

The  
**AREA PLAN COMMISSION**  
of Tippecanoe County

## **Technical Transportation Committee Meeting**

Date.....July 18, 2018

Time.....2:00 PM

Place.....Lafayette City Hall

Board of Works Room

20 North 6th Street

Lafayette, Indiana

### **AGENDA**

#### **I. APPROVAL OF MINUTES FROM JUNE 20, 2018**

##### **A. DRAFT - TECHNICAL TRANSPORTATION COMMITTEE MINUTES 06/20/18**

Documents:

[TECH Minutes 06.20.2018.pdf](#)

#### **II. AMEND THE FY 2018-2021 TIP**

- a. Add six new bridge projects and update sixteen existing bridge projects for INDOT**

Documents:

[TIP Amendment INDOT Tech Rpt July 2018.pdf](#)

#### **III. APC PROGRESS REPORT**

- a. Bicycle Counting Data Collection Update**
- b. Bridge and Pavement Performance Targets**
- c. New 5-year plan and TIP/STIP**

#### **IV. OTHER BUSINESS**

**a. INDOT 18-Month Letting List**

**Documents:**

[2018 July Lettings.pdf](#)  
[2018 July Lettings Map.pdf](#)

**V. CITIZEN COMMENTS**

**VI. ADJOURNMENT**

**Next meeting August 15, 2018**

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

**MEETING MINUTES**

**June 20, 2018**

Sallie Fahey	Area Plan Commission
Bob Foley (proxy for Jeromy Grenard)	Lafayette City Engineer
Kevin Jasinski	INDOT – Crawfordsville Division
Stu Kline	Tippecanoe County Highway Engineer
Will Carpenter	Lafayette Police Department
Ed Garrison	West Lafayette City Engineer
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
Capt. Terry Ruley	Tippecanoe County Sheriff's Department
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

Cat Schoenherr	APC
Doug Poad	APC
Tim Stroshine	APC
Aria Staiger	APC
Mark Harlow	Dayton Town Manager

**ALSO PRESENT**

Jan Myers	Citizen
Mike Spencer	Tippecanoe County Highway Department
Melissa Dalton	INDOT
Colin Sullivan	BF&S

In Cahir Jon Fricker's absence, Sallie Fahey called the meeting to order at 2:00p.m.

**I. APPROVAL OF MINUTES**

Ed Garrison moved to approve the minutes of the May 16, 2018 meeting as submitted. Kevin Jasinski seconded and the minutes were approved by unanimous voice vote.

**II. ACCESS PERMITS**

None

**III. ADMINISTRATIVE MODIFICATIONS**  
**Add Section 5310 Funds for Wabash Center's Low Floor Minivan Project**

Sallie Fahey said Wabash Center's funding request for Section 5310 funds was approved by INDOT and this amendment will move Wabash Center's three, low floor minivan project from Table 5, Unfunded Local Projects, to Table 4, Funded Local Projects. Details of the project are included in the staff report.

**IV. APC PROGRESS**  
**Discussion Regarding TIP Funding Apportionment and Spending**

Cat Schoenherr referred to the first page of the staff report and said it is the final, FY2018 Local Share of Federal Funding Apportionments and shows Lafayette's share as \$4,761,519. The second sheet of the report compares our final number to where we were before. We received an additional \$129,194 that will carry over to FY2019. The sheet also shows our FY 2019 total. Our FY 2019 apportionment includes the \$1,200,000 we will have to repay to NIRPC.

Sallie Fahey said that the spending authority shown on the report is the amount Congress says we can spend. She then pointed out that in November 2017 our spending authority was 96.1857% and went up to 98.5028% in May 2018. Our 2019 percentage is 98.0993%.

Cat Schoenherr went on to say the 3<sup>rd</sup> page of the staff report shows what pot of money our monies came from and where the funds were spent. The final page of the report is a state-wide, FY 2018 Funding Review Summary. Even though the report says we obligated 98.52% of our funding we actually obligated 100% of our funding because the amount we received went up right at the end.

Sallie Fahey added that we were the first MPO in the state to spend 100% of our money.

