ACKNOWLEDGMENTS

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STEUBEN COUNTY TRAILS
www.steubencountytrails.com

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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
MISSION STATEMENT

“The mission of Steuben County Trails is to be a community partner and advocate with local municipalities and businesses in the development of a connected, multi-purpose trail system in Steuben County, Indiana”.

- Steuben County Trails Advisory Group
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

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

Map Legend
- Railroad
- Streets
- Incorporated Areas
- Water Bodies
- Parks
- Existing Trails

SCALE: 1"=2.5 MILE

0 1.25 2.5
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
20. Girt Gnagy Memorial Recreational Park
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
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 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
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 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.
PLANNING PROCESS
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
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
### What type of user are you?

#### Bicyclist
- Comfortable biking with limited or no bicycle-specific infrastructure. 5
- Comfortable biking if some bicycle-specific infrastructure is in place. 19
- Comfortable biking if high-quality bicycle infrastructure is in place. 4
- Not comfortable biking, even if high-quality infrastructure is in place. 8

#### Pedestrian
- Comfortable walking with limited or no pedestrian-specific infrastructure. 8
- Comfortable walking if some pedestrian-specific infrastructure is in place. 15
- Comfortable walking if high-quality pedestrian infrastructure is in place. 11
- Not comfortable walking, even if high-quality infrastructure is in place. 0

### What facility type are you most comfortable with?

#### GREENWAY
- Comfortable: 31
- Unsure: 0
- Not comfortable: 0

#### MULTI-USE OR SIDE PATH
- Comfortable: 30
- Unsure: 0
- Not comfortable: 0

#### CYCLE TRACK
- Comfortable: 18
- Unsure: 20
- Not comfortable: 4

#### SHARROW
- Comfortable: 9
- Unsure: 8
- Not comfortable: 16

#### BICYCLE LANE
- Comfortable: 18
- Unsure: 9
- Not comfortable: 5

#### SIGNED BICYCLE ROUTE
- Comfortable: 12
- Unsure: 7
- Not comfortable: 12
**What element would you like to see along the trails?**

<table>
<thead>
<tr>
<th>General Amenities</th>
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<tbody>
<tr>
<td>Benches &amp; Litter Bins</td>
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<tr>
<td>Drinking Fountains</td>
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<tr>
<td>Restrooms</td>
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<td>Dog Waste Station</td>
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<table>
<thead>
<tr>
<th>Wayfinding</th>
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<tr>
<td>Informational Kiosk</td>
<td>5</td>
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<tr>
<td>Maps</td>
<td>12</td>
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<tr>
<td>Mile Markers</td>
<td>9</td>
</tr>
<tr>
<td>Directional Signage</td>
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<table>
<thead>
<tr>
<th>Bicycle Amenities</th>
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<tbody>
<tr>
<td>Bike Racks</td>
<td>12</td>
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<tr>
<td>Repair Stations</td>
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<tr>
<td>Bike Shares</td>
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</table>

<table>
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<tr>
<th>Safety Features</th>
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<tbody>
<tr>
<td>Cameras</td>
<td>10</td>
</tr>
<tr>
<td>Lighting</td>
<td>21</td>
</tr>
<tr>
<td>Emergency Phones</td>
<td>8</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>8</td>
</tr>
</tbody>
</table>

**What programs are desired?**

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

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
**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
Following the discussion, the stakeholders mapped out where trails should connect to. Based on their feedback, these were the top 7 connections:

- Orland
- Fremont-Clear Lake
- Hamilton
- To DeKalb County, by Pleasant Lake
- To LaGrange County, by Trine University
- A lake route, connecting to 4 Corners
- A loop through Angola

**Map Legend**

- Top Trail Connections
- Railroad
- Streets
- Incorporated Areas
- Water Bodies
- Parks
- Existing Trails

**SCALE:** 1" = 2.5 MILE
TRAIL DESIGN STANDARDS
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**
- **TRAIL WIDTH**
  - 10’ preferred, 8’ minimum
- **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**
- **TRAIL WIDTH**
  - 10’ preferred, 8’ minimum
- **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**
- **TRAIL WIDTH**
  - 10’ preferred, 8’ minimum
- **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).

