

STEUBEN COUNTY

GREENWAY MASTER PLAN

PREPARED FOR: STEUBEN COUNTY TRAILS

SEPTEMBER 22, 2023



ACKNOWLEDGMENTS

PREPARED FOR:

STEBEN COUNTY TRAILS

www.steubencountytrails.com



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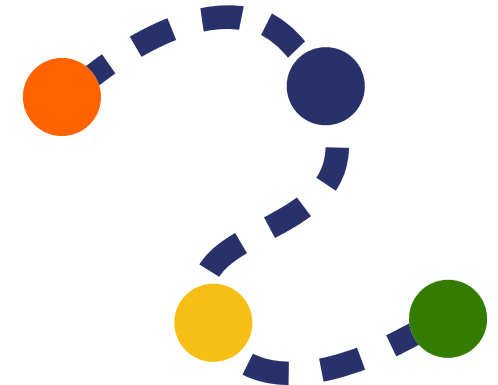




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PROJECT OVERVIEW

01



PROJECT OVERVIEW

WHY DOES STEUBEN COUNTY NEED A GREENWAY MASTER PLAN?

Steuben County leaders have long had a vision to connect the many great institutions and destinations in the county. The Steuben County Greenway Master Plan is the next step in translating this vision for a complete system of multi-use paths into reality. A well-connected multi-use trail network serves as a critical link in the overall transportation network by providing access to neighborhoods, employment centers, schools, retail destinations, and recreation opportunities. This plan will assist in the enhancement of quality of life by providing transportation choices and recreation options for all residents and visitors regardless of age, ability, or economic status.

Steuben County currently has a trail network comprised of one main trail: the Steuben County Multi-purpose Trail, which connects to destinations throughout the City of Angola and to key recreational destinations within the community including the YMCA, Pokagon State Park, and various other parks and institutions. Steuben County aims to expand upon this system by connecting to more destinations and communities throughout the county such as Fremont, Orland, Ashley to Hudson, and Hamilton. This plan was developed to provide a vision for the future of the county by identifying opportunities for expansion, standards for design, and an action plan for future trail development.

PLAN METHODOLOGY & DEVELOPMENT

The development of this plan was done through a process of inventory, data collection, research, stakeholder interviews, and public input sessions. All elements of this process helped to inform and shape the outcomes and recommendations that are outlined in this plan. This information that was collected throughout this process is summarized within the content of the plan in order to help inform future decisions as it relates the Steuben County Trails.

The collected input from the community and its leaders is the foundation for this plan. Therefore, future implementation will equally benefit both residents and visitors, through continued support, cooperation, and guidance from the county as a whole.

Phase 1:
Inventory &
Data Collection

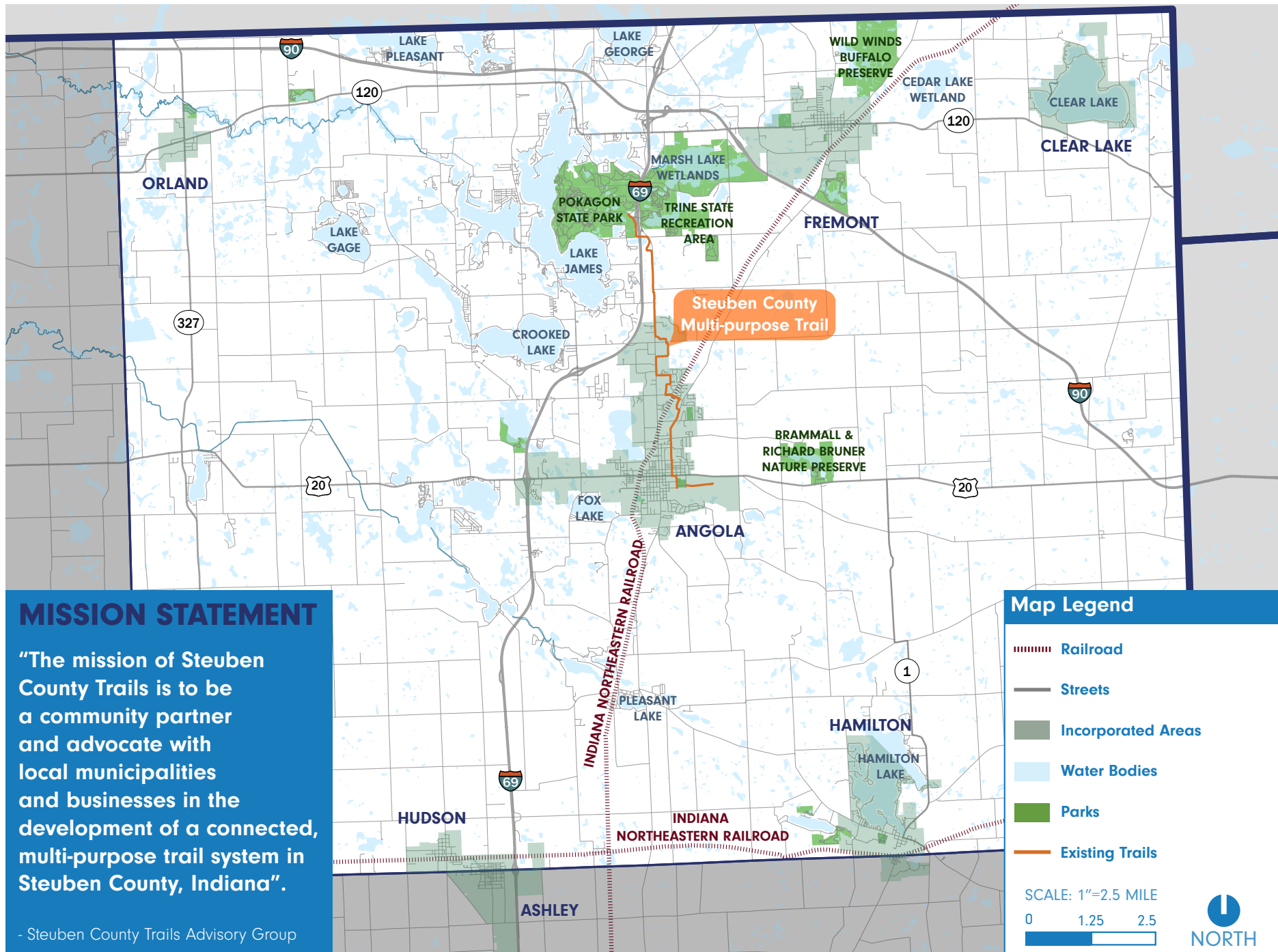


Phase 2:
Research &
Analysis



Phase 3:
Results &
Recommendations





Existing Conditions Map

MASTER PLAN VISION

THE VISION OF THE STEUBEN COUNTY GREENWAY MASTER PLAN IS TO PROMOTE A SAFE, ACCESSIBLE, AND COMMUNITY-DRIVEN PEDESTRIAN AND BICYCLE NETWORK TO INCREASE THE HEALTH AND QUALITY OF LIFE IN STEUBEN COUNTY.

PROJECT PRIORITIES



HEALTH: Develop health-based programs to support and promote a healthy lifestyle in Steuben County through strategic partnerships.



RECREATION: Facilitate recreational activities along the trail system through organized events, installation of exercise stations, and coordination between government units and community organizations.



TRANSPORTATION: Develop a community-wide trail network that provides alternative transportation opportunities for economic prosperity and growth through facility location, facility type, and facility accessibility.

UTILIZING THE PROJECT PRIORITIES OUTLINED TO THE LEFT, THE FOLLOWING GOALS WERE UTILIZED IN THE FRAMEWORK OF THIS MASTER PLAN. THESE GOALS ARE AS FOLLOWS:

GOALS FOR THE MASTER PLAN

CONNECTIVITY: Develop a complete network of pedestrian and bicycle facilities that connects to key destinations and communities throughout Steuben County.

SAFETY: Ensure existing and future facilities are designed to prioritize user safety when traveling within, along, and across streets.

EQUITY: Recognize bicycle and pedestrian travel as important transportation modes for users of all ages, abilities, and incomes.

PUBLIC HEALTH: Promote a safe and connected multi-use trail system as a means to improve public health and encourage active lifestyles.

ECONOMIC DEVELOPMENT: Use pedestrian and bicycle infrastructure to leverage private investment and attract and retain residents and businesses.

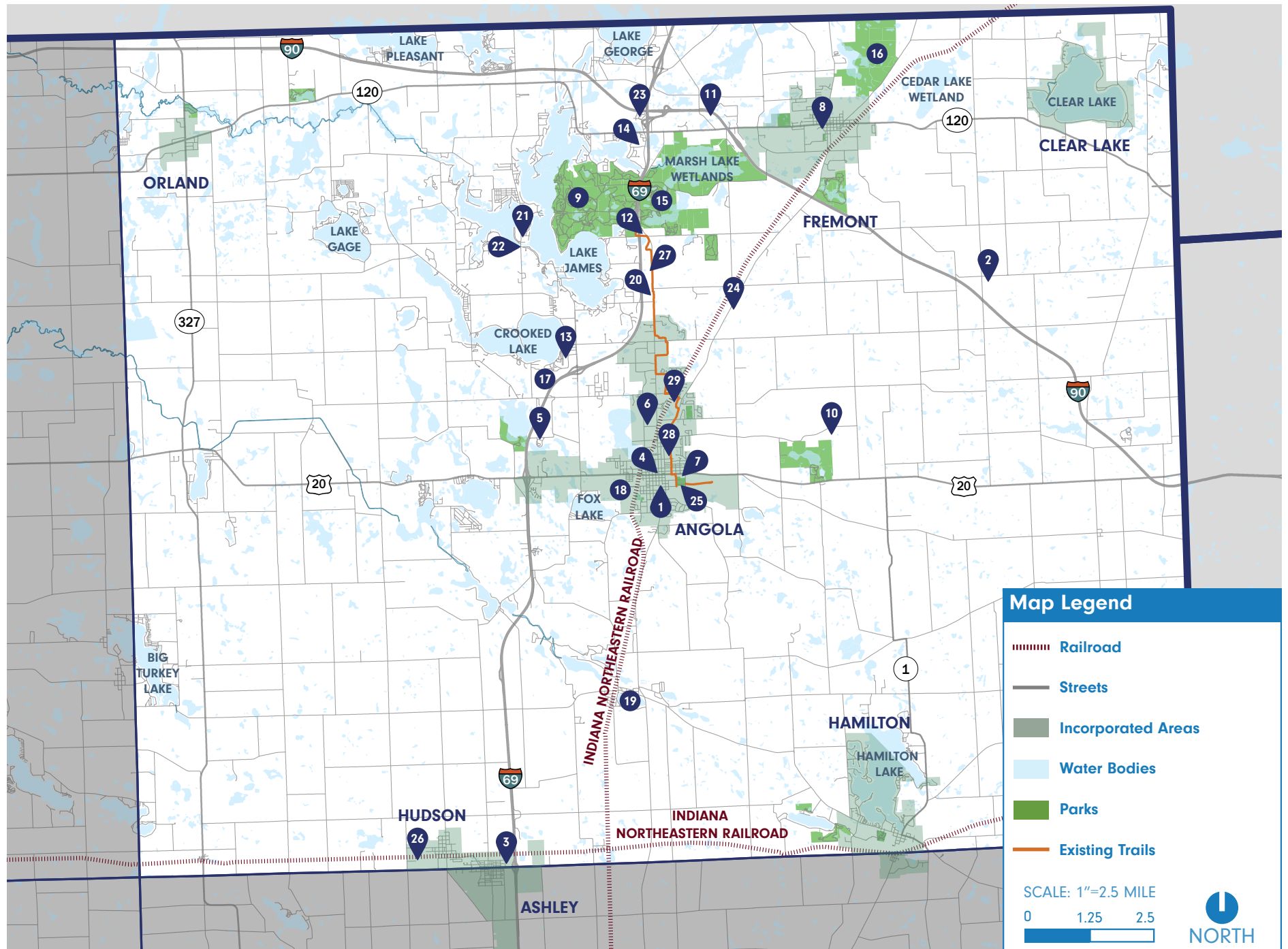
SUPPORTING AMENITIES: Develop amenities to support and encourage walking and biking, including lighting, landscaping, benches, bike racks, trash receptacles, and signage.

EDUCATION & PROGRAMMING: Enhance education, enforcement, and advocacy efforts to better develop a culture of walking and biking in Steuben County.

COUNTY CONTEXT

KEY DESTINATIONS

- 1 Steuben County Farmers Market
- 2 Angola Motorsports Speedway
- 3 Archery Tag
- 4 Brokaw Movie House
- 5 Buck Lake Ranch
- 6 Chapman's Brewing Company
- 7 Disc Golf Course
- 8 Fremont Splash Pad
- 9 Pokagon State Park
- 10 Ridenour Acres
- 11 Satek Winery
- 12 Backyard Creamery & Mini Golf
- 13 Thunder Lakes Indoor Range and Outdoor Sports
- 14 Tilbury Golf Academy
- 15 Trine State Recreation Area
- 16 Wild Winds Buffalo Preserve
- 17 Steuben County Fairgrounds
- 18 Trine University
- 19 Pleasant Lake
- 20 Zestos Ice Cream
- 21 6 Autumns Food & Spirits
- 22 4 Corners & Lakes
- 23 The Shops at Fremont
- 24 Stroh Orchard
- 25 Friendship Park
- 26 Indiana Rail Experience
- 27 Scoops Ice Cream
- 28 Fireman's Park
- 29 YMCA of Steuben County

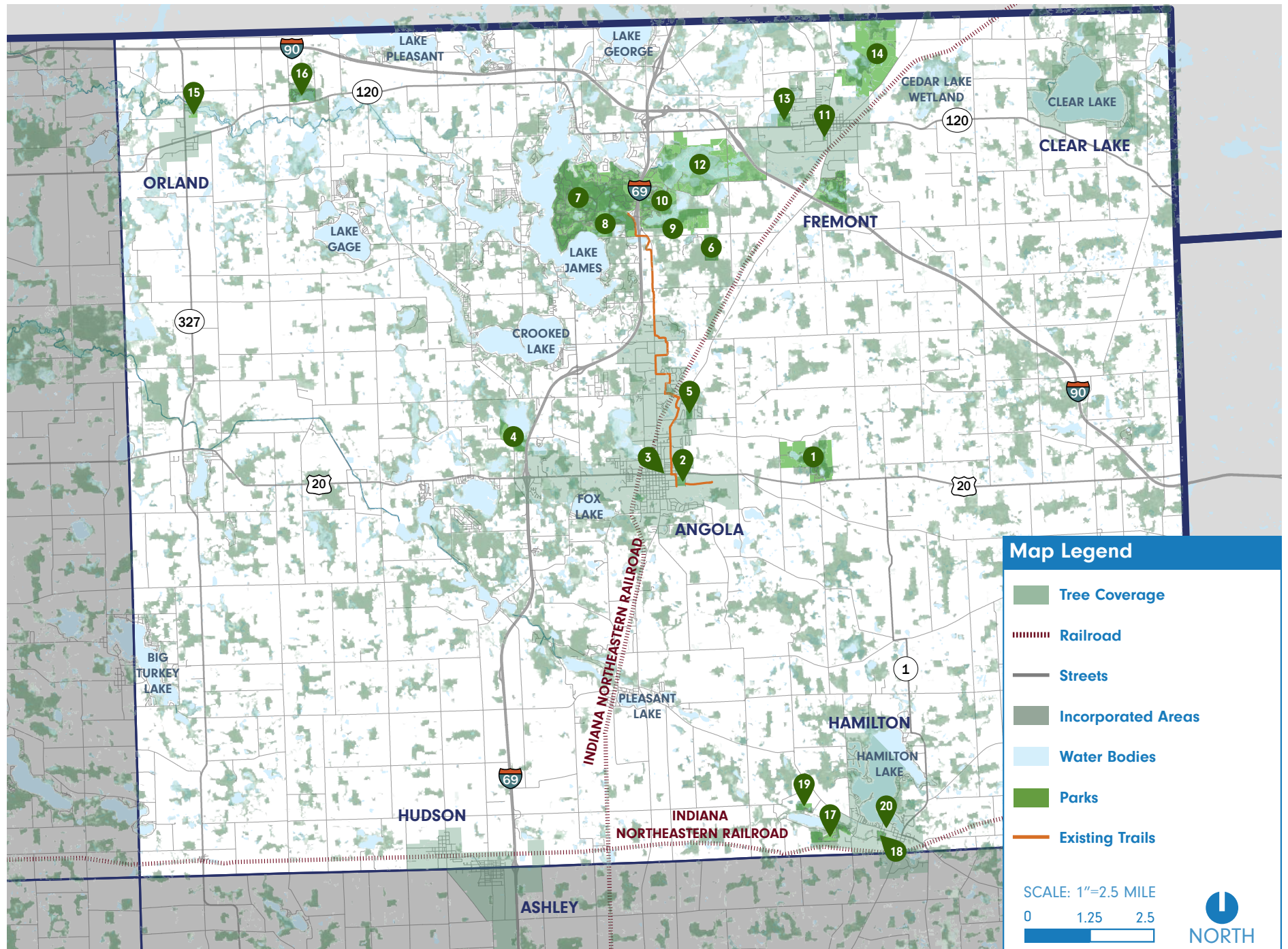


Key Destinations Map

COUNTY CONTEXT

PARKS AND NATURAL RESOURCES

- 1 Brammall and Richard Bruner Nature Preserves
- 2 Commons Park & Friendship Park
- 3 Downtown Angola Pocket Park
- 4 Loon Lake Nature Preserve
- 5 Marion's Woods
- 6 Charles McClue Nature Preserve
- 7 Pokagon State Park
- 8 Potawatomi Nature Preserve
- 9 Wing Haven Nature Preserve
- 10 Trine State Recreation Area
- 11 Broad Street Dog Park
- 12 Marsh Lake Nature Preserve
- 13 Vistula Park
- 14 Wild Winds Buffalo Preserves
- 15 Orland Town Park
- 16 Ropchan Memorial Nature Preserve
- 17 Robb Hidden Canyon Nature Preserve
- 18 Fish Creek Trail
- 19 Ball Lake Nature Preserve
- 20 Girt Gnagy Memorial Recreational Park

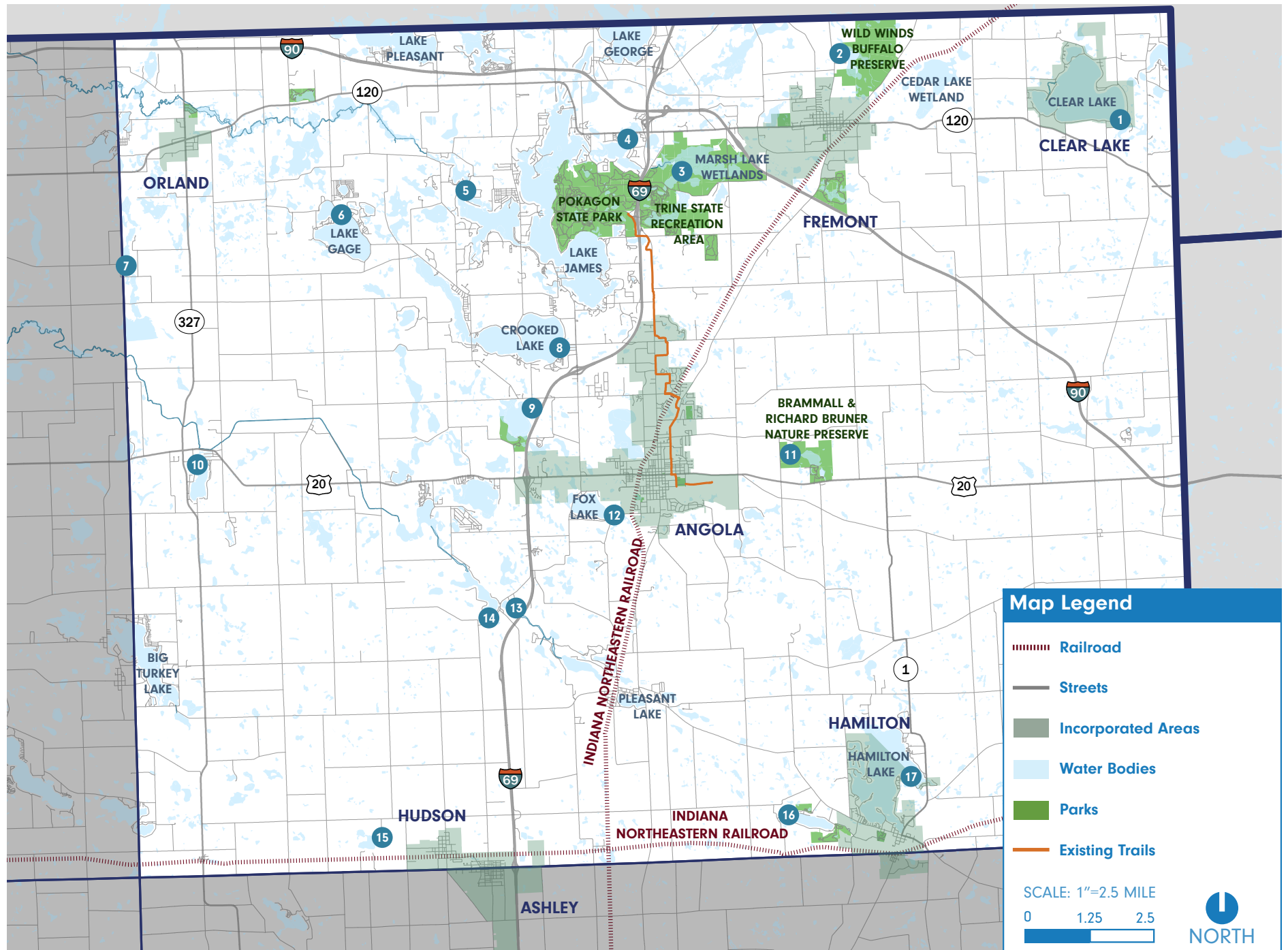


Park and Natural Resources Map

COUNTY CONTEXT

PUBLIC ACCESS SITES

- 1 Clear Lake Public Access
- 2 Fish Lake Public Access
- 3 Marsh Lake
- 4 Big Otter Lake Public Access
- 5 Jimmerson Lake Public Boat Launch
- 6 Lime Lake Public Access
- 7 Beaver Dam Lake
- 8 Crooked Lake Public Access
- 9 Loon Lake
- 10 West Otter Lake
- 11 Pigeon Lake
- 12 Fox Lake Public Access
- 13 Bower Lake Public Access
- 14 Golden Lake Public Access
- 15 Little Turkey Lake
- 16 Ball Lake Public Access
- 17 Hamilton Lake Public Access



