



Presented on May 15, 2024


Town of Nashville



Brown County Town of Nashville

Bicycle and Pedestrian Master Plan

A Cooperative Study Between Brown County & The Town of Nashville



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505 S. Woodscrest Dr.
Bloomington, IN 47401
812.803.6227
www.egis-group.com



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Acknowledgments

This plan was prepared with the guidance and aid of the following local officials:

Jerry Pittman	Brown County Commissioner
Sandle Jones	Town of Nashville
Melissa Stinson	Brown County Commissioners Office
Chris Curtin	Big Woods-Hard Truth
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Kevin Ault	Seasons Lodge
Barry Herring	Brown County Inn
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Kevin Allen	Senior Designer – Egis USA
John Beery	PE, PTOE, PTP – Egis USA

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Purpose And Need

Alternative transportation is all modes of travel other than the private motor vehicle. Alternative transportation systems connect communities to parks, help manage congestion and ease parking shortages for areas at or nearing capacity. Recognizing that there are many facets of alternative transportation, the focus of this document is pedestrian and bicycle connectivity between key locations of interest in the Town and County.

The purpose of this plan is to identify specific locations of need for bicycle and pedestrian connectivity for key points of interest and attractions in Nashville and Brown County and to assign preliminary construction costs to build those improvements in a unified approach and document. The benefit to having the needs assessed in one comprehensive document is that they can be incorporated into other official governmental planning documents.

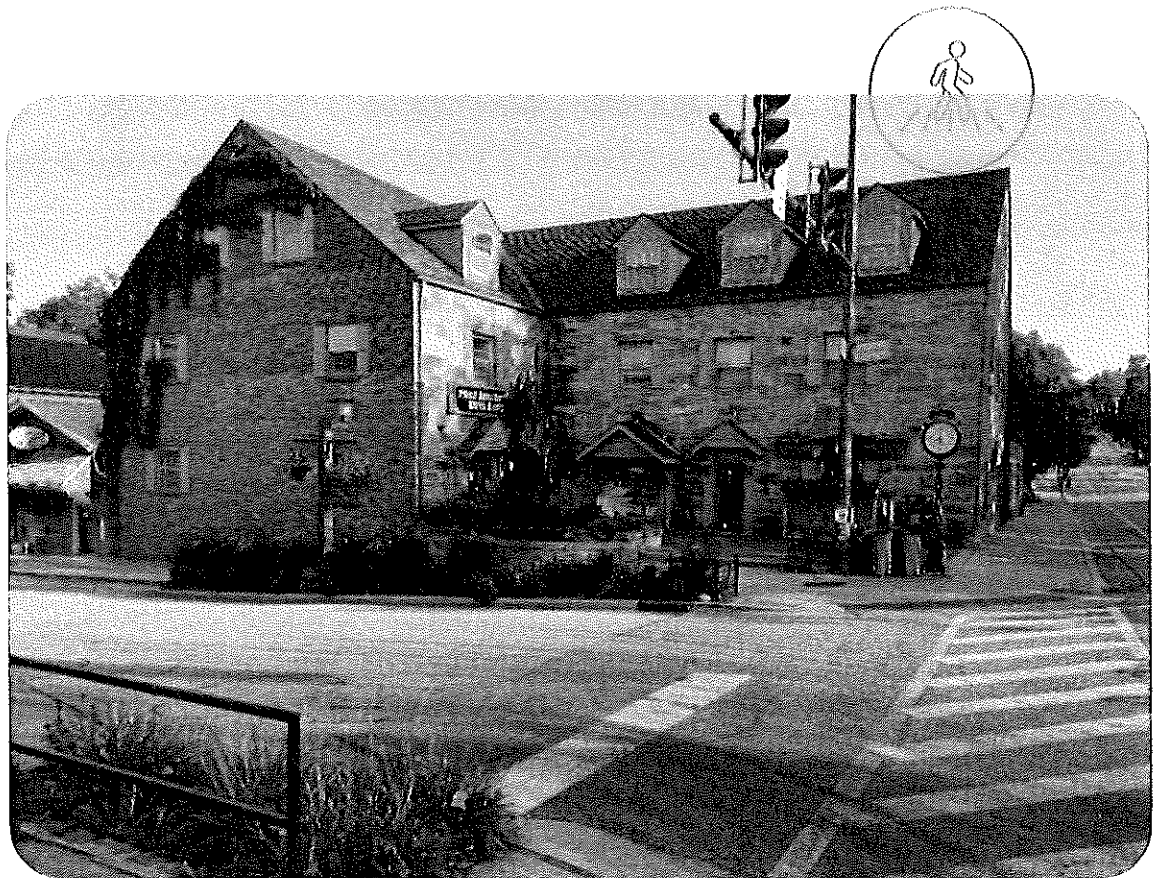
The need for this plan is due to the lack of sufficient connectivity between key locations in Nashville and Brown County for alternative modes of transportation. Gaps in the sidewalk and trail system around the county and town limit mobility and prevent users from traveling between destinations without using vehicles or walking or bicycling on roadways. There is a clear need for connectivity and improved ADA access to inns, shops, parks, restaurants, and entertainment venues. Access, mobility, and tourism, and economic factors are not the only factors which generate the need for a robust sidewalk and trail network. Continuous sidewalk and trail networks promote habitual, routine, and regular walking and exercise the World Health Organization States:

