to Mustang Trail

Length: 0.63 mi

Description: Shared-use path connecting the library, schools, and park. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersections. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $123,000

Estimated Construction Cost: $1,230,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the

FIGURE 3.10 US 62 (S. Main Street) Shared-Use Path

Limits: From US 62 (West Broadway Street) to West Court Street

Length: 0.41 mi

Description: Shared-use path connecting the southern residential neighborhoods to downtown, schools, and the park. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersections. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $80,000

Estimated Construction Cost: $800,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.11 US 127 (N. Main Street) Shared-Use Path

Limits: From US 62 (East Woodford Street) to Mustang Trail

Length: 0.14 mi

Description: Shared-use path connecting the library, schools, and park. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersections. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $28,000

Estimated Construction Cost: $280,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.12 US 127 Bypass Shared-Use Path

Limits: From County Park Road to Emma B. Ward Elementary School

Length: 0.55 mi

Description: Shared-use path connecting the Emma B. Ward Elementary school to the park and downtown Lawrenceburg. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities. Enhanced crossings at intersections including high visibility crosswalks are recommended at the major intersections. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $108,000

Estimated Construction Cost: $1,080,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.13 KY 44 (W. Woodford Street/Glensboro Road) Bicycle Lanes

Limits: From Copperfield Ct. to US 127 (North Main St.)

Length: 0.69 mi

Description: Bicycle lanes in both directions connecting residents and visitors to shopping and schools with dedicated, separated space from motor vehicles. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $4,000 **Estimated Construction Cost:** $40,000

FIGURE 3.14 E. Court Street Shared Lanes

Limits: From US 62 (South Main St.) to Hilltop Dr.

Length: 0.63 mi

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the planned Rail to Trail shared-use path and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $2,000 **Estimated Construction Cost:** $20,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the

FIGURE 3.15 US 127 (Main Street) Bicycle Lanes

Limits: From Mustang Trail to Mac St.

Length: 1.31 mi

Description: Bicycle lanes in both directions connecting residents to schools and the park with dedicated, separated space from motor vehicles. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $7,000

Estimated Construction Cost: $70,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.16 US 127 (Main Street) Shared Lanes

Limits: From East Court St. to US 62 (E. Woodford St.)

Length: .13 mi

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the planned Rail to Trail shared-use path and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $1,000

Estimated Construction Cost: $10,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.17 S. Main Street Bicycle Lanes

Limits: From KY 3359 (Carlton Dr.) to US 62 (W. Broadway St.)

Length: 0.61 mi

Description: Bicycle lanes in both directions connecting residents in south Lawrenceburg with dedicated, separated space from motor vehicles. Main Street narrows south of Franklin Street, and may consider shared lane in lieu of bicycle lanes. Cost estimate does not include potential widening south of Franklin Street to include bicycle lanes.

Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $4,000

Estimated Construction Cost: $40,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.18 Saffell Street Shared Lanes

Limits: From US 62 (W. Broadway St.) to KY 44 (W. Woodford St.)

