

WILMORE TRAIL FEASIBILITY STUDY

For the City of Wilmore, KY.
From Downtown Main Street 2.5 Miles North to the KY 29 / US 68 Intersection



MAY 8, 2024

BACON / FARMER / WORKMAN ENGINEERING & TESTING, INC.
500 S. 17th St., Paducah, KY 42003

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A. Project Background and Need

Local City of Wilmore officials and other community leaders have identified a need to provide pedestrian and bicycle facilities for Wilmore citizens, Asbury University, and Asbury Seminary students to access the campus and the existing regional pedestrian and bicycle system near the existing trail head at the KY 29 / US 68 intersection.

Shared or multi-use paths provide desirable space for physical activity, which in turn can reduce medical costs and prevent or decrease some types of chronic illnesses due to increased physical activity. Shared use paths can also provide mental health benefits by providing a place to exercise, which has been linked to decreasing mental health conditions such as depression and anxiety. Multi-use paths have an impact on encouraging users to increase their levels of physical activity. Additionally, multi-use paths connect people to jobs, schools, parks, grocery stores, medical facilities, and other transportation routes. This can be especially important when considering the transportation needs of disadvantaged residents. Pedestrian and bicycle facilities provide a reduction in vehicle miles traveled and in total vehicle trips. This reduces vehicular congestion and eliminates tons of greenhouse gases and other noxious chemicals that would otherwise contribute to polluting the atmosphere. Shared use paths can deter crime by creating lively and inhabited spaces.

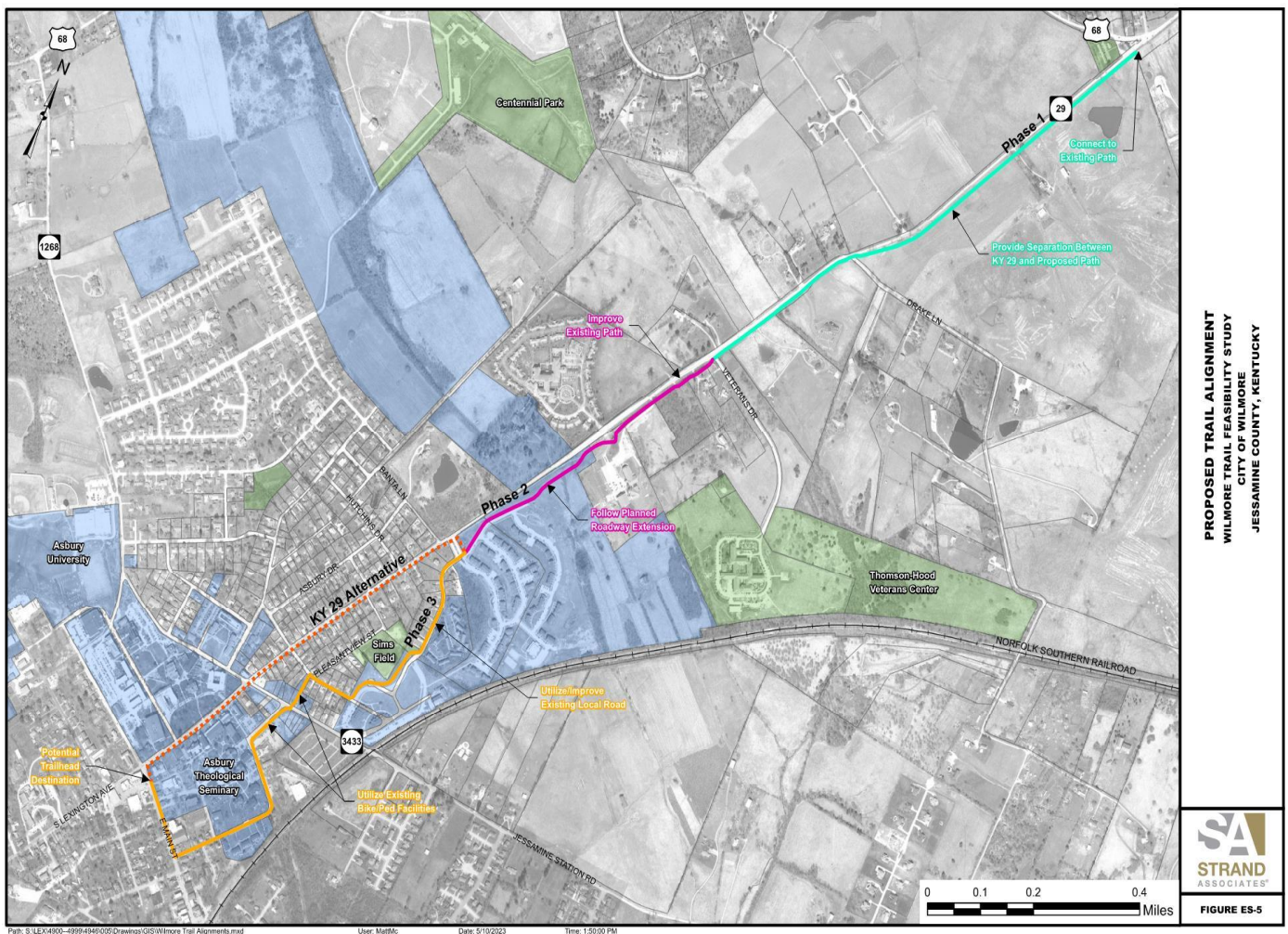


Figure ES-1 Conceptual Project Corridor and Phase Segment Locations

Multi-use paths play an important role in providing an accessible route for people to walk, roll, and bike for many different trip purposes. Shared use paths can provide vital accessibility to several transportation-disadvantaged populations for utilitarian, commuting, recreational, and exercise purposes.

The entire corridor study location is shown in Figure ES-1 above, and generally runs for approximately 2.5 miles from downtown Main Street in the City of Wilmore, north to the KY 29 / US 68 intersection. Conditions along the corridor change from urban to rural with varying roadway characteristics, existing right of way widths, existence of pedestrian facilities, speed limits, and land uses. The corridor study area contains downtown businesses, portions of the Asbury University and Asbury Seminary campus buildings, housing, and other facilities, residential housing, churches, public parks, community gardens, and federal administrative services. Although there are a few existing pedestrian and bicycle facilities situated along the Phase 2 and 3 segments of the corridor, many students, pedestrians, and bicyclists are routinely observed sharing the road with motorists, walking along narrow roadway shoulders, or through grass fields next to the roadways. Many of the existing user street crossings are situated at or near uncontrolled or unsafe locations.

The new pedestrian and bicycle facility would connect the City of Wilmore to the existing US 68 trail and provide regional connectivity to Lexington and Nicholasville. A potential ultimate goal is to extend the comprehensive trail system in Jessamine and Fayette County to the KY Horse Park. The existing US 68 trail is currently over 5 miles in length. The trail was recently extended slightly further south toward Wilmore by KYTC, through the reconstruction of the Wilmore “Y” at US 68. Completing an additional missing link of less than 1 mile would provide a connection to the City of Wilmore’s bicycle and pedestrian system. Through community engagement for other regional studies, it was also discussed that additional planned projects by Wilmore and local community partners could eventually provide connectivity to High Bridge at the Kentucky River.

B. Physical Conditions Investigation and Site Analysis

In order to address the need, the City of Wilmore has partnered with the Kentucky Transportation Cabinet and the Lexington Area Metropolitan Planning Organization to conduct a planning study to suggest a safe and integrated facility to enable bicycles, pedestrians, and users to walk and bike within the city and provide connectivity to the regional trail system near the KY 29 / US 68 intersection. As the lead engineering service, the KY Transportation Cabinet has selected Bacon Farmer Workman (BFW) Engineering along with Strand Associates to assist the City of Wilmore in conducting a conceptual feasibility study. The study will develop a conceptual plan providing options for connecting Main Street in downtown Wilmore to the existing trailhead at the KY 29 / US 68 intersection. This connection will ultimately provide regional connectivity for the City of Wilmore users to the Lexington / Nicholasville bicycle and pedestrian trail system.

Throughout the corridor, safety was identified as a prominent concern for motorists, cyclists, and pedestrians, especially concerning bikes and pedestrians traveling the corridor along Main Street and KY 29. Where feasible, measures to mitigate some of these concerns will be addressed during the final design phase.

In addition to meeting with project stakeholders, the BFW/Strand design team members have gathered data about the existing conditions along the project corridor by means of site visits, photographs, and the analysis of data available from local and state agencies. Available information was gathered to assist the team with assessing physical roadway conditions including posted speed limits, traffic and crash data, right-of-way parameters, potential pedestrian / vehicular conflict areas, existing utility locations, existing pedestrian and bicycle facilities, nearby recreational facility information, and future overall bike and trail considerations.

Conclusions derived from the available data information obtained identified many hazardous and / or challenging safety conditions facing users as well as potential opportunities for enhancing safety improvements where feasible. It appeared vehicular speeds along KY 29, available on-street parking, existing user crossing locations, local government and Asbury University and Seminary campus facilities, recreational facilities, property impacts and available rights of way, utilities, and environmental impacts will all need to be considered and further evaluated during the design process.

C. Utility Owners (For Information Only)

City of Wilmore, KY	Water & Sewer
Delta Gas	Gas
LGE & KU	Power
Windstream	Cable/Communications