Stu Kline said we also spent part of another MPOs money. He asked if our 1.48% showing as unspent will carry over to FY 2019.

Cat Schoenherr said the \$129,194 will carry over to FY2019. Those funds can be carried over because we just found out about them last month.

Ed Garrison thinks those funds can carry over for five years.

Sallie Fahey explained that we have to spend those funds next year. We have until FY 2020 to spend our PYB funds.

Stu Kline asked if those funds will show up as PYB funds.

Doug Poad said that money is a new allocation and will roll over into next year's allocation. It is not PYB but rather is broken into STP, HSIP, and TA.

**Title VI Reports**

Cat Schoenherr said she has been unable to find Lafayette's and West Lafayette's Title VI Plans and she asked if they have them.

Ed Garrison and Bob Foley said they have plans.

Cat Schoenherr said she is not able to find them on the City websites and sked Ed Garrison and Bob Foley to help her find them. She wants to compare the plans and make sure we are all on the same page.

Ed Garrison said the West Lafayette Clerk's Office or Tim Clark can get the plan for her.

Bob Foley said he will make sure Cat Schoenherr gets Lafayette's plan.

## **V. OTHER BUSINESS ADA Perspective**

Jan Myers said she is going to provide a non-legal perspective and relate to everyone what it is like out there. Ed Garrison took a round foot walk with her recently and learned how much bumpier the tooled sidewalks are. She plans to talk about the various mobility tools (canes, crutches, walkers, wheeled things). The wheelchair is used as the symbol for ADA/handicapped in the US. She has used all the mobility tools and she learned that most people would rather use two canes rather than use a more-stable walker. A vehicle door has to be swung wide open for those using mobility assistance. Wheel chair ramps can be on the right or left side as well as in the rear of vehicles and she urged everyone to allow enough space for loading and unloading when designing ADA parking spaces. Older style funnel ramps at intersections are hard to navigate. She and Ed Garrison saw continuous ramps but the curbing defining the edge of the ramp is level with the sidewalk. The ramp becomes lower than the sidewalk level when going down and often that leaves one wheel lower than the other.

Ed Garrison agrees that you can be on two different elevations in transition areas. Often the curb edge is put in in what is the 5' walkway and you end up with the curb in a 4' walkway. He agrees it is a trip hazard.

Bob Foley asked if the ramp needs to be outside the sidewalk.

Jan Myers said that is what needs to be done. Driveways become sidewalk ramps because of T-intersections. The water company put 1/2" or greater clips on all the driveways in her neighborhood and most power chairs have only a 1/2" clearance.

Sallie Fahey does not think driveways are supposed to be part of the ADA system.

Jan Myers said that is interesting because often there is a sidewalk running alongside mid-block. There has to be somewhere to do the transitions or you end up going down a ramp and into the street. There has to be a way to connect by a true sidewalk ramp and that is not being done.

Ed Garrison knows you have to be able to walk on both sides.

Sallie Fahey said that is because there is no sidewalk ramp. She thinks Jan Myers is saying she is using a driveway because there is no sidewalk ramp. She believes in those cases the driveway has been built to a driveway spec and the real problem is that there is no sidewalk ramp.

Jan Myers thinks some of the driveways have a clip greater than what she thinks driveways have to meet. A lot of cars in her neighborhood are bottoming out when they come off the driveway.

Ed Garrison does not know if there is a vertical phase spec for driveways but he knows there is for changes in vertical curbs and other things like that. You cannot go from a steep grade one way to a steep grade another way. He agrees one is easier to travel over than another but he is not sure the City can enforce building those to the standard 3/8" ADA requirement.

Jan Myers said you have to go over stepping stones to get into Greek or Roman ruins and we seem to have stayed with the idea that sidewalks needs to be above the curb but there is no real need to do that. Drainage does not go to the sidewalk.

Sallie Fahey said it is not safe to have sidewalks and curbs at the same level unless you use ballards.

Jan Myers said the Meyers Bridge has been improved recently but the curbs are still there from the street/sidewalk stage. There should be white paint on the curb so it is known as a height difference for those with visibility issues. She has almost run into the new benches that run perpendicular with the river when traveling west into the sunset.

