



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

# **Sidewalk Funding Team (SFT) Business Rules**

Prepared by the 2022 INDOT Sidewalk Funding Team Subcommittee

**ADOPTED: 07-25-2022**

**REVISED: 05-30-2025**

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## Change History

<b>Revision</b>	<b>Revision Date</b>	<b>Notes</b>	<b>Approval</b>
1	12-17-2021	Original Release Approved Version	None
2	07-25-2022	Sidewalk Funding Team Approved Version	Approved by Team Vote
3	05-30-2025	Update to Factor 3.1. Removal of reference to ADA work. (Not part of Sidewalk Program)	Approved by OTS Manager

## Introduction

INDOT is committed to safe connectivity for all modes of transportation. This includes connectivity for pedestrians. In pursuit of this goal, funding has been set aside for the construction and rehabilitation of sidewalks. This funding source will be referred to as the Sidewalk Funding Program in this document.

All projects under the Sidewalk Funding Program should be primarily sidewalk driven. This dedicated funding source is intended for the construction and rehabilitation of sidewalk facilities along INDOT roadways and approaches to INDOT controlled intersections only. Other types of work such as curb ramps, pedestrian signal equipment, curb and gutter, road diets, curb bump-outs etc. may be included, so long as the primary focus of the project is the construction or rehabilitation of sidewalks.

This funding source may not be used for the removal of snow from sidewalks or for any other day-to-day maintenance. Day-to-day maintenance includes crack sealing and “grinding” uneven joints.

This document is a written description of the approved business rules to be used by the Sidewalk Funding Team (SFT) to develop, score, and submit proposed sidewalk projects. This document covers both new sidewalk construction and rehabilitation of sidewalk. The processes described herein are applicable to all infrastructure projects that are under consideration for potential assignments to funding programs. The scoring methodology provides decision-makers with resources to prioritize sidewalk projects.

All decisions regarding funding sidewalk projects should be a part of a process that:

1. Is easily defensible
2. Is not subjective
3. Uses readily available data sources
4. Prioritizes projects based on pedestrian connectivity, safety, and added value

### Limitations:

- **This funding is intended for the construction and/or rehabilitation of sidewalks only. A sidewalk is defined as a paved walkway intended for pedestrian use which is adjacent and parallel to a roadway and is no more than 6’ wide on average. The funding may be used for asphalt or concrete sidewalks which are wider than 6’ as long as the difference in construction cost between a standard sidewalk and the larger facility is to be paid for by a separate funding source**
- **Funding may not be used for the construction or rehabilitation of bike lanes unless they are a minor element in a primarily sidewalk driven project.**
- **Funding may not be used for the construction or rehabilitation of trails. A trail, as opposed to a sidewalk, is defined as a paved or unpaved walkway intended for non-motorized use which is not adjacent and parallel to a roadway. The key difference**

between a sidewalk and trail facility is proximity to an adjacent roadway, not facility width or surface material.

- Funding may not be used for the construction or rehabilitation of pedestrian signal equipment or pedestrian crossings unless they are a necessary element for the primarily sidewalk driven project.
- Funding may not be used for the construction or rehabilitation of sidewalk built in conjunction with another project with design criteria of 3R Freeway, 4R Non-Freeway, 4R Freeway, Complete Reconstruction Freeway, or New Construction.
- The maximum total project cost that may be submitted for funding is \$4 million. Projects of larger cost may be broken into smaller components which can be submitted separately.
- A minimum of 30% of the yearly allotted sidewalk funding should be used for the rehabilitation of sidewalks if practicable. A minimum of 30% of the yearly allotted sidewalk funding should be used for the construction of new sidewalks if practicable.

## Standalone Sidewalk Projects

Standalone sidewalk projects for either new construction or rehabilitation must be submitted to the Sidewalk Funding Program using the PW4 Scoping application to be considered for funding. (See below for details) These types of projects will compete for funding alongside the sidewalk projects which are a part of larger projects. The following rules apply to these types of projects:

1. An engineering assessment report with all the required elements must be included in the submittal. If the sidewalk is part of a larger project, that project's report will fulfill this requirement.
2. A sidewalk scoresheet will be required to be filled out and attached in the PW4 Scoping Application.
3. **Sidewalk projects must be submitted in the PW4 Scoping Application using the Safety Asset Team to be considered for funding. Before signing the report in PW4, the applicant must select Sidewalk from the Submittal Type dropdown.**

## Sidewalk as a Part of Other Projects

Sidewalk-related elements from a given project in a different asset class may be grouped together and submitted to the Sidewalk Funding Program for funding. (See below for details) These types of projects will compete for funding alongside stand-alone sidewalk projects. The following rules apply to these types of projects:

1. When the sidewalk elements from another asset class's project is submitted for sidewalk funding, the original project will still submit the total cost of the project,

including sidewalk, to their respective call. (*Note: some other asset classes allow scoring to be done without including the cost of sidewalk elements.*)