Public Access Sites Map

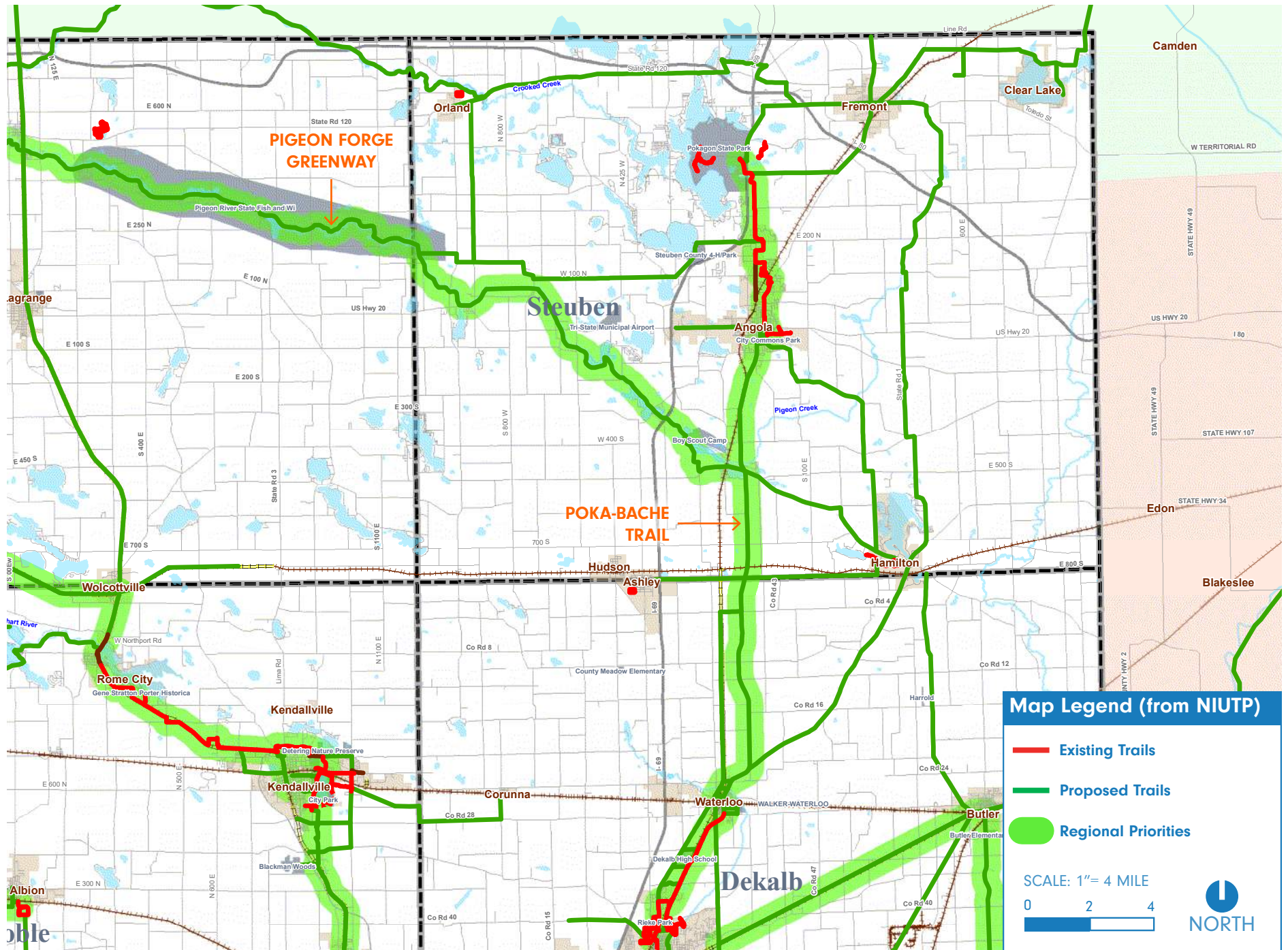
NORTHEAST INDIANA UNITED TRAILS PLAN

THE NORTHEAST INDIANA UNITED TRAILS PLAN (NIUTP) ENVISIONED TRAIL ROUTES THROUGHOUT SEVERAL COUNTIES INCLUDING STEUBEN, LAGRANGE, DEKALB AND NOBLE COUNTIES. THE FOLLOWING CONSISTS OF THE REGIONAL PRIORITY TRAILS IN STEUBEN COUNTY:

REGIONAL PRIORITY TRAILS

- **Poka-Bache Trail:** Proposed route of 81 miles connecting Pokagon State Park in Angola with Oubache State Park in Bluffton, utilizing portions of existing trails through Steuben, DeKalb, Allen and Wells Counties
- **Pigeon River Greenway:** Proposed route connecting the Pumpkinvine Nature Trail in Shipshewana to the proposed Poka-Bache Trail.

While this plan was used as a starting point for this effort, public input in this planning process favored several updates to the previous plan.



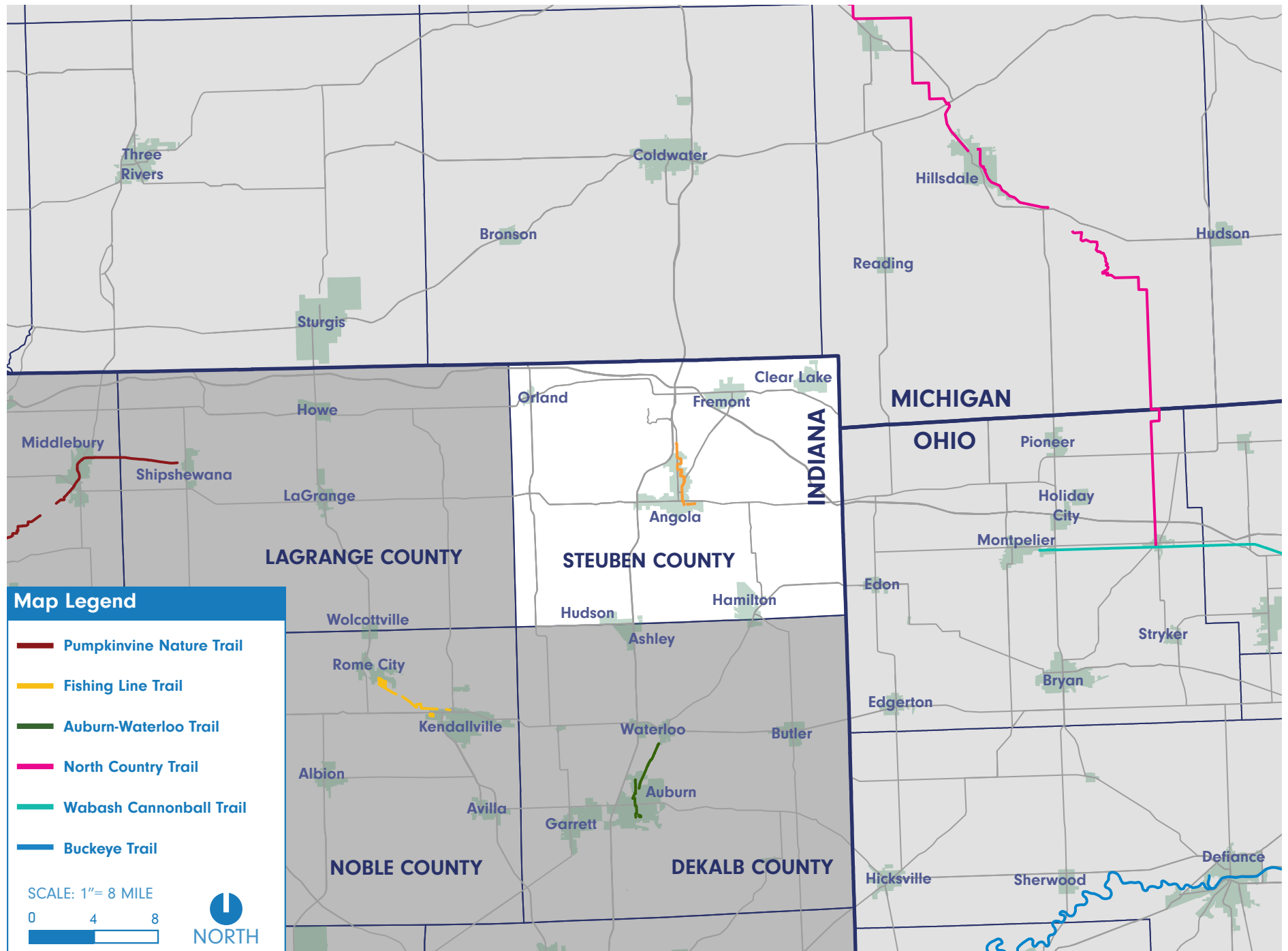
Regional Trail Priorities Map from NIUTP

REGIONAL CONTEXT

THERE ARE SEVERAL OPPORTUNITIES FOR CONNECTIONS TO SURROUNDING COUNTIES AND COMMUNITIES. THE FOLLOWING PAGE SHOWS THE CLOSEST TRAIL NETWORKS TO STEUBEN COUNTY. THESE CONSIST OF THE FOLLOWING:

EXISTING TRAILS

- **Pumpkinvine Nature Trail:** Runs West connecting to Shipshewana in LaGrange County to Middlebury and Goshen
- **Fishing Line Trail:** Connects Rome City and Kendallville in Noble County
- **Auburn-Waterloo Trail:** Connects Auburn and Waterloo in DeKalb County
- **North Country Trail:** Connects 8 states from North Dakota to Vermont, passing through Michigan and Ohio
- **Wabash Cannonball Trail:** Runs East through the Northwest areas of Ohio
- **Buckeye Trail:** A loop trail around most of the perimeter of Ohio



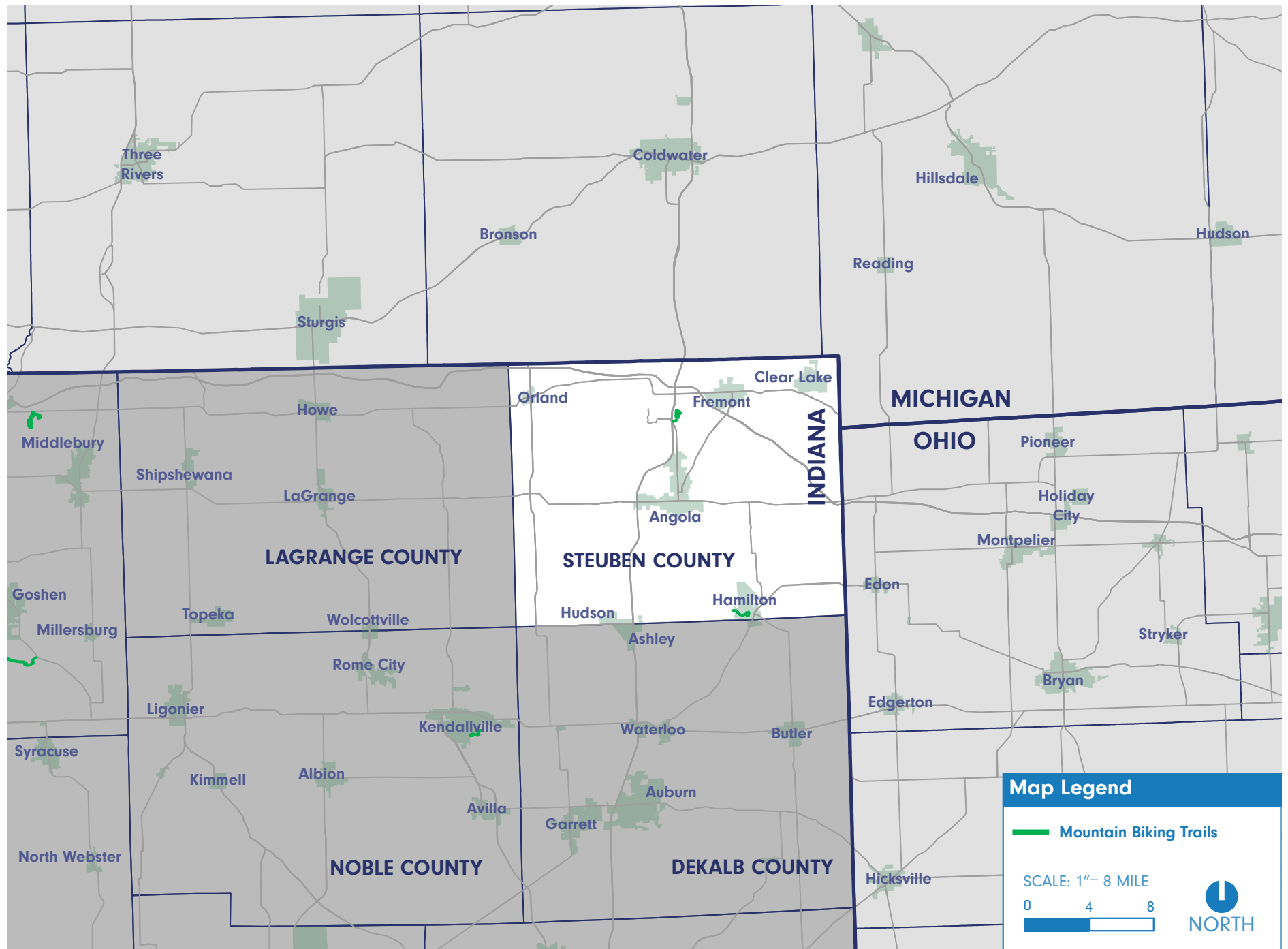
Regional Context Map

MOUNTAIN BIKING

EXISTING CONDITIONS: Very few trails are suited for mountain biking within the county and the surrounding region. For the purpose of planning, mountain biking trails are considered single-track or double-track pathways that allow bicycles. These trails primarily have an with a earthen or stone surface. The following page shows a map of the existing mountain biking trails closest to Steuben County.

RECOMMENDATIONS: Community members identified a desire for mountain biking trails, in addition to multi-use trails. Based on the interest, planning should be initiated to develop mountain biking trails in Steuben County. The following are suggested steps to start the planning process:

- **Demand Assessment:** Complete a more detailed demand assessment by a community survey oriented toward mountain biking needs. Meetings with stakeholders in the mountain biking community can better define what users desire in local trails.
- **Identify Facility Goals:** Based on the demand assessment, summarize what the community and stakeholders are looking for in mountain biking trails. This could include type of trails, difficulty of terrain, length, and location.
- **Identify and Evaluate Steuben County Options:** Identify sites across the county and determine if the goals for mountain biking facilities could be reached. Potential sites should be identified and evaluated in further detail. With the given land available and terrain in the county, the feasibility of community's goals should be determined.
- **Detailed Site Assessments:** After sites are identified, more detailed assessments should be completed before acquisition is pursued.
- **Regional Advocacy:** The importance to advocate for the development of sites can help meet the regional needs.

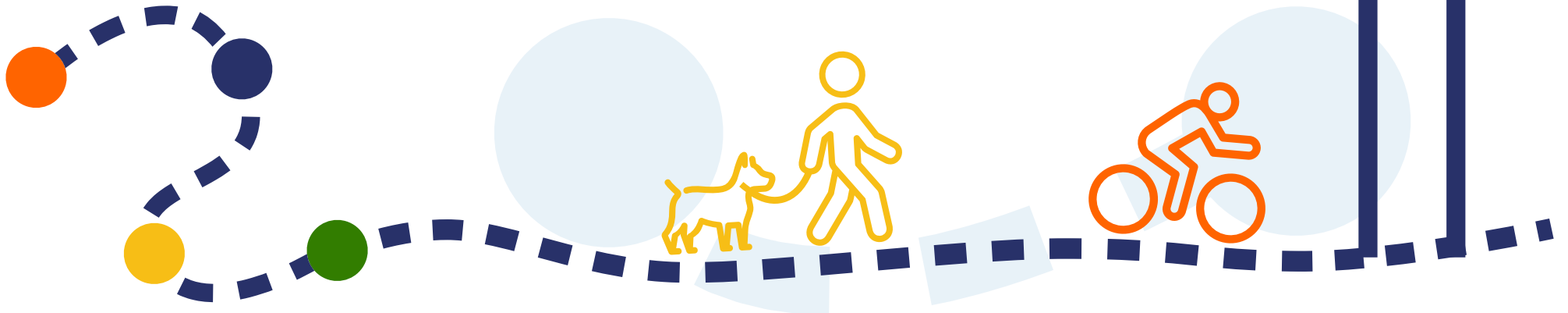


Existing Mountain Biking Trails



PLANNING PROCESS

02



ADVISORY GROUP MEETINGS

What is the role of the Advisory Group?

- Participate in group & community meetings
- Provide direction on plan vision, goals and objectives
- Ask lots of questions
- Give feedback on drafted materials
- Let us know if we are on the wrong track
- Be advocates of the plan and process

A series of Advisory Group Meetings were held throughout the duration of the project to gather input and determine next steps for the Master Plan. The Advisory Group was formed to help guide the overall process of the plan and help inform the planning team of current events. A full list of Advisory Group members are listed in the Acknowledgements section of this plan. Meeting minutes from each meeting can be found at the end of this document in the Appendix. The Advisory Group met on the following dates throughout the planning process:

- **Advisory Group Meeting #1:** Project Kick-Off | November 10, 2022
- **Advisory Group Meeting #2:** Stakeholder and Public Input Planning | January 19, 2023
- **Advisory Group Meeting #3:** Draft Plan Review | August 17, 2023
- **Advisory Group Meeting #4:** Final Plan Confirmation/ Public Meeting Prep | TBD



Advisory Group Meeting #1: Project Kick-Off

PUBLIC WORKSHOP

A public workshop was held at the Steuben County Economic Development Corporation south of Angola's downtown area. This workshop was hosted on March 23, 2023 to invite the community to share their input about the trail network. Approximately 30 members of the public came, with a majority being Angola residents. A series of questions were asked for the community to engage in. These questions and key takeaways are outlined on the following pages. A full summary of the workshop can be found at the end of this document in the Appendix.

How would you describe the trail network?

- Connectivity and inclusivity
- Extend the existing trails
- Adding more trails to the existing network
- Making trails easily accessible
- Keeping trails well-maintained and in excellent condition
- Providing safe connections
- A beautiful and welcoming addition
- Comprehensive
- Interactive

What challenges will you face in achieving that vision?

- Funding and interest
- Support from the community and surrounding communities
- Leadership, commitment and volunteers
- Community resident/property owner buy-ins
- Trail property right of way
- Permits and zoning
- Having available land and routes
- Connectivity
- Length and number of trails



Results of the Introductory Exercises

What type of user are you?

Bicyclist



Pedestrian



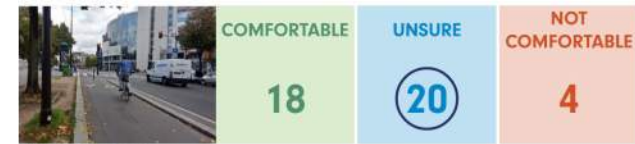
What facility type are you most comfortable with?



GREENWAY



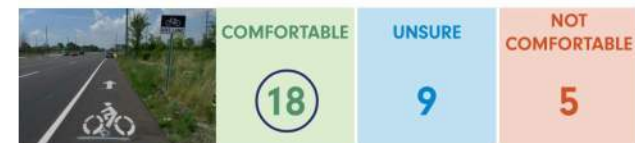
MULTI-USE OR SIDE PATH



CYCLE TRACK



SHARROW



BICYCLE LANE



SIGNED BICYCLE ROUTE

What element would you like to see along the trails?

General Amenities



BENCHES & LITTER BINS 12



DRINKING FOUNTAINS 4



RESTROOMS 16



DOG WASTE STATION 8

Wayfinding



INFORMATIONAL KIOSK 5



MAPS 12



MILE MARKERS 9



DIRECTIONAL SIGNAGE 11

Bicycle Amenities



BIKE RACKS 12



REPAIR STATIONS 13



BIKE SHARES 3

Safety Features



CAMERAS 10



LIGHTING 21



EMERGENCY PHONES 8



PAVEMENT MARKINGS 8

What programs are desired?