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<tr>
<th>TRAIL TYPE 1:</th>
<th>SEPARATED MULTI-USE PATH - 2-LANE ROADWAY</th>
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<td>TRAIL TYPE 2:</td>
<td>SEPARATED MULTI-USE PATH - 4-LANE ROADWAY</td>
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<td>TRAIL TYPE 3:</td>
<td>SHARED BIKE LANE</td>
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<td>BIKE SHARROWS</td>
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<td>TRAIL TYPE 7:</td>
<td>DESIGNATED BIKE LANES</td>
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</table>
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)

BUFFER
Width Varies

PROP. TRAIL
10' Width

BUFFER
Width Varies

SHOULDER
2' Width

SHOULDER
2' Width

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)

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)**

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<th>Bike Lane Width</th>
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<tbody>
<tr>
<td>Varies</td>
<td>11' Min.</td>
<td>4' Min.</td>
</tr>
</tbody>
</table>

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

Precedent Imagery of One-Way Bike Lanes
Reference: FHWA Example along Roadway
TRAIL TYPE 7B

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

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 greenway 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

Bike Rack

eBike Charging Station

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

Interpretive Signage

Mile Marker

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.
PREFERRED TRAIL ALIGNMENTS
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
- Orland Trail
- Clear Lake Loop
- 4 Corners Connector
- Ashley-Hudson Trail
- Pigeon River Greenway
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.

<table>
<thead>
<tr>
<th>TRAIL TYPE SYMBOL</th>
<th>TYPE 1</th>
<th>TYPE 2</th>
<th>TYPE 3</th>
<th>TYPE 4</th>
<th>TYPE 5</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAIL TYPE</strong></td>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
<td><strong>4</strong></td>
<td><strong>5</strong></td>
<td><strong>TOTAL</strong></td>
</tr>
<tr>
<td><strong>SYMBOL</strong></td>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
<td><strong>4</strong></td>
<td><strong>5</strong></td>
<td><strong>6</strong></td>
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<td><strong>SEPARATED</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
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<tr>
<td><strong>MULTI-USE</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
<tr>
<td><strong>LENGTH</strong></td>
<td><strong>6.8 MI</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>0.8 MI</strong></td>
<td><strong>7.6 Miles</strong></td>
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</table>

**TRAIL CONSTRAINTS & CONSIDERATIONS**

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROPERTY ACQUISITION</strong></td>
<td>X</td>
<td>Some property acquisition required</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td><strong>OVERHEAD UTILITIES</strong></td>
<td>X</td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td><strong>UNDERGROUND UTILITIES</strong></td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
</tr>
<tr>
<td><strong>SLOPE ISSUES</strong></td>
<td>X</td>
<td>Existing berms and swales adjacent to street</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td><strong>DRAINAGE ISSUES</strong></td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
</tr>
<tr>
<td><strong>CROSSING ISSUES</strong></td>
<td>X</td>
<td>Railroad Crossing</td>
<td>Old US Hwy. 27 near County Line Road</td>
</tr>
</tbody>
</table>

[Location Map] [Existing Conditions: Old US Hwy. 27] [Existing Conditions: Washington Street]
The Poka-Bache Trail follows the existing Steuben County Multi-purpose Trail.

Poka-Bache Trail Alignment Map

Trail Types Legend

- Type 1 - Separated Multi-Use
- Type 5 - Urban Conditions

Map Legend

- Proposed Trail Alignment
- Proposed Trail Connector
- Other Proposed Trails
- Other Proposed Trail Connectors
- Railroad
- Streets
- Incorporated Areas
- Water Bodies
- Parks
- Existing Trails

SCALE: 1"=1 MILES
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 Montpilier, Ohio creating a potential “rails-with-trails” route along the railroad.

<table>
<thead>
<tr>
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<td>1 MI</td>
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<tr>
<td>TYPE 2</td>
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<td>TYPE 3</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TYPE 4</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TYPE 5</td>
<td>1 MI</td>
<td>5.9 MI</td>
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</table>

### TRAIL CONSTRAINTS & CONSIDERATIONS

<table>
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<th>NO</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
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<tr>
<td>X</td>
<td></td>
<td>Some property acquisition required</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>X</td>
<td></td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
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<tr>
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<td>-</td>
</tr>
<tr>
<td>X</td>
<td></td>
<td>Existing berms and swales adjacent to street</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>X</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Location Map**

Existing Conditions: Bellefontaine Road

Existing Conditions: Downtown Hamilton
**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.