2. After sidewalk deliberations, the Manager of the Office of Traffic Safety will provide the persons in charge of the other asset classes information concerning which sidewalk projects were prioritized for funding. The persons in charge of the other asset classes can use this information to determine which projects in their respective calls now have reduced costs. Based on these updated estimates, they may be able to recommend additional projects for funding.
3. Each sidewalk project will require the sidewalk scoresheet to be filled out and attached in the PW4 Scoping Application along with the Engineering Assessment (EA) Report for the full project.
4. **Sidewalk projects must be submitted in the PW4 Scoping Application using the Safety Asset Team to be considered for funding. Before signing the report in PW4, the applicant must select Sidewalk from the Submittal Type dropdown.**

## Call Project Development

### Introduction

The district offices will be responsible for the development of Engineering Assessment reports for projects that are submitted to the sidewalk call for projects. Office of Traffic Safety staff and the consultants of the Office of Traffic Safety may assist with the development of these projects and reports, but the ultimate responsibility for the project lies with district staff.

The Engineering Assessment report for the full project may be submitted in lieu of an individual sidewalk report when the sidewalk is only a part of the larger project.

Engineering Assessment reports will be prepared in accordance with the INDOT Engineering Assessment Manual in addition to the requirements listed herein.

<https://www.in.gov/indot/files/Engr-Assessment-Manual-Final-1809-Signed.pdf>

Engineering assessment is a critical portion of the Department's Asset Management Project Prioritization Process. For each district, the engineering assessment process is led by the respective Technical Services Division and sets the conditions for successful project development through project selection, funding, design, and construction.

### Crash Data Analysis

One of the elements of the sidewalk scoresheet requires crash data analysis to be performed to receive points. If performed, this analysis will consist of the following:

- The most recent three full calendar years of pedestrian crash data, for the entire county where the location resides, will be pulled from ARIES or from the Traffic

Safety Data Portal (preferred). This data will then be reduced to just the location of interest. Each crash record should be checked to ensure that it did occur at the location of interest. Only pedestrian crashes shall be recorded. Bicycle and e-scooter crashes do not count.

- Crash pattern analysis is not required, but it is recommended that it be done for the location. This would include looking at patterns pertaining to Day vs Night, Wet Pavement vs Dry Pavement, Peak Hour vs Off Peak, etc.
- A RoadHAT report is not required.
- A crash diagram showing the manner of collision, severity and the location within the intersection or segment is not required.

### Cost Estimation

The development of a complete and reasonable cost estimate is critical to a successful project scoping package and facilitates the project selection process. For non-complex engineering assessments, the cost estimate should be developed for the preferred alternative at a minimum. For complex engineering assessments, a cost estimate should be prepared for all alternatives. Most sidewalk projects will be considered non-complex. See the Engineering Assessment Manual for more information on determining if an assessment is complex or non-complex.

All projects submitted to the call for projects for sidewalk funding must include a cost estimate. This cost estimate should be based on the amount of detail available at the scoping stage of project development. It does need to list the major cost items (the few items that make up the bulk of the cost of the project) with a reasonable and researched unit price for each. The quantities used in the estimate should be based on the sketch done for the project. The quantities do not need to be to the level of accuracy of a design estimate, but they should be defensible. Cost estimates should take into consideration issues such as drainage, right of way, building setbacks and existing cross slopes.

A contingency should be included in the cost estimate. Using 20% to 30% of CN as a contingency is common at this stage. A lower or higher contingency may be used based on the level of confidence in the cost estimate that has been prepared. The cost estimate should be broken out into Construction cost, Project Engineering cost, Right of Way cost, Utility cost, and Railroad cost, but **the total cost will be used for calculating the benefit to cost ratio during scoring.**

Finished cost estimates should be rounded up to the nearest \$10,000. Cost estimates should be done for the current year only (without inflation). For assistance with cost estimation methodology, the district scoping offices can be consulted.

### Sketch of Proposal

A sketch of the proposed alternative will be required for all new construction projects submitted to the sidewalk call for projects. Rehabilitation projects will not require a sketch,

although it is still recommended as a sketch can assist in identifying specific location details, such as gap filling, in rehabilitation projects.

It is recommended that the sketch be done in MicroStation over a to-scale aerial photograph, but the sketch may be done in any CAD program or drawn by hand. The sketch does not have to show a high level of detail, but it should be useful for generating the estimate. The sketch will assist the designer in their future development of the project.

### Engineering Assessment Report

An abbreviated or a full Engineering Assessment report as described in the INDOT Engineering Assessment Manual will be required for all projects submitted to the sidewalk call for projects. As stated above, for projects which originate from another Asset Class, the original Engineering Assessment document for the full project will suffice and a separate document does not need to be prepared.