D. Development of Overall Conceptual Phase Segment Locations

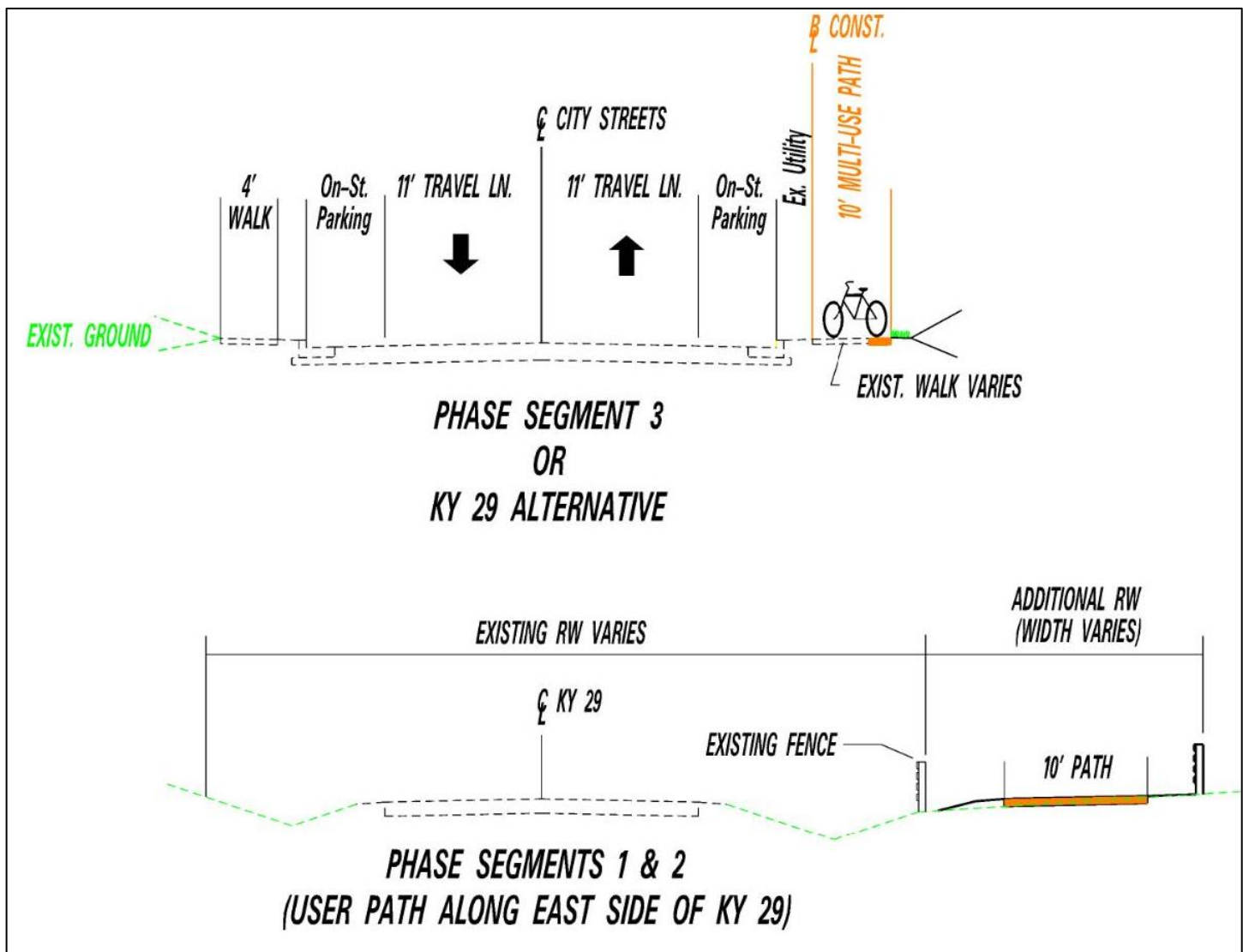
Based on feedback from the City of Wilmore, Asbury University, and Asbury Seminary representatives, the project team initiated the study by identifying four (4) conceptual corridor phase segments from Main Street to the KY 29 / US 68 intersection to be considered for determining estimated feasibility, impacts, and estimated construction costs. In the downtown area, (with available opportunity), both the Phase 2 and 3 segments were essentially considered the preferred locations. The KY 29 Alternate segment shown on Figure ES-1, is considered as an optional location should the Phase 2 and 3 segments later become infeasible to construct. Some portions of Phase segments 2, 3, and the KY 29 Alternate may provide opportunity for either share the road, or bike lanes with sidewalks adjacent to the existing streets.

Within the less developed and rural segments (Phase 1 and Phase 2), independent corridor locations have been considered to generally parallel existing KY 29 or provide some opportunity for street separation and “cross-country” locations.

User safety improvement opportunities along with other constraints were identified and used to develop concepts for connections to the City of Wilmore, Asbury University, Asbury Seminary, neighborhoods, and connectivity to the overall regional trail system near the KY 29 / US 68 intersection.

As mentioned, the typical sections will likely need to vary depending on the segment or phase that is under consideration. The more rural portion of the corridor encompasses Phases 1 and 2. The proposed path would be constructed outside of a buffer zone that would likely be outside of the roadway ditch. This would provide more separation between path users and vehicular traffic on KY 29. This will improve safety for the pedestrians and cyclists due to inherently higher speeds along the rural segment of KY 29 (see Figure ES-2 below). The typical section for phases 3 and / or the KY 29 Alternate would most likely be more urban in nature. In order to utilize the established roadways and / or private facilities between Main Street and Latimer Boulevard, the multi-use path or sidewalk would likely be constructed in conjunction with a curb and gutter typical section with a varied utility strip (see Figure ES-2 below). The feasibility of developing usable paths between Main Street and Latimer Boulevard will predominantly hinge upon flexibility and partnerships between the city, the seminary, and private property owners to find the most appropriate combination of facilities.

Figure ES-2 Typical Sections



E. Evaluation of Project Phase Segments and Implementation Plan

Each conceptual Phase segment location was evaluated based on a weighted scale of GOOD / FAIR / POOR based on estimated costs, utility impacts, environmental impacts, safety, mobility, and overall project implementation. The Phase segments were scored in a decision matrix (see Figure ES-3) by the BFW Engineering team based on how well segments satisfied each particular category. In accordance with the purpose and need for this project, the highest weight was placed on feasible opportunities to improve safety for bicyclists and pedestrians and connectivity to the overall regional trail system near the KY 29 / US 68 intersection. Each Phase segment was given a general score intended to assist in determining which project Phase should be given priority for implementation and completion. The “No Build” segment in the Segment Evaluation and Impact decision matrix (Figure ES-3) does not meet the Project need.

F. Overall Phase Segment Recommendation

Of all the Phase segments considered, the Phase 1 segment is the only segment that provides direct connectivity to the existing regional trail system near the KY 29 / US 68 intersection. The Phase 1 segment provides a facility where there is no existing bicycle or pedestrian accommodations other than users to occupy and operate within the KY 29 travelway. Although somewhat limited widths and ADA non-compliant, the Phase 2 and 3 segments are primarily situated along lower speed and calmer roadways and streets. Thus, Phases 2 and 3 could be substituted by the use of existing sidewalks and combined street use in the interim while more appropriate facilities can be designed and constructed.

Therefore, based on priority and the preliminary evaluation of each of the four Phase segments considered, the Phase 1 segment was considered to be the priority trail segment for the initial construction of the City’s overall project corridor considered in this study. Following implementation of the recommended Phase 1 segment, all other remaining Phase segments (2, 3, and the potential KY 29 Alternative) will be evaluated and prioritized for compatibility, constructability, and feasibility to assist in determining the next segment to be implemented.

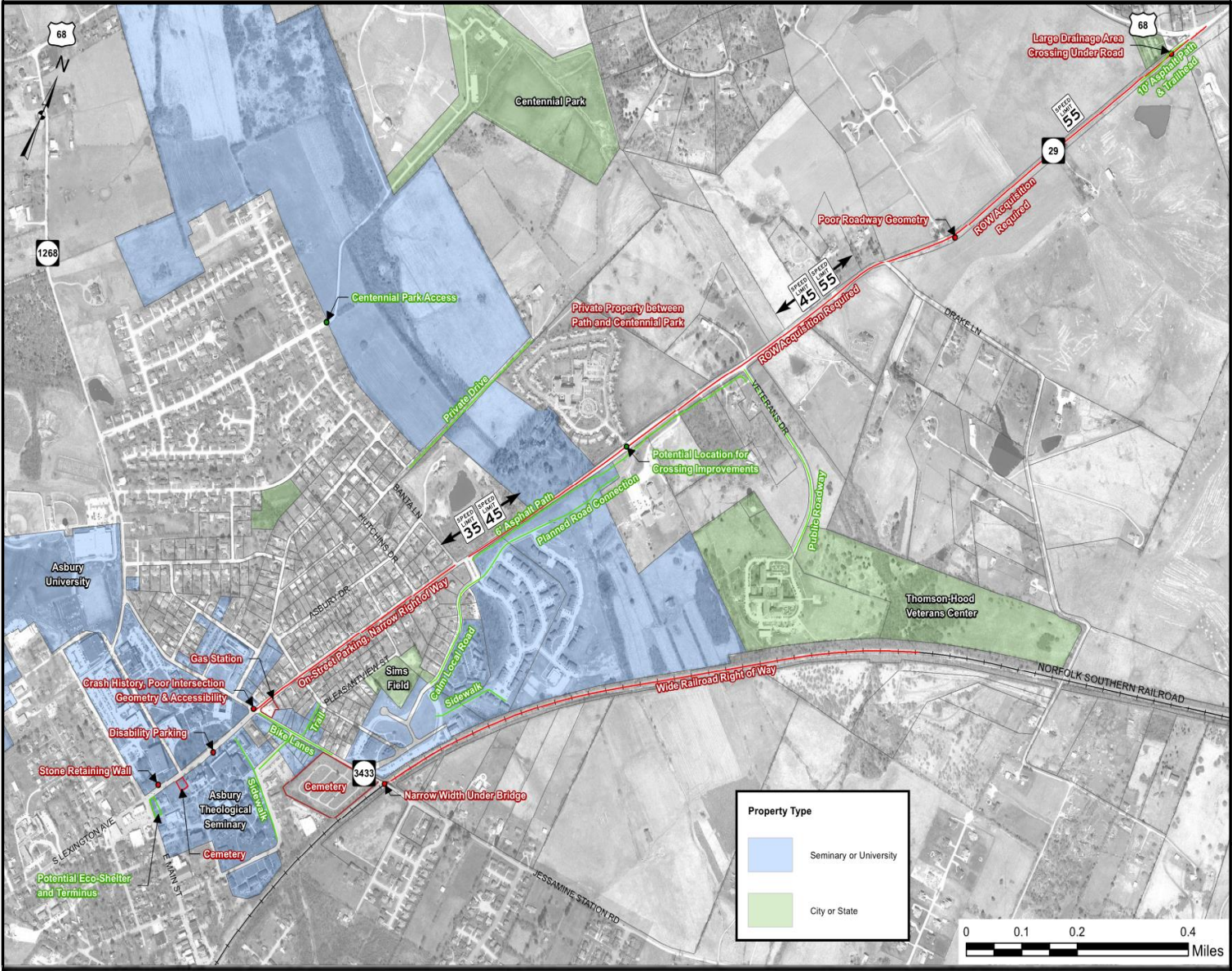
Situating the Phase 1 segment along the east side of KY 29 (as shown in Figure ES-1) appears to have fewer property parcel impacts and right-of-way acquisition(s) than situating the segment on the west side of KY 29. Additionally, fewer utility and environmental impacts are realized by constructing the multi-use path facility on the east side of KY 29. In addition, situating the Phase 1 segment on the east side of KY 29 enhances user safety by eliminating the need for two (2) additional user crossings on KY 29 (one at the end of the Phase 2 segment to get to the west side of KY 29, and one to cross back to the east side of KY 29 at the US 68 intersection). It appears, each of these crossing locations are situated in or near 55 mph speed zone sections. Crossing at an unsignalized location creates a dangerous situation for both pedestrians and drivers. Pedestrians may put themselves in danger if they misjudge the speed of approaching vehicles and the time it takes to safely cross the street. Drivers may be startled and confused by the pedestrian crossing the street, causing a driver to slam on the brakes. Since the existing facilities are currently located on the east side of US 68 and KY 29, the project team strongly recommends future facilities be constructed on the east side of KY 29.

