

The
AREA PLAN COMMISSION
of Tippecanoe County

Technical Transportation Committee Meeting

Date.....May 20, 2020
Time.....2:30 PM
Place.....Tippecanoe County Office
Building
Tippecanoe Room
20 North 3rd Street
Lafayette, Indiana

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at apc@tippecanoe.in.gov. Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at
<https://www.facebook.com/TippecanoeCountyIndiana> and
<https://www.youtube.com/channel/UCJleeA9ZQo9EIIgDZTdjurQ>

AGENDA

I. APPROVAL OF MINUTES FROM FEBRUARY 19, 2020

Documents:

[Tech 02.19.2020.pdf](#)
[Tech 03.18.2020.pdf](#)

II. ACCESS PERMITS

III. ADMINISTRATIVE MODIFICATIONS TO THE FY 2020-2024 TIP

- A. March 24, 2020
- B. April 7, 2020
- C. April 13, 2020
- D. April 16, 2020
- E. April 21, 2020
- F. April 27, 2020

Documents:

[Administrative Mods May Tech.pdf](#)

IV. AMEND THE FY 2020-2024 TIP

- A. Replace Old US 231 bridge over Wea Creek
- B. For CityBus: add \$1,000,000 from MACOG in CY 19 Section 5307 funds; carry over \$349,105 in CY 19 Section 5310 funds; carry over \$48,000 in CY 19 Section 5307 funds; update to CY 20 list of projects
- C. Construct ADA ramps on SR 38; 10 bridge work locations; asphalt overlay on US 231; traffic signal modernization at Sagamore W and Cumberland Ave; shrub windbreak along N 100 W; widening I-65 from Wabash river bridge to 1 mile north of SR 43

Documents:

[TIP Amendment Tech Rpt May 2020 Update.pdf](#)
[TIP Amendment INDOT Tech Rpt April 2020.pdf](#)

V. QUARTERLY REPORTS

- A. Quarterly Progress Report Summary

Documents:

[3rd Quarter FY 20.pdf](#)

VI. APC PROGRESS REPORT

- A. MPO Update
 - i. Monthly Funding Report
 - ii. Sharing Agreement
 - iii. Battle Ground Sidewalks Inventory ([link](#))
- B. INDOT
 - i. 18-Month Letting List
 - ii. 231 Corridor Study

Documents:

[Detailed Summary May 2020 FY 2020 TIP Handout.pdf](#)
[Sharing Agreement.pdf](#)
[2020 March Lettings.pdf](#)
[2020 March Lettings From District.pdf](#)
[2020 May Lettings.pdf](#)
[INDOT Project review 5.11.2020.pdf](#)

VII. OTHER BUSINESS

VIII. CITIZEN COMMENTS

IX. ADJOURNMENT

Next meeting is June 17, 2020

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit www.tippecanoe.in.gov/ada

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES
February 19, 2020**

VOTING MEMBERS PRESENT

Jon Fricker	JTRP
Mike Spencer (proxy for Stewart Kline)	Tippecanoe County Highway Engineer
Sallie Fahey	Area Plan Commission
Bill Smith	INDOT – Crawfordsville Division
Marcus Smith	West Lafayette City Engineer
Jeromy Grenard	Lafayette City Engineer
William Carpenter	Lafayette Police Department
Bryce Gibson (proxy for Marty Sennett)	CityBus
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
John Ricks (proxy for Rob Hainje)	Tippecanoe County Sheriff's Department

VOTING MEMBERS ABSENT

NON-VOTING MEMBERS PRESENT

Aria Staiger	APC
Doug Poad	APC
Tim Stroshine	APC
Mark Harlow	Dayton Town Manager
Colin Sullivan	BF&S
Matt Kolis	GHD Inc.
Scott Rucker	Weihe Engineers Inc.
Mike Bergman	Speedway LLC
Ed Garrison	JQOL
Mike Peterson	VS Engineering
Mitch Lankford	VS Engineering

Jon Fricker called the meeting to order at 2:00 p.m.

I. APPROVAL OF MINUTES

Jeromy Grenard moved to approve the minutes from the January 15, 2020 meeting as submitted. Mike Spencer seconded. The minutes were approved by unanimous voice vote.

II. ACCESS PERMITS

Bill Smith said Speedway has applied for an access permit at Veterans Memorial Parkway and US 52. The Newman Road and SR 26 roundabout permit has been issued. That has been the only commercial activity since the previous meeting.

John Ricks asked who is designing the roundabout.

Marcus Smith said American Structurepoint is designing the roundabout.

III. SPEEDWAY DRIVEWAYS LIMITED ACCESS BREAK

Matthew Kolis said for the Speedway project, there is one access on US 52 and two access points and a stub for future access on Veterans Memorial Parkway. The major item of concern is the limited access right-of-way on Veterans Memorial. He said he wanted to discuss getting the breaks for limited access right-of-way for the three drives.

Jeromy Grenard said Speedway also applied for a right-of-way permit through the city. The city has had extensive discussions and coordination with Speedway. Speedway did not initially ask for this; there have been compromises made by both the city and Speedway. They are asking to add a right turn only lane along the full length from the intersection through the second access point on Veterans Memorial. The first access point will be right-in/right-out only. They will extend the median back to the second driveway which would be a full access driveway at this point. The city has agreed with this being a full access unless there is a problem with crashes or until a traffic signal is installed. In either case, the median would be closed off. If Speedway wants full access to the site, they would need to work with their neighbors to the west to get a full access point which they have done. This is the third access point Matthew mentioned. This is over 1,000 feet from the intersection with Sagamore Parkway.

Bill Smith added that it is a right-in/right-out on Sagamore Parkway.

Matthew Kolis said the existing break in the median on Sagamore Parkway would be closed.

Jon Fricker asked if the third driveway is to the west of the property line.

Jeromy Grenard said that is correct.

Sallie Fahey asked if this is not the location that was agreed upon when Veterans Memorial was built.

Jeromy Grenard said that is correct. They are asking for a new break a couple hundred feet from the intersection. They are asking to expand the existing break at the full access point.

Sallie Fahey asked if they know how much they want to expand it.

Matthew Kolis said the commercial access drive is 50-feet.

Sallie Fahey asked if it would stay 50-feet.

Matthew Kolis said he is not sure what the existing drive is, but the proposal is for a 50-foot drive.

Jeromy Grenard asked if they are looking for the limited access right-of-way break to be widened.

Matthew Kolis said that is correct.

Doug Poad said the break is 50-feet wide.

Matthew Kolis asked if that is west of the full access drive.

Sallie Fahey said that is the potential full access drive. This is the only one that is allowed in the plans for Veterans Memorial. Doug Poad or Tim Stroshine may have additional information.

Doug Poad said when 350 S, now known as Veterans Memorial Parkway, was included in the 1978 Transportation Plan as part of the Comprehensive Plan, it suggested the whole corridor be a primary arterial

to carry traffic. During the five phases of Veterans Memorial, the corridor was designed to move traffic, so the rights-of-ways were purchased. For example, US 52, now Sagamore Parkway in Lafayette has a lot of driveways. One of the main goals is to prevent that from happening to Veterans Memorial. The five phases of the project all purchased limited access right-of-way. Several places have been widened to four lanes and current traffic counts in this area are significant. In late 2007, the City of Lafayette hired BF&S to look at the corridor in terms of driveways and intersections. The study detailed where intersections should occur with signals, where driveways should be located and where driveways should be removed. The study recommended the property in question have the driveway completely removed and all access on the north side be to the west. All the rights-of-way to the property, except for the one driveway, was purchased from the property owner in support of making this a corridor to move traffic. The traffic in this area does back up significantly. The plans in the late 1970s and 1990s reaffirmed that this corridor should be one to move traffic. There are several gas stations to the west of this area. For example, Super Test has access directly on 18th Street and indirectly to Veterans Memorial through a commercial development. To the east, the new BP does not have direct access to Veterans Memorial, they have two access points on two other connecting roads. The gas station at Walmart does not have direct access to Veterans Memorial but does have access through the subdivision for Walmart. A similar situation happened a few years ago with Speedway at the intersection of SR 38 and Creasy Lane which also had a lot of discussion. The lot was so small it would have been a struggle to get trucks in and out. The compromise was for only three driveways; one on Creasy Lane that is only right-in/right-out, one on SR 38 that is only right-in/right-out and one closer to the city as a full access. There are a few gas stations along this corridor that do not need as many access points. When this corridor was being built, it was meant to control access. The goal of a primary arterial is to move traffic with access as a secondary issue.

Jon Fricker said given Doug's experience with the history of this area, he asked what his recommendation would be for this issue.

Doug Poad said based on the planning decisions that have been made over the years, this corridor is meant to move traffic. One full access and a right-in/right-out with a barrier would be enough. The person that sold the lot was paid for the rights not to access the property directly. This was not only paid with local funds, it was also paid with federal gas tax funds.

Sallie Fahey said additionally, the one that is full access needs to be in a location that can serve the rest of the property. If this does not happen, the rest of this property will ask for another drive access. The land in the Speedway drawing does not match the approved land divisions for these lots. This access is now shown inside the Speedway property. She said she is not sure how the property changed because it was an approved and recorded parcelization lot.

Jon Fricker asked if full access means there is a break in the median.

Sallie Fahey said that is correct.

Jon Fricker asked Matthew Kolis what problem he is seeking to solve with his proposed solution.

Matthew Kolis said they are looking to solve the problem with the breaks in the limited access right-of-way. The eastern most driveway as proposed is a right-in/right-out. There have been numerous measures proposed to avoid harming the flow of traffic on Veterans Memorial like a west bound right turn lane from the intersection through both drives. So as traffic comes in through the signal, this get drivers out of the through lanes to avoid slowing traffic. The right-in/right-out as well as the full access drive both serve the property. The stub, farther west, is for future access when the rest of the property is developed. As far as the full access drive, there is a proposed east bound left turn lane as an extension of the east bound left turn lane at the traffic signal, that lane is proposed to be extended through the full access drive to get traffic out of the main lane. The main goal is to make sure that traffic is as uninterrupted as possible. He said he

is asking for this to maintain the three break points but to be able to have the break in limited access at those three driveways along Veterans Memorial.

Sallie Fahey said she is concerned that if this is approved, there will be no way that access could be denied to the remainder of the property. There could potentially be three access points where only one was permitted through the construction of Veterans Memorial parkway. This committee cannot substitute for the state process to break the limited access point. That is a process that Speedway will have to go through with the documentation that Doug Poad provided.

Matthew Kolis said he spoke with INDOT and they disagreed that the process should be handled through INDOT because they did not have an interest in Veterans Memorial Parkway as it is not a state-maintained road. INDOT felt that the break in a limited access right-of-way should be handled by the county.

Bill Smith said there has been some confusion with this. That guidance came from the INDOT Central Office Real Estate department which believed that the limited access right-of-way was purchased without federal funds. A key component in this is whether federal funds were used to buy the limited access right-of-way.

Sallie Fahey said it was bought with federal funds.

Doug Poad said it was bought with STP and minimum allocation funds. He said he also knows the amounts they were bought with.

Bill Smith said that may cause a change in the answer Matthew received from INDOT Central Office.

Sallie Fahey asked who Doug Poad should work with on this issue.

Bill Smith said he should work with George to get that cleared up.

Doug Poad said the document requires a traffic impact study, a NEPA study and it must show if it will follow the Comprehensive Plan which only supports the initial access.

Sallie Fahey said that is if this is the correct process to follow.

Matthew Kolis asked if the INDOT document should be followed.

Sallie Fahey said staff will need to check to see if this is the correct document. Bill and George from INDOT Crawfordsville believe the people that gave that advice did not have all the facts. Staff will investigate and let Matthew know what option to pursue.

Jon Fricker asked what options are available to this committee.

Sallie Fahey said this committee has the authority to make a recommendation to the state on the US 52 access and to the city which has authority on the access on Veterans Memorial.

Jon Fricker asked if the committee is ready to do that.

Matthew Kolis said he believes it is critical to provide access from US 52. On Veterans Memorial, they want to maintain the split between passenger car vehicles and commercial trucks with the two access points. There can be issues if there is only one drive with commercial trucks and passenger cars coming in and out. The stub is for a future access point. If the median is extended, access will be blocked and there will be two right-in/right-out drives on Veterans Memorial Parkway.

Doug Poad asked who would pay back the federal funds since they were involved.

Matthew Kolis asked if there is a process for determining the amount of funds that would need to be returned.

Doug Poads said the report that was given to staff had a process for determining that amount.

Matthew Kolis asked if this process would take a while.

Doug Poad said he is unsure. This process would be through INDOT Central Office.

Matthew Kolis said he believes the property owner would return the funds for the break in the access, but they would need to determine how much it would be.

Jon Fricker asked Sallie if her recommendation was to move the access point.

Sallie Fahey said her opinion is that the drive needs to be moved off the Speedway property to serve all the properties in this quadrant.

Jeromy Grenard said that was negotiated with Speedway. The city did not approve that this would always remain full access. There needs to be an access point farther to the west that would serve the properties on the north and south sides.

Sallie Fahey asked at the point where the rest of the property is developed, would this have to be closed in favor of the other drive.

Jeromy Grenard said if Speedway approves of this, it would become right-in/right-out at a minimum. It is the preference that it would close once the other is a full access point.

Bill Smith said this would be closed if a traffic signal was warranted.

Doug Poad said moving the access point now to serve the entire property and putting in a right-in/right-out would avoid all changes needed in the future.

Bill Smith asked if that would mean two access points; one full access farther west and a right-in/right-out?

Doug Poad said that is correct.

Jon Fricker asked if the right-in/right-out would be closer to the intersection than what is currently proposed.

Bill Smith said it would be whatever works best for them.

Matthew Kolis said the full access point is currently off the property.

Doug Poad said the reason limited access was purchased was to prevent multiple access points. This is going from one access point to three. Committees and staff throughout the years did not want to see multiple drives in this corridor. The main purpose of this corridor is to move traffic.

Matthew Kolis said one option would be to maintain the right-in/right-out. Once the signal is warranted at the drive farther west, the median could be extended to eliminate access and still have only two driveways.

Doug Poad said that could be a solution but requires a lot of work. In order to make sure this happens it should be done now. The full access should move to the west and the other access should be the right-in/right-out.

Sallie Fahey said she is concerned that the property owner of the larger property is not taking responsibility for development and access for the four development tracts have been created. As designed, those four tracts were all supposed to be accessed from this full access point. It is unclear how this property changed and if the owner followed the correct subdivision ordinance methods to do so.