The Office of Traffic Safety has provided a template document to assist with the preparation of the report. Use of the template is not required, but it is recommended for new construction sidewalk projects. A link to the template document is below:

<https://ingov.sharepoint.com/sites/INDOTIntranet/SitePages/Traffic-Safety-Documents.aspx>

#### Note:

**The previous “mini-scope” format will no longer be accepted as it does not contain all the required elements as described in the Engineering Assessment Manual.**

### Call Project Submittal

#### Key Dates

The following dates are the deadlines for the submittal to the sidewalk call for projects:

- December 1<sup>st</sup>, Deadline for Submittals in the PW4 Scoping Application, Complete with all Supporting Documents
- December 15<sup>th</sup>, Office of Traffic Safety Review is Complete
- January 15<sup>th</sup>, All Changes Based on Review Feedback Are Complete, All Documents are Final
- February, Deliberations Meeting

## Required Documents

At a minimum, the following documents will be required for all submittals to the sidewalk call for projects in the PW4 Scoping Application:

- Abbreviated or Full Engineering Assessment Report (Can be report for “full” project from other Asset Classes)
- Table with Cleaned Crashes (Excel Format)
- Completed Scoresheet (Excel Format)
- Proposal Sketch (PDF Format) (Not required for rehabilitation projects)
- Detailed Cost Estimate
- Red Flag Analysis
- Project Support Letters (if applicable)
- Significant Work Zone Impact Determination Worksheet

## Technical Review

The Office of Traffic Safety will perform a technical review of all submitted projects prior to the deliberations meeting. This review will be performed to ensure that the projects comply with the business rules. Comments may be provided concerning project merit or whether the selected alternative is considered to be the best option, but this is not the purpose of this review.

The technical review includes but is not limited to the following items:

- Evaluate the Engineering Assessment report to ensure the required items are documented
- Evaluate the crash data Excel file to ensure that the crashes are for the correct location and years
- Evaluate the cost estimate to ensure that it is itemized and that it is reasonable
- Evaluate the score sheet to ensure that it was used correctly
- Check that all required documents have been submitted
- Check for consistency between all the documents

## Deliberations

The deliberations meeting is held in mid to late February as scheduled by the Office of Traffic Safety. The sidewalk deliberations will usually take place on the same day as the traffic safety deliberations. For the meeting, each district must send at least one representative who is a voting member during the meeting. The Office of Traffic Safety

will chair the meeting and will also provide one voting member. The Technical Planning Team will also provide one member. The total number of voting members at the meeting will be eight. In the case of a tie, the Director of Traffic Engineering will cast the deciding vote.

At the meeting in descending score order, each project which has been submitted to the sidewalk call is briefly discussed. All voting representatives will then vote to assign the project an “A” through “F” priority letter grade. The project can either remain at the letter grade that it was originally assigned by the SPMS quartile system, or it can be moved up or down to any other letter grade by majority vote.

Once the deliberations are completed, the project list is reordered based on revised priority letter grade. This new list is sent to the Program Management Group for funding determination.

Projects which are not funded in a given year may be resubmitted for subsequent years. When a project is resubmitted, it must be re-scored. Crash data and cost data must be updated whenever a project is re-scored. A project that is not funded can also still be constructed by a separate Asset Class based on their business rules.

## Project Scoring

### Introduction

Projects that are submitted to the call for projects for sidewalk funding shall be scored using the methodology that is described herein. Projects that are not scored according to this document will not be accepted into the call for projects.

*Scoring* generates a numerical value that rates the merits or relative worth of a project and is a component of the overall *Engineering Review* process. Integrating multiple sub-components (individual factors) into a single, common score permits a direct comparison of projects within their overall functional area.

### Scoring Process

Scoring is to be accomplished by the district asset owner who is proposing the project in accordance with the methodology described herein.

The results of project scoring by the districts will be recorded in the Engineering Assessment report and submitted per current instructions for compilation.

All proposed sidewalk asset owners are required to follow the same scoring process described herein to achieve a uniform and meaningful statewide score. A spreadsheet has been prepared to facilitate the scoring process. A complete copy of the scoring sheet must be submitted with each call submittal. The latest scoring spreadsheet can be found on the SharePoint website at the following location:

[https://ingov.sharepoint.com/sites/INDOTIntranet/SitePages/Traffic-Safety-Asset-Management-\(TSAM\).aspx](https://ingov.sharepoint.com/sites/INDOTIntranet/SitePages/Traffic-Safety-Asset-Management-(TSAM).aspx)

## Safety Infrastructure Project Scoring

### Essential List of Scoring Factors

The Sidewalk Funding Team determined that four factors are to be included in the scoring method. The factors are listed below. Each factor is assigned a score. The maximum possible score is 100.

Points are assigned to each of the four scoring factors, in the following manner:

**Table 1 Scoring and Weighting Factors**

Factor Number	Factor	Points Possible
1	<i>Pedestrian Factors</i>	20
2	<i>System Factors</i>	18
3	<i>Geographic Factors</i>	39
4	<i>Asset Factors</i>	23
		Total = 100

### Procedure for Assigning Points to Each Scoring Factor

#### Factor 1: Pedestrian Factors

Factor 1 awards points for elements having to do with the pedestrians using the corridor and the cost effectiveness of the project. See below for details on how these points are awarded.