“ While the links between physical activity and health are well-established, the specific effects of both active transport modes on people's health are also highlighted in the new publication. Many studies have specifically investigated the impacts of walking and cycling. Among these, it was shown that:

- walking for 30 minutes or cycling for 20 minutes on most days reduces mortality risk by at least 10%;
- active commuting is associated with about a 10% decrease in risk for cardiovascular disease and a 30% decrease in type 2 diabetes risk; and
- cancer-related mortality is 30% lower among bike commuters. ¹

¹<https://www.who.int/europe/news/item/07-06-2022-cycling-and-walking-can-help-reduce-physical-inactivity-and-air-pollution--save-lives-and-mitigate-climate-change>

In areas of concentrated tourism with trail systems and bicycle networks, many communities offer bike sharing like Red Bike or similar bike rental systems that are very inexpensive and operated by phone app. Recently, Brown County Bikes opened in Nashville offering full-service bike sales, service and rents to visitors and residents alike. Frequently hotels and inns offer complementary or private bicycle loan or rental programs through the individual institution. Restaurants and other businesses often offer pedestrian and bicycle friendly amenities to attract business. The alternative transportation element can uniquely alter the atmosphere from a vehicle-heavy environment where cars are “cruising” to find parking spaces to a people-centric experience where individuals are browsing stores and experiencing the town and area.





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1.0 Introduction And Background

Brown County and the Town of Nashville are located within 50 miles of Indianapolis and 90 miles of Louisville, Kentucky. The area offers a wide variety of outdoor recreational activities that include shopping, hiking, concerts, inns, and other festivities, which makes it a convenient destination for day trips, weekend getaways, and vacations.

The County and Town have a rich history of tourism, scenery, and outdoor cultural activities. Aside from the 16,000 acre Brown County State Park, the Town of Nashville claims Indiana's best shopping with a downtown that offers a wide variety of unique shops, inns, and entertainment venues. Bear Wallow Distillery, Big Woods/Quaff On Brewery, Brown County Winery and Hard Truth Distilling all add to the broad scope of attractions.

The County is also home to Mountain Tea State Forest, Yellowwood State Forest, Hoosier National Forest. These attractions, as well as historic downtown Nashville, draw a significant number of tourists. Deer Run Park and the Brown County Music Center are all notable attractions on the south side of Nashville and are important destinations for local and out of town travelers. This special combination of shoppes, outdoor activities, and local crafts brings nearly 2 million visitors to Nashville and Brown County annually. It also offers world class (IMB Bronze Level) mountain biking trails as well as many miles of trails for average bikers.

According to the 2023 Census Data, Brown County has a population of 15,587 people. The County is 316.2 square miles, with Brown County State Park, the largest State Park in Indiana, occupying 15,776 acres of south-central part of the County. The Town of Nashville, which is the County Seat, has a population of 1,258 people and is located just north of Brown County State Park. The County is home to a strong and rather unique outdoor tourism industry.

Deer Run Park is a local park on the southwest side of Nashville. The Brown County Music Center is located on the southeast side of Nashville, as well as inns and hotels. There are also other key attractions located a short distance away from the downtown area within walking or biking distance that are not sufficiently connected for such activity. It is important for health and wellness, but for economic development reasons, that these areas be connected with sufficient means of alternative transportation.

According to economic data from the "2020 Economic Contribution of Tourism in Brown County" prepared by Rockport Analytics, tourism has the following impacts on the annual local economy:

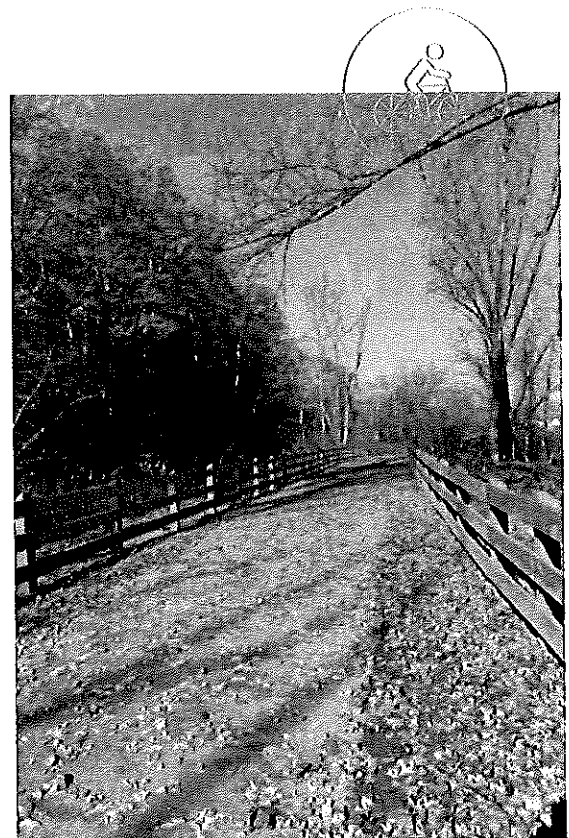
- \$20.2 million in lodging
- \$6.9 million in food and beverage
- \$5.1 million in shopping
- \$7.1 million in transportation
- \$2.4 million in entertainment and recreation

