

**THE
AREA PLAN COMMISSION
OF TIPPECANOE COUNTY**

Policy Board Meeting

Date.....January 12, 2017
Time.....2:00 PM
Place.....Lafayette City Hall
Board of Works Room
20 North 6th Street
Lafayette, Indiana

AGENDA

I. VOTE ON PROXIES

II. APPROVAL OF MEETING MINUTES FROM DECEMBER 8, 2016

Documents:

[MPO Policy Board 12.08.2016.pdf](#)

III. RESOLUTION T 2017-1 TO AMEND THE FY 2016-2019 TIP AMENDMENT FOR CITYBUS

Documents:

[TIP Amend CY 17 Op.Cap.Plan.Proj.PB rpt.pdf](#)

IV. APC PROGRESS REPORT

A. 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE
Safety, Congestion, Transit, Freight, Bicycle and Pedestrian and Traffic Operations

B. STATUS OF OBLIGATED FEDERAL FUNDS

Documents:

[Month Obligation Rpt Dec 2016.pdf](#)

C. UPDATE ON CRASH DATA QUALITY CONCERNS

V. OTHER BUSINESS

A. HB 1002 EXCHANGED FUNDS

B. INDOT 18 MONTH LETTING LIST

Documents:

[Letting list 1-2017.pdf](#)

VI. CITIZEN COMMENTS

VII. ADJOURNMENT

The next meeting is February 9, 2017

MPO POLICY BOARD

Minutes

December 8, 2016

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

John Dennis	Mayor, City of West Lafayette
Dave Williams	President, Tippecanoe County Council
Tom Murtaugh (proxy for Dave Byers)	President Tippecanoe County Commissioners
Ron Campbell	President, Lafayette City Council
Peter Bunder	President, West Lafayette Council
Bill Ooms	Chairman of the GLPTC
Rusty Fowler	INDOT Deputy District Commissioner

Absent Voting Members

Tony Roswarski	Mayor, City of Lafayette
Gerry Keen	President, Area Plan Commission
Gary Henriott	Lafayette Board of Works

Non-Voting Members Present

Sallie Fahey	Executive Director, Area Plan Commission
Ed Garrison	West Lafayette City Engineer
Marty Sennett	CityBus
John Thomas	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Ashley Ludman	APC Staff

Vice President John Dennis called the meeting to order at 2:00pm.

Sallie Fahey introduced and welcomed Russell (Rusty) Fowler, the Interim Deputy District Commissioner for Crawfordsville. He has taken Alan Plunkett's place. He held the same position in Vincennes and added that he will be here until the new Central Office makes a final decision.

I. APPROVAL OF MINUTES

Ron Campbell moved to approve the minutes from the November 10, 2016 meeting. Peter Bunder seconded and the minutes were approved by unanimous voice vote.

II. RESOLUTION T 2016-10

Concurring with revisions to the National Highway System in Tippecanoe County, Indiana

Sallie Fahey said earlier last year this Committee passed this resolution. She displayed the map that was distributed prior to the meeting and said the new map includes an addition that was made by INDOT's Central Office. The stretch of US 52, west of US 231 was added so today this Committee is readopting the revised map and repealing the original resolution (**T 2016-01**).

Ron Campbell moved to approve **RESOLUTION T 2016-10**. Tom Murtaugh seconded and the motion was approved by unanimous voice vote.

III. SAFETY PERFORMANCE MEASURES

Sallie Fahey said staff has been informing the Board about the FAST Act, the new Federal transportation bill. There is a heavy reliance on states and MPOs to work from data driven plans and create performance measures. We have been talking about the safety performance measures the most because all the rule making has been completed and accepted for safety performance measures. Last week she and John Thomas attended a workshop for INDOT and Indiana MPOS that was held by FHWA. A workshop is being held in every state and we are the second state to hold the workshop. MPOs and the state will be working together to set Indiana's state performance measures. Once Indiana creates performance measures for the state, MPO will have 180 days to accept the measures and do projects that will support those measures or come up with our own performance measures. Our deadline is February or March 2018. She realizes that is a long time away but we want to be prepared. She referred to the INDOT information spreadsheet that was distributed prior to the meeting and explained these are the things INDOT has been looking at. The five safety performance measures we will be setting targets for are:

1. Number of fatalities;
2. Fatality rate;
3. Serious injury totals;
4. Serious injury rate; and
5. Combined non-motorized (bike/ped) fatalities and serious injuries combined.

