



Carroll County Trails Master Plan (Preliminary)

August 18, 2010

Prepared for:

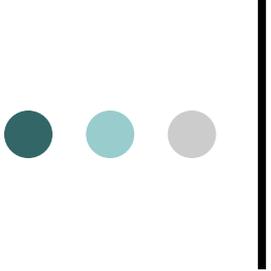
Carroll
County
Fiscal
Court

Prepared by:



In Conjunction with:





Committee Input Summary

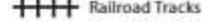
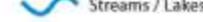
○ Goals

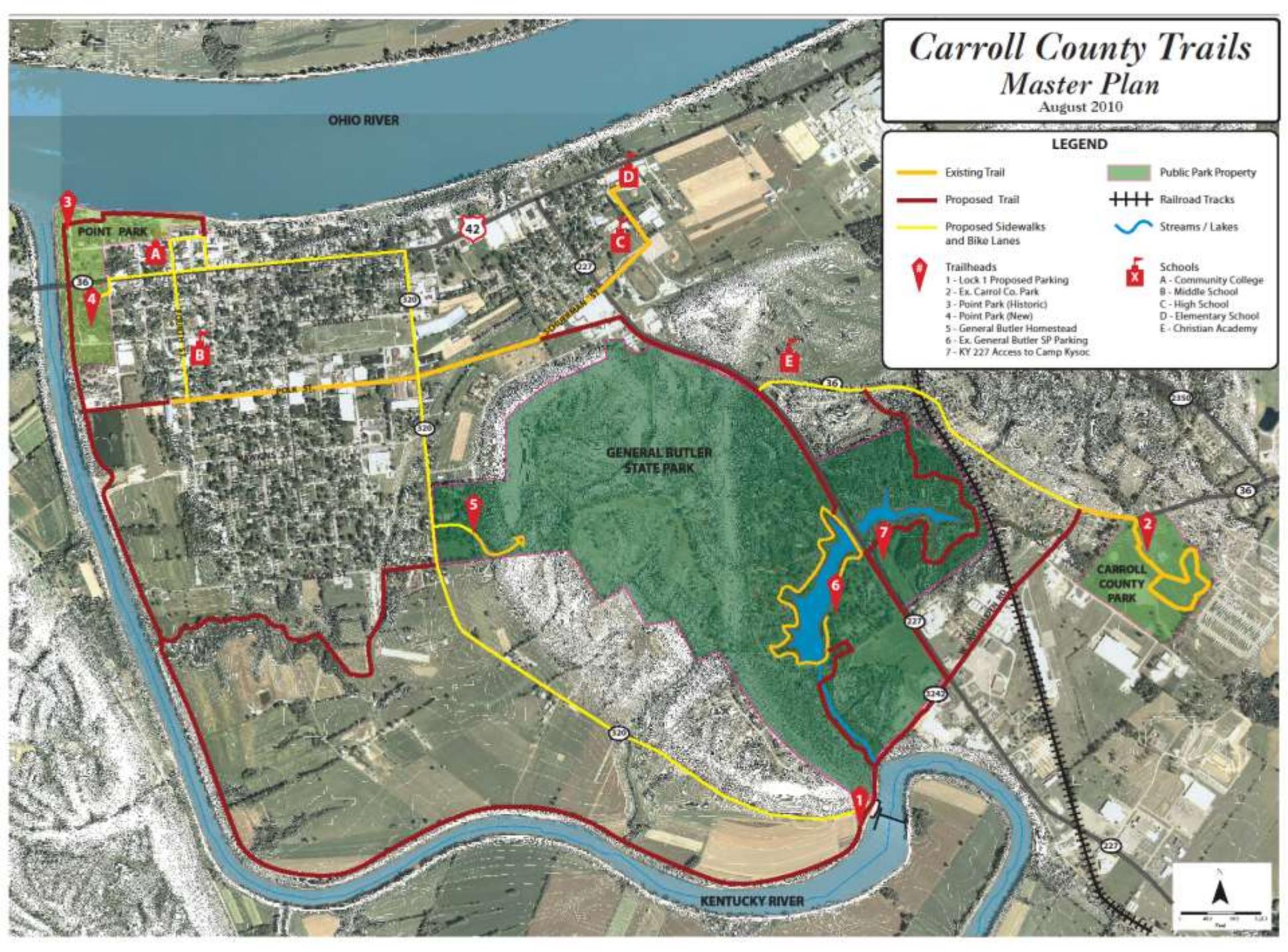
- Bike Trails!
- Less Rigorous Hiking Opportunities
- Link Open Space
- Utilize Abandoned Right-of-Ways
- Create Loops
- Provide Access to the Water

