

AGENDA
REDEVELOPMENT COMMISSION

McCloskey Conference Room
June 20, 2016
5:00 p.m.

- I. ROLL CALL**
- II. READING OF THE MINUTES** – June 6, 2016
- III. EXAMINATION OF CLAIMS** – Acceptance of Claims Register for June 3, 2016 for \$455,653.36
- IV. EXAMINATION OF PAYROLL REGISTERS** –Acceptance of Payroll Register for May 22, 2016 for \$28,935.91
- V. REPORT OF OFFICERS AND COMMITTEES**
 - A.** Director’s Report
 - B.** Legal Report
 - C.** Treasurer’s Report
 - D.** CTP Update Report
- VI. NEW BUSINESS**
 - A.** Resolution 16-27: Amend Funding Approval for Resolution 16-05 (signal and sidepath improvements along West Bloomfield Road)
 - B.** Resolution 16-28: Project Review & Approval Form Regarding Fiber Conduit Across I-69.
 - C.** Resolution 16-29: Approval of Funding for Supplemental #2 Agreement with DLZ Indiana, LLC for Engineering Services Regarding the Intersection of Tapp Road and Rockport Road.
- VII. BUSINESS/GENERAL DISCUSSION**

None.
- VIII. ADJOURNMENT**

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.

THE REDEVELOPMENT COMMISSION OF THE CITY OF BLOOMINGTON, INDIANA MET on Monday, June 6, 2016 5:00 p.m. in the Showers City Hall, McCloskey Conference Room, 401 North Morton Street, with Don Griffin, Jr. presiding

I. ROLL CALL

Commissioners Present: David Walter, Katie Birge, Sue Sgambelluri, Jennie Vaughan, Kelly Smith and Don Griffin

Commissioners Absent: None

Staff Present: Doris Sims, Director, Housing and Neighborhood Development (HAND); Christina Finley, Housing Specialist, HAND; Rosie Beaman, HAND

Other(s) Present: Jeff Underwood, City of Bloomington Controller; Linda Williamson, Director of Economic & Sustainable Development; Thomas Cameron, Assistant City Attorney; Megan Banta, Herald-Times; Brandon Delk, Pedcor Investments

II. READING OF THE MINUTES –Jennie Vaughan made a motion to accept the May 16, 2016 minutes. David Walter seconded the motion. The board unanimously approved.

III. EXAMINATION OF CLAIMS –Katie Birge made a motion to approve acceptance of the claims register for May 20, 2016 for \$40,066.14. Sue Sgambelluri seconded the motion. The board unanimously approved.

IV. EXAMINATION OF PAYROLL REGISTERS –Sue Sgambelluri made a motion to approve acceptance of the payroll register for May 13, 2016 for \$29,115.89. Jennie Vaughan seconded the motion. The board unanimously approved.

V. REPORT OF OFFICERS AND COMMITTEES

A. Director's Report. Doris Sims reported hiring two interns. Christopher Emge will be assisting to put together an affordable housing plan for the City. Noah Sandweiss will be working with Bethany Emenhiser, Historic Preservation Manager. Blooming Neighborhoods was held June 4, 2016. Parks and Recreation, City Police Department, 20 neighborhood associations, 5 auxiliary organizations, and CJAM – a mediation non-profit organization – participated. Sims reported working with Linda Williamson, they have been meeting with housing developers that are interested in building affordable work housing in the community.

B. Legal Report. Thomas Cameron was available to answer questions.

C. Treasurer's Report. Jeff Underwood was available to answer questions.

D. CTP Update Report. Linda Williamson reported waiting on cost estimates from Anderson & Bohlander on the infrastructure for the street system in The Trades District. She hopes to have the estimates within the next week. Williamson stated there will be more discussion regarding infrastructure and the potential cost at the next Redevelopment Commission meeting. She reported 5 different entities are looking at land in The Trades District, all technology related.

VI. NEW BUSINESS

- A. Resolution 16-24: Determination of Excess Assessed Value in the Allocation Areas.** On an annual basis the Redevelopment Commission is required to determine if there is or is not any excess assessed value in the allocation areas. Jeff Underwood stated there is no excess assessed value. The value is needed and necessary to fund both the bond and interest payments as well as projects that have been and will be funded by the commission from use of tax increment financing revenues. The County Auditor, the Common Council, the officers who are authorized to fix budgets, tax rates, and tax levies for each of the other taxing units that is wholly or partially located within the Consolidated Allocation Area or the North Kinser Road and Prow Road Allocation Area shall be notified by sending a notice via Certified Mail Return Receipt Requested or Hand Delivery with written confirmation of receipt. The Department of Local Government Finance shall be notified by sending notice electronically. Staff is asked to ensure these notices are provided by June 15, 2016.

Katie Birge stated the resolution has a typo. Thomas Cameron will correct the typo.

Sue Sgambelluri made a motion to approve Resolution 16-24 as corrected. Katie Birge seconded the motion. The board unanimously approved.

- B. Resolution 16-25: Project Review & Approval Form for Cascades Trail – Phase 4.** David Williams stated Cascades Park Trail is a paved eight-foot wide trail on the north side of the City. It is being developed in phases. Phase 1 and 2 have been completed. The third phase will be constructed as part of the Old State Road 37/North Dunn Street realignment project scheduled for completion in 2017. This project, phase 4, will be a paved sidepath along Kinser Pike, starting at the intersection of Clubhouse Drive and Kinser Pike, and continuing west and north on Kinser Pike to the entrance of the Northwoods neighborhood. There is no land acquisition required for this project. However, it will require some reconstruction of the Cascades Golf Course. The reconstruction to Cascades Golf Course is included in the estimated cost of construction. Jeff Underwood stated the project is not within the North Kinser-Prow Road TIF. However, it serves the TIF and is a permissible use of Tax Increment funding.

David Walter made a motion to approve Resolution 16-25. Sue Sgambelluri second the motion. The board unanimously approved.

- C. Resolution 16-26: Right of Entry for Pedcor Investments.** Jeff Underwood stated the right of entry will allow Pedcor to go onto the property for 3 items listed on the agreement; testing of soil conditions to complete phase 1, geotechnical borings to evaluate the soil composition, and general due diligence related to the property. Pedcor is responsible if any damage occurs.

Brandon Delk, Pedcor Investments stated they have been meeting with Planning and Transportation to work out some of the site boundaries and infrastructure. He reported there is a need for some soil investigation where some asphalt buckets and roofing material were found. Also, soil investigation is needed for a soil composition. The investigation will take place over the next two weeks.

Jennie Vaughan made a motion to approve Resolution 16-26. Katie Birge seconded the motion. The board unanimously approved.

VII. BUSINESS/GENERAL DISCUSSION

None.

VIII. ADJOURNMENT

The meeting adjourned at 5:20 p.m.

Donald Griffin, President

Sue Sgambelluri, Secretary

Date

16-27
RESOLUTION
OF THE
REDEVELOPMENT COMMISSION
OF THE
CITY OF BLOOMINGTON, INDIANA

TO AMEND THE FUNDING APPROVAL IN REDEVELOPMENT COMMISSION
RESOLUTION 16-05

WHEREAS, pursuant to Indiana Code § 36-7-14-1 *et seq.*, the Redevelopment Commission of the City of Bloomington (“RDC”) and the Common Council of the City of Bloomington created an economic development area known as the “Adams Crossing Economic Development Area”; and

WHEREAS, since the Adams Crossing Economic Development Area was created, the Adams Crossing Economic Development Area has been expanded (“Adams Crossing TIF”), and consolidated into the Consolidated Economic Development Area (“Consolidated TIF”); and

WHEREAS, the Consolidated TIF is an allocation area for purposes of tax increment financing; and

WHEREAS, tax increment from the Consolidated TIF may be used—among other things—to pay expenses incurred by the RDC for local public improvements that are in the Consolidated TIF or that serve the Consolidated TIF, and to reimburse the City for expenditures made by it for local public improvements that are physically located in the Consolidated TIF or physically connected to the Consolidated TIF; and

WHEREAS, on June 16, 2015, the City of Bloomington (“City”) brought the RDC a Project Review & Approval Form (“Form”) which sought the support of the RDC for a project that would construct signal and sidepath improvements along West Bloomfield Road (West 2nd Street), including at the intersection of West Bloomfield Road (West 2nd Street) and Rolling Ridge Way (“Project”); and

WHEREAS, the Project is located in and physically connected to the Consolidated TIF; and

WHEREAS, the RDC approved the Form in Resolution 15-28; and

WHEREAS, on October 20, 2015, the RDC approved its Resolution 15-78, which approved payment of an amount not to exceed \$1,388,700 from the Consolidated TIF pursuant to a contract with Weddle Bros. Building Group, LLC for the construction of the Project, with such funding authorization to terminate on September 10, 2016; and

WHEREAS, on November 17, 2015, the RDC approved its Resolution 15-85, which reduced the funding approval in Resolution 15-78 from \$1,388,700 to \$1,338,700, and approved an Amended Project Review and Approval Form (“First Amended Form”); and

WHEREAS, on March 7, 2016, Staff brought the RDC a change order to the construction contract (“First Change Order”), which reduced the cost of the construction of the Project by \$11,932 to \$1,326,768, and which extended the completion date of the construction of the Project from September 10, 2016 to September 13, 2016;

WHEREAS, the RDC approved the First Change Order in Resolution 16-05; and

WHEREAS, City Staff and Weddle Bros. Building Group, LLC believe that a second change order to the construction contract (“Second Change Order”) is appropriate; and

WHEREAS, a copy of the proposed change order is attached to this Resolution as Exhibit A; and

WHEREAS, the proposed change order would increase the cost of the construction of the Project by \$8,926 to \$1,335,694, and extend the completion date of the construction of the Project from September 13, 2016 to September 14, 2016; and

WHEREAS, the City has brought the RDC an Amended Project Review and Approval Form (“Second Amended Form”) which updates the full cost of the Project and the cost of the Construction phase of the Project, which is attached to this Resolution as Exhibit B; and

WHEREAS, the RDC has available funds in the Consolidated TIF to pay for the Construction of the Project;

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT COMMISSION OF THE CITY OF BLOOMINGTON, INDIANA, THAT:

1. The RDC reaffirms its approval of the Project, as set forth in more detail on the Amended Form.
2. The RDC amends the funding approval it made in Resolutions 16-05. The RDC hereby approves payment of an amount not to exceed \$1,335,694 from the Consolidated TIF (Fund 439-15-159001-53990) for the Construction of the Project, to be payable pursuant to the terms of the Contract. This funding approval shall replace the funding approval of an amount not to exceed \$1,326,768 that is found in Resolution 16-05. This funding approval shall terminate on October 1, 2016. For the avoidance of doubt, Resolutions 15-78, 15-85, and 16-05 shall remain otherwise unchanged.
3. In the event that the Board of Public Works does not approve the change order attached to this Resolution as Exhibit A, the changes to the amount of funding approval of this Project shall have no effect. Staff is asked to attach a fully executed copy of the change order to this Resolution as Exhibit C.

BLOOMINGTON REDEVELOPMENT COMMISSION

Donald Griffin, President

ATTEST:

Sue Sgambelluri, Secretary

Date

CHANGE ORDER



Project Name:
West Bloomfield Road Sidepath, Intersection,
and Signal Improvements Project

Change Order Number: 2
Date of Change Order: Tuesday, June 07, 2016

Requested By:
Owner
Engineer
Contractor
Field
Other

Contractor:
Weddle Bros. Building Group, LLC
2182 W. Industrial Park Drive
Bloomington, IN 47404

Engineer's Project #:
NTP Date: Monday, November 09, 2015
Allowable Calendar Days: 180 (includes holiday's)
Previous Completion Date: Tuesday, September 13, 2016

The Contract is changed as follows:

(Include, where applicable, and undisputed amount attributable to previously executed Construction Change Directives)

Item #	DESCRIPTION	Quantity	Unit Price	Item Total
	Smithville Fiber Relocation		/	1,348.00
	Additional Pedestrial Pole for Traffic Signal		/	1,668.00
	Additional Tree Removal		/	5,910.00
			/	
			/	
			/	
			/	
			/	
			/	

The original Contract Sum:	\$1,338,700.00
The net change by previously authorized Change Orders:	(\$11,932.00)
The Contract Sum prior to this Change Order was:	\$1,326,768.00
The Contract Sum will be changed by this Change Order in the amount of:	\$8,926.00

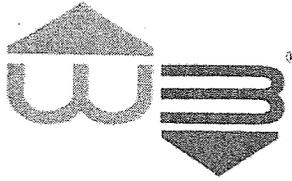
The new Contract Sum including this Change Order will be:	\$1,335,694.00
The Contract Time will be changed by:	1 Calendar Day(s)

The date of Substantial Completion as of the date of this Change Order therefore is: Wednesday, September 14, 2016

(Note: This Change Order does not include changes in the Contract Sum, Contract Time or Guaranteed Maximum Price which have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.)