A healthy pedestrian and bicycle network would assist in extending the amount of time tourists spend while visiting Brown County and Nashville. The network would also reduce the need to cruise for parking, as it would. It would also reduce the driving for those staying in hotels or concert goers by providing safe walking paths to those venues mentioned above.

2.0 Goals, Objectives, and Stakeholder Involvement

The goals of this master plan are the following:

1. Engage local officials and members of the community to identify the following:
 - a. Present strengths and assets of alternative transportation assets within the community
 - b. Present weakness and lack of transportation assets within the community.
2. Identify pedestrian and bicycle circulatory routes around the Town and County.
3. Identify key locations within the Town of Nashville and Brown County that are significant origins for pedestrians and bicycle traffic in the Nashville and the County.
4. Identify locations withing the community or county that may be safety issues or concerns for pedestrians or bicyclists.
5. Identify areas within the community that may be landlocked and only available by vehicle and should be available by walking or bicycle.
6. Identify key locations within the Town of Nashville and Brown County that are destinations that they would like to be accessed less by vehicles and more by alternative transportation.



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3.0 Existing Conditions, Trends And Needs

Brown County Parks and Recreation (BCPR) has completed an update to its 5-year plan in 2021 for the period of 2022 to 2027. The following excerpts from this community fully address these topics and show extensive community input within this study area.

Topographic Features

Brown County has been described as a “land of scenic hills, ridges, and valleys.” The USDA “Soil Survey of Brown County and Part of Bartholomew County Indiana” (survey conducted in 1984 and published in 1990), classifies Brown County as part of the Norman Upland, “a severely dissected plain consisting of long, narrow ridges, steep slopes, and narrow stream bottoms.” This publication further describes “three major ridge systems that extend across Brown County in a northeast-southwest direction. Three major streams with valleys about 0.25 to 0.5 miles wide flow parallel to these ridges, in a southwest direction. These are Bean Blossom Creek, in the northern part of the county; the North Fork of Salt Creek, in the central part; and the Middle Fork of Salt Creek, in the southern part.”

Forest and Vegetation Resources

According to the USDA, Brown County has the highest concentration of forested land of any of Indiana’s counties. It is estimated that 80-90% of the county’s acreage is covered in forest and woodland of various ages and compositions. Brown County’s forests are known for several hardwood tree species and have historically been dominated by oak and hickory trees. However, in recent decades as human intervention has prevented historically common forest disruptions (such as wildfires), forest succession has proceeded, and oak and hickory species are no longer the dominant seedling species in the understory. Instead, sugar maple, red maple, and American beech now make up the majority of the forest understory and have the potential to become the dominant species in the forest, if woodland management techniques aren’t widely implemented.

Water Resources

There are several major surface water resources in Brown County. In addition to the primary bodies of water outlined below, numerous smaller named and un-named branches, man-made ditches and other waterways, ponds, and small lakes make up the water resources in Brown County. Salt Creek, with its three major tributaries, the North, Middle and South Branches makes up the majority of the natural water courses in Brown County as part of the East Fork of the White River Basin. The North and Middle Forks are the primary portions of the Salt Creek in Brown County which flow into Lake Monroe. A small portion of the South Fork flows through the south-central part of the county. Several significant flooding events have been experienced in recent decades due to the Salt Creek. Deer Run Park borders a section of the North Fork of the Salt Creek. The Salt Creek provides opportunities for paddling, fishing, and bird watching, but water levels vary significantly throughout the year. This fact, combined with frequent log jams and downed trees, means that portaging is often required if trying to paddle any significant distance on the Salt Creek.