Length: 0.58 mi

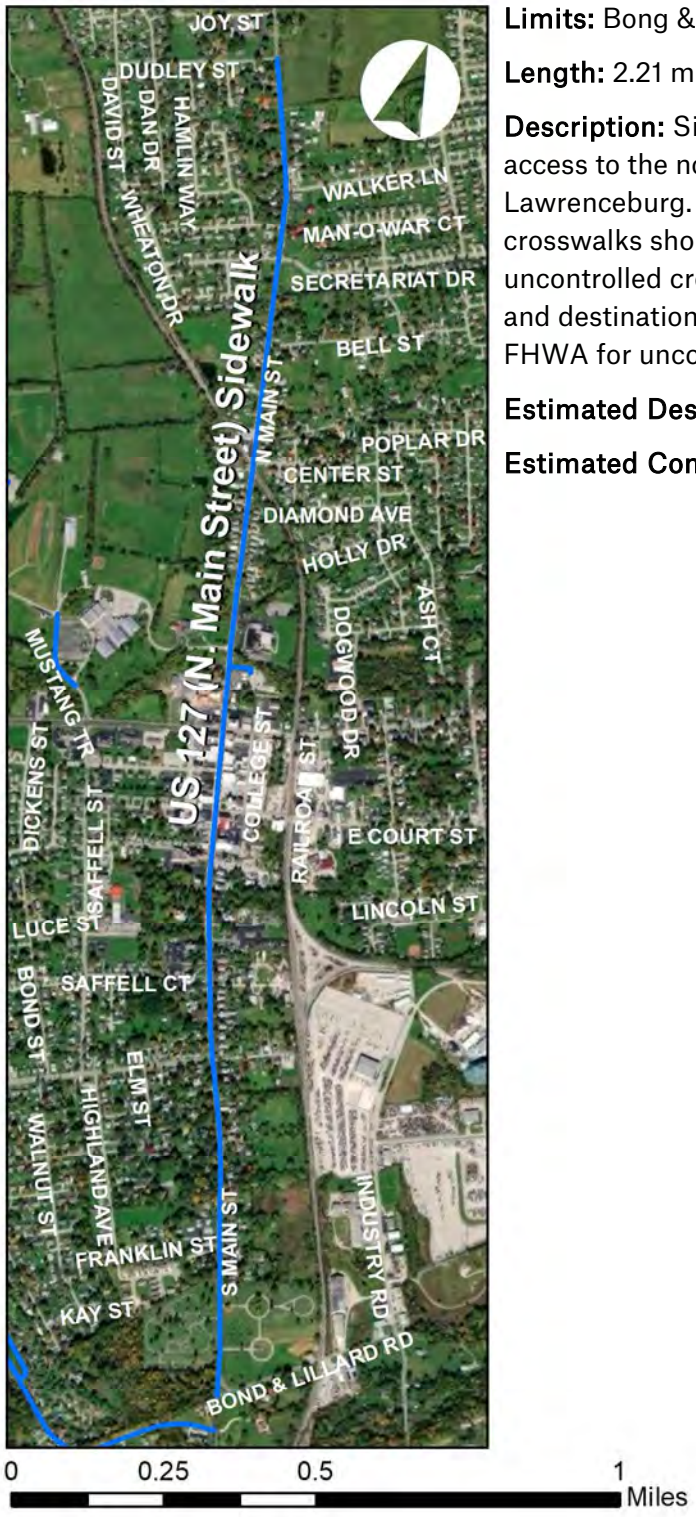
Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the Saffell Street Elementary School and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Design Cost: $2,000

Estimated Construction Cost: $20,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.19 US 127 (N. Main Street) Sidewalk



Limits: Bong & Lillard Road to Dudley St.

Length: 2.21 mi

Description: Sidewalk on both sides of US 127 addressing gaps in pedestrian access to the northern and southern residential neighborhoods of Lawrenceburg. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $173,000

Estimated Construction Cost: $1,730,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.20 US 62 (W. Broadway Street) Sidewalk

Limits: From Humston Dr. to Parkview Ct.

Length: 0.11 mi

Description: Sidewalk on both sides of US 127 addressing gaps in pedestrian access to the Anderson County High School. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings.

Estimated Design Cost: $9,000

Estimated Construction Cost: $90,000

FIGURE 3.21 Tommy Cotton Drive Sidewalk

Limits: From County Park Rd to Internal Parking Lot

Length: 0.14 mi

Description: Sidewalk internal to the Anderson County Community Park to improve pedestrian circulation. Crossings should follow all current best practices established by FHWA.

Estimated Design Cost: $11,000

Estimated Construction Cost: $110,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.22 Lion Drive Sidewalk

Limits: From County Park Rd. to Internal Parking Lot

Length: 0.15 mi

Description: Sidewalk internal to the Anderson County Community Park to improve pedestrian circulation. Crossings should follow all current best practices established by FHWA.

Estimated Design Cost: $12,000

Estimated Construction Cost: $120,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.23 Humston Drive Sidewalk

Limits: From US 62 (W. Broadway St.) to Nickelbie Rd.

Length: 0.40 mi

Description: Sidewalk on both sides of Humston Drive addressing gaps in pedestrian access to the residential neighborhood. Enhanced crossings at intersections including high visibility crosswalks should be considered at W. Broadway St. Marked crossings should be considered at residential access streets, and should follow all current best practices established by FHWA.

Estimated Design Cost: $32,000

Estimated Construction Cost: $320,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.24 Gailane Street Sidewalk

Limits: From Carlton Dr. to US 62 (West Broadway Street)

Length: 0.83 mi

Description: Sidewalk on both sides of Gailane Street addressing gaps in pedestrian access to the residential neighborhood. Enhanced crossings at intersections including high visibility crosswalks should be considered at W. Broadway St. Marked crossings should be considered at residential access streets, and should follow all current best practices established by FHWA.