<table>
<thead>
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<tr>
<td>TRAIL TYPE</td>
<td>SYMBOL</td>
<td>SEPARATED</td>
<td>SEPARATED</td>
<td>SHARED</td>
<td>GREENWAY</td>
<td>URBAN</td>
<td>CONDITIONS</td>
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<td>MULTI-US</td>
<td>BIKE LAKE</td>
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<td>0.6 MI</td>
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<td></td>
<td></td>
<td></td>
<td>1.4 MI</td>
<td>2 MILES</td>
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<th>LOCATION</th>
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<tbody>
<tr>
<td>PROPERTY ACQUISITION</td>
<td>X</td>
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<td>Some property acquisition required</td>
<td>Adjacent to railroad</td>
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<tr>
<td>OVERHEAD UTILITIES</td>
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<td></td>
<td>Overhead power lines</td>
<td>Gale Street, South Street</td>
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<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SLOPE ISSUES</td>
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</tr>
<tr>
<td>CROSSING ISSUES</td>
<td>X</td>
<td></td>
<td>Railroad Crossing</td>
<td>Thunder Dr.</td>
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</table>

[Location Map] [Existing Conditions: Gale Street] [Existing Conditions: Fox Lake Public Access]
PREFERRED TRAIL ALIGNMENTS

FOX LAKE

COMMONS PARK

CENTER LAKE

TRINE UNIVERSITY

TRINE UNIVERSITY & GOLF COURSE

ANGOLA

INDIANA NORTHEASTERN RAILROAD

POKA-BACHE TRAIL

Gale St

Thunder Dr

South St

Washington St

Old Us Hwy 127 / Wayne St

SCALE: 1"=1/4 MILES

NORTH

POKA-BACHE TRAIL

Map Legend

Proposed Trail Alignment
Proposed Trail Connector
Other Proposed Trails
Other Proposed Trail Connectors
Railroad
Streets
Incorporated Areas
Water Bodies
Parks
Existing Trails

Trail Types Legend

----- Type 4 - Greenway
----- Type 5 - Urban Conditions

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.

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</tr>
<tr>
<td>TYPE 3</td>
<td>-</td>
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<tr>
<td>TYPE 4</td>
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<td>TYPE 5</td>
<td>1.5 MI</td>
</tr>
<tr>
<td>TOTAL</td>
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</tr>
<tr>
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<tr>
<td>X</td>
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</table>
120 Trail Alignment Map

**Map Legend**
- **Purple**: Proposed Trail Alignment
- **Blue**: Proposed Trail Connector
- **Pink**: Other Proposed Trails
- **Light Blue**: Other Proposed Trail Connectors

**Railroad**

**Streets**

**Incorporated Areas**

**Water Bodies**

**Parks**

**Existing Trails**

**SCALE: 1”=1-1/2 MILES**

**Trail Types Legend**

- Four small squares: Type 1 - Separated Multi-Use
- Four large squares: Type 5 - Urban Conditions

**120 Trail Alignment Map**

**Proposed Trail Alignment**

**Proposed Trail Connector**

**Other Proposed Trails**

**Other Proposed Trail Connectors**

**Railroad**

**Streets**

**Incorporated Areas**

**Water Bodies**

**Parks**

**Existing Trails**

**SCALE: 1”=1-1/2 MILES**
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.

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<th>TRAIL TYPE</th>
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<th>TYPE 1 Separated Multi-Use (2 Lanes)</th>
<th>TYPE 2 Separated Multi-Use (4 Lanes)</th>
<th>TYPE 3 Shared Bike Lake</th>
<th>TYPE 4 Greenway</th>
<th>TYPE 5 Urban Conditions</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>1.7 MI</td>
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<tr>
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<td>X</td>
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<td>Some property acquisition required</td>
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<th>LOCATION</th>
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<th>LOCATION</th>
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<tbody>
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<table>
<thead>
<tr>
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<th>LOCATION</th>
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</thead>
<tbody>
<tr>
<td>Yes</td>
<td>X</td>
<td></td>
<td>Existing berms and swales</td>
<td>Throughout trail route</td>
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</table>