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Public Participation

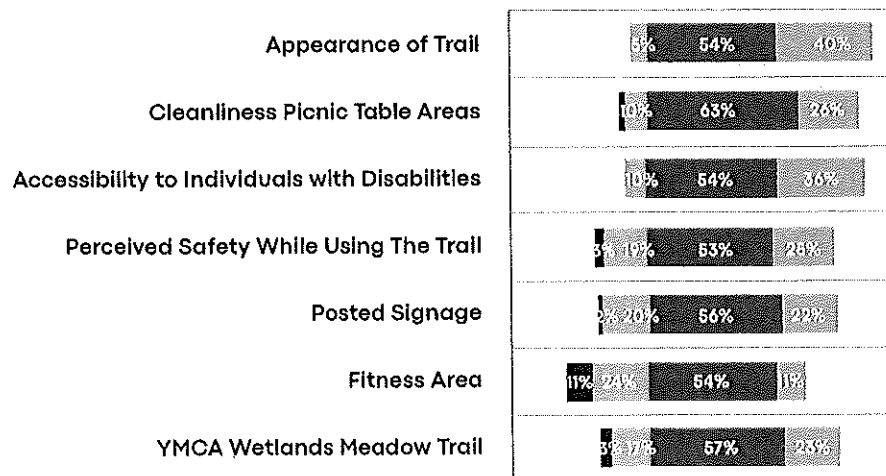
The Brown County Parks & Recreation Department and Board recognizes our mission of service provision to the community. The best way for us to provide optimum service to the community is to ask what residents' needs, opinions and preferences are, and apply that information to all our future planning. Much of the data and input for this master plan was gathered during the "Enhancing the Value of Public Spaces: Creating Healthy Communities" (EVPS:CHC) process – a Purdue University Extension Signature Program focused on engaging communities on the issue of improving access to healthy foods and active living opportunities through public spaces. EVPS:CHC was undertaken in Brown County from late-2019 through mid-2021 and was funded through a collaboration between the Brown County Parks & Recreation Department, the Brown County Community YMCA, and the Town of Nashville Parks Board. The EVPS:CHC process consisted of four in-person community "Open Houses" held in September, 2020 (24 attendees), a community survey that was available for response from September-December 2020 (336 responses), and four working groups that met virtually three times between November, 2020 and February, 2021 (22 community participants and 6 Purdue Extension facilitators). In addition to the EVPS:CHC process, the Brown County Parks & Rec Board discussed the Plan development and priorities at several regularly scheduled Board meetings, including a designated time for public comment at the December 15, 2021 meeting. The draft plan and a summary were also posted and disseminated for review and written comment from December 3 to 15, 2021.

This extensive work gathering public input, ideas and satisfaction with the existing public recreation surrounding the Town of Nashville revealed a strong desire for the expansion of walkable routes within this study area.

One significant was the public's satisfaction with the existing Salt Creek Trail. The public rated the following metrics as Good to Excellent nearly 80% of the time.

Ratings for the Salt Creek Trail

● Poor ● Fair ● Good ● Excellent





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When questioned about new or desired Recreational Facilities, of the over 350 responses from the public, the expansion of paved trails, completion of the Salt Creek Trail and bicycle related comments were ranked the most items that would enhance the outdoor recreation within this study area.

Brown County Parks and Recreation Department 5-Year Parks and Recreation Master Plan

New Facility Ideas	# of Responses	% of All Responses
Community/Rec Center	60	15%
More Paved Trails	49	12%
Finish Salt Creek Trail	24	6%
Pickleball Courts	21	5%
Splash Pad	20	5%
Trail to Deer Run	17	4%
Bike Skills course	16	4%
Skating Rink	15	4%
Aquatic Park	14	3%
Bike Lanes	14	3%
Safer Walking Routes	11	3%
Putt-Putt	10	2%
Rock Climbing Facility	9	2%
Shelter Houses	9	2%
Wellness Center	8	2%
Dog Park	7	2%
Tennis Courts	7	2%
Gun/archery range	6	1%
Movie Theater	6	1%
Playground in Town	6	1%
Racquetball	6	1%
Better signage for trails and parks	5	1%
Go-cart Track	5	1%
Horse Show Arena	5	1%
Outdoor Amphitheater	5	1%
All Others <5 Responses	49	12%