She said INDOT put together the spreadsheet to provide data so we know where we are. INDOT is using FARS data (Federal reporting system) and ARIES. She explained that there are discrepancies between ARIES and FARS but they usually mellow out after you get through the entire year's reporting system. Severe crashes and serious crashes are listed but the state will have to do something to combine the data to get rates that are based on vehicle miles traveled (MVT).

John Dennis asked about the difference between a serious crash and a severe crash.

Sallie Fahey explained that the state has definitions for those types of crashes that came out of the Criminal Justice Institute. There has been a change that will take place in a couple of years.

Rusty Fowler said the 2015 and 2016 numbers jumped up dramatically and he thinks that is when the definitions changed.

Sallie Fahey thinks there will be another but agreed that there was a change in the definition that makes the 2015 and 2016 data look skewed. The state is assessing its data collection so we have started doing the same thing with our data.

John Thomas said the handout graphs show the FARS data for our community from 1975 through 2015. He explained that it is harder to find patterns because we do not have a lot of data points but we can see a general trend. The red squares on the four graphs are the five-year averages and that is what FHWA will be evaluating. Staff will use this data to try and project future alternatives. The patterns are similar when you compare the FARS data to our local ARIES data. We have good data from the late 80's to the early 2000's that staff scrubbed and we now can fill out the rest of the table. The serious injury data will be used to establish trends and identify targets. We can now throw out the highs and lows to establish reasonable targets.

Sallie Fahey said our *Metropolitan Transportation Plan* has to be updated by June. We do not have to do this because our Plan will be adopted before our safety targets are required. It has to be determined if we are subject to all these new rules if we amend the Plan within 5-years or if we amend our new *TIP*. Staff has decided to try to add performance measurements and performance management in the current Plan even if we do not have all the rules. We hope to be a little bit ahead by doing that.

Tom Murtaugh asked if population spikes or severe weather are taken into consideration when looking at the numbers.

Sallie Fahey replied that it was suggested that we figure out where we are now and look at external factors that influence our targets with regard to setting targets. Things to look at are technology, construction work crashes, or having an access management plan and requirements. We have many international drivers in our community and she suggested looking for ways to make driving safer for that group. The same can be said for senior drivers.

John Dennis said having those two populations in a small geographic area influences the numbers.

Sallie Fahey said we will also be taking a critical look at how to spend our HSIP money to help us/INDOT reach the targets. She added that at some point there will be reporting requirements. Only states will be reviewed by FHWA to determine how close they get to their targets. The state has to meet four of the five performance measures or more money will get converted to safety projects.

John Dennis asked how hard it will be for the state to reach the targets.

Sallie Fahey replied that the systematic measures are the easiest ones for the state to do. They include rumble strips on the center and the side edges, and cable safety barriers on interstates.

Rusty Fowler said we need to determine how much safety benefit we get out of other projects that are not necessarily a safety program project even though you gain safety from the project. He thinks it will be important for INDOT to make the safety measures so we don't end up having someone else telling us how or where we need to spend our funds. The state will be reviewed overall and it boils down to the partnership and influence we have on how each MPO's HSIP money is spent. We all will be looking at the same things.

Sallie Fahey agreed and said we are all approaching this as a partnership because the ultimate goal is to reduce fatalities and serious injuries in Indiana. It does not matter if that is on the local, state, or Federal level. The Federal bill is written that way because reducing fatalities and serious injury crashes is also a national goal. There will be no direct consequences for the MPOs if the state does not meet the performance measures but the state having to convert more money to safety projects will filter down to the MPOs.