Figure ES-3 Phase Segment Evaluation and Impacts

SCREENING CATEGORY	CRITERIA	PHASE SEGMENT / EVALUATION AND IMPACTS				
		No Build	PH 1 5100 LF. \$1.40 M	PH 2 3100 LF. \$1.22 M	PH 3 4900 LF. \$1.48 M	KY 29 ALT 3700 LF. \$1.20 M
ESTIMATED COST	* Right of Way Utilities Construction Design	N/A	\$336 K \$119 K \$765 K \$183K	\$385 K \$217 K \$465 K \$160K	\$327 K \$126 K \$840 K \$194K	\$354 K \$105 K \$585 K \$156K
	TOTAL	N/A	\$1.22 M	\$1.06 M	\$1.29 M	\$1.04 M
	Number of Adjacent Properties (Estimated)	N/A	4	7	15	18
UTILITIES	Will existing Public Water System be impacted?	N/A	Yes	Yes	Yes	Yes
	Will existing Public Power System be impacted?	N/A	Yes	Yes	Yes	Yes
	Will existing Public Gas System be impacted?	N/A	No	Yes	Yes	Yes
	Will existing Public Sewer System be impacted?	N/A	No	Yes	Yes	Yes
	Will existing Cable System be impacted?	N/A	Yes	Yes	Yes	Yes
	OVERALL SEGMENT SUMMARY	N/A	Good	Fair	Poor	Poor
ENVIRONMENTAL	Will wetlands be impacted?	N/A	No	Yes	Yes	No
	Will WMA areas potentially be impacted?	N/A	No	No	No	No
	Will Public Parks be impacted?	N/A	No	No	Yes	No
	Will trails, archeology and historical sites be impacted? (type of impact)	N/A	Potentially	No	Potentially	Churches, Cemetery, Stone Walls, Asbury Entrance Columns
	Will there be noise and visibility impacts? (Profile and proximity)	N/A	Yes	Yes	Yes	Yes
	Are there potential hazardous materials?	N/A	No	No	No	No
	OVERALL SUMMARY	N/A	Good	Fair	Fair	Fair
SAFETY	Required Number of Intersection (Street) crosswalks.	N/A	2	1	4	4
	Will the Phase segment vertical & horizontal geometry meet the AASHTO recommended guideline criteria?	N/A	Yes	Yes	Yes	Yes
	OVERALL SEGMENT SUMMARY	N/A	Good	Good	Good	Good
MOBILITY	Is the Phase segment within the existing Wilmore City Limits?	N/A	No	Yes	Yes	Yes
	Does the Phased Path segment provide Regional connectivity to other path(s)	N/A	Yes	No	No	No
	Phase segment Design Speed (MPH)	N/A	18	18	18	18
	Is the Phase segment adjacent to an existing road or street?	N/A	Yes	Yes	Yes	Yes
	Does the Phase segment provide direct connectivity to the University & Theological Seminar?	N/A	No	No	Yes	Yes
	Does the Phase segment improve pedestrian & bicycle mobility along the local streets & roads?	N/A	Yes	Yes	Yes	Yes
	Does the Phase segment utilize (widen) existing sidewalks, walking paths, etc...?	N/A	No	Yes	Yes	Yes
	OVERALL SEGMENT SUMMARY	N/A	Good	Good	Good	Good
IMPLEMENTATION	Is the Phase segment compatible with local plans? (Land Use Plan and Transportation Plan for Jessamine County / City of Wilmore (Highly / Somewhat / Not compatible)	Not Compatible	Yes / Highly	Yes	Yes	Yes
	Is Phase segment compatible with other proposed transportation improvements?	N/A	Yes	Yes	Yes	Yes
	Can the Phase segment be designed to meet standards without design exceptions?	N/A	Yes	Yes	Yes	Yes
	Can the Phase segment be phased to meet pedestrian & bicycle needs and available funding?	N/A	Yes	Yes	Yes	Yes
	OVERALL SUMMARY	N/A	Good	Good	Good	Good
OVERALL CORRIDOR SUMMARY		N/A	GOOD	FAIR+	FAIR	FAIR

* Basis of the Estimated RW Cost were developed by "overlaying" the Conceptual Phase Locations onto the Jessamine County PVA mapping and estimating the costs associated with acreage, residential and commercial acquisitions and proximity damages.

Figure ES-4 Potential Obstacles and Opportunities



OBSTACLES AND OPPORTUNITIES
WILMORE TRAIL FEASIBILITY STUDY
CITY OF WILMORE
JESSAMINE COUNTY, KENTUCKY

POTENTIAL TRAIL OBSTACLES

WILMORE TRAIL FEASIBILITY STUDY

CITY OF WILMORE

JESSAMINE COUNTY, KENTUCKY

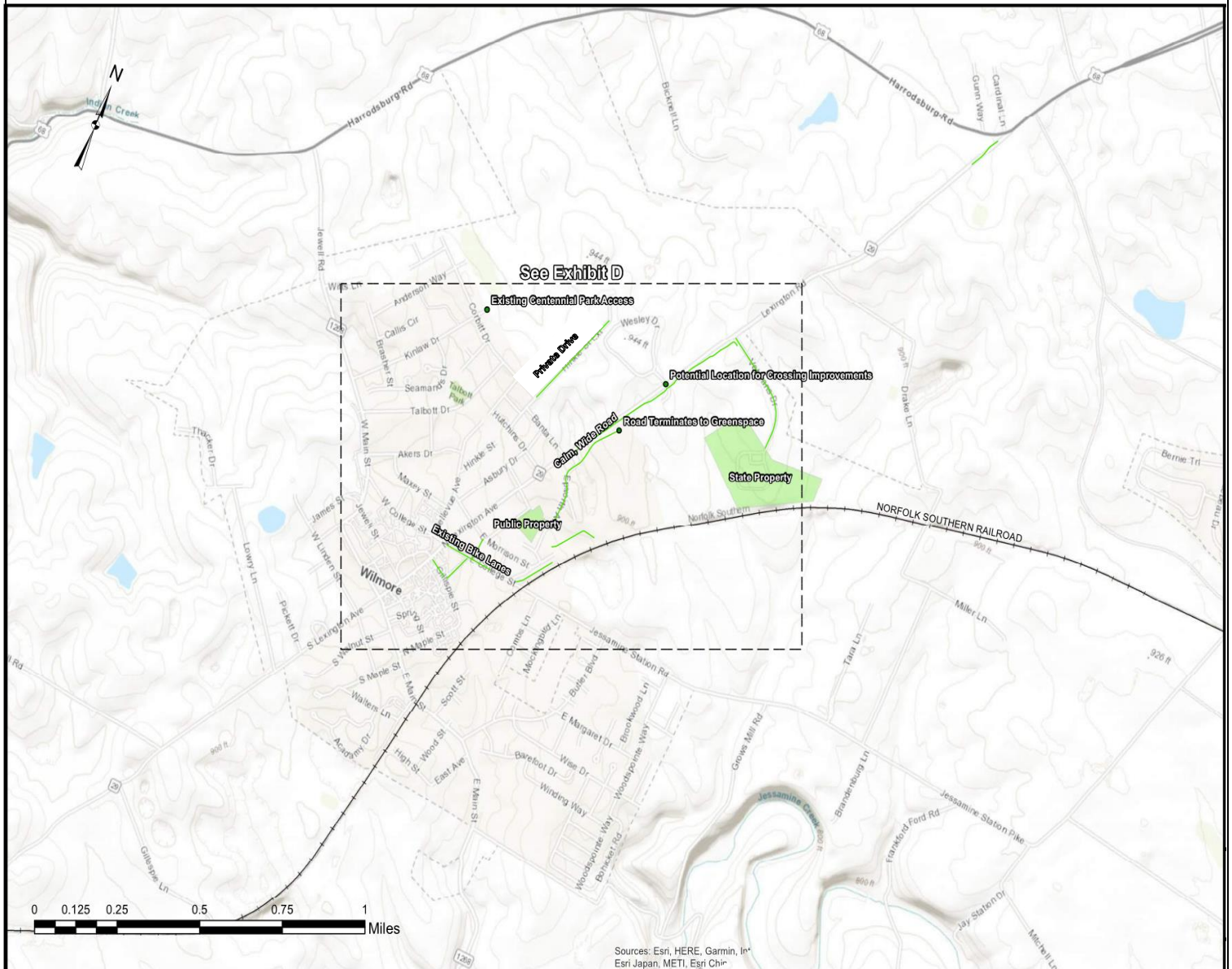
Sources: Esri, HERE, Garmin, Inc.
Esri Japan, METI, Esri China

Figure Exhibit B – Potential Trail Obstacles – Focused



POTENTIAL TRAIL OBSTACLES
WILMORE TRAIL FEASIBILITY STUDY
CITY OF WILMORE
JESSAMINE COUNTY, KENTUCKY

Figure Exhibit C – Potential Trail Opportunities – Overview



**POTENTIAL TRAIL OPPORTUNITIES
WILMORE TRAIL FEASIBILITY STUDY
CITY OF WILMORE
JESSAMINE COUNTY, KENTUCKY**

Figure Exhibit D – Potential Trail Opportunities – Focused

POTENTIAL TRAIL OPPORTUNITIES
WILMORE TRAIL FEASIBILITY STUDY
CITY OF WILMORE
JESSAMINE COUNTY, KENTUCKY

APPENDICES

APPENDIX A – ESTIMATED RIGHT OF WAY COST

Alignment Alternative	Segment 1 US 68 to Veterans Dr	Segment 2 Veterans Dr to Latimer Blvd	Segment 3 Latimer Blvd to Main St	KY 29 Alternative Along Lexington Rd
Total Segment Length (ft)	5100	3100	4900	3700
Number of Parcels	4	7	15	18
Number of Appraisals	3	5	2	3
Damages / Site Improvements	\$50,000	\$20,000	\$25,000	
Property Cost	\$206,000	\$206,000	\$93,000	\$80,000
Acquisition Cost	\$52,000	\$90,000	\$158,000	\$192,000
Contingency 30%	\$78,000	\$89,000	\$76,000	\$82,000
Total Alternative ROW Cost	\$336,000	\$385,000	\$327,000	\$354,000

APPENDIX B – ESTIMATED UTILITY RELOCATION COST

Alignment Alternative				Segment 1 US 68 to Veterans Dr	Segment 2 Veterans Dr to Latimer Blvd	Segment 3 Latimer Blvd to Main St	KY 29 Alternative Along Lexington Rd
Total Segment Length (ft)				5100	3100	4900	3700
Electric/ Communications	Poles (Each)	\$	5,000	5	4	10	15
Water	Main Relocation (LF)	\$	300	200	400	100	
	Hydrant (Each)	\$	5,000		3	2	
Gas	Main Relocation (LF)	\$	300				
Design & Contingency	40%			\$34,000	\$62,000	\$36,000	\$30,000
Total Alternative Utility Cost				\$119,000	\$217,000	\$126,000	\$105,000