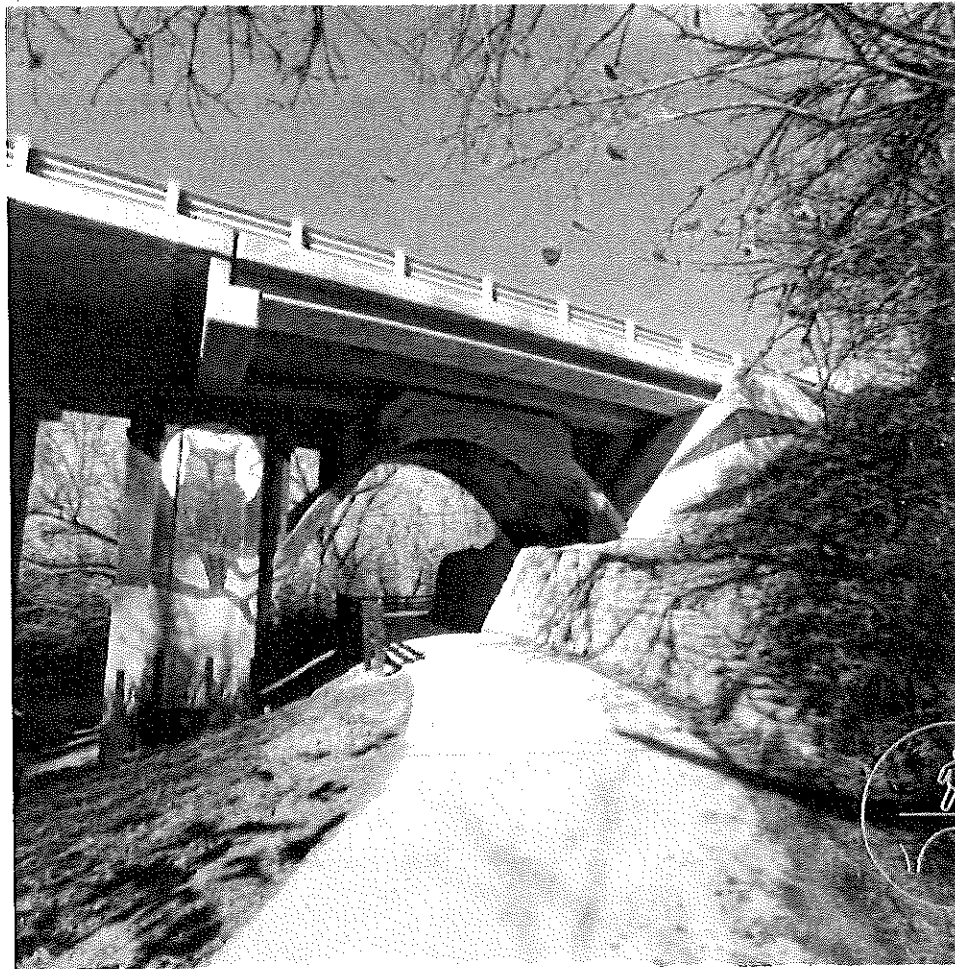
#1 ranked choices counted 3x; #2 ranked choices counted 2x; #3 ranked choices counted 1x

Summary of Responses:

- 120 responses included terms related to trails, paved, hiking, biking, water.
- 107 responses included terms related to facilities for indoor activity spaces to engage in sports, education programs, and gatherings/social activities for families, youth, and teens.
- 105 responses included terms related to new outdoor activity spaces such as parks with natural features and built features such as restrooms, shelters, skating rink, skate park, ball fields.
- 85 responses included terms related to splash pad, water features, pool.

4.0 Infrastructure Action Plan: Recommendations And Implementation

The following descriptive narratives of the three proposed trail loops will identify key points and high cost items that would be required for each loop.



4.1 Deer Run Park Trail Extension

Overview

This project consists of the installation of a new trail from the west of Nashville to Deer Run Park. As referenced in the BCPR 5-year plan, new trails and enhanced trail connectivity are a top priority. The trail will connect Nashville to St. Agnes Church and Deer Run Park. There are several physical features which affect the constructability of the new trail. The trail must cross Jackson Branch Creek just east of Jackson Branch Road and an unnamed tributary (UNT) from Harden Hollow to the North Fork of Salt Creek, which crosses Helmsburg Road just east of McClary Road. The proposed trail will cross roadways in two locations:

- ① Helmsburg Road just west of Jackson Branch Road
- ② McClary Road just south of St. Agnes Church.
- ③ McClary Road just south of Helmsburg Road, and
- ④ Total Estimated Length of Project: 7,390 Feet
- ⑤ 4 Pedestrian Bridges with Spans of 100, 140, 140 and 75 Feet

Key physical features and notes:

- ① The trail will connect to both Franklin Street and Washington Street on the west side of town. The Franklin Street extension will cross Jackson Branch at Bridge #1 and turn north to the south side of Helmsburg Road.
- ② The trail will then turn west along the south side of Helmsburg Road in a somewhat parallel manner as to avoid fire hydrants and utility poles. A roadside drainage swale will be maintained between the road and trail.
- ③ Pedestrian bridge #4 will be required for crossing the UNT on the south side of Helmsburg Road east of McClary Road.
- ④ The proposed trail will cross on the south side of the Helmsburg Road - McClary Road intersection. There will be appropriate pavement markings and signage at this location.
- ⑤ The proposed trail would run down the west side of McClary Road from Helmsburg Road to Deer Run Park. This alignment will avoid impacts to existing homes and mailboxes on the east side of McClary Road.
- ⑥ Due to the steep grade along the west side of McClary Road along the St. Agnes Church property, grading accommodations for drainage and the slope and a small retaining wall need to be constructed. Guardrail will also be installed along this section of roadway to protect the trail.
- ⑦ The trail will cross McClary Road near the community gardens and continue to the parking area where it will turn back east along the existing gravel path to Bridge #3 over Salt Creek.
- ⑧ The trail will cross a random path across the farm field and Treatment Plant Road and cross Salt Creek again at bridge #2 west-southwest of the terminus of Washington Street, then north to start.
- ⑨ Pedestrian Bridges #1, #2 and #3 are in designated Floodways and will be sized appropriately.
- ⑩ With the exception of 900 feet of the trail, 300 feet on the westerly part of Helmsburg Road and the northern part of McClary Road, all of Deer Run Trail is in a floodplain.