NOT VALID UNTIL SIGNED BY THE ENGINEER, CONTRACTOR AND OWNER

<u>Planning and Transportation</u> Transportation & Traffic Engineer 401 North Morton Street ADDRESS Andrew Cibor TYPED / PRINTED NAME _____ SIGNATURE	<u>Weddle Bros. Bldg. Group, LLC</u> CONTRACTOR 2182 W. Industrial Park Dr. Bloomington IN, ADDRESS _____ TYPED / PRINTED NAME _____ SIGNATURE	<u>Board of Public Works</u> OWNER 401 North Morton Street ADDRESS Kyla Cox Deckard TYPED / PRINTED NAME _____ SIGNATURE
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WEDDLE BROS. BUILDING GROUP, LLC
A Weddle Bros. Construction Company
100% Employee Owned

Tuesday, May 10, 2016

Mr. Matt Smethurst
City of Bloomington
PO Box 100, Suite 130
Bloomington, Indiana 47402

**RE: West Bloomfield Road Sidepath, Intersection & Signal Improvements Project - 6086
PCO #010**

Dear Mr. Smethurst,

We have finalized gathering all the required quotations for PCO Number **010** for the following extra work: **Excavate and Backfill for Lowering of the Smithville fiber line at the Sportsplex Lot.** We have reviewed the scopes of work and have verified that all extra work items are in compliance with our contract agreement. The following is a detailed itemization of all extra direct costs.

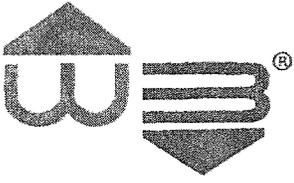
Item	Description	Amount Proposed	Contractor
001	WB Labor	\$411.00	Weddle Bros. Building Group
002	WB Material & Equip	\$802.00	Weddle Bros. Building Group
003	WB Markup	\$135.00	Weddle Bros. Building Group

Total Amount \$1,348.00

Please review the attached and provide Weddle Bros. with a written recommendation. If you have any questions regarding this potential change order, please call me at your earliest convenience.

Sincerely,
Weddle Bros. Building Group, LLC


Scott Lentz,
Project Manager



WEDDLE BROS. BUILDING GROUP, LLC

A Weddle Bros. Construction Company
100% Employee Owned

Thursday, February 04, 2016

Mr. Matt Smethurst
City of Bloomington
PO Box 100, Suite 130
Bloomington, Indiana 47402

**RE: West Bloomfield Road Sidepath, Intersection & Signal Improvements Project - 6086
PCO #005**

Dear Mr. Smethurst,

We have finalized gathering all the required quotations for PCO Number **005** for the following extra work: **Additional Pedestrial Pole**. We have reviewed the scopes of work and have verified that all extra work items are in compliance with our contract agreement. The following is a detailed itemization of all extra direct costs.

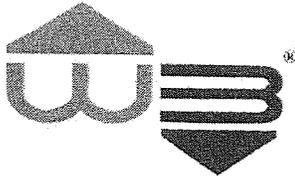
Item	Description	Amount Proposed	Contractor
001	CO#01 Pedestrial Pole	\$1,572.00	The Hoosier Company, Inc.
002	WB Markup	\$96.00	Weddle Bros. Building Group

Total Amount \$1,668.00

Please review the attached and provide Weddle Bros. with a written recommendation. If you have any questions regarding this potential change order, please call me at your earliest convenience.

Sincerely,
Weddle Bros. Building Group, LLC

Scott Lentz,
Project Manager



WEDDLE BROS. BUILDING GROUP, LLC

A Weddle Bros. Construction Company

100% Employee Owned

Monday, June 06, 2016

Mr. Matt Smethurst
City of Bloomington
PO Box 100, Suite 130
Bloomington, Indiana 47402

**RE: West Bloomfield Road Sidepath, Intersection & Signal Improvements Project - 6086
PCO #008**

Dear Mr. Smethurst,

We have finalized gathering all the required quotations for PCO Number **008 REVISED** for the following extra work: **Unit Price Tree Removal**. We have reviewed the scopes of work and have verified that all extra work items are in compliance with our contract agreement. The following is a detailed itemization of all extra direct costs.

Item	Description	Amount Proposed	Contractor
001	Tree removal ~ 1 Over 36"	\$4,350.00	Weddle Bros. Building Group
002	Tree removal ~ Difference between 18" - 24"	\$1,560.00	Weddle Bros. Building Group

Total Amount \$5,910.00

Please review the attached and provide Weddle Bros. with a written recommendation. If you have any questions regarding this potential change order, please call me at your earliest convenience.

Sincerely,
Weddle Bros. Building Group, LLC

Scott Lentz,
Project Manager

PROPOSED:

West Bloomfield Road Sidepath, Intersection, and Signal
Improvements Project

LETTING DATE: October 6, 2015

AWARD DATE: October 20, 2015 meeting
or subsequent BPW Meeting

FOR:

THE CITY OF BLOOMINGTON
PLANNING AND TRANSPORTATION DEPARTMENT
POST OFFICE BOX 100
BLOOMINGTON, INDIANA

SUBMITTED BY:

Weddle Bros. Building Group, LLC

Company or Firm Name

1201 West Third Street

Street and Number

Bloomington, IN 47404

City or Town

State Zip Code

BID FORM

This BID Summary Sheet and supplemental unit price sheet shall be completed and submitted with all other BID Documents.

The Lump Sum cost to complete the West Bloomfield Road Sidepath, Intersection, and Signal Improvements Project including all associated work per plans and specification is;

ONE Million Three hundred Thirty Eight Thousand SEVEN HUNDRED \$ 1,338,700.⁰⁰
Dollars

Any and all Subcontractors performing work valued over \$10,000 shall be listed below: Any subcontractor not listed below at the time of bid, must be approved by the City of Bloomington prior to performing any work on this contract. Subcontractors not listed or approved will not be paid for work under this contract. In accordance with Indiana Code 5-16-13 *et seq.*, incorporated herein by reference, any subcontractor performing work on this contract is a Tier 2 contractor.

SUBCONTRACTORS	ADDRESS	TYPE OF WORK
MILESTONE CONTRACTORS	BLGTN	PAVING

In submitting this Bid, Bidder represents that:

- A. Bidder has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, performance, and furnishing of the Work.
- B. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents and the following Addenda, receipt of which is hereby acknowledged.

No. ONE Dated 10.1.15
 No. _____ Dated _____
 No. _____ Dated _____

~~C. Bidder attended the pre-bid conference~~

SIGNATURE OF BIDDER

Name of Bidder: Weddle Bros. Building Group, LLC

Date: October 6, 2015

By: 

Name & Title Printed: Lee E. Carmichael, President

Bidder Address: 1201 W. Third Street, Bloomington, IN 47404

Telephone: 812-339-9500

West Bloomfield Road Sidepath, Intersection, and Signal Improvements Project

*Supplemental Unit Prices
For
Additions/Deductions**

Item	Description	Unit	Unit Price
1.	Sodding	SYS	3 ⁶⁰
2.	Topsoil	CYS	22. ²⁵
3.	Common Excavation	CYS	27. ⁷⁵
4.	Sidewalk, Concrete- 4" Thick	SYS	48. ⁹⁰
5.	Mulched Seeding	SYS	2. ⁶⁰
6.	Casting, Adjust to Grade	EA	1,110. ⁰⁰
7.	Pavement Repair (City Specification)	SYS	195. ⁰⁰
8.	Concrete Drive- 6" Thick	SYS	55. ⁶⁰
9.	Right of Way Clearing	SYS	6. ⁶⁵
10.	Tree Removal, 4" to 8"	EA	335. ⁰⁰
11.	Tree Removal, Over 8" to 12"	EA	550. ⁰⁰
12.	Tree Removal, Over 12" to 24"	EA	1,700. ⁰⁰
13.	Tree Removal, Over 24" to 36"	EA	3,260. ⁰⁰
14.	Tree Removal, Over 36"	EA	4,350. ⁰⁰
15.	Sidepath, Asphalt- (2" Base, 2" Surface)	SYS	44. ²⁰

City of Bloomington
Redevelopment Commission
AMENDED Project Review & Approval Form

Please Note:

- Approval of the project by the Redevelopment Commission through this Project Review & Approval Form does not represent an authorization to begin work or expend funds.
- Authorization of work and the commitment of funds shall be done when the Redevelopment Commission reviews and approves: (1) a Purchase Order or Contract prepared after complying with the appropriate procurement process for the type of item, service or construction being sought and (2) the estimated costs associated with the Purchase Order or Contract.
- No payment of funds shall be made without a duly authorized and approved Purchase Order or Contract. All claims for payment against a duly authorized Purchase Order or Contract shall be submitted to the Redevelopment Commission for their review and approval along with any required departmental inspections, reviews and approvals prior to the payment of any funds.

To Be Completed by Requesting Party:

Project Name: West Bloomfield Road (2nd Street) and Rolling Ridge Way Traffic Signal and Sidepath Improvement Project

Project Manager: Matt Smethurst

Project Description: Project will construct a sidepath on the north side of Bloomfield Road from Landmark Ave. to Basswood Drive. Additionally, a new access drive to the Twin Lakes Recreation Center will be constructed opposite Rolling Ridge Way. This intersection will receive a new traffic signal.

Project Timeline:

Start Date: April 22, 2014 (current design contract with United)

End Date: September 30, 2016 (completion of construction)

Financial Information:

Estimated full cost of project:	\$400,100 (Intersection/signal design contract with United) \$47,700 (Sidepath design contract with Bynum Fanyo) \$741,176 (Right-of-Way Acquisition for intersection and sidepath) \$2,000 for Water Vault Design \$1,335,694 (Estimated Construction Cost)
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Sources of funds:	Consolidated TIF (Adams Crossing portion)

Project Phases: This breakdown should mirror the contract(s) expected to be issued for this project. Each phase should include a description of the work to be performed, the cost, and the timeline for the contract.

Phase I: Intersection, Traffic Signal, and Sidepath Design - Contracts executed and designs complete.

Phase II: Right-of-Way Acquisition - Contracts executed and acquisition nearly complete.

Phase III: Water vault design (proposed contract and resolution attached - \$2000 request. Purpose of contract is to design a structural slab to span over the existing manhole cap of the water vault so the integrity of the vault is protected during path usage and maintenance).

Phase IV: Construction - Project will bid during the summer, with RDC required to approve the contract. Staff indicates that construction will require at least a 90-day period, so work should be completed prior to the end of **September 2016**. Estimated cost is **\$1,335,694**.

To Be Completed by Redevelopment Commission Staff:

Approved on _____

By Resolution _____ by a vote of _____

16-28
RESOLUTION
OF THE
REDEVELOPMENT COMMISSION
OF THE
CITY OF BLOOMINGTON, INDIANA

**APPROVAL OF PROJECT REVIEW AND APPROVAL FORM REGARDING FIBER
CONDUIT ACROSS I-69**

WHEREAS, the City of Bloomington (“City”) has brought the Redevelopment Commission a Project Review & Approval Form (“Form”) which seeks the support of the RDC to install fiber conduit in three bridges—Vernal Pike, State Road 45 / 2nd Street, and State Road 48 / 3rd Street—that cross what will become I-69 (“Project”); and

WHEREAS, a copy of the Form is attached to this Resolution as Exhibit A; and

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT COMMISSION OF THE CITY OF BLOOMINGTON, INDIANA, THAT:

1. The Redevelopment Commission finds that the Project has a valid public purpose, and approves the Project.
2. The expenditure of funds is not approved by this Resolution. Funding will be approved at a later date when the Project Manager brings a Contract that has been prepared after complying with the appropriate City procurement process for the Project.

BLOOMINGTON REDEVELOPMENT COMMISSION

Donald Griffin, President

ATTEST:

Sue Sgambelluri, Secretary

Date

City of Bloomington
Redevelopment Commission
Project Review & Approval Form

Please Note:

- Approval of the project by the Redevelopment Commission through this Project Review & Approval Form does not represent an authorization to begin work or expend funds.
- Authorization of work and the commitment of funds shall be done when the Redevelopment Commission reviews and approves: (1) a Purchase Order or Contract prepared after complying with the appropriate procurement process for the type of item, service or construction being sought and (2) the estimated costs associated with the Purchase Order or Contract.
- No payment of funds shall be made without a duly authorized and approved Purchase Order or Contract. All claims for payment against a duly authorized Purchase Order or Contract shall be submitted to the Redevelopment Commission for their review and approval along with any required departmental inspections, reviews and approvals prior to the payment of any funds.

To Be Completed by Requesting Party:

Project Name: Fiber Conduit across I-69

Project Manager: Rick Dietz

Project Description:

Bloomington Digital Underground is a comprehensive program to install fiber-optic cable and conduit throughout the city. The goal of the BDU program is to build an advanced telecommunication infrastructure in the city rights-of-way, which will position Bloomington for economic growth driven by the Internet and electronic commerce.