APPENDIX C - EXISTING CONDITIONS

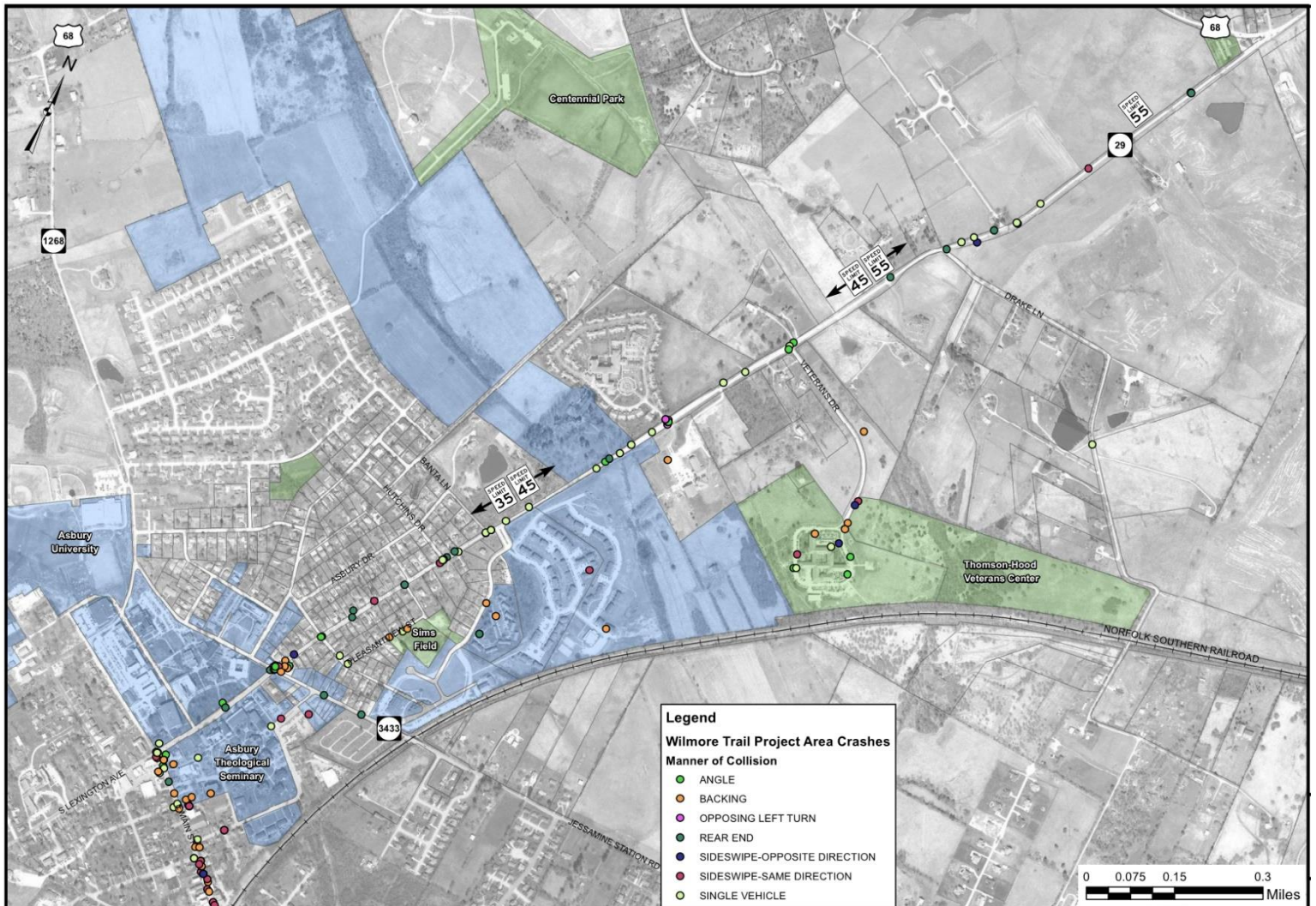
		Typical Section (Units in Feet)					
		Existing Right of Way	West/South Side		Pavement Width (Not Including C&G)	East/North Side	
			Sidewalk	Ut. Strip		Ut. Strip	Sidewalk
Lexington Road (KY 29)	Main Street (KY 1268) to College Street (KY 3433)	* ***	5	1.5	29	1.5	5
	College Street (KY 3433) to Morrison Street	40*	5.5	-	29	-	4
	Morrison Street to Barr Street	40*	4	1.5	29	2	4
	Barr Street to Hutchins Drive	40*	4	1.5	29	-	5
	Hutchins Drive to Latimer Boulevard	40*	-	-	21	6	5
	Latimer Boulevard to Veterans Drive	40-120	-	-	21-45	-	-
	Veterans Drive to Drake Lane	40	-	-	20-38	-	-
	Drake Lane to Harrodsburg Road (US 68)	40	-	-	20-24	-	-
	Veterans Drive		50**	-	-	24	-
Church Street		50	-	-	27	4	4
College Street (KY 3433)		35	6	-	30	-	6
Latimer Boulevard		80	4	4	20 (x2)	4	4
Epworth Avenue		50	4	8	22	8	4
Pleasantview Street		30	-	-	22	-	-
Morrison Street		30	-	-	22	-	-
Walnut Street		36***	6	4	13 (x2)	4	6
Gillespie Street		30***	5.5	-	28	-	-
Maple Street		30***	4	1.5	20	1.5	4

* Often no formal dedication - will be per KRS (width being used by public)

** Additional width from permanent easements - 100 feet total or more

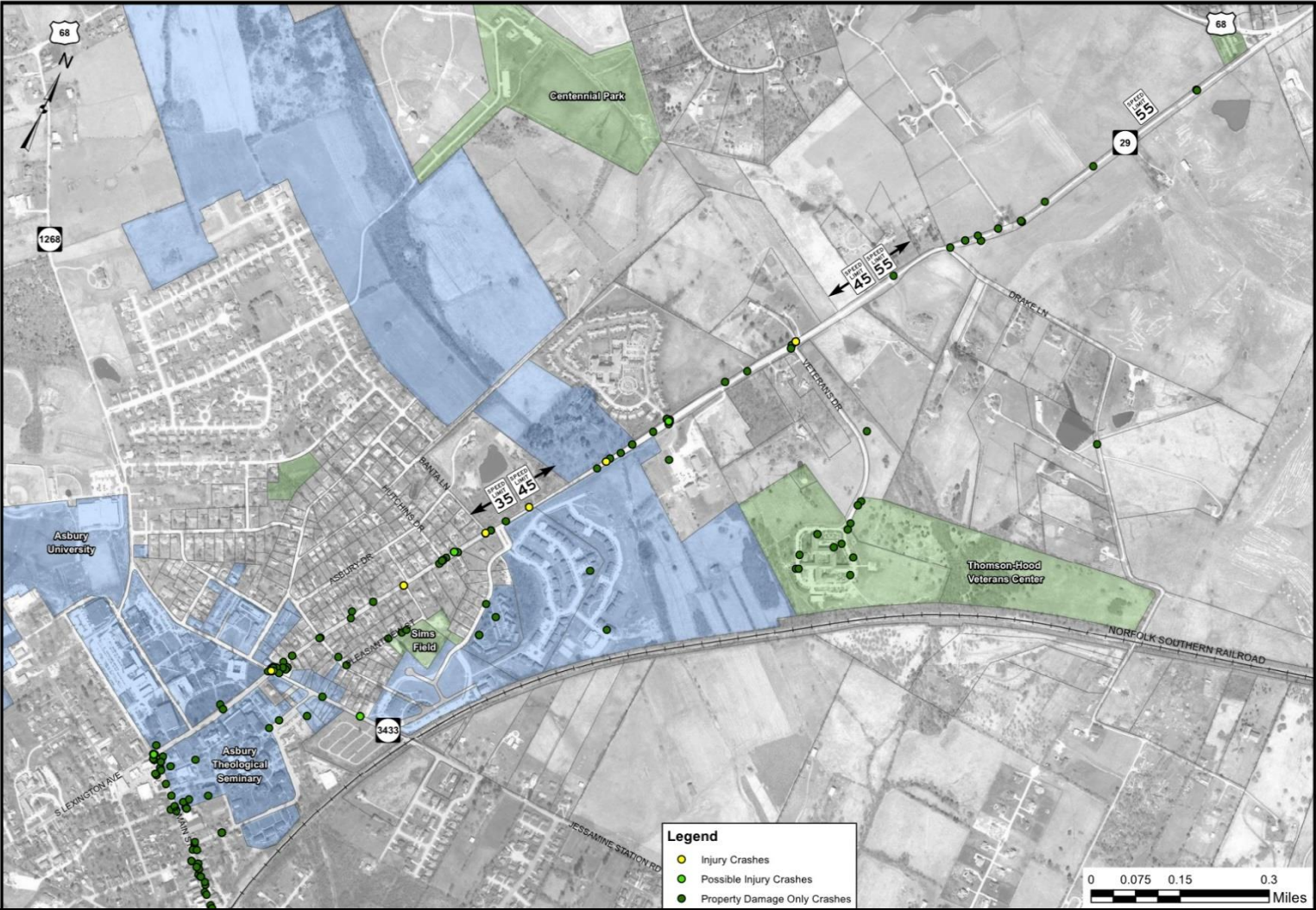
*** Unclear public dedication from Asbury