<table>
<thead>
<tr>
<th>DRAINAGE ISSUES</th>
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<th>DESCRIPTION</th>
<th>LOCATION</th>
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<tbody>
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<table>
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<tbody>
<tr>
<td>Yes</td>
<td>X</td>
<td></td>
<td>Bridge Crossing</td>
<td>I-69</td>
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Location Map: Trine State Recreation Area Trails

Existing Conditions: CR N 100 E
The map represents the proposed trail alignment in Steuben County, with a focus on the 120 Trail. The map includes various symbols for railroads, streets, incorporated areas, water bodies, parks, existing trails, and other proposed trails. The scale of the map is 1" = 1/2 miles. The trail types legend includes:

- **Type 1**: Separated Multi-Use
- **Type 5**: Urban Conditions
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.

<table>
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<th>TRAIL TYPE SYMBOL</th>
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<tr>
<td>TYPE 2</td>
<td>Separated Multi-Use (4 Lanes)</td>
<td>-</td>
</tr>
<tr>
<td>TYPE 3</td>
<td>Shared Bike Lake</td>
<td>5.9 MI</td>
</tr>
<tr>
<td>TYPE 4</td>
<td>Greenway</td>
<td>-</td>
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<tr>
<td>TYPE 5</td>
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<tbody>
<tr>
<td>PROPERTY ACQUISITION</td>
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<td>Some property acquisition required</td>
<td>Throughout trail route</td>
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<td>OVERHEAD UTILITIES</td>
<td>X</td>
<td>NO</td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
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<tr>
<td>UNDERGROUND UTILITIES</td>
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<td>-</td>
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<tr>
<td>SLOPE ISSUES</td>
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<td>Existing berms and swales adjacent to street</td>
<td>Throughout trail route</td>
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<tr>
<td>CROSSING ISSUES</td>
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<td>NO</td>
<td>Railroad Crossing (x3)</td>
<td>200 N, Wayne Street, 750 N</td>
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</table>
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.

<table>
<thead>
<tr>
<th>TRAIL TYPE/SYMBOL</th>
<th>TYPE 1 Separated Multi-Use (2 Lanes)</th>
<th>TYPE 2 Separated Multi-Use (4 Lanes)</th>
<th>TYPE 3 Shared Bike Lake</th>
<th>TYPE 4 Greenway</th>
<th>TYPE 5 Urban Conditions</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAIL TYPE/LENGTH</td>
<td>5.7 MI</td>
<td>0.5 MI</td>
<td>8.3 MI</td>
<td>-</td>
<td>-</td>
<td>14.5 Miles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRAIL CONSTRAINTS &amp; CONSIDERATIONS</th>
<th>YES</th>
<th>NO</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPERTY ACQUISITION</td>
<td>X</td>
<td></td>
<td>Some property acquisition required</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>OVERHEAD UTILITIES</td>
<td>X</td>
<td></td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>UNDERGROUND UTILITIES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SLOPE ISSUES</td>
<td>X</td>
<td></td>
<td>Existing berms, swales, and lake shorelines</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>DRAINAGE ISSUES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CROSSING ISSUES</td>
<td>X</td>
<td></td>
<td>Interstate Crossing</td>
<td>I-90</td>
</tr>
</tbody>
</table>

Location Map

Existing Conditions: Lake Gage

Existing Conditions: Downtown Orland
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.

<table>
<thead>
<tr>
<th>TRAIL TYPE SYMBOL</th>
<th>TYPE 1</th>
<th>TYPE 2</th>
<th>TYPE 3</th>
<th>TYPE 4</th>
<th>TYPE 5</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAIL TYPE/ LENGTH</td>
<td>5.5 MI</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.4 MI</td>
<td>5.9 MI</td>
</tr>
</tbody>
</table>