IV. APC PROGRESS

2045 Metropolitan Transportation Plan Update: Safety, Congestion, Transit, Freight, Bicycle & Pedestrian, and Traffic Operations

John Thomas said last month we talked about our traffic forecasting model and displayed a map with the location where we are forecasting congestion in 2045 as determined by using our traffic models and current programmed road projects and network. Severe congestion is shown in red, moderate in mustard, and slight in yellow. Staff took the forecasted 2045 dwelling unit and employment locations as well as existing and forecasted subdivision locations. He then distributed a map showing the locations of the 2045 new dwelling units based on forecasted major growth areas. The second map shows 2045 forecasted new employment/job locations that were determined after talking with Greater Lafayette Commerce and City Economic Development departments. He then distributed a map showing locations of the top 40 crash intersections in Tippecanoe County and a map showing the top 40 fatality crash locations. We will now begin working with Lafayette, West Lafayette, and County Highway engineers to take this information on crashes, congestion, bike/ped facilities and come up with a list of projects to include in the next *Long Range Transportation Plan*. We will need to extrapolate accident rates at each of these locations so we can normalize the data by comparing the intersections based on vehicle counts. We will also take into account the changes that are being made now.

John Dennis said Sagamore Parkway/US 52 and South Street has been the location with the highest number of crashes for many years.

John Thomas said that intersection is no longer at the top of the list. This community has many alternate ways to reach a destination and he thinks that has cut down on the number of crashes at that location.

Pedestrian Road Safety Audit

Doug Poad said two weeks ago a pedestrian and pedestrian road safety audit was held at McCutcheon High School and Mayflower Mill. We looked at crashes in the Old US 231 and CR 500 South corridors and specifically at student/pedestrian crashes that happened in front of McCutcheon High School. The principals and TSC officials expressed concern and asked that something be done. We put together a package similar to the one that was used in the safety audits on North River Road and Concord Road. The package included five years of Census data and crash analysis data. A group including representatives from the schools, the Tech Committee, the Sheriff's Department, County Highway Department, and APC staff, met last month to look over the crashes and discuss what is occurring in both corridors. The group then did a walk through along both corridors and discussed its observations. He said he put together the recommendations and put it into a report that he sent to the interested parties this morning. The buses enter at the northern entrance and leave at the southern entrance at both schools. The group thinks that should be reversed. It was also decided that parents should continue to be encouraged to use the northern entrance. It was suggested that another entrance be built on the south end of the parking lot to separate all the individual pieces of traffic. We know there will always be students who walk to school and often they have to walk in the dark. Everyone agreed a single crossing should be built on Old US 231 somewhere between the two driveways, pedestrianize the new crossing with the available signal systems, and build trails along with the sidewalks to help and encourage bicycle usage. Additional recommendations were made on reconstructing the school driveways to make in and out traffic flow better. He learned through the discussion that traffic waiting to drop students off at Mayflower, especially traffic coming from the east, backs up onto the grass. Mayflower only has six buses and it was determined that a seventh bus is needed. The problem in adding a seventh bus is that there is a shortage of bus drivers. We have short-term, mid-range, and long-term recommendations. We are looking for the county and the school corporation to fund the short-term remedies. Hopefully we can use STP or HSIP funds to make mid-range changes. Improving the non-motorized transportation system will take care of the long-term fixes by constructing trails and sidewalks to facilitate walking to and from schools. He concluded by saying that next spring we will be doing a safety audit for Harrison High School, the Burnett Creek Elementary School, and the Battle Ground Middle School on County Farm Road.

Sallie Fahey added that neither of these intersections at the school meets the cost benefit analysis for use of safety money. Safety projects almost always get approved, however, when we do a safety audit near a school(s) and send it to the safety people at INDOT who approve our HSIP safety projects. The audit brought a lot of people together who have not previously been involved in transportation issues who saw not only the public but their own internal traffic movement needs.

IV. OTHER BUSINESS INDOT 18-Month Letting List

Doug Poad said the first new project on the list is an I-65 bridge over the Wabash River tree maintenance/removal project. Another new project is the westbound bridge over the Wabash River deck replacement project on SP 52. The last new project on the list is a SP 443 bridge over Sagamore Parkway deck replacement project.