The ongoing I-69 construction project will result in the construction or reconstruction of three bridges that cross what will be I-69: (1) the bridge at Vernal Pike; (2) the bridge at State Road 45 / 2nd Street; and (3) the bridge at State Road 48 / 3rd Street. Installing conduit in concert with the construction or reconstruction of these bridges will allow the BDU program to expand in a cost effective manner. The conduit will be terminated in hand-holes and/or manholes in the public rights-of-way, to allow easy access by the City or its representatives to this infrastructure in the future.

Two of the bridges, the bridge at State Road 45 / 2nd Street and the bridge at State Road 48 / 3rd Street are in the Consolidated TIF. The third bridge, at Vernal Pike, is not in the Consolidated TIF. However, TIF can be used to pay “expenses incurred by the redevelopment commission for local public improvements that are in the allocation area or serving the allocation area.” This project, including the fiber conduit at the Vernal Pike Bridge will serve the Consolidated TIF by

paving the way for expanded access to high speed, affordable internet. Accordingly, the Project is a permissible use of Tax Increment.

Project Timeline:

Start Date: June 2016
 End Date: October 2017

Financial Information:

Estimated full cost of project:	\$215,000.00
Sources of funds:	
Consolidated TIF	\$215,000.00

Project Phases: This breakdown should mirror the contract(s) expected to be issued for this project. Each phase should include a description of the work to be performed, the cost, and the timeline for the contract.

Step	Description	Estimated Cost	Timeline
1	Engineering Services	\$22,500	October 2017
2	Construction	\$192,500	October 2017

To Be Completed by Redevelopment Commission Staff:

Approved on _____

By Resolution _____ by a vote of _____

**16-29
RESOLUTION
OF THE
REDEVELOPMENT COMMISSION
OF THE
CITY OF BLOOMINGTON INDIANA**

**APPROVAL OF FUNDING FOR SUPPLEMENTAL #2 AGREEMENT WITH
DLZ INDIANA, LLC FOR ENGINEERING SERVICES REGARDING THE
INTERSECTION OF TAPP ROAD AND ROCKPORT ROAD**

- WHEREAS, pursuant to Indiana Code § 36-7-14 *et seq.*, the Redevelopment Commission of the City of Bloomington (“RDC”) and the Common Council of the City of Bloomington created an economic development area known as the Consolidated Economic Development Area (“Consolidated TIF”); and
- WHEREAS, the Consolidated TIF is an allocation area for purposes of tax increment financing; and
- WHEREAS, tax increment from the Consolidated TIF may be used—among other things—to pay expenses incurred by the RDC for local public improvements that are in the Consolidated TIF or that serve the Consolidated TIF; and
- WHEREAS, on December 7, 2015, the City of Bloomington (“City”) brought the RDC a Project Review and Approval Form (“Form”) which sought the support of the RDC for a project that would improve the intersection of Tapp Road and Rockport Road (“Project”); and
- WHEREAS, the Project is not located within the Consolidated TIF, but the Project will serve the Consolidated TIF by improving connectivity along Tapp Road, which will improve access along both Tapp Road and Rockport Road, improving access to the Walnut-Winslow, South Walnut, Tapp Road, Expanded Tapp Road, and Fullerton Pike portions of the Consolidated TIF, which will increase the potential for additional development in those areas; and
- WHEREAS, the RDC approved the Form in Resolution 15-85; and
- WHEREAS, Resolution 15-85 identified the Consolidated TIF as one source of funding for the Project; and
- WHEREAS, Step 1 of the Project was identified as “Design Contract,” which was estimated at \$526,580; and

WHEREAS, the Form indicated that Planning & Transportation had entered into the Design Contract with DLZ Indiana, LLC when the Form was approved, with the Design Contract funded by the Department’s CumCap allocation; and

WHEREAS, City Staff finds it advisable that the scope of work for the Design Contract be amended and as a result it is necessary to amend the Design Contract (“Supplemental Agreement No. 2”); and

WHEREAS a copy of Supplemental Agreement No. 2 is attached to this Resolution as Exhibit A; and

WHEREAS, Supplemental Agreement No. 2 increases the cost of the Design Contract from \$526,580.00 to \$540,505.00, an increase of \$13,925 (“Increase”); and

WHEREAS, part of Supplemental Agreement No. 2 includes the cost of designing a water main extension at the request of City of Bloomington Utilities (“Water Main Extension”); and

WHEREAS, the cost of the Water Main Extension is \$5,000; and

WHEREAS, City of Bloomington Utilities is expected to pay the cost of the Increase associated with the Water Main Extension; and

WHEREAS, Planning & Transportation does not have remaining CumCap allocation to pay for remainder of the Increase; and

WHEREAS, there are sufficient funds in the Consolidated TIF to pay for the remainder of the Increase;

WHEREAS, the City has brought the RDC an Amended Project Review Form (“Amended Form”) which updates the expected cost of the Project, which is attached to this Resolution as Exhibit B; and

NOW, THEREFORE, BE IT RESOLVED BY THE BLOOMINGTON REDEVELOPMENT COMMISSION THAT:

1. The RDC finds the Increase is an appropriate use of the Consolidated TIF, and finds that the Increase is an expense incurred by the RDC.
2. The RDC reaffirms its support of the Project, as set forth in the Amended Form, and reiterates that it serves the public’s best interests.
3. The RDC hereby authorizes the City of Bloomington to expend an amount not to exceed Eight Thousand Nine Hundred Twenty Five Dollars (\$8,925.00) from the

Consolidated TIF to pay for the Increase, to be payable in accordance with the terms of Supplemental Agreement No. 2.

4. Unless extended by the Redevelopment Commission in a resolution prior to June 30, 2019, the authorizations provided under this Resolution shall expire on June 30, 2019.
5. The funding authorizations contained in this Resolution are contingent on the Board of Public Works approving Supplemental Agreement No. 2 and City of Bloomington Utilities providing funding for the Water Main Extension. In the event that the Board of Public Works does not approve Supplemental Agreement No. 2, or City of Bloomington Utilities does not provide funding for the Water Main Extension, the funding authorizations contained in this Resolution shall have no effect. Staff is asked to attach a copy of Supplemental Agreement No. 2 that has been executed by the Board of Public Works to this Resolution as Exhibit C, and a copy of the City of Bloomington Utilities' agreement to provide funding for the Water Main Extension to this Resolution as Exhibit D.

BLOOMINGTON REDEVELOPMENT COMMISSION

Donald Griffin, President

ATTEST:

Sue Sgambelluri, Secretary

Date

SUPPLEMENTAL AGREEMENT NO. 2

This supplemental agreement is made and entered into _____, 2016, by and between City of Bloomington, Indiana acting by and through its proper officials (hereinafter referred to as the “LOCAL PUBLIC AGENCY” or “LPA”) and DLZ Indiana, LLC (hereinafter referred to as the “the CONSULTANT”).

WITNESSETH

WHEREAS, the LOCAL PUBLIC AGENCY entered into an Engineering Agreement on December 23, 2009 & *Supplemental Agreement #1 dated August 26, 2014* with the CONSULTANT for Engineering Services and Documents in relation to the following described project: Intersection Improvement using a Traffic Signal Design at the intersection of Tapp Road and Rockport Road; and

WHEREAS, the LOCAL PUBLIC AGENCY desires the CONSULTANT to provide additional services at the intersection of Tapp Road and Rockport Road; and

WHEREAS, in order to finalize assigned work and provide for the completion of the work, it is necessary to amend and supplement the Engineering Agreement.

NOW, THEREFORE, it is agreed by and between the parties as follows:

I. Revise Section IV COMPENSATION, to read as follows:

The LPA shall pay the CONSULTANT for the Services performed under this Contract as set forth in Appendix “D” which is herein attached to and made an integral part of this Contract. The maximum amount payable under this Contract shall not exceed ~~\$526,580.00~~ \$540,505.00

II. The “Schedule” Section (consisting of nine paragraphs) on page A5 is Deleted from Section C, Appendix “A”

III. Section C of Appendix “A”, is revised to add the following:

Additional Section 106 Coordination:

Monroe County Historical Preservation Board of Review (MCHPBR) provided consulting party response letter indicating their designation of the Borland property as a Locally Significant Historic District and also objected to the extension of sidewalks along Rockport Road south of Tapp Road. Additional coordination efforts were required to address their objection on the sidewalk along south leg of the Project. Additional efforts included preparation of a letter justifying the need of sidewalk along south leg of project and related correspondence and submittals to INDOT Cultural resources office (CRO), MCHPBR and State Historic Preservation Office (SHPO). Based upon the response from MCHPBR to the justification letter, the sidewalk was removed from the project. Revised exhibits and a letter explaining the removal of sidewalk were resubmitted to all Consulting Parties and INDOT CRO for approval of the No Adverse Effect Finding.

Update Red Flag Investigation Survey:

INDOT has requested to update The Red Flag Investigation (RFI) for this project due to the following reasons:

- 1. Change in project scope from a roundabout to a traffic signal*
- 2. Extension of trail along the north side of Tapp Road (west of the intersection)*
- 3. Incidental sidewalk construction area along west side of Rockport Road (north of the intersection).*

The preparation of the Red Flag Investigation, including any needed graphics, will be completed per the INDOT Categorical Exclusion Manual and the INDOT Procedural Manual for Preparing Environmental Documents.

IV. Section E of Appendix “A”, add the following:

Additional Archeological Survey:

An Additional Archeological Survey was requested by INDOT for the incidental trail construction area along north side of Tapp Road (west of the intersection) and incidental sidewalk construction area along west side of Rockport Road (north of the intersection). Approximately 500’ of archeological survey will be required along north side of Tapp Road for Trail construction areas and 300’ along west side of Rockport Road for sidewalk construction areas. The CONSULTANT will utilize the services of ASC Group, Inc to provide professional services for this additional Archeological Survey and addendum to the Archeological Report prepared for the project. The CONSULTANT shall coordinate with INDOT and SHPO, as needed, for the approval of the Addendum. Limits of additional survey are shown in attached “Exhibit E”.

V. Replace Section F of Appendix “A” with the following:

F. ROADWAY DESIGN AND PLANS

Design plans for the intersection of W. Tapp Road/W. Country Club Drive and Rockport Road will be in accordance with INDOT Design Manuals for the reconstruction (3R Non-Freeway). According to information obtained from LPA Engineering Standards and Specifications ~~website Manual~~, Tapp Road is classified as an urban arterial street and Rockport Road is classified as an urban collector street. INDOT geometric design table 55-3F & 55-3G will be used for design. CONSULTANT will verify that dimensions, lane widths, tapers, intersection radii, and other design requirements shall meet INDOT requirements and shall also be in accordance with American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 2011; 2011 Indiana Manual on Uniform Traffic Control Devices; AASHTO Guide for the Development of Bicycle Facilities; and other design criteria specified by the LPA in effect at time of notice to proceed of the design contract. The specifications for this project shall conform to the latest version of the INDOT Standard Specifications,

Supplemental Specifications, Reoccurring Special Provisions, Standard Drawings and updates. The Project's design vehicle will be *WB-40, WB-50 (In accordance with INDOT's design manual figure 46-1E and based on the functional classification of the intersecting roadways)* while the design speed will be 35MPH along all the approach roadways. The traffic signal shall be designed utilizing the standard INDOT strain poles with standard INDOT luminaire arms.

The existing roadway profile at approaches to the intersection may necessitate vertical curve correction due to inadequate intersection/stopping sight distance. CONSULTANT will review and propose a fix in the design of these vertical curves so that all sight distances are met for a design speed of 35MPH. Due to the severity of the existing skew (35 degree) of the existing roadway alignments and the severe grade changes within the limits of this intersection, Rockport Road will be constructed on a new horizontal alignment. The existing horizontal alignment for Tapp Road will be kept. New Rockport Road alignment will be skewed at an angle of 30 degrees to Tapp Road alignment. 30 degrees is the maximum skew allowed by INDOT.

Furthermore, the design of the intersection will also incorporate sidewalks and multiuse paths within the project limits. Along Tapp Road, multiuse path will be designed on the north side and sidewalk on the south side of the road. The multiuse path will be connected to the existing path terminus on the west side of the intersection (located north of Tapp Road), approximately 850 feet from the intersection. There will be no multiuse path or sidewalk along the south side of Tapp Road on east leg *except sidewalk connections at the intersection to accommodate crosswalks.*

As per the City's request, CONSULTANT will extend the sidewalk on north leg of the intersection (located west of Rockport Road), approximately 350 feet beyond the project limits. New sidewalk will terminate at Pinehurst Drive entrance on Rockport Road. Extension of the sidewalk will require new Curb and Gutter and enclosed storm along west edge of Rockport Road. The east side of Rockport Road will consist of a new multiuse path (both north and south legs). New sidewalk will also be provided on the south leg, west side of Rockport Road.

Pavement Design

Scope of services under this task will include effort for Pavement Design. As per the INDOT Design Memo # 13-18 issued in October 2013, pavement design for the all LPA Projects is now required to be performed using new INDOT AASHTOWare Pavement ME software.