Walking / Running Club



10

Bicycle Club



17

Special Events



16

Other programs that the community was interested in were family-friendly events and spaces, 5k and group runs, and providing fitness markers for exercising.



Participants interacting with the different exercises

What are key destinations?

- Downtown Angola
- Pokagon State Park
- Angola Schools
- Trine University & Recreation Area
- Fremont, Indiana
- Hamilton, Indiana
- Pleasant Lake
- 4 Corners area by lakes
- Steuben County Fairgrounds
- Friendship Park



Participants interacting with the Key Destinations Exercise

Where do you feel unsafe?

Several areas were expressed as unsafe due to a number of reasons. Below are key reasons that people feel unsafe

- Winding paths by the lakes
- High speed traffic flow
- Poor lighting
- Broken or no available sidewalks
- Narrow roads/no shoulder
- Drivings not sharing the road or cutting them off while turning
- No mile markers for location safety

STAKEHOLDER ROUNDTABLE

Two stakeholder roundtables were held on May 17, 2023 at the Steuben County Economic Development Corporation. A total of 14 stakeholders were in attendance, representing the community in a variety of ways from business representatives, university officials, parks management, city engineering, city board members and county officials. A summary of the open house results were shared to guide each discussion topic.

A series of questions were asked covering a variety of trail subjects. Additional questions were asked for each to gather more detailed information. The following pages summarize the stakeholders' responses to each of the questions. A full summary of the stakeholder roundtable can be found at the end of this document in the Appendix.

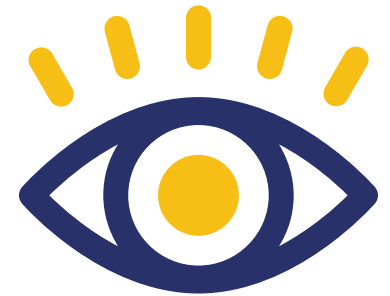


What is your vision for the trail network in Steuben County?

- Allowing for commuting to and from destinations
- Connectivity to other trails, communities, towns, lakes, counties
- Multi-use for bikers, pedestrians, programs
- Creating a sense of arrival

What would you like to see?

- Varying degrees of trail difficulty
- Varying types of trails
- Opportunities for train excursion
- Connect with Trine University



What would you like to see more of?

- Wayfinding and signage
- Accessibility to trails
- More connections to lake communities and popular areas
- Encourage supportive development along trails
- Increase lighting and safety

What challenges will you face in achieving that vision?

- Funding
- Land acquisition and right-of-ways
- Maintenance
- Perception of how money is spent on trails
- Education
- Quality of life and quality of place

As you look ahead to the next 15-20 years, what are the most significant challenges and opportunities for the trail system?

- Long term sustainability
- Endowment
- Partnerships between business owners, schools, communities
- Road sponsorships
- Funding to keep quality of life and quality of place
- Combine roadway construction with trails
- Marketing trails for everyone

Does the existing trail system allow you to get to your destination with ease?

- The overall response was in the middle due to the destination in mind. The general consensus leaned towards “No” as the trails do not directly take the user to their destination
- Trails were mostly used for exercise over traveling

What makes it difficult to access/use the trails?

- Crossing traffic
- Sidewalk connectivity
- Current terrain

How/Where can the existing trail be improved?

- Adding signage
- Providing an entrance adjacent to parking lots
- Lighting
- Emergency phones



How does your “group” benefit from the trail system?

- Connecting with nature and recreation
- Free exercise
- Quality of life and quality of place
- Talent attraction and amenities
- Economic benefits, increase visibility
- City can use to attract companies
- Safety for uses
- Increases mobility



How can it be integrated and featured/recognized along the trail corridor?

- Signage, trail heads
- Artwork and pavement parkings
- Landmarks
- Directory/overall site map

Additional opportunities were brought up discussing partnerships and programming:

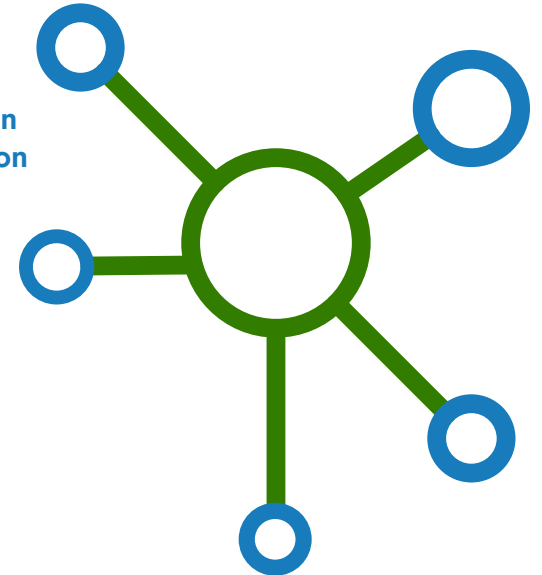
- Boy Scouts programming through Eagle Scout Projects
- Programming with stops for an activity/exercise
- Youth focused stories
- Scavenger hunt

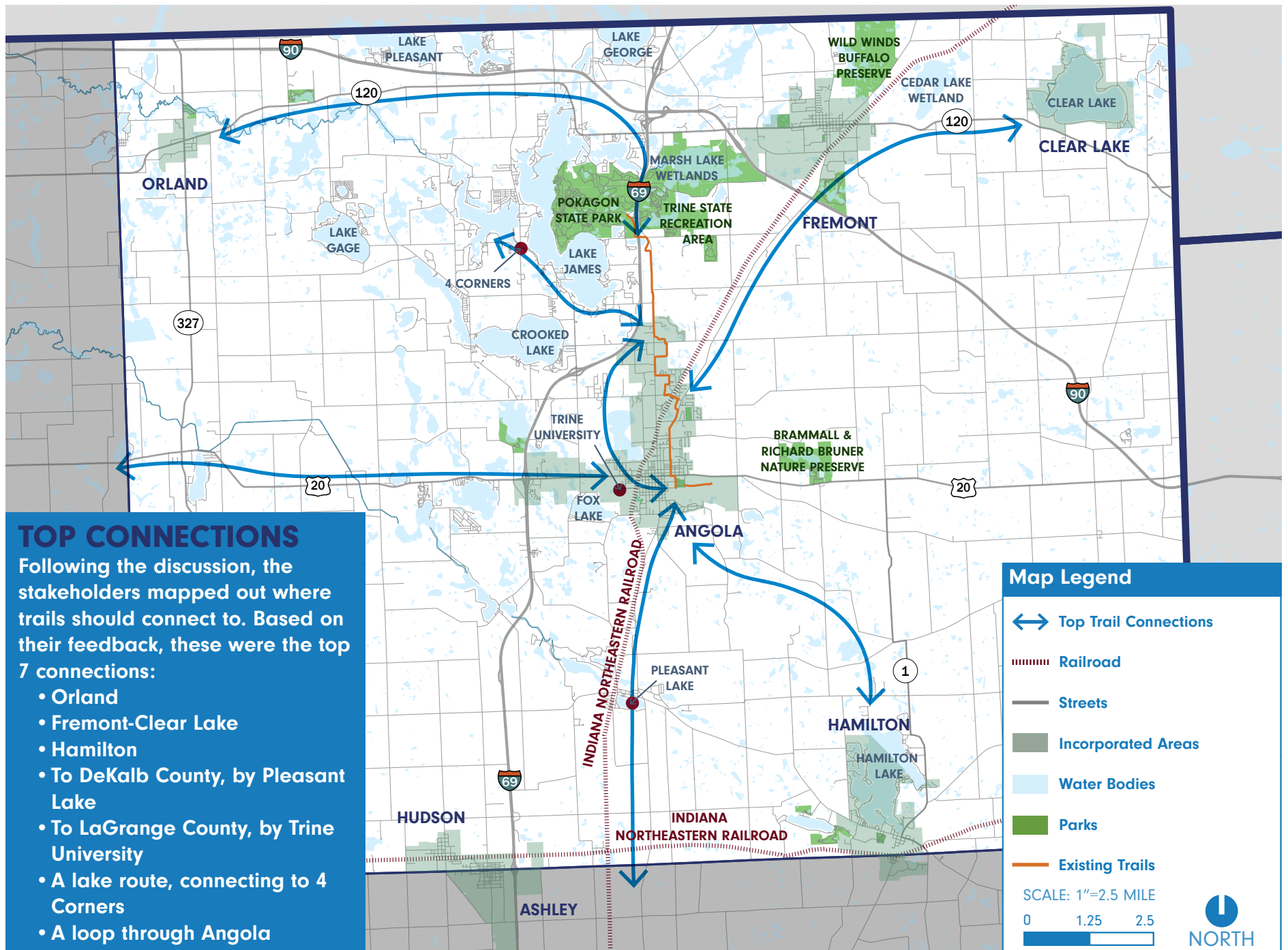
How might users access the trail from your destination?

- Missing connections from business and housing
- Opportunity for Pleasant Lake depot connection
- Angola gardens by US 20 and I-69
- Campus connections
- Parking opportunities with businesses

Are there trail projects that you think need to be completed?

- Fremont connection
- Pleasant Lake connection
- DeKalb County connection
- Community connections





Top Connections Map

TRAIL DESIGN STANDARDS

03



TRAIL DESIGN STANDARDS

THESE STANDARDS ARE INTENDED TO ESTABLISH CONSISTENCY IN TRAIL DESIGN AND APPLICATION THROUGHOUT THE STEUBEN COUNTY GREENWAYS SYSTEM. AS THE SYSTEM CONTINUES TO GROW, PORTIONS OF THE SYSTEM MAY BE CONSTRUCTED BY DIFFERENT AGENCIES, OTHER COMMUNITIES, OR EVEN PRIVATE DEVELOPERS. ESTABLISHING SET STANDARDS FOR CONSTRUCTION ENSURES THAT ALL NEW TRAIL FACILITIES ARE CONSISTENT AND MEET THE REQUIREMENTS EXPECTED OF STEUBEN COUNTY TRAILS.

THE PURPOSE OF ESTABLISHING DESIGN STANDARDS INCLUDE:

- Ensuring consistency across the system—consistency in character, consistency in construction, and consistency in the application of facilities along the greenways.
- Providing design direction that enables alternative development of the system (for example, private development of the system in growing areas of the county).
- Ensuring that the greenways meet the recreation, transportation, and accessibility goals of the plan.
- Establishing regulatory guidelines that ensure that the greenways meet the safety requirements for all users.
- Establishing an appropriate approach to greenway development that results in a high-quality user experience, durability of facilities, and a reasonable approach to trail maintenance.

MATERIALS

MULTI-USE TRAILS SHALL BE DESIGNED TO MEET BOTH RECREATIONAL AND TRANSPORTATION STANDARDS INCLUDING AASHTO, ADA, FHWA, AND MUTCD. SPECIFIC STANDARDS INCLUDE:

MATERIALS: HMA or Asphalt paving is the standard paving material for all trails in the County. In some instances on certain greenways, concrete or crushed limestone surface may be used such as in urban or rural conditions. All materials must meet current Americans with Disabilities Act (ADA) requirements. Pavements and aggregate bases shall be designed to accommodate the weight of service, security, and emergency vehicles.

ASPHALT PAVING: Asphalt cross section shall meet the depths, thicknesses, and base materials as illustrated on the following page. Design width and other spatial standards should be consistent with the design standards illustrated in the Trail Typologies as illustrated in this section.

CONCRETE PAVING: Concrete pavement may be used in certain circumstances such as areas with annual flooding, urban areas, or other areas where substantial benefit or durability can be gained through the use of concrete. The use of this trail material should be dictated by site specific evaluation and shall be approved by Steuben County Trails prior to construction. If used, design width should be consistent with the overall trail width of the greenway segment it is connecting to and should follow the Trail Typologies as illustrated in this section.

CRUSHED LIMESTONE PAVING: Crushed limestone paving currently does not exist within the County trail system, however crushed limestone may be appropriate in rural applications through the county. Crushed limestone paving cross section shall meet the depths, thicknesses, and base materials as illustrated on the following page. Design width should be consistent with the overall trail width of the greenway segment it is connecting to and should be consistent with the design standards illustrated in the Trail Typologies as shown in this section. The use of this trail material should be dictated by site specific evaluation and shall be approved by Steuben County Trails prior to construction.

TRAIL CROSS SECTIONS

ASPHALT TRAIL



- HMA - ASPHALT**
1.5" of HMA surface Type B, 2.5" of HMA intermediate Type B
- COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL**
6" Depth Minimum. Extend beyond edge of pavement 6" minimum as shown
- COMPACTED SUBGRADE**
Proof roll as required. Subgrade to be free of organic soils.

CONCRETE TRAIL



- CONCRETE**
4" Depth Minimum w/ welded wire mesh
- COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL**
4" Depth Minimum. Extend beyond edge of pavement 6" minimum as shown
- COMPACTED SUBGRADE**
Proof roll as required. Subgrade to be free of organic soils.

CRUSHED LIMESTONE TRAIL



- LIMESTONE FINES/ SCREENINGS**
3" Depth Minimum
- COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL**
6" Depth Minimum
- COMPACTED SUBGRADE**
Proof roll as required. Subgrade to be free of organic soils.

TRAIL TYPOLOGIES

MULTI-USE TRAILS SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE ADJACENT LAND USES AND TO FIT WITHIN THE EXISTING RIGHT OF WAY OR EASEMENT. SPECIFIC TRAIL TYPOLOGIES USED IN THIS PLAN INCLUDE TYPES 1 THROUGH 5. TRAIL TYPES 6 AND 7 ARE NOT CURRENTLY USED IN THE PLAN, BUT ARE ACCEPTABLE ALTERNATES IN THE EVENT THAT ONE OF THE PREFERRED TRAIL TYPES IS NOT ABLE TO BE IMPLEMENTED (INCLUDING RIGHT-OF-WAY LIMITATIONS OR ENVIRONMENTAL CONCERNS).

TRAIL TYPE 1: SEPARATED MULTI-USE PATH - 2-LANE ROADWAY

TRAIL TYPE 2: SEPARATED MULTI-USE PATH - 4-LANE ROADWAY

TRAIL TYPE 3: SHARED BIKE LANE

TRAIL TYPE 4: GREENWAY

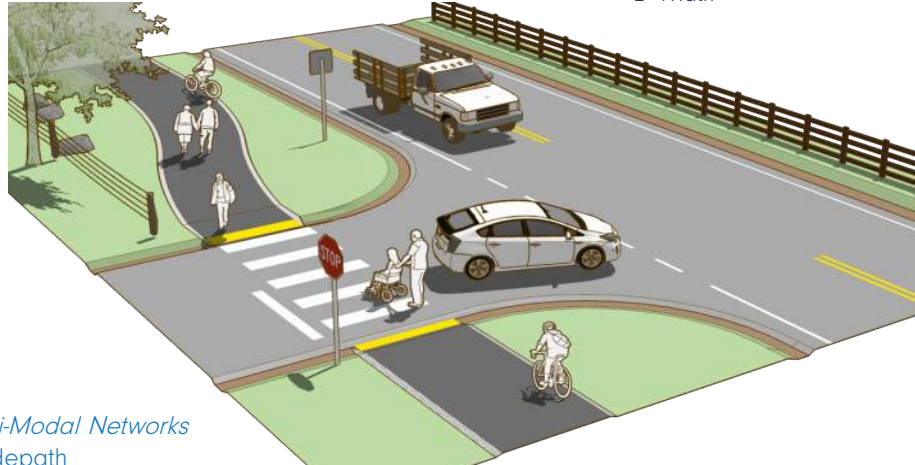
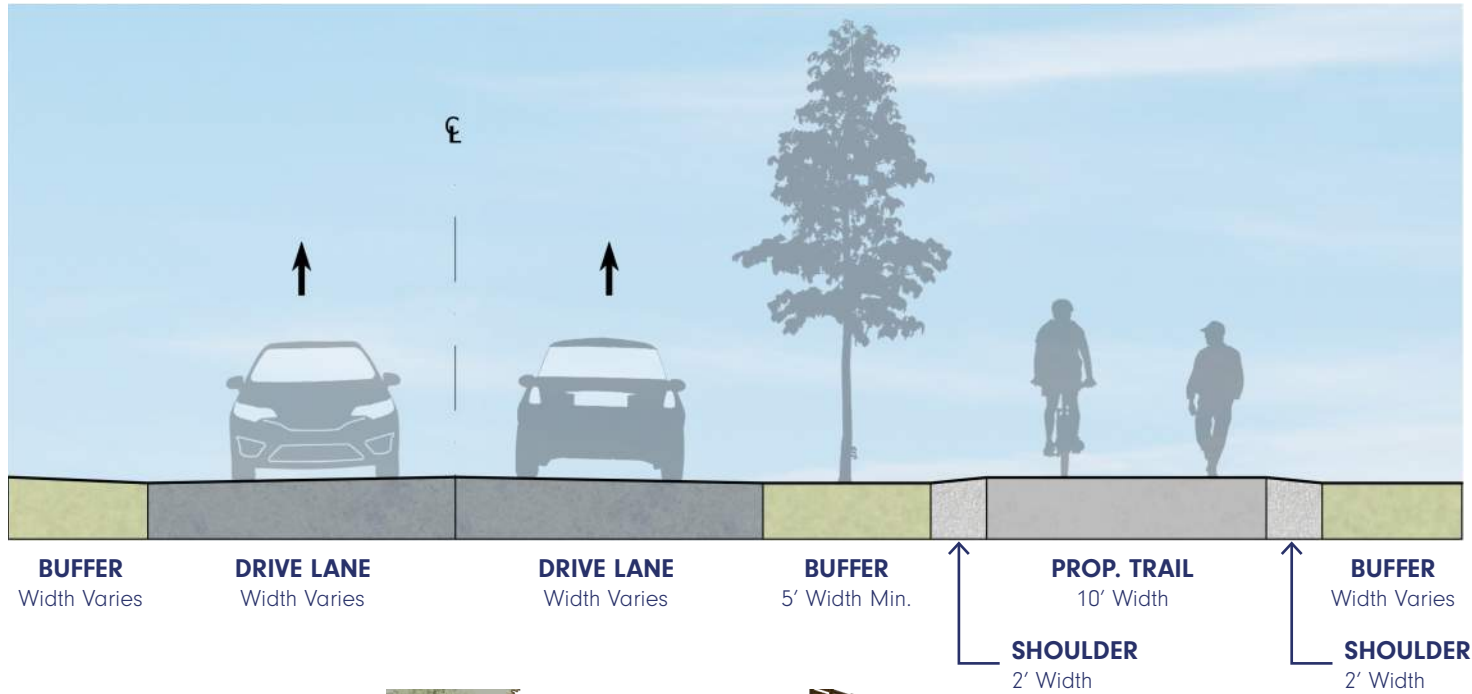
TRAIL TYPE 5: URBAN CONDITION

TRAIL TYPE 6: BIKE SHARROWS

TRAIL TYPE 7: DESIGNATED BIKE LANES

TRAIL TYPE 1

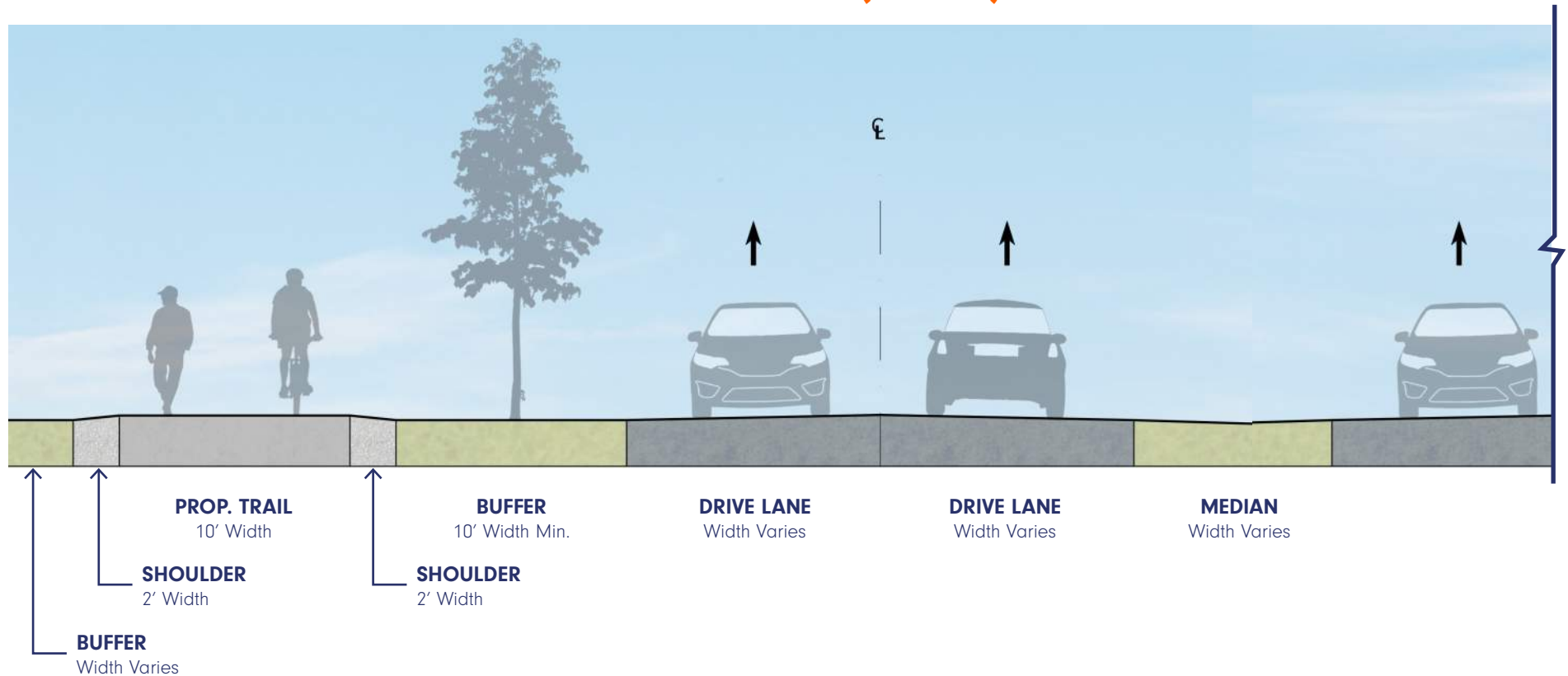
SEPARATED MULTI-USE PATH - 2-LANE ROADWAY (RURAL)



Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Physically Separated Facilities: Sidepath

TRAIL TYPE 2

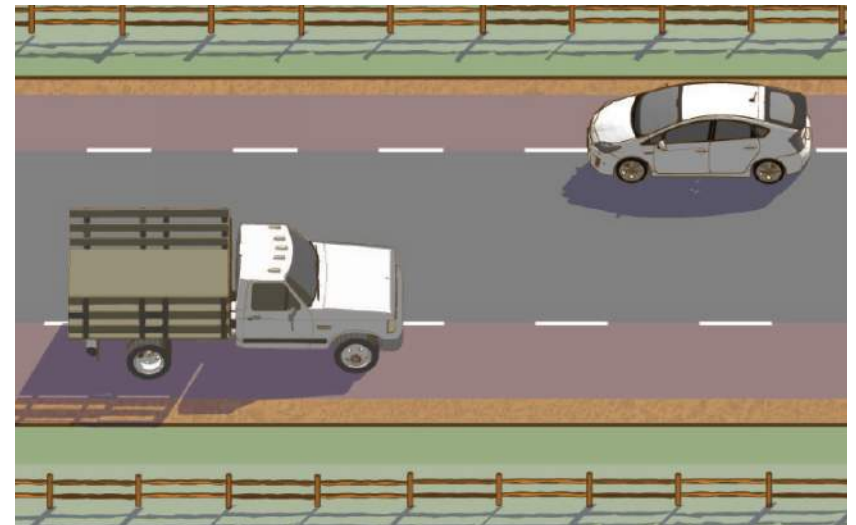
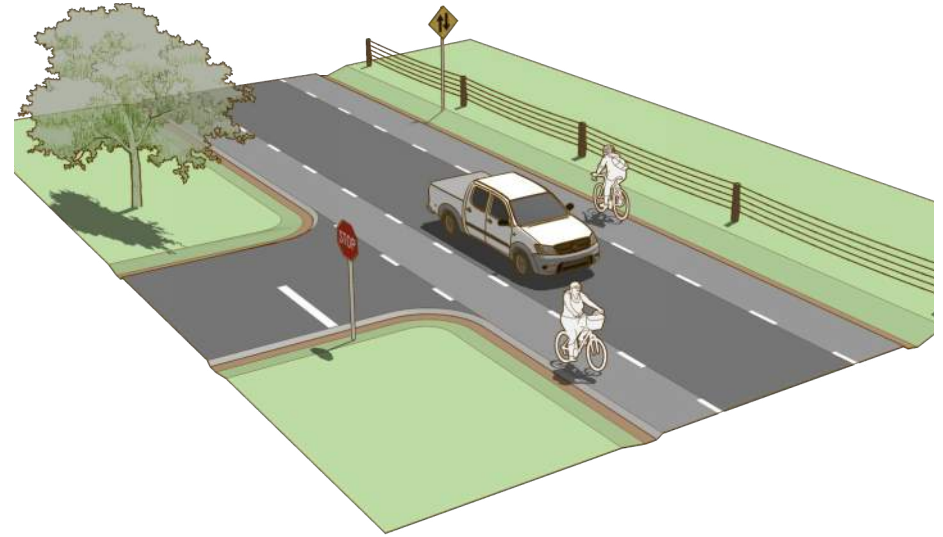
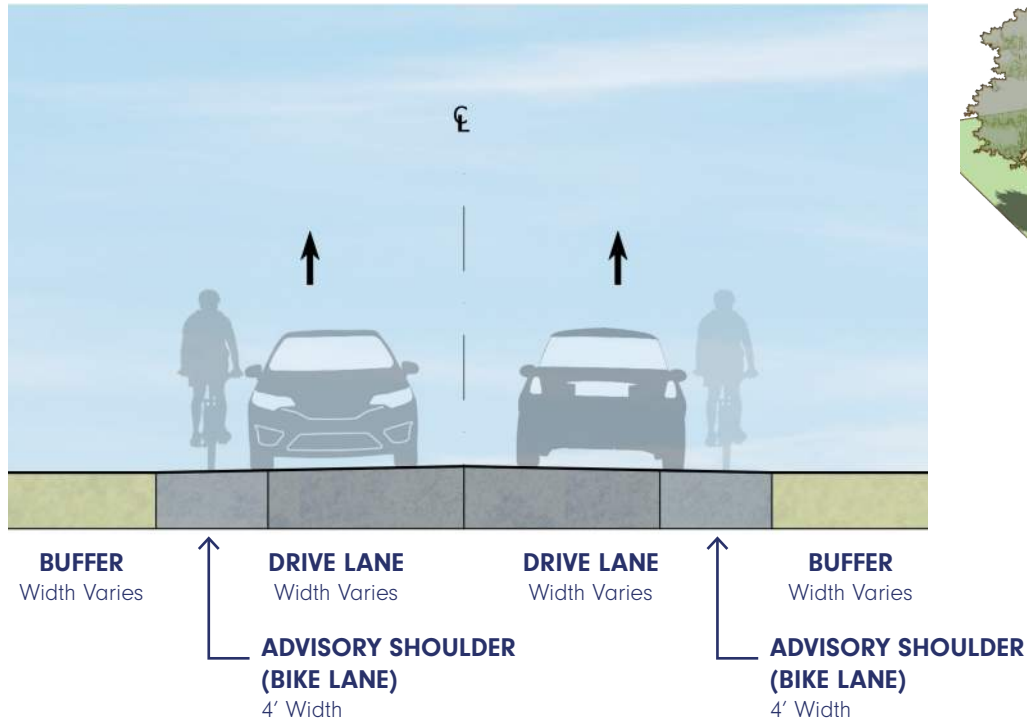
SEPARATED MULTI-USE PATH - 4-LANE ROADWAY (RURAL)



Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Physically Separated Facilities: Sidepath

TRAIL TYPE 3

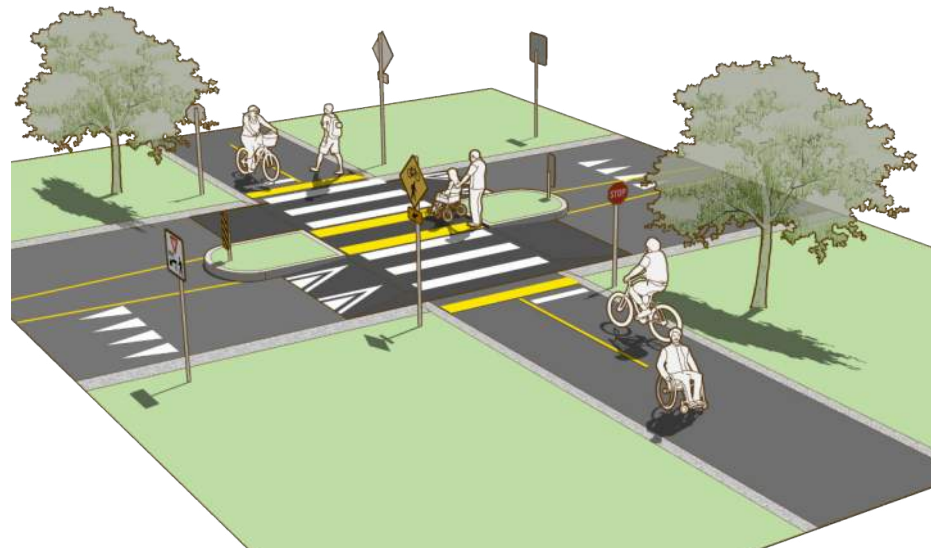
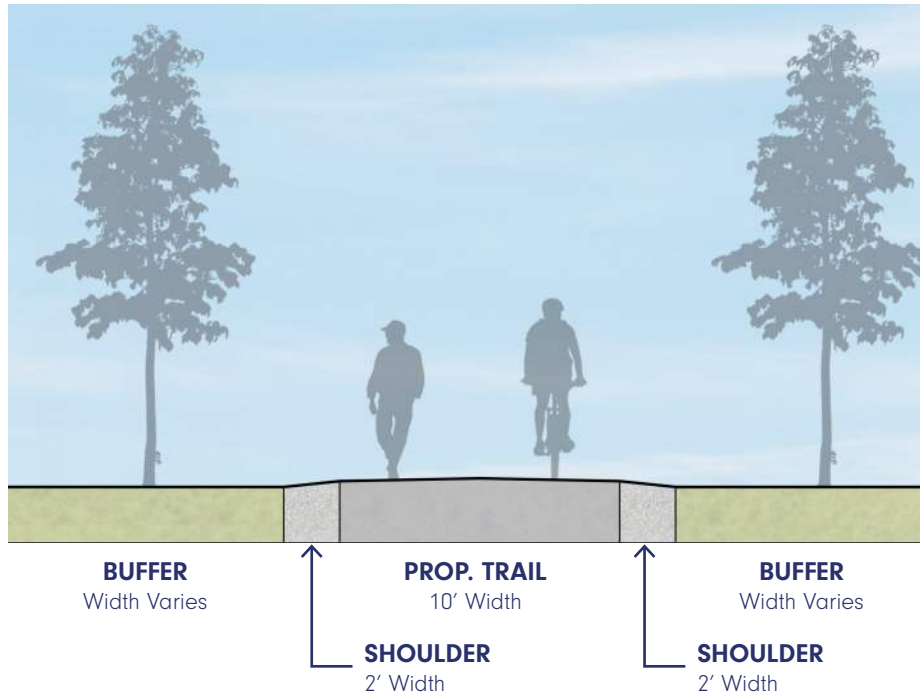
SHARED BIKE LANE (RURAL)



Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Mixed Traffic Facilities: Advisory Shoulder

TRAIL TYPE 4

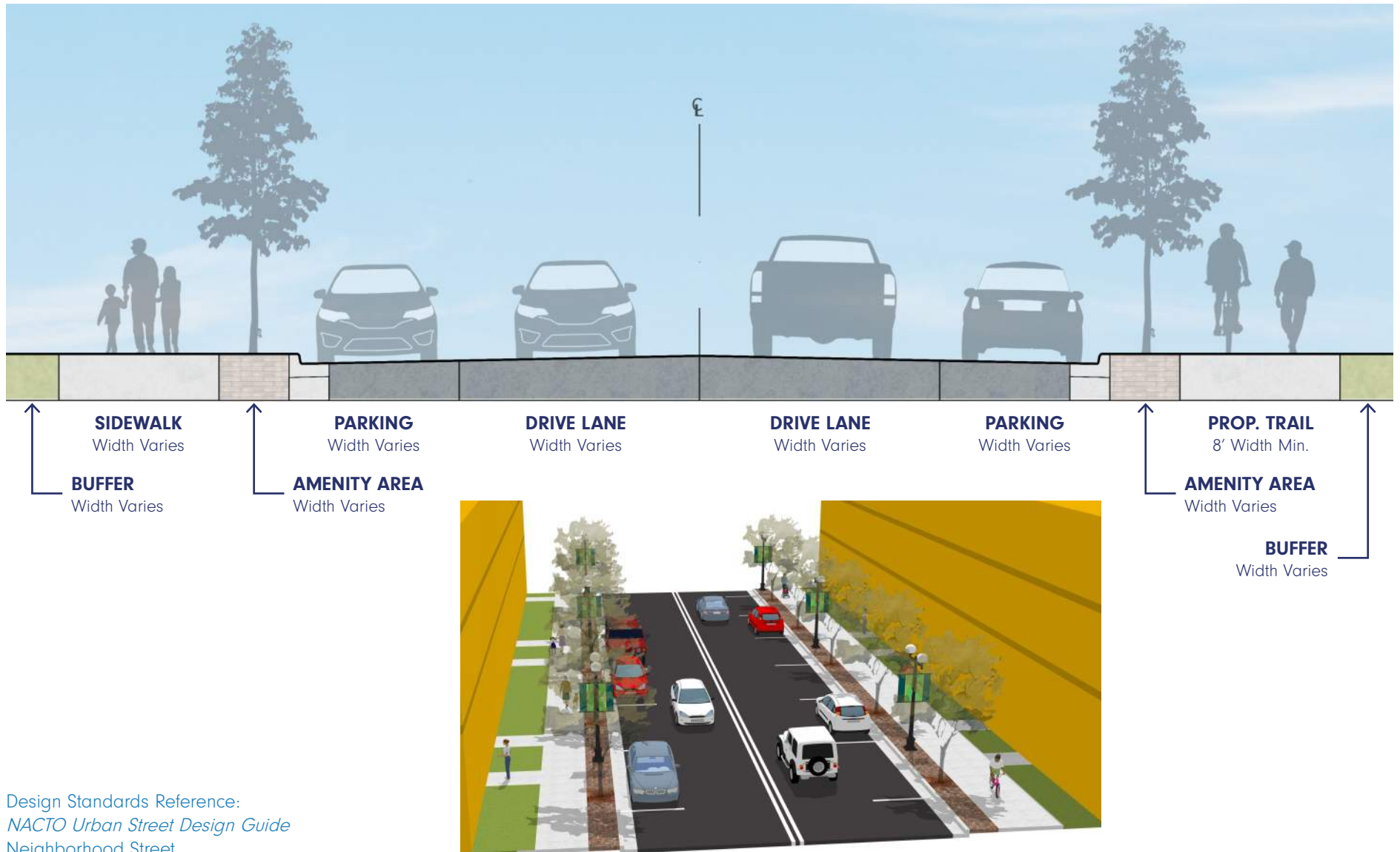
GREENWAY (RURAL)



Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Physically Separated Facilities: Shared Use Path

TRAIL TYPE 5

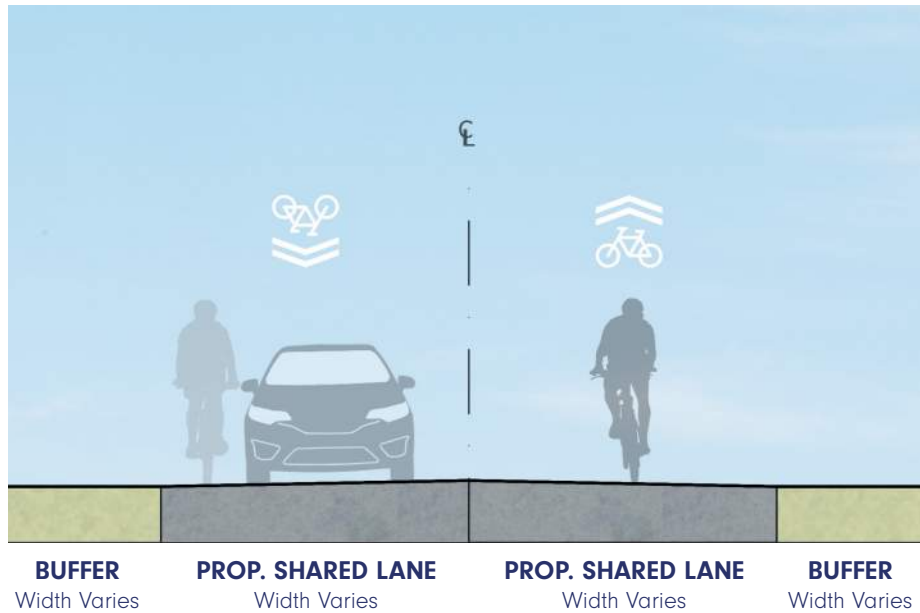
URBAN CONDITIONS



Design Standards Reference:
NACTO Urban Street Design Guide
Neighborhood Street

TRAIL TYPE 6

BIKE SHARROWS (RURAL)

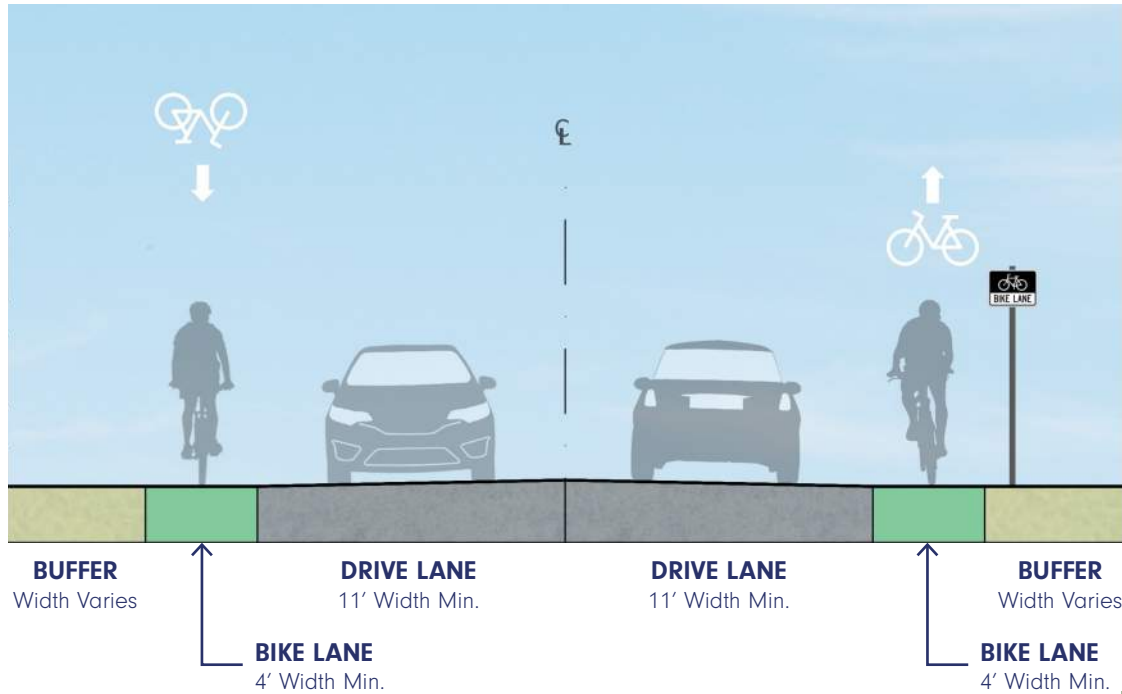


Precedent Imagery of Bike Sharrows

Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Mixed Traffic Facilities: Yield Roadway or Bicycle Boulevard

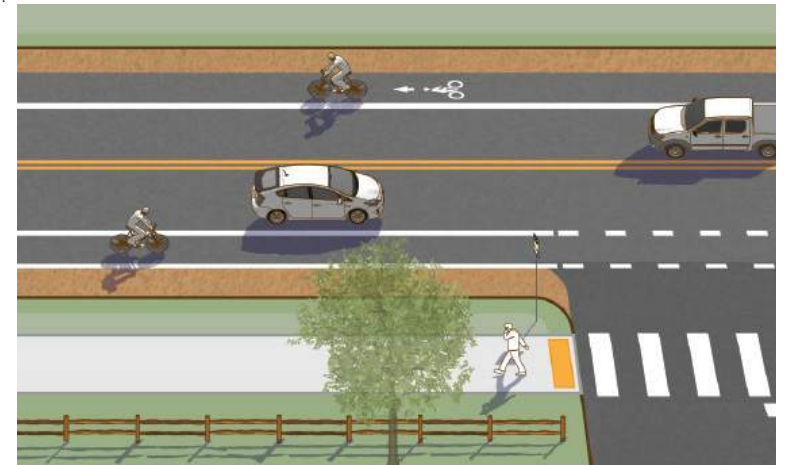
TRAIL TYPE 7A

DESIGNATED BIKE LANE - 1-WAY EACH SIDE OF ROADWAY (RURAL)



Precedent Imagery of One-Way Bike Lanes

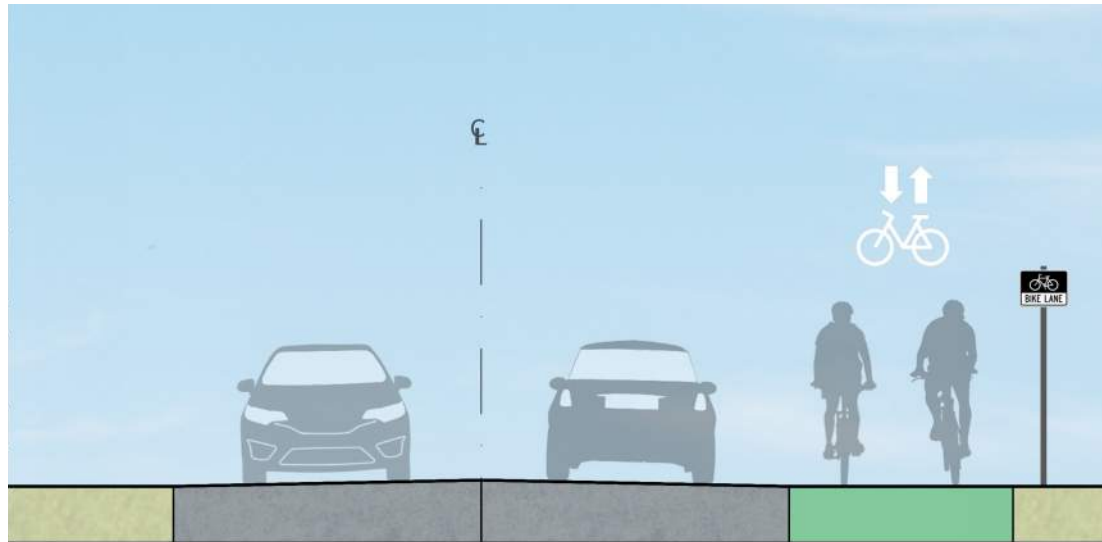
Design Standards Reference:
FHWA Small Town and Rural Multi-Modal Networks
Visually Separated Facilities: Bike Lanes



Reference: FHWA Example along Roadway

TRAIL TYPE 7B

DESIGNATED BIKE LANE - 2-WAY ONE SIDE OF ROADWAY (URBAN)



BUFFER
Width Varies

DRIVE LANE
11' Width Min.