Rusty Fowler explained that the three new projects have been developing for a while and they have been moving up.

Doug Poad said the two Battle Ground projects (#5 & #6) have been moved up to a January letting. He said a lot of local projects are scheduled to be let in January and February.

Ed Garrison asked what SP 52 is.

Sallie Fahey explained that SP is the portion of Sagamore Parkway that is no longer routed as US 52 but is still state owned.

Ed Garrison asked about the actual project and not the road itself.

Doug Poad replied that the project on SP 443 is the deck replacement over Sagamore Parkway. The project on SP 52 is the bridge deck replacement on the westbound bridge over the Wabash River. That project should cause more congestion on SP 52.

Ed Garrison asked if INDOT is going to maintain traffic or if they are going to move the traffic to the other side.

Rusty Fowler said right now it is too early to answer that question but he will see if there are any more details.

John Thomas asked if the new eastbound bridge will be completed before this project starts.

Rusty Fowler said he is not sure if it is a timing thing when the list is pulled or if the INDOT list is a bit different but there are a couple of things he wants to make everyone aware of. Projects #8 and #9 will be moving into FY 2019 so they are coordinated with other bridge projects and at some point an amendment will be needed. Projects #14 and #15 are on track but there are some permitting exceptions that may be required to get at the letting. There are two pavement contracts just south of the Wabash River (reference post #141 to post #153 and #153 to #165) and he is not sure why they are not showing up on the list. Originally project #18 was scoped as an HMA functional overlay but now it is being considered as a pilot/test project for "white topping" (thin concrete overlay). The first and only type of this project was done several years ago in the southern part of the state on SR 161 and was very successful.

John Thomas asked if that job was scarified first.

Ed Garrison said you will melt down.

Rusty Fowler explained that you want to get everything below patched. You do not necessarily have to scarify but some people do. There are specifications on how we do the joint sawings because originally it was for every inch of concrete material you replaced and that has changed a bit recently. The technology has previously been used at airports.

Ed Garrison said "white topping" has been used on I-70 through Kansas and it has held up well.

V. CITIZEN COMMENTS

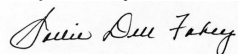
The next meeting is January 12, 2016

VI. ADJOURNMENT

Peter Bunder moved to adjourn. Ron Campbell seconded.

The meeting adjourned at 2:45pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu

BACKGROUND AND REQUEST:

GLPTC requests an amendment to program additional federal funds awarded by the Indiana Department of Transportation (INDOT), and CY 2017 unallocated Section 5307 funds for its 2017 operating, capital and planning list of projects. GLPTC will utilize \$108,204 in CY 2017 Section 5310 funds awarded by INDOT, \$221,486 in CY 2016 carryover funds from Section 5307, and \$1,379,430 in unallocated CY 2017 Section 5307 funds.

The table below summarizes the sources of all new federal funds:

FY2016 Section 5307 Carryover:	\$221,486
FY2017 Section 5307 Unallocated:	\$1,370,430
FY2017 Section 5310:	\$108,204
<hr/>	
Total:	\$1,700,120

CityBus is adjusting their CY 2017 operating, capital and planning expenditures. The following tables summarize the changes:

Before Amendment:

<u>Year</u>	<u>Project</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>
2017	Operating Assistance	\$1,120,000	\$6,335,348	\$12,142,715
2017	Capital Assistance	\$1,926,500	\$481,625	\$2,408,125
2017	Planning Assistance	\$0	\$0	\$0

After Amendment:

<u>Year</u>	<u>Project</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>
2017	Operating Assistance	\$1,660,816	\$10,194,722	\$11,855,538
2017	Capital Assistance	\$1,957,804	\$489,451	\$2,447,255
2017	Planning Assistance	\$8,000	\$2,000	\$10,000

A portion of the new federal funds will be used for operating expenses (source is Section 5307). CityBus reviewed its 2017 list of capital projects and has decided to change the scope of four currently programmed projects (bus overhauls: transmissions, computer hardware and software, fixed route buses, and vehicle camera systems). Four new capital projects are also planned (office equipment, lighting upgrades, a paratransit bus, and travel training program). A new planning project will involve the evaluation of all bus stops. The following justification is provided by CityBus for the changes:

Operating Assistance - \$11,855,538, Des #1382373

Growth in state operating funds for transit, known as the Public Mass Transit Fund (PMTF), and local taxes, have not kept pace with growth in expense. GLPTC needs to use more of its section 5307 appropriation of federal funds to offset increasing operating costs. An

additional \$540,816 in section 5307 funds will be used for operating assistance. The addition of the route 9 Park East bus and one additional bus on route 4B necessitates the additional need for operating assistance.