APPENDIX D – TRAIL CRASHES-MANNER OF COLLISION



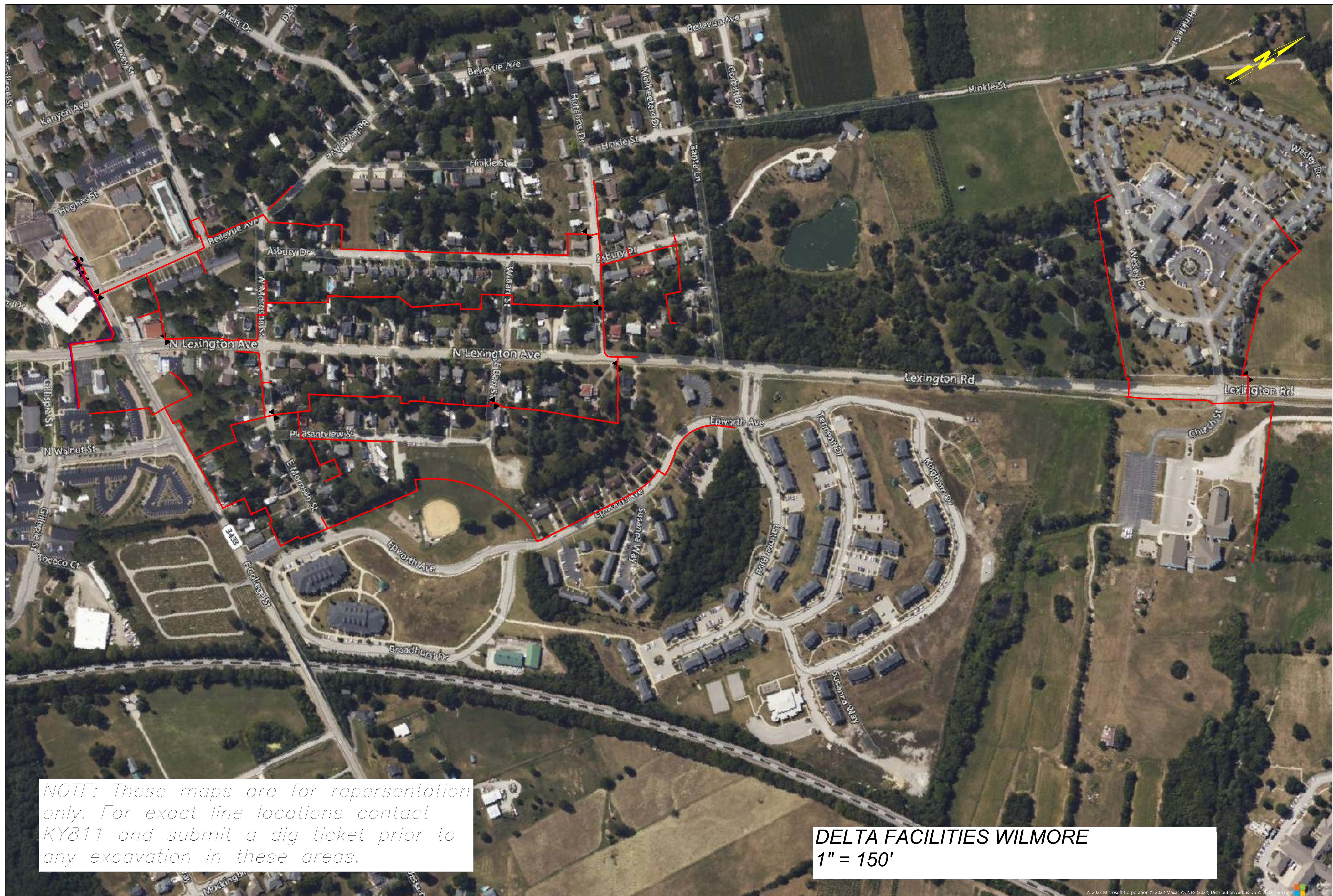
CRASHES - MANNER OF COLLISION WILMORE TRAIL FEASIBILITY STUDY CITY OF WILMORE JESSAMINE COUNTY, KENTUCKY

APPENDIX E – TRAIL CRASHES-SEVERITY OF COLLISION



CRASHES - SEVERITY
WILMORE TRAIL FEASIBILITY STUDY
CITY OF WILMORE
JESSAMINE COUNTY, KENTUCKY

APPENDIX F – UTILITIES IN STUDY AREA



NOTE: These maps are for representation only. For exact line locations contact KY811 and submit a dig ticket prior to any excavation in these areas.

DELTA FACILITIES WILMORE
1" = 150'

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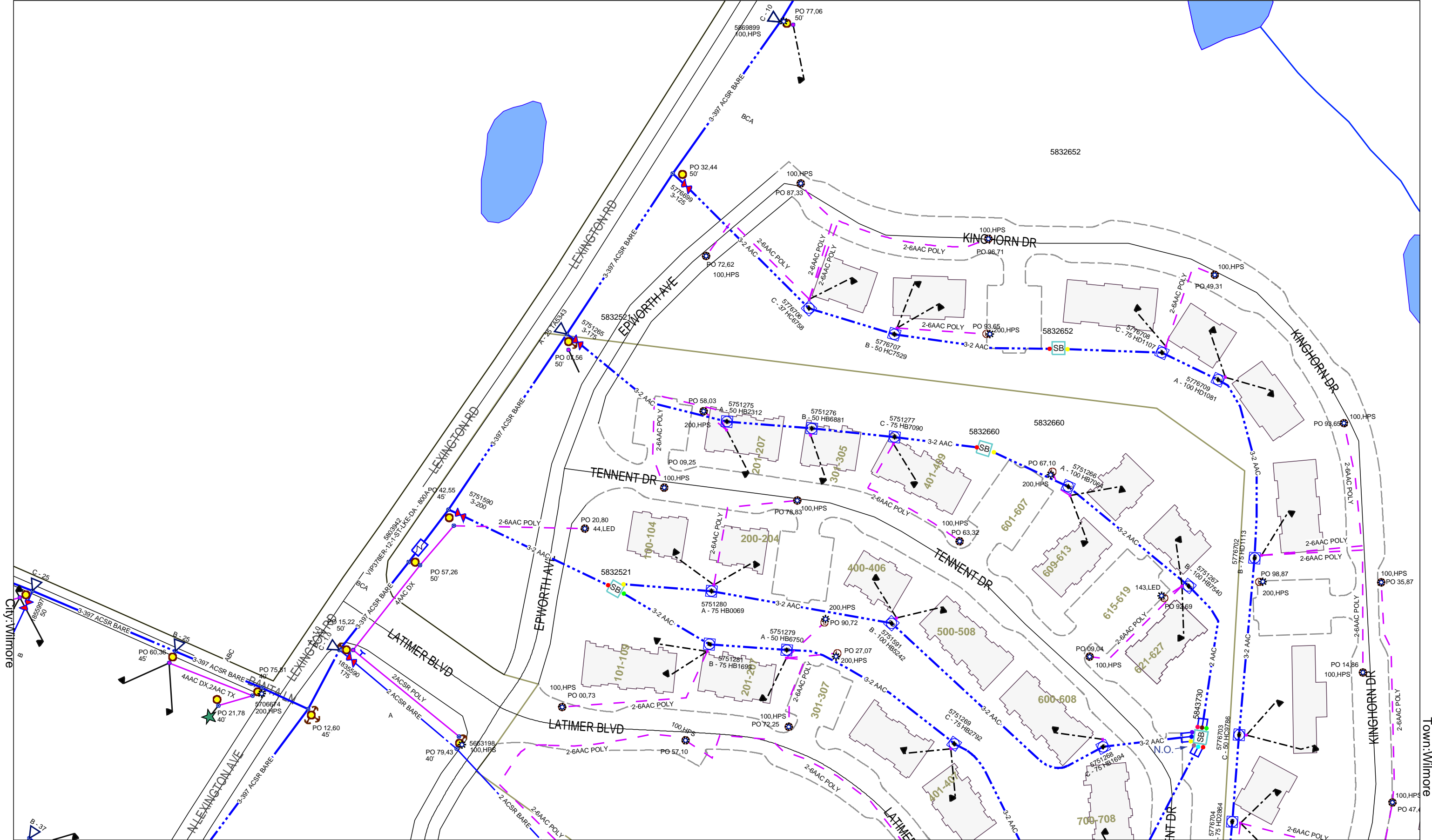
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County:Jessamine

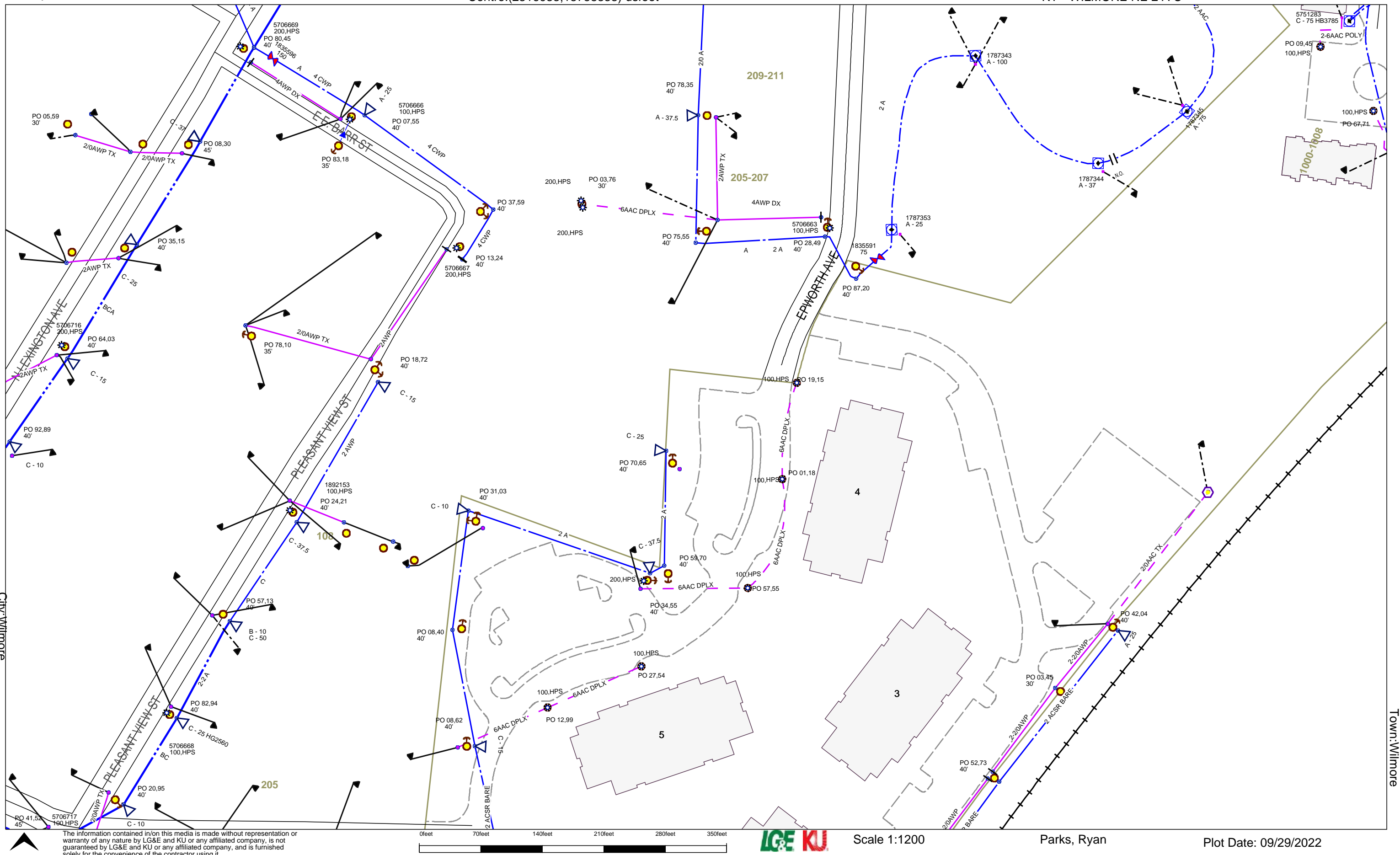
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KY - WILMORE NE 2 A A