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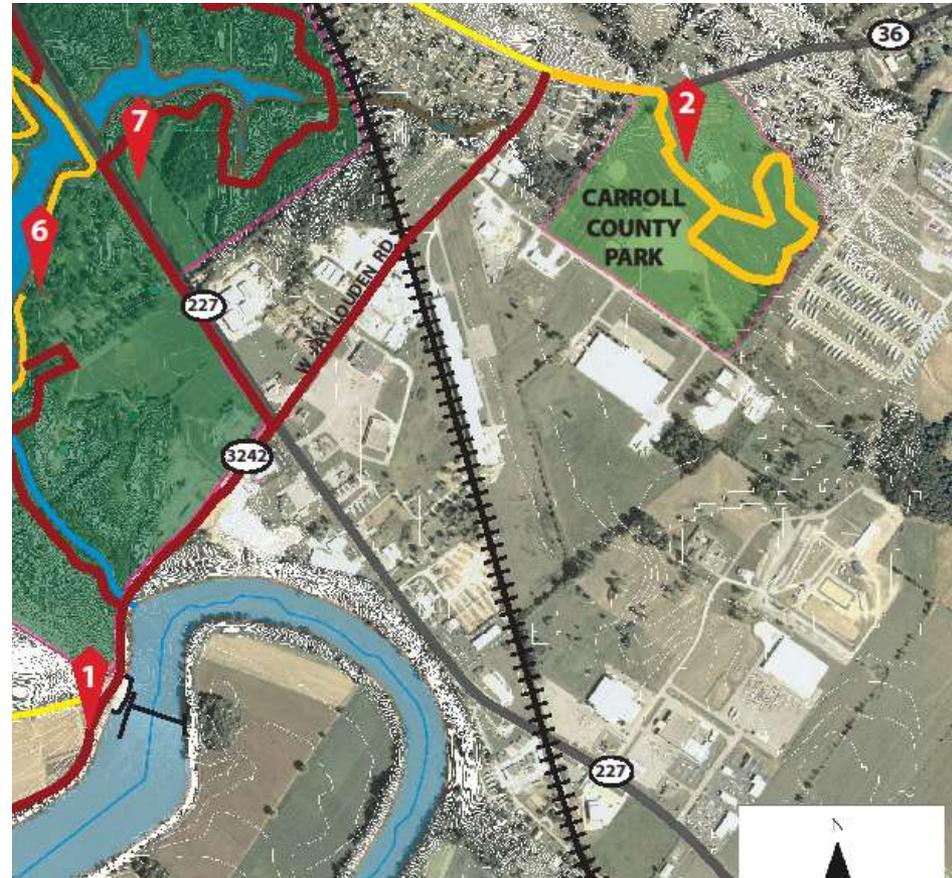
LEGEND

-  Existing Trail
-  Proposed Trail
-  Proposed Sidewalks and Bike Lanes
-  Trailheads
 - 1 - Lock 1 Proposed Parking
 - 2 - Ex. Carrol Co. Park
 - 3 - Point Park (Historic)
 - 4 - Point Park (New)
 - 5 - General Butler Homestead
 - 6 - Ex. General Butler SP Parking
 - 7 - KY 227 Access to Camp Kysoc
-  Public Park Property
-  Railroad Tracks
-  Streams / Lakes
-  Schools
 - A - Community College
 - B - Middle School
 - C - High School
 - D - Elementary School
 - E - Christian Academy



Park to Park Trail

- Lock 1 Trailhead and Blueway Access
- Existing Bank Erosion
- Separation from W. Jay Louden Road
- Railroad Crossing