Jon Fricker said this conversation has two directions; one is to allow the full access driveway at 50 feet to operate until the signal is warranted and the other is to consider the displaced driveway right now.

Doug Poad asked what happens if the center one never reaches the appropriate level and the person that owns the property to the west comes in for a permit.

Mike Spencer asked if they have an access point.

Sallie Fahey said they do not have an access point, nor can they be denied access. They must negotiate with Speedway and use Speedway's driveway to access the rest of the property.

Mike Spencer asked if the proposed full access was at the property line.

Sallie Fahey said as approved, the full access was to the west of the Speedway lot, but Speedway is intending to buy the lot farther to the west and the approved access would only be on their property.

Jon Fricker said the preference is to involve the other land to see what the solution would be to have a full access drive farther away to replace this access.

Sallie Fahey said it seems that we, either as a committee or individual offices, have a responsibility to make sure the entire property has a safe access and that we are not over-permitting the number of access points. Whether our actions can force this property owner to come to the table is unclear.

Jim Knapp asked if there are future bicycle or pedestrian trails in this area.

Doug Poad said there is a trail that runs on the south side all the way to the driveway on the opposite side. The 2045 Long-Range Plan does recommend the trail continue along Veterans Memorial to SR 26.

Jeromy Grenard said this is in the city master plan as well.

Jim Knapp said it was worth asking if this would have any impact on the other side of the street.

Jon Fricker said the owner to the west would be invited to use this full access driveway as access to these points.

Sallie Fahey said she thinks we should leave the meeting today with some direction for Speedway because if they are going to go through a process to break the limited access right-of-way and pay back the federal funds, they need to know what they are asking for. She said she is unsure whether she is opposed to Jeromy's solution. But at what point can this be enforced. Doug has raised a good question that if a signal has not happened here and these people are ready to develop, how do we enforce what we have decided is the best access scheme for the whole property.

Jeromy Grenard said one way to do that would be to say if this warrants a signal or this develops to the west, that's when that full access point is ready to be put in.

Bill Smith said with the full access, the other becomes right-in/right-out.

Doug Poad said that could also be when it disappears.

Sallie Fahey said there are multiple options.

Bill Smith said in all options, the full access point would be to the west.

Sallie Fahey said that is correct.

Mike Spencer said we need to see if this is doable if federal funds are involved. These property owners may need to come back once this is figured out.

Sallie Fahey asked Bill Smith and Doug Poad if Speedway would need to know specifically what they are asking for in terms of breaks before it can be pursued.

Bill Smith said the short answer is yes, they would need to know specifics.

Sallie Fahey said the committee needs to provide them with some direction.

Doug Poad said possibly instead of the third break farther to the west, a stub could be built on the Speedway driveway farther back so when the property to the west is developed, it would have to access the main drive. If there is a problem in the future, the main drive could be developed farther to the west.

Jon Fricker asked if that had been done before. Would the stub have enough influence?

Sallie Fahey said it is probable, but it means that Speedway will have to share its full access drive with other users. She asked Matthew if there is an underground tank or if this is something over which a drive could be built.

Jon Fricker said he was concerned that later on when the full access could be taken away, that it could be a messy transition.

Sallie Fahey said if that is the case, that would mitigate in favor of this. It would be the only full access they get because this is the only one approved.

Jeremy Grenard said the city did not want another signal this close to Sagamore Parkway. There is currently queuing that occurs almost back to this point.

John Ricks said the right-in/right-out that is on Veterans Memorial is so close to US 52 that it is likely to be susceptible to crashes. It is too close to US 52.

Mike Spencer said the tanks are underground storm retention. The fuel tanks are closer to the building.

Bill Smith asked Matthew Kolis what would be involved in an option where the full access is built now at the third location and the other is a right-in/right-out. He asked if Speedway controlled the property already.

Matthew Kolis said there is no access to the property from the third location.

Mike Bergman said the third western most drive is intended to have shared access with the neighboring property. It could be proposed that this could be a perimeter drive that will provide access to the adjacent lots.

Bill Smith said the two stubs are shown as future access points.

Jon Fricker asked if there is a connection between Speedway's property and the adjacent property.

Mike Bergman said Speedway is looking to buy that property.

Sallie Fahey asked if they intend to buy the business corner and the four parcelization lots.

Mike Bergman said they only want to buy a portion of that area.

Sallie Fahey said the lot lines and driveways that were approved are different from what is in the packet. It is unclear how that legal description will be created.

Mike Bergman said they plan on buying property farther north and west.

Sallie Fahey said this will square off the property up to the edge of the pond.

Mike Bergman said these are first phase development plans.

Sallie Fahey recommended that they come speak with staff subdivision planners at the APC to discuss how this can be done properly.

Mike Bergman said they plan on buying the separate lot and then subdividing.

Sallie Fahey said there is a subdivision process to create the desired lot size and whatever remains of the Speedway purchase and the other property owner's purchase.

Bill Smith summarized that the preference would be that the full access to the west be built now and the other drive be a right-in/right-out. He is concerned that the left turn lane will queue back to the full access. The alternative to this would be right-in/right-out access points on US 52 and Veterans Memorial. There is the opportunity to build a full access driveway to the west now which would make everyone happy. He asked Jeromy Grenard for his input.

Jeromy Grenard said that is why he started the conversation with what had been discussed with Speedway. They came into this meeting having discussed options with the city as it is the owner of the road. If a full access point can be created from the start, that is preferable. However, that is not what the city has agreed to with Speedway. The city did ask for a traffic study.

Doug Poad asked if discussion could be held off until the study was complete.

Matthew Kolis said the study has been submitted to the city. It was just forwarded to INDOT, so they may not have seen it yet.

Jim Knapp asked if was compared to the BF&S study that was conducted a few years ago.

Jon Fricker said Bill Smith summarized the options well. The committee does not need to take a formal vote; it could be done in consensus. He asked if there is any alternative to the option of one right-in/right-out where the full access currently is and go west to a new full access.

Mike Spencer asked how this fit into the purchase of the right-of-way with federal funds.

Doug Poad said it is going to have to go through the process. Since there is already an access in place, it will have to move to a right-in/right-out and paid back.

Bill Smith said that is a break.

Doug Poad said there would be two breaks.

Sallie Fahey asked if one would be a relocation.

Bill Smith said it would be relatively easy if it does not get larger.

Mike Spencer said he is unsure how long that process will take.

Matthew Kolis said a concern with the full access to the west and a right-in/right-out would be if someone does not realize that is the access for the gas station, there would not be another way for them to enter the site.

Sallie Fahey said that can be discussed with staff during the subdividing process. If this lot takes a 20-foot strip of land parallel to the frontage as part of the lot, there can still be an on-premise entrance sign. If it was truly off-site and off the lot, it would be a billboard and it would not be permitted. That is another reason to have the discussion about the land division. She asked if anyone wanted to propose an alternative to the preferred points of access.

Bill Smith moved that the full access point be at the furthest west location, the middle location be right-in/right-out and no point of access where access is currently shown. Mike Spencer seconded and the motion passed by unanimous voice vote.

IV. ADMINISTRATIVE MODIFICATIONS TO FY 2020-2024 TIP

January 10, 2020 – reallocate \$108,000 in FY 2020 STBG PYB funds from Park East ROW and \$138,600 in STBG funds from the Twyckenham project to CE and construction of the Concord Trail Lighting project.

Sallie Fahey said this is an administrative modification for projects in Lafayette. They needed additional construction funds for the Concord Trail Lighting project. It was recommended that \$108,000 be taken out of the right-of-way phase of the Park East project and \$138,600 from the Twyckenham project. The city believes this an adequate amount to finish construction on the Concord Trail Lighting project.

V. QUARTERLY REPORTS Quarterly Progress Report Summary

Tippecanoe County Klondike Road

Tim Stroshine asked if there were any remaining issues that would hinder the project from being completed on time. He asked if the project manger had submitted a request for change orders.

Mike Spencer said as of today, he does not know of any remaining issues. He did not have an answer for the change orders. He said he knows that there are change orders but does not know where they are in the process.

Tim Stroshine asked how he can follow up on the change orders.

Mike Spencer said he needs to speak with INDOT to see where they are.

Doug Poad asked if he is working with Erik Seef from INDOT. If so, he will send Erik Seef an email.

Mike Spencer said he is not sure where they are because he is not out there everyday like the inspectors are.

Doug Poad said there are federal funds sitting there for that.

Sallie Fahey asked if the funds need to be spent by June 30, 2020.

Doug Poad said the standard deadline for the funds to be obligated is mid-April. \$100,000 is available for this project.

Lindberg Road

Tim Stroshine said the construction cost was reduced. He asked if that was a correct reduction and not a typo.

Mike Spencer said that is a correct reduction from the engineer. The clearing has been completed and the engineer has been notified to get utility relocation started. The letting date has been moved from July to November.

North River Road at River Bend Hospital

Tim Stroshine said this road has been reopened. He asked if it were close to final closeout.

Mike Spencer said construction records were submitted and signed off by INDOT last week.

Concord at CR 430S Intersection

Tim Stroshine said there was a small change in construction funding. He asked if the difference between the awarded federal funds, \$832,732, and the TIP amount, \$758,751, is local funding.

Mike Spencer said he was certain it was change orders, but he knew there were punch list items that still needed to be done.

River Road at CR 500N

Tim Stroshine asked if June 2020 is an accurate estimate for completing stage 3 design because that is close to the right-of-way clear.

Mike Spencer said that is correct.

Mike Peterson said the stage 3 date looks correct. For right-of-way clearing, there are two parcels that are being resolved.

Sallie Fahey said right-of-way clear says 93% but buying right-of-way is almost done. She asked if that must be done before buying right-of-way.

Tim Stroshine said it should be fine the way they have it now.

Morehouse Road Reconstruction

Tim Stroshine said Stewart Kline informed him that more parcels needed to be purchased which is the reason for the increase in right-of-way costs. The consultant also updated the construction cost.

Mike Spencer said the cemetery plans had been updated too.

Yeager Road Reconstruction

Tim Stroshine asked if the environmental report was complete or if it was still at 85% complete.

Mike Spencer said as of today, the report is complete and has been advertised. There is a copy at the office and at the West Lafayette Public Library.

Tim Stroshine said the report states that stage 3 design is at 100%. It looks like that project is moving along well.

Doug Poad asked if Mike Spencer knew the date the environmental report was advertised.

Mike Spencer said he believes it was advertised last Friday.

Doug Poad said if no one requests one, 15 days after that date the county can ask for approval. If approved, FMIS can be submitted for right-of-way.

McCutcheon Pedestrian Safety

Tim Stroshine said the environmental report has been finished and the project appears to be on schedule.

Doug Poad asked if there is a LID for that project as well.

Mike Spencer said he did not know.

Doug Poad said once we get one, we can request right-of-way funding for the project. There is \$400,000 available in federal funds.

Bridge #64

Tim Stroshine said the estimates changed as expected but otherwise there were no other comments.

Bridge #65

Tim Stroshine said PE estimates were changed to match the FMIS request.

County Bridge Inspections

Tim Stroshine said this project had no comments.

Lafayette Twyckenham Boulevard Reconstruction

Tim Stroshine said the construction cost was updated to reflect the winning bid which showed the cost decreasing.

Twyckenham Trail

Tim Stroshine said there were no comments on this project as it is complete and pending final invoices for closeout.

Jeromy Grenard said he thought those had been closed out.

Tim Stroshine said they may have been closed out after the report was submitted.

Park East Boulevard Extension

Tim Stroshine said the environmental report was delayed; last quarter it was anticipated to be done in November and has now been bumped to June 2020. He asked if this is going to impact the stage 3 design date which is set for March.

Jeromy Grenard said the stage 3 design date has been pushed to August. This still allows us to hit our letting date.

Concord Road Trail Lighting

Tim Stroshine said many of the numbers on this project has changed because of the TIP administrative modification that was noted earlier in the meeting.

South 9th Street

Tim Stroshine said staff will continue to track some of the cost estimates. He asked if the city was in process of selecting a consultant for PE. The TIP PE currently shows FY 2020 funds and the deadline is in April.

Jeromy Grenard said it is going to be tight at this point.

West Lafayette Happy Hollow Neighborhood Trail

Tim Stroshine said there are no additional comments on this project because it is about to be closed out.

Marcus Smith said it has not officially closed out as we are waiting on documentation.

Cherry Lane Extension

Tim Stroshine said this project is nearly complete and about to be closed out.

Soldiers Home Road Phase 1

Tim Stroshine asked when the PE cost estimate would be available. Staff has requested this be included in the quarterly report.

Marcus Smith said they have been working on it.

Sagamore Parkway Trail

Tim Stroshine said this project has not had much movement in the last several quarters. Staff is concerned that this project still needs to progress. There was a FMIS extension date filed with INDOT which is a good step. He asked where they are in this process and if the September 2020 dates for stage 1 and the environmental report are still accurate.

Marcus Smith said this project is on track to hit these dates. When they updated the cost estimate with funds from FY 2022, that pushed back the project a little. It is now on track to hit the November 2021 letting date.

Sallie Fahey asked if they would get to see a new design.

Marcus Smith said there was a meeting last week to go over bridge options. He said they are looking over cost and VS Engineering is working on the different options.

Mike Peterson said he does not see any issue with the later dates.

Tim Stroshine said the issue was just getting started and now that the project is started it is moving along well.

Town of Dayton Yost Road

Tim Stroshine said the PE estimate was changed to match the FMIS request and there also some dates added to the report. This project is progressing as it should.

VI. APC Progress

MPO Update

Monthly Funding Report

Doug Poad said this report will be recurring until mid-April when federal funds will need to be obligated. At this point, there is not a specific date available for the deadline. The handout has the official list of INDOT projects that have obligated federal funds. There have been more projects that have been obligated that are not listed. They are not listed because of paperwork issues at INDOT Central office. There are a few outstanding balances.

2020 and 2021 Traffic Count Locations

Aria Staiger said traffic counts are taken each year and the stations are based on a three-year rolling cycle. In 2020, staff will be using 2017 stations as a base. This year things will be changing; instead of just doing one year, two years will be done to help calculate vehicle miles traveled data. The count locations have been decided based on needs for vehicle miles traveled. The county locations have been coordinated with INDOT locations to obtain more data.

Sallie Fahey said part of this includes making sure staff gets all four legs on an intersection. If INDOT is counting one or two legs of an intersection, the local count program will count the other two.

Aria Staiger said for each year, there are 90 counts in Lafayette and 40 counts in West Lafayette. The two-year approach has allowed for added stations. They will not be able to be held against historical data, but it will help for vehicle miles traveled.

