

## MPO Required Scope of Work

**Mt. Vernon Trail: Phase 4**, Broadway Street (US 36) from South High Street/Madison Street (SR 13) to Ohio Street/CR 1050

**Termini** - The proposed phase will expand the Mt. Vernon Trail System through the construction of a 10 ft. wide, multi-use asphalt path along the south side of Broadway Street (US 36) from South High Street/Madison Street (SR 13) to Ohio Street/CR 1050.

**Buffer** - All trail or sidewalk segments will be constructed to maintain a minimum of a 6' buffer between the nearest edge of pavement along the adjacent primary roadway and the nearest edge of pavement of the trail. Where prevailing speeds are above 35 mph & a buffer of 6' cannot be maintained because of excessive cost and/or the need for design flexibility on the project, a barrier (wood, concrete, metal guardrail, or similar) will be constructed to separate the trail segment from the primary roadway.

**Crossing(s)** (trail) - Where trail segments cross the primary public roadway and prevailing speeds exceed 35 mph, enhanced crossing signage, such as Rapid-Rectangular Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), or similar will be installed along with high visibility crosswalk markings (continental, zebra, or ladder).

**Signage** – Pedestrian and Bicycle signage as required by the MUTCD Manual and per PROWAG (Public Rights-of-Way Accessibility Guidelines) will also be installed throughout the project. Wayfinding signage, mileage markers, trail markers, and directional trail signage will also be installed throughout the project.

**Lighting** – Pedestrian-oriented lighting, especially at all pedestrian crossings over/under any public roadway or alleyway, will also be installed throughout the entirety of the project corridor via approval of an INDOT Lighting Plan. *(These should match the style recently installed on other projects throughout the LPA.)*

**ADA & PROWAG** - The proposed project will be constructed to maintain ADA Accessibility and continuous pedestrian and bicycle connectivity to achieve standards prescribed in PROWAG (Public Rights-of-Way Accessibility Guidelines). Perpendicular Curb Ramp Pairs will be used unless the acquisition of additional right-of-way (ROW) is required and a structure (especially historic) directly abuts the project area and demolition is the only alternate option.

**Amenities** – The proposed project will also include **at least** one (1) **pedestrian rest area** (benches), one (1) **bicycle rack**, and one (1) **trash receptacle** to be installed along the project corridor. (Proposed Location = Fortville Town Hall)

**Trailhead** – The proposed project will also include the construction of a trailhead that includes at least three (3) **parking spaces**, one (1) **ADA parking space**, bicycle and pedestrian signage, directional signage, and an information kiosk large enough for future installation of a map of the **Mt. Vernon Trail System**. (Proposed Location = Fortville Town Hall)

(Please Note: Since a fully built-out Trailhead generally includes the amenities listed above and based on discussions with the Town of Fortville, we would recommend that the Trailhead be located at the Fortville Town Hall property, designate existing parking spaces, and incorporate all required amenities listed above into the Trailhead. However, there must be a direct connection between the Trailhead, its parking area, and the Mt. Vernon Trail and be ADA accessible per PROWAG standards.)

**Data Collection** – The proposed project will also include the installation of permanent and continuous bicycle pedestrian counting equipment at one (1) **location**. Where a bicycle and/or pedestrian facility is being installed on both sides of a corridor, parallel counting equipment should be installed. The type of selected equipment should consider the context of the location, i.e. isolated trail systems are likely to use equipment such as a paired passive infrared post and inductive loop, while sidewalks in an urban context are likely to use equipment such as cameras for detection. Equipment should offer the ability for real-time data updates via Bluetooth or similar connections. (Proposed Location = Town Hall)

**Mt. Vernon Trail: Phase 5, Ohio Street/CR 1050 from US 36 (Broadway Street) to N. Marble Way**

**Termini** - The proposed phase will expand the Mt. Vernon Trail System through the construction of a 10 ft. wide, multi-use asphalt path from US 36 (Broadway) to N. Marble Way along the south side of Ohio Street/CR 1050.