Lock 1 Schematic Layout



Canoe Launch Details



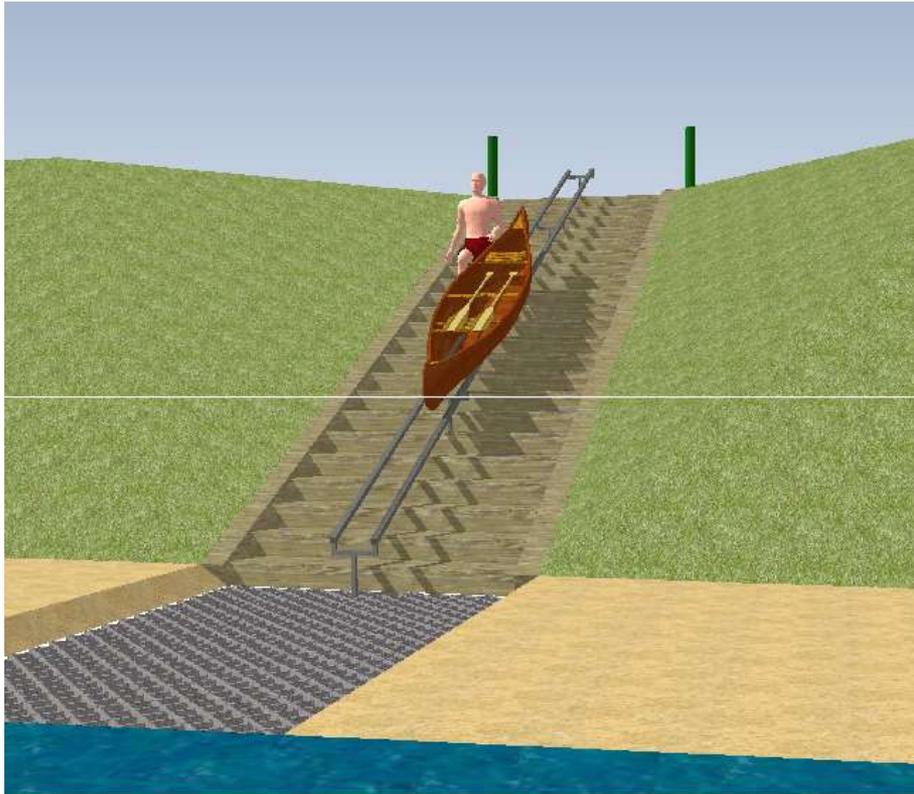
Photo by Caroline Wolf

Photo from "Logical Lasting Launches" by National Park Service (2004)

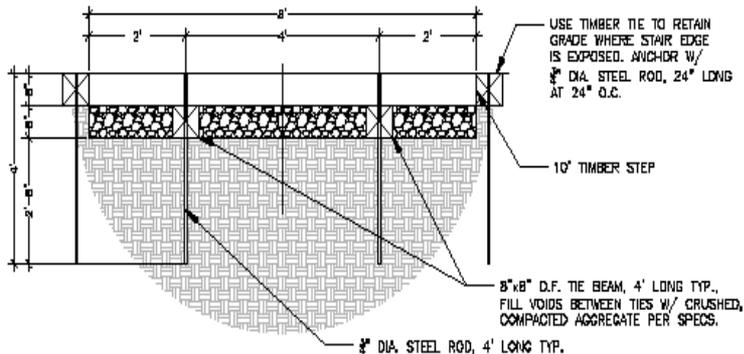
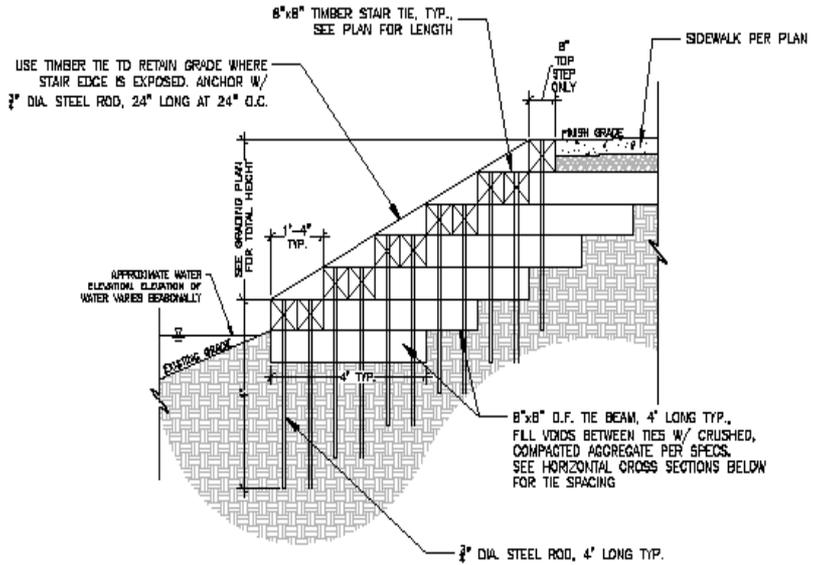


Proposed location at Lock 1.