**TRAIL CONSTRAINTS & CONSIDERATIONS**

<table>
<thead>
<tr>
<th>CONSTRAINTS &amp; CONSIDERATIONS</th>
<th>YES</th>
<th>NO</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPERTY ACQUISITION</td>
<td>X</td>
<td></td>
<td>Some property acquisition required</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>OVERHEAD UTILITIES</td>
<td>X</td>
<td></td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>UNDERGROUND UTILITIES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SLOPE ISSUES</td>
<td>X</td>
<td></td>
<td>Existing berms and swales adjacent to street</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>DRAINAGE ISSUES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CROSSING ISSUES</td>
<td>X</td>
<td></td>
<td>Railroad Crossing (x3), Interstate Crossing</td>
<td>I-69, Beliefontaine Rd</td>
</tr>
</tbody>
</table>

Location Map

Existing Conditions: Railroad Street

Existing Conditions: S 400 W
Ashley-Hudson Trail Alignment Map

Map Legend
- Proposed Trail Alignment
- Proposed Trail Connector
- Other Proposed Trails
- Other Proposed Trail Connectors
- Railroad
- Streets
- Incorporated Areas
- Water Bodies
- Parks
- Existing Trails

Trail Types Legend
- Type 1 - Separated Multi-Use
- Type 5 - Urban Conditions

SCALE: 1" = 3/4 MILES
0 3/8 5/4

POKA-BACHE TRAIL
HAMILTON TRAIL
Long Lake

Proposed Trail Alignment
Proposed Trail Connector
Other Proposed Trails
Other Proposed Trail Connectors
Railroad
Streets
Incorporated Areas
Water Bodies
Parks
Existing Trails

INDIANA NORTHEASTERN RAILROAD

INFORMATION DASHBOARD

INDIANA NORTHEASTERN RAILROAD

LONG LAKE

POKA-BACHE TRAIL
HAMILTON TRAIL

Long Lake
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.

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>SYMBOL</th>
<th>TYPE 1 Separated Multi-Use (2 Lanes)</th>
<th>TYPE 2 Separated Multi-Use (4 Lanes)</th>
<th>TYPE 3 Shared Bike Lake</th>
<th>TYPE 4 Greenway</th>
<th>TYPE 5 Urban Conditions</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAIL TYPE/ LENGTH</td>
<td>1.4 MI</td>
<td>-</td>
<td>-</td>
<td>14.4 MI</td>
<td>-</td>
<td>-</td>
<td>15.8 Miles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRAIL CONSTRAINTS &amp; CONSIDERATIONS</th>
<th>YES</th>
<th>NO</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPERTY ACQUISITION</td>
<td>X</td>
<td></td>
<td>Some property acquisition required</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>OVERHEAD UTILITIES</td>
<td>X</td>
<td></td>
<td>Overhead power lines</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>UNDERGROUND UTILITIES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SLOPE ISSUES</td>
<td>X</td>
<td></td>
<td>Slopes towards river</td>
<td>Throughout trail route</td>
</tr>
<tr>
<td>DRAINAGE ISSUES</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CROSSING ISSUES</td>
<td>X</td>
<td></td>
<td>River Crossings, Railroad Crossing</td>
<td>Bellefontaine Rd.</td>
</tr>
</tbody>
</table>

Location Map
Existing Conditions: Pigeon River at CR S 450 W
Existing Conditions: Main Street (Pleasant Lake)
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.

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>TRAIL LENGTH</th>
<th>COST PER MILE</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>6.8 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$5.1 - 6.8 Mil</td>
</tr>
<tr>
<td>Type 5 - Urban Conditions</td>
<td>0.8 MI</td>
<td>$1.0 - 2.0 Mil</td>
<td>$0.8 - 1.6 Mil</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$5.9 - 8.4 Million</td>
</tr>
</tbody>
</table>

MARSH LAKE TRAIL

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>TRAIL LENGTH</th>
<th>COST PER MILE</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>1.7 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$1.3 - 1.7 Mil</td>
</tr>
<tr>
<td>Type 3 - Shared Bike Lane</td>
<td>2.3 MI</td>
<td>$0.075 - 0.1 Mil</td>
<td>$0.17 - 0.23 Mil</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$1.47 - 1.93 Million</td>
</tr>
</tbody>
</table>

FOX LAKE TRAIL

| TOTAL TRAIL COST (determined by City of Angola for Downtown Revitalization) | Approx. $7.9 Million |

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.
Map Legend

- **Proposed Trail Alignment**
- **Proposed Trail Connector**
- **Other Proposed Trails**
- **Other Proposed Trail Connectors**