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KY - WILMORE NE 2 A C



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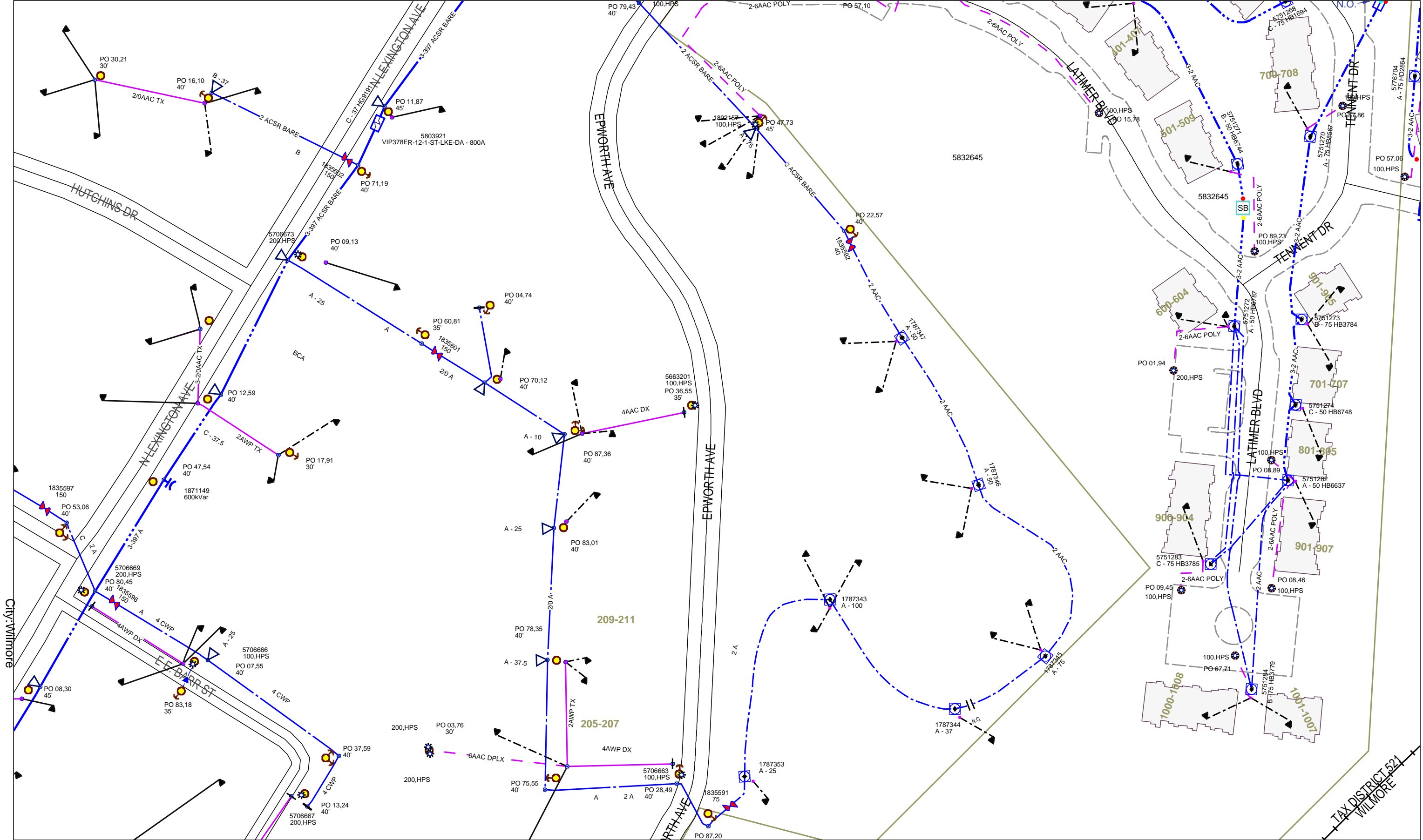
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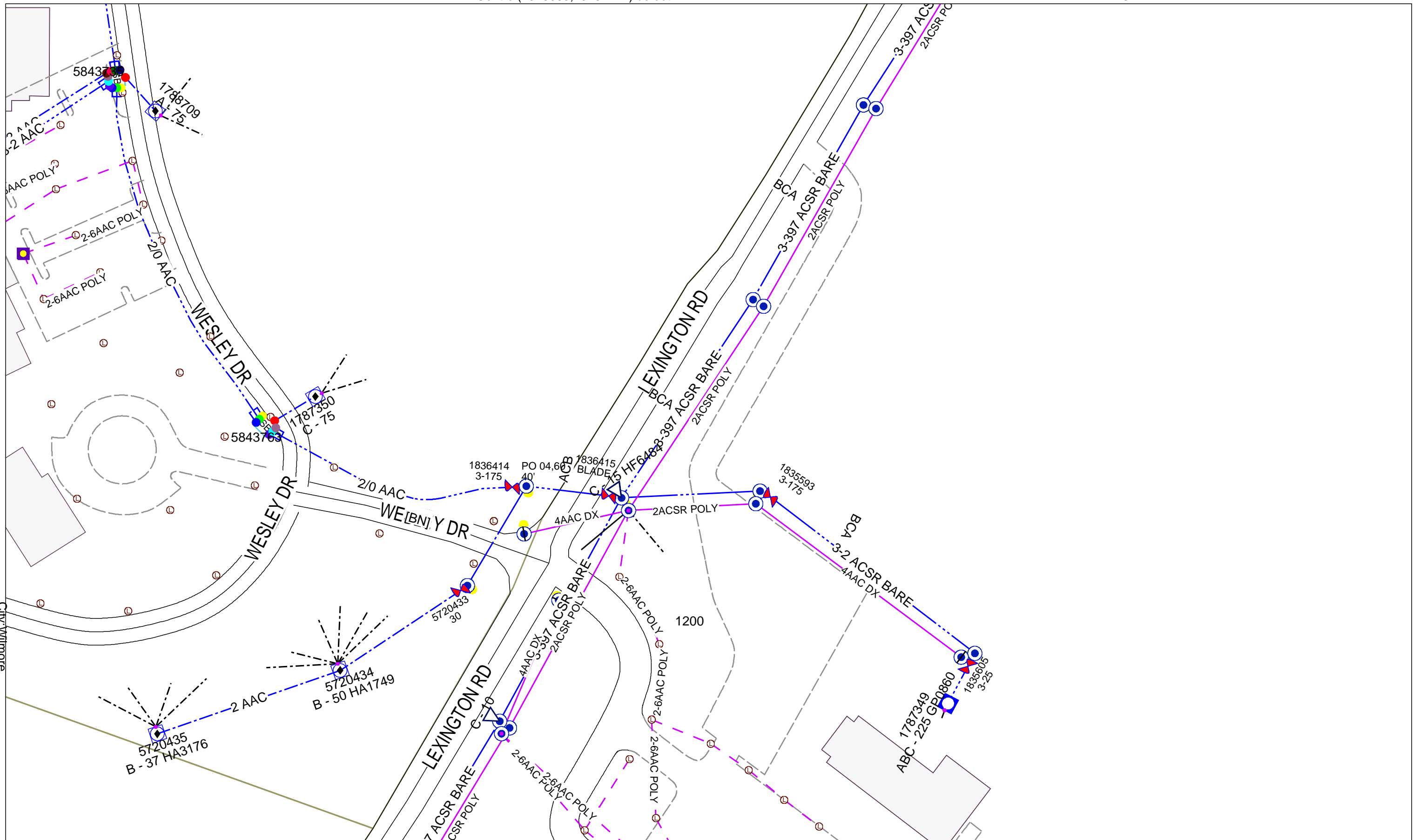
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KY - WILMORE NE 2 A A



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KY - WILMORE NE 2 A A



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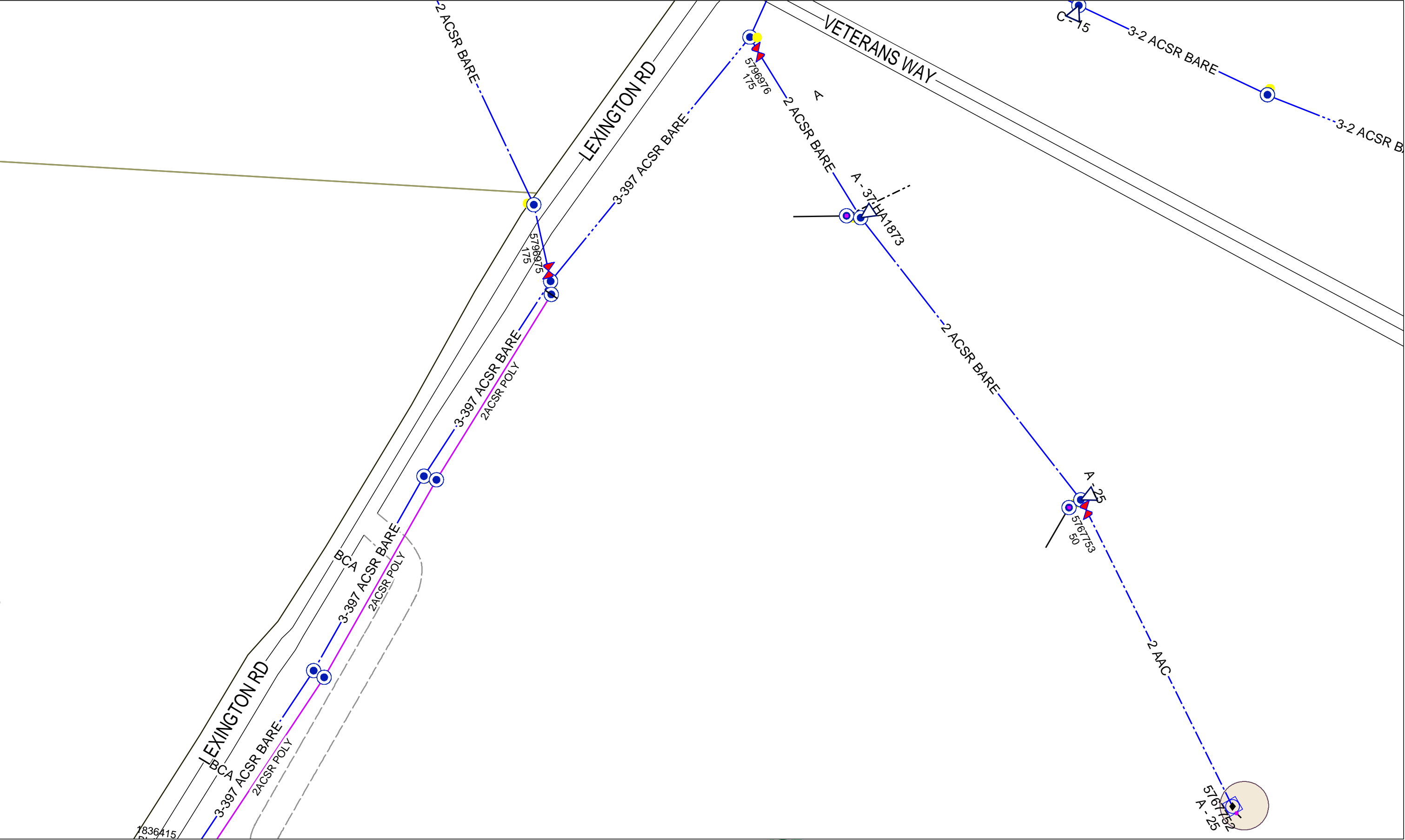
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County:Jessamine