#### Factor 1.1: Indication of Pedestrian Use

##### Applicability:

Use the dropdown in 1.1 to indicate whether there is evidence of pedestrian travel. Evidence of pedestrian travel includes a visible footpath in the grass, presence of some sidewalk, presence of transit stations, evidence of pedestrian crashes or witnessing pedestrian traffic during the field check.

## Business Rules for Scoring and Prioritizing Projects

### Scoring:

- The user will select “Yes” if there is indication of pedestrian use.
- The maximum possible point total is 5. Points will be awarded according to the following schedule:
- For “Yes”, 5 points will be awarded. For “No”, 0 points will be awarded.

## Factor 1.2: Cost

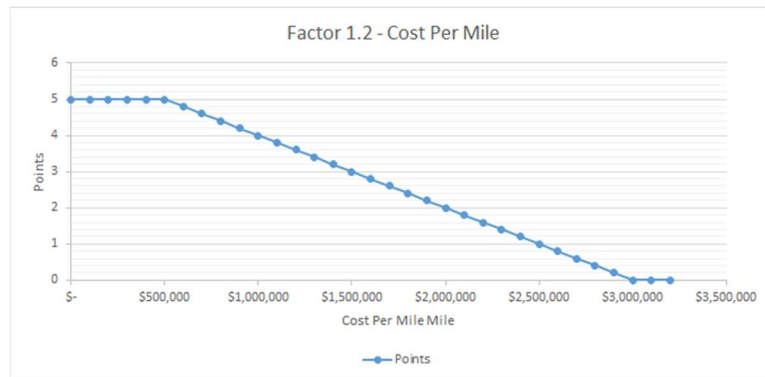
### Applicability:

Factor 1.2 calculates the relative cost effectiveness of the project. The inputs for this factor are the project cost and the length of sidewalk constructed or rehabilitated. The cost should be the total cost of the project, not just the CN cost. The length should be the total linear feet of sidewalk, which is being rehabilitated or constructed, including proposed parallel crosswalks and locations where proposed sidewalk crosses a drive. This length does not include existing sidewalk sections which are not being rehabilitated.

### Scoring:

- The user enters the cost and length into the spreadsheet, and the equation calculates the cost per mile automatically. The maximum possible point total is 5. Points will be awarded according to the following equation:

Figure 2 – Points for Cost per Mile



New Construction Equation:

$$Points = -0.000002X + 6$$

Where:

X = Cost Per Mile

When X is less than \$500,000, full points will be awarded.

When X is greater than \$3,000,000, 0 points will be awarded.

### Notes:

For sidewalk projects being constructed as a part of a larger project that is funded from a different Asset Class, the total cost of all sidewalk related elements should be used here.

### Factor 1.3: Pedestrian Crashes

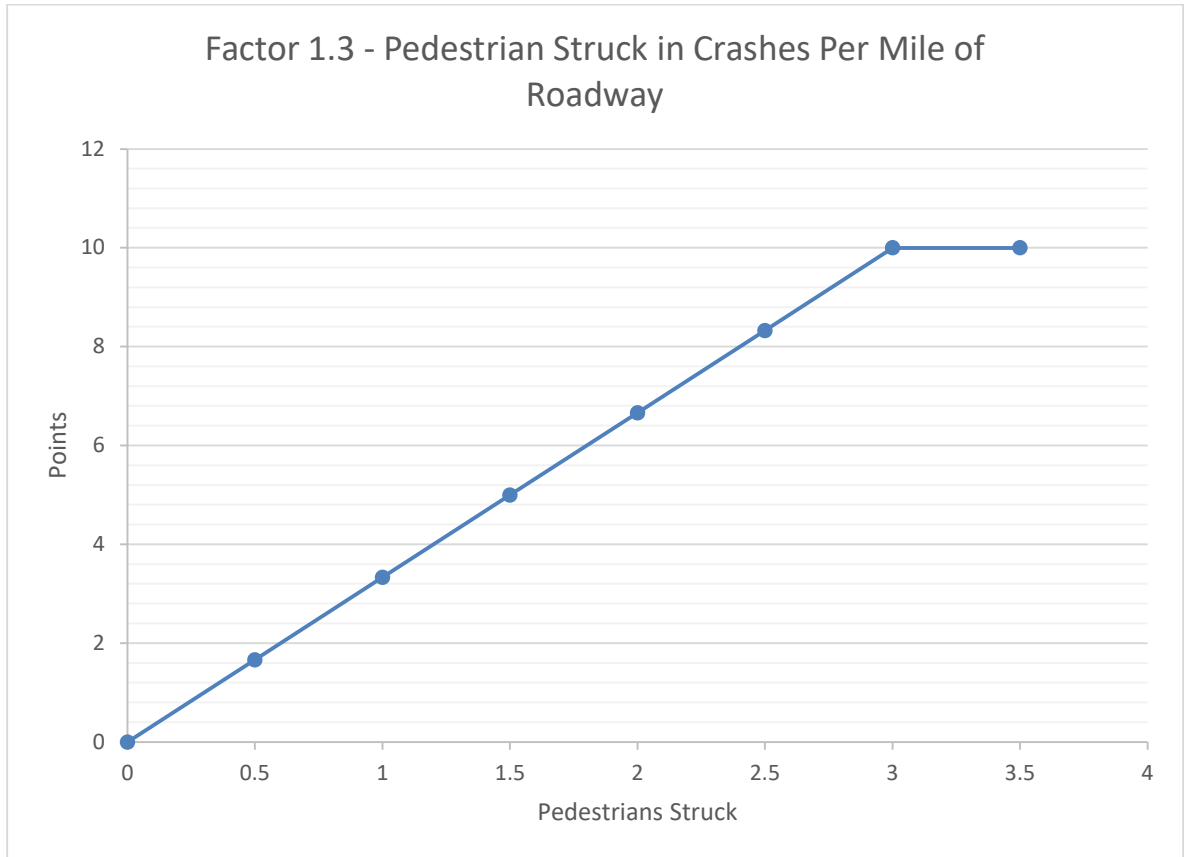
#### Applicability:

Scoring Factor 1.3 is based on the number of pedestrians involved in crashes along the corridor during the previous period of 3 full calendar years. The number of pedestrians struck is divided by the centerline length of the project to calculate a pedestrians struck per mile value. If this analysis was not performed for the project, a value of 0 should be entered and no points will be awarded. Bicycle and e-scooter crashes cannot be counted as pedestrian crashes.

#### Scoring:

- Enter the calculated value of pedestrians struck in vehicle crashes in three years divided by centerline miles of project length.
- The three years used for analysis must be the 3 full calendar years prior to the year when the analysis was performed. As an example, for the 2027 call for projects (submitted in January 2022) the years used for analysis would be 2018, 2019 and 2020.
- The maximum possible point total is 10. Points will be awarded according to the following equation:

Figure 3 – Points for Pedestrians Struck in Crashes



$$Points = 3.33X + 0$$

Where:

X = Pedestrians Struck / Centerline Mile

When X is greater than 2.9, full points will be awarded.

## Factor 2: System Factors

Factor 2 awards points for elements having to do with the sidewalk system that the project is tying into. See below for details on how these points are awarded.

### Factor 2.1: Sidewalk Completion

#### Applicability:

Scoring for Factor 2.1 is based on whether the sidewalk that is being constructed will fill in gaps in existing sidewalk on the corridor. The user will select “Yes” or “No” on the scoring sheet for this factor.

**Scoring:**

- If there is already sidewalk on 50% or more of the project limits, then the user can select “Yes” for this factor.
- The maximum possible point total is 5. Points will be awarded according to the following schedule:
- For “Yes”, 5 points will be awarded. For “No”, 0 points will be awarded.

**Notes:**

The sidewalk that is counted as being already present on the corridor must be within the project limits and must be along the same route as the proposed sidewalk.

**Factor 2.2: Coordination**

**Applicability:**

Factor 2.2 awards points based on coordination with the local government of the jurisdiction where the project is proposed. To receive points on this factor, the preparer will have to receive support from local elected officials. Coordination is critical for all projects. The preparer should always attempt to contact the local officials of the jurisdiction of the project to receive their concurrence with the planned improvement.

**Scoring:**

- The maximum possible point total is 3. Points will be awarded according to the following schedule:
  - If there is no local government support or no response received, 0 points will be awarded.
  - If there is local government support, 3 points will be awarded.

**Notes:**

Support from local officials must be documented and included with the project submittal.

### Factor 2.3: Connectivity

#### Applicability:

Scoring for Factor 2.3 is based on how the proposed sidewalk connects to the existing sidewalk system. This factor is differentiated from Factor 2.1 in that this factor refers to a connection to sidewalk outside of the project area.

#### Scoring:

- The user will select “Yes” if the proposed sidewalk connects to existing sidewalk or multi-use trail outside of the project limits, whether laterally or at the project termini. The user will select “No” if the proposed sidewalk does not connect to existing sidewalk or multi-use trail outside of the project area.
- The maximum possible point total is 5. Points will be awarded according to the following schedule:
- For “Yes”, 5 points will be awarded. For “No”, 0 points will be awarded.

#### Notes:

If at least one of the side-streets or project termini includes at least 500’ of sidewalk leading away from the project area and leading to further sidewalk or potential destinations, this factor can be scored as a “Yes”.

### Factor 2.4: Coordination with Other Asset Classes (Bundling / Corridor)

#### Applicability:

Scoring Factor 2.4 is based on whether the sidewalk project is bundled with a separate project from another asset class. The bundled project must be identified in the notes of the score sheet.