Ed Garrison agreed and added that lighting is a problem because there are no distinguishable curb heights.

Jan Myers said those benches need to be painted a different color or have flashers on them. She got caught in one of the elevators, which is probably the reason emergency phone numbers are listed. There is a curb down to the street level on the bridge that has no markings when you exit the elevator and head west on the bridge. You have to be almost in the middle of the bridge at the old street level where the curbing disappears and come back again if you want to use the elevator. There is a sign telling bicycles to take the new ramp but that would also be useful for anyone with luggage, wheelchairs, and so forth.

Ed Garrison thinks a lot of those problems can be taken care of with universal accessibility signage. Purdue has been implementing a lot of that signage on campus, but he has not seen it all. A lot of times accessible routes are available but often it is a matter of finding those routes.

Jan Myers said the old curbing shows up all through the bridge. There are white edging lines for automobiles on the Harrison Bridge but no marking to indicate where the edge of the walk is. The sidewalk edge should have marking on the curbing. It also amazed her how often sod is laid below the sidewalk grade in residential areas. Once you fall off the sidewalk in those areas you cannot get back on. Per ADA, all sod is to be at grade with the sidewalk so that does not happen.

Sallie Fahey asked if that is a requirement in the tree line, the property side, or both sides of the sidewalk.

Jan Myers said the problem seems to be universal because most contractors think it is okay if the top of the grass is even with the sidewalk but that is not the case.

Ed Garrison said a lot of that has to do undercutting behind it when they build the curb and gutter system. Even if the sod is at-grade when it is laid, the sod ends up settling and you end up with big gaps. He agrees that is an issue across the board with any construction project you have to decide if you are going to compact everything down or purposely leave it up to let it settle into place.

Stu Kline said that after five or six years the sod thatches up and it is above the sidewalk.

Jan Myers said she has never seen a spot where that has happened, and she does a lot of walking around here.

Jim Knapp said Purdue has that issue on campus because of drainage issues where the grass is growing up and as the soil goes up it traps the water on the sidewalk. That causes ice issues. He feels you are damned if you do and damned if you don't.

Ed Garrison said you have to walk with the contractors and make sure they are packing everything down.

Stu Kline said you still have a berm situation after 10 years or so when the thatch grows leaving the sidewalks wet all the time.

Jan Myers said INDOT promised her a signal that counts down the seconds at Nighthawk and Sagamore to assist people with hearing difficulties. Signals needs the count down, the flashing human figure, and also the oral announcement that tells you it is okay to cross.

Kevin Jasinski asked Jan Myers for the location she is talking about.

Jan Myers said she is referring to Nighthawk and Sagamore Parkway in West Lafayette.

Kevin Jasinski asked if the signals are the same for the other intersections in that row (Salisbury and Yeager).

Ed Garrison said if it is like that at one intersection it is the same for the other intersections in that row.

Jan Myers said the pedestrian crossing was lowered at Sagamore and Salisbury within the last two years and now the crossings are puddled. She is also concerned about allowing right turn on red because people do not watch for pedestrians. Drivers tend to only look left for traffic.

Sallie Fahey agreed and added that it is hard downtown, especially on the one-way streets. It is especially dangerous if you are a pedestrian going with the traffic and you are crossing when someone is turning. She thinks the right turn on red going from a one-way to a one-way are even worse than the two-way.

Jan Myers said her mother had hearing loss and she tutored blind students. She barely touched on those ADA issues and stuck to transportation issues. She is happy to answer any questions.

Sallie Fahey said she commented to the County Commissioners' assistant about the braille signs in the county building. Paula Bennett is aware the braille signs are wrong and assured her they will be changed in the near future.

Jan Myers said she has not seen any braille signs or larger print signs at bus stops for the visually impaired.

Ed Garrison said Jan Myers has visited five more continents than he has but he enjoyed his walk on round feet with her. He thinks it was educational on both ends and they managed to have fun on one of the hottest days. He could not imagine making that walk in a manual wheelchair because a lot of things would have been much more complicated. He said he did not realize he had gotten out of the habit of pushing the buttons to cross at intersections.