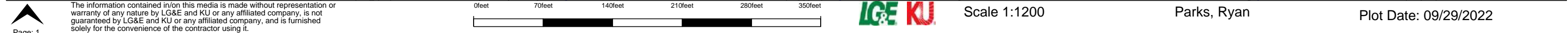
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KY - KEENE SE 4 C C



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KY - WILMORE NE 1 B B



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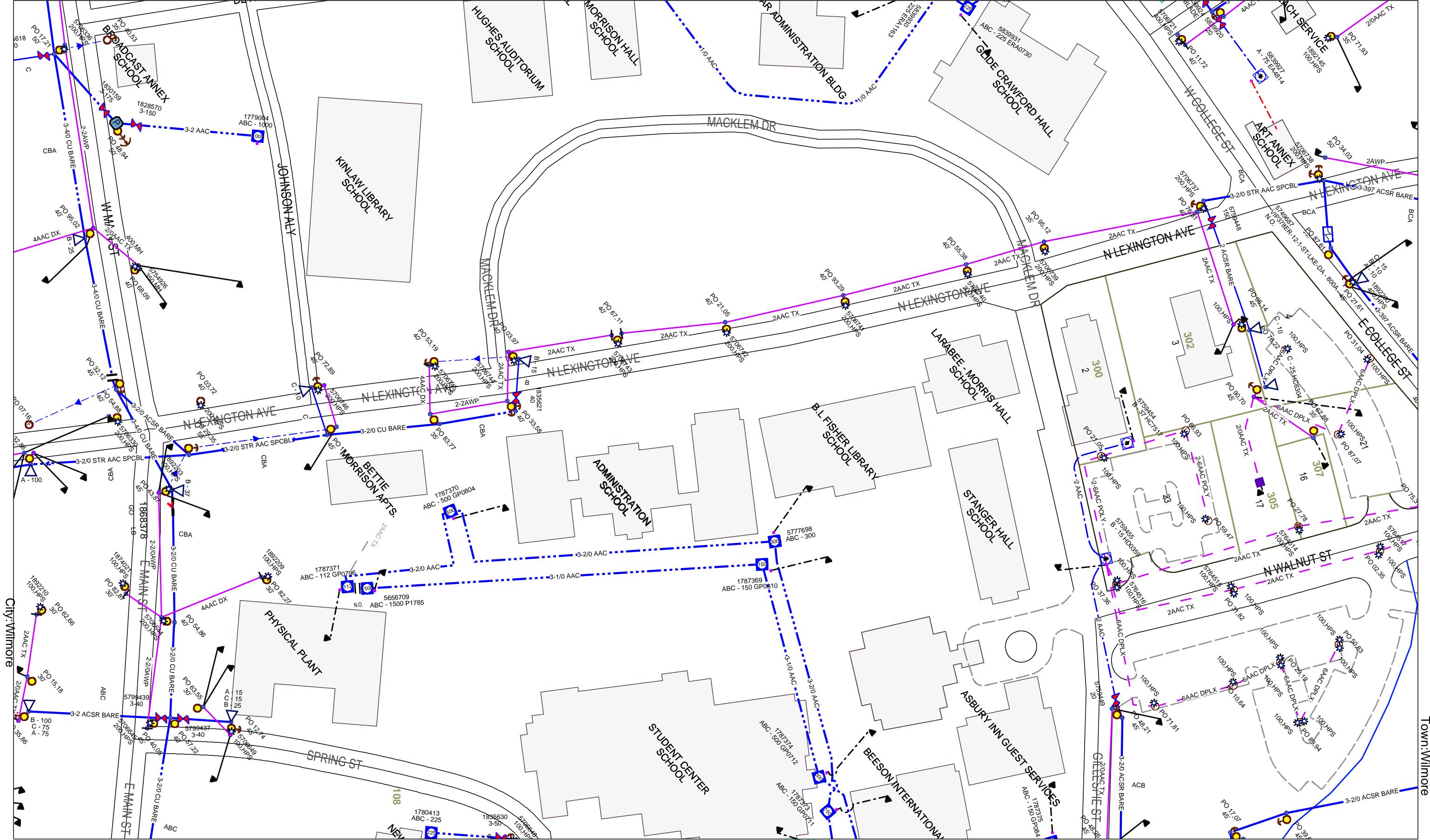
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County: Jessamine

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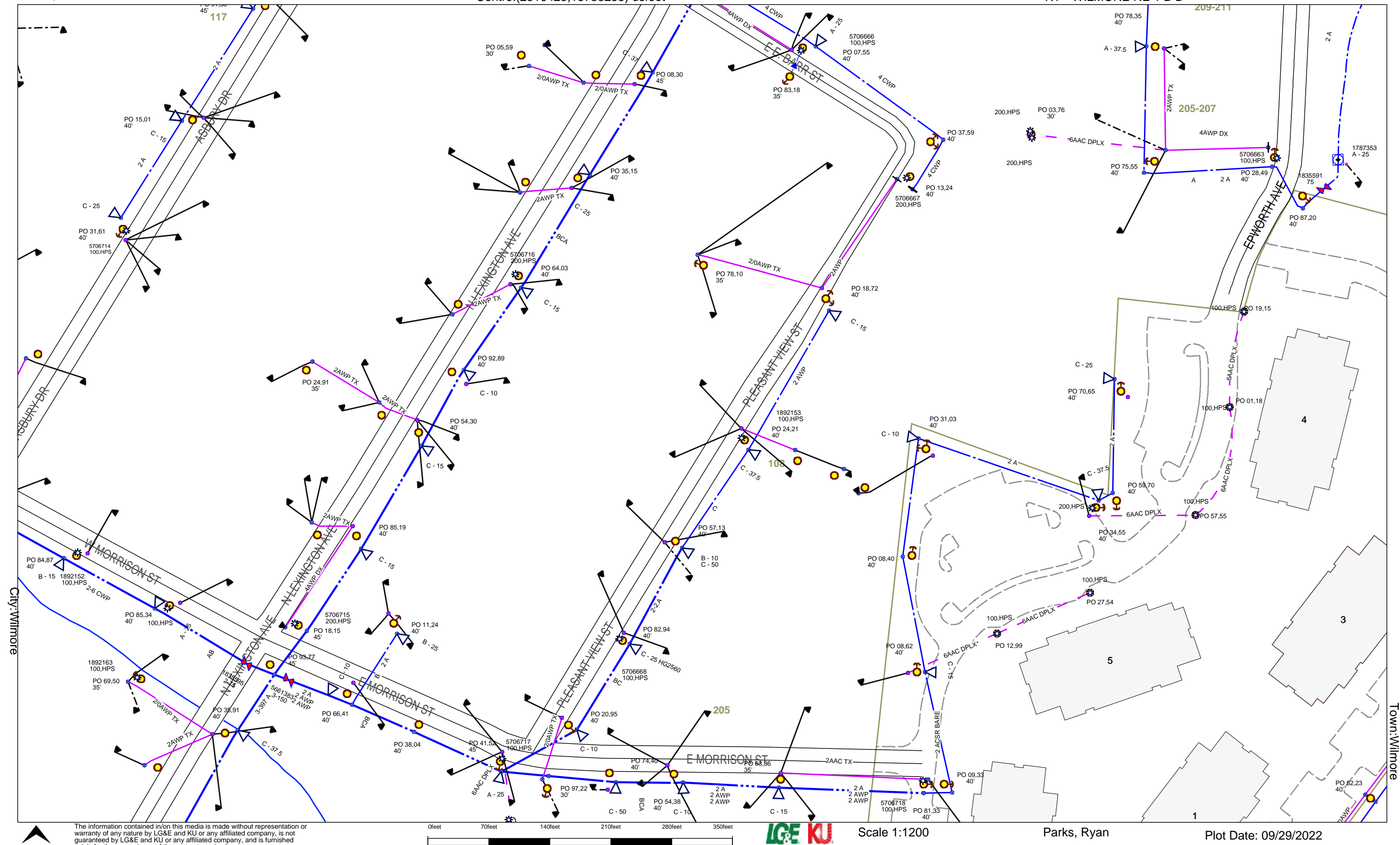
KY - WILMORE NE 1 B D



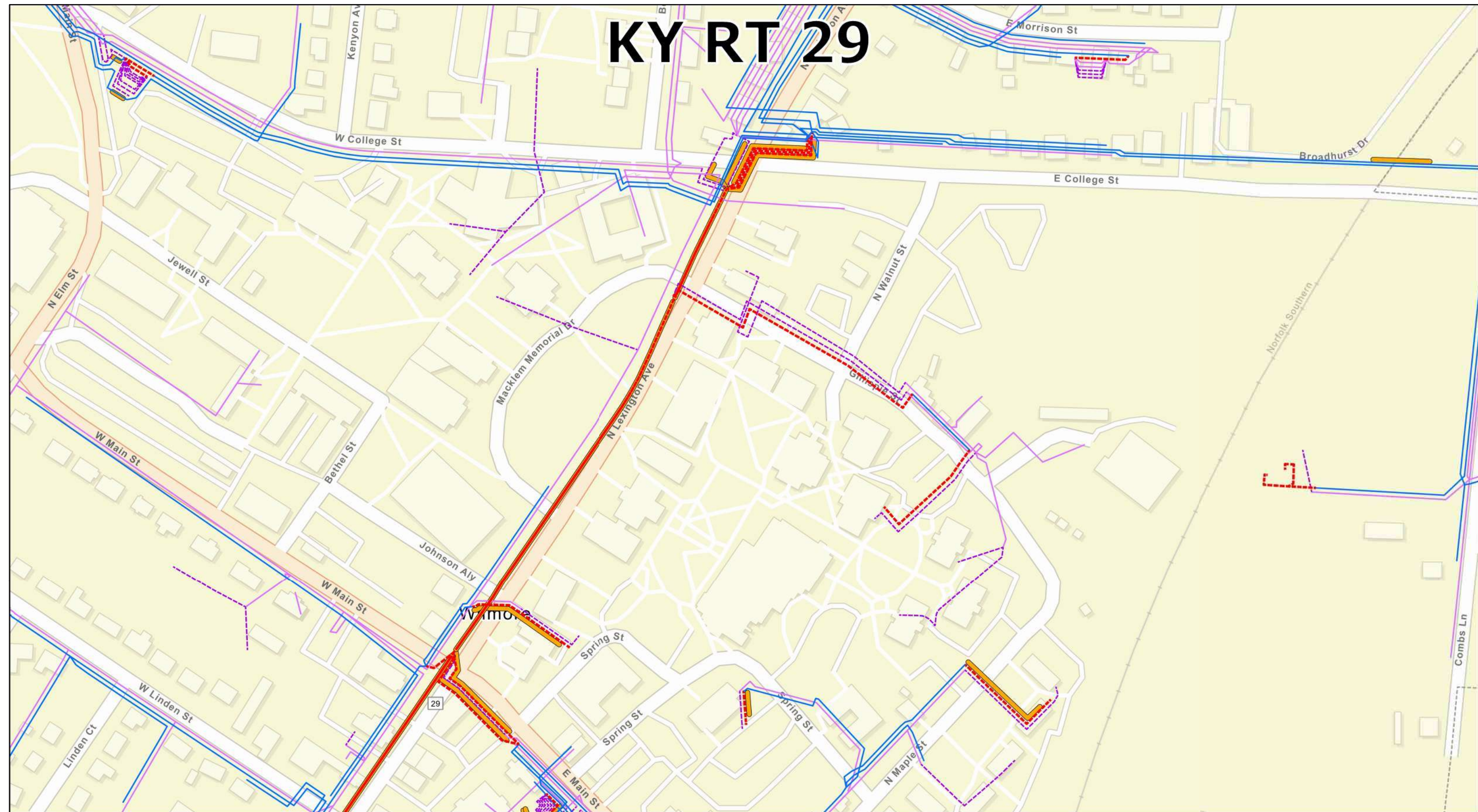
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KY - WILMORE NE 1 B D