Pedestrian Crash Report

Doug Poad said this is the companion report to the bicycle report. This report looks at pedestrian and motor vehicle crashes from 2013 through 2017 by year, month, day, time, environmental conditions and location. Additionally, this report includes information that other MPOs do not include like safety measure requirements, a detailed analysis of injuries and fatalities and a comparison of state data for pedestrians that are 22 years or younger. This report looks at crashes that occur in the roadway, intersection or crosswalk. There is also a comparison of information from sidewalk and trail inventory. Age and gender of the pedestrian and motorist are also included. Of the 198 injury crashes, 213 persons were injured and there were 11 fatalities. There was a crash on I65 with two fatalities; drivers of two trucks were pulled over and out of the vehicles when a semitruck struck them. Crashes were more prevalent September through January on Thursdays between 7am – 8am and 4pm – 5pm. Roughly 46% of the crashes involved pedestrians between the ages of 16 and 24 and 58% of the crashes involved males. 60% of the crashes occurred at an intersection. This report is full of information and analyses. Staff hopes this will become part of a bicycle and pedestrian plan to see where proceed safety areas are.

Sallie Fahey asked Tim or Doug to explain the expected update to ARIES.

Tim Stroshine said when this update is officially rolled out, it will not have the same compatibility it has now with different types of software. This is an issue for staff because the local police jurisdictions do not use ARIES directly. They transfer their data into ARIES from a different program. Some of the issues in geo location of the data seem to be lost in the conversion process. It is unclear how this will be resolved. In 2018, ARIES removed data on whether people involved in crashes were operating while intoxicated. Previously, this information was included in reports. This information may be available once again after the updates are completed. However, it is unclear when this data will become available. It is unfortunate that there will be a gap in this information, but this information does tend to vary. Staff hopes this update will make it easier to obtain quality data. The Indiana State Police have communicated with MPOs about the update and issues, so they are working to correct these issues. There is not an official start date.

Sallie Fahey asked John Ricks if he had heard any information on this.

John Ricks said they are not currently happy with their current records management system. He said they have been seeking a new vendor and looking at different demos to narrow down which vendor to go with. They will upload crash report data directly into ARIES to solve the problem.

Sallie Fahey said if Tippecanoe Sheriff Department uses that system, then the jurisdictions will too.

John Ricks said it is the plan that Purdue, Lafayette and West Lafayette will all use the same records management system with the update.

18-Month Letting List

Doug Poad said Projects 1, 2 and 3 are new traffic signals with a letting date of February 5, 2020. These will be located at CR 800 S and SR 28, US 231 at the SR 28 intersection and CR 900 at SR 26. The project was awarded to Midwest Electric Co for \$588,151.25. This also includes a traffic signal in Hendricks County. The engineer's estimate was a little over \$750,000 with an estimated completion date of October 3, 2020. Project 4 is on the letting list for next month with a small structure replacement on SR 25. The SR 38 debris removal still cannot be found. Project 6 is also up for letting next month with the Concord Road lighting project along the trail. Project 7 was moved to an April letting date. In April there are quite a few projects on bid letting as well. After that, there are only 3 projects left on Lindberg, North River Road and Park East Boulevard.

Sallie Fahey said Project 7 is for the installation of permanent dynamic message boards on I65 with cameras.

John Ricks said he believes those will be installed at each interchange.

Bill Smith said boards are being put on I65 at every interchange. There are a lot of them coming.

VII. OTHER BUSINESS

None.

VIII. CITIZEN COMMENTS

None.

IX. ADJOURNMENT

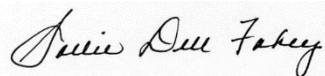
Next meeting is March 18, 2020.

The meeting adjourned at 3:30 pm.

Respectfully Submitted,

Chyna Lynch
Recording Secretary

Reviewed By,

A handwritten signature in cursive script that reads "Sallie Fahey". The signature is written in black ink on a light-colored, slightly textured background.

Sallie Fahey
Executive Director

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES
March 18, 2020**

The Greater Lafayette Area Transportation & Development Study Technical Transportation Committee meeting was canceled because of the Governor's Executive Order regarding COVID-19.

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

March 24, 2020
Ref. No.: 2020-085

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves the trade of \$573,000 in FY 2020 HSIP federal funds with the Terre Haute MPO to be repaid in FY 2021. The first attachment is the signed memorandum of understanding and the second is the spreadsheet showing that the additional federal funds will be going to the North River Road project, des #1401279. The third attachment is the email notification to Justin which includes correspondence between Jeremy and me.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets

THE

Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 7, 2020
Ref. No.: 2020-087

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating \$151,838 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. The additional funds will be used for change orders and the spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

THE

Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 13, 2020
Ref. No.: 2020-089

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional \$640 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. One change order was removed from the Advice of Change thus altering the amount of federal funds needed. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

THE

Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 16, 2020
Ref. No.: 2020-090

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional \$101,264 in STBG and STBG PYB funds from the Concord Road project, des #1900477 (\$3,011 in STBG PYB funds), from the Yeager Road project, des #1401281 (\$39,899 in STBG PYB funds), and from the Twyckenham Boulevard project, des #1401285 (\$58,354 in STBG funds) to the South 9th Street project, des #1900482. The additional funds are needed because the consultant's contract is greater than the estimated amount shown in the TIP. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Jeromy Grenard

THE

Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 21, 2020
Ref. No.: 2020-092

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating \$33,790 in HSIP PYB funds from the right-of-way phase of the McCutcheon Ped Safety project, des #1601028, and \$108,388 in STBG funds from the right-of-way phase of the Yeager Road project, des #1401281 to the construction phase of the Klondike Road project, des #1173626. The total amount reallocated is \$142,178 and it will be used for railroad work. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

THE

Area Plan Commission

of TIPPECANOE COUNTY

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(765) 423-9154 [FAX]
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 27, 2020

Ref. No.: 2020-093 REVISED

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am revising the prior administrative modification of the FY 2020-2024 TIP for clarification. This is a two part modification. The first part involves reallocating \$29,556 in STBG funds from the Yeager Road project, des #1401281, to the US 231 study, des #2001532. The second part involves swapping our balance of HSIP funds, \$169,011, with INDOT for FY 2021 Rural Program Federal funds. Those funds will be used for the North River Road project, des #1401279. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Shane Spears

**FY 2020-2024 TIP Amendment
Tippecanoe County & CityBus**

**Staff Report
May 14, 2020**

BACKGROUND AND REQUEST:

There are two requests in this amendment. One is from Tippecanoe County and it involves adding a Federally funded bridge replacement project. The other is from CityBus; they are revising their 2020 operating assistance and capital projects, programming new planning projects, and adding a new route planning software project.

Tippecanoe County

INDOT has approved Group IV STP Federal funds to replace the Old US 231 bridge over the Wea Creek. It is located approximately 1,500 feet south of Veterans Memorial Parkway. Preliminary engineering is anticipated to begin in FY 2021 with construction scheduled in FY 2024. In order to expedite the process so construction can occur in FY 2024, the County will be funding preliminary engineering and right-of-way with 100% local funds. The following table shows detailed information for the project.

Old US 231 bridge over the Wea Creek (des #1902754)

	Phase	Year	Federal Funds	Federal	Local	Total
New	PE	2021	----	0	204,000	204,000
New	RW	2021	----	0	146,000	146,000
New	CE	2024	Group IV STBG	240,000	60,000	300,000
New	CN	2024	Group IV STBG	1,920,000	480,000	2,400,000

CityBus

The Greater Lafayette Public Transportation Corporation, or CityBus, requests an amendment to update its CY 2020 Section 5307 operating, capital, and planning list of projects. It also includes adding \$1,000,000 in CY 2019 Section 5307 funds that were transferred from MACOG, carrying over \$349,105 in CY 2019 Section 5310 funds, and carrying over \$48,000 in CY 2018 Section 5307 funds. The table below summarizes the sources of these federal funds:

CY 2018 Section 5307 carryover	\$48,000
CY 2019 Section 5310 carryover	\$349,105
CY 2019 Section 5307 MACOG funds	\$1,000,000
CY 2020 Section 5307 funds	\$3,937,650
Total:	\$5,334,755

The following tables summarize the changes:

<i>Before</i>	Year	Project	Federal	Local	Total Cost
<i>Amendment</i>	2020	Operating Assistance	\$1,000,000	\$11,728,374	\$12,728,374
	2020	Capital Assistance	\$1,554,400	\$388,600	\$1,943,000
	2020	Planning Assistance	\$0	\$0	\$0
<i>After</i>	Year	Project	Federal	Local	Total Cost
<i>Amendment</i>	2020	Operating Assistance	\$2,100,000	\$10,628,374	\$12,728,374
	2020	Capital Assistance	\$1,906,400	\$476,600	\$2,383,000
	2020	Planning Assistance	\$304,000	\$76,000	\$380,000

A portion of the carryover and additional federal funds will be used for operating, capital and planning projects. These funds will be used to increase the federal participation in operating the system, cost increases for the support vehicle, and for three new capital projects (new roof, micro-transit software, and micro-transit vehicles). Some funds will also be added for improving the existing pedestrian and bicycle detection system. The project scope for fixed route bus replacement has been reduced from replacing three buses to only replacing two. Federal funds will also be used for a new planning project for the expansion of the CNG station and for phase two of the strategic plan. The following justification is provided by CityBus for the new and updated projects:

Operating Assistance - \$12,728,374, Des #1700413

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 expenses. CityBus needs to use more of its Section 5307 Federal funding appropriation to offset increasing operating costs. An additional \$1,100,000 in section 5307 funds will be used for operating assistance.

Support Vehicle - \$50,000, Des #1700419

Replace the 2012 Ford Edge. The support vehicle to be replaced was purchased in 2012. This vehicle will meet the requirements of FTA Circular 9020.1E in terms of age for replacement. The estimated cost of the replacement vehicle was increased based on the costs of previously purchased support vehicles which both exceeded \$30,000.

Fixed Route Bus Replacement - \$1,030,000, Des #1700420

With an amended decrease of \$570,000, CityBus will purchase two 40' buses to replace 2007 buses #1504 and #1505 (rather than replacing three buses as originally programmed). 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.

Ped/Bike Detection System - \$250,000, Des #1801629

These additional funds will be added to the FY2018 5339 funds and will allow CityBus to procure Ped/Bike Detection Systems for the entire transit fleet.

Facility Rehabilitation - \$500,000, Des #2001173

CityBus will use \$400,000 to replace the roof of the administrative office/garage and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors). The roof being replaced is estimated to be in excess of 20-25 years in age.

Micro-Transit Software - \$60,000, Des #2001174

CityBus will invest \$48,000 in software to support and manage operations for micro-transit service. The software will have tools for scheduling trips and dispatching.

Micro-Transit Vehicle Purchase - \$180,000, Des #2001175

CityBus will invest \$144,000 for the purchase of micro-transit vehicles (2) to provide services to underserved areas in the community. The vehicles will be purchased and maintained per FTA guidelines as outlined in FTA Circular 9030.1D.

The following table summarizes the updated capital projects.

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Replacement 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 Rebuild Components	Sec. 5307	22,400	5,600	28,000
5	Computer Hardware & Software	Sec. 5307	40,000	10,000	50,000
6	Support Vehicle	Sec. 5307	40,000	10,000	50,000
7	Bus Replacement	Sec. 5307	824,000	206,000	1,030,000
8	Security Cameras for Vehicles	Sec. 5307	24,000	6,000	30,000
<i>Add</i>	<i>Pedestrian/Bicycle Detection</i>	<i>Sec. 5307</i>	<i>200,000</i>	<i>50,000</i>	<i>250,000</i>
<i>New</i>	<i>Facility Rehabilitation, New Roof</i>	<i>Sec. 5307</i>	<i>400,000</i>	<i>100,000</i>	<i>500,000</i>
<i>New</i>	<i>Micro-Transit Software</i>	<i>Sec. 5307</i>	<i>48,000</i>	<i>12,000</i>	<i>60,000</i>
<i>New</i>	<i>Micro-Transit Vehicles</i>	<i>Sec. 5307</i>	<i>144,000</i>	<i>36,000</i>	<i>180,000</i>
Total			1,906,400	476,600	2,383,000

Note: Projects highlighted in grey are either updated, added or new. Those in italics are added or new.

CityBus is also adding two planning projects and the following summarizes those projects:

Planning: Engineering Services - \$350,000, Des #201176

CityBus will invest \$280,000 in engineering services for the expansion of the CNG fueling station.

Planning: Strategic Plan, Phase 2 - \$90,000, Des #1700412

This amendment implements the second phase in developing the strategic plan. A consulting firm will be hired to conduct five tasks including: 1) rider and non-rider surveying throughout the community; 2) boundary and taxation review and analysis; 3) focus groups of business and elected leaders and non-profit organizations; 4) researching new technology for use in public transit, and; 5) a mobility study. CityBus will use \$60,000 in residual funds from the initial study, and \$30,000 in 2020 funds for a total cost of \$90,000.

The following table summarizes the new planning items:

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Planning - Engineering CNG Station	Sec. 5307	280,000	70,000	350,000
2	Planning - Strategic Plan	Sec. 5307	72,000	18,000	90,000
Total			352,000	88,000	440,000

The CityBus Board of Directors resolved to authorize the updated 2020 operating, capital and planning list of projects on January 22, 2020.

CityBus, Flexed FHWA STBG funds

Route Planning Software - \$45,000, Des #2001609

CityBus will procure transit planning software to better understand and plan bus routes. The software will help CityBus plan route changes by analyzing ridership, origin-destination data, collisions, GIS information, change in miles, and associated costs for every route change, including all changes from temporary detours to a full system redesign.

Description	Federal Source	Federal Share	Local Share	Total Cost
Route Planning Software	Flexed FHWA (STBG)	36,000	9,000	45,000

RECOMMENDATION:

Staff recommends approval of this amendment to the Policy Board.

**FY 2020-2024 TIP Amendment
Indiana Department of Transportation**

**Staff Report
May 14, 2020**

BACKGROUND AND REQUEST:

The Indiana Department of Transportation requests an amendment to update a project that is currently programmed and program 14 new projects.

INDOT plans to construct ADA ramps on SR 38. The TIP shows construction of these ramps in FY 2021. This amendment adds funding for preliminary engineering, which is also scheduled for FY 2021.

Ten of the new projects involve some type of bridge work including bridge painting (SR 25 and SR 38), deck overlaying (SR 43), thin deck overlaying (SR 25 and US 231), and scour protection (SR 25, SR 38 and US 52). Funding for preliminary engineering is being requested for all of the projects using preliminary engineering funds in FY 2021. Construction dates vary from FY 2022 to FY 2024.