4.2 Main Street Trail Extension

Overview

This project consists of the installation of a new trail or wide sidewalk along Main Street from near Jackson Branch Road to the southwest corner of Hard Truth Hills at Memorial Drive. It will then head south near Heimburger Lane and cross the Brown County High School grounds to the north side of SR 46/SR 135. Then turn west along SR 46/SR 135 and north to Pat Rielly Drive, to Jefferson Street, to Washington Street and will connect to Deer Run Trail. A section of this trail would be placed on the west side of Johnson Street, north to West Main Street.

Total Estimated Length of Project: 7,200 Feet

Pedestrian Bridge #5: A span of 75 Feet Across Greasy Creek

Key physical features and notes:

- ⑥ The project will affect the floodplain and floodway of Greasy Creek. All impacts will need to be analyzed during design.
- ⑥ The proposed trail will need to be installed along the existing fence of the school's track field. The presence of overhead utilities and right-of-way along the north side of Main Street limits the suitable location of a trail on the north side of the road.
- ⑥ Drainage along the proposed route and the slope of the existing road embankment will need to be addressed. The installation of guardrail or curbing will need to be considered to maintain traffic and to protect trail users.
- ⑥ While the south side of Main Street should be considered for the majority of this segment's length, the section from Jefferson Street to Locust Lane appears to be better suited to the north side of Main Street.
- ⑥ The presence of overhead utilities is significant on the north side of the existing roadway bridge.
- ⑥ Roadway crossings should be accompanied by MUTCD compliant advanced warning signs and flashing beacons.



Looking West in the evening along Main Street.



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4.3 Salt Creek Trail Extension

Overview

This project will consist of a new trail section that will create a complete loop with the existing Salt Creek Trail. This new construction would connect with the recent InDOT pedestrian crossing improvements at the SR 46/SR 135 intersection at CVS/Speedway, then along north side of SR 46/SR 135 to Hawthorne Drive and a new path along the south side of SR 46/SR 135 from Hawthorne Drive to Maple Leaf Boulevard with a trail south along the west side of Maple Leaf Boulevard to the parking lot and turning west to connect to the YMCA trailhead.

Total Estimated Length of Project: 7,200 Feet

Pedestrian Bridge #5: A span of 75 Feet Across Greasy Creek

Key physical features and notes:

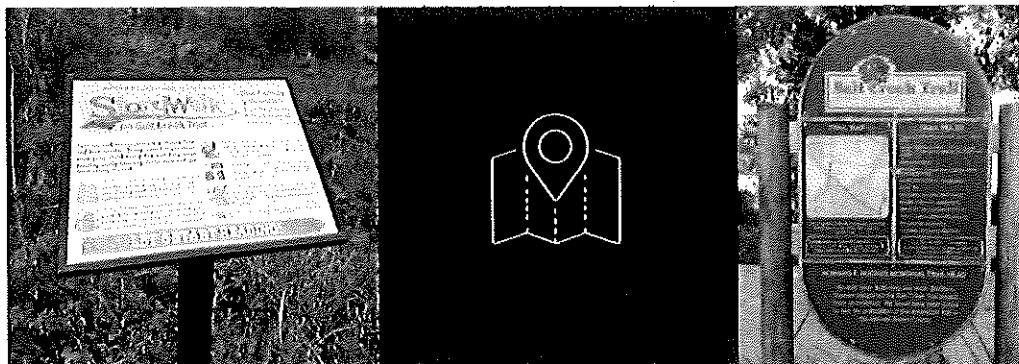
- ⦿ The trail will provide a safe walking path from downtown Nashville to the Brown County Music Center.
- ⦿ The project will affect the floodplain and floodway of Greasy Creek. All impacts will need to be analyzed during design.
- ⦿ Traffic Signals at SR 46/SR 135 and Hawthorne Drive will require an upgrade for pedestrian accommodations.
- ⦿ The intersection of SR 46/SR 135 has received a recent modification to provide pedestrian crossings and refuges on the north side of the intersection and the northeast corner of the intersection. This work will be incorporated into the final intersection design.
- ⦿ The section of trail along the school property and north side of SR 46/SR 135 will require a storm sewer system to convey the storm runoff from the highway.
- ⦿ There is a drainage structure near the playground for the Early Education Center near the tennis courts that will require modification.
- ⦿ It is expected that all trees along the frontage of the Early Education Center along SR 46/SR 135 will be affected due to the grade difference along the right-of-way and SR 46/SR 135.
- ⦿ The trail will cross Greasy Creek south-southeast of the BC High School sports practice field.
- ⦿ Adjacent to Greasy Creek, there will be potential impacts to the floodplain and floodway which will need to be assessed.
- ⦿ There will be a Trail Stub from the SR 46/SR 135 Hawthorne Drive crossing to the east to provide pedestrian access to the Seasons Hotel and Rafters.
- ⦿ There will be a Trail Stub from SR 46/SR 135 to the east to provide pedestrian access to the Brown County Inn.
- ⦿ The proposed trail will run on the south right-of-way line of SR 46/SR 135 from Hawthorne Drive to Maple Leaf Drive. The trail will then run across Maple Leaf Drive and southward along the east side of Maple Leaf Drive to the Brown County Music Center.
- ⦿ Detailed coordination will be required with INDOT.