Legend:
- Railroad
- Streets
- Incorporated Areas
- Water Bodies
- Parks
- Existing Trails

**Scale:** 1" = 2.5 MILES

**Short-Term Projects**

**Proposed Trail Alignment**

**Proposed Trail Connector**

**Other Proposed Trails**

**Other Proposed Trail Connectors**

**Railroad**

**Streets**

**Incorporated Areas**

**Water Bodies**

**Parks**

**Existing Trails**

**SCALE:**

- **0**
- **1.25**
- **2.5**

**NORTH**
## MID-TERM PROJECT BUDGET SUMMARY

### 120 TRAIL

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Trail Length</th>
<th>Cost Per Mile</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>13.3 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$10.0 - 13.3 Mil</td>
</tr>
<tr>
<td>Type 4 - Greenway</td>
<td>4.1 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$3.1 - 4.1 Mil</td>
</tr>
<tr>
<td>Type 5 - Urban Conditions</td>
<td>1.5 MI</td>
<td>$1.0 - 2.0 Mil</td>
<td>$1.5 - 3.0 Mil</td>
</tr>
</tbody>
</table>

$14.6 - 20.4 Million

### HAMILTON TRAIL

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Trail Length</th>
<th>Cost Per Mile</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>4.9 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$3.7 - 4.9 Mil</td>
</tr>
<tr>
<td>Type 5 - Urban Conditions</td>
<td>1 MI</td>
<td>$1.0 - 2.0 Mil</td>
<td>$1.0 - 2.0 Mil</td>
</tr>
</tbody>
</table>

$4.7 - 6.9 Million
## Long-Term Project Budget Summary

### Fremont-Clear Lake Trail

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Trail Length</th>
<th>Cost Per Mile</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>14.3 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$10.7 - 14.3 Mil</td>
</tr>
<tr>
<td>Type 3 - Shared Bike Lane</td>
<td>5.9 MI</td>
<td>$0.075 - 0.1 Mil</td>
<td>$0.4 - 0.6 Mil</td>
</tr>
<tr>
<td>Type 5 - Urban Conditions</td>
<td>0.75 MI</td>
<td>$1.0 - 2.0 Mil</td>
<td>$0.8 - 1.5 Mil</td>
</tr>
</tbody>
</table>

**Total Cost:** $11.9 - 16.4 Million

### Orland Trail

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Trail Length</th>
<th>Cost Per Mile</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>5.7 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$4.3 - 5.7 Mil</td>
</tr>
<tr>
<td>Type 2 - Separated Multi-Use (4-Lane)</td>
<td>0.5 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$0.4 - 0.5 Mil</td>
</tr>
<tr>
<td>Type 3 - Shared Bike Lane</td>
<td>8.3 MI</td>
<td>$0.075 - 0.1 Mil</td>
<td>$0.6 - 0.8 Mil</td>
</tr>
</tbody>
</table>

**Total Cost:** $5.3 - 7.0 Million

### Ashley-Hudson Trail

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Trail Length</th>
<th>Cost Per Mile</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>5.5 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$4.1 - 5.5 Mil</td>
</tr>
<tr>
<td>Type 5 - Urban Conditions</td>
<td>0.4 MI</td>
<td>$1.0 - 2.0 Mil</td>
<td>$0.4 - 0.8 Mil</td>
</tr>
</tbody>
</table>

**Total Cost:** $4.5 - 6.3 Million
LONG-TERM PROJECT BUDGET SUMMARY

### PIGEON RIVER GREENWAY

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>TRAIL LENGTH</th>
<th>COST PER MILE</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1 - Separated Multi-use</td>
<td>1.4 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$1.0 - 1.4 Mil</td>
</tr>
<tr>
<td>Type 4 - Greenway</td>
<td>14.4 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>$10.8 - 14.4 Mil</td>
</tr>
</tbody>
</table>

$11.8 - 15.8 Million

### RAILS-WITH-TRAILS

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>TRAIL LENGTH</th>
<th>COST PER MILE</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenway or Multi-Use Trail</td>
<td>Up to 6 MI</td>
<td>$0.75 - 1.0 Mil</td>
<td>Minimum: $4.5 - 6 Million</td>
</tr>
</tbody>
</table>