Rebuild or Replace Bus Transmissions, \$74,000, Des #1382383

In 2017 GLPTC's first hybrid buses, purchased in 2007, will enter their tenth year of service. There are currently 22 hybrid buses in the fleet, ranging in age from two to ten years. Repair or replacement of hybrid transmission components such as hybrid drives and batteries can cost as much as \$50,000. GLPTC anticipates repairing or replacing transmission components for one hybrid bus in 2017.

Computer Hardware and Software - \$50,000 Des #1382385

GLPTC has invested heavily in information technology systems to manage the operation of public transportation service and to provide real-time passenger information to riders. Our operation and riders depend on these services to be reliable. CityBus is programming additional funds for necessary upgrades and replacements of old technology systems in CY2017. Many of the systems to be replaced are five years old or older.

Fixed Route Bus Replacement - \$1,900,000, Des #1382386

In 2015 GLPTC entered into a contract with New Flyer of America for Compressed Natural Gas (CNG) buses at a lower cost per unit than GLPTC anticipated when the TIP was first produced. At that time, more expensive hybrid buses were being procured. This project's total cost will be reduced by \$265,125. GLPTC is changing the quantity of full-sized buses to be replaced in 2017 to allow for greater flexibility in bus procurements depending upon negotiation of a multi-year operating contract with Purdue University. Currently there are eleven articulated buses in the fleet, six of which date to 1998 which is many years past useful life. If the contract with Purdue is extended, GLPTC will procure two 60' articulated buses to replace two of the 1998 New Flyer Articulated Buses (#715, #716, #717, #718, #719, or #720), and one 40' bus (2002 Gillig Bus #1202). If the contract is not extended then GLPTC will purchase four 40' buses to replace 2002 Gillig Buses #1202, #1203, #1204, and #1205, as exists in the 2017 annual element. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.

Vehicle Camera Systems - \$60,000, Des #1500388

In addition to the security cameras already programmed, the project amount is being increased by \$30,000 for a pilot program that will utilize bus camera systems in a collision avoidance system. The pilot will involve installation of these systems on up to five buses. The goal of these systems is to improve pedestrian and bicyclist safety by scanning blind zones around the bus and issuing warnings when pedestrians and cyclists are detected in these zones.

Office Equipment - \$8,000 - Des #NEW

GLPTC needs to replace the office copier which will be five years old in 2017. GLPTC is seeking additional capabilities including OCR scanning and color printing in the new copier. Estimated cost is \$8,000.

Shop Lighting Upgrades - \$61,000 - Des #NEW

Lighting in the wash bay and bus storage area needs to be replaced with energy-efficient and brighter LED lighting. Existing lighting was installed when the facility was built in 1974.

Paratransit Bus Replacement - \$78,832 - Des #NEW

INDOT awarded GLPTC CY2017 Section 5310 funds for the purchase of two replacement paratransit buses at a total cost of \$157,664. In CY2017 GLPTC will replace one of the buses (the second bus will be programmed for replacement in CY2018). Paratransit Bus #442, a 2011 Supreme, will be replaced with a new paratransit bus. The bus will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D at the age of six years at time of replacement.

Travel Training Program - \$56,423 - Des #NEW

INDOT awarded GLPTC CY2017 Section 5310 funds for the continuation of our travel training program for CY2017. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC’s fixed route and ADA paratransit services. The total cost of this program is \$56,423.