#### Scoring:

- The user will select “Yes” if the proposed sidewalk project is bundled with a roadway project and proof is documented in the notes section of the scoresheet.
- For “Yes”, 5 points will be awarded. For “No”, 0 points will be awarded.

### Factor 3: Geographic Factors

Factor 3 awards points for elements of the area surrounding the project. See below for details on how these points are awarded.

### Factor 3.1: Economic Factors

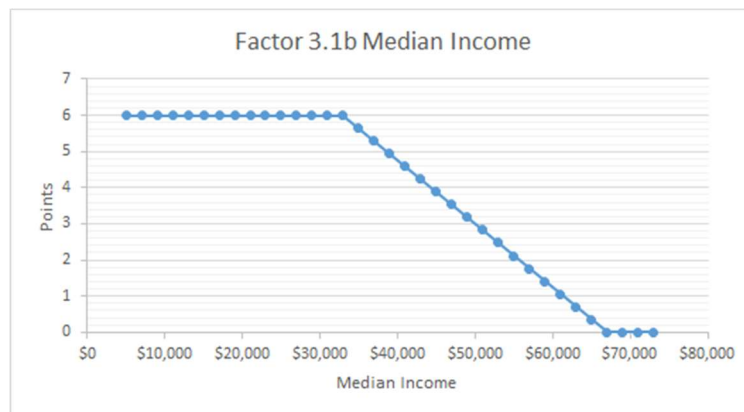
#### Applicability:

Scoring for Factor 3.1 is based on two different elements. For 3.1a, points will be awarded based on the median income of the surrounding area. For 3.1b points will be awarded based on the percentage of households which do not have access to a vehicle in the surrounding area. For both of these sub-factors, the census tract where the project falls will be used to determine these values.

#### Scoring:

- The user will use the link proved on the scoresheet (or here: <https://www.stats.indiana.edu/maptools/c2020/tracts.asp>) to access a map to look up the correct census tract number.
- The user will enter the census tract number into the spreadsheet, and the equations will look up the median income and the percentage of households without a vehicle.
- The maximum possible point total for 3.1a and 3.1b together is 16. The maximum possible point total for 3.1a is 6. The maximum possible point total for 3.1b is 10. Points will be awarded according to the following equations:

Figure 4 – Points for Economic Factors 3.1a



$$Points = -0.00018X + 11.82353$$

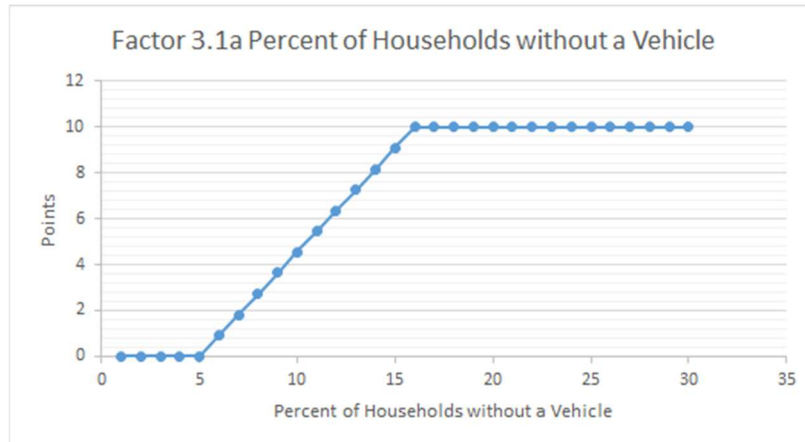
Where:

X = Median Income

When X is greater than \$67,000, no points will be awarded.

When X is less than \$33,000, full points will be awarded.

**Figure 5 – Points for Economic Factors 3.1b**



$$Points = 0.909091X - 4.54545$$

Where:

X = Percent of Households without a Vehicle

When X is less than 5%, no points will be awarded.

When X is greater than 16%, full points will be awarded.

**Notes:**

If the project crosses into more than one census tract or if the route serves as the dividing line between two census tracts, the census tract which results in the most points being received can be used for scoring.

If the census tract number returns an error in the spreadsheet, reenter the census tract number into the spreadsheet without the digits after the decimal.

If the census tract still returns an error, contact the Office of Traffic Safety for guidance. Some census tract numbers have been changed since the previous census and the spreadsheet may be returning no results.

The spreadsheet will not be able to calculate this factor without the county being entered at the top of the spreadsheet.

**Factor 3.2: Land Use**

**Applicability:**

Scoring for Factor 3.2 is based on the land use directly adjacent to the project. If more than one land use is adjacent to the project, select the predominant land use over the full project length.

**Scoring:**

- The user will select either Residential, Commercial, Industrial, or Rural/Agricultural.
- The maximum possible point total is 4. Points will be awarded according to the following schedule:
  - For predominantly residential, 4 points will be awarded.
  - For predominantly commercial, 4 points will be awarded.
  - For predominantly industrial, 2 points will be awarded.
  - For predominantly rural or agricultural, 0 points will be awarded.