DRIVE LANE
11' Width Min.

BIKE LANE
8' Width Min.

BUFFER
Width Varies



Precedent Imagery of Two-Way Bike Lanes

Design Standards Reference:
NACTO Urban Bikeway Design Guide
Two-Way Cycle Tracks



FACILITY STANDARDS

TRAILHEADS: Trailheads are designated major entry points to the multi-use trail system. The trailheads represent major connection points for all users of the system. As that initial connection interface, trailheads must perform several functions to help accommodate a variety of different users. Trailheads should be designed to provide parking, trail information, and other amenities such as restrooms, benches, water fountains or other user related enhancements.

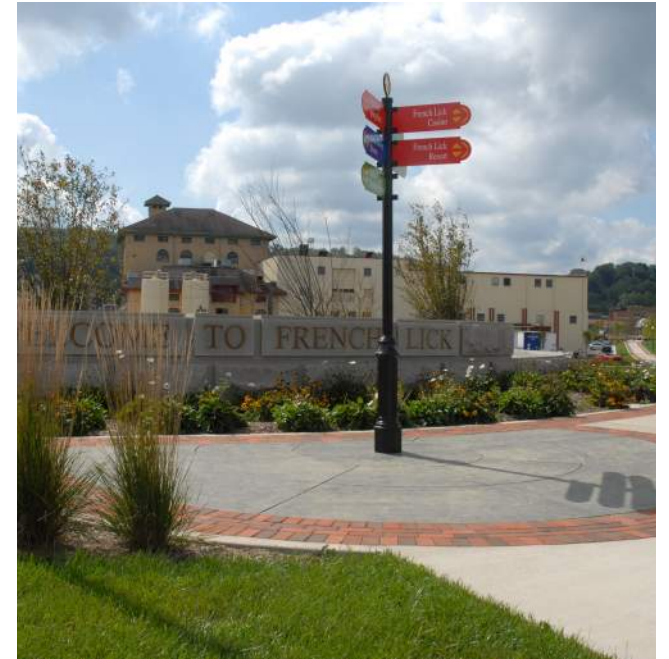
FOR STEUBEN COUNTY TRAILS, TRAILHEAD STANDARDS INCLUDE THE FOLLOWING:

- Trailheads should be placed at major connections between trail segments or other areas where significant ingress and egress from the trail is likely to occur. Trailheads should be accessible by vehicle, other modes of transit (if possible,) pedestrian, and bicycles. All trailheads shall be ADA accessible.
- Trailheads should include parking for both vehicles and bicycles. A minimum of ten vehicle parking spaces should be provided at each trailhead.
- Trailheads should be designed so that users at the trailheads do not interfere with users passing the trailhead on the shared-use path. Signage and other areas where people might congregate should be kept out of the pathway.
- Trailheads should include informational signage that provides critical information for users. Information should include a map (orientation), greenway rules, and other information to enhance the user experience.
- Trailheads should include the following user facilities: restroom facilities (at major trailheads), benches, trash and recycling receptacles, trailhead signage (trail information and rules), and bike racks.

*Examples of these standards can be found on the following page



Muscatatuck Trail - North Vernon, IN



French Lick Town Center - French Lick, IN



King Street - Franklin, IN



Flatrock Run Trail - Rushville, IN

FACILITY STANDARDS

SITE FURNISHINGS: Standard site furnishings shall be selected to simplify future implementation and bring consistency across the greenways system. Furnishings should be determined to service all users. Considerations of charging stations should be taken due to the increase of motorized bicycles and scooters. These stations can serve as nodes along the trail providing additional amenities for other users.

FOR STEUBEN COUNTY TRAILS, SITE FURNISHINGS STANDARDS INCLUDE THE FOLLOWING:

- **Placement:** Typical placement of site furnishings shall be in the access points, trailheads, and rest areas located throughout the trail system.
- **Furnishings:** All furnishings must be approved by Steuben County Trails before installation.
- **Maintenance:** Highly durable site furnishings shall be selected to ensure maximum life cycle of furnishings.
- **Purchasing:** Selected site furnishings shall be widely available from multiple manufacturers to ensure compliance with competitive bidding requirements. Alternative products of equal quality are permissible to use within the greenway system.
- **Mounting:** Permanent surface-mounting should be specified for all furnishings to simplify installation and repairs.

*Examples of trail furnishing types can be found on the following page



Bench and Trash Receptacle



eBike Charging Station



Bike Rack



Drinking Fountain

FACILITY STANDARDS

TRAIL SIGNAGE: Standard trail signage shall be developed to simplify future implementation and bring consistency across the greenways system.

FOR STEUBEN COUNTY TRAILS, TRAIL SIGN TYPES INCLUDE THE FOLLOWING:

- **Trail Identification sign (pedestrian scale):** Signs that identify the trail system for users.
- **Trail Identification sign (vehicular scale):** Signs that identify the greenway to vehicles and other users along but outside the greenway.
- **Directional Signs:** Signs that provide directions to key destinations along the greenway.
- **Mile Markers:** Signs that measure the overall distance of the trail, measured in quarter-mile increments. Mile markers should be coordinated with county dispatch/911 response to provide a GIS based locating system for emergency responses along area trails.
- **Regulatory Signs:** Signs that control actions and use on the greenway.
- **Trailhead signs:** Includes user information such as a trail map, rules of the greenway, and emergency information.
- **Trailside Maps:** Smaller signs that illustrate the greenway map and directions along the trail.
- **Interpretive Signs:** Informational signs that provide educational information at key places along the greenway.
- **Emergency Locator Signs:** Emergency location points along the greenways.

*Examples of these signs can be found on the following page



Directional Signage



Mile Marker



Interpretive Signage

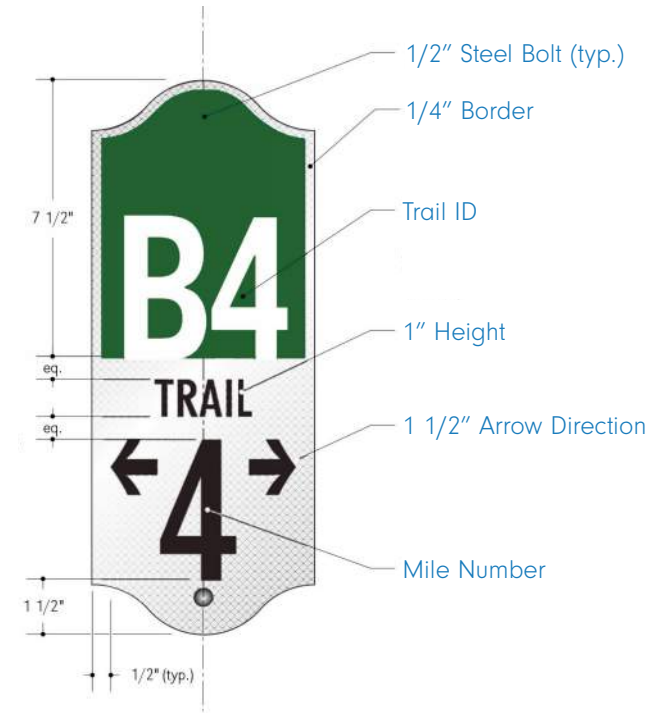
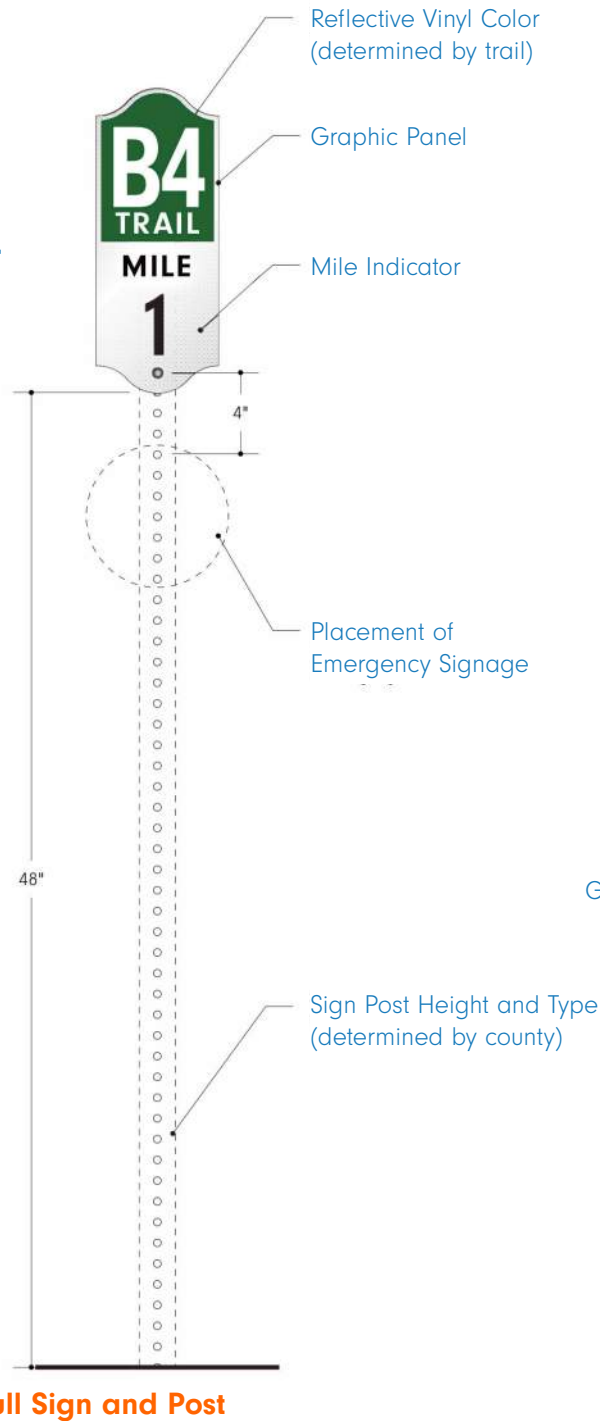


Trail Kiosk

Safety and Wayfinding Signage Example

Trail mile markers are beneficial for recreational purposes and safety purposes. The markers should provide a recreational sign with the trail name and an emergency location ID based reference to GIS for emergency response.

The example to the right is based on signage in Boone County.



Sign Enlargement



PREFERRED TRAIL ALIGNMENTS

04



PREFERRED TRAIL ALIGNMENTS

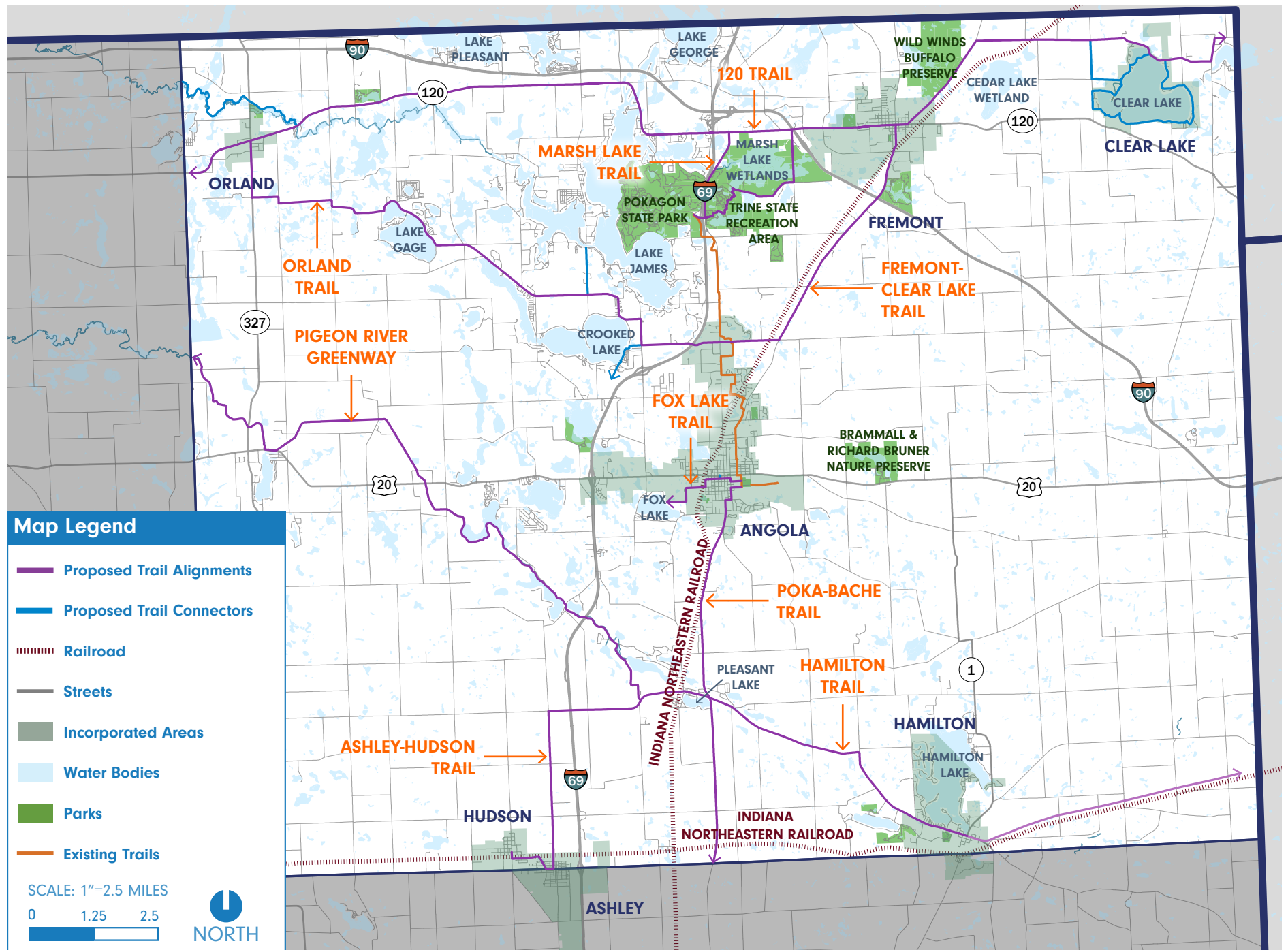
OVERVIEW

After collecting all the input from the advisory group, public, and stakeholders, six additional alignments were identified to expand upon the existing trail network. These were the preferred routes based on the amenities and conditions of the county. Three of those trail alignments are part of previous planning studies that Steuben County Trails would like to prioritize as part of this planning effort. Those being connections to Dekalb County, Fremont and Clear Lake, and LaGrange County. The other proposed trails are connecting to the town of Hamilton, Orland, Ashley and Hudson, and providing spurs along those routes to connect to additional destinations, such as 4 Corners, Steuben County Fairgrounds and a loop trail around Clear Lake.

The City of Angola is currently working on revitalizing their downtown providing a trail connection to Trine University and Fox Lake. The trail will become part of the Steuben County Trail Network.

PROPOSED TRAILS

- Poka-Bache Trail
- Hamilton Trail
- Fox Lake Trail
- 120 Trail
- Marsh Lake Trail
- Fremont-Clear Lake Trail
 - Clear Lake Loop
- Orland Trail
 - 4 Corners Connector
 - Steuben County Fairgrounds Connector
- Ashley-Hudson Trail
- Pigeon River Greenway



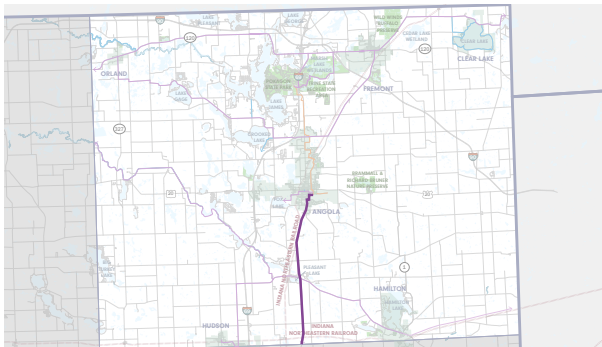
Proposed Trail Alignments Map

TRAIL ALIGNMENTS: POKA-BACHE TRAIL

The Poka-bache Trail is intended as an 81 mile route between Pokagon State Park in Steuben County and Oubache State Park in Bluffton. It would follow the Steuben County Multi-Purpose Trail between Pokagon State Park and Angola. South of Angola, the trail is proposed to parallel Old Highway 27 as a separated multi-use trail and is intended as the primary North-to-South trail through the county.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	6.8 MI	-	-	-	0.8 MI	7.6 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales adjacent to street	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Railroad Crossing	Old US Hwy. 27 near County Line Road



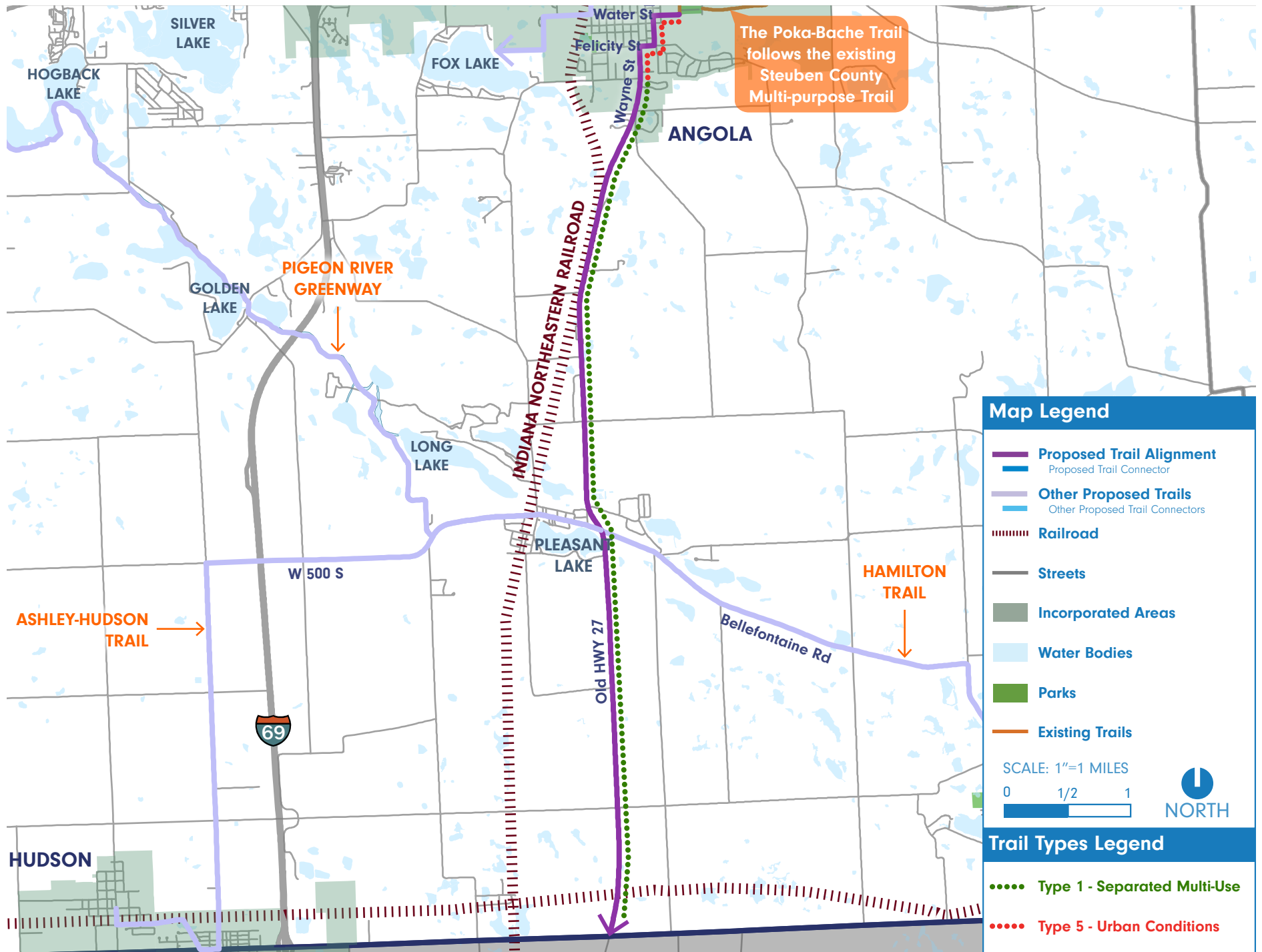
Location Map



Existing Conditions: Old US Hwy. 27



Existing Conditions: Washington Street



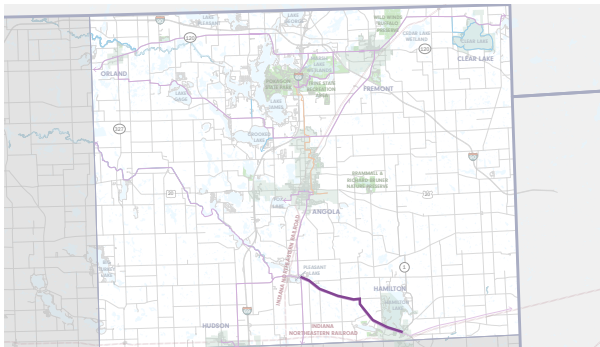
Poka-Bache Trail Alignment Map

TRAIL ALIGNMENTS: HAMILTON TRAIL

The Hamilton Trail is proposed to serve as a trail between Pleasant Lake and the Town of Hamilton. Connecting with the Poka-Bache Trail near Pleasant Lake, the trail parallels Bellefontaine Road as a separated multi-use path. The trail provides easy connections to Ball Lake and Ball Hidden Canyon. This alignment provides opportunities to extend the trail from Hamilton to Montpelier, Ohio creating a potential “rails-with-trails” route along the railroad.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	4.9	-	-	-	1 MI	5.9 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales adjacent to street	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES		X	-	-