Bus Stop Evaluation - \$10,000 - Des #NEW

GLPTC will conduct a detailed evaluation of all 819 bus stops in use throughout the system. This evaluation will consider ADA accessibility, pedestrian access, and condition assessment which will help GLPTC prioritize future infrastructure investment. The total project cost is \$10,000.

The following table summarizes the updated capital items:

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Tires	Sec. 5307	56,000	14,000	70,000
2	Bus Overhauls: Engines	Sec. 5307	48,800	12,200	61,000
3	Bus Overhauls: Transmissions	Sec. 5307	59,200	14,800	74,000
4	Bus Overhauls: Components	Sec. 5307	22,400	5,600	28,000
5	Computer Hardware & Software	Sec. 5307	40,000	10,000	50,000
6	Fixed Route Buses	Sec. 5307	1,520,000	380,000	1,900,000
7	Vehicle Camera Systems	Sec. 5307	48,000	12,000	60,000
8	Office Equipment	Sec. 5307	6,400	1,600	8,000
9	Shop Lighting Upgrades	Sec. 5307	48,800	12,200	61,000
10	Paratransit Bus	Sec. 5307	63,066	15,766	78,832
11	Travel Training Program	Sec. 5307	45,138	11,285	56,423
		Total	1,957,804	489,451	2,447,255

The following table summarizes the new planning item:

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Bus Stop Evaluation	Sec. 5307	8,000	2,000	10,000
		Total	8,000	2,000	10,000

The CityBus Board of Directors reviewed and approved the requested changes on December 21, 2016.

The Technical Transportation Committee reviewed the amendment request at its December 21 meeting and recommended approval.

RECOMMENDATION:

Staff recommends approval of this amendment to the FY 2016-2019 Transportation Improvement Program by adoption of the attached Resolution T-17-01.

Resolution T-17-01

RESOLUTION TO AMEND THE
FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

WHEREAS, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

WHEREAS, the Greater Lafayette Public Transportation Corporation (CityBus) has requested changes to the FY 2016-2019 Transportation Improvement Program as follows:

Projects	Des Number	Year (CY)	Federal Share	Local Share	Total Cost
Operating Assistance	1382373	2017	1,660,816	10,194,722	11,855,538
Tires	1382381	2017	56,000	14,000	70,000
Bus Overhauls: Engines	1382382	2017	48,800	12,200	61,000
Bus Overhauls: Transmissions	1382383	2017	59,200	14,800	74,000
Bus Overhauls: Components	1382384	2017	22,400	5,600	28,000
Computer Hardware & Software	1382385	2017	40,000	10,000	50,000
Fixed Route Buses	1382386	2017	1,520,000	380,000	1,900,000
Vehicles Camera Systems	1500388	2017	48,000	12,000	60,000
Office Equipment	New	2017	6,400	1,600	8,000
Shop Lighting Upgrades	New	2017	48,800	12,200	61,000
Paratransit Bus	New	2107	63,066	15,766	78,832
Travel Training Program	New	2017	45,138	11,285	56,423
Bus Stop Evaluation	New	2017	8,000	2,000	10,000

WHEREAS, the Greater Lafayette Public Transportation Corporation Board of Directors reviewed and approved the revised transit projects at its December 21, 2016 meeting and,

WHEREAS, the Technical Transportation Committee reviewed the request at its December 21, 2016 meeting and recommended its inclusion in the FY 2016-2019 Transportation Improvement Program, and

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2016-2019 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 12th of January, 2017.

Tony Roswarski
President

Sallie Dell Fahey
Secretary

Federal Funding Status Report: November 30, 2016

Fiscal Year 2017

Obligated Projects, INDOT's Monthly Report

Project	Des Number	Federal Obligation	Fund	Month	Phase
Yeager Road	1401281	346,528.00	STP	July	PE
Klondike Road	1173626	716,853.54	STP	August	RW
John T. Myers Bridge	1172458	72,000.00	STP PYB	August	CN
Klondike Road	1173626	358,744.80	STP	September	RW
North Street	1172413	4,612.00	STP	October	PE
APC Safety Analysis	1601167	39,999.47	HSIP	October	UPWP
Twyckenham Boulevard	1401285	377,000.00	STP	November	PE