Retaining Wall Design

In an effort to reduce the footprint of the project to avoid the surrounding features, three retaining walls are proposed to be incorporated into the project. ~~*The total length of wall proposed is approximately 655 linear feet. These walls have a surface area of approximately 8,600 square feet.*~~ The walls consist of a combination of cut and fill walls. It is anticipated that the fill walls will be constructed of MSE retaining walls with a concrete face panel. ~~*The face panel will be designed to have an aesthetic treatment to resemble a stacked stone appearance. The height of*~~

~~the cut walls is not extremely tall, so the~~ *For the cut wall*, options available will consist of either a cast in place concrete, modular block, soldier pile and lagging, etc. It is anticipated that the face of the cut walls will also include an aesthetic treatment to resemble stacked stone. Code requirements recommend a safety railing where there is a drop of 30 inches or more. Consequently, we are anticipating that the fill walls (Walls 1 and 2) will have a protective railing at the top of the wall for the entire length of the wall. Wall 3 appears to have an elevation difference of less than 30 inches. Therefore, we do not anticipate needing a railing for Wall 3. For the purposes of this proposal, we are basing our fees on the use of the cut wall specification and MSE wall specification from the INDOT Standard Specifications. If a cast in place wall is selected as a preferred alternative, the designing and detailing of the reinforcing steel in the wall will be considered an additional service.

The following is a brief description of each of the three walls that are being proposed. The approximate wall locations are presented in Exhibit "B".

Retaining Wall # 1

Wall 1 is located in the southeast quadrant of the intersection and is located primarily along the south leg of Rockport Road. This wall falls within the limits of several karst features. The wall is anticipated to be approximately 260 feet long. This wall is located in a fill section and will range in height from 8 feet to 11 feet. As previously indicated it is anticipated that this wall will be an MSE wall. The anticipated area for Wall 1 is 2,600 sft. *Due to the conflict with the irrigation vault in the southeast corner of the intersection, this wall was eliminated. In addition, the sidewalk along the east side of Rockport Road was also eliminated. The design of this wall concluded at the Stage 1 Design Plan submittal (approx. 25% design).*

Retaining Wall # 2

Wall 2 is also located in the southeast quadrant of the intersection but is located primarily along the east leg of Tapp Road. ~~Wall 2 is an extension of Wall 1 but is outside of the karst features.~~ The construction of Wall 2 will reduce the impacts to the wooded area in this quadrant of the intersection. Wall 2 is anticipated to be approximately ~~325~~ 443 feet long. This wall is located in a fill section and will range in height from 10 feet to 24 feet. As previously indicated it is anticipated that this wall will be an MSE wall. The anticipated area for Wall 2 is ~~5,500~~ 6,100 sft.

Retaining Wall # 3

Wall 3 is located along the north side of Tapp Road and along the east side of Pinehurst Drive. Wall 3 is anticipated to be approximately 70 feet long. This wall will be constructed as a cut wall. The height of the wall is anticipated to be approximately 5.5 feet tall. The anticipated area of the wall is approximately 525 sft. *After the PFC meeting and Geotechnical Investigation, it was determined that a Cast-in-Place (CIP) wall will be more suitable at this location. Due to potential costs for the design and construction of a CIP wall and considering utility relocation needs in this area, the CONSULTANT evaluated options of a CIP wall versus grading (3:1 or 2:1 slopes). Based on the analysis and review of these two options, it was determined that grading between 3:1 to a minimum of 2:1 will be*

more appropriate in this area to minimize cost and R/W impacts at this location. Grading along Tapp Road will be approximately 2.5:1 and along Pinehurst Drive will be approximately 2:1. Furthermore, in order to accommodate 2:1 grading, the sidewalk along Pinehurst Drive (north side) will be revised to be located immediately behind the curb and will be 6-foot wide, in the area of potential impact. The design of Wall #3 concluded at Preliminary Field Check (PFC) stage (approx. 40% design) and the design plans will be revised to modify the sidewalk and grading, as noted above.

The scope of work for the retaining wall design shall consist of the following:

1. Determine the limits of the walls
2. Establish the vertical and horizontal wall limits
3. Coordinate with Geotechnical subconsultant regarding foundation requirements
4. Coordinate with Karst subconsultant regarding foundation and design constraints working around karst features.
5. Create a 3-line diagram for ~~each wall~~ **Wall 2** identifying the top of wall, bottom of wall and the grade of the ground on the front face of the wall.
6. Develop typical sections for ~~each wall~~ **Wall 2**.
7. Incorporate the retaining walls into the cross sections
8. Develop details for the wall facing
9. Develop details for the wall railing
10. Calculate wall quantities
11. Prepare a statement of probable construction cost
12. Prepare Special provisions as may be required for the wall or wall elements

Conversion of Cad Standards

As per the INDOT's Design Memorandum # 13-02 dated January 25, 2013, Stage 1 plan submissions on or after March 31, 2013 should follow new INDOT cad standards Guidelines. Since all of the project CAD files on this project were developed before release of the new INDOT CAD Standards manual, all the CAD files for this project will need to be converted to new INDOT CAD standards.

Public Information Meeting during Design (if requested by the LPA):

This scope includes holding a Public Information Meeting during the design phase, if requested by the LPA. The CONSULTANT shall develop display materials, conduct the meeting and prepare a written responses (if required) addressing the comments that are brought up in the public information meeting.

Proprietary Material Justification & Unique Provisions for Signal items:

The CONSULTANT shall prepare the Proprietary Material Justification request and submit to INDOT for approval for the following items related to the traffic signal Two Proprietary material justification requests will be submitted for the following items:

1. *Cabinet and Backpanel - Econolite Model 171*
2. *Controller- Econolite ASC/3 1000 TS2, Type 1*

In addition, unique special provisions shall be prepared for the following items:

- 1. Wireless Vehicle Detection*
- 2. Signal balls, arrows and countdown heads*
- 3. Pedestrian pushbuttons*

Design Plan Revisions:

- 1. As per the recent Geotechnical investigation and borings conducted for this project, Rock is present at shallow depths within the project limits. Rock excavation will be required for various items such as pavement construction, Storm, Sanitary, waterline and underdrain construction. Rock excavation quantity will be estimated based upon the boring information provided in the Geotechnical Report. The INDOT standard pay item "Unclassified Excavation" will be utilized for Rock excavation. In addition, unique special provision will be added in the Contract, as necessary.*
- 2. Following the Preliminary Field Check meeting, the CONSULTANT shall revise proposed embankment side slopes to a minimum of 3:1 slope throughout the project limits. To minimize ROW impacts, embankment slopes were previously kept at 2:1 for some areas within the project limits. CONSULTANT shall update construction limits, cross sections and proposed Right of Way limits as needed.*
- 3. The CONSULTANT shall evaluate property owner's concerns regarding drainage in the Northwest corner of the intersection and make revisions to the plans if feasible. An e-mail requesting drainage evaluation in northwest quadrant in "Exhibit F".*
- 4. Sidewalk along the South leg of Rockport Road (along the west side) will be removed from the project in order to address concerns from the Monroe County Historic Preservation Board of Review (MCHPBR). The CONSULTANT shall update Plan & Profile sheets, typical sections, cross sections, Plat # 1, Quantities and Estimate for elimination of the sidewalk.*
- 5. The CONSULTANT shall add a detail for capping a Swallow Hole located at approximate station 62+50 Line PRB along west side of Rockport Road under the proposed sidewalk.*

Deliverables:

The CONSULTANT will submit the design plans for review in accordance with the current INDOT plan development submittal process as follows:

- *Stage 1 Plan Submittal*
- *Submit Preliminary Field Check (PFC) plans and hold PFC meeting*
- ~~*Hold Design Hearing/Public Information Meeting (if required)*~~
- *Stage 3 Plan Submittal*
- *Final Tracing Submittal*

During the course of the design, the CONSULTANT will attend a maximum of following meetings:

- One (1) Public Hearing, if required.
- **Prepare for and hold a Public Information Meeting (if Requested by the LPA)**
- **Ten (10)** ~~Four (4)~~ project progress meetings with INDOT and/or LPA.

Furthermore, the CONSULTANT will also review the Contractor Information Book (CIB) and attend a pre-construction meeting.

VI. Delete Section G of Appendix “A” and replace with the following:

G. GEOTECHNICAL INVESTIGATION

The CONSULTANT will utilize the services of a subconsultant (Earth Exploration, Inc.) for this task. The scope of work shall be in accordance with Exhibit G.

VII. Revise Appendix “A” Sections I.6, I.29 & I.30 and add I.31 as follows:

I. ADDITIONAL SERVICES OF CONSULTANT

6. Retaining Wall Design and any structural analysis or design, except for what’s stated in **Section F of Appendix “A”** ~~XI above~~.
29. Any Proprietary material requests, *except for what’s stated in Section F of Appendix “A”*.
30. Karst Mitigation Services (Capping, BMP's, etc) *except for the Swallow Hole located at Approximate Station 62+50 Line ‘PRB’* ~~The scope of services presented in this agreement is based on total avoidance of Karst features.~~
31. **Plotting Rock Layers on x-sections and Profile Sheets.**

VIII. Add Item 4 to Section J of Appendix “A” as follows:

4. Water Line Extension: *The CONSULTANT shall design a 24" water main extension from the intersection of Rockport Road and Tapp Road to the eastern project limits for a length of approx. 500 ft.*

IX. The second to last paragraph of Section K. to Appendix “A” is revised to read as follows:

K. RIGHT OF WAY ENGINEERING & APPRAISAL PROBLEM ANALYSIS

It is anticipated that ~~nineteen-twelve (1912)~~ fee parcel takings and ~~ten fifteen (15 10)~~ temporary takes will be required for this particular project. Total of ~~seventeen six (26 17)~~ affected properties ~~are~~ **is** anticipated. These anticipated parcels are also shown in Exhibit "A".

X. Appendix “C” shall be deleted and revised to read as follows:

No work under this Contract shall be performed by the CONSULTANT until the CONSULTANT receives a written notice to proceed from the LPA.

The anticipated work schedule is presented in Exhibit C. The schedule is exclusive of all client and regulatory review periods. Permit approvals will be dependent on the regulatory agency issuing each permit. Right of Way acquisition (currently not included in this agreement) is dependent upon the Property Owner's acceptance of first offer and assumes no condemnation.

XI. Appendix "D", Section A shall be revised to read as follows:

A. Amount of Payment

1. The CONSULTANT shall receive as payment for the work performed under this Contract the total fee of ~~*Five Hundred and Twenty Six Thousand, Five Hundred and Eighty Dollars (\$526,580.00)*~~ *Five Hundred and Forty Thousand, Five Hundred and Five dollars (\$540,505.00)* for items identified below of this Appendix, unless a modification of the Agreement is approved in writing by the LPA and the CONSULTANT. This fee also includes the estimated typical reimbursables on this project under this phase of the project.
2. The CONSULTANT will be paid for the work performed under this Agreement in accordance with the following schedule:

(The remainder of this page intentionally left blank)

DESCRIPTION	PROFESSIONAL FEES		TOTAL
	LABOR & REIMBURSABLES	EXPENSES	
<i>Topographic Survey</i>	\$44,300.00		\$44,300.00
<i>Location Control Route Survey Plat</i>	\$15,700.00		\$15,700.00
<i>Roadway design , Roundabout layouts, Signal Evaluation and Traffic Signal Design and Permits</i>	\$226,100.00		\$226,100.00
<i>Pavement Design</i>	\$ 6,300.00		\$ 6,300.00
<i>Environmental Documentation (Level 2 CE)</i>	\$21,200.00 \$ 24,200.00		\$21,200.00 \$24,200.00
<i>Karst Survey*</i>	\$620.00	\$6,200.00	\$6,820.00
<i>Archeological & Historic Properties Investigation</i>	\$10,200.00 \$ 13,900.00		\$10,200.00 \$ 13,900.00
<i>Update Red Flag Investigation</i>	\$2,500.00		\$2,500.00
<i>Retaining Wall Design (Wall #1) (25% Design Only)</i>	\$10,100.00 \$2,525.00		\$10,100.00 \$2,525.00
<i>Retaining Wall Design (Wall #2)</i>	\$14,700.00 \$18,300.00		\$14,700.00 \$18,300.00
<i>Retaining Wall Design (Wall #3) (40% Design Only)</i>	\$5,900.00 \$ 2,360.00		\$5,900.00 \$ 2,360.00
<i>Evaluating options of grading vs. Wall # 3</i>	\$5,500.00		\$ 5,500.00
<i>Plans Revisions and related sidewalk and grading changes in lieu of Wall # 3</i>	\$9,100.00		\$9,100.00
<i>Geotechnical Services*</i>	\$2,440.00 \$2,000.00	\$24,400.00 \$20,000.00	\$26,840.00 \$22,000.00
<i>Geophysical services (if required)*</i>	\$1,000.00 \$600.00	\$ 10,000.00 \$6,000.00	\$11,000.00 \$6,600.00
<i>Utility Relocation Design</i>	\$25,000.00 \$30,000.00		\$25,000.00 \$30,000.00
<i>Additional Progress Meetings (Assume 6)</i>	\$10,600.00		\$10,600.00
<i>Rock Quantity Estimation and related Unique Special Provisions</i>	\$2,100.00		\$2,100.00
<i>Revisions to the Embankment Slopes</i>	\$2,700.00		\$2,700.00
<i>Drainage evaluation/revisions (property in the NW quadrant)</i>	\$4,200.00		\$4,200.00
<i>Sidewalk Removal along Rockport Road</i>	\$1,500.00		\$1,500.00
<i>Capping Detail for Karst Feature</i>	\$800.00		\$800.00
<i>Public Information Meeting (If requested by the LPA)</i>	\$5,600.00		\$5,600.00
<i>Proprietary Material Justification Request (2 items) & Unique Special Provisions</i>	\$4,800.00		\$4,800.00
<i>Pre Construction Meeting and CIB Review</i>	\$5,100.00		\$5,100.00
SUB-TOTAL (Lump Sum)	\$ 388,660.000 \$ 441,405.00	\$40,600.00 \$ 32,200.00	\$429,260.00 \$473,605.00