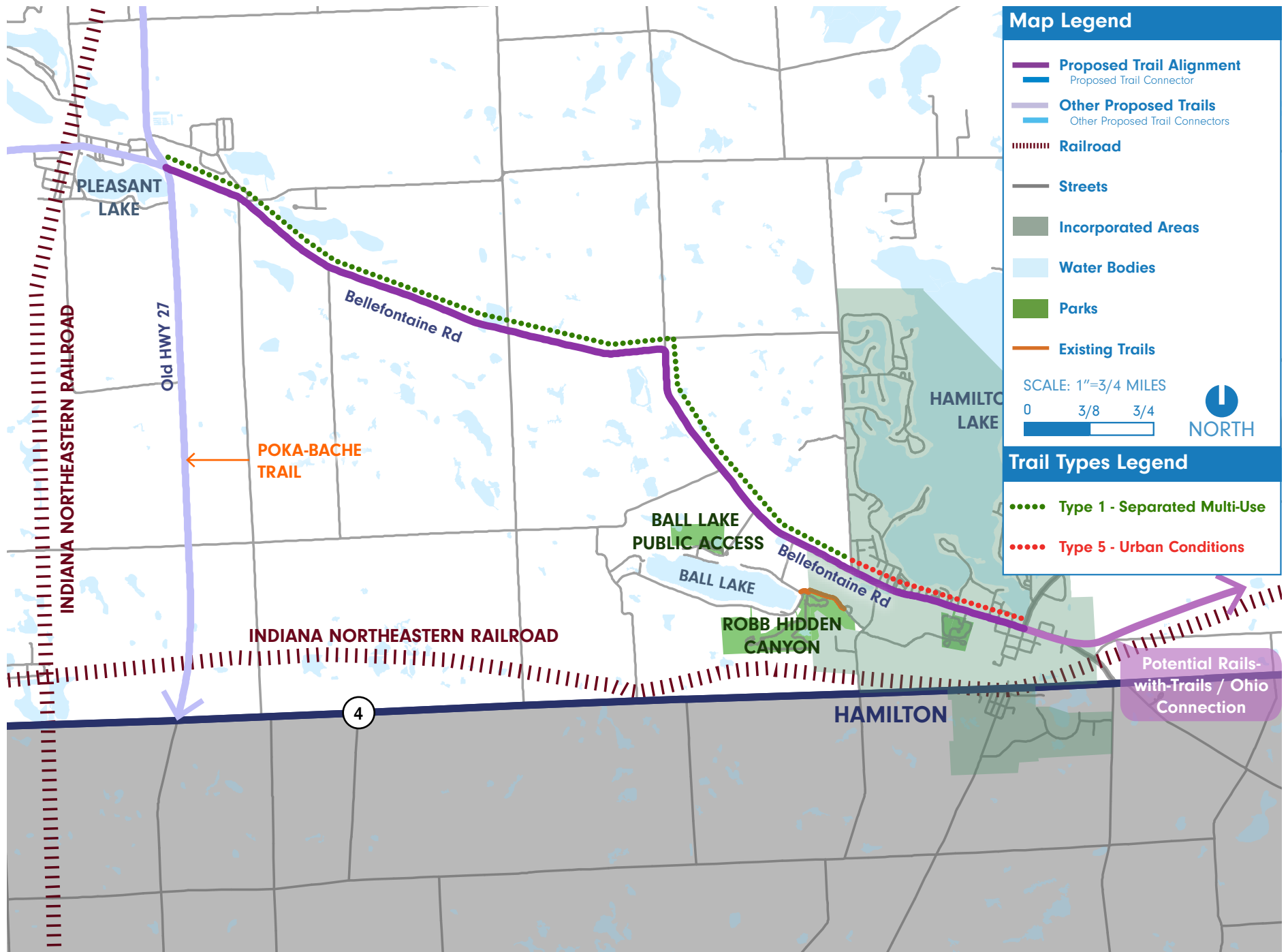
Location Map



Existing Conditions: Bellefontaine Road



Existing Conditions: Downtown Hamilton



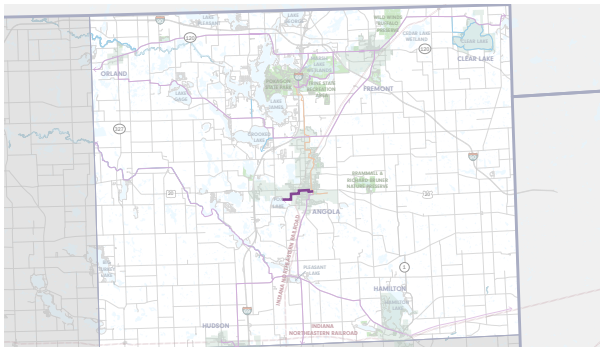
Hamilton Trail Alignment Map

TRAIL ALIGNMENTS: FOX LAKE TRAIL

The Fox Lake Trail is envisioned as an urban trail connecting the Poke-Bache Trail to downtown Angola, Cameron Memorial Hospital, Commons Park, Trine University and Fox Lake. Through Angola, the route is generally proposed to follow Gale Street. As an urban trail, it will include a multi-use path set back from the curb line.

TRAIL TYPE						
TRAIL TYPE SYMBOL ••••	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lane	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	-	-	-	0.6 MI	1.4 MI	2 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Adjacent to railroad
OVERHEAD UTILITIES	X		Overhead power lines	Gale Street, South Street
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES		X	-	-
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Railroad Crossing	Thunder Dr.



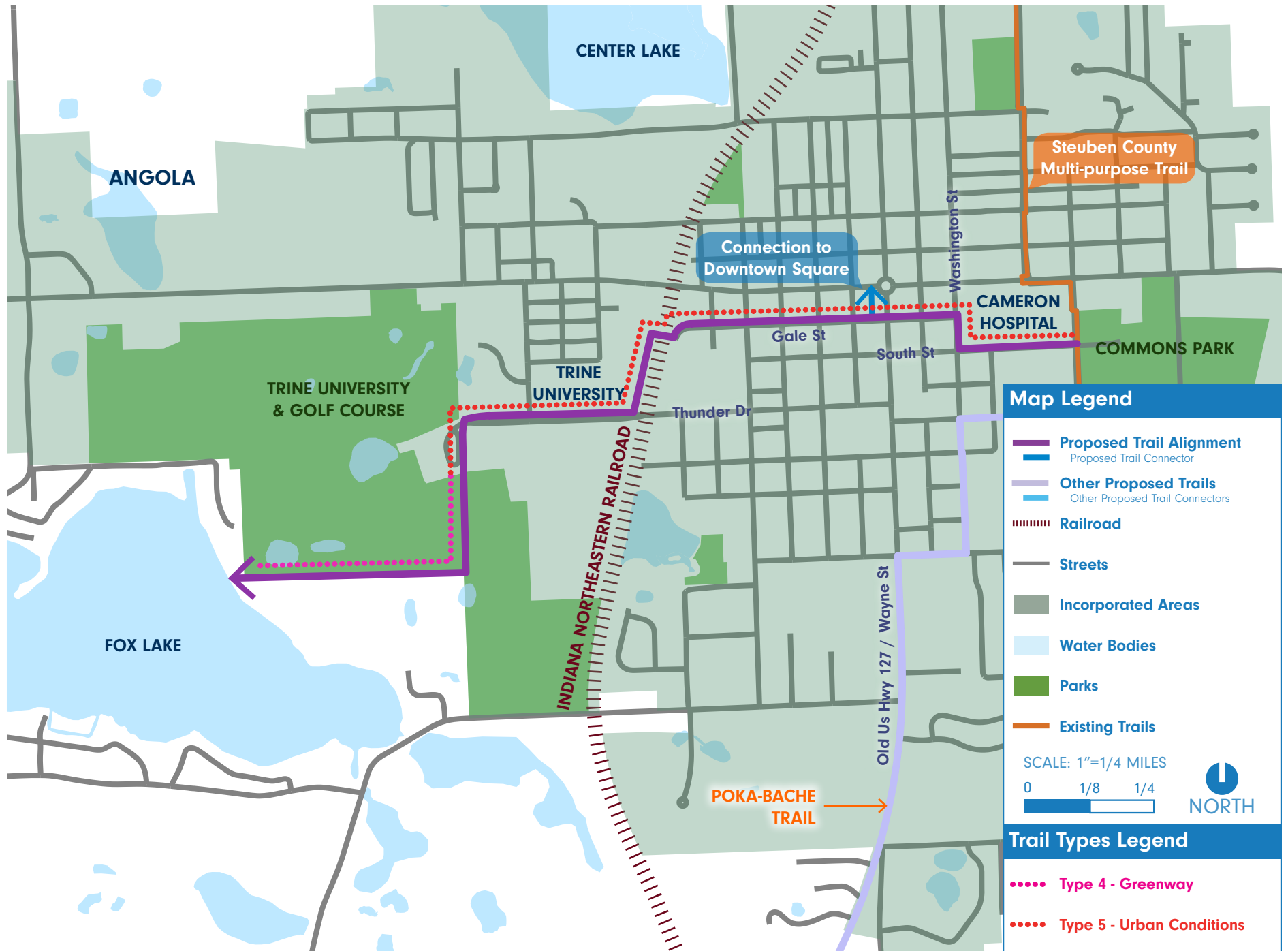
Location Map



Existing Conditions: Gale Street



Existing Conditions: Fox Lake Public Access



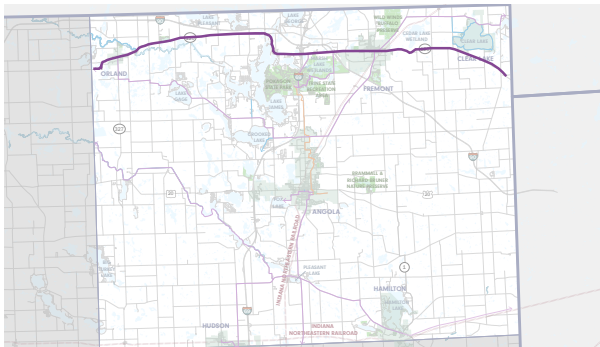
Fox Lake Trail Alignment Map

TRAIL ALIGNMENTS: 120 TRAIL

The 120 Trail is envisioned as a primary East-to-West route across the county linking communities between Orland and Fremont. Other proposed trails connect to SR 120 allowing for ease of transportation between different communities. As SR 120 has wide shoulders, the initial goal is to work with INDOT to implement as a signed on-road route. The effort should include exploring options for including SR 120 as a designated US Bike Route. Longer term, the vision is for a separated path parallel to the state highway.

TRAIL TYPE						
TRAIL TYPE SYMBOL ••••	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	13.3 MI	-	-	4.1 MI	1.5 MI	18.9 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales adjacent to street	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Railroad Crossing, Interstate Crossing, Bridge Crossing	I-69, I-90, Crooked Creek



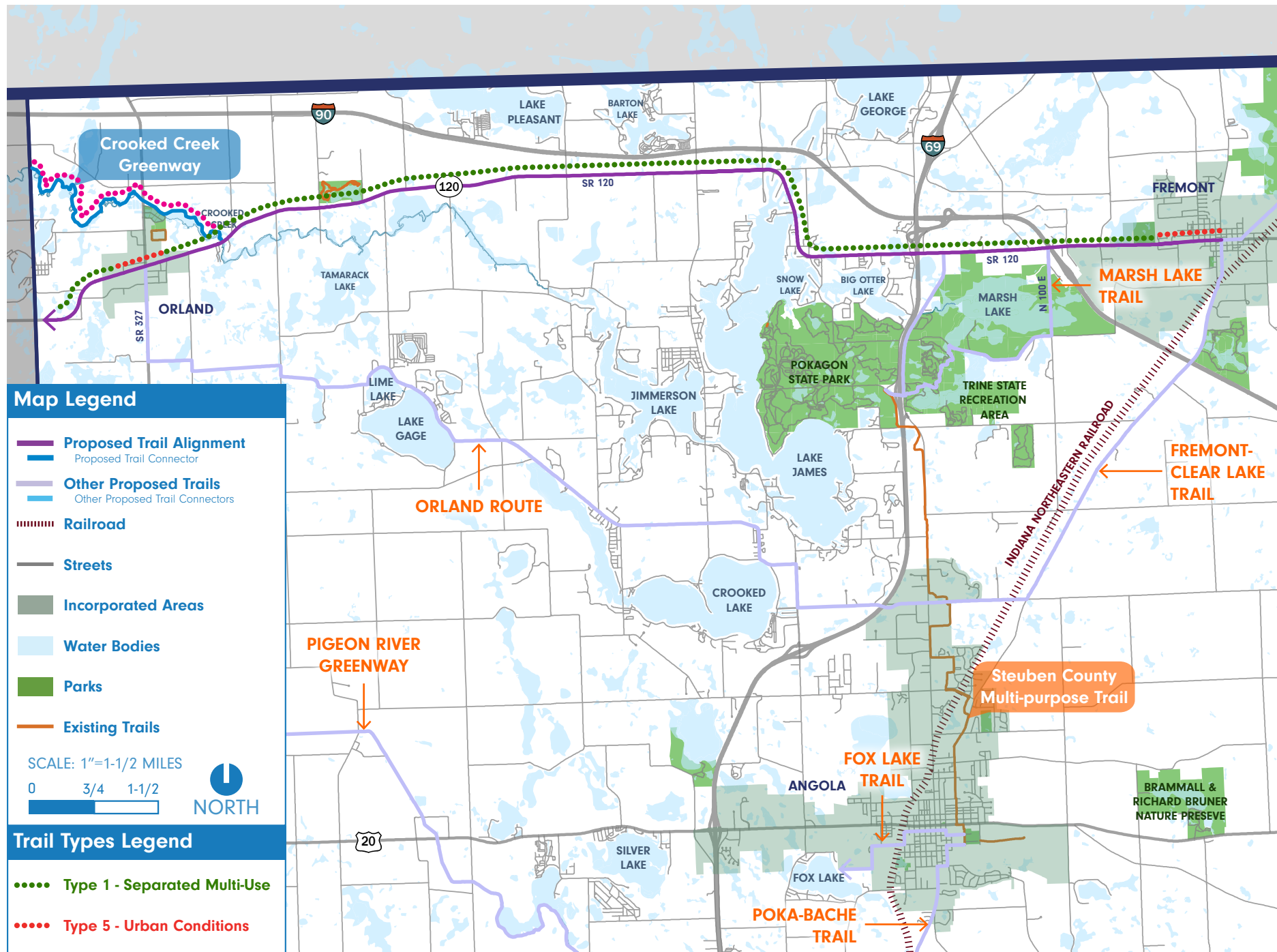
Location Map



Existing Conditions: I-69 Bridge Crossing



Existing Conditions: I-90 Crossing (Under Bridge)



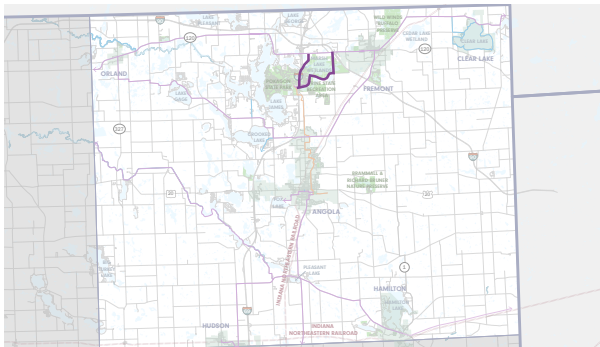
120 Trail Alignment Map

TRAIL ALIGNMENTS: MARSH LAKE TRAIL

The Marsh Lake Trail connects the Steuben County Multi-purpose Trail at SR 727 to SR 120 traveling along CR 50 W. The trail would connect to Marsh Lake Wetlands State Fish and Wildlife Area and Trine State Recreation Area by utilizing the existing trails in the park. Continuing along Feather Valley Rd and CR 100 E, the trail reconnects with SR 120 further East. Longer term, options could be explored for a boardwalk route through the Marsh Lake Wetlands. These alternatives would add significant interest to the route.

TRAIL TYPE						
TRAIL TYPE SYMBOL ••••	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	1.7 MI	-	2.3	-	-	5.4 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES		X	-	-
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Bridge Crossing	I-69



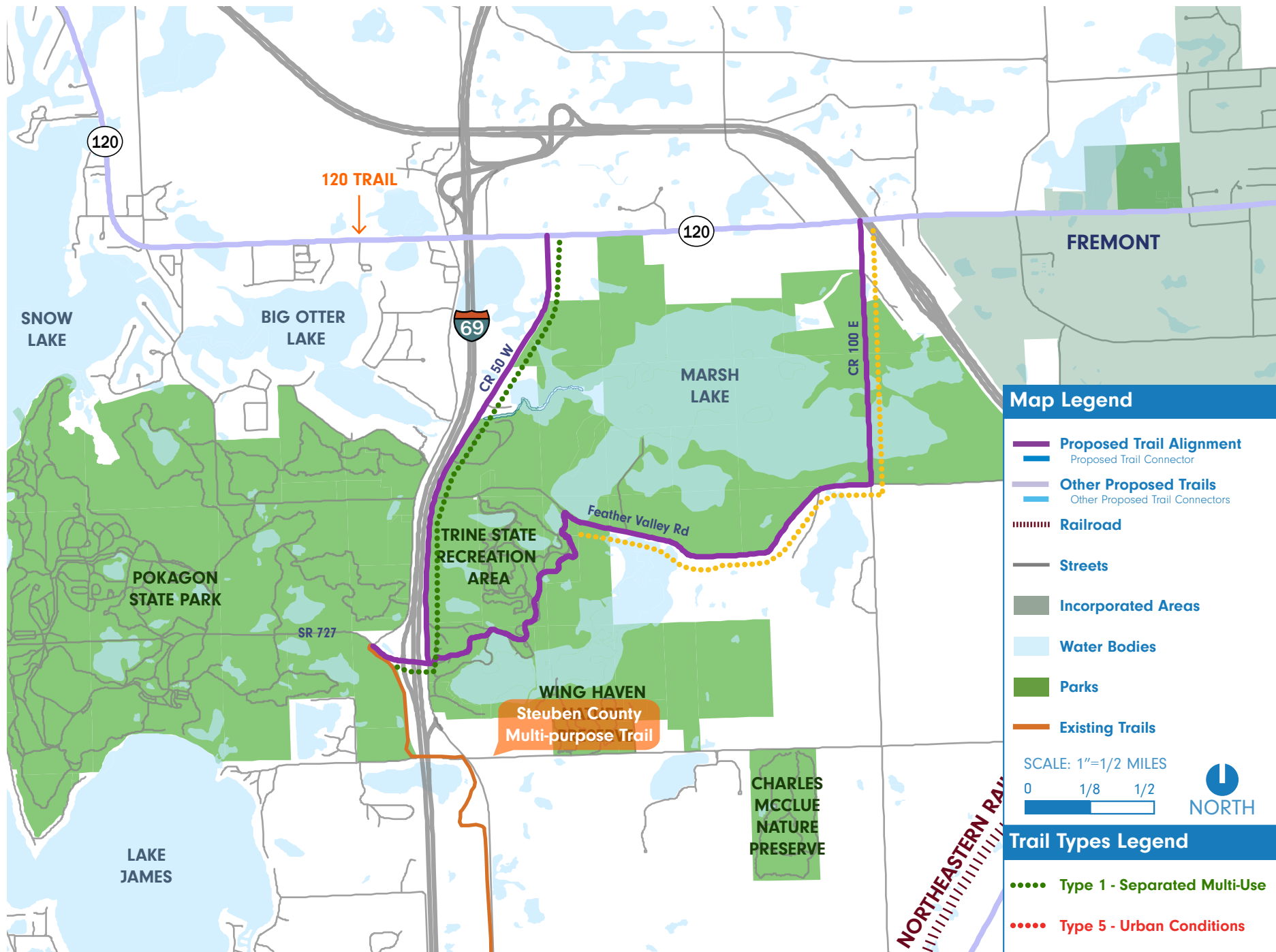
Location Map



Existing Conditions: Trine State Recreation Area Trails



Existing Conditions: CR N 100 E



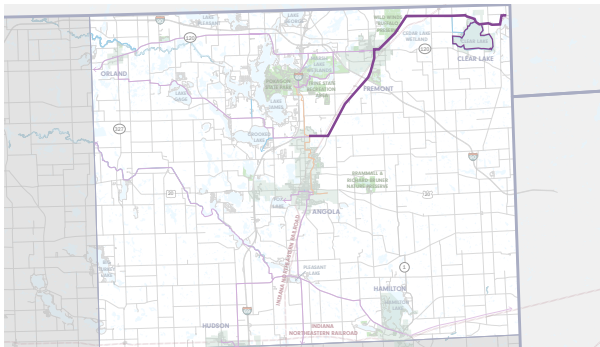
Marsh Lake Trail Alignment Map

TRAIL ALIGNMENTS: FREMONT-CLEAR LAKE TRAIL

The trail connects to the existing Steuben County Multi-purpose Trail at CR 200 N, following SR 827 to Fremont, then along Ray Road and CR 750 N to Clear Lake as a separated multi-purpose trail. The trail provides easy connections to the Wild Winds Buffalo Preserve and Cedar Lake Wetland Conservation Area. Clear Lake would have its own shared bike lane loop trail for the community.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lane	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	14.3 MI	-	5.9 MI	-	0.75 MI	21 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales adjacent to street	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Railroad Crossing (x3)	200 N, Wayne Street, 750 N