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5.0 Policies And Programs

In cooperation with the Town of Nashville, Brown County Parks and Recreation, the Board of County Commissioners; the following policies are proposed for the inter-connected trail system.

1. No powered modes of transport or movement are to be allowed to use the trails outlined in this study.
Powered wheelchairs, mobility scooters, and other such devices to aid handicapped, injured or otherwise physically impaired persons shall be permitted.
2. Only light trucks, golf carts, small landscape tractors or "gator" type of utility vehicles shall be used on the trails for maintenance needs.
3. Emergency vehicles shall not exceed 10 tons gross weight or the safe load limits of the bridges as designed for construction, whichever is less.
4. Riding horses and horsedrawn carriages or wagons will not be allowed to use the trails without special permission from the above mentioned parties.
5. The Town of Nashville shall maintain that trail shown herein as the "Main Street Loop".
6. The Brown County Parks and Recreation shall maintain those trails shown herein as the "Deer Run Loop" and the "Salt Creek Loop"
7. That all supervisory and oversight rules and policies remain consistent on all three trail loops
8. That all supervisory and oversight will allow for the placement of "story boards", benches, trash receptacles, guide signs and other such trail amenities in the future, provided that a consistent style and theme be maintained throughout the system.
9. Trail loops or sections of Trail loops may be closed at the discretion of any of the above mentioned parties in times of emergency, flooding, or natural disaster to ensure public safety.





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6.0 Proposed Project Estimates —

Deer Run Trail Loop	\$5,051,200
Main Street Trail Loop	\$1,853,700
Salt Creek Trail Loop	1,566,200
Total Estimated Cost Of Trail Expansion	\$8,471,100





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**Brown County / Town of Nashville-Trail Extension
Deer Run Loop
Cost Estimate**

4/15/2024 Estimated by KDA
Checked by

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
203-02000	EXCAVATION, COMMON	2095	CYS	\$15.00	\$31,425
207-09934	SUBGRADE TREATMENT, TYPE IB	6205	SYS	\$60.00	\$372,300
214-11796	GEOGRID, TYPE IB	6205	SYS	\$3.50	\$21,718
303-01180	COMPACTED AGGREGATE, NO. 53	2068	TON	\$35.00	\$72,380
604-05528	HMA FOR SIDEWALK	345	TON	\$195.00	\$67,275
604-08086	CURB RAMP, CONCRETE	128	SYS	\$270.00	\$34,560
604-12083	DETECTABLE WARNING SURFACES	56	SYS	\$275.00	\$15,400
605-06120	CURB, CONCRETE	290	LFT	\$70.00	\$20,300
605-06140	CURB AND GUTTER, CONCRETE	340	LFT	\$82.00	\$27,880
621-06574	SODDING	4654	SYS	\$50.00	\$232,700
801-06775	MAINTAINING TRAFFIC	1	LS	\$47,000.00	\$47,000
805-02150	PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18 IN.	4	EACH	\$1,250.00	\$5,000
805-02645	SIGNAL POLE FOUNDATION, 24 IN. X 24 IN. X 36 IN.	4	EACH	\$1,600.00	\$6,400
805-04133	SIGNAL POLE, PEDESTAL, 12 FT	4	EACH	\$1,500.00	\$6,000
805-11817	PEDESTRIAN PUSH BUTTON, APS	4	EACH	\$1,700.00	\$6,800
808-75272	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 24 IN.	150	LFT	\$1.50	\$225
CONTINGENCY 10%					\$96,736
CONSTRUCTION ENGINEERING 2%					\$19,347
MOBILIZATION & DEMOBILIZATION 5%					\$48,368
CLEARING of RIGHT-WAY 2%					\$19,347
TRAIL SUB-TOTAL					\$1,151,161
	PEDESTRIAN BRIDGE #1 - 100 ft. SPAN	1	LSUM	\$900,000.00	\$900,000
	PEDESTRIAN BRIDGE #2 - 140 ft. SPAN	1	LSUM	\$1,109,000.00	\$1,109,000
	PEDESTRIAN BRIDGE #3 - 140 ft. SPAN	1	LSUM	\$1,109,000.00	\$1,109,000
	PEDESTRIAN BRIDGE #4 - 75 ft. SPAN	1	LSUM	\$782,000.00	\$782,000
ESTIMATED CONSTRUCTION COST					\$5,051,200



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**Brown County / Town of Nashville-Trail Extension
Main Street Loop
Cost Estimate**