Jan Myers would like to have the shiny buttons to push at intersections because she can only push with her elbows. She also likes the flat buttons with the arrows for mobility reasons and because they are very helpful to those with limited vision because the arrows indicate which way you are crossing. She also wishes the signal buttons were uniformly placed on the poles.

Ed Garrison said his office recently received a couple of complaints about those buttons because they can't feel the button push in when they hit it. People are not sure if they are making contact. The other buttons have a little click.

Jan Myers said all the flat buttons will say "wait" when pressed and she does not get that with the other buttons. She again invited anyone who is interested to take a round foot walk with her.

Ed Garrison explained that the photo of Jan Myers and him out on their round foot walk in the Village was not planned or rehearsed.

Cat Schoenherr said she had just finished lunch when she saw them and knew she had to take the picture.

Jan Myers said some of the sidewalks on Main Street got elevated but they do not go all the way up to the store fronts. She can access some businesses but not others. She does not see why the sidewalks were not made to line up with the store front elevations.

Doug Poad referred to the report that was distributed in the packet and said we have some changes this month. No projects were recently let. Three SR 25 and two SR 26 bridge projects (#5, 6, 7, 8, & 9) have been moved for a September 2018 to a November 2018 letting. The Cherry Lane new road construction project (#11) has been moved from a July 2018 to a December 2018 letting. Three new projects on the list are SR 25, US 52, and US 231 patching projects (#17, 18 & 19) and scheduled for a March 2019 letting. The final new project on the list is the Twyckenham Boulevard road reconstruction project from Poland Hill to South 9<sup>th</sup> Street (#21) and it is scheduled for an October 2019 letting.

## VI. CITIZEN COMMENTS

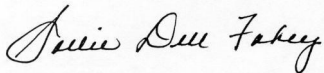
Jan Myers said our taxpayer dollars have already paid for the Disabilities Statistics Companion. The study is done by the University of New Hampshire. The website for the Institute on Disability is [www.iod.unh.edu](http://www.iod.unh.edu).

Sallie Fahey said that the next Technical Transportation Committee meeting will be July 18, 2018.

## VII. ADJOURNMENT

Bob Foley moved to adjourn the meeting. Ed Garrison seconded.

The meeting adjourned at 2:45p.m.



Sallie Dell Fahey  
Secretary



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**FY 2018-2021 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
July 11, 2018**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to program six new projects and update sixteen projects that are already programmed in the TIP.

All six new projects are bridge related. Three involve removing debris at the US 231 and SR 38 bridges over the Big Wea Creek/Elliott Ditch and the South Fork of the Wildcat Creek. The SR 28 bridge over the Haywood Ditch will receive an overlay and a bridge on the Hoosier Heartland near the county line will receive a thin deck overlay. The eastbound Sagamore Parkway bridge at the Northwestern junction will receive maintenance and repair work. Construction is scheduled in FY 2020 for the US 231, SR 38 and US 52 bridges. The SR 25 bridge project is scheduled for FY 2021.

All the other projects, except for one, are thin deck overlays. On SR 25 the bridges are located at Flint Creek and CR 900E and on SR 28 the bridge is located at the Wea Creek. Three projects are located on SR 38 with two over the NS Railroad (west and east bound bridges) and over the south fork of the Wildcat Creek. On US 52 they are located over the Lauramie Creek, Elliot Ditch, a branch of the Elliott Ditch and over the NS Railroad tracks (north and south bound bridges). The three bridges on US 231 are over the Big Wea Creek/Elliott Ditch (north and south bound bridges) and Elston Road. Finally, the last project is the McCarty Lane bridge over I-65. Construction for all fifteen projects is planned for either 2020 or 2021.

The final project involves adding the construction phase to 2020 for pipe lining a small structure under I-65, located north of SR 43.

The following tables provide the detailed information for each individual project.