RIGHT OF WAY ENGINEERING & APPRAISAL PROBLEM ANALYSIS					
DESCRIPTION	**Estimated No. of Parcels		Total Parcels	Unit cost	Total Fee
	Fee Simple	Temporary			
<i>T&E Reports with copies</i>	19 21	71	26 22	\$350.00	\$ 9,100.00 \$7,700.00
<i>Land Descriptions</i>	19 12	15 10	34 22	\$620.00	\$ 21,080.00 \$13,640.00
<i>Parcel Plat</i>	19 12		19 12	\$620.00	\$11,780.00 \$7,440.00.00
<i>Right of Way Computations & Plans</i>	19 12	75	26 17	\$780.00	\$ 20,280.00 \$13,260.00
<i>Right of Way Staking</i>	19 12	75	26 17	\$340.00	\$ 8,840.00 \$ 5,780.00
<i>Appraisal Problem Analysis</i>	19 12	75	26 17	\$240.00	\$6,240.00 \$4,080.00
SUB-TOTAL					
**It is anticipated that nineteen twelve (19 12) fee parcel takings and ten fifteen (1510) temporary takes will be required for this project. A total of seventeen-six (26 17) affected properties are is anticipated.					\$77,320.00 \$51,900.00
<u>CONSTRUCTION PHASE SERVICES (HOURLY)</u>					
DESCRIPTION	PROFESSIONAL FEES		TOTAL		
	LABOR	EXPENSES			
<i>Construction Phase Office Services (at rate schedule) (not to exceed without prior written authorization from LPA)</i>	\$19,800.00 \$14,800.00	\$200.00	\$20,000.00 \$15,000.00		
TOTAL FEE (NOT TO EXCEED)			\$526,580.00 \$540,505.00		

*These are reimbursable items that will be performed by a Subconsultant. The CONSULTANT shall receive as payment the actual cost incurred by the CONSULTANT, and CONSULTANT shall be paid an administrative fee in an amount not to exceed 10% of the amount of the invoice, but not exceed the final amount shown in the table above unless and until authorized by the LPA in writing.

This Supplemental Agreement No. 2 amendment increases the current contract fee of \$526,580.00 by \$13,925.00 to \$540,505.00. Except as herein modified, changed and supplemented, all terms of the original LPA-Consulting Contract dated December 23, 2009 and Supplemental Agreement #1 dated August 26, 2014 shall continue in full force and effect.

In Witness Whereof, the CONSULTANT and the LPA have, through duly authorized representatives, entered into this **Supplemental Agreement No. 2**. The parties having read and understand the forgoing terms of this **Supplemental Agreement No. 2** do by their respective signatures dated below hereby agree to the terms thereof.

CONSULTANT
DLZ INDIANA, LLC

LOCAL PUBLIC AGENCY
CITY OF BLOOMINGTON, INDIANA



Signature
Gary Fisk, P.E.
Vice President

Signature
John Hamilton, Mayor

Attest:



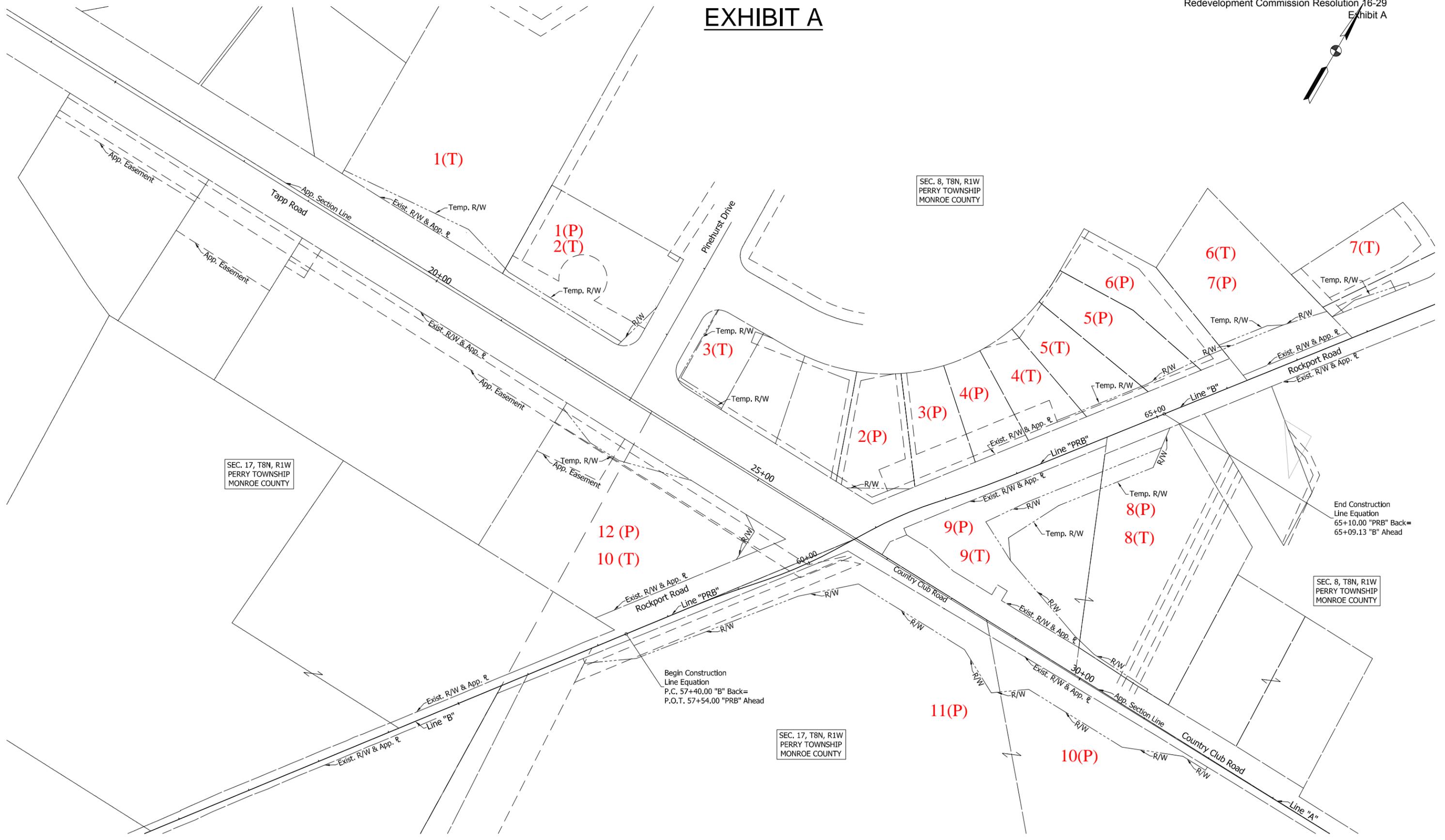
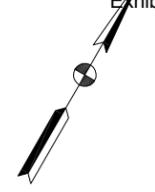
Signature
Haseeb Ghumman, P.E., P.T.O.E.
Transportation Department Manager

Signature
Kyla Cox Deckard
Board of Public Works

Signature
Melanie Castillo-Cullather
Board of Public Works

Signature
Kelly Boatman
Board of Public Works

EXHIBIT A



SEC. 17, T8N, R1W
PERRY TOWNSHIP
MONROE COUNTY

SEC. 8, T8N, R1W
PERRY TOWNSHIP
MONROE COUNTY

SEC. 8, T8N, R1W
PERRY TOWNSHIP
MONROE COUNTY

SEC. 17, T8N, R1W
PERRY TOWNSHIP
MONROE COUNTY

Begin Construction
Line Equation
P.C. 57+40.00 "B" Back=
P.O.T. 57+54.00 "PRB" Ahead

End Construction
Line Equation
65+10.00 "PRB" Back=
65+09.13 "B" Ahead



NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

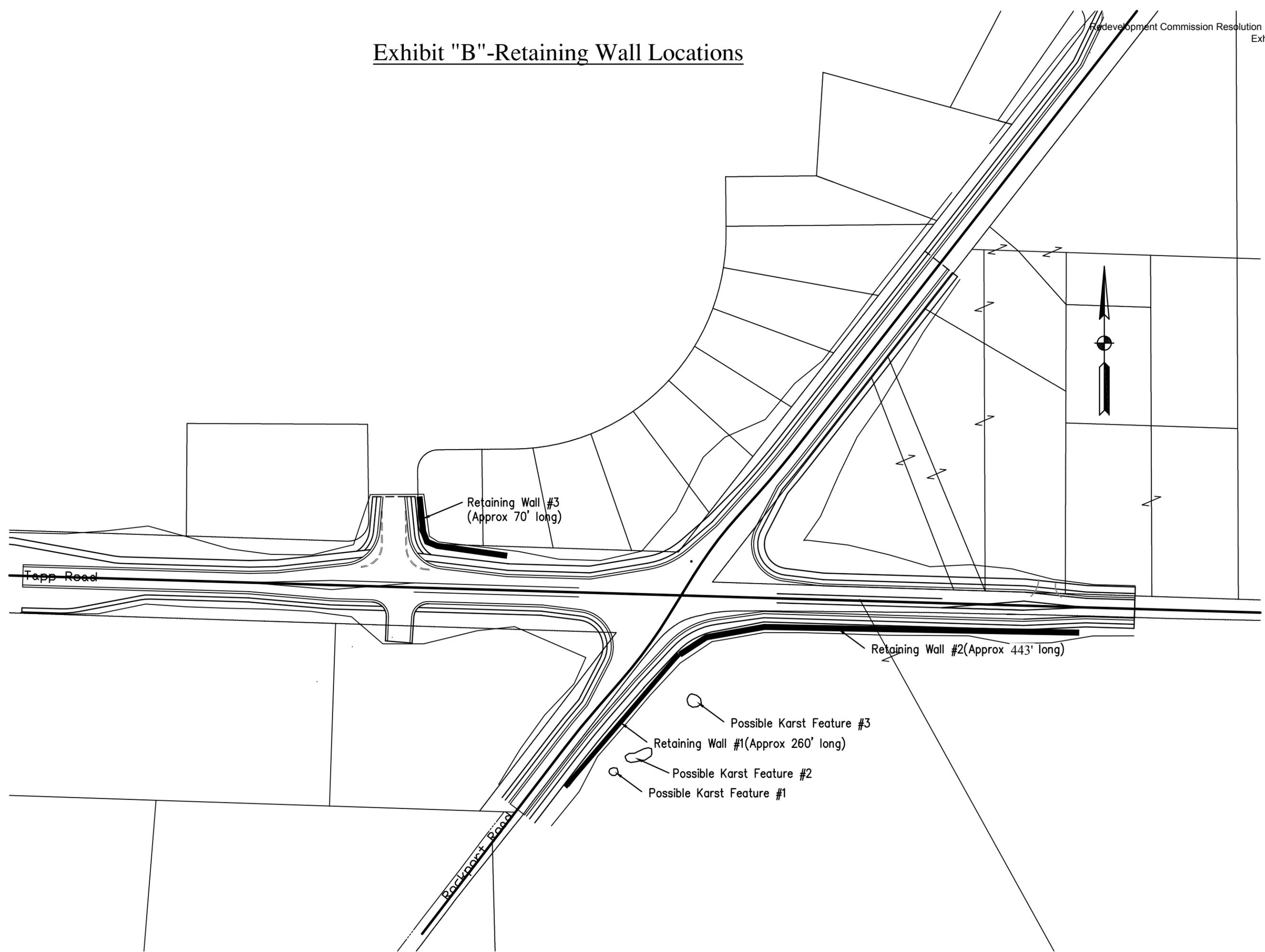
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____ FS	DRAWN: _____ DPH	
CHECKED: _____ ADM	CHECKED: _____ FS	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE ---
VERTICAL SCALE	DESIGNATION 0901730
SURVEY BOOK ---	SHEETS 6 of 50
CONTRACT R-36022	PROJECT 090173000