4/15/2024 Estimated by KDA
Checked by

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
203-02000	EXCAVATION, COMMON	1650	CYS	\$ 15.00	\$24,750
202-52710	REMOVE EXISTING CONCRETE SIDEWALKS	485	SYS	\$ 27.50	\$13,338
621-06575	SODDING, NURSERY	1230	SYS	\$ 6.00	\$7,380
207-09934	SUBGRADE TREATMENT, TYPE IB	4900	SYS	\$ 60.00	\$294,000
214-11796	GEOGRID, TYPE IB	4900	SYS	\$ 3.50	\$17,150
303-01180	COMPACTED AGGREGATE, NO. 53	1640	TON	\$ 35.00	\$57,400
604-05528	HMA FOR SIDEWALK	248	TON	\$ 195.00	\$48,360
604-06070	SIDEWALK, CONCRETE	2240	SYS	\$ 75.00	\$168,000
604-08086	CURB RAMP, CONCRETE	128	SYS	\$ 270.00	\$34,560
604-12083	DETECTABLE WARNING SURFACES	15	SYS	\$ 275.00	\$4,125
605-06120	CURB, CONCRETE	150	LFT	\$ 70.00	\$10,500
605-06140	CURB AND GUTTER, CONCRETE	250	LFT	\$ 82.00	\$20,500
801-06775	MAINTAINING TRAFFIC	1	LS	\$ 85,000.00	\$85,000
805-06742	SOLAR POWERED FLASHING BEACON ASSEMBLY	2	EACH	\$ 1,500.00	\$3,000
	EXTEND EXISTING CULVERT (est. 6ft. x 16ft)	25	LFT	\$4,500.00	\$112,500
	CONTINGENCY 10%				\$90,056
	CONSTRUCTION ENGINEERING 2%				\$18,011
	MOBILIZATION & DEMOBILIZATION 5%				\$45,028
	CLEARING of RIGHT-WAY 2%				\$18,011
	TRAIL SUB-TOTAL				\$1,071,669
	PEDESTRIAN BRIDGE #5 - 75 ft. SPAN	1	LSUM	\$782,000	\$782,000.00
	ESTIMATED CONSTRUCTION COST				\$1,853,669



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**Brown County / Town of Nashville-Trail Extension
Salt Creek Loop
Cost Estimate**

4/15/2024 Estimated by KDA
Checked by

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	PRICE	TOTAL
203-02000	EXCAVATION, COMMON	4500	CYS	\$ 15.00	\$67,500
207-09934	SUBGRADE TREATMENT, TYPE IB	4175	SYS	\$ 27.50	\$114,813
214-11796	GEOGRID, TYPE IB	4175	SYS	\$ 6.00	\$25,050
303-01180	COMPACTED AGGREGATE, NO. 53	1391	TON	\$ 60.00	\$83,460
604-05528	HMA FOR SIDEWALK	2066	TON	\$ 3.50	\$7,231
604-08086	CURB RAMP, CONCRETE	75	SYS	\$ 35.00	\$2,625
604-12083	DETECTABLE WARNING SURFACES	56	SYS	\$ 195.00	\$10,920
605-06120	CURB, CONCRETE	300	LFT	\$ 52.00	\$15,600
605-06140	CURB AND GUTTER, CONCRETE	1195	LFT	\$ 36.00	\$43,020
621-06574	SODDING	3150	SYS	\$ 10.50	\$33,075
801-06775	MAINTAINING TRAFFIC	1	LS	\$ 52,000.00	\$52,000
805-02150	PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18 IN.	2	EACH	\$ 82.00	\$164
805-02645	SIGNAL POLE FOUNDATION, 24 IN. X 24 IN. X 36 IN.	2	EACH	\$ 35,000.00	\$70,000
805-04133	SIGNAL POLE, PEDESTAL, 12 FT	2	EACH	\$ 1,500.00	\$3,000
805-11817	PEDESTRIAN PUSH BUTTON, APS	2	EACH	\$1,700.00	\$3,400
808-75272	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 24 IN.	150	LFT	\$1.50	\$225
720-90984	MANHOLE, TYPE C2	3	EACH	\$6,300.00	\$18,900
720-45030	INLET, TYPE E7	11	EACH	\$3,250.00	\$35,750
715-05151	PIPE, TYPE 2, CIRCULAR, DIAMETER 15 IN.	385	LFT	\$95.00	\$36,575
715-05152	PIPE, TYPE 2, CIRCULAR, DIAMETER 18 IN.	225	LFT	\$105.00	\$23,625
715-05154	PIPE, TYPE 2, CIRCULAR, DIAMETER 24 IN.	175	LFT	\$128.00	\$22,400
					\$0
					\$0
	CONTENGENCY 10%				\$66,933
	CONSTRUCTION ENGINEERING 2%				\$10,642
	MOBILIZATION & DEMOBILIZATION 5%				\$26,604
	CLEARING of RIGHT-WAY 2%				\$10,642
	TRAIL SUB-TOTAL				\$784,153
	PEDESTRIAN BRIDGE #6 - 75 ft. SPAN	1	LSUM	\$782,000.00	\$782,000
					-
	ESTIMATED CONSTRUCTION COST				\$1,566,153

7.0 Proposed Project Maps

Overall Trail Loop Map	C.100
Deer Run Trail Loop	C.101
Main Street Trail Loop	C.102
Salt Creek Trail Loop	C.103