**Notes:**

If the land use is primarily recreational or government/institutional, the user should enter commercial.

**Factor 3.3: Generators**

**Applicability:**

Scoring for Factor 3.3 is based on the proximity of the project to different categories of pedestrian generators. The notes section contains a table of pedestrian generators and their categories.

**Scoring:**

- The user will select the largest type of pedestrian generator which is within 1 mile of the project limits in any direction.
- The maximum possible point total is 8. Points will be awarded according to the following schedule:
  - For no pedestrian generators, 0 points will be awarded.
  - For a small pedestrian generator, 3 points will be awarded.
  - For a medium pedestrian generator, 5 points will be awarded.
  - For a large pedestrian generator, 8 points will be awarded.

## Business Rules for Scoring and Prioritizing Projects

### Notes:

Common examples of pedestrian generators are listed below with the correct corresponding category. This list is only for example purposes only; the scorer will have to determine which category matches their location most closely.

Pedestrian Generator Category	Type
Small	Small or Medium School
Small	Large Indoor Mall
Small	Public Government Buildings (Courthouse, Post Office, Library etc.)
Small	Assisted Living Facility
Small	Community Center
Small	Casino
Small	Convenience Store / Grocery
Small	Transit Stop on Side Street
Medium	Large School
Medium	Large Outdoor Mall
Medium	Hospital
Medium	Downtown Shopping/Entertainment District
Medium	City, State or National Park
Large	University or College
Large	Professional Sports Stadium
Large	Concert Venue
Large	Convention Center
Use Best Judgment	Other – Not Listed

### Factor 3.4: Transit

#### Applicability:

Scoring Factor 3.4 is based on the presence of a transit stop or station within the limits of the project. The location of the transit stop relative to passable sidewalk is also considered.

#### Scoring:

- The user will select whether there is an existing transit stop and, if so, whether there is existing sidewalk at the stop or station.
- The maximum possible point total is 8. Points will be awarded according to the following schedule:
  - For no existing transit, 0 points will be awarded.
  - For existing transit with existing sidewalk, 4 points will be awarded.
  - For existing transit with no existing sidewalk, 8 points will be awarded.

#### Notes:

The stop or station must be in the area where the sidewalk is being constructed, and it must be within project limits.

A funded plan to install transit can be counted as existing transit.

Non-traditional types of stops such as ridesharing lots can also be counted towards this factor.

The sidewalk leading to the transit stop must be passable for a person in a wheelchair to be counted as existing.

### Factor 3.5: Risk to Pedestrians (Average AADT per lane)

#### Applicability:

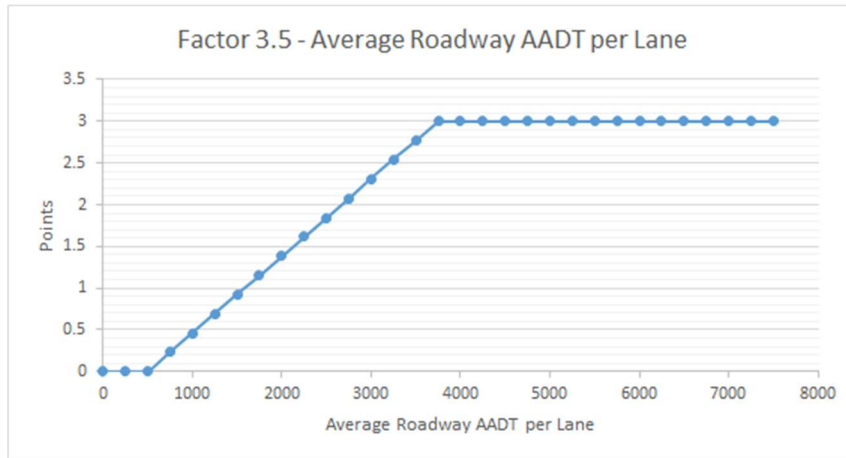
Scoring for Factor 3.5 will be based on the average vehicle AADT per lane of the adjacent facility. The straight average (unweighted) for all AADT counts available over the length should be used.

#### Scoring:

- In 3.5a, the user will calculate the average vehicle AADT and enter it into the spreadsheet.

- In 3.5b, the user will enter the average total number of through lanes in the associated roadway, both directions included.
- The maximum possible point total is 3. Points will be awarded according to the following equation:

**Figure 6 – Points for AADT Factor 3.5**



$$Points = 0.000923077X - 0.461538462$$

Where:

X = The average roadway AADT per lane

When X is less than 500, no points will be awarded.

When X is greater than 3750, full points will be awarded.

#### Factor 4: Asset Factors

Factor 4 awards points for elements having to do with the layout of the proposed sidewalk and the proposed project in general. See below for details on how these points are awarded.

#### Factor 4.1: Lighting

##### Applicability:

Scoring for Factor 4.1 is based on whether there is existing lighting and sidewalk within the majority of the project limits.