*SR 25, 4.01 miles north of SR 28, Flint Creek (des #1602069)*

*Lead des #1801298*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	58,730	14,683	73,413

*SR 25, 11.30 miles north of I-65, south bound bridge (des # 1800439)*

*Lead des #1800418*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	24,000	6,000	30,000
New	CN	2021	STP	85,010	21,252	106,262

SR 25, NB bridge over CR 900N (des # 1800440)  
 Lead des #1800418  
 Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	195,523	48,881	244,404

SR 28, bridge over Wea Creek (des # 1602094)  
 Lead des #1801298  
 Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	41,926	10,482	52,408

SR 28, bridge over Haywood Ditch (des # 1801298)  
 Lead des #1801298  
 Bridge Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	88,800	22,200	111,000
New	CN	2020	STP	310,093	77,523	387,616

SR 38, 1.37 miles west of I-65, NS Railroad, east bound (des # 1601997)  
 Lead des #1801298  
 Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	133,075	33,269	166,344

SR 38, 1.37 miles west of I-65, NS Railroad, west bound (des # 1602057)  
 Lead des #1801298  
 Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	135,760	33,940	169,700

SR 38, over south fork of Wildcat Creek (des # 1800452)  
 Lead des #1800452  
 Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	283,446	70,862	354,308

SR 38, over south fork of the Wildcat Creek (des # 1801353)

Lead des #1801304  
Debris Removal

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	9,600	2,400	12,000
New	CN	2020	STP	50,403	12,601	63,004

US 52, 2.33 miles west of SR 28, Lauramie Creek (des # 1601992)

Lead des #1801298

Bridge Thin Deck Overlay

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	37,951	9,488	47,439

US 52, 1.20 miles east of SR 25, Elliot Ditch (des # 1601999)

Lead des #1801298

Bridge Thin Deck Overlay

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	54,036	13,509	67,545

US 52, 1.02 miles east of SR 25, branch of Elliot Ditch (des # 1602042)

Lead des #1801298

Bridge Thin Deck Overlay

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	39,939	9,985	49,924

US 52, east bound lanes over NS Railroad (des # 1800425)

Lead des #1800452

Bridge Thin Deck Overlay

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	204,964	51,241	256,205

US 52, west bound lanes over NS Railroad (des # 1800430)

Lease des #1800452

Bridge Thin Deck Overlay

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	204,964	51,241	256,205

US 52, over Sagamore Parkway, east bound (des # 1801299)

Lead des #1801298

Bridge Maintenance and Repair

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	9,600	2,400	12,000
New	CN	2020	STP	33,826	8,457	42,283

*US 231 (US 52), Elston Road bridge (des # 1702078)*

*Lead des #1801298*

*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2020	STP	135,374	33,843	169,217

*US 231, north bound bridge over Big Wea Creek and Elliot Ditch (des # 1800432)*

*Lead des #1800452*

*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	274,857	68,714	343,571

*US 231, south bound bridge over Big Wea Creek and Elliot Ditch (des # 1800433)*

*Lead des #1800452*

*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	STP	274,857	68,714	343,571

*US 231, north bound over Big Wea Creek and Elliot Ditch (des # 1801338)*

*Lead des #1801304*

*Debris Removal*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	9,600	2,400	12,000
New	CN	2020	STP	50,391	12,598	62,989

*US 231, south bound over Big Wea Creek and Elliot Ditch (des # 1801344)*

*Lead des #1801304*

*Debris Removal*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2019	STP	9,600	2,400	12,000
New	CN	2020	STP	50,403	12,601	63,004

*I-65, over unnamed ditch/creek (des # 1701549)*

*Lead des #1701544*

*Small Structure Pipe Lining*

	Phase	Year	Federal Funds	Federal	State	Total
Add	CN	2021	NHPP	202,864	22,540	225,404

*I-65, McCarty Lane Bridge (des # 1800451)*

*Lead des #1800452*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Update	CN	2021	NHPP	274,857	68,714	343,571

**RECOMMENDATION:**

Staff recommends approval of this amendment to the Policy Board.