KY RT 29



EarthLink Fiber

- Aerial
- - Buried

Windstream Fiber

- Aerial
- - Buried

Windstream Copper

- Aerial
- - Buried

MFS/Adesta Fiber

- Aerial
- - Buried

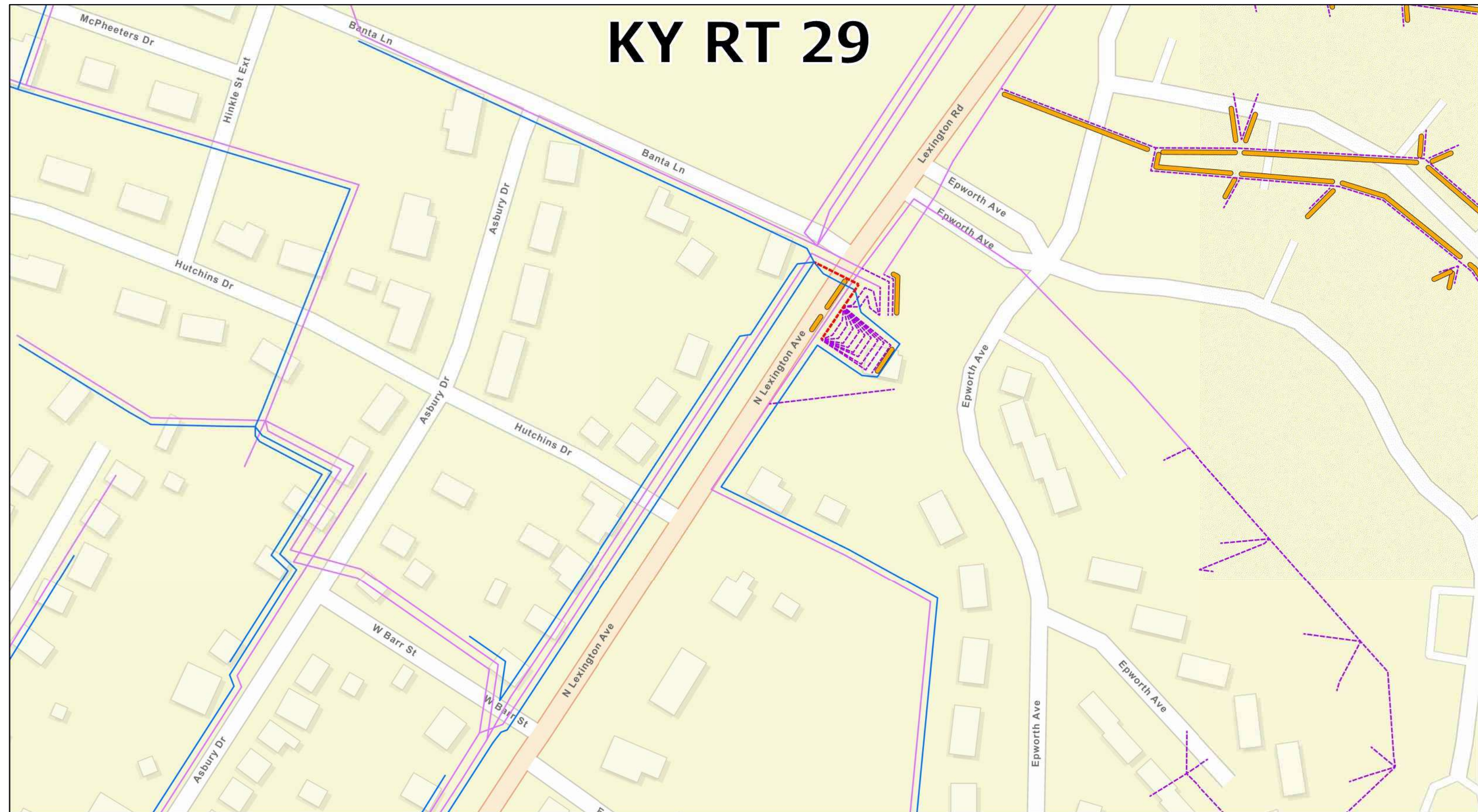
Conduit

- Windstream Conduit
- Third Party Conduit

0 0.04 0.07 0.15 Miles

0 0.05 0.1 0.2 Kilometers

KY RT 29



EarthLink Fiber

- Aerial
- Buried

Windstream Fiber

- Aerial
- Buried

Windstream Copper

- Aerial
- Buried

MFS/Adesta Fiber

- Aerial
- Buried

Conduit

- Windstream Conduit
- Third Party Conduit

0 0.02 0.04 0.09 Miles

0 0.03 0.07 0.13 Kilometers

KY RT 29



EarthLink Fiber

- Aerial
- - - Buried

Windstream Fiber

- Aerial
- - - Buried

Windstream Copper

- Aerial
- - - Buried

MFS/Adesta Fiber

- Aerial
- - - Buried

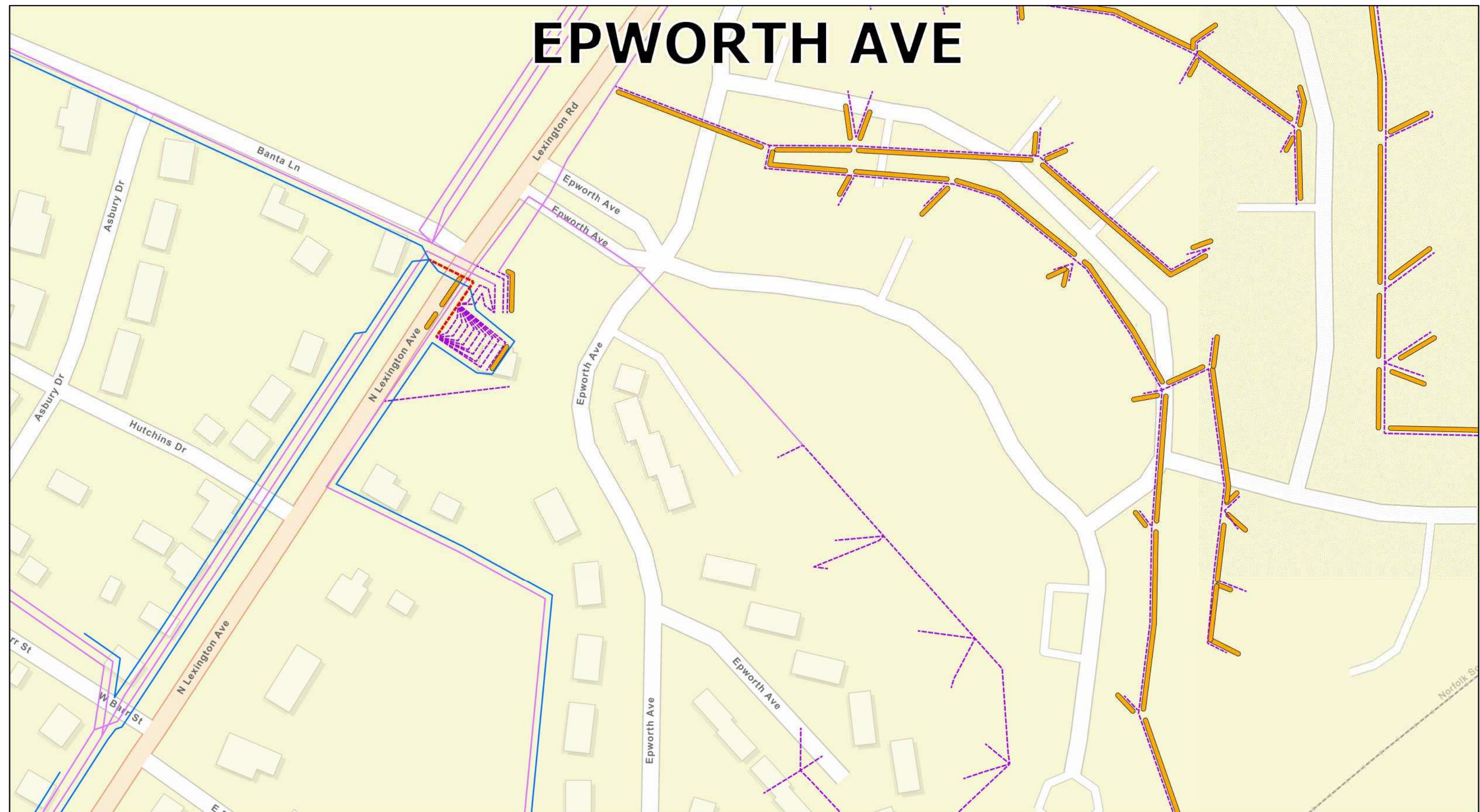
Conduit

- Windstream Conduit
- Third Party Conduit

0 0.05 0.1 0.2 Miles

0 0.07 0.15 0.3 Kilometers

EPWORTH AVE



EarthLink Fiber

- Aerial
- Buried

Windstream Fiber

- Aerial
- Buried

Windstream Copper

- Aerial
- Buried

MFS/Adesta Fiber

- Aerial
- Buried

Conduit

- Windstream Conduit
- Third Party Conduit

0 0.02 0.04 0.09 Miles

0 0.03 0.07 0.13 Kilometers