One project, on US 231, is an asphalt preventative maintenance overlay, and it is south of SR 28. Preliminary engineering will begin in FY 2021 with construction scheduled for FY 2024.

Another project is a district wide traffic signal modernization project, with one signal to be modernized in Tippecanoe County. This signal is located at the intersection of Sagamore Parkway and Cumberland Avenue. Construction is scheduled for FY 2022.

On I-65, INDOT intends to construct a shrub windbreak from CR 100W in Tippecanoe County to US 24 in White County. Blowing and drifting snow often occurs in this area due to open farm fields, causing extra plowing to be required. This project is intended to reduce crashes due to the drifting and the extra plowing trips. Construction is targeted for FY 2022.

The last project involves additional widening on I-65. Currently, INDOT is widening the bridges over the Wabash River and a portion of the interstate just north of these bridges. With this amendment, INDOT will be also be widening the road from the northern construction limits of the Wabash River bridge project to approximately a mile north of SR 43. It is anticipated this project will be a design-build project. Preliminary engineering will begin in FY 2021, with construction scheduled for FY 2022.

The following tables provide detailed information for each individual project.

SR 25, 3.70 miles north of I-65, over SR 25 SB/NB (des # 2000412)

Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	16,000	4,000	20,000
New	CN	2024	STBG	154,379	38,595	192,974

SR 25, 4.01 miles north of SR 28 over Flint Creek (des #2001069)
Scour Protection

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	6,400	1,600	8,000
New	CN	2022	STBG	63,444	15,861	79,305

SR 25, 1.01 miles south of US 231, over Wea Creek (des # 2001070)
Bridge Painting

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	36,000	9,000	45,000
New	CN	2022	STBG	336,000	84,000	420,000

SR 38, from 3.85 miles west of I-65 to 0.94 miles east of I-65 (des # 1900494)
ADA Sidewalk Ramp Construction

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	Safety	20,000	5,000	25,000

SR 38, 1.70 miles east of I-65, over South Fork Wildcat Creek (des # 2000519)
Scour Protection (Erosion)

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	20,000	5,000	25,000
New	CN	2024	STBG	175,770	43,943	219,713

SR 38, 1.37 miles west of I-65, EB over NS Railroad (des # 2001073)
Bridge Painting

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	28,000	7,000	35,000
New	CN	2022	STBG	272,361	68,090	340,451

SR 38, 1.37 miles west of I-65, WB over NS Railroad (des # 2001074)
Bridge Painting

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	28,000	7,000	35,000
New	CN	2022	STBG	272,361	68,090	340,451

SR 43, 0.60 miles south of SR 28 over Moot's Creek (des # 2001098)
Bridge Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	44,000	11,000	55,000
New	CN	2022	STBG	450,743	112,686	563,429

US 52, 1.01 miles west of US 231, over Little Pine Creek (des # 2000103)
Scour Protection (Erosion)

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	20,000	5,000	25,000
New	CN	2023	STBG	94,674	23,669	118,343

US 231, 0.62 miles north of US 52 north junction, over Little Pine Creek (des # 2000117)
Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	8,000	2,000	10,000
New	CN	2023	STBG	77,495	19,374	96,869

US 231, 4.18 miles south of SR 25, over O'Neal Ditch (des # 2000126)
Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	12,000	3,000	15,000
New	CN	2023	STBG	103,326	25,832	129,158

US 231, from 4.27 miles south of SR 28 to 0.66 miles south of SR 28 (des # 2000867)
HMA Overlay, Preventive Maintenance

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	44,000	11,000	55,000
New	CN	2024	STBG	360,365	90,091	450,456

I-65, from CR 100W to US 24 Interchange (des # 1902678)
Other Type Project (Plant Shrub Windbreak)

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2022	HSIP	1,030,849	114,539	1,145,388

I-65, 0.4 miles north of the Wabash River to 0.8 miles north of SR 43 (des # 2001172)
Added Travel Lanes

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	4,266,000	474,000	4,740,000
New	CN	2022	NHPP	42,660,000	4,740,000	47,400,000

Various Locations in District (des # 2001146)

Traffic Signal Modernization

Sagamore Parkway at Cumberland Avenue is only signal in Tippecanoe County

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	272,160	68,040	340,200
New	CN	2022	STBG	1,364,257	341,064	1,705,321

RECOMMENDATION:

Staff recommends approval of this amendment to the Policy Board.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
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Tippecanoe County

Klondike Road, Des #1173626

Contract # R-35296

Consulting Firm: Strand Associates, Inc.

Project Schedule

Stage 1 Design	n/a	---	---	---	---	---	---	---
Stage 2 Design (not req. by INDC)	---	---	---	---	---	---	---	---
Environ. Report Complete	5/14	1/17	1/17	1/17	1/17	100%	1/17	100%
R/W Clear	1/18	11/17	11/17	11/17	11/17	100%	11/17	100%
Stage 3 Design	10/17	10/17	10/17	10/17	10/17	100%	10/17	100%
Ready for Contract	1/18	1/18	1/18	1/18	1/18	100%	1/18	100%
Letting	3/18	3/18	3/18	3/18	3/18	100%	3/18	100%

Project Funding

<i>PE Updated Estimate</i>	\$879,800	\$879,800	\$879,800	\$879,800	\$879,800	\$879,800	\$879,800	
Awarded Federal Funds PE	\$143,840	\$143,840	\$143,840	\$143,840	\$143,840	\$143,840	\$143,840	
TIP PE Amount (Fed \$)	\$43,040	\$509,640	\$509,640	\$509,640	\$509,640	\$509,640	\$509,640	FY '14,'15,'18
<i>RW Updated Estimate</i>	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064	
Awarded Federal Funds RW	\$2,043,251	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	
TIP RW Amount (Fed \$)	\$92,455	\$2,161,217	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	FY '15-'18
<i>CN Updated Estimate (w/ CE)</i>	\$9,857,000	\$10,034,722	\$10,034,722	\$10,034,722	\$10,034,722	\$10,124,020	\$10,124,020	
Awarded Federal Funds CN	\$7,783,000	\$8,050,788	\$8,050,788	\$8,050,788	\$8,050,788	\$8,122,226	\$8,122,226	
TIP CN Amount (Fed \$)	\$7,782,999	\$8,282,631	\$8,287,620	\$8,287,620	\$8,287,620	\$8,582,276	\$8,582,276	FY '18-'20
Total All Phases	\$13,290,864	\$13,468,586	\$13,468,586	\$13,468,586	\$13,468,586	\$13,557,884	\$13,557,884	

Permits Required

401	ok	1/17	1/17	1/17	1/17	1/17	1/17
404	ok	1/1	1/1	1/1	1/1	1/1	1/1
Rule 5	ok	5/17	5/17	5/17	5/17	5/17	5/17

LPA Comment: Email sent to MPO.

APC Comment: Stu Kline sent e-mail 4/7 regarding change orders. Processed TIP amendments for change orders on 4/7 and 4/13. Processed TIP modification for RR funding on 4/22.

Lindberg Road, Des #1173627

Contract # R-35297

Consulting Firm: Strand Associates, Inc.

Project Schedule

Stage 1 Design	4/14	4/14	4/14	4/14	4/14	100%	4/14	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	5/14	5/14	5/14	5/14	5/14	100%	5/14	100%
R/W Clear	11/17	11/17	11/17	11/17	11/17	100%	11/17	100%
Stage 3 Design	2/20	10/17	10/17	10/17	10/17	100%	10/17	100%
Ready for Contract	7/20	3/20	4/20	4/20	4/20	0%	12/20	0%
Letting	7/20	4/20	7/20	7/20	7/20	0%	1/21	0%

Project Funding

<i>PE Updated Estimate</i>	\$402,000	\$402,000	\$402,000	\$402,000	\$402,000	\$402,000	\$402,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<i>RW Updated Estimate</i>	\$410,134	\$410,134	\$410,134	\$410,134	\$410,134	\$410,134	\$410,134	
Awarded Federal Funds RW	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860	
TIP RW Amount (Fed \$)	\$0	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860	FY '16 & '17
<i>CN Updated Estimate (w/ CE)</i>	\$3,825,187	\$4,018,838	\$4,468,838	\$4,468,838	\$4,367,827	\$3,917,827	\$3,917,827	
Awarded Federal Funds CN	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	
TIP CN Amount (Fed \$)	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	FY '21
Total All Phases	\$4,637,321	\$4,830,972	\$5,280,972	\$5,280,972	\$5,179,961	\$4,729,961	\$4,729,961	

Permits Required

401	no information						
404	no information						
Rule 5	no information	5/17	5/17				

LPA Comment: Email sent to MPO.

APC Comment: CN cost reduced again, is this correct? County wants to fund RR construction in first six months of FY 2021 due to a cost increase. Permit information for Rule 5 was just added this quarter.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
North River Road at River Bend Hospital, Des #1401047							Contract # R-37686	
Consulting Firm: Beam, Longest and Neff, LLC								
<i>Project Schedule</i>								
Stage 1 Design		4/15	4/15	4/15	4/15	100%	4/15	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	3/17	3/17	3/17	3/17	3/17	100%	3/17	100%
R/W Clear	6/18	6/18	6/18	6/18	6/18	100%	6/18	100%
Stage 3 Design	5/18	5/18	5/18	5/18	5/18	100%	5/18	100%
Ready for Contract	8/18	7/18	7/18	7/18	7/18	100%	7/18	100%
Letting	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$231,000	\$231,000	\$231,000	\$231,000	\$231,000		\$231,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>RW Updated Estimate</i>	\$95,116	\$95,116	\$95,116	\$95,116	\$95,116		\$95,116	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	\$1,101,949	\$1,101,949	\$1,101,949	\$1,101,949	\$1,101,949		\$1,101,949	
Awarded Federal Funds CN	\$659,800	\$832,160	\$832,160	\$832,160	\$832,160		\$832,160	
TIP CN Amount (Fed \$)	\$659,800	\$832,160	\$832,160	\$832,160	\$832,160		\$832,160	FY '19
Total All Phases	\$1,428,065	\$1,428,065	\$1,428,065	\$1,428,065	\$1,428,065		\$1,428,065	
<i>Permits Required</i>								
401		approved	approved	5/18	5/18		5/18	
404		5/18	5/18	5/18	5/18		5/18	
DNR		5/17	5/17	5/17	5/17		5/17	
Rule 5		5/18	5/18	5/18	5/18		5/18	

LPA Comment: Email sent to MPO.

APC Comment: Road has reopened. What is the status of purchase orders that need to be closed out to finalize this project?

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Concord at CR 430S Intersection, Des #1401282							Contract # R-37912	
Consulting Firm: Butler, Fairman and Seufert, Inc.								
<i>Project Schedule</i>								
Stage 1 Design		---	---	---	---	---	---	---
Stage 2 Design		---	---	---	---	---	---	---
Environ. Report Complete		8/17	8/17	8/17	8/17	100%	8/17	100%
R/W Clear	12/18	12/18	12/18	12/18	12/18	100%	12/18	100%
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Ready for Contract	12/18	12/18	12/18	12/18	12/18	100%	12/18	100%
Letting	3/19	3/19	3/19	3/19	3/19	100%	3/19	100%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$225,355	\$225,355	\$225,355	\$225,355	\$225,355		\$225,355	
Awarded Federal Funds PE	\$202,820	\$202,820	\$202,820	\$202,820	\$202,820		\$202,820	
TIP PE Amount (Fed \$)	\$0	\$202,820	\$202,820	\$202,820	\$202,820		\$202,820	FY '16
<i>RW Updated Estimate</i>	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		\$200,000	
Awarded Federal Funds RW	\$165,420	\$165,420	\$165,420	\$165,420	\$165,420		\$165,420	
TIP RW Amount (Fed \$)	\$165,420	\$165,420	\$165,420	\$165,420	\$165,420		\$165,420	FY '18
<i>CN Updated Estimate (w/ CE)</i>	\$970,988	\$823,605	\$823,605	\$823,605	\$823,605		\$823,605	
Awarded Federal Funds CN	\$893,931	\$893,931	\$741,244	\$741,244	\$832,732		\$832,732	
TIP CN Amount (Fed \$)	\$893,931	\$758,751	\$758,751	\$758,751	\$758,751		\$758,751	FY '19
Total All Phases	\$1,396,343	\$1,248,960	\$1,248,960	\$1,248,960	\$1,278,406		\$1,248,960	
Trail CN Cost (Federal)								
<i>Permits Required</i>								
Rule 5	not issued	7/18	7/18	7/18	7/18		7/18	

LPA Comment: Email sent to MPO.

APC Comment: Construction funding information fixed from last quarter. What is the status of purchase orders that need to be closed out to finalize this project?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
River Road at CR 500N, Des #1401279								
								Contract # R-37908

Consulting Firm: VS Engineering, Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	3/17	3/17	3/17	3/17	3/17	100%	3/17	100%
R/W Clear	10/19	10/19	10/19	10/19	4/20	93%	5/20	93%
Stage 3 Design	8/20	6/20	6/20	6/20	6/20	50%	6/20	75%
Ready for Contract	11/20	9/20	9/20	9/20	9/20	0%	9/20	0%
Letting	1/20	11/20	11/20	11/20	11/20	0%	1/21	0%

Project Funding								
<i>PE Updated Estimate</i>	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		\$200,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	---
<i>RW Updated Estimate</i>	\$396,180	\$396,180	\$396,180	\$396,180	\$396,180		\$396,180	
Awarded Federal Funds RW	\$356,562	\$382,201	\$382,201	\$382,201	\$382,201		\$382,201	
TIP RW Amount (Fed \$)	\$61,819	\$382,201	\$382,201	\$382,201	\$382,201		\$382,201	FY '17/'18
<i>CN Updated Estimate (w/ CE)</i>	\$2,575,000	\$2,575,000	\$2,875,000	\$2,875,000	\$2,875,000		\$3,600,000	
Awarded Federal Funds CN	\$1,839,470	\$1,839,470	\$2,311,767	\$2,311,767	\$2,311,767		\$2,311,767	
TIP CN Amount (Fed \$)	\$1,839,470	\$2,311,767	\$2,311,767	\$2,311,767	\$2,311,767		\$2,311,767	FY '21
Total All Phases	\$3,171,180	\$3,171,180	\$3,471,180	\$3,471,180	\$3,471,180		\$4,196,180	

Permits Required								
401	*not listed until q3 2020*						no information	
404	not issued	not issued	no information	no information	no information		no information	
Rule 5	not issued	not issued	no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: What is the reason for the change in construction estimate? What is the reason for the change in R/W completion date?