Canoe Launch Details



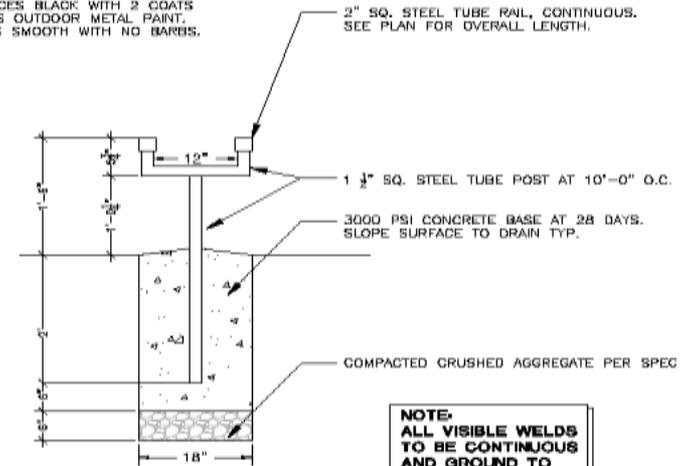
Canoe Launch Details



TIMBER STAIR DETAILS

RAIL NOTES:

1. PRIME ALL STEEL WITH 2 COATS PRIMER.
2. PAINT ALL SURFACES BLACK WITH 2 COATS SHERWIN WILLIAMS OUTDOOR METAL PAINT.
3. GRIND ALL WELDS SMOOTH WITH NO BARBS.



NOTE:
ALL VISIBLE WELDS
TO BE CONTINUOUS
AND GROUND TO
PROVIDE A SMOOTH
SURFACE.