# 18 Month Letting List - July 1, 2018

(INDOT update: June 15, 2018)

		Letting Date	Road	Location	Type of Work	Des & Contract Number	Previous Letting Date
1	S	7/11/2018	SR 28	US 52 E jct to 6.32 mi E of I 65	HMA Overlay, Preventive Maintenance	1593036 RS-39978	
2	N	8/18/2018	US 52	4th St (Poland Hill Rd) to 30th St	Patch And Rehab Pavement	1801554 41360	
3	N	8/18/2018	SR 38	From 1.07 mi E of I-65 (Pennsylvania St.) to 0.21 mi W of CR 900E	Patch And Rehab Pavement	1801553 41361	
4	N	8/18/2018	SR 28	From SR 25 to US 231	Patch And Rehab Pavement	1801552 41361	
5	C	9/12/2018	US 231	SB Bridge over Wabash River, 0.87 mi N of SR 25	Scour Protection (Erosion)	1382314 B-35761	8/8/2018
6	C	9/12/2018	US 231	NB Bridge over Wabash River, 0.87 mi N of SR 25	Scour Protection (Erosion)	1382313 B-35761	8/8/2018
7	S	10/11/2018	North River Road	At River Bend Hospital	Road Reconstruction (3R/4R Standards)	1401047 R-37686	
8	S	11/15/2018	SR 25	CR 500 E over SR 25 / RR	Bridge Thin Deck Overlay	1701414 RS-40520	
9	S	11/15/2018	SR 25	CR 900 E over SR 25 / RR	Bridge Thin Deck Overlay	1701418 RS-40520	
10	S	11/15/2018	SR 25	CR 1000 E over SR 25	Bridge Thin Deck Overlay	1701419 RS-40520	
11	S	11/15/2018	SR 26	Over M Fork Wildcat Creek, 3.18 mi E of I-65	Bridge Thin Deck Overlay	1702079 RS-40520	
12	S	11/15/2018	SR 26	From 1.35 mi E of I-65 NB to 0.62 mi E of US 421	HMA Overlay, Preventive Maintenance	1592685 RS-40520	
13	S	11/15/2018	US 231	0.97 mi N of SR 28	Bridge Replacement, Other Construction	1400217 B-37782	
14	S	12/12/2018	Cherry Lane	from relocated US 231 to McCormick	New Road Construction	1401290 R-37913	
15	S	1/16/2019	Happy Hollow Nbhd Trail	Happy Hollow Rd (trail) from Hollywood to Happy Hollow Park	Bike/Pedestrian Facilities	1401288 R-37916	
16	S	1/16/2019	US 52	From .21 mi N of US 231 to 3.21 mi N of US 231	Road Reconstruction (3R/4R Standards)	0800132 R-31319	
17	S	1/16/2019	US 52	At 9th St, 18th St, 22nd St, 26th St, Elston Rd, and Old US 231/Carter Lumber	Traffic Signals Modernization	1172176 R-31319	
18	S	1/16/2019	US 52	At 4th Street/Poland Hill Road Intersection	Intersect. Improv. W/ New Signals	1500277 R-31319	
19	S	1/16/2019	Concord Road	At CR 430S	Intersect. Improv. W/ Added Turn Lanes	1401282 R-37912	
20	S	3/6/2019	SR 25	From 0.35 mi W of US 52 to US 52	PCCP Patching	1700441 R-39330	
21	S	3/6/2019	US 52	From 0.68 mi W of US 231 (E approach of Wabash River Br) to 0.21mi E of US 231	PCCP Patching	1592842 R-39330	
22	S	3/6/2019	US 231	From 3.39 mi S of SR 25 to SR 25	PCCP Patching	1592841 R-39330	