Morehouse Road Reconstruction, Des #1401280 Contract # R-37909

Consulting Firm: DLZ Indiana, LLC

Project Schedule								
Stage 1 Design	6/18	6/18	6/18	6/18	6/18	100%	6/18	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete		12/19	12/19	12/19	5/20	80%	5/20	80%
R/W Clear	8/23	8/21	8/21	6/23	6/23	0%	6/23	0%
Stage 3 Design	6/23	8/21	8/21	6/23	6/23	0%	6/23	0%
Ready for Contract	8/23	11/21	11/21	9/23	9/23	0%	9/23	0%
Letting	1/22	1/22	1/22	1/22	11/23	0%	11/23	0%

Project Funding								
<i>PE Updated Estimate</i>	\$898,920	\$898,920	\$898,920	\$914,690	\$914,690		\$914,690	
Awarded Federal Funds PE	\$576,983	\$576,983	\$576,983	\$576,983	\$576,983		\$576,983	
TIP PE Amount (Fed \$)		\$576,983	\$576,983	\$576,983	\$576,983		\$576,983	FY '17-'19
<i>RW Updated Estimate</i>	\$906,000	\$906,000	\$906,000	\$906,000	\$1,181,420		\$1,181,420	
Awarded Federal Funds RW	\$321,603	\$321,603	\$679,347	\$679,347	\$679,347		\$679,347	
TIP RW Amount (Fed \$)		\$679,347	\$679,347	\$679,347	\$679,347		\$679,347	FY '22 & '23
<i>CN Updated Estimate (w/ CE)</i>	\$7,387,500	\$7,387,500	\$7,387,500	\$7,387,500	\$8,127,974		\$8,446,370	
Awarded Federal Funds CN	\$3,200,000	\$0	\$4,159,304	\$4,159,304	\$4,159,304		\$4,159,304	
TIP CN Amount (Fed \$)		\$4,159,304	\$4,159,304	\$4,159,304	\$4,159,304		\$4,159,304	FY '24
Total All Phases		\$9,192,420	\$9,192,420	\$9,192,420	\$10,224,084		\$10,542,480	

Permits Required								
401	no information		no information					
404	no information		no information					
Rule 5	no information		no information					
DNR	no information		no information					

LPA Comment: Email sent to MPO.

APC Comment: Updated construction costs included.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
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Yeager Road Reconstruction, Des #1401281 Contract # R-37907

Consulting Firm: CrossRoads Engineers, PC

Project Schedule								
Stage 1 Design	4/17	4/17	4/17	4/17	4/17	100%	4/17	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete		12/19	12/19	12/19	2/20	85%	3/20	100%
R/W Clear	5/20	5/21	6/21	6/21	6/21	0%	6/21	0%
Stage 3 Design	5/20	6/21	6/21	6/21	6/21	100%	6/21	30%
Ready for Contract	8/22	9/21	9/21	9/21	9/21	0%	9/21	0%
Letting	11/21	11/21	11/21	10/22	10/22	0%	10/22	0%

Project Funding								
PE Updated Estimate	\$433,160	\$433,160	\$487,860	\$487,860	\$487,860		\$487,860	
Awarded Federal Funds PE	\$346,528	\$346,528	\$390,288	\$390,288	\$390,288		\$390,288	
TIP PE Amount (Fed \$)	\$0	\$346,528	\$390,288	\$390,288	\$390,288		\$390,288	FY '17
RW Updated Estimate	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$500,000	
Awarded Federal Funds RW	\$400,000	\$169,524	\$659,118	\$659,118	\$644,051		\$644,051	
TIP RW Amount (Fed \$)	\$400,000	\$335,587	\$659,118	\$659,118	\$644,051		\$644,051	FY '20
CN Updated Estimate (w/ CE)	\$4,700,000	\$4,700,000	\$5,250,000	\$5,250,000	\$5,250,000		\$5,250,000	
Awarded Federal Funds CN	\$3,573,668	\$0	\$3,573,668	\$3,573,668	\$3,573,668		\$3,573,668	
TIP CN Amount (Fed \$)	\$0	\$3,573,668	\$3,573,668	\$3,573,668	\$3,573,668		\$3,573,668	FY '23
Total All Phases		\$5,633,160	\$6,237,860	\$6,237,860	\$6,237,860		\$6,237,860	

Permits Required								
401		no information	no information	no information	no information		no information	
404		no information	no information	no information	no information		no information	
DNR		no information	no information	no information	no information		no information	
Rule 5		no information	no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: Stage 3 design information corrected. NEPA approved. Requested federal funds for R/W services and acquisitions.

McCutcheon Pedestrian Safety, Des #1601028 Contract # R-39582

Consulting Firm: Butler, Fairman and Seufert, Inc.

Project Schedule								
Stage 1 Design		---	---	---	---	---	---	---
Stage 2 Design		---	---	---	---	---	---	---
Environ. Report Complete	6/21	6/20	6/20	6/20	11/19	100%	11/19	100%
R/W Clear	9/22	6/21	6/21	6/21	6/21	0%	6/21	0%
Stage 3 Design	6/22	6/21	6/21	6/21	6/21	15%	6/21	15%
Ready for Contract	9/22	9/21	9/21	9/21	9/21	0%	9/21	0%
Letting		11/21	11/21	11/21	11/21	0%	11/21	0%

Project Funding								
PE Updated Estimate	\$205,100	\$205,100	\$316,870	\$316,870	\$316,870		\$316,870	
Awarded Federal Funds PE	\$184,590	\$285,183	\$285,183	\$285,183	\$285,183		\$285,183	
TIP PE Amount (Fed \$)	\$184,590	\$295,183	\$295,183	\$295,183	\$295,183		\$295,183	FY '18 & '19
RW Updated Estimate	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$300,000	
Awarded Federal Funds RW	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000		\$298,162	
TIP RW Amount (Fed \$)	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000		\$263,732	FY '20
CN Updated Estimate (w/ CE)	\$990,500	\$990,500	\$990,500	\$990,500	\$990,500		\$990,500	
Awarded Federal Funds CN	\$769,750	\$769,750	\$769,750	\$769,750	\$874,291		\$874,291	
TIP CN Amount (Fed \$)	\$0	\$874,291	\$874,291	\$874,291	\$874,291		\$874,291	FY '23
Total All Phases		\$1,695,600	\$1,807,370	\$1,807,370	\$1,807,370		\$1,607,370	

Permits Required								
None Required	---	---	---	---	---			

LPA Comment: Email sent to MPO.

APC Comment: Requested federal funds for R/W services and acquisitions. Next quarter's report should contain updated R/W costs that changed due to TIP modification that moved funds to the Klondike project.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
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Bridge # 64, Des # 1802907 Contract # B-41940

Consulting Firm: Butler, Fairman and Seufert. Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	---	---	---	---	---	---	---	---
R/W Clear	---	---	---	---	---	---	---	---
Stage 3 Design	---	---	---	---	---	---	---	---
Ready for Contract	---	---	---	---	---	---	---	---
Letting	7/23	7/23	7/23	7/23	7/23	0%	7/23	0%

Project Funding								
PE Updated Estimate	\$0	\$0	\$59,200	\$59,200	\$59,200		\$59,200	
Awarded Federal Funds PE	\$0	\$0	\$47,360	\$47,360	\$47,360		\$47,360	
TIP PE Amount (Fed \$)	---	---	---	---	---		---	
RW Updated Estimate	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	---	---	---	---	---		---	
CN Updated Estimate (w/ CE)	\$1,676,674	\$1,525,174	\$1,525,174	\$1,677,674	\$1,677,674		\$1,677,674	
Awarded Federal Funds CN	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139		\$1,342,139	
TIP CN Amount (Fed \$)	---	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139		\$1,342,139	FY '24
Total All Phases	\$1,677,674	\$1,677,674	\$1,677,674	\$1,736,874	\$1,736,874		\$1,736,874	

Permits Required								
401		no information	no information	no information	no information		no information	
404		no information	no information	no information	no information		no information	
DNR		no information	no information	no information	no information		no information	
Rule 5		no information	no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: No comment.

Bridge # 65, Des # 1802905 Contract # B-41940

Consulting Firm: Butler, Fairman and Seufert. Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	---	---	---	---	---	---	---	---
R/W Clear	---	---	---	---	---	---	---	---
Stage 3 Design	---	---	---	---	---	---	---	---
Ready for Contract	---	---	---	---	---	---	---	---
Letting	7/23	7/23	7/23	7/23	7/23	0%	7/23	0%

Project Funding								
PE Updated Estimate	\$0	\$0	\$155,640	\$149,640	\$149,640		\$149,640	
Awarded Federal Funds PE	\$0	\$0	\$124,512	\$119,712	\$119,712		\$119,712	
TIP PE Amount (Fed \$)	---	---	---	---	---		---	
RW Updated Estimate	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	---	---	---	---	---		---	
CN Updated Estimate (w/ CE)	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386		\$1,889,386	
Awarded Federal Funds CN	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509		\$1,511,509	
TIP CN Amount (Fed \$)	---	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509		\$1,511,509	FY '24
Total All Phases	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386		\$2,039,026	

Permits Required								
401		no information	no information	no information	no information		no information	
404		no information	no information	no information	no information		no information	
DNR		no information	no information	no information	no information		no information	
Rule 5		no information	no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: Total project cost updated to include PE

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Bridge # 527 over Wea Creek, Des # 1902754								<i>Contract # B-42752</i>

Consulting Firm: ---

Project Schedule								
Stage 1 Design						---	---	---
Stage 2 Design						---	---	---
Environ. Report Complete						---	---	---
R/W Clear						---	---	---
Stage 3 Design						---	---	---
Ready for Contract						---	---	---
Letting						---	12/23	0%
Project Funding								
<i>PE Updated Estimate</i>								\$204,000
Awards Federal Funds PE								\$0
TIP PE Amount (Fed \$)								---
<i>RW Updated Estimate</i>								\$146,000
Awards Federal Funds RW								\$0
TIP RW Amount (Fed \$)								---
<i>CN Updated Estimate (w/ CE)</i>								\$2,700,000
Awards Federal Funds CN								\$2,160,000
TIP CN Amount (Fed \$)								---
Total All Phases								\$3,050,000
Permits Required								
401							no information	
404							no information	
DNR							no information	
Rule 5							no information	

LPA Comment: RFP out for PE services. If funds available, the LPA may program ROW through the MPO.

APC Comment: First time appearing in quarterly reports. Consultant selection timeline? Is TIP CN amount correct?

Lafayette

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Twyckenham Boulevard Reconstruction, Des #1401285								<i>Contract # R-37906</i>

Consulting Firm: Butler, Fairman and Seufert, Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	0%	---	0%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	7/18	7/18	7/18	7/18	7/18	100%	7/18	100%
R/W Clear	5/19	7/19	8/19	8/19	8/19	100%	8/19	100%
Stage 3 Design	7/19	7/19	7/19	7/19	7/19	100%	7/19	100%
Ready for Contract	7/19	7/19	10/19	10/19	10/19	100%	10/19	100%
Letting	10/19	10/19	12/19	12/19	12/19	100%	12/19	100%
Project Funding								
<i>PE Updated Estimate</i>								\$522,920
Awards Federal Funds PE								\$418,336
TIP PE Amount (Fed \$)								\$0
<i>RW Updated Estimate</i>								\$250,000
Awards Federal Funds RW								\$200,000
TIP RW Amount (Fed \$)								\$200,000
<i>CN Updated Estimate (w/ CE)</i>								\$3,674,664
Awards Federal Funds CN								\$2,939,731
TIP CN Amount (Fed \$)								\$2,939,731
Total All Phases								\$4,447,584
Permits Required								
Rule 5		no info	5/19	5/19	5/19		5/19	

LPA Comment: Let for construction. Construction cost updated to reflect winning bid. Pre-con meeting held 2/11/2020. Construction to commence in April 2020.

APC Comment: Advice of change for first change order was processed on 4/30.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Park East Blvd. Extension, Des # 1700405								

Contract # R-40125

Consulting Firm: American Structurepoint Inc.

Project Schedule								
Stage 1 Design		6/19	6/19	6/19	6/19	100%	6/19	100%
Stage 2 Design		---	---	---	---	0%	---	0%
Environ. Report Complete		11/19	11/19	11/19	6/20	60%	6/20	80%
R/W Clear	8/20	11/20	11/20	11/20	11/20	10%	11/20	10%
Stage 3 Design	8/20	3/20	3/20	3/20	3/20	20%	8/20	30%
Ready for Contract	1/21	11/20	11/20	1/21	1/21	0%	1/21	0%
Letting	1/21	1/21	1/21	1/21	1/21	0%	1/21	0%

Project Funding								
<i>PE Updated Estimate</i>	\$253,125	\$253,125	\$253,125	\$253,125	\$253,125		\$253,125	
Awarded Federal Funds PE	\$202,500	\$202,500	\$202,500	\$202,500	\$202,500		\$202,500	
TIP PE Amount (Fed \$)	\$202,500	\$336,886	\$336,886	\$336,886	\$336,886		\$0	FY '19
<i>RW Updated Estimate</i>	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000		\$135,000	
Awarded Federal Funds RW	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000		\$108,000	
TIP RW Amount (Fed \$)	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000		\$0	FY '20
<i>CN Updated Estimate (w/ CE)</i>	\$1,944,000	\$1,944,000	\$1,944,000	\$1,944,000	\$1,944,000		\$2,409,000	
Awarded Federal Funds CN	\$1,555,200	\$1,555,200	\$1,555,200	\$1,555,200	\$1,555,200		\$1,555,200	
TIP CN Amount (Fed \$)	\$1,555,200	\$1,725,755	\$1,725,755	\$1,725,755	\$1,725,755		\$1,725,755	FY '21
Total All Phases	\$2,332,125	\$2,332,125	\$2,332,125	\$2,332,125	\$2,332,125		\$2,797,125	

Permits Required								
Rule 5	not issued		not issued					

LPA Comment: Survey complete. Environmental document commenced. Traffic analysis reviewed and approved by INDOT. PFC scheduled for 2/11/2020. R/W appraisals underway. CN estimate updated to coincide with latest estimate.

APC Comment: All federal funds removed for R/W, city will fund this with local funds.

Concord Road Trail Lighting, Des # 1900477 Contract #

Consulting Firm: Butler, Fairman and Seufert, Inc.