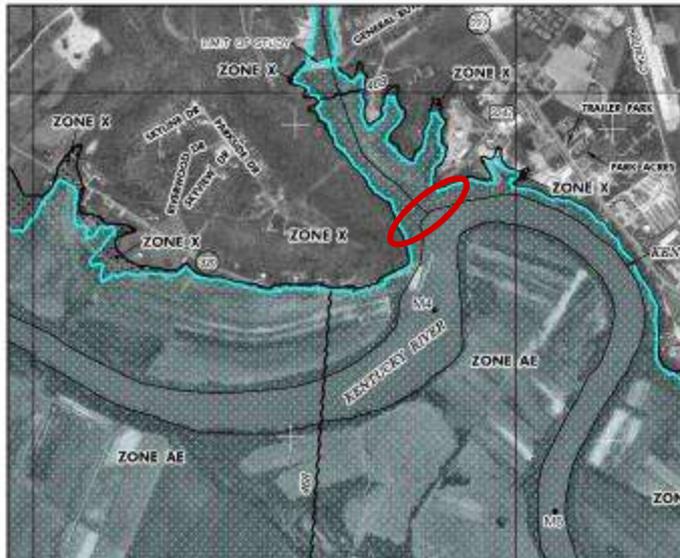
METAL BOAT SLIDE

NTS

Overlook Opportunity



Culvert Repair and Armor



FEMA Floodplain Mapping



Vegetated Rip-Rap



Traditional Rip-Rap

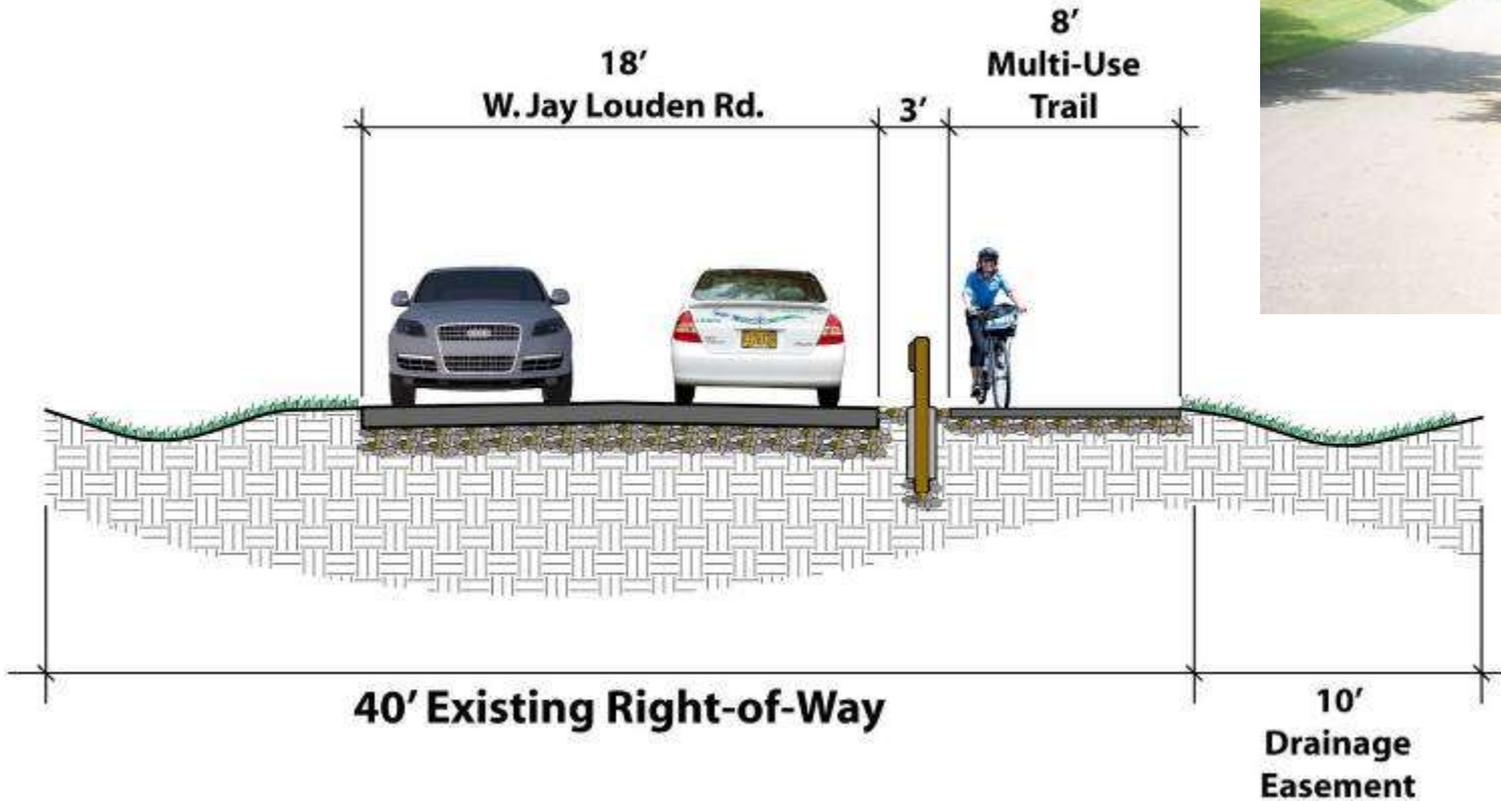


Gabion Walls

Removal and Replacement

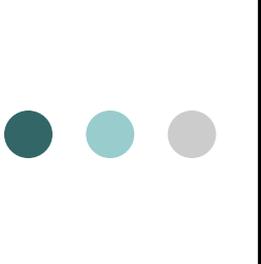


Typical Section – W. J. Louden Rd.



Railroad Crossing





Opinion of Probable Cost

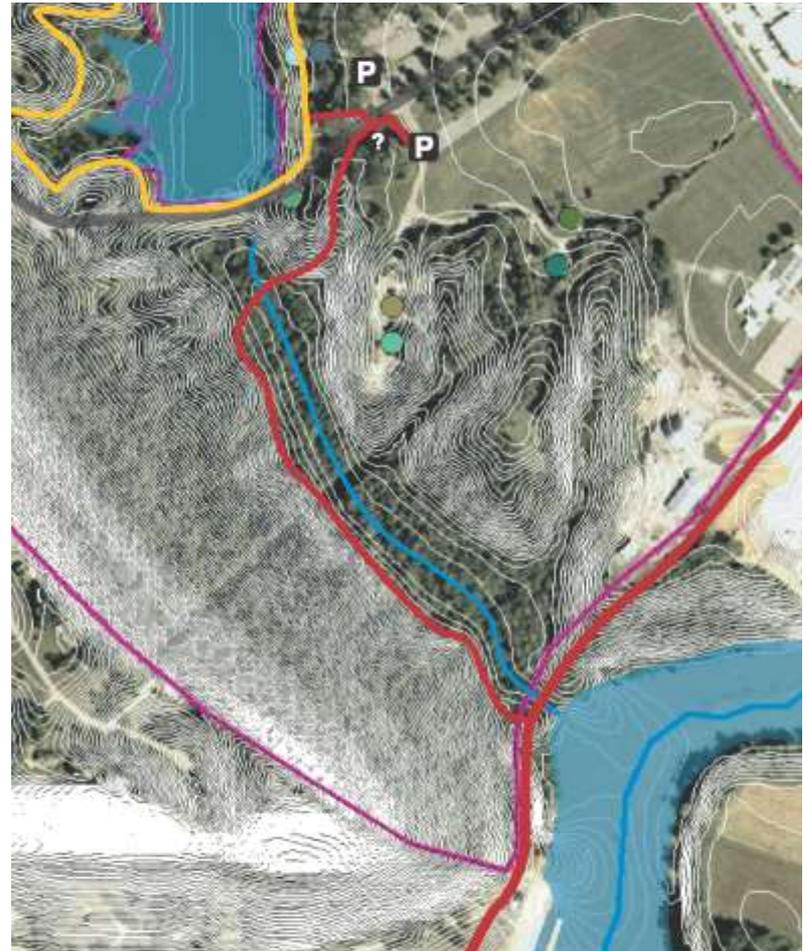
Project area		Unit	Unit Price	Total
8' Asphalt Trail	5280	lf	\$ 13.00	\$ 68,640
Grading and Drainage	1	ls	\$ 15,000.00	\$ 15,000
Bank Stabilization (Class IV Riprap)	300	ton	\$ 40.00	\$ 12,000
Timber Guardrail	3000	lf	\$ 20.00	\$ 60,000
Pipe Rail @ RR Crossing	50	lf	\$ 40.00	\$ 2,000
Crosswalk and RR Striping	1	ls	\$ 500.00	\$ 500
			Trail Subtotal	\$ 158,140
Canoe Launch	1	ls	\$ 30,000.00	\$ 30,000
GrassPave Parking (12 spaces) and Canoe Access	7500	sf	\$ 3.00	\$ 22,500
Overlook	1	ls	\$ 12,500.00	\$ 12,500
			GRAND TOTAL	\$ 223,140
			Survey, Engineering and Permits	\$ 33,471
			w/ 15% contingency	\$ 295,103