**Additional Detail** – Because of a recent Driveway Permit Application submitted to INDOT and regarding a Location Improvement Permit submitted to the Fortville Plan Commission for a new development, INDOT is requiring a Traffic Impact Study (TIS) to determine the scope of what is needed at the intersection of US 36 (Broadway Street) & E. Ohio/CR 1050, which could be signalized intersection or a roundabout. Therefore, the TIS and Driveway Permit Application should also be included as part of this project

**Optional** – The actual design of the intersection improvement and all pedestrian and bicycle connections at that intersection, if warranted by INDOT, through their analysis of the TIS and Driveway Permit Application, could be included as part of this project. Because a northside extension of the Mt. Vernon Trail along the north side of Broadway Street (US 36) from Madison Street (SR 13) to E. Ohio Street is being included in the *US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement phase*, if the intersection is designed as part of the project, the design should include a 10 ft. wide crossing on the west side of the intersection to provide a direct connection to the Mt. Vernon Trail: Phase 5 along E. Ohio Street/CR 1050 east toward the N. Marble Way Pedestrian Crossing (Wyndstone Subdivision).

**Buffer** - All trail or sidewalk segments will be constructed to maintain a minimum of a 6' buffer between the nearest edge of pavement along the adjacent primary roadway and the nearest edge of pavement of the trail. Where prevailing speeds are above 35 mph & a buffer of 6' cannot be maintained because of excessive cost and/or the need for design flexibility on the project, a barrier (wood, concrete, metal guardrail, or similar) will be constructed to separate the trail segment from the primary roadway.

**Crossing(s)** (trail) - Where trail segments cross the primary public roadway and prevailing speeds exceed 35 mph, enhanced crossing signage, such as Rapid-Rectangular Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), or similar will be installed along with high visibility crosswalk markings (continental, zebra, or ladder).

**Signage** – Pedestrian and Bicycle signage as required by the MUTCD Manual and per PROWAG (Public Rights-of-Way Accessibility Guidelines) will also be installed throughout the project. Wayfinding signage, mileage markers, trail markers, and directional trail signage will also be installed throughout the project.

**Lighting** – Pedestrian-oriented lighting, especially at all pedestrian crossings over/under any public roadway or alleyway, will also be installed throughout the entirety of the project corridor via approval of an INDOT Lighting Plan. *(These should match the style recently installed on other projects throughout the LPA.)*

**ADA & PROWAG** - The proposed project will be constructed to maintain ADA Accessibility and continuous pedestrian and bicycle connectivity to achieve standards prescribed in PROWAG (Public Rights-of-Way Accessibility Guidelines). Perpendicular Curb Ramp Pairs will be used unless the acquisition of additional right-of-way (ROW) is required and a structure (especially historic) directly abuts the project area and demolition is the only alternate option.

**Amenities** – The proposed project will also include at least one (1) **pedestrian rest area** (benches) and one (1) **trash receptacle** to be installed along the project corridor.

**Mt. Vernon Trail: Phase 6, Broadway Street (US 36) from Ohio Street/CR 1050 to Flint Boulevard**

**Termini** - The proposed phase will expand the Mt. Vernon Trail System through the construction of a 10 ft. wide, multi-use asphalt path along the south side of Broadway Street (US 36) from Ohio Street/CR 1050 to Flint Boulevard.

**Buffer** - All trail or sidewalk segments will be constructed to maintain a minimum of a 6' buffer between the nearest edge of pavement along the adjacent primary roadway and the nearest edge of pavement of the trail. Where prevailing speeds are above 35 mph & a buffer of 6' cannot be maintained because of excessive cost and/or the need for design flexibility on the project, a barrier (wood, concrete, metal guardrail, or similar) will be constructed to separate the trail segment from the primary roadway.