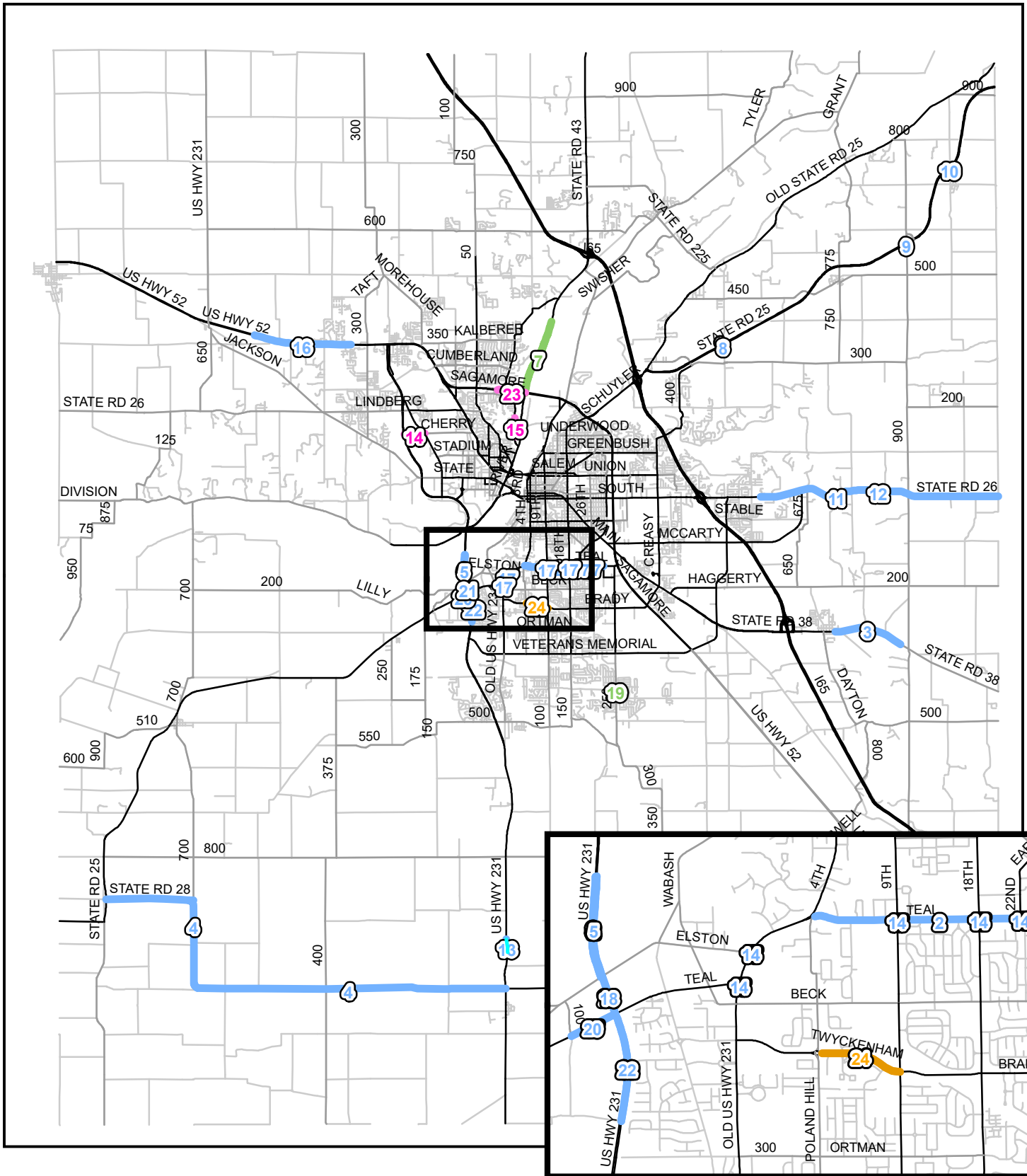
		<b>Letting Date</b>	<b>Road</b>	<b>Location</b>	<b>Type of Work</b>	<b>Des &amp; Contract Number</b>	<b>Previous Letting Date</b>
23	<b>S</b>	7/10/2019	Sagamore Pkwy Trail	From Happy Hollow to the bridge over the Wabash	Bike/Pedestrian Facilities	1401287 R-37915	
24	<b>S</b>	10/9/2019	Twyckenham Boulevard	From Poland Hill road to South 9th street	Road Reconstruction (3R/4R Standards)	1401285 R-37906	

Same, **N**ew, **C**hange, **N**ot Listed, **R**elisted

## **Bid Letting Results**

*None to Report*

# July 18-Month Letting List



Area Plan Commission of  
Tippecanoe County, Indiana

7/11/2018

## Jurisdiction

- Lafayette
- County
- West Lafayette
- INDOT