Estimated Design Cost: $65,000

Estimated Construction Cost: $650,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.25 Fairview Avenue Sidewalk

Limits: US 62 (E. Woodford St.) to Jenny Lillard Rd.

Length: 0.51 mi

Description: Sidewalk on both sides of Fairview Avenue addressing gaps in pedestrian access to the residential neighborhood. Enhanced crossings at intersections including high visibility crosswalks should be considered at W. Broadway St. Marked crossings should be considered at residential access streets, and should follow all current best practices established by FHWA.

Estimated Design Cost: $40,000

Estimated Construction Cost: $400,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.26 Fairgrounds Sidewalk

Limits: From Internal Parking Lot to US 62 (W. Broadway St.)

Length: 0.15 mi

Description: Sidewalk internal to the fairgrounds to improve pedestrian circulation. Crossings should follow all current best practices established by FHWA.

Estimated Design Cost: $12,000

Estimated Construction Cost: $120,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.27 Anderson Public Library Sidewalk

Limits: From US 127 (North Main St.) to Library

Length: 0.04 mi

Description: Sidewalk internal to the Anderson Public Library to improve pedestrian circulation. Crossings should follow all current best practices established by FHWA.

Estimated Design Cost: $4,000

Estimated Construction Cost: $40,000

FIGURE 3.28 Carlton Drive Sidewalk

Limits: From Stonecrest Ct. to US 127 (S. Main St.)

Length: 0.93 mi

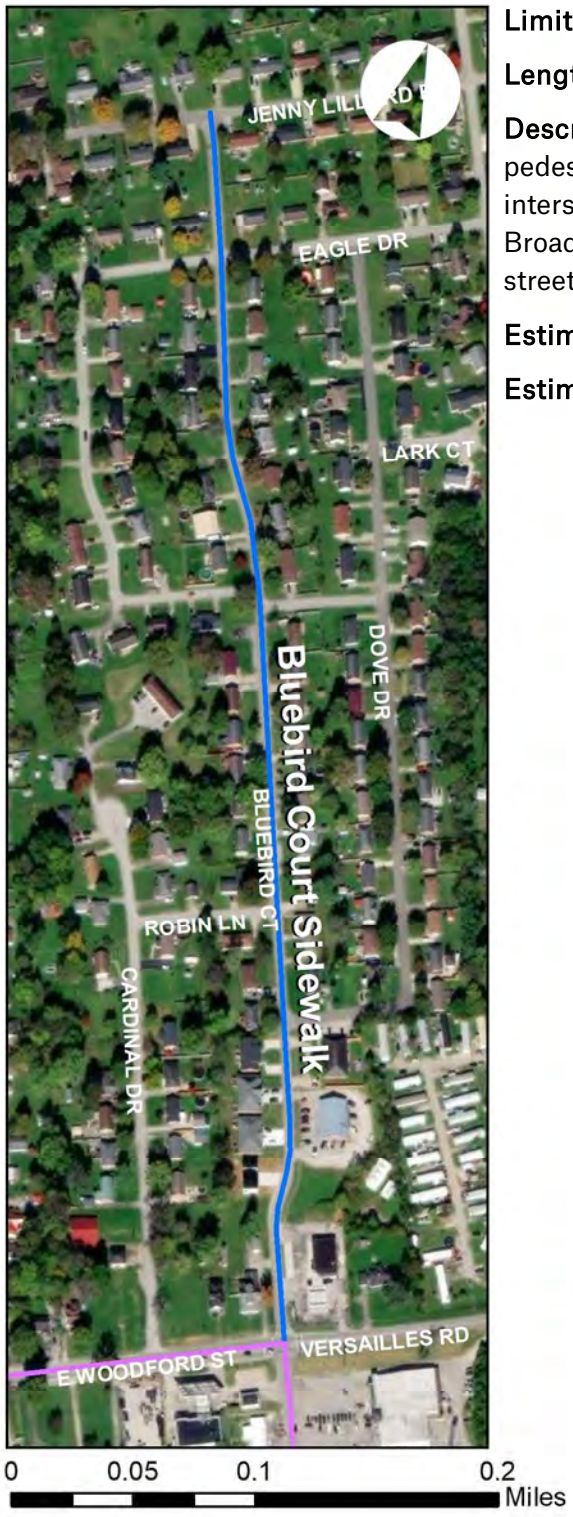
Description: Sidewalk on both sides of Carlton Drive addressing gaps in pedestrian access to the residential neighborhood. Enhanced crossings at intersections including high visibility crosswalks should be considered at W. Broadway St. Marked crossings should be considered at residential access streets, and should follow all current best practices established by FHWA.