**Crossing(s)** (trail) - Where trail segments cross the primary public roadway and prevailing speeds exceed 35 mph, enhanced crossing signage, such as Rapid-Rectangular Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), or similar will be installed along with high visibility crosswalk markings (continental, zebra, or ladder).

**Signage** – Pedestrian and Bicycle signage as required by the MUTCD Manual and per PROWAG (Public Rights-of-Way Accessibility Guidelines) will also be installed throughout the project. Wayfinding signage, mileage markers, trail markers, and directional trail signage will also be installed throughout the project.

**Lighting** – Pedestrian-oriented lighting, especially at all pedestrian crossings over/under any public roadway or alleyway, will also be installed throughout the entirety of the project corridor via approval of an INDOT Lighting Plan. (These should match the style recently installed on other projects throughout the LPA.)

**ADA & PROWAG** - The proposed project will be constructed to maintain ADA Accessibility and continuous pedestrian and bicycle connectivity to achieve standards prescribed in PROWAG (Public Rights-of-Way Accessibility Guidelines). Perpendicular Curb Ramp Pairs will be used unless the acquisition of additional right-of-way (ROW) is required and a structure (especially historic) directly abuts the project area and demolition is the only alternate option.

**Amenities** – The proposed project will also include **at least** one (1) pedestrian rest area (benches) and one (1) trash receptacle to be installed along the project corridor. (Proposed Location = Near Entrance to Wyndstone Subdivision)

**Data Collection** – The proposed project will also include the installation of permanent and continuous bicycle pedestrian counting equipment at one (1) **location**. Where a bicycle and/or pedestrian facility is being installed on both sides of a corridor, parallel counting equipment should be installed. The type of selected equipment should consider the context of the location, i.e. isolated trail systems are likely to use equipment such as a paired passive infrared post and inductive loop, while sidewalks in an urban context are likely to use equipment such as cameras for detection. Equipment should offer the ability for real-time data updates via Bluetooth or similar connections. (Proposed Location = along Ohio Street)

**US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement**, .04 miles west of SR 13 (Madison Street) to east side of SR 13 (Madison Street) and New Terrain South Madison Street (SR 13) approach to US 36 (Broadway Street) @ SR 13 (Madison Street), and signalized intersection improvements for pedestrians, bicycles, and vehicles.

**Termini** - The proposed phase will provide connections to the 10 ft. wide Mt. Vernon Trail System. The proposed phase will also provide improvements required for the southern approach of New Terrain South Madison Street to US 36 (Broadway Street) @ SR 13 the same or similar to the alignment approved in the *Mercho-Lauth PUD*. The proposed phase will also provide a connection from E. High Street to South Madison Street (ensuring connection is an adequate distance south of the US 36 @ SR 13 intersection, as defined in the *Fortville Access Management & Control Ordinance*) including sidewalks on both sides of the roadway the same or similar to the alignment approved in the *Mercho-Lauth PUD*. The proposed phase will also provide improvements to the signalized intersection of US 36 US 36 (Broadway Street) @ SR 13 (Madison Street) for pedestrians, bicycles, and vehicles (all four corners/connections) per an approved INDOT Driveway Permit, which will require the completion of a Traffic Impact Study (TIS).

**Optional** – The proposed phase may also include a connection from the southern approach of New Terrain South Madison Street to Industrial Drive, which is would likely be a different alignment from the approved *Mercho-Lauth PUD*. Discussion and consideration should be coordinated with the Fortville Plan Commission and Fortville Redevelopment Commission on any changes to the existing approved *Mercho-Lauth PUD*.

**Additional Termini** – Because the Town of Fortville has expressed interest in expanding the Mt. Vernon Trail System on the north side of Broadway Street (US 36) to E. Ohio Street; a 10 ft. wide, multi-use asphalt path from the west side of Madison Street (SR 13) to E. Ohio Street could be included. Additionally, all four corners/connections at the intersection of Broadway Street (US 36) & Madison Street (SR 13) should be constructed as 10 ft. wide crossings, which include ADA Ramps and Crosswalks.