Opinions of Probable Cost and Materials Estimate

Estimates of construction quantities and opinion of probable costs provided by us are made on the basis of our experience and the level of design. They represent our best judgment as design professionals. We cannot and do not, however, guarantee that the actual construction quantities or costs will not vary from our quantities and cost estimates. Lose & Associates makes no warranty, expressed or implied, for the accuracy of such opinions as compared to bid or actual costs.

Gen. Butler Soft Trail

- Avoid Wetlands and Archery Area
- Earth Trail w/ Soil Binder
- Provide Low-Water Pedestrian Crossing
- Utilize Existing Parking
- Potential Stream Restoration Partnership w/ NKU
 - Requires Conservation Easement for Floodplain



Low Water Crossing

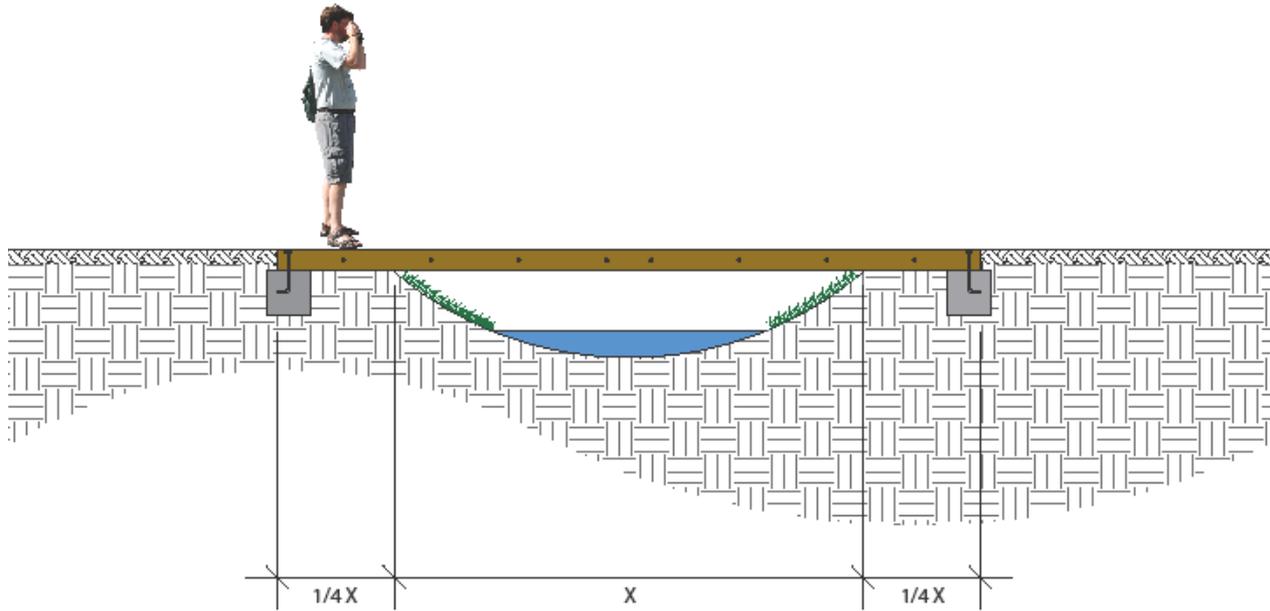
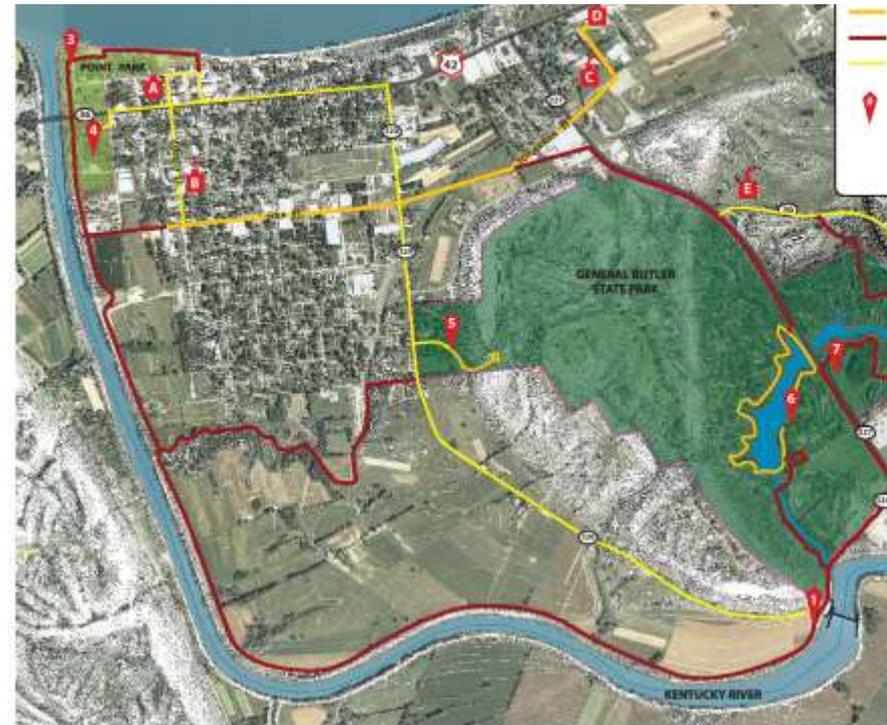