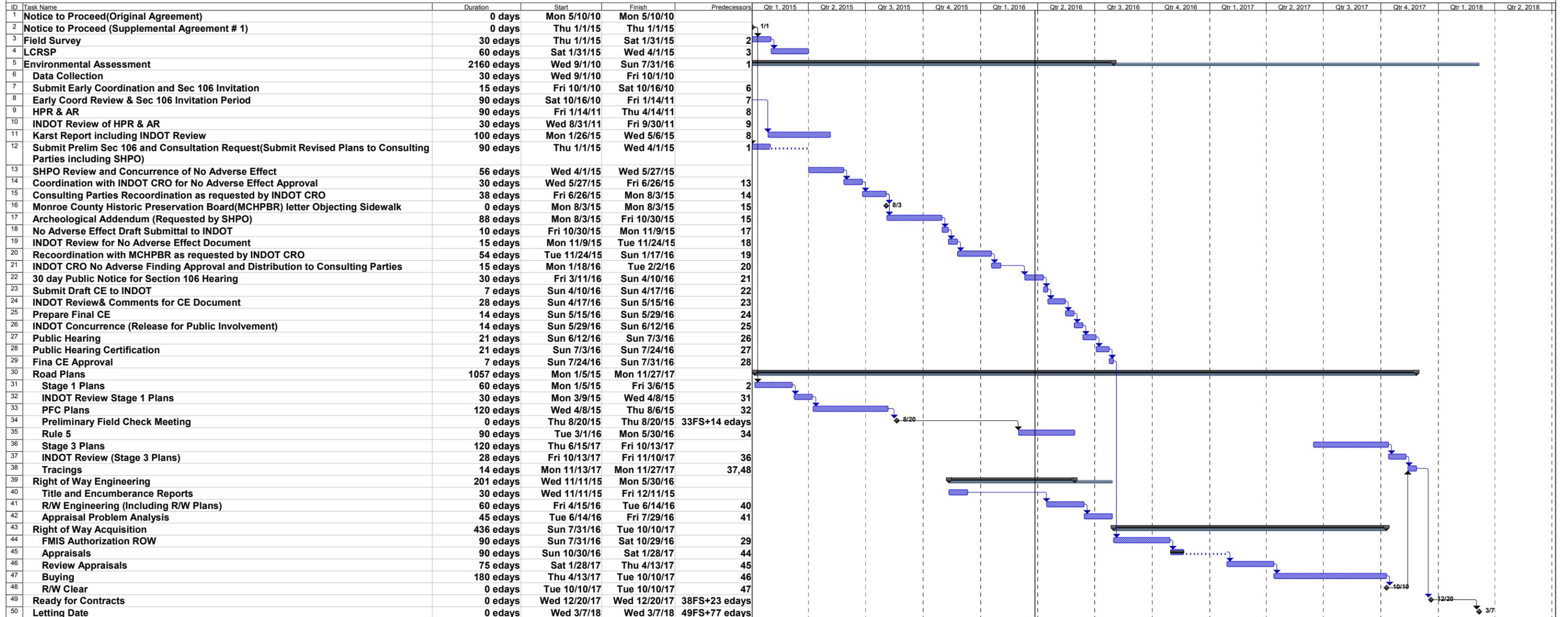
Exhibit "B"-Retaining Wall Locations



DLZ Indiana, LLC

Rockport Rd. & Tapp Rd. Traffic Signal
City of Bloomington, Indiana

Mon 3/28/16



Project: Schedule
Date: Mon 3/28/16

Task		Rolled Up Task		External Tasks		Inactive Milestone		Manual Summary Rollup		Progress		Deadline
Split		Rolled Up Split		Project Summary		Inactive Summary		Manual Summary				
Milestone		Rolled Up Milestone		External Milestone		Manual Task		Start-only				
Summary		Rolled Up Progress		Inactive Task		Duration-only		Finish-only				

**EXHIBIT D
HOURLY BILLING RATES**

CLASSIFICATION	2016 AVERAGE HOURLY LABOR RATE	2016 AVERAGE HOURLY LABOR RATE TIMES OVERHEAD @	2016 AVERAGE HOURLY LABOR RATE + OH	2016 AVERAGE HOURLY LABOR RATE x PROFIT @	2016 AVERAGE HOURLY LABOR RATE TIMES COST OF MONEY @	PROPOSED 2016 HOURLY BILLING RATE	PROPOSED 2017 HOURLY BILLING RATE*	PROPOSED 2018 HOURLY BILLING RATE*	PROPOSED 2019 HOURLY BILLING RATE*
		159.47%		10.40%	1.55%				
Principal**	\$81.81	\$130.45	\$212.26	\$22.07	\$1.27	\$182.68	\$182.68	\$182.68	\$182.68
Division Manager / Director	\$63.17	\$100.74	\$163.92	\$17.05	\$0.98	\$181.95	\$182.68	\$182.68	\$182.68
Department Manager	\$54.77	\$87.34	\$142.11	\$14.78	\$0.85	\$157.74	\$162.47	\$167.34	\$172.36
Project Manager I / II / Sr., Group Mngr	\$46.62	\$74.34	\$120.96	\$12.58	\$0.72	\$134.26	\$138.29	\$142.44	\$146.71
Architect V	\$44.75	\$71.36	\$116.11	\$12.08	\$0.69	\$128.88	\$132.75	\$136.73	\$140.83
Architect III	\$34.40	\$54.86	\$89.26	\$9.28	\$0.53	\$99.07	\$102.05	\$105.11	\$108.26
Architect II	\$32.00	\$51.03	\$83.03	\$8.64	\$0.50	\$92.16	\$94.93	\$97.77	\$100.71
Architect I	\$22.31	\$35.58	\$57.89	\$6.02	\$0.35	\$64.26	\$66.19	\$68.17	\$70.22
Architectural Intern	\$34.20	\$54.54	\$88.74	\$9.23	\$0.53	\$98.50	\$101.45	\$104.50	\$107.63
Landscape Arch./Planner III	\$34.73	\$55.38	\$90.10	\$9.37	\$0.54	\$100.01	\$103.01	\$106.10	\$109.28
Structural Engineer VI	\$49.70	\$79.26	\$128.96	\$13.41	\$0.77	\$143.14	\$147.43	\$151.86	\$156.41
Structural Engineer IV	\$41.08	\$65.51	\$106.59	\$11.09	\$0.64	\$118.31	\$121.86	\$125.52	\$129.28
Structural Engineer III	\$34.73	\$55.38	\$90.10	\$9.37	\$0.54	\$100.01	\$103.01	\$106.10	\$109.28
Structural Engineer II	\$35.09	\$55.95	\$91.04	\$9.47	\$0.54	\$101.05	\$104.09	\$107.21	\$110.42
Structural Engineer I	\$25.86	\$41.25	\$67.11	\$6.98	\$0.40	\$74.49	\$76.73	\$79.03	\$81.40
Civil Engineer VI	\$42.45	\$67.70	\$110.15	\$11.46	\$0.66	\$122.26	\$125.93	\$129.70	\$133.59
Civil Engineer IV	\$44.85	\$71.52	\$116.37	\$12.10	\$0.70	\$129.17	\$133.05	\$137.04	\$141.15
Civil Engineer III	\$38.17	\$60.87	\$99.04	\$10.30	\$0.59	\$109.93	\$113.23	\$116.62	\$120.12
Civil Engineer II	\$31.63	\$50.45	\$82.08	\$8.54	\$0.49	\$91.11	\$93.84	\$96.66	\$99.56
Civil Engineer I	\$25.75	\$41.07	\$66.82	\$6.95	\$0.40	\$74.17	\$76.39	\$78.69	\$81.05
Geotechnical Engineer IV	\$41.35	\$65.94	\$107.29	\$11.16	\$0.64	\$119.09	\$122.66	\$126.34	\$130.13
Geotechnical Engineer II	\$36.35	\$57.97	\$94.32	\$9.81	\$0.56	\$104.69	\$107.83	\$111.07	\$114.40
Geotechnical Engineer I	\$29.00	\$46.25	\$75.25	\$7.83	\$0.45	\$83.52	\$86.03	\$88.61	\$91.27
Surveyor V	\$40.15	\$64.03	\$104.18	\$10.83	\$0.62	\$115.63	\$119.10	\$122.68	\$126.36
Surveyor IV	\$37.00	\$59.00	\$96.00	\$9.98	\$0.57	\$106.56	\$109.76	\$113.05	\$116.44
Surveyor	\$36.06	\$57.50	\$93.55	\$9.73	\$0.56	\$103.84	\$106.96	\$110.16	\$113.47
Party Chief / Foreman / Journeyman	\$38.93	\$62.08	\$101.01	\$10.51	\$0.60	\$112.12	\$115.48	\$118.95	\$122.52
Instrument Person	\$32.16	\$51.29	\$83.45	\$8.68	\$0.50	\$92.63	\$95.41	\$98.27	\$101.22
Rodman	\$24.80	\$39.55	\$64.35	\$6.69	\$0.38	\$71.43	\$73.57	\$75.78	\$78.05
Surveyor Coordinator	\$36.25	\$57.81	\$94.06	\$9.78	\$0.56	\$104.40	\$107.53	\$110.76	\$114.08
Survey/Mapping Assistant	\$18.85	\$30.06	\$48.91	\$5.09	\$0.29	\$54.29	\$55.92	\$57.60	\$59.32
Environmental/ Environ. Geo Scientist III	\$36.98	\$58.98	\$95.96	\$9.98	\$0.57	\$106.51	\$109.71	\$113.00	\$116.39
Environmental/Geo Scientist II	\$24.25	\$38.67	\$62.92	\$6.54	\$0.38	\$69.84	\$71.94	\$74.09	\$76.32
Mechanical Engineer VI	\$52.25	\$83.32	\$135.57	\$14.10	\$0.81	\$150.48	\$155.00	\$159.65	\$164.44
Mechanical Engineer III	\$42.80	\$68.25	\$111.05	\$11.55	\$0.66	\$123.27	\$126.96	\$130.77	\$134.70
Electrical Engineer VI	\$52.25	\$83.32	\$135.57	\$14.10	\$0.81	\$150.48	\$155.00	\$159.65	\$164.44
Electrical Engineer III	\$44.60	\$71.12	\$115.72	\$12.04	\$0.69	\$128.45	\$132.30	\$136.27	\$140.36
Electrical Engineer II	\$30.80	\$49.12	\$79.92	\$8.31	\$0.48	\$88.71	\$91.37	\$94.11	\$96.93
Electrical Engineer I	\$31.49	\$50.22	\$81.71	\$8.50	\$0.49	\$90.69	\$93.41	\$96.22	\$99.10
Construction Program Manager	\$35.45	\$56.53	\$91.98	\$9.57	\$0.55	\$102.10	\$105.16	\$108.32	\$111.56
Construction Observer Mgr / Op Lv E/F	\$33.77	\$53.85	\$87.62	\$9.11	\$0.52	\$97.26	\$100.18	\$103.18	\$106.28
Construction Observer	\$23.74	\$37.86	\$61.60	\$6.41	\$0.37	\$68.37	\$70.42	\$72.54	\$74.71
Designer III	\$36.57	\$58.31	\$94.88	\$9.87	\$0.57	\$105.31	\$108.47	\$111.73	\$115.08
Designer II	\$30.30	\$48.32	\$78.62	\$8.18	\$0.47	\$87.27	\$89.88	\$92.58	\$95.36
Designer I	\$25.99	\$41.44	\$67.43	\$7.01	\$0.40	\$74.85	\$77.09	\$79.40	\$81.79
Technician IV	\$21.20	\$33.81	\$55.01	\$5.72	\$0.33	\$61.06	\$62.89	\$64.78	\$66.72
Technician II	\$19.54	\$31.16	\$50.71	\$5.27	\$0.30	\$56.28	\$57.97	\$59.71	\$61.50
Technician I	\$13.95	\$22.25	\$36.20	\$3.76	\$0.22	\$40.18	\$41.38	\$42.62	\$43.90
Office Services Coordinator	\$23.08	\$36.81	\$59.89	\$6.23	\$0.36	\$66.48	\$68.48	\$70.53	\$72.65
Clerical I/II / Receptionist	\$17.16	\$27.36	\$44.52	\$4.63	\$0.27	\$49.41	\$50.89	\$52.42	\$53.99
College Interns	\$14.59	\$23.27	\$37.86	\$3.94	\$0.23	\$42.02	\$43.28	\$44.58	\$45.92
Planner V	\$48.40	\$77.18	\$125.58	\$13.06	\$0.75	\$139.39	\$143.58	\$147.88	\$152.32
*assumes a 3.0% increase from previous year unless max. rate exceeded									
** \$63.43/HR @ Max rate									



Figure 3. Aerial photograph showing the project area, areas previously surveyed by (Snell 2011), and the soil core locations.