**Approach** – The New Terrain South Madison Street (SR 13) Approach @ US 36 (Broadway Street) will be determined per INDOT Design Manual and other standards as determined by the *INDOT Driveway Permitting Process* to allow the Town of Fortville access to US 36 (Broadway Street) and SR 13 (Madison Street). Proximity of existing driveways to this intersection should be corrected to meet current *INDOT Design Manual* and *INDOT Driveway Permitting Standards* and the *Fortville Access Management Ordinance*.

**Buffer** - All trail or sidewalk segments will be constructed to maintain a minimum of a 6' buffer between the nearest edge of pavement along the adjacent primary roadway and the nearest edge of pavement of the trail. Where prevailing speeds are above 35 mph & a buffer of 6' cannot be maintained because of excessive cost and/or the need for design flexibility on the project, a barrier (wood, concrete, metal guardrail, or similar) will be constructed to separate the trail segment from the primary roadway.

**Crossing(s)** (sidewalk & trail) - Where sidewalk segments cross a public roadway, except for alleyways, high visibility crosswalk markings (continental, zebra, or ladder) that are no less than 6 ft. wide will be included. Because trail connections will be located on the north and east sides of the intersection, crossings of no less than 10 ft. wide will be required.

**Signage** – Pedestrian and Bicycle signage as required by the MUTCD Manual and per PROWAG (Public Rights-of-Way Accessibility Guidelines) will also be installed throughout the project. Wayfinding signage, mileage markers, trail markers, and directional trail signage will also be installed throughout the project.

**Lighting** – Pedestrian-oriented lighting, especially at all pedestrian crossings over/under any public roadway or alleyway, will also be installed throughout the entirety of the project corridor via approval of an INDOT Lighting Plan. *(These should match the style recently installed on other projects throughout the LPA.)*

**ADA & PROWAG** - The proposed project will be constructed to maintain ADA Accessibility and continuous pedestrian and bicycle connectivity to achieve standards prescribed in PROWAG (Public Rights-of-Way Accessibility Guidelines). Perpendicular Curb Ramp Pairs will be required to be installed regardless of pre-existing presence of sidewalks or trails

to prepare for future pedestrian and bicycle connectivity. The project must include Pedestrian-Actuated Signals at all 4 crossings of the intersection and include crossings in all directions, whether or not Bicycle & Pedestrian infrastructure exists currently.

*(Please Note: The Town of Fortville intends for Black Powder Coating to be included on all signposts, signal boxes, mast heads, signal arms, pedestrian signals, or other metal infrastructure installed throughout the project area to match other recent improvements throughout the community. Black Powder Coating is generally considered a "betterment", which is not eligible for use of federal funds, and generally require the LPA to cover the difference in cost of the item without Black Powder Coating at 100% local funds.)*

*(Please Note: Additionally, during project design and development, the Town of Fortville will be considering additional utility expansions, improvements, and capacity increases that are located within the project area or directly adjacent for economic development and long-term capacities for water, wastewater, storm sewer, and general drainage concerns. These additional items, if requested for inclusion in the design of the project, unless directly related to a required improvement caused by the transportation improvement, are not eligible for use of federal funds, and generally require the LPA to cover the cost of the items and their installation with 100% local funds.)*

*(Please Note: The Town of Fortville has expressed interest in the inclusion of landscaping and beautification elements throughout their trail system. This may include plantings, shrubs, street trees, tree-grates, planters, or similar elements. These additional items, if requested for inclusion in the design of the project are generally not eligible for use of federal funds and generally require the LPA to cover the cost of the items and their installation with 100% local funds. However, the one exception to this rule is street trees and tree grates as they provide shade and shelter to the pedestrian, cyclist, or other non-motorized user of a multi-use trail system; which should be eligible for use of federal funds.)*