Project Schedule								
Stage 1 Design		---	---	---	---	0%	---	0%
Stage 2 Design		---	---	---	---	0%	---	0%
Environ. Report Complete		10/19	9/19	9/19	9/19	100%	9/19	100%
R/W Clear		9/19	---	---	---	100%	---	100%
Stage 3 Design		9/19	9/19	10/19	10/19	100%	10/19	100%
Ready for Contract		1/20	2/20	12/19	12/19	100%	12/19	100%
Letting		2/20	5/20	3/20	3/20	50%	3/20	100%

Project Funding								
<i>PE Updated Estimate</i>	\$115,000	\$115,000	\$115,000	\$115,500	\$115,500		\$115,500	
Awarded Federal Funds PE	\$55,000	\$55,000	\$92,400	\$92,400	\$92,400		\$92,400	
TIP PE Amount (Fed \$)	\$92,400	\$92,400	\$92,400	\$92,400	\$92,400		\$92,400	FY '19
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	\$267,500	\$267,500	\$525,000	\$575,750	\$575,750		\$449,486	
Awarded Federal Funds CN	\$214,000	\$214,000	\$214,000	\$460,600	\$460,600		\$359,589	
TIP CN Amount (Fed \$)	\$214,000	\$214,000	\$214,000	\$575,750	\$575,750		\$575,750	FY '20
Total All Phases	\$383,000	\$383,000	\$640,500	\$691,250	\$691,250		\$564,986	

Permits Required								
	None	None	None	None	None		None	

LPA Comment: CN amount updated to reflect low bid. Construction to commence in July 2020.

APC Comment: No comment.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete	Contract #
South 9th Street, Des # 1900482									Contract #
Consulting Firm:									
<i>Project Schedule</i>									
Stage 1 Design			---	---	---	0%	---	0%	
Stage 2 Design			---	---	---	0%	---	0%	
Environ. Report Complete			---	---	---	0%	---	0%	
R/W Clear			---	---	---	0%	---	0%	
Stage 3 Design			---	---	---	0%	---	0%	
Ready for Contract			---	---	---	0%	---	0%	
Letting			---	---	---	0%	---	0%	
<i>Project Funding</i>									
<i>PE Updated Estimate</i>					\$600,000		\$726,580		
Awarded Federal Funds PE					\$0		\$581,264		
TIP PE Amount (Fed \$)			\$480,000	\$480,000	\$480,000		\$480,000		FY '20
<i>RW Updated Estimate</i>					\$300,000		\$300,000		
Awarded Federal Funds RW					\$0		\$240,000		
TIP RW Amount (Fed \$)			\$240,000	\$240,000	\$240,000		\$240,000		FY '23
<i>CN Updated Estimate (w/ CE)</i>					\$5,936,000		\$5,936,000		
Awarded Federal Funds CN					\$0		\$0		
TIP CN Amount (Fed \$)									
Total All Phases					\$5,936,000		\$5,936,000		
<i>Permits Required</i>									
Rule 5			No Information	No Information	No Information				

LPA Comment: No comment.

APC Comment: FMIS request processed 4/22. Should CN estimate and Total estimate be the same?

West Lafayette

Happy Hollow Neighborhood Trail, Des #1401288									Contract # R-37916
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Consulting Firm: WSP									
<i>Project Schedule</i>									
Stage 1 Design	1/18	1/18	1/18	1/18	1/18	100%	1/18	100%	
Stage 2 Design	---	---	---	---	---	---	---	---	
Environ. Report Complete	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%	
R/W Clear	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%	
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%	
Ready for Contract	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%	
Letting	2/19	2/19	2/19	2/19	2/19	100%	2/19	100%	
<i>Project Funding</i>									
<i>PE Updated Estimate</i>		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000		\$150,000	
Awarded Federal Funds PE		\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)		\$0	\$0	\$0	\$0	\$0		\$0	
<i>RW Updated Estimate</i>		\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW		\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)		\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>		\$910,125	\$689,000	\$689,000	\$689,000	\$689,000		\$689,000	
Awarded Federal Funds CN		\$728,100	\$551,200	\$551,200	\$551,200	\$551,200		\$551,200	
TIP CN Amount (Fed \$)		\$1,064,000	\$657,305	\$657,305	\$657,305	\$657,305		\$657,305	FY '19
Total All Phases		\$1,060,125	\$689,000	\$689,000	\$689,000	\$689,000		\$689,000	
<i>Permits Required</i>									
Rule 5		11/18	11/18	11/18	11/18		11/18		

LPA Comment: The 634 report has been issued to INDOT. Waiting on their final approval to close out the project.

APC Comment: Are all purchase orders closed?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Cherry Lane Extension (Road) , Des #1401290								
								Contract # R-37913

Consulting Firm: John Bowen - WSP

Project Schedule								
Stage 1 Design	7/17	7/17	7/17	7/17	7/17	100%	7/17	100%
Stage 2 Design	n/a	---	---	---	---	---	---	---
Environ. Report Complete	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%
R/W Clear	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Ready for Contract	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%
Letting	2/19	2/19	2/19	2/19	2/19	100%	2/19	100%
Project Funding								
PE Updated Estimate	\$423,930	\$423,930	\$423,930	\$423,930	\$423,930		\$423,930	
Awarded Federal Funds PE	\$339,144	\$339,144	\$339,144	\$339,144	\$339,144		\$339,144	
TIP PE Amount (Fed \$)	\$0	\$339,144	\$339,144	\$339,144	\$339,144		\$339,144	FY '17 & '19
RW Updated Estimate	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
CN Updated Estimate (w/ CE)	\$2,777,895	\$2,146,602	\$2,146,602	\$2,146,602	\$2,146,602		\$2,146,602	
Awarded Federal Funds CN	\$2,222,316	\$2,155,087	\$2,155,087	\$2,155,087	\$2,155,087		\$2,155,087	
TIP CN Amount (Fed \$)	\$2,574,879	\$2,329,697	\$2,329,697	\$2,329,697	\$2,329,697		\$2,329,697	FY '19
Trail Construction								
Total All Phases								
Permits Required								
Rule 5		12/18	12/18	12/18	12/18		12/18	

LPA Comment: Project is nearly complete. Only waiting on grass growth to close out the SWPPP.

APC Comment: No comment.

Soldiers Home Road Phase 1, Des #1401291 Contract # R-37911

Consulting Firm: ---

Project Schedule								
Stage 1 Design	1/20	1/22	1/22	1/22	1/22	0%	1/22	0%
Stage 2 Design	5/20	5/22	5/22	5/22	5/22	0%	5/22	0%
Environ. Report Complete	6/20	6/22	6/22	6/22	6/22	0%	6/22	0%
R/W Clear	6/20	6/20	6/20	6/20	6/20	0%	6/20	0%
Stage 3 Design	9/20	9/20	9/20	9/20	9/20	0%	9/20	0%
Ready for Contract	4/21	4/21	4/21	4/21	4/21	0%	4/21	0%
Letting	7/21	7/21	7/21	7/21	7/21	0%	7/21	0%
Project Funding								
PE Updated Estimate	\$0			\$0	\$0		\$1,057,750	
Awarded Federal Funds PE	\$0	\$846,200	\$846,200	\$846,200	\$846,200		\$846,200	
TIP PE Amount (Fed \$)	\$70,778	\$846,200	\$846,200	\$846,200	\$846,200		\$846,200	FY '22
RW Updated Estimate	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$500,000	
Awarded Federal Funds RW	\$70,778	---	---	---	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	---	---	---	\$0		\$0	
CN Updated Estimate (w/ CE)	TBD	TBD	TBD	TBD	TBD		TBD	
Awarded Federal Funds CN	TBD	TBD	TBD	TBD	TBD		TBD	
TIP CN Amount (Fed \$)	---	---	---	---	---		---	
Total All Phases		TBD	TBD	TBD	TBD		TBD	
Permits Required								
Not Yet Determined		---	---	---	---		---	

LPA Comment PE amount has been updated. Our estimate for PE matches the total of awarded funds and the match amounts.

APC Comment: R/W clear and stage 3 design show 0% complete. Both have completion dates listed in this calendar year. Is that correct?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	October 2018	January 2019	April 2019	September 2019	December 2019	Percent Complete	March 2020	Percent Complete
Sagamore Parkway Trail, Des # 1401287	<i>Contract # R-37915</i>							

Consulting Firm: VS Engineering Inc.

Project Schedule								
Stage 1 Design	5/19	2/20	2/20	2/20	9/20	60%	9/20	70%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	4/19	6/20	6/20	6/20	9/20	20%	9/20	30%
R/W Clear	---	---	---	---	---	0%	---	0%
Stage 3 Design	8/19	6/21	6/21	6/21	6/21	0%	6/21	0%
Ready for Contract	11/19	9/21	9/21	9/21	9/21	0%	9/21	0%
Letting	1/20	11/21	11/21	11/21	11/21	0%	11/21	0%
Project Funding								
<i>PE Updated Estimate</i>	\$287,320	\$287,320	\$287,320	\$287,320	\$287,320		\$287,320	
Awarded Federal Funds PE	\$229,856	\$229,856	\$229,856	\$229,856	\$229,856		\$229,856	
TIP PE Amount (Fed \$)	\$0	\$0	\$229,856	\$229,856	\$229,856		\$229,856	FY '17
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	\$3,475,000	\$3,475,000	\$3,754,000	\$3,754,000	\$3,754,000		\$3,754,000	
Awarded Federal Funds CN	\$1,155,963	\$1,155,963	\$3,003,200	\$3,003,200	\$3,003,200		\$3,003,200	
TIP CN Amount (Fed \$)	\$1,155,963	\$1,155,963	\$3,003,200	\$3,003,200	\$3,003,200		\$3,003,200	FY '22
Total All Phases	\$3,762,320	\$3,762,320		\$4,041,320	\$4,041,320		\$4,041,320	
Permits Required								
401			no information	no information	no information		no information	
404			no information	no information	no information		no information	
Rule 5			no information	no information	no information		no information	

LPA Comment: No comment.

APC Comment: What information is missing for NEPA approval? Can APC assist with this?

Town of Dayton

Yost Road, Des #1900483

Contract # PLC-41917

Consulting Firm: ---

Project Schedule								
Stage 1 Design					2/22	0%	2/22	0%
Stage 2 Design (not req. by INDOT)					3/23	0%	3/23	0%
Environ. Report Complete					7/22	0%	7/22	0%
R/W Clear					12/23	0%	12/23	0%
Stage 3 Design					1/24	0%	1/24	0%
Ready for Contract					11/24	0%	11/24	0%
Letting				5/25	5/25	0%	5/25	0%
Project Funding								
<i>PE Updated Estimate</i>		\$450,000	\$450,000	\$450,000	\$439,000		\$439,000	
Awarded Federal Funds PE		\$360,000	\$360,000	\$360,000	\$360,000		\$360,000	
TIP PE Amount (Fed \$)		\$360,000	\$360,000	\$360,000	\$360,000		\$360,000	FY '20
<i>RW Updated Estimate</i>		\$100,000	\$100,000	\$100,000	\$100,000		\$100,000	
Awarded Federal Funds RW		\$80,000	\$80,000	\$80,000	\$80,000		\$80,000	
TIP RW Amount (Fed \$)		\$80,000	\$80,000	\$80,000	\$80,000		\$80,000	FY '24
<i>CN Updated Estimate (w/ CE)</i>		---	---	---	---		---	
Awarded Federal Funds CN		---	---	---	---		---	
TIP CN Amount (Fed \$)		---	---	---	---		---	
Total All Phases		---	---	---	\$539,000		\$539,000	
Permits Required								
Rule 5			no information	no information			no information	

LPA Comment: Email sent to MPO.

APC Comment: No comment.

Notes:

- "Ready for Contracts" date is 13 weeks before bids are opened.

- NOA = Notice of Authorization

- Information in this summary is from INDOT Quarterly Reports prepared by the city engineers, the County Highway Director consultants and FA3's.

- NTP = Notice to Proceed

- FMIS = Financial Management Information System

- TBD = To Be Determined

- NI = No Information

Federal Funding Status Report: May 2020

Fiscal Year 2020

Obligated Projects, INDOT's Monthly Report

Project	Des Number	Federal Obligation	Fund	Month	Phase
Yost Drive	1900483	171,150.00	STBG	November	PE
Yost Drive	1900483	180,050.00	STBG PYB	November	PE
Twyckenham Boulevard	1401285	315,200.00	STBG	January	CE
McCutcheon Ped Safety	1601028	36,900.00	HSIP PYB	January	RW
Yeager Road	1401281	15,066.80	STBG	February	PE
Twyckenham Boulevard	1401285	217,598.00	TE/TA	February	CN
Twyckenham Boulevard	1401285	2,571,047.92	STBG	February	CN
Concord Road	1900477	40,600.00	STBG	February	CE
Trade to Terre Haute	---	573,000.00	HSIP	April	---
Trade to Rural Program	---	169,011.00	HSIP	April	---
Klondike Road	1173626	181,039.38	STBG	April	CN *Note 1
Klondike Road	1173636	71,438.50	STBG	April	CN
Yeager Road	1401281	373,476.00	STBG PYB	April	RW *Note 2
McCutcheon Ped Safety	1601028	226,832.00	HSIP PYB	April	RW
Concord Road	1900477	318,988.52	STBG PYB	April	CN

*Note 1: Part of obligated funds are PYB funds. Currently working with INDOT to correct issue.

*Note 2: INDOT's amount is different that the FMIS request. Currently working with INDOT to correct issue.