FY '17 TIP Funding Allocation

STP Funding		Annual Funds			PYB Funds		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Morehouse, PE	1401280	280,000	0.00	280,000.00			
Twyckenham Blvd., PE	1401285	418,336	377,000.00	41,336.00			
North Street, PE	1172413	4,680	4,612.00	68.00			
North Street, CE & CN	1172413	400,000	0.00	400,000.00			
Yeager Road, PE	1401281	400,000	346,528.00	53,472.00			
Soldiers Home Rd, Ph 1, PE	1401291	0	0.00	0.00			
Klondike Road, RW	1173626	1,075,600	1,075,598.34	1.66			
South/Scott Ped Xing, CN	1400566	17,839	0.00	17,839.00			
River Rd at CR 500N, RW	1401279	228,695	0.00	228,695.00			
Lindberg Road, RW	1173627	333,000	0.00	333,000.00			
Cherry Lane, PE	1401290	0	0.00	0.00			
Happy Hollow, CN	0900002	180,000	0.00	180,000.00			
South 18th St, CN	1172009	0	0.00	0.00			
Kingston Trail, CN	1401286	649,709	0.00	649,709.00			
Bike/Ped Safety Education	1601000				30,000	0.00	30,000.00
Myers Bridge, RR	1172458				72,000	72,000.00	0.00
		3,987,859	1,803,738.34	2,184,120.66	102,000	72,000.00	30,000.00

HSIP Funding		Annual Funds			PYB Funds		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
South/Scott Ped Xing, CE	1400566	55,000	0.00	55,000			
South/Scott Ped Xing, CN	1400566	336,015	0.00	336,015	60,146	0.00	60,146.00
Railroad Street Lighting, CN	1005755				15,300	0.00	15,300.00
APC Safety Analysis	1601167				40,000	39,999.99	0.01
McCutcheon Ped Safety, PE	1601028				103,234	0.00	103,234.00
Kingston Trail, CN	1401286				38,430	0.00	38,430.00
		391,015	0.00	391,015.00	257,110	39,999.99	178,680.01

TE Funding		Annual Funds			PYB Funds		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Sagamore Parkway Trail, PE	1401287	211,819	0.00	211,819.00	---	---	---

Projects in which no federal funds have yet been obligated.
 Projects on a January or February bid letting.

Compiled on December 7, 2016

Saved At: G:\APC\Transportation-APC\Funding\Federal Funds Monthly Report\FY 2017

18 Month Letting List - January 3, 2017

(INDOT update: December 15, 2016)