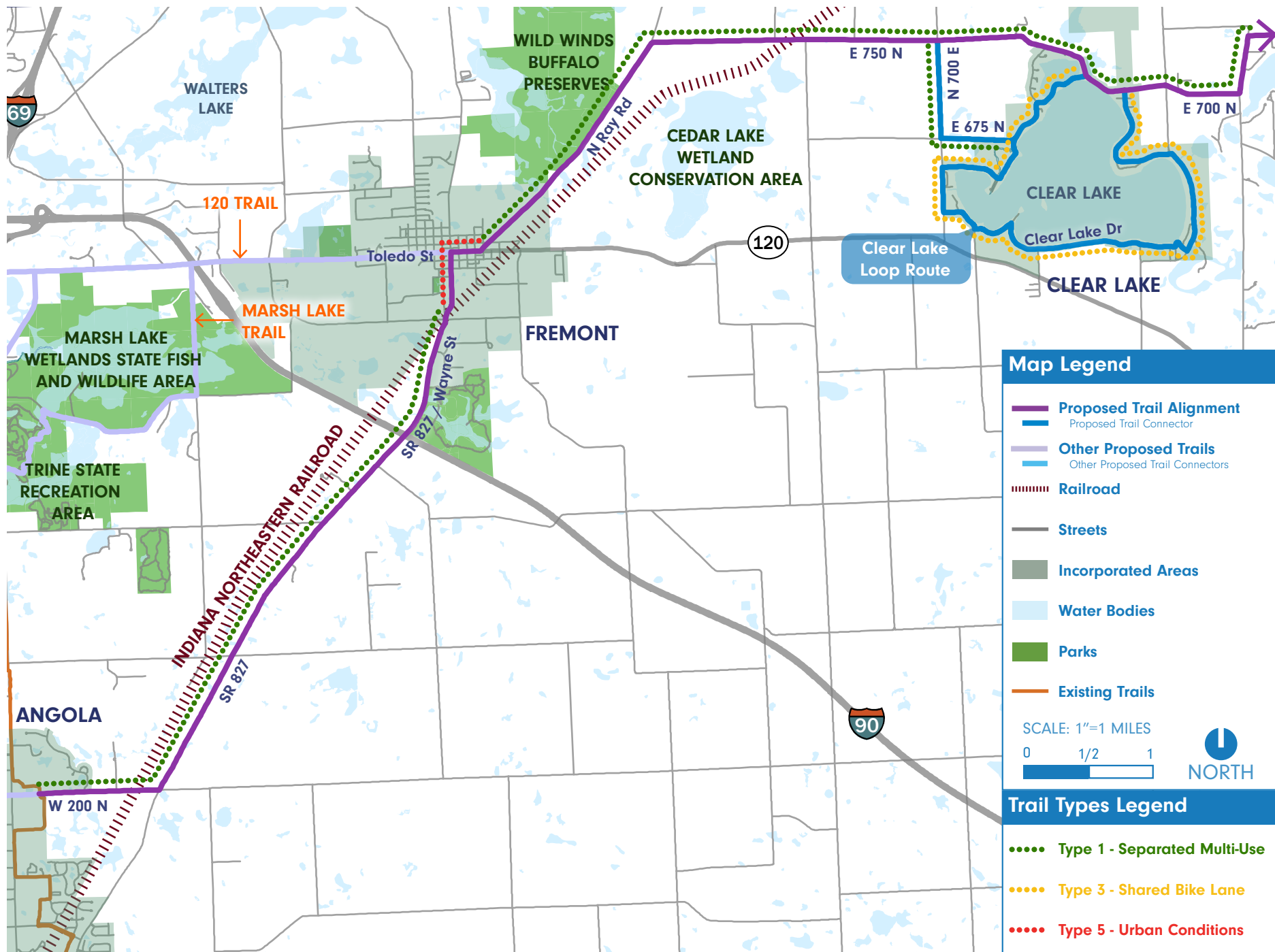
Location Map



Existing Conditions: Clear Lake



Existing Conditions: Ray Road

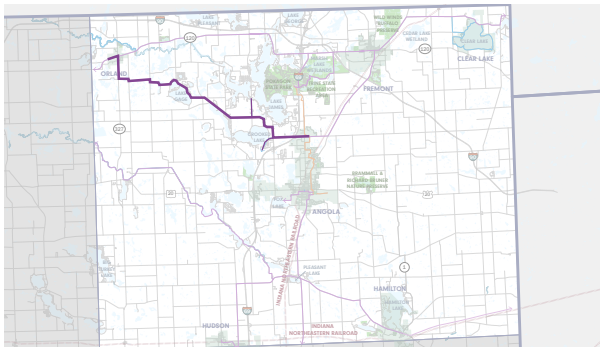


TRAIL ALIGNMENTS: ORLAND TRAIL

The Orland Trail is proposed as a connector between Angola and Orland, with a future connection into LaGrange County. The trail would follow Orland Rd consisting of separated multi-use trails and shared bike lanes. The trail type will need to vary to accommodate limited right-of-way at multiple locations along the route. A trail connection is envisioned to connect to the Steuben County Fairgrounds through the campground. Other trail connections would lead to 4 Corners and lake communities.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lane	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	5.7 MI	0.5 MI	8.3 MI	-	-	14.5 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms, swales, and lake shorelines	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Interstate Crossing	I-90



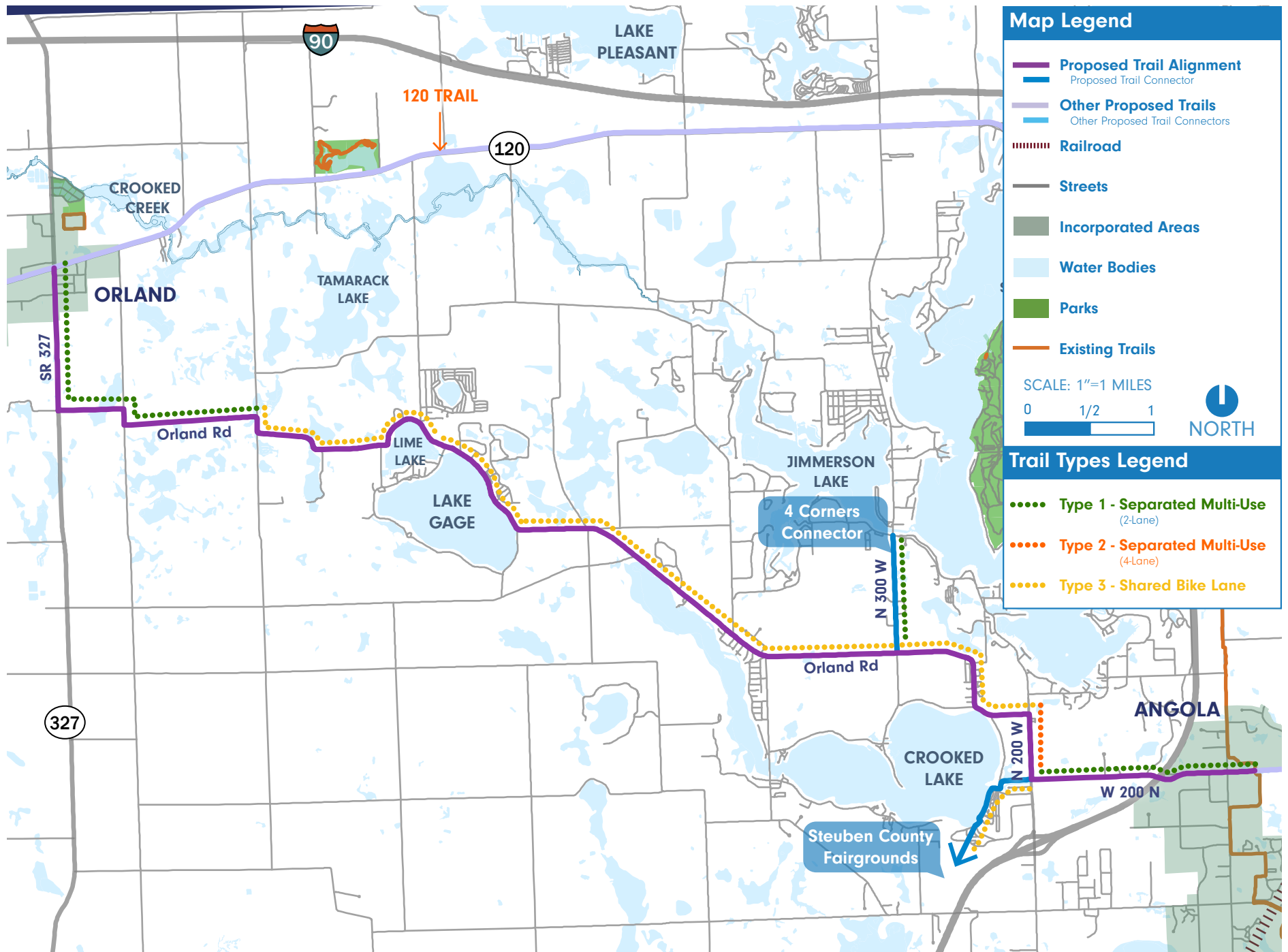
Location Map



Existing Conditions: Lake Gage



Existing Conditions: Downtown Orland



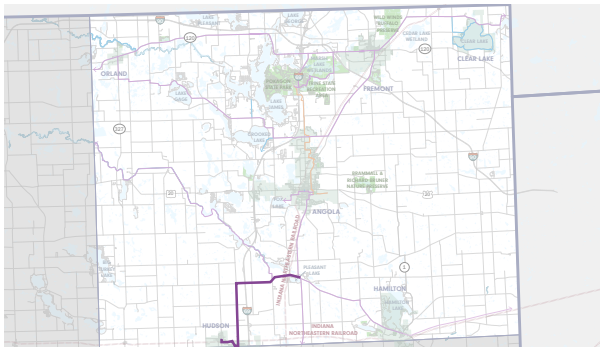
Orland Trail Alignment Map

TRAIL ALIGNMENTS: **ASHLEY-HUDSON TRAIL**

The trail connects the Towns of Ashley and Hudson to the Poke-Bache Trail along CR 400 W and CR 500 S. While shorter routes are available to connect these destinations, this route was chosen because it follows routes with less traffic. The trail is generally intended as a separated multi-use trail.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	5.5 MI	-	-	-	0.4 MI	5.9 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Existing berms and swales adjacent to street	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		Railroad Crossing (x3), Interstate Crossing	I-69, Bellefontaine Rd



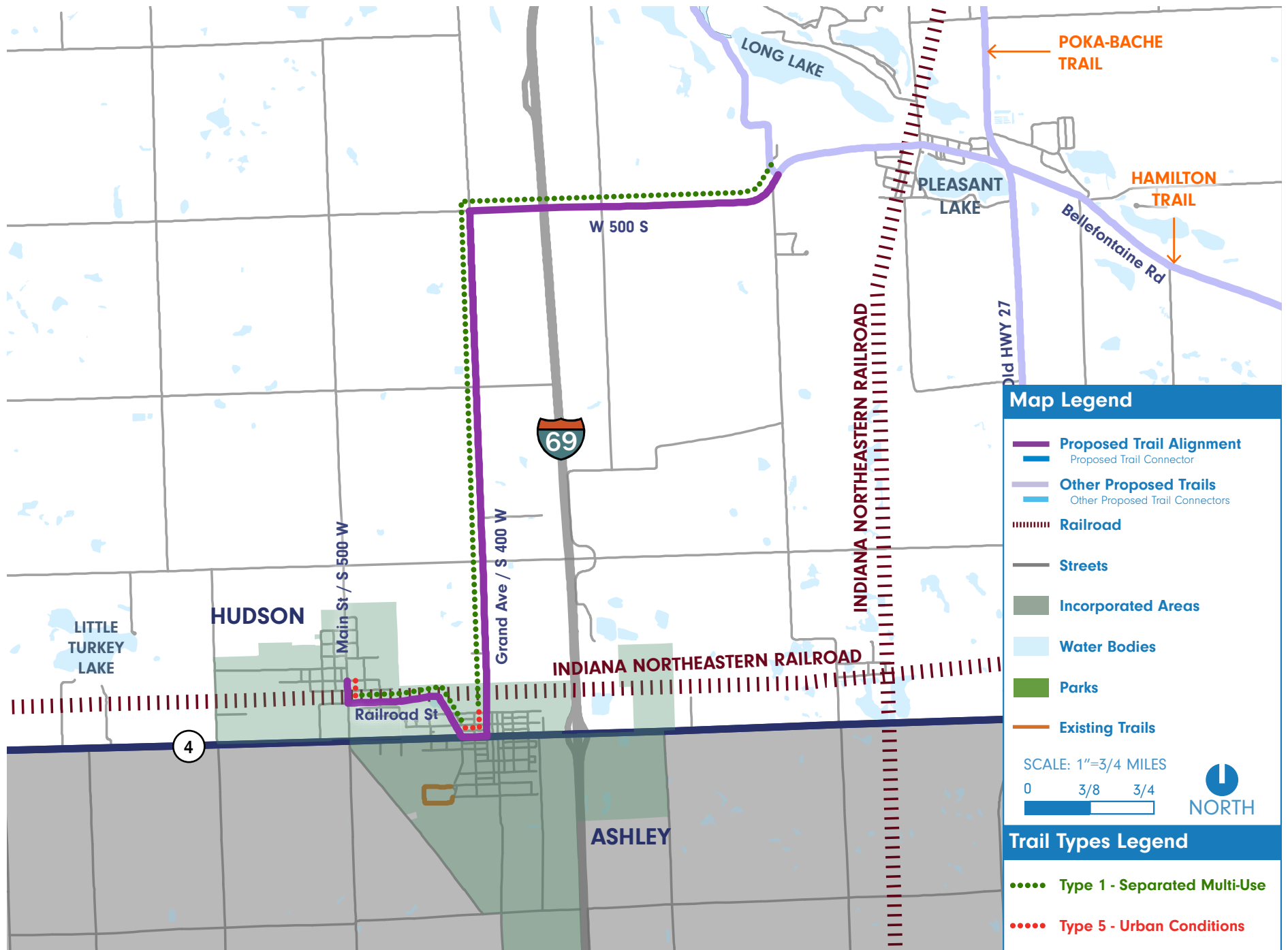
Location Map



Existing Conditions: Railroad Street



Existing Conditions: S 400 W



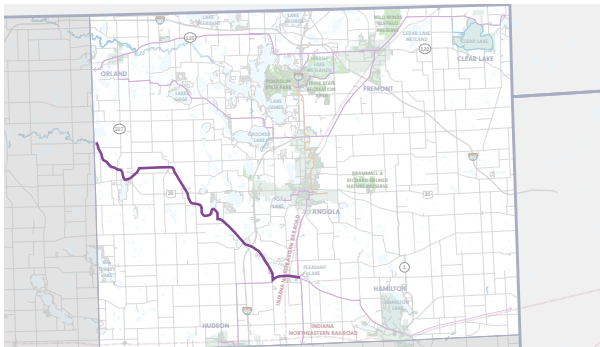
Ashley-Hudson Trail Alignment Map

TRAIL ALIGNMENTS: PIGEON RIVER TRAIL

The Pigeon River Greenway was identified as a regional priority in the Northeast Indiana United Trails Plan. The route follows the Pigeon River from the west central part of the county to the Poke-Bache Trail near Pleasant Lake. With the vision as a regional greenway, the trail would connect to LaGrange County and ultimately to the Pumpkinvine Trail.

TRAIL TYPE						
TRAIL TYPE SYMBOL ●●●●	TYPE 1 Separated Multi-Use (2 Lanes)	TYPE 2 Separated Multi-Use (4 Lanes)	TYPE 3 Shared Bike Lake	TYPE 4 Greenway	TYPE 5 Urban Conditions	TOTAL
TRAIL TYPE/ LENGTH	1.4 MI	-	-	14.4 MI	-	15.8 Miles

TRAIL CONSTRAINTS & CONSIDERATIONS				
	YES	NO	DESCRIPTION	LOCATION
PROPERTY ACQUISITION	X		Some property acquisition required	Throughout trail route
OVERHEAD UTILITIES	X		Overhead power lines	Throughout trail route
UNDERGROUND UTILITIES	TBD	TBD	-	-
SLOPE ISSUES	X		Slopes towards river	Throughout trail route
DRAINAGE ISSUES	TBD	TBD	-	-
CROSSING ISSUES	X		River Crossings, Railroad Crossing	Bellefontaine Rd.



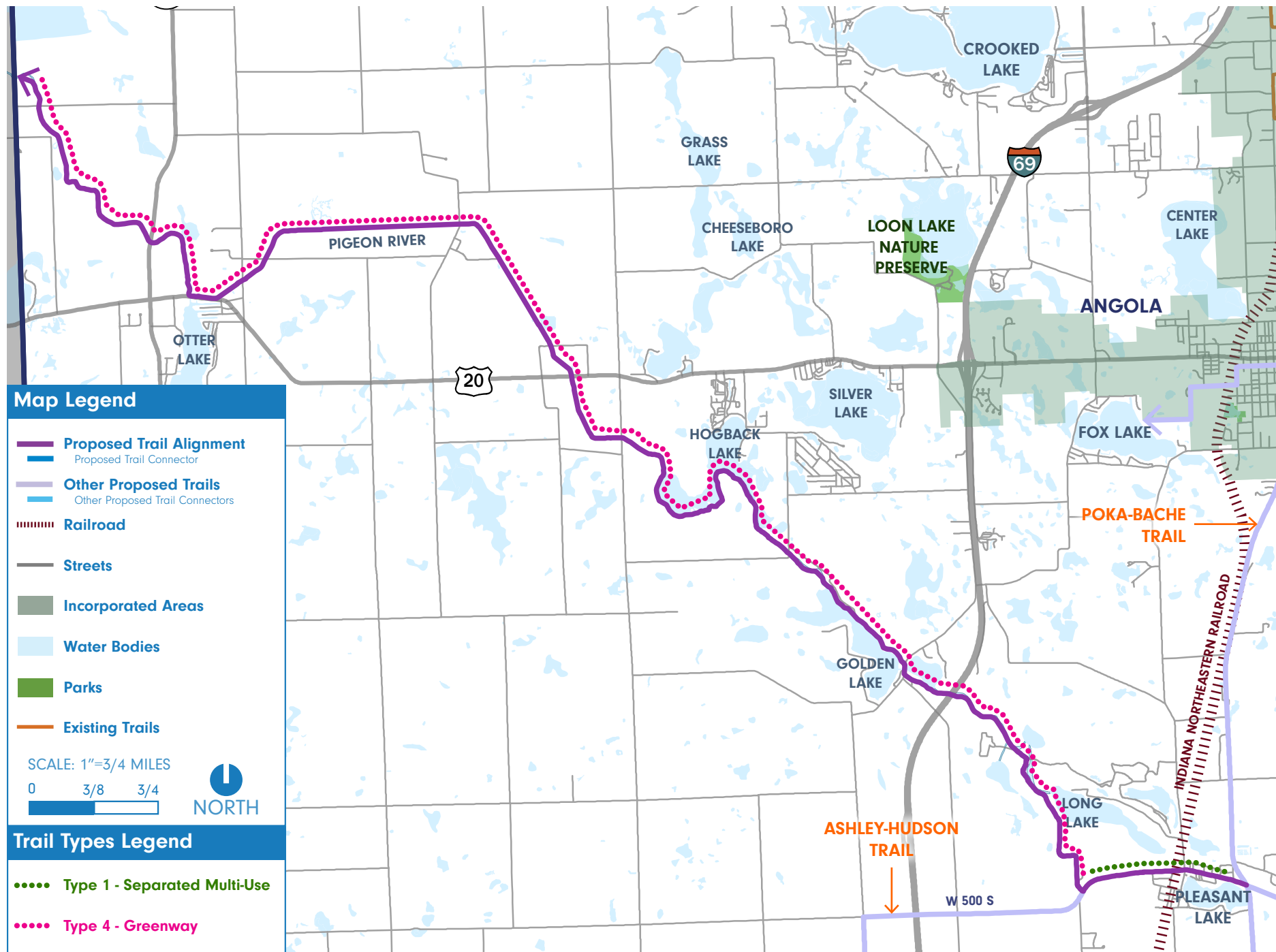
Location Map



Existing Conditions: Pigeon River at CR S 450 W



Existing Conditions: Main Street (Pleasant Lake)



Pigeon River Greenway Alignment Map



IMPLEMENTATION PLAN

05



SHORT-TERM PROJECT BUDGET SUMMARY

OVERVIEW

Based on the input received, the highest priorities are the Poka-Bache Trail, and connecting to the Towns of Fremont, Clear Lake and Orland. To reach these priorities, the proposed trails have been broken into short-term, mid-term and long-term projects.