FY '20 TIP Funding Allocation

STBG Funding		Annual Funds			PYB Funds		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Twyckenham Blvd, CN	1401285	2,888,657	2,886,247.92	2,409.08	-	0.00	0.00
Concord Road Trail Lighting, CN	1900477	40,600	40,600.00	0.00	318,989	318,988.52	0.48
Park East Boulevard, RW	1700405	-	0.00	0.00	-	0.00	0.00
Yeager Road, PE	1401281	15,067	15,066.80	0.20	-	0.00	0.00
Yeager Road, RW	1401281	-	0.00	0.00	453,156	373,476.00	79,680.00
Yost Drive, PE	1900483	171,150	171,150.00	0.00	180,050	180,050.00	0.00
South 9th Street, PE	1900482	538,354	0.00	538,354.00	42,910	0.00	42,910.00
Klondike Road, CN	1173626	208,388	252,477.88	-44,089.88	186,268	0.00	186,268.00
US 231 Study	1901666	100,000	0.00	100,000.00	-	0.00	0.00
CityBus	---	140,198	0.00	140,198.00	-	-	-
		4,102,414	3,365,542.60	736,871.40	1,181,373	872,514.52	308,858.48

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
Yeager Road, RW *Note 3	1401281	-	0.00	0.00	-	0.00	0.00
McCutcheon Ped Safety, RW	1601028	-	0.00	0.00	263,732	263,732.00	0.00
Klondike Road, CN *Note 3	1173626	-	0.00	0.00	-	0.00	0.00
Trade with Terre Haute	---	573,000	573,000.00	0.00	-	0.00	0.00
Trade with INDOT	---	169,011	169,011.00	0.00	-	-	-
		742,011	742,011	0.00	263,732	263,732.00	0.00

TA Funding		Annual Funds			PYB Funds		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Twyckenham Blvd, CN	1401285	217,598	217,598.00	0.00	-	0.00	0.00
		217,598	217,598	0.00	0	0	0.00

*Note 3: HSIP PYB funds were reassigned by INDOT to STBG PYB funds

- Shown in INDOT's monthly report
- Change Order has been requested/submitted on April 30th.
- FMIS request for STBG/STBG PYB funds was submitted on April 22nd.
- FMIS request for funds for railroad work was submitted on April 22nd and Note 1
- The transfer still needs to be done.
- The modification/amendment is being processed.
- See Note 2
- See Note 3

2020 Local Share of Federal Formula Apportionments - FINAL

Last Updated - 02/26/2020

Spending Authority
98.0618%

<u>Group I</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>FY 20 Spending Authority</u>
					<u>Penalty</u>	<u>FY 20 Target</u>	
Indianapolis	\$32,194,504	\$5,936,547	\$8,769,116	\$2,532,730	\$1,530,381	\$50,963,278	\$49,975,508
Fort Wayne	\$6,404,178	\$1,251,147	\$2,229,042	\$533,781	\$322,533	\$10,740,681	\$10,532,505
Louisville	\$2,749,272	\$559,459	\$1,111,129	\$238,684	\$144,223	\$4,802,767	\$4,709,680
South Bend	\$4,893,770	\$965,304	\$1,767,059	\$411,831	\$248,845	\$8,286,809	\$8,126,194
Northwest	\$12,496,401	\$2,352,664	\$3,737,552	\$1,003,725	\$606,492	\$20,196,834	\$19,805,379
Evansville	\$4,026,986	\$801,266	\$1,501,939	\$341,847	\$206,558	\$6,878,596	\$6,745,275
Cincinnati	\$215,846	\$40,808	\$65,738	\$17,410	\$10,520	\$350,322	\$343,532
TOTAL GROUP I	\$62,980,957	\$11,907,195	\$19,181,575	\$5,080,008	\$3,069,552	\$102,219,287	\$100,238,073
<u>Group II</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>FY 20 Spending Authority</u>
					<u>Penalty</u>	<u>FY 20 Target</u>	
Anderson	\$1,671,339	\$351,739	\$775,411	\$130,397	\$90,675	\$3,019,561	\$2,961,036
Bloomington	\$3,016,538	\$433,650		\$160,763	\$111,791	\$3,722,742	\$3,650,588
Elkhart/Goshen	\$2,850,030	\$572,469	\$1,132,157	\$212,226	\$147,577	\$4,914,459	\$4,819,207
Kokomo	\$1,726,298	\$248,169		\$92,001	\$63,975	\$2,130,443	\$2,089,151
Lafayette	\$4,101,147	\$589,571		\$218,565	\$151,985	\$5,061,268	\$4,963,170
Muncie	\$1,723,491	\$361,505	\$791,195	\$134,017	\$93,192	\$3,103,400	\$3,043,250
Terre Haute	\$1,769,564	\$370,134	\$805,141	\$137,216	\$95,417	\$3,177,472	\$3,115,886
Columbus	\$1,525,052	\$219,238		\$81,276	\$56,517	\$1,882,083	\$1,845,604
Michigan City	\$1,200,179	\$263,506	\$632,808	\$97,687	\$67,929	\$2,262,109	\$2,218,265
TOTAL GROUP II	\$19,583,638	\$3,409,981	\$4,136,712	\$1,264,148	\$879,058	\$29,273,537	\$28,706,157
TOTAL GROUP III	\$26,178,354	\$1,860,148	\$330,716	\$1,442,446	\$479,527	\$30,291,191	\$29,704,087
TOTAL GROUP IV	\$22,335,403	\$1,860,149	\$801,117	\$3,253,336	\$479,527	\$28,829,532	\$28,270,758
SUB TOTAL	\$131,078,352	\$19,037,473	\$24,550,120	\$11,039,938	\$4,907,664	\$190,613,547	\$186,919,075
STBG (DISCRETIONARY)						\$33,593,256	\$32,942,151
RAIL/HIGHWAY CROSSINGS						\$7,961,587	\$7,807,276
TRANSPORTATION ALTERNATIVES (FLEX AREAS)						\$11,039,939	\$10,826,963
STBG OFF-SYSTEM BRIDGES						\$12,903,273	\$12,653,182
GRAND TOTAL						\$256,111,602	\$251,147,647

18 Month Letting List - March 2, 2020

(INDOT update: February 15, 2020)

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
1	S	3/4/2020	SR 25	Small Structure Replacement	1.51 mi S of SR 28, W Jct, Over Wallace Ditch	1500120 RS-41880	
2	NL	3/4/2020	SR 38	Debris Removal From Channel	over S Fork Wildcat Creek; 01.70 mi E of I-65	1801353 41400	
3	S	3/4/2020	Concord Road	Lighting	from Maple Point Drive Extension to Veterans Memorial	1900477 R-41911	
4	S	4/1/2020	I-65	ITS Traffic Management Systems	CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)	1800572 41233	
5	S	4/1/2020	SR 225	Bridge Deck Overlay	over Burnett Creek; 1.24mi S of SR 43	1702137 40523	
6	S	4/1/2020	SR 225	Bridge Deck Overlay	over Burnett Creek; 1.95 mi S of SR 43	1701548 40523	
7	NL	4/1/2020	I-65	Bridge Maintenance And Repair	0.23 mi S of SR 43 (SB)	1901580 42092	
8	NL	4/1/2020	I-65	Bridge Maintenance And Repair	0.23 mi S of SR 43 (NB)	1901578 42092	
9	NL	4/1/2020	I-65	Bridge Deck Patching	0.58 mi S of SR 43	1901585 42095	
10	S	4/1/2020	I-65	Small Structure Pipe Lining	over Unnamed Ditch/Creek; 2.87 mi N of SR 43	1701549 40527	
11	N	4/1/2020	US 231	Debris Removal From Channel	over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801344 41411	
12	N	4/1/2020	US 231	Debris Removal From Channel	over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801338 41411	
13	C	11/10/2020	Lindberg Road	Road Reconstruction (3R/4R Standards)	Lindberg road from Klondike to McCormick	1173627 35297	7/8/2020
14	S	11/10/2020	N. River Road	Intersect. Improv. W/ Added Turn Lanes	CR 500 N approach in Tippecanoe County	1401279 37908	
15	S	1/13/2021	Park East Boulevard	New Road Construction	New Road between Haggerty Lane and SR 38	1700405 40125	
16	N	7/14/2021	I-65	Concrete Pavement Restoration (CPR)	At SR 38 Interchange, Ramp Pavement	1900647 42039	

Same, **New**, **Change**, **Not Listed**, **Relisted**

Bid Letting Results

2/5/2020	US 231	New Signal Installation	at CR-800 S intersection; 2.95 mi N of SR-28	1802809 T-41836
2/5/2020	US 231	New Signal Installation	US-231 at the SR-28 intersection	1802807 T-41836
2/5/2020	SR 26	New Signal Installation	at CR-900 E intersection, 4.71 mi E of I-65	1802820 T-41836

Project Awarded to Midwestern Electric Inc for \$588,151.25

Engineer's estimate: \$753,508.35

Four bids submitted

Estimated completion date: October 3, 2020

Letting Date	Route	#	Work Type	Location	Des #	Contract #
3/4/2020	SR	25	Small Structure Replacement	SR 25 SR 25, 1.51 mi S of SR 28, W Jct, Over Wallace Ditch	1500120	RS-41880
4/1/2020	SR	225	Bridge Deck Overlay	SR 225 Over Burnett Creek; 1.95 mi S of SR 43	1701548	B-40523
4/1/2020	I	65	Small Structure Pipe Lining	I 65 Over Unnamed Ditch/Creek; 2.87 mi N of SR 43	1701549	R-40527
4/1/2020	SR	225	Bridge Deck Overlay	SR 225 Over Burnett Creek; 1.24mi S of SR 43	1702137	B-40523
4/1/2020	US	231	Debris Removal From Channel	US 231 over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801338	B-41411
4/1/2020	US	231	Debris Removal From Channel	US 231 over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801344	B-41411
4/1/2020	I	65	ITS Traffic Management Systems	I 65 CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)	1800572	T-41233
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 SB over N&S RR; 11.10 mi N of I-65	1800418	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 NB over N&S RR; 11.10 mi N of I-65 (NB)	1800421	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 NB @ County Line Rd; 11.30 mi N of I-65	1800438	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 11.30 mi N of I-65 (SB)	1800439	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 NB @ CR 900N; 10.80 mi N of I-65	1800440	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 SB @ CR 900N; 10.80 mi N of I-65	1800442	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 SB @ Bridge Creek; 10.50 mi N of I-65	1800443	B-41001
10/7/2020	SR	25	Bridge Thin Deck Overlay	SR 25 NB over Bridge Creek; 10.50 mi N of I-65	1800455	B-41001
11/10/2020	SR	25	Replace Superstructure	SR 25 Bridge over Big Shawnee Creek 3.05 miles S of SR 28	1298419	B-39761
11/10/2020	I	65	Bridge Painting	I 65 NBL over Wildcat Creek; 01.04 mi S of SR 25	1800399	B-40942
11/10/2020	I	65	Bridge Painting	I 65 SBL over Wildcat Creek; 01.04 mi S of SR 25	1800400	B-40942
11/10/2020	I	65	Bridge Painting	I 65 NB over SR 26 EB/WB; 03.04 mi S of SR 25	1800401	B-40942
11/10/2020	I	65	Bridge Painting	I 65 SB over SR 26 EB/WB; 03.04 mi S of SR 25	1800402	B-40942
11/10/2020	I	65	Bridge Painting	I 65 Swisher Road @ I-65 NBL/SBL; 00.92 mi S of SR 43	1800431	B-40942
12/9/2020	SR	28	Road Rehabilitation (3R/4R Standards)	SR 28 From US 231 to US 52 W Jctn	1592968	RS-38772
12/9/2020	US	52	Bridge Thin Deck Overlay	US 52 EBL @ NS RR; 01.92 mi E of SR 25	1800425	B-41003
12/9/2020	US	52	Bridge Thin Deck Overlay	US 52 WBL @ NS RR; 01.92 mi E of SR 25	1800430	B-41003
12/9/2020	US	231	Bridge Thin Deck Overlay	US 231 NB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800432	B-41003
12/9/2020	US	231	Bridge Thin Deck Overlay	US 231 SB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800433	B-41003
12/9/2020	I	65	Bridge Thin Deck Overlay	I 65 CR 100S/McCarty Ln @ I-65 NB/SB; 01.32 mi S of SR 26	1800451	B-41003
12/9/2020	SR	38	Bridge Thin Deck Overlay	SR 38 over S Fork Wildcat Creek; 01.70 mi E of I-65	1800452	B-41003
1/13/2021	SR	26	Concrete Pavement Preservation (CPP)	SR 26 From I-65 SB Ramps to 1.49 mi E of I-65	1800569	RS-40964
2/10/2021	I	65	Bridge Deck Replacement & Widening	I 65 NB Bridge over SR 43, 3.13 mi N of SR 25	1601088	B-39961
2/10/2021	I	65	Bridge Deck Replacement & Widening	I 65 SB Bridge over SR 43, 3.13 mi N of SR 25	1601090	B-39961
2/10/2021	I	65	Bridge Deck Replacement & Widening	I 65 NBL, .77 N SR 43, at Burnett Creek	1601091	B-39961
2/10/2021	I	65	Bridge Deck Replacement & Widening	I 65 0.77 mi N of SR 43 at Burnett Creek (SBL)	1601092	B-39961
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 SB over Buck Creek; 05.00 mi N of I-65	1800413	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 NB over Buck Creek; 05.00 mi N of I-65	1800414	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 NB over Sugar Creek; 08.10 mi N of I-65	1800419	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 SB over Sugar Creek; 08.10 mi N of I-65	1800420	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 NB over No Name Creek; 09.80 mi N of I-65	1800437	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 SB @ No Name Creek; 09.80 mi N of I-65	1800441	B-41002
2/10/2021	SR	25	Bridge Thin Deck Overlay	SR 25 CR 300N @ SR 25 SB/NB, N&S RR, 01.30 mi N of I-65	1800445	B-41002
2/10/2021	I	65	Bridge Maintenance And Repair	I 65 I-65 NB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	1900664	B-39961
2/10/2021	I	65	Bridge Maintenance And Repair	I 65 I-65 SB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	1900665	B-39961
3/10/2021	SR	38	Debris Removal From Channel	SR 38 1.70 mi E of I-65, over S Fork Wildcat Creek	1801353	B-42548
3/10/2021	SR	38	ADA Sidewalk Ramp Construction	SR 38 From 3.85 mi W of I65 to 0.94 mi E of I65	1900494	R-41942
4/7/2021	SR	38	Road Rehabilitation (3R/4R Standards)	SR 38 From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	1601073	R-39959
7/1/2021	SR	225	Bridge Rehabilitation Or Repair	SR 225 0.60 mi N of Old SR 25	1593270	B-39365
7/14/2021	SR	26	Small Structure Replacement	SR 26 SR 26, 5.75 mi W of US 231, Over Southworth Branch	1500121	R-40569
7/14/2021	SR	43	Intersection Improvement	SR 43 At I-65 interchange, NB exit/entrance ramp terminus	1700188	R-40755
7/14/2021	SR	43	Intersection Improvement	SR 43 At I-65 interchange, SB exit/entrance ramp terminus	1700189	R-40755
7/14/2021	US	52	Bridge Replacement, Other Construction	US 52 Over Indian Creek	1701596	B-40579
7/14/2021	I	65	Concrete Pavement Restoration (CPR)	I 65 At SR 38 Interchange, Ramp Pavement	1900647	R-42039
7/14/2021	US	52	Bridge Thin Deck Overlay	US 52 US 52 over UNT WABASH RIVER, 00.08 S SR 26	1900666	B-42038

18 Month Letting List - May 1, 2020

(INDOT update: April 15, 2020)