		Letting Date	Road	Location	Type of Work	Des Number	Previous Letting Date
1	S	12/14/2016	SR 26	Bridge over S Fork of Wildcat Creek, 2.80 miles E of I-65	Bridge Replacement, Steel Truss	9608220	
2	S	12/14/2016	SP 52	Sagamore Pkwy N WB Bridge over 9th St, CSX RR, Ramp	Straighten Beam	1600916	
3	C	1/19/2017	I-65	East side of I-65 bridge over Wabash River, 1.13 miles N of SR 25	Roadside Maintenance, Tree Remov/Trimmg	1601256	12/14/2016
4	S	1/19/2017	South St.	South Street at Scott and Parks Street	Bike/Pedestrian Facilities	1400566	
5	S	1/19/2017	North St. (SR 225)	At Railroad Street	Road Reconstruction (3R/4R Standards)	1172413	
6	S	1/19/2017	Railroad St.	On Railroad Street at North Street (SR225), Jewett, Tipton, and Prophet	Lighting	1005755	
7	S	2/8/2017	Kingston Drive	Kingston Trail from Salisbury St to Rose Street	Bike/Pedestrian Facilities	1401286	
8	NL	3/1/2017	I-65	NB Bridge over Lauramie Creek, 4.44 mi S of SR 38	Bridge Deck Replacement & Widening	1006281	
9	NL	3/1/2017	I-65	SB Bridge over Lauramie Creek, 4.44 mi S of SR 38	Bridge Deck Replacement & Widening	1006282	
10	S	3/1/2017	I-65	5.25 mi S of SR 38, CR 900E over I-65	Bridge Deck Overlay	1500643	
11	S	3/1/2017	I-65	Swisher Rd over I-65, 0.92 mi S of SR 43	Bridge Deck Replacement	0710471	
12	S	3/1/2017	US 231	NB Bridge over Wabash River, 0.87 mi N of SR 25	Scour Protection (Erosion)	1382313	
13	S	3/1/2017	US 231	SB Bridge over Wabash River, 0.87 mi N of SR 25	Scour Protection (Erosion)	1382314	
14	S	3/1/2017	I-65	NB bridge over Wabash River and approaches, 1.13 miles N of SR 25.	Bridge Deck Replacement & Widening	1005681	
15	S	3/1/2017	I-65	SB bridge over Wabash River and approaches, 1.13 miles N of SR 25	Bridge Deck Replacement & Widening	1005682	
16	S	3/1/2017	SP Bike	Prophetstown State Park Site	Environmental Mitigation	1601189	
17	S	4/5/2017	SR 43	0.15 mi S of I-65 SB to 0.43 mi N of SR 225	Surface Treatment, Ultrathin Bonded Wearing Course	1593085	
18	S	7/12/2017	US 52	From 3.21 mi E of US 231 (335 ft W of 30th St) to 4.56 mi W of W Jct SR 28	HMA Overlay, Functional	1500159	
19	S	8/9/2017	Klondike	From Lindberg Rd. (CR 200N) to US 52	Road Reconstruction (3R/4R Standards)	1173626	
20	S	8/9/2017	Lindberg	from Klondike to McCormick	Road Reconstruction (3R/4R Standards)	1173627	
21	C	12/13/2017	North River Road	At River Bend Hospital	Road Reconstruction (3R/4R Standards)	1401047	10/12/2017
22	S	1/18/2018	US 52	From .21 mi N of US 231 to 3.21 mi N of US 231	Road Reconstruction (3R/4R Standards)	0800132	

		Letting Date	Road	Location	Type of Work	Des Number	Previous Letting Date
23	S	1/18/2018	US 52	At 9th St, 18th St, 22nd St, 26th St, Elston Rd, and Old US 231/Carter Lumber	Traffic Signals Modernization	1172176	
24	S	1/18/2018	US 52	At 4th Street/Poland Hill Road Intersection	Intersect. Improv. W/ New Signals	1500277	
25	S	1/18/2018	Sagamore Parkway Trail	From Happy Hollow Rd to the Sagamore Parkway bridge over the Wabash	Bike/Pedestrian Facilities	1401287	
26	S	1/18/2018	Happy Hollow Nbhd Trail	Happy Hollow Rd (trail) from Hollywood to Happy Hollow Park	Bike/Pedestrian Facilities	1401288	
27	S	1/18/2018	SP 52	WB BR ov Wabash River, 0.46 mi E of Happy Hollow (Old SR 443)	Bridge Deck Replacement	1298387	
28	S	1/18/2018	SP 443	BR ov Sagamore Pkwy (Old US 52) EB & WB, 1.35 mi N of N River Road (Old SR 43)	Bridge Deck Replacement	1298394	

Same, New, Change, Not Listed, Relisted

Bid Letting Results

12/14/2016	SR 26	Bridge over S Fork of Wildcat Creek, 2.80 miles E of I-65	Bridge Replacement, Steel Truss	9608220
------------	-------	---	---------------------------------	---------

Award Pending. Low Bidder: Superior Construction Co Inc. for \$4,741,416.38

Engineer's Estimate: \$5,925,000.00

Eight bids submitted

Estimated completion date: November 9, 2019

12/14/2016	SP 52	Sagamore Pkwy N WB Bridge over 9th St, CSX RR, Ramp	Straighten Beam	1600916
------------	-------	---	-----------------	---------

Award Pending. Low Bidder: Flame On Inc. for \$327,704.00

Project was combined with a bridge project in Putnam County

Engineer's Estimate: \$390,000.00

Two bids submitted

Estimated completion date: May 15, 2017