Photo by: Scott Fennell, PE



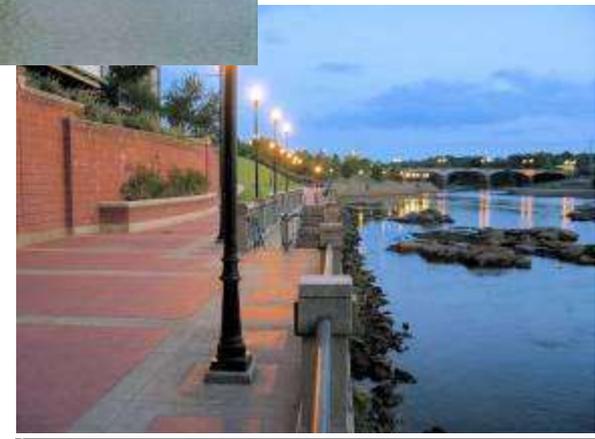
Kentucky River Trail

- Multiple Phase Project – Approx. 4.3 miles
 - Phase 1 – Point Park to Polk St.
- Transportation Enhancement Program Eligible
 - 80-20 reimbursement program



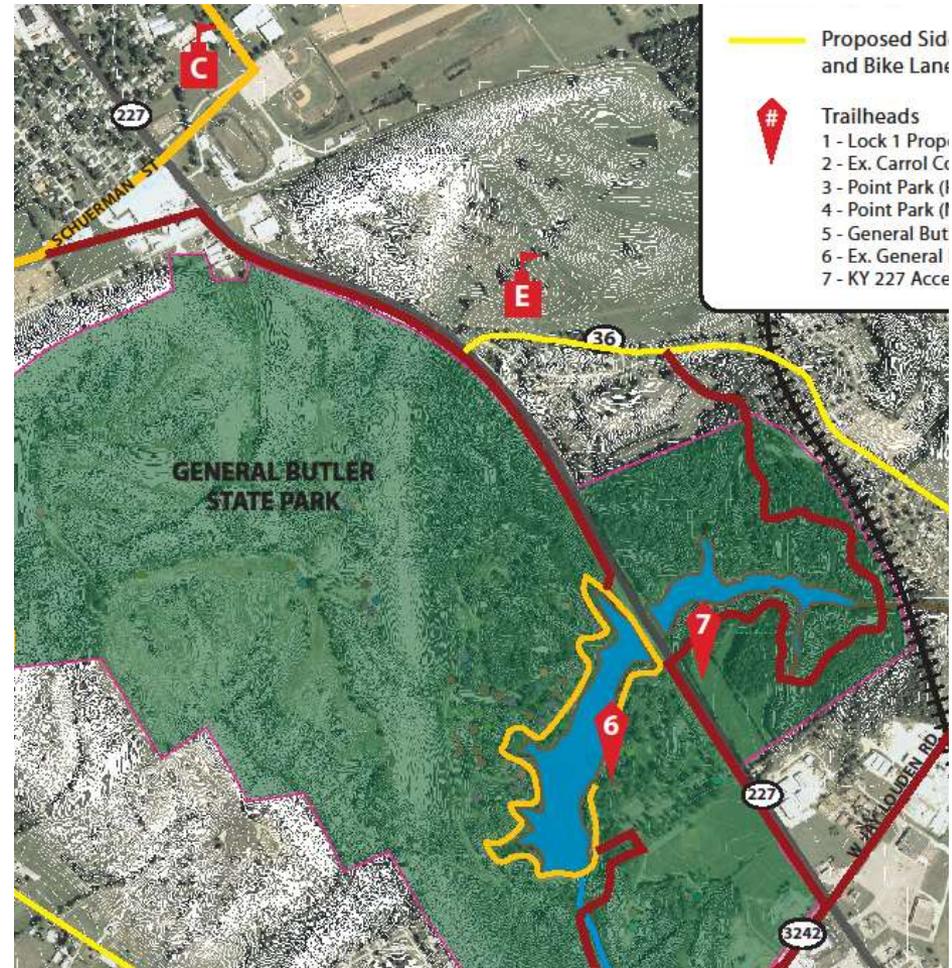
Point Park

- Proposed Features (Cmte. Input)
 - Amphitheater
 - Riverwalk w/ Public Piers
 - Spray Park
 - KY River Overlook



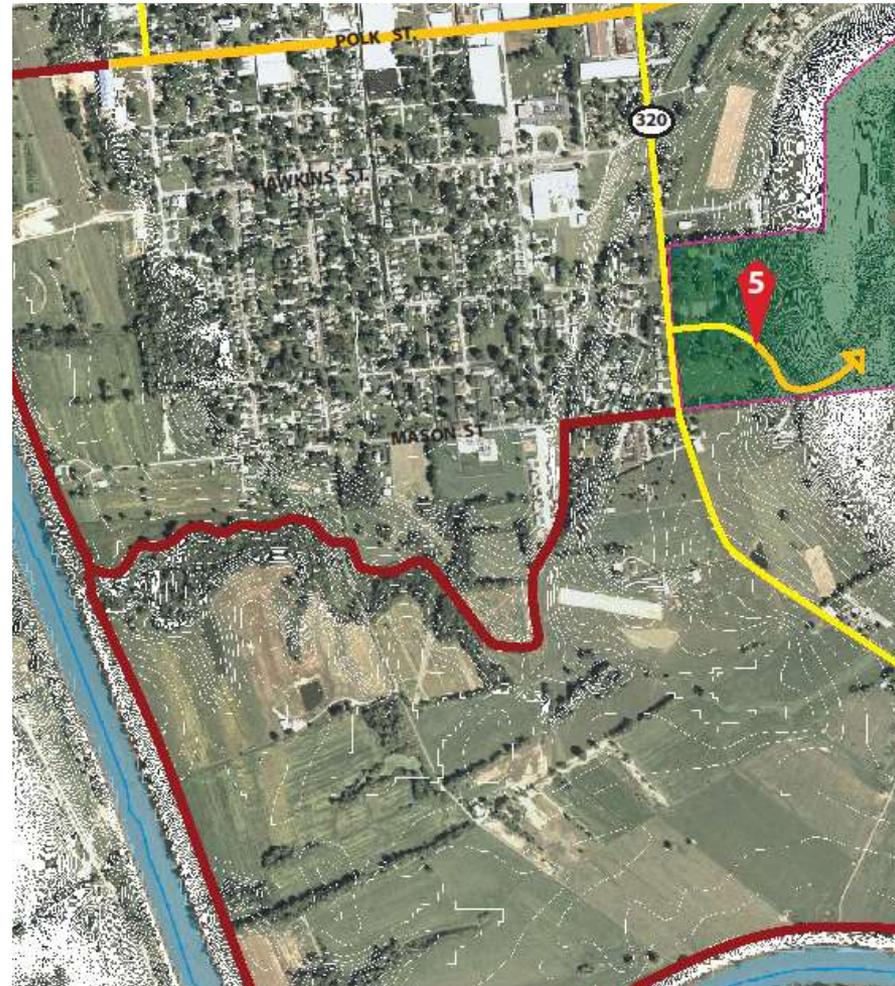
KY 227 Trail and Camp Kysoc

- Pedestrian/Bicycle Access from Schools to State Park (1 mi.)
- Bike Route Connection to Park to Park Trail (.45 mi.)
- Access from SP Main Prop. to Camp Kysoc Prop.
 - “Gateway” to Carrollton



Gen. Butler / River Trail Connector

- Follow Existing Easements and Drainage Patterns (1.2 mi.)
- Intermediate Loop (4 mi.) vs. Lock Loop (7 mi.)



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