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
1	S	4/1/2020	I-65	Small Structure Pipe Lining	over Unnamed Ditch/Creek; 2.87 mi N of SR 43	1701549 R- 40527	
2	C	5/7/2020	SR 225	Bridge Deck Overlay	over Burnett Creek; 1.24mi S of SR 43	1702137 B-40523	4/1/2020
3	C	5/7/2020	SR 225	Bridge Deck Overlay	over Burnett Creek; 1.95 mi S of SR 43	1701548 B- 40523	4/1/2020
4	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB over Bridge Creek; 10.50 mi N of I-65	1800455 B-41001	
5	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB @ Bridge Creek; 10.50 mi N of I-65	1800443 B- 41001	
6	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB @ CR 900N; 10.80 mi N of I-65	1800442 B- 41001	
7	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB @ CR 900N; 10.80 mi N of I-65	1800440 B- 41001	
8	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	11.30 mi N of I-65 (SB)	1800439 B- 41001	
9	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB @ County Line Rd; 11.30 mi N of I-65	1800438 B- 41001	
10	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB over N&S RR; 11.10 mi N of I-65 (NB)	1800421 B- 41001	
11	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB over N&S RR; 11.10 mi N of I-65	1800418 B- 41001	
12	S	11/10/2020	SR 25	Replace Superstructure	Bridge over Big Shawnee Creek 3.05 miles S of SR 28	1298419 B- 39761	
13	S	12/9/2020	I 65	Bridge Thin Deck Overlay	CR 100S/McCarty Ln @ I-65 NB/SB; 01.32 mi S of SR 26	1800451 B- 41003	
14	S	12/9/2020	US 231	Bridge Thin Deck Overlay	SB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800433 B- 41003	
15	S	12/9/2020	US 231	Bridge Thin Deck Overlay	NB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800432 B- 41003	
16	S	12/9/2020	US 52	Bridge Thin Deck Overlay	WBL @ NS RR; 01.92 mi E of SR 25	1800430 B- 41003	
17	S	12/9/2020	US 52	Bridge Thin Deck Overlay	EBL @ NS RR; 01.92 mi E of SR 25	1800425 B- 41003	
18	S	12/9/2020	SR 38	Bridge Thin Deck Overlay	over S Fork Wildcat Creek; 01.70 mi E of I-65	1800452 B- 41003	
19	C	1/13/2021	Lindberg Road	Road Reconstruction (3R/4R Standards)	Lindberg road from Klondike to McCormick	1173627 R- 35297	11/10/2020
20	C	1/13/2021	N. River Road	Intersect. Improv. W/ Added Turn Lanes	CR 500 N approach in Tippecanoe County	1401279 R- 37908	11/10/2020
21	S	1/13/2021	Park East Boulevard	New Road Construction	New Road between Haggerty Lane and SR 38	1700405 R- 40125	
22	S	7/14/2021	I-65	Concrete Pavement Restoration (CPR)	At SR 38 Interchange, Ramp Pavement	1900647 R- 42039	

Same, **New**, **Change**, **Not Listed**, **Relisted**

Bid Letting Results

4/1/2020	I-65	ITS Traffic Management Systems	CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)	1800572 T-41233
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Project Awarded to Midwestern Electric Inc for \$5,104,920.70

Engineer's estimate: All Bids Above Engineer's Estimate

Four bids submitted

Estimated completion date: June 15, 2021

4/1/2020	I-65	Small Structure Pipe Lining	over Unnamed Ditch/Creek; 2.87 mi N of SR 43	1701549 R-40527
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Project low bid: Granite InLiner LLC for \$1,260,358.10 (Award Pending)

Engineer's estimate: \$1,260,731.97

One bid submitted

Estimated completion date: October 31, 2020

4/1/2020	US 231	Debris Removal From Channel	over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801344 B-41411
4/1/2020	US 231	Debris Removal From Channel	over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	1801338 B-41411

Project Awarded to Linkel Company LLC for \$879,917.00

Engineer's estimate: \$1,040,557.00

One bid submitted

Estimated completion date: November 10, 2020

4/1/2020	I-65	Bridge Maintenance And Repair	0.23 mi S of SR 43 (SB)	1901580 B- 42092
4/1/2020	I-65	Bridge Maintenance And Repair	0.23 mi S of SR 43 (NB)	1901578 B- 42092

Project on May 7, 2020 Bid Letting

4/1/2020	I-65	Bridge Deck Patching	0.58 mi S of SR 43	1901585 B- 42095
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Not on Bid Letting

Agenda Review 5.14.20

Green Highlight: Projects on Agenda

Red Font: Changes from Meeting Agenda

Contract #	Des #	Route #	Work Type	Location	CN Amount	Letting Date	Priority Year
B-41411	1801338	231	Debris Removal From Channel	US 231 over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	\$ 59,583.00	4/1/2020	2020
B-41411	1801344	231	Debris Removal From Channel	US 231 over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25	\$ 33,391.00	4/1/2020	2020
R-40527	1701549	65	Small Structure Pipe Lining	I 65 Over Unnamed Ditch/Creek; 2.87 mi N of SR 43	\$ 225,404.00	4/1/2020	2020
T-41233	1800572	65	ITS Traffic Management Systems	I 65 CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)	\$ 3,514,426.42	4/1/2020	2020
B-42092	1901578	Various	District Wide Bridge Maintenance	VA 1019 IDIQ, Various locations throughout the Crawfordville District	\$ 500,000.00	5/7/2020	2020
B-40523	1701548	225	Bridge Deck Overlay	SR 225 Over Burnett Creek; 1.95 mi S of SR 43	\$ 584,327.00	5/7/2020	2020
B-40523	1702137	225	Bridge Deck Overlay	SR 225 Over Burnett Creek; 1.24mi S of SR 43	\$ 388,905.00	5/7/2020	2020
B-41001	1800418	25	Bridge Thin Deck Overlay	SR 25 SB over N&S RR; 11.10 mi N of I-65	\$ 268,415.00	10/7/2020	2021
B-41001	1800421	25	Bridge Thin Deck Overlay	SR 25 NB over N&S RR; 11.10 mi N of I-65 (NB)	\$ 214,732.00	10/7/2020	2021
B-41001	1800438	25	Bridge Thin Deck Overlay	SR 25 NB @ County Line Rd; 11.30 mi N of I-65	\$ 107,366.00	10/7/2020	2021
B-41001	1800439	25	Bridge Thin Deck Overlay	SR 25 11.30 mi N of I-65 (SB)	\$ 107,366.00	10/7/2020	2021
B-41001	1800440	25	Bridge Thin Deck Overlay	SR 25 NB @ CR 900N; 10.80 mi N of I-65	\$ 246,942.00	10/7/2020	2021
B-41001	1800442	25	Bridge Thin Deck Overlay	SR 25 SB @ CR 900N; 10.80 mi N of I-65	\$ 225,468.00	10/7/2020	2021
B-41001	1800443	25	Bridge Thin Deck Overlay	SR 25 SB @ Bridge Creek;10.50 mi N of I-65	\$ 171,785.00	10/7/2020	2021
B-41001	1800455	25	Bridge Thin Deck Overlay	SR 25 NB over Bridge Creek; 10.50 mi N of I-65	\$ 193,259.00	10/7/2020	2021
B-39761	1298419	25	Replace Superstructure	SR 25 Bridge over Big Shawnee Creek 3.05 miles S of SR 28	\$ 722,446.00	11/10/2020	2021
B-39961	1601088	65	Bridge Deck Replacement & Widening	I 65 NB Bridge over SR 43, 3.13 mi N of SR 25	\$ 2,241,945.00	11/10/2020	2021
B-39961	1601090	65	Bridge Deck Replacement & Widening	I 65 SB Bridge over SR 43, 3.13 mi N of SR 25	\$ 1,956,167.00	11/10/2020	2021
B-39961	1601091	65	Bridge Deck Replacement & Widening	I 65 NBL, .77 N SR 43, at Burnett Creek	\$ 2,487,700.00	11/10/2020	2021
B-39961	1601092	65	Bridge Deck Replacement & Widening	I 65 0.77 mi N of SR 43 at Burnett Creek (SBL)	\$ 2,498,120.00	11/10/2020	2021
B-39961	1900664	65	Bridge Maintenance And Repair	I 65 I-65 NB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	\$ 236,429.00	11/10/2020	2021
B-39961	1900665	65	Bridge Maintenance And Repair	I 65 I-65 SB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	\$ 236,429.00	11/10/2020	2021
B-40942	1800399	65	Bridge Painting	I 65 NBL over Wildcat Creek; 01.04 mi S of SR 25	\$ 264,315.00	11/10/2020	2021
B-40942	1800400	65	Bridge Painting	I 65 SBL over Wildcat Creek; 01.04 mi S of SR 25	\$ 264,315.00	11/10/2020	2021
B-40942	1800401	65	Bridge Painting	I 65 NB over SR 26 EB/WB; 03.04 mi S of SR 25	\$ 209,249.00	11/10/2020	2021
B-40942	1800402	65	Bridge Painting	I 65 SB over SR 26 EB/WB; 03.04 mi S of SR 25	\$ 209,249.00	11/10/2020	2021
B-40942	1800431	65	Bridge Painting	I 65 Swisher Road @ I-65 NBL/SBL; 00.92 mi S of SR 43	\$ 231,276.00	11/10/2020	2021
B-41003	1800425	52	Bridge Thin Deck Overlay	US 52 EBL @ NS RR; 01.92 mi E of SR 25	\$ 236,205.00	12/9/2020	2021
B-41003	1800430	52	Bridge Thin Deck Overlay	US 52 WBL @ NS RR; 01.92 mi E of SR 25	\$ 236,205.00	12/9/2020	2021
B-41003	1800432	231	Bridge Thin Deck Overlay	US 231 NB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	\$ 343,571.00	12/9/2020	2021
B-41003	1800433	231	Bridge Thin Deck Overlay	US 231 SB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	\$ 343,571.00	12/9/2020	2021
B-41003	1800451	65	Bridge Thin Deck Overlay	I 65 CR 100S/McCarty Ln @ I-65 NB/SB; 01.32 mi S of SR 26	\$ 343,571.00	12/9/2020	2021
B-41003	1800452	38	Bridge Thin Deck Overlay	SR 38 over S Fork Wildcat Creek; 01.70 mi E of I-65	\$ 354,308.00	12/9/2020	2021
R-38772	1592968	28	HMA Overlay, Structural	SR 28 From US 231 to US 52 W Jctn	\$ 14,461,752.00	12/9/2020	2021
R-35297	1173627	1035	Road Reconstruction (3R/4R Standards)	ST 1035 Lindberg road from Klondike to McCormick	\$ 3,656,640.00	1/13/2021	2021
R-37908	1401279	1041	Intersect. Improv. W/ Added Turn Lanes	IR 1041 N. River Road and CR 500 N approach in Tippecanoe County	\$ 2,968,744.00	1/13/2021	2021
R-40125	1700405	1036	New Road Construction	ST 1036 New Road between Haggerty Lane and SR 38	\$ 1,962,000.00	1/13/2021	2021
RS-40964	1800569	26	Concrete Pavement Preservation (CPP)	SR 26 From I-65 SB Ramps to 1.49 mi E of I-65	\$ 2,266,195.00	1/13/2021	2021
B-41002	1800413	25	Bridge Thin Deck Overlay	SR 25 SB over Buck Creek; 05.00 mi N of I-65	\$ 265,656.00	2/10/2021	2021
B-41002	1800414	25	Bridge Thin Deck Overlay	SR 25 NB over Buck Creek; 05.00 mi N of I-65	\$ 233,777.00	2/10/2021	2021
B-41002	1800419	25	Bridge Thin Deck Overlay	SR 25 NB over Sugar Creek; 08.10 mi N of I-65	\$ 297,535.00	2/10/2021	2021
B-41002	1800420	25	Bridge Thin Deck Overlay	SR 25 SB over Sugar Creek; 08.10 mi N of I-65	\$ 343,571.00	2/10/2021	2021
B-41002	1800437	25	Bridge Thin Deck Overlay	SR 25 NB over No Name Creek; 09.80 mi N of I-65	\$ 191,272.00	2/10/2021	2021
B-41002	1800441	25	Bridge Thin Deck Overlay	SR 25 SB @ No Name Creek; 09.80 mi N of I-65	\$ 170,020.00	2/10/2021	2021

B-41002	1800445	25	Bridge Thin Deck Overlay	SR 25 CR 300N @ SR 25 SB/NB, N&S RR, 01.30 mi N of I-65	\$	329,414.00	2/10/2021	2021
B-42548	1801353	38	Debris Removal From Channel	SR 38 1.70 mi E of I-65, over S Fork Wildcat Creek	\$	66,182.00	3/10/2021	2021
R-41942	1900494	38	ADA Sidewalk Ramp Construction	SR 38 From 3.85 mi W of I65 to 0.94 mi E of I65	\$	416,000.00	3/10/2021	2021
R-39959	1601073	38	HMA Overlay, Structural	SR 38 From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	\$	1,319,946.00	4/7/2021	2021
T-42601	1902678	65	Other Type Project (Miscellaneous)	I 65 From CR-100 W to US-24 interchange I-65	\$	1,145,388.00	4/7/2021	2021
R-40569	1500121	26	Small Structure Replacement	SR 26 SR 26, 5.75 mi W of US 231, Over Southworth Branch	\$	293,580.00	7/14/2021	2022
R-40755	1700188	43	Intersection Improvement	SR 43 At I-65 interchange, NB exit/entrance ramp terminus	\$	145,296.00	7/14/2021	2022
R-40755	1700189	43	Intersection Improvement	SR 43 At I-65 interchange, SB exit/entrance ramp terminus	\$	318,533.00	7/14/2021	2022
B-40579	1701596	52	Bridge Replacement, Other Construction	US 52 Over Indian Creek	\$	2,035,746.00	7/14/2021	2022
B-42038	1900666	52	Bridge Thin Deck Overlay	US 52 US 52 over UNT WABASH RIVER, 00.08 S SR 26	\$	296,929.00	7/14/2021	2022
B-42920	2001070	25	Bridge Painting	SR 25 1.01 mi S of US 231, over Wea Creek	\$	420,000.00	9/15/2021	2022
B-42920	2001073	38	Bridge Painting	SR 38 1.37 mi W of I-65, EB over N&S RR	\$	340,451.00	9/15/2021	2022
B-42920	2001074	38	Bridge Painting	SR 38 1.37 mi W of I-65, WB over N&S RR	\$	340,451.00	9/15/2021	2022
Eliminated	1901580	65	Bridge Maintenance And Repair	I 65 0.23 mi S of SR 43 (SB)	\$	-	NA	NA
Eliminated	1901585	65	Bridge Deck Patching	I 65 0.58 mi S of SR 43	\$	-	NA	NA