Estimated Design Cost: $73,000

Estimated Construction Cost: $730,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the

FIGURE 3.29 Bluebird Court Sidewalk



Limits: From US 62 (Versailles Rd.) to Jenny Lillard Rd.

Length: 0.51 mi

Description: Sidewalk on both sides of Bluebird Court addressing gaps in pedestrian access to the residential neighborhood. Enhanced crossings at intersections including high visibility crosswalks should be considered at W. Broadway St. Marked crossings should be considered at residential access streets, and should follow all current best practices established by FHWA.

Estimated Design Cost: $40,000

Estimated Construction Cost: $400,000

Note: Estimated design and construction costs are an opinion of probable construction estimate including 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.30 Summary of Potential Improvements

Fig.	Location	From	To	Length (Miles)	Potential Improvement	Estimated Design Cost	Estimated Construction Cost
3.4	Rail to Trail	Industry Rd.	KY 1510 (Tyrone Rd.)	1.98	Shared-Use	$ 387,000	$ 3,870,000
3.5	Industry Road	Rail to Trail	US 62 (Versailles Rd.)	0.47	Shared-Use	$ 92,000	$ 920,000
3.6	US62 (E. Woodford St.)	US 127 (S. Main St.)	Bluebird Ct.	0.60	Shared-Use	$ 117,000	$ 1,170,000
3.7	US62 (Broadway St.)	US 62 (W. Broadway St.)	W. Court St.	1.02	Shared-Use	$ 199,000	$ 1,990,000
3.8	Mustang Trail	KY 44 (Glensboro Rd.)	US 127 (N. Main St.)	0.58	Shared-Use	$ 114,000	$ 1,140,000
3.9	County Park Road	US 127 Bypass	Mustang Trail	0.63	Shared-Use	$ 123,000	$ 1,230,000
3.10	US 62 (S. Main St.)	US 62 (W. Broadway St)	W. Court St.	0.41	Shared-Use	$ 80,000	$ 800,000
3.11	US127 (N. Main St.)	US 62 (E. Woodford St.)	Mustang Trail	0.14	Shared-Use	$ 28,000	$ 280,000
3.12	US127 Bypass	County Park Rd.	Emma B. Ward Elementary School	0.55	Shared-Use Path	$ 108,000	$ 1,080,000
3.13	KY44 (W. Woodford St./Glensboro Rd)	Copperfield Ct.	US 127 (N. Main St.)	0.69	Bicycle Lane	$ 4,000	$ 40,000
3.14	E. Court St.	US 62 (S. Main St.)	Hilltop Dr.	0.63	Shared Lane	$ 2,000	$ 20,000
3.15	US127 (Main St.)	Mustang Trail	Mac St.	1.31	Bicycle Lane	$ 7,000	$ 70,000
3.16	US127 (Main St.)	E. Court St.	US 62 (E. Woodford St.)	0.13	Shared Lane	$ 1,000	$ 10,000
3.17	S. Main St.	KY 3359 (Carlton Dr.)	US 62 (W. Broadway St.)	0.61	Bicycle Lane	$ 4,000	$ 40,000
3.18	Saffell St.	US 62 (W. Broadway St.)	KY 44 (W. Woodford St.)	0.58	Shared Lane	$ 2,000	$ 20,000
3.19	US127 (N. Main St.)	Bond & Lillard Rd.	Dudley St.	2.21	Sidewalk	$ 173,000	$ 1,730,000
3.20	US62 (W. Broadway St.)	Humston Dr.	Parkview Ct.	0.11	Sidewalk	$ 9,000	$ 90,000
3.21	Tommy Cotton Dr.	County Park Rd.	Internal Parking Lot	0.14	Sidewalk	$ 11,000	$ 110,000
3.22	Lion Drive	County Park Rd.	Internal Parking Lot	0.15	Sidewalk	$ 12,000	$ 120,000
3.23	Humston Dr.	US 62 (W. Broadway St.)	Nickelbie Rd.	0.40	Sidewalk	$ 32,000	$ 320,000
3.24	Gailane St.	Carlton Dr.	US 62 (W. Broadway St.)	0.83	Sidewalk	$ 65,000	$ 650,000
3.25	Fairview Avenue	US 62 (E. Woodford St.)	Jenny Lillard Rd.	0.51	Sidewalk	$ 40,000	$ 400,000
3.26	Fairgrounds	Internal Parking Lot	US 62 (W. Broadway St.)	0.15	Sidewalk	$ 12,000	$ 120,000
3.27	Anderson Public Library	US 127 (N. Main St.)	Library	0.04	Sidewalk	$ 4,000	$ 40,000
3.28	Carlton Dr.	Stonecrest Ct.	US 127 (S. Main St.)	0.93	Sidewalk	$ 73,000	$ 730,000
3.29	Bluebird Court	US 62 (Versailles Rd.)	Jenny Lillard Rd.	0.51	Sidewalk	$ 40,000	$ 400,000

Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

Cities across the Commonwealth continue to be asked to do more with fewer dollars allocated directly to their community. Transportation infrastructure improvements often require significant construction costs during implementation, particularly for sidewalk, shared-use path, and traffic signal upgrades. Often, a community must choose between repairing the roadway or improving the active transportation network with their limited available funding. To leverage limited available local funding and capitalize on larger grant funding opportunities, both short-term and long-term implementation strategies are key.

Short-Term Implementation

In some instances, lower-cost and relatively short-term installation methods with paint and post may be used to provide interim walking and bicycling facilities. The FHWA *Small Town and Rural Multimodal Networks Guide* is a resource that includes guidance on how to implement safe walking and bicycling in rural communities like Lawrenceburg. These short-term installation opportunities may also be combined with roadway maintenance projects like resurfacing and lane reconfigurations to leverage available funding. Installation of bicycle racks are another lower-cost opportunity to support bicycling in a community. Bicycle racks should be considered at schools, parks, churches and other destinations where people gather to socialize and play to support healthy transportation choices and recreation by giving people a safe place to park and secure their bicycles.

In addition to physical improvements, education and events that promote safe walking and bicycling are also low– to no-cost opportunities to encourage a culture of active transportation and healthy recreation in a community. Hosting local events for walking or bicycling to work, school, church, sports events, and others can normalize these choices and bring awareness to the safety and comfort of vulnerable roadway users.

Long-Term Implementation

Federal funding is available through grant opportunities to communities who invest in multimodal infrastructure, including rural communities like Lawrenceburg. Every year, the Federal Government releases a Notice of Funding Opportunity (NOFO) that details available funding sources, the requirements to pursue funding, and other information. On January 20th, 2022 FHWA released a fact sheet highlighting the Building a Better America program which includes 25 available or soon to be available sources of funding that local governments, with a focus on cities, can compete for directly. Ten of these grant programs are listed as transportation focused, with programs like Rebuilding American Infrastructure Sustainably and Equitably (RAISE), Safe Streets and Roads for All, Reconnecting Communities and more that could be evaluated and potentially pursued for long-term implementation of physical infrastructure improvements.

Funding Opportunities

Additional funding and support for active transportation improvements may be also available through Kentucky-based resources. The 2022 *Statewide Bicycle and Pedestrian Master Plan* includes a funding matrix for grant opportunities by project type from the US Department of Transportation. The Office of Local Programs (OLP) which administers the state Transportation Alternatives Program (TAP), and the Kentucky Cabinet for Health and Family Services (CHFS) are Commonwealth of Kentucky resources that are available to assist local communities in identifying, obtaining, or otherwise leveraging funding for walking and bicycling in rural communities.

Grant program names and funding availability often change over time. However, grant opportunities to address active transportation infrastructure related to walking and bicycling are becoming much more widely available to communities across the nation. Grant sources will also occasionally further support rural communities by providing 100% federal funding opportunities for infrastructure. A sample of federal grants available at the time of this report include, but are not limited to:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

A state or city government can appropriate funds from this existing competitive grant program at the Department of Transportation, which provides $7.5 billion with an additional $7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Under the Bipartisan Infrastructure Law, RAISE expands the number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, areas of persistent poverty and historically disadvantaged communities.

Safe Streets and Roads for All

This new $5 billion competitive grant program at the US Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Reconnecting Communities

The Bipartisan Infrastructure Law creates a first-ever $1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction or retrofit of street grids, parks, or other infrastructure to address these legacy impacts.