Figure 3

Faisal Saleem, PE

From: Andrew Cibor [cibora@bloomington.in.gov]
Sent: Friday, September 04, 2015 12:00 PM
To: Haseeb A. Ghumman, PE, PTOE; Faisal Saleem, PE
Cc: Troy Powell; Roy Aten; Neil Kopper; Matt Smethurst
Subject: Fwd: Rockport Rd/Tapp Rd Improvement

Haseeb and Faisal,

I received the below email from the person who lives in and owns the home in the immediate northwest corner of the Tapp/Rockport intersection. Can you please provide some responses to her comments and questions regarding how the project will impact storm water/drainage around her and her neighbors properties?

Thank you,
Andrew

----- Forwarded message -----

From: **Andrew Cibor** <cibora@bloomington.in.gov>
Date: Fri, Sep 4, 2015 at 11:56 AM
Subject: Re: Rockport Rd/Tapp Rd Improvement
To: Whitney Carr <whitney@jholden.com>

Ms. Carr,

Thank you for contacting me with your questions and concerns. I will share your questions and comments regarding the storm water/drainage issues with the designer working on that aspect of the design. As soon as I get a response from them I will share it with you and we can go from there.

Thank you,
Andrew

Andrew Cibor, PE, PTOE

Transportation & Traffic Engineer | City of Bloomington
401 N. Morton St., Suite 130 | Bloomington, IN 47404
[\(812\) 349-3423](tel:8123493423) | cibora@bloomington.in.gov

On Thu, Sep 3, 2015 at 4:08 PM, Whitney Carr <whitney@jholden.com> wrote:

Andrew,

I received a notice that the city is again looking in the situation at the intersection of Rockport and Tapp Roads and planning an improvement. My house (2741 S Pine Meadows Dr) sits directly on the corner meaning our yard will one of the ones most affected. Looking at the city's plans, it seems that drainage is going to be addressed at some extent. My question is, to what extent? When our neighborhood was developed, a culvert/pipe was run under our yard and just abruptly ends in the middle of the hill in our backyard. In heavy rain, water rushes out of the pipe, down the hill, under the fence, and sits in our neighbors' yard to the east of me. It is the cause of a lot of erosion and the standing water is a haven for mosquitoes. Can this drainage be addressed during the improvement? What would really be great is if the land was filled at the bottom of the hill

so we didn't have that steep slope down the street anyway, and the culvert/pipe continued through the yard and directed to the new culverts/pipes being put in to run under Rockport. I see that retain walls will be put in, so leveling off the terrain at this time would help prevent runoff onto the intersection as well.

I would love any input you can give me on this and am happy to discuss this with you in person if you need clarification or to look at the area.

Thank you for your help!

Whitney Carr

Relationship Manager

Holden Wealth Management

631 N. Walnut Street, Bloomington, IN 47404

[\(812\) 336-0149 \(P\)](tel:8123360149)

[\(812\) 336-0660 \(F\)](tel:8123360660)

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7770 West New York Street
Indianapolis, IN 46214-2988
317-273-1690 (FAX) 317-273-2250

2204 Yankee Street
Niles, MI 49120
269-262-4320 or 574-233-6820
(FAX) 269-262-4479

December 2, 2015

Mr. Haseeb A. Ghumman, P.E.
DLZ Indiana, LLC
157 East Maryland Street
Indianapolis, IN 46204

Re: Proposal for Professional Services:
Geotechnical Evaluation
Tapp Road & Rockport Road
Intersection Improvements
Bloomington, Monroe County, Indiana
EEI Proposal No. P1-09-688.4A

Dear Haseeb:

We appreciate the continued business and the opportunity to update our proposal for performing a geotechnical evaluation for the referenced project. This proposal is in response to your request on December 1, 2015.

PROJECT DESCRIPTION

We understand that representatives of the city of Bloomington, in assistance with federal funds, are planning to make improvements to the intersection of Tapp Road and Rockport Road. Based on the information, improvements are anticipated to include reconstruction or widening of several hundred feet of each leg of the intersection. In addition, new storm sewers are planned along both Tapp Road and Rockport Road. These sewers are planned to be 12- to 24-in. in diameter and established about 3 to 7 ft below the existing ground surface. In addition, we understand that about 150 lin. ft of cast-on-place retaining wall and 450 lin. ft of MSE (mechanically-stabilized earth) wall is being considered. Earth fill and cut depths are anticipated to be up to 21 ft and 7 ft, respectively. Additional information regarding the construction schedule is not known at this time.

PURPOSE AND SCOPE OF SERVICES

The purpose of our services will be to provide an evaluation of the subsurface conditions and assess the impacts of these conditions on the proposed construction. Our scope of services for this project will include:

1. Performing up to 120 lin. ft of test borings (i.e., 12 retaining wall borings, four road borings, and one geophysical boring) and up to 55 lin. ft of rock coring in addition to two soundings to rock. Standard Penetration Test (SPT) sampling will be performed in the borings at 2½-ft intervals. We anticipate that the borings will be performed with ATV-mounted equipment (with traffic control where necessary) and backfilled at completion of the field work with auger cuttings, a bentonite chip plug and a concrete patch at the surface where necessary. EEI will locate the test borings using measurements from existing site features shown on the plans. In addition, we will contact Indiana 811 to arrange an underground utility line location check;

Mr. Haseeb A. Ghuman, P.E.
DLZ Indiana, LLC
Tapp Road and Rockport Road Intersection Improvements - Bloomington

December 2, 2015
Page 2

2. Performing appropriate laboratory tests including visual soil classification, hand penetrometer readings, moisture content, moisture-density relations, resilient modulus, grain size analysis, pH, unconfined compression (soil and rock), soluble sulfate, and Atterberg limit determinations;
3. Preparing a technical report which will include a summary of our findings and recommendations for geotechnical considerations regarding:
 - a. Subgrade preparation and improvement, as necessary;
 - b. Pavement design parameters;
 - c. Embankment fill;
 - d. Retaining walls (MSE and Cast-in-place);
 - e. Sewers, including bedding and backfill; and
 - f. Potential construction problems due to the subsurface conditions encountered (e.g., soft subgrade difficulties and rock excavation).

SCHEDULE

We are typically able to mobilize to the site within one to two weeks of notice to proceed and coordination of our field activities with underground utilities, the city, and private property owners. The field work will require several days to complete. After the field work is completed, the laboratory testing will take approximately four weeks to complete (due to resilient modulus testing). We anticipate submitting a draft geotechnical report within two weeks after the laboratory work is completed. Preliminary verbal recommendations can be provided as necessary.

FEE

We propose to provide our services on a not-to-exceed basis in accordance with the terms and conditions of the master services agreement and unit rates provided in this proposal. We estimate the cost of completing these services, to be on the order of \$20,000 as summarized in the attached Cost Estimate. However, it may be necessary to perform additional exploratory field activities based on the recommendations of the karst consultant. These additional field activities may include borings and geophysics. At this time, we suggest a contingency fee of \$6,000 for geophysical services. If any significant variation develops during the course of the evaluation, we will advise you so that our efforts can be effectively directed.

Mr. Haseeb A. Ghuman, P.E.
DLZ Indiana, LLC
Tapp Road and Rockport Road Intersection Improvements - Bloomington

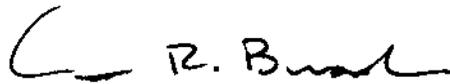
December 2, 2015
Page 3

CLOSURE

We look forward to providing our services on this project. Should you have any questions about this information, please feel free to contact us.

Sincerely,

EARTH EXPLORATION, INC.

A handwritten signature in black ink, appearing to read "C. R. Bradburn". The signature is fluid and cursive, with a large initial "C" and "R".

Curtis R. Bradburn, P.E.
Senior Geotechnical Engineer

RDO

Enclosure: Cost Estimate

Cost Estimate

Tapp Road and Rockport Road Intersection Improvements
Bloomington, Monroe County, Indiana

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
<u>GEOTECHNICAL FIELD</u>			
1. Mobilization and Field Coordination			
a. SPT Rig	1 ea	\$240.00	\$240.00
b. CPT	ea	\$405.00	
c. Field and utility coordination	1 LS	\$500.00	\$500.00
d. Field coordination with property owners			
i. 1 - 10	1 LS	\$280.00	\$280.00
ii. 11 - 25	LS	\$460.00	
iii. Over 25	LS	\$640.00	
e. Mileage	110 mi	\$3.15	\$346.50
2. Truck mounted borings with split spoon sampling	ft	\$17.10	
3. Truck mounted borings with drilling fluid	ft	\$17.00	
4. Truck mounted core drilling	ft	\$35.40	
5. Truck mounted borings			
a. Truck mounted borings through bedrock or boulders or concrete pavement	ft	\$35.00	
b. Bridge deck coring and restoration	ea	\$310.00	
6. Cone penetrometer testing			
a. Set up	ea	\$68.00	
b. Subsurface profiling	ft	\$11.00	
c. Profiling with pore pressure measurement			
i. Piezometric Saturation	ea	\$85.30	
ii . Penetration	ft	\$13.15	
iii. Pore water dissipation test	hr	\$175.00	
iv. Hydraulic conductivity and consolidation	ea	\$65.00	
d. Profiling with Shearwave Velocity Measurement	ft	\$14.50	
e. Sample	ea	\$21.00	
7. Hand or truck soundings	ft	\$11.00	
8. Hand auger drilling	ft	\$11.50	
9. Skid mounted borings with split spoon sampling	101.5 ft	\$27.25	\$2,765.88
10. Skid mounted borings using drilling fluid	ft	\$27.50	
11. Skid mounted core drilling	55 ft	\$39.00	\$2,145.00
12. Skid mounted boring through bedrock or boulders	17 ft	\$41.00	\$697.00
13. Skid mounted soundings	25.5 ft	\$15.60	\$397.80
14. Skid Mounted Cone Penetrometer Testing (CPT)			
a. Set up	ea	\$102.00	
b. Subsurface profiling	ft	\$17.00	
c. Profiling with pore pressure measurement			
i. Piezometric Saturation	ea	\$130.00	

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
ii. Penetration	ft	\$20.00	
iii. Pore Water Dissipation Test	hr	\$260.00	
iv. Hydraulic Conductivity and Consolidation	ea	\$79.00	
d. Profiling with Shearwave Velocity Measurement	ft	\$22.00	
e. Sample	ea	\$33.00	
15. Furnishing of a boat		Actual Cost	
16. Barge set-up expenses			
a. Navigable water			
i. Barge set-up	ea	\$5,200.00	
ii. Rental of support equipment and/or boat		Actual Cost	
iii. Drill rig down time	hr	\$132.00	
b. Non-navigable water barge set-up	ea	\$4,500.00	
17. Additional disassembly and reassembly			
a. Navigable water	ea	\$1,900.00	
b. Non-navigable water	ea	\$1,700.00	
18. Barge mounted borings with split spoon sampling	ft	\$29.75	
19. Barge mounted core drilling	ft	\$40.25	
20. Barge mounted boring through bedrock or boulders	ft	\$44.50	
21. Barge mounted soundings	ft	\$17.60	
22. Casing through water	ft	\$7.75	
23. Uncased sounding through water	ft	\$5.00	
24. Set up for borings and machine soundings			
a. Borings and machine soundings less than 20 ft deep	16 ea	\$64.00	\$1,024.00
b. Rock core borings	3 ea	\$110.00	\$330.00
25. Additional 2-in. split spoon sampling	1 ea	\$19.00	\$19.00
26. 3-in. split spoon samples	ea	\$21.00	
27. 3-in. Shelby tube samples	ea	\$57.00	
28. Bag samples			
a. 300-lb sample	1 ea	\$105.00	\$105.00
b. 25-lb sample	ea	\$46.00	
c. 5-lb sample	ea	\$40.00	
29. Field vane shear test	ea	\$102.00	
30. 4½-in. cased hole	ft	\$11.30	
31. Installation of Geotechnical Instruments			
a. Inclinometer casing installation	ft	\$13.40	
b. Piezometer installation up to 25 ft below surface	ea	\$230.00	
c. Piezometer installation deeper than 25 ft below surface	ea	\$260.00	
d. Metal protective outer cover for inclinometer and piezometer casings	ea	\$113.00	
32. Geotechnical engineer	8 hr	\$105.00	\$840.00
33. Railroad expenses		Actual Cost	
34. Twenty-four hour water levels			

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
a. Field measurements per borehole	12 ea	\$34.75	\$417.00
b. PVC slotted pipe	ft	\$5.30	
35. Special borehole backfilling			
a. 0 to 30 ft			
i. SPT	17 ea	\$97.00	\$1,649.00
ii . CPT	ea	\$43.00	
b. More than 30 ft			
i. SPT	ft	\$6.00	
ii . CPT	ea	\$1.75	
c. Pavement restoration	4 ea	\$52.00	\$208.00
36. Clearing		Actual Cost	\$600.00
37. Traffic control			
a. Flag crew	day	\$550.00	
b. Equipment Rental		Actual Cost	
c. Flag crew with equipment	1 day	\$665.00	\$665.00
38. Centerline surveying		Invoice Cost	
Subtotal (Geotechnical Field)			\$13,229.18