##### Scoring:

- The maximum possible point total is 4. Points will be awarded according to the following schedule:

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- For existing lighting, 0 points will be awarded.
- For no existing lighting and existing sidewalk, 2 points will be awarded.
- For no existing lighting and no existing sidewalk, 4 points will be awarded.

### Notes:

If there is highway lighting present for at least 30% of the length of the project, it will be counted as existing.

The cost of new lighting should be included in the total project cost of the standalone sidewalk project. For sidewalk projects which are a part of other asset classes, the cost of new lighting may not be included in the sidewalk submittal.

**The INDOT Highway Lighting Policy has changed in recent years. It states that INDOT will install lighting on urban highways based on various criteria including locations with pedestrian features and at pedestrian crossings. When this lighting is installed as a part of a sidewalk project, the costs will be covered by the Sidewalk Funding Program. All projects funded through the Sidewalk Funding Program will fully comply with the INDOT Highway Lighting Policy.**

### Factor 4.2: Traffic Calming

#### Applicability:

Scoring for Factor 4.2 is based on whether traffic calming elements will be included with the proposed project. Examples of traffic calming elements include:

- Right-Sizing (Road Diets)
- Lane Narrowing
- Curb Extensions (Bump-outs)
- Lowering the Speed Limit
- Gateway Treatments (such as additional landscaping near the travel lane)

#### Scoring:

- The user will either select “Yes” or “No”. “Yes” can be selected when traffic calming elements will be constructed as a part of the project.
- The maximum possible point total is 5. Points will be awarded according to the following schedule:
- For “Yes”, 5 points will be awarded. For “No”, 0 points will be awarded.

**Notes:**

If a project occurring concurrently with the sidewalk project is installing the traffic calming, the sidewalk project can still receive the points. Points cannot be awarded for an unfunded idea or for traffic calming which already existed in the segment.

The traffic calming elements must be present for at least 20% of the length or 20% of the intersections of the project to be counted as present.

**Factor 4.3: Pedestrian Crossings**

**Applicability:**

Scoring for Factor 4.3 is based on the presence of pedestrian crossings across the state-owned facility after the proposed project has been built. These proposed crossings can be counted as being present regardless of whether they were pre-existing or built by the project.

**Scoring:**

- The user will select either “Yes” or “No” on the scoring spreadsheet. “Yes” is selected when there are crossings across the state facility after the project has been completed.
- The maximum possible point total is 3. Points will be awarded according to the following schedule:
- For “Yes”, 3 points will be awarded. For “No”, 0 points will be awarded.

**Notes:**

The crossings in question for this factor are those that cross the state facility along which the sidewalk is being built.

The crosswalks must be marked to be counted for this factor. At signalized intersections, the crossings must have pedestrian signal indicators.

Crossings must be present at least every half mile on average, or at each major intersection where intersections are spaced at a greater distance than every half mile, within the project limits to be counted for this factor.

#### Factor 4.4: Sidewalk Placement

##### Applicability:

Scoring for Factor 4.4 is based on the presence of sidewalk on both sides of the state route. The user can claim points for this factor regardless of whether the sidewalk on both sides was built by the project or if it already existed.

##### Scoring:

- The user will select either “Yes” or “No” on the scoring spreadsheet. “Yes” can be selected when there is sidewalk on both sides of the state facility after the project has been completed.
- The maximum possible point total is 3. Points will be awarded according to the following schedule:
- For “Yes”, 3 points will be awarded. For “No”, 0 points will be awarded.

##### Notes:

The sidewalk must be present on both sides of the state route for at least 75% of the length of the project in order for points to be claimed for this factor.

If it is **geometrically infeasible** to add sidewalk to both sides, “Yes” may be selected as long as documentation of infeasibility is presented.

#### Factor 4.5: Buffer and Traffic Speed

##### Applicability:

Scoring for Factor 4.5 is based on the combination of vehicle speed and the presence of a buffer between the proposed sidewalk and the roadway. A buffer must be at least 2 feet of unpaved space, a bike lane, or on-street parking. A paved shoulder is not a buffer. The vehicle speed can either be the posted speed limit or the 85th percentile speed.

##### Scoring:

- The user will select a speed from 25 mph to 45 mph+ and will select either a buffer or no buffer.
- The maximum possible point total is 8. Points will be awarded according to the following schedule:
  - 0 points - No Buffer & 25 mph
  - 2 points - No Buffer & 30 mph
  - 3 points - No Buffer & 35 mph

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- 4 points - No Buffer & 40 mph
- 5 points - No Buffer & 45 mph or Higher
- 4 points - Buffer & 25 mph
- 5 points - Buffer & 30 mph
- 6 points - Buffer & 35 mph
- 7 points - Buffer & 40 mph
- 8 points - Buffer & 45 mph or Higher

### **Notes:**

For longer projects where multiple speed limits or multiple 85<sup>th</sup> percentile speeds are available, the highest speed should be used. When using a non-round number, round to the nearest 5 mph.