Short-term projects are the Poka-Bache Trail, Marsh Lake Trail and Fox Lake Trail, which can be implemented within approximately five years.

Mid-term priority trails include the 120 Trail and Hamilton Trail. The goal for these trails is to be implemented within ten years after the short-term projects have been completed.

The remainder are considered long term priority trails. These are anticipated to take 20 years or longer to implement after the previous phases have been completed.

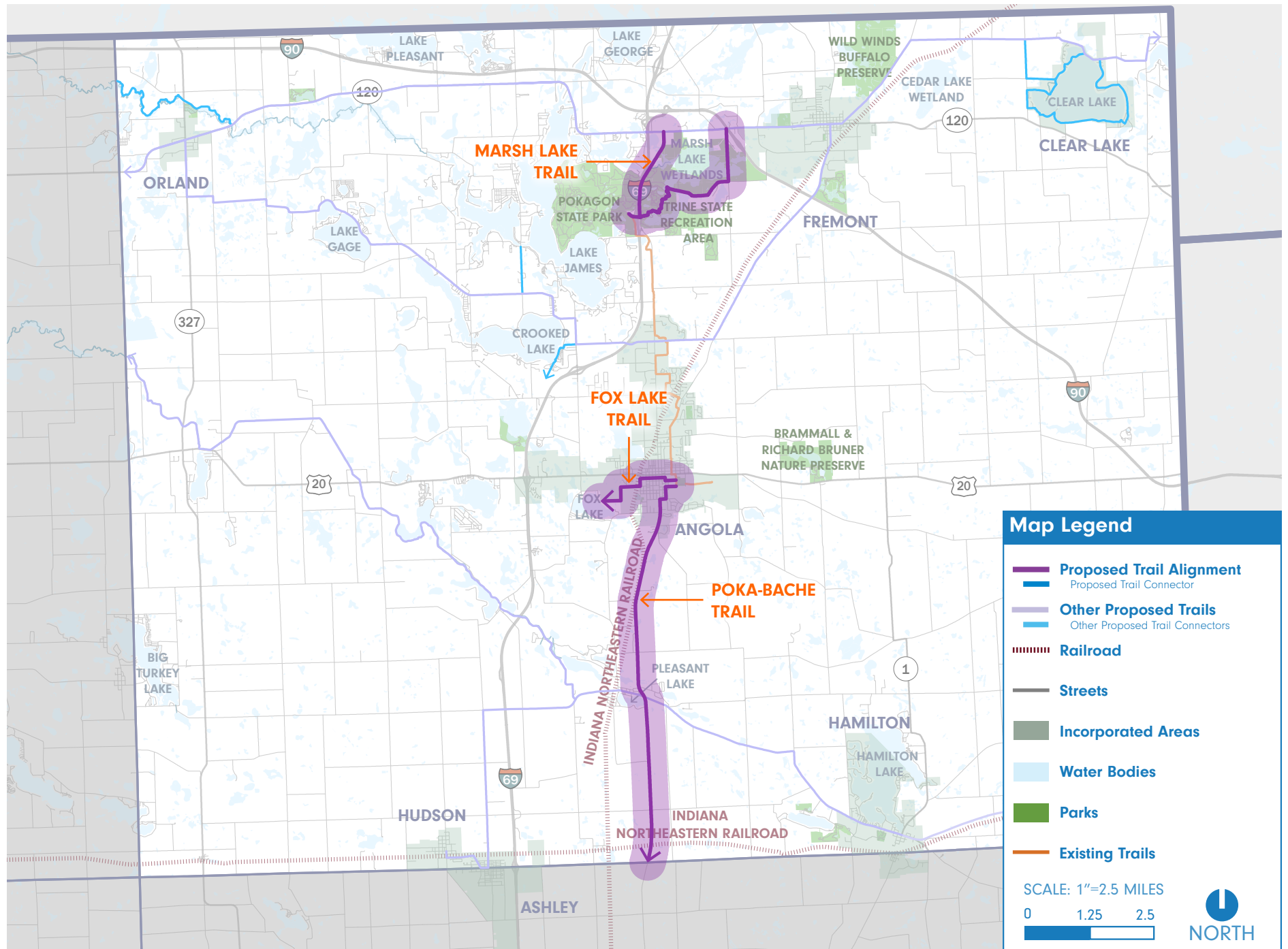
COST ESTIMATE BREAKDOWN

The following tables provides a general cost estimate for each type of trail and the approximated total cost for the proposed trail. All costs estimates are high level budgetary estimates. A detailed scoping report should be completed for each trail to assess the full design, right-of-way acquisition and cost requirements.

ON-ROAD ROUTE ALTERNATIVES

Signage and pavement markings can be implemented to many routes listed in this plan providing a short-term alternative, prior to any trail construction. This alternative can start the process of designating routes for bikers and pedestrians to utilize during the short-term phase. The long-term goal is to build separated trails from the roadways.

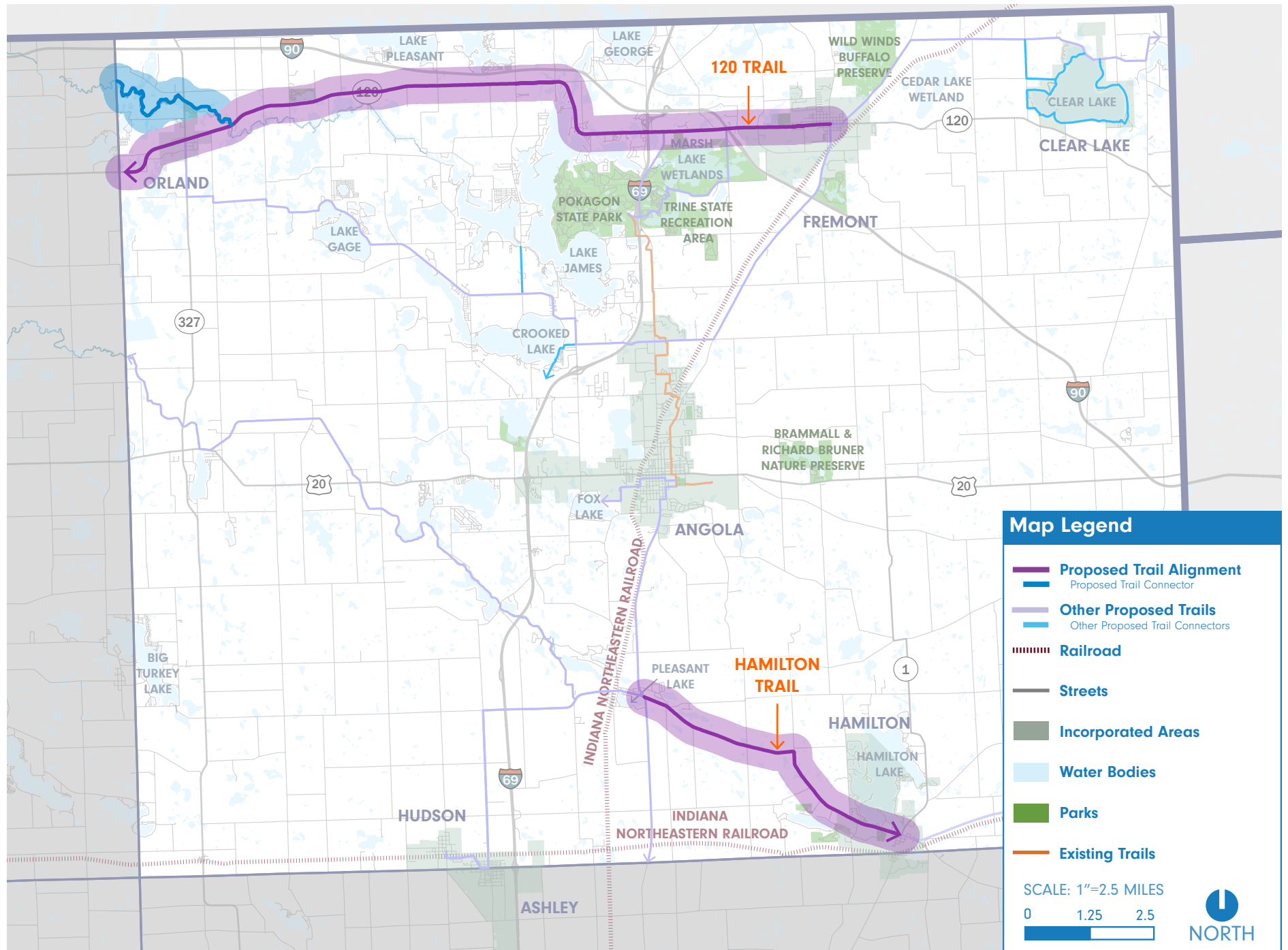
POKA-BACHE TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	6.8 MI	\$0.75 - 1.0 Mil	\$5.1 - 6.8 Mil
Type 5 - Urban Conditions	0.8 MI	\$1.0 - 2.0 Mil	\$0.8 - 1.6 Mil
			\$5.9 - 8.4 Million
MARSH LAKE TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	1.7 MI	\$0.75 - 1.0 Mil	\$1.3 - 1.7 Mil
Type 3 - Shared Bike Lane	2.3 MI	\$0.075 - 0.1 Mil	\$0.17 - 0.23 Mil
			\$1.47 - 1.93 Million
FOX LAKE TRAIL			
TOTAL TRAIL COST (determined by City of Angola for Downtown Revitalization)			Approx. \$7.9 Million



Short-Term Projects

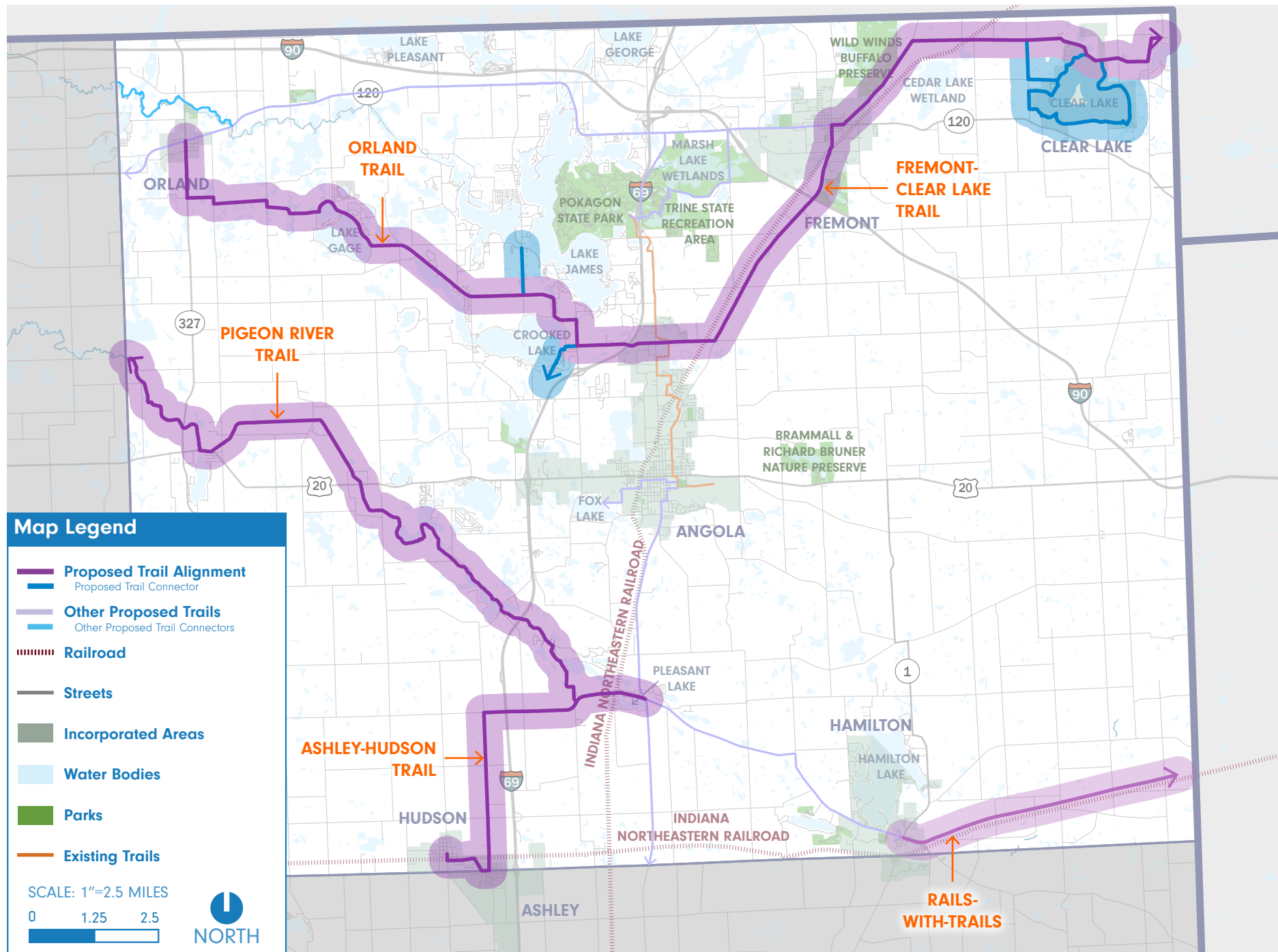
MID-TERM PROJECT BUDGET SUMMARY

120 TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	13.3 MI	\$0.75 - 1.0 Mil	\$10.0 - 13.3 Mil
Type 4 - Greenway	4.1 MI	\$0.75 - 1.0 Mil	\$3.1 - 4.1 Mil
Type 5 - Urban Conditions	1.5 MI	\$1.0 - 2.0 Mil	\$1.5 - 3.0 Mil
			\$14.6 - 20.4 Million
HAMILTON TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	4.9 MI	\$0.75 - 1.0 Mil	\$3.7 - 4.9 Mil
Type 5 - Urban Conditions	1 MI	\$1.0 - 2.0 Mil	\$1.0 -2.0 Mil
			\$4.7 - 6.9 Million



LONG-TERM PROJECT BUDGET SUMMARY

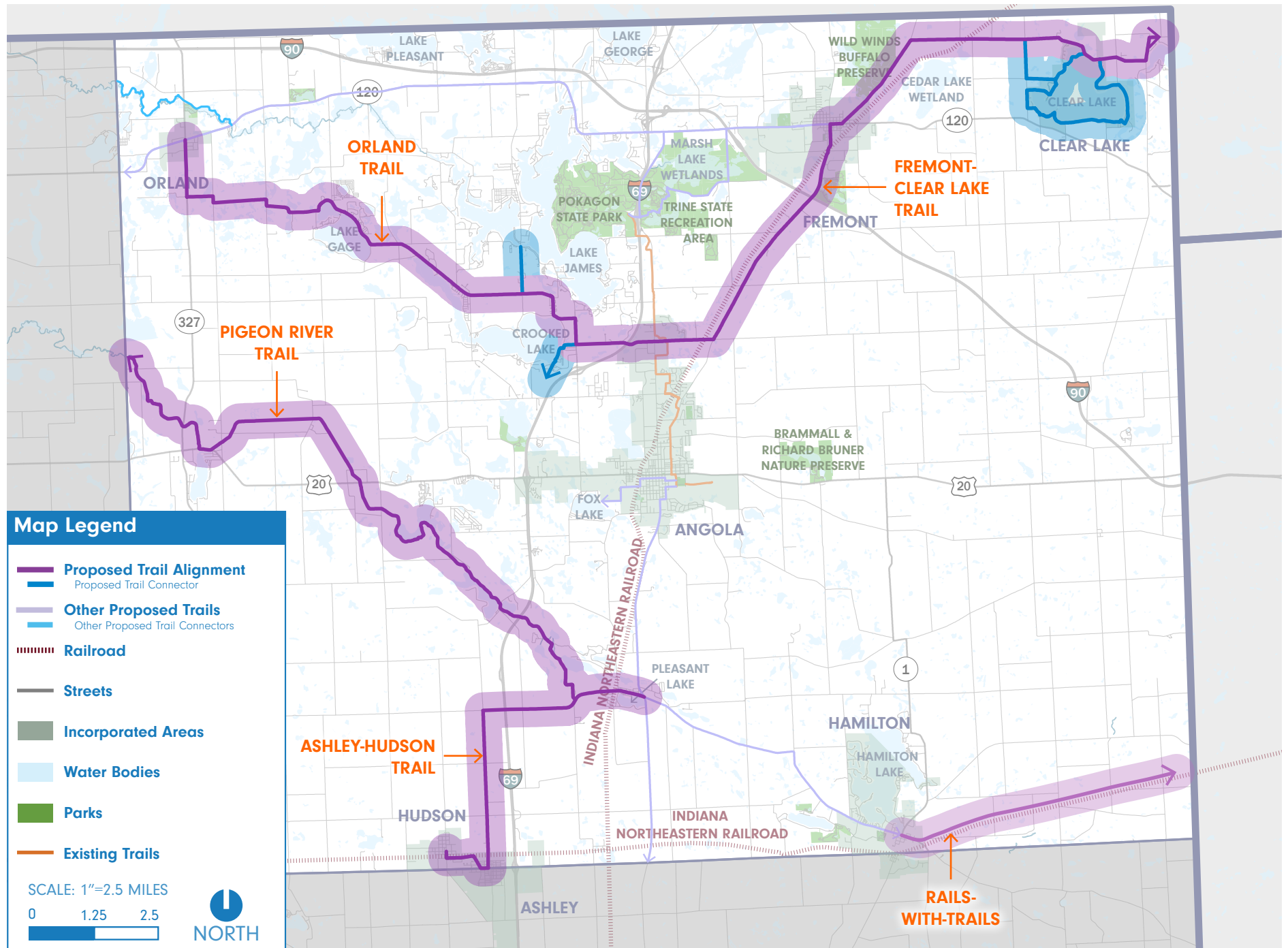
FREMONT-CLEAR LAKE TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	14.3 MI	\$0.75 - 1.0 Mil	\$10.7 - 14.3 Mil
Type 3 - Shared Bike Lane	5.9 MI	\$0.075 - 0.1 Mil	\$0.4 - 0.6 Mil
Type 5 - Urban Conditions	0.75 MI	\$1.0 - 2.0 Mil	\$0.8 - 1.5 Mil
			\$11.9 - 16.4 Million
ORLAND TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	5.7 MI	\$0.75 - 1.0 Mil	\$4.3 - 5.7 Mil
Type 2 - Separated Multi-Use (4-Lane)	0.5 MI	\$0.75 - 1.0 Mil	\$0.4 - 0.5 Mil
Type 3 - Shared Bike Lane	8.3 MI	\$0.075 - 0.1 Mil	\$0.6 - 0.8 Mil
			\$5.3 - 7.0 Million
ASHLEY-HUDSON TRAIL			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	5.5 MI	\$0.75 - 1.0 Mil	\$4.1 - 5.5 Mil
Type 5 - Urban Conditions	0.4 MI	\$1.0 - 2.0 Mil	\$0.4 - 0.8 Mil
			\$4.5 - 6.3 Million



Long-Term Projects

LONG-TERM PROJECT BUDGET SUMMARY

PIGEON RIVER GREENWAY			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Type 1 - Separated Multi-use	1.4 MI	\$0.75 - 1.0 Mil	\$1.0 - 1.4 Mil
Type 4 - Greenway	14.4 MI	\$0.75 - 1.0 Mil	\$10.8 - 14.4 Mil
			\$11.8 - 15.8 Million
RAILS-WITH-TRAILS			
TRAIL TYPE	TRAIL LENGTH	COST PER MILE	TOTAL COST
Greenway or Multi-Use Trail	Up to 6 MI	\$0.75 - 1.0 Mil	Minimum: \$4.5 - 6 Million



Long-Term Projects