GEOTECHNICAL LABORATORY

39. Sieve analysis for soils	6 ea	\$44.00	\$264.00
40. Hydrometer analysis	6 ea	\$50.50	\$303.00
41. Sieve analysis for Aggregates			
a. Analysis by Washing (AASHTO T-11)	ea	\$70.00	
b. Analysis by Using (AASHTO T-27)	ea	\$125.00	
42. Liquid limit	6 ea	\$31.00	\$186.00
43. Plastic limit & plasticity index	6 ea	\$22.50	\$135.00
44. Liquid Limit Ratio	ea	\$70.00	
45. pH test	6 ea	\$13.80	\$82.80
46. Loss on Ignition Test			
a. Loss on Ignition Test (Conventional)	ea	\$22.00	
b. Loss on Ignition Test (Sequential)	ea	\$50.00	
47. Moisture Content Tests			
a. Moisture Content Test (Conventional)	44 ea	\$6.00	\$264.00
b. Moisture Content Test (Microwave)	ea	\$12.00	
48. Expansion Index of Soils	ea	\$240.00	
49. Specific Gravity Test	ea	\$32.50	
50. Unit weight determination	1 ea	\$16.15	\$16.15
51. Hydraulic Conductivity Test			
a. Constant Head	ea	\$210.00	
b. Falling Head	ea	\$260.00	
52. a. Unconfined Compression Test	2 ea	\$42.00	\$84.00
b. Remolding of soil samples with chemical admixtures in chemical soil modification/stabilization			

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
(3 samples is equal to 1 unit)	ea	\$105.00	
c. Point Load Strength Index of Rock	ea	\$40.00	
53. Compressive Strength and Elastic Moduli of Intact Rock			
a. Compressive Strength of Intact Rock	4 ea	\$100.00	\$400.00
b. Elastic Moduli of Intact Rock	ea	\$400.00	
54. Consolidation Test	ea	\$410.00	
55. Triaxial test			
a. Unconsolidated - Undrained (UU)	ea	\$320.00	
b. Consolidated - Undrained (CU)	ea	\$475.00	
c. Consolidated - Drained (CD)	ea	\$650.00	
d. Pore Pressure measurement with a. or b. and use of back pressure for saturation	ea	\$230.00	
56. Direct Shear Test	ea	\$550.00	
57. Moisture-Density Relationship Test			
a. Standard Proctor	1 ea	\$128.00	\$128.00
b. Modified Proctor	ea	\$140.00	
58. Soil Support Testing			
a. California Bearing Ratio Test	ea	\$490.00	
b. Subgrade Resilient Modulus	2 ea	\$460.00	\$920.00
59. Collapse Potential Evaluation Test			
a. Silty Soil (Loess)	ea	\$352.00	
b. Cohesive or Expansive Soils	ea	\$420.00	
60. Water Soluble Sulfate Test	2 ea	\$100.00	\$200.00
61. Water Soluble Chloride Test	ea	\$100.00	
62. Soil Resistivity Test	ea	\$125.00	
63. a. Slake Durability Index Test	ea	\$120.00	
b. Jar Slake Test	ea	\$12.00	
Subtotal (Geotechnical Laboratory)			\$2,982.95

GEOTECHNICAL ENGINEERING

64. Geotechnical profile and related work			
a. Without soil subgrade drawings			
First mile	LS	\$1,100.00	
Each additional mile	mi	\$500.00	
b. With soil subgrade drawings			
First mile	LS	\$1,300.00	
Each additional mile	mi	\$570.00	
c. Soil subgrade drawings (only)			
First mile	LS	\$335.00	
Each additional mile	mi	\$210.00	
65. Geotechnical report			
a. Without soil subgrade investigation			
First mile	1 LS	\$1,800.00	\$1,800.00

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Each additional mile	mi	\$650.00	
b. With soil subgrade investigation			
First mile	LS	\$1,775.00	
Each additional mile	mi	\$740.00	
c. Soil subgrade investigation (only)			
First mile	LS	\$550.00	
Each additional mile	mi	\$340.00	
66. Settlement analysis and recommendations for embankment			
a. Proposed embankment	ea	\$470.00	
b. Proposed and existing embankment	ea	\$520.00	
67. Ground modification design	ea	\$1,375.00	
68. Slope stability analysis			
a. C, \emptyset or C & \emptyset analysis	ea	\$735.00	
b. Corrective measures	ea	\$735.00	
c. Stage construction corrective method	ea	\$1,275.00	
69. Bridge foundation analysis and recommendations			
a. Shallow foundation	ea	\$450.00	
b. Deep foundation			
i. Deep foundation analyses	ea	\$800.00	
ii. Wave equation analyses	ea	\$310.00	
iii. Liquefaction analysis	ea	\$250.00	
iv. Group - 3D analysis	ea	\$400.00	
c. Settlement analysis for bridge pier foundation			
i. Bridge pier	ea	\$360.00	
ii. Embankment plus pier	ea	\$400.00	
iii. Embankment plus pier plus all other loads	ea	\$460.00	
d. Foundation on bedrock	ea	\$350.00	
70. Retaining structure analysis recommendations			
a. Conventional retaining structures and other types such as MSE Walls and Bin walls			
i. Shallow foundation	2 ea	\$820.00	\$1,640.00
ii. Deep foundation	ea	\$1,080.00	
iii. Settlement analysis for retaining wall foundation	ea	\$350.00	
b. Pile retaining structure analysis and recommendations			
i. Free standing structure	ea	\$950.00	
ii. Retaining structure with tie-back system	ea	\$1,380.00	
c. Drilled-in-pier retaining structure analysis			
i. Free standing structure	ea	\$975.00	
ii. Retaining structure with tie-back system	ea	\$1,400.00	
d. Soil nailing wall analysis	ea	\$940.00	
71. Seepage analysis	ea	\$1,320.00	
72. Deep dynamic compaction analysis	ea	\$1,330.00	

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Subtotal (Geotechnical Engineering)			\$3,440.00
<u>CONSTRUCTION INSPECTION AND MONITORING</u>			
73.	Mobilization of testing equipment	LS	\$150.00
74.	a. Monitoring geotechnical instrumentation	hr	\$70.00
	b. Filed Inspector	hr	\$70.00
75.	Integrity testing		Actual Cost
76.	Field Compaction Testing		
	a. Dynamic Cone Penetration Test (DCPT)	hr	\$70.00
	b. Light Weight Deflectometer Test (LWD)	hr	\$70.00
77.	Dynamic pile analysis	ea	\$975.00
78.	Static load test	ea	\$975.00
79.	Dynamic pile load test		Actual Cost
80.	CAPWAP-C analysis	ea	\$450.00
81.	Final construction inspection report	ea	\$875.00
Subtotal (Construction Inspection and Monitoring)			
<u>FOUNDATION EVALUATION BY NON-DESTRUCTIVE METHODS</u>			
82.	a. Surface test/Pier or foundation		Actual Cost
	b. Borehole test/Pier or foundation		Actual Cost
<u>GEOPHYSICAL INVESTIGATION</u>			
83.	Geophysical Investigations		Invoice Cost
<u>GEOTECHNICAL PROJECT MANAGEMENT</u>			
84.	Project Management		
	a. Project Coordination	mi	\$1,600.00
	b. Project Website	LS	\$3,100.00
85.	Geotechnical Review		
	a. Structure Report	ea	\$310.00
	b. Roadway Report	mi	\$260.00
<u>PAVEMENT INVESTIGATION</u>			
1.	Mobilization of coring equipment	LS	\$200.00
2.	Mobilization mileage for coring equipment	mi	\$1.70
3.	Pavement core (partial depth)	ea	\$120.00
4.	Pavement core (full depth)	ea	\$180.00
5.	Sub-base sample	ea	\$59.00
6.	Cement concrete pavement core density determination	ea	\$31.00
7.	Cement concrete core compressive strength test	ea	\$30.00
8.	Bituminous extraction test	ea	\$80.00
9.	Sieve analysis of extracted aggregate test	ea	\$53.50
10.	Recovery of asphalt from solution by Abson method	ea	\$315.00
11.	Theoretical maximum specific gravity test	ea	\$67.00
12.	Bulk specific gravity test	ea	\$29.00
13.	Air voids calculation	ea	\$27.00
14.	Core report for partial depth core	ea	\$32.00

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
15. Core report for full depth core	ea	\$40.00	
16. Pavement analysis and report	ea	\$730.00	

Subtotal (Pavement Investigation)

Summary of Fees

Geotechnical Field	\$13,229.18
Geotechnical Laboratory	\$2,982.95
Geotechnical Engineering	\$3,440.00
Construction Inspection and Monitoring	
Pavement Investigation	
Estimated Geotechnical Total	\$19,652.13
Geophysical Contingency	\$6,000.00

City of Bloomington
Redevelopment Commission
AMENDED Project Review & Approval Form

Please Note:

- Approval of the project by the Redevelopment Commission through this Project Review & Approval Form does not represent an authorization to begin work or expend funds.
- Authorization of work and the commitment of funds shall be done when the Redevelopment Commission reviews and approves: (1) a Purchase Order or Contract prepared after complying with the appropriate procurement process for the type of item, service or construction being sought and (2) the estimated costs associated with the Purchase Order or Contract.
- No payment of funds shall be made without a duly authorized and approved Purchase Order or Contract. All claims for payment against a duly authorized Purchase Order or Contract shall be submitted to the Redevelopment Commission for their review and approval along with any required departmental inspections, reviews and approvals prior to the payment of any funds.

To Be Completed by Requesting Party:**Project Name:** Tapp Road and Rockport Road Intersection and Accessibility Project**Project Manager:** Andrew Cibor**Project Description:**

Project will replace the current all-way stop control at the intersection of Tapp Road and Rockport Road with a new traffic signal (including dedicated left-turn lanes on the Tapp Road approaches). The skewed approaches to the current intersection will be improved, and the grade on the west side of intersection will be reduced. All approaches to the intersection will be improved with accessible ramps, pedestrian countdown signals, and push buttons. New sidewalk and sidepath facilities will be constructed, including a sidepath that will connect bicyclists and pedestrians to the roundabout at the intersection of Tapp Road and Adams Street and the Clear Creek Trail system.

The intersection of Tapp Road and Rockport Road is not in the Consolidated TIF. However, Indiana Code § 36-7-14-39(J) permits Tax Increment to be used to “Pay expenses incurred by the redevelopment commission for local public improvements that are in the allocation area or serving the allocation area.”

This Project will serve the allocation area by improving connectivity along Tapp Road. This will improve access along both Tapp Road and Rockport Road, improving access to the Walnut-Winslow, South Walnut, Tapp Road, Expanded Tapp Road, and Fullerton Pike portions of the Consolidated TIF, which increases the potential for additional development in those areas.

This project is a permissible use of Tax Increment, satisfying all four factors of the Legal Department’s TIF Test.

1. It is substantial and complex work that involves the addition of new parts.
2. The improved intersection should have increased value, as it will be safer and more accessible.
3. The improved intersection should perform equally well as a newly constructed intersection.
4. These improvements are not part of the normal life cycle of the intersection.

Accordingly, it is the Legal Department’s position that this is a permissible use of Tax Increment.

Project Timeline:

Start Date: January 2, 2015

End Date: **June 7, 2019**¹

Financial Information:

Estimated full cost of project:	\$4,913,005
Sources of funds:	
Planning & Transportation CumCap Allocation ²	\$105,380
Consolidated TIF ³	\$1,368,783
Federal Highway Administration ⁴	\$3,433,842
City of Bloomington Utilities	\$5,000

Project Phases: This breakdown should mirror the contract(s) expected to be issued for this project. Each phase should include a description of the work to be performed, the cost, and the timeline for the contract.

Step	Description	Estimated Cost	Timeline
1	Design Contract ⁵	\$540,505	Services Completed in 2016
2	Right of Way Acquisition	\$750,000	2016 – 2017
3	Construction & Construction	\$3,622,500	2018 - 2019 ⁶

¹ Final audit is anticipated on June 7, 2019.

² Initial amount expended is greater because Federal Highway Administration funding is reimbursed for design services.

³ Initial amount expended is expected to be greater because Federal Highway Administration funding is reimbursed for design services, right of way, and construction inspection services.

⁴ INDOT administers the distribution of federal funding to local transportation projects.

⁵ Planning & Transportation has entered into the design contract with DLZ. This is being primarily funded by the Department’s CumCap allocation with reimbursement from the Federal Highway Administration.

	Inspection		
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To Be Completed by Redevelopment Commission Staff:

Approved on _____

By Resolution _____ by a vote of _____

⁶ A tentative bid date is scheduled for March 7, 2018.