



## TECHNICAL ADVISORY COMMITTEE

April 22, 2009

10:00 – 11:30 a.m.

McCloskey Room (#135)

- I. Call to Order
- II. Approval of Minutes:
  - A. April 22, 2009
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - A. Updates on BMCMPPO funded projects
- V. Reports from the MPO Staff
  - A. FY 2009 3<sup>rd</sup> Quarter Progress Report
  - B. Crash Report CY 2005-2007
- VI. Old Business
- VII. New Business
  - A. FY 2009-2010 Unified Planning Work Program Amendment
  - B. FY 2010-2013 Transportation Improvement Program
  - C. I-69 Hardship Right-of-Way Acquisition  
*(Recommendation Requested)*
- VIII. Communications from Committee Members *(non-agenda items)*
  - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
  - A. Technical Advisory Committee – June 24, 2009 at 10:00 a.m. (McCloskey Room)
  - B. Citizens Advisory Committee – June 24, 2009 at 6:30 p.m. (McCloskey Room)
  - C. Policy Committee (special meeting) – June 26, 2009 at 1:30pm (McCloskey Room)

Adjournment



**Draft Technical Advisory Committee Meeting Minutes  
April 22, 2009 McCloskey Conference Room 135, City Hall**

*Technical Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.*

**Attendance**

**Technical Advisory Committee:** John Carter (Monroe Co. Community School Corp.), John Collisson (County Highway), Jane Fleig (CBU), Connie Griffin (Ellettsville Planning), Laura Haley (Bloomington GIS), Perry Maull (IU Campus Bus), Lew May (Bloomington Transit), Doug Norton (Rural Transit), Adrian Reid (Bloomington Engineering), Andrea Roberts (Bloomington Public Works), Mike Trexler (Bloomington Controller), Jim Ude (INDOT), and Dave Williams (Bloomington Parks) and Gregg Zody (Monroe Co. Planning).

**Others:** Josh Desmond (MPO Staff), Raymond Hess (MPO Staff), Jane Weiser (MPO Staff), and Joyce Williams (Bloomington Engineering), Kathy Catlin Davis (O.R. Colan).

- I. Call to Order--**Adrian Reid called the meeting to order
- II. Approval of Minutes:**
  - A. March 25, 2009--**Tom Micuda moved approval. Jane Fleig seconded. The minutes were approved by a unanimous voice vote.
- III. Communications from the Chair—**There were no reports.
- IV. Reports from Officers and/or Committee**
  - A. Updates on BMCMPPO funded projects—**Lew May reported that Bloomington Transit (BT) has awarded their contract for final design of their Downtown Transfer Facility to Parsons Brinkerhoff. They hope to break ground by the end of the year. Adrian Reid said the bid letting for the West Third Street project was last month. It came in about \$2 million under the engineers' estimates. Construction will begin this summer. The Henderson St. project will be let in 2 weeks.
- V. Reports from the MPO Staff**
  - A. 10th Street Campus Mobility Study—**Raymond Hess said this project was kicked off last Thursday with a series of public workshops. The area of study is 10<sup>th</sup> St. to 17<sup>th</sup> St. and from the bypass to Dunn St. The consultant, Gorove Slade and Associates, is in the data collection stage including input from the public workshops. Staff has handouts, a Facebook page and an online survey. We are trying to get input from the students as well. Mr. Reid noted that through their traffic counts, they discovered that there are some sections of 10<sup>th</sup> St. that compare in volume with the bypass.
  - B. Transportation Improvement Program (TIP) Development—**Mr. Hess reported that we are very behind schedule on developing our TIP. Last year we started that process in December. Other MPOs and INDOT seem to be behind as well. The ARRA money has been a contributing factor. We are expected to issue a call for projects today or tomorrow. Staff developed a streamlined submittal form which Mr. Hess then explained. It will be released very



**Bloomington/Monroe County Metropolitan Planning Organization**  
 Technical Advisory Committee

soon. The completed forms need to be submitted within a couple of weeks. We will want to take this to the Policy Committee at their June 8 meeting. We have projects that carry over from year to year. The only new year we are looking is 2013. There might be some changes to existing projects however. Mr. Reid asked if staff expects submittals (for the Complete Streets part of the form) for existing projects. Mr. Hess said he would like to start a record for all projects currently in the TIP. Any project that hasn't cleared the 30% completed threshold would need to be submitted for the Complete Streets part of the form. Mr. Micuda asked if it would apply to a project like 17<sup>th</sup>/Arlington/Monroe that is not that far along. Mr. Hess said yes. Staff is even asking for Transit projects to complete the first page for standardized collection of data. Complete Streets only applies to roadway projects. Mr. Micuda asked if there was any information regarding the funding allocation for 2013 or are we going to assume carryover at this point with our normal funding stream. Mr. Hess said no. We don't really know what we have to spend until near the end of the fiscal year. What we get in the beginning is pretty much just an estimate. Mr. Desmond added that the other complication is the re-authorization of SAFETEA-LU.

**C. Unified Planning Work Program Development**—Mr. Desmond said that everybody in the state is behind with this like they are with their TIPs. We are still finalizing what our budget numbers are. Our fiscal year '08 unspent money will carry over into 2010. We already have a 2-year Work Program for '09-10. Any unspent money there will carry over, too. We will get a new fiscal year allocation for FY 2010. We should have money to do what we need to do. This is actually an amendment to our existing FY 2010 Work Program. Every year when we do a Work Program the FHWA folks send to the MPOs Planning Emphasis Areas (PEAs). These are things that we need to address as part of our Work Program and MPO operations that year. FHWA has added 3 new points of emphasis that they wish us to implement. 1.) Quarterly project tracking reports—South Bend has come up with a local MPO report that supersedes the State report. We would like to consider that option. 2.) Annual listing of obligated projects—we do this already. 3.) Americans with disabilities transition plans—This is to make sure that all government facilities are ADA-compliant. While we are distributing money to our LPAs, they want us to make sure that they have a plan in place or are already compliant for ADA accessibility. This would apply to LPAs that consist of over 50 persons. Mr. Desmond said that we have some special projects that will carry over and a couple of new ones to add. We need to do an interim update on the Long Range Transportation Plan. We will do a major update after the new census data is reported back to us in a couple of years. The CAC is planning to do a couple of projects with Ball State University. BT has asked about doing a study concerning expansion of their maintenance and storage facility. We will have to decide if we want to do the west 2<sup>nd</sup> Street study. April 2010 is the date of the census. He reminded the MPO partners to turn in their billings through 3<sup>rd</sup> quarter. Staff would like to have an estimate of any anticipated spending through the 4<sup>th</sup> quarter.

**VI. Old Business**—There was none.



**Bloomington/Monroe County Metropolitan Planning Organization**  
Technical Advisory Committee

**VII. New Business**

**A. Transportation Improvement Program Amendment**

**1. INDOT – SR 48 Pavement Preservation from SR37 to Curry Pike**  
*(Recommendation Requested)*

Mr. Hess said that INDOT has contacted the MPO to amend the TIP to add this project. It will be in FY 2009 at a cost of \$534,251 (ARRA funding). Staff is asking for recommendations from the advisory committees in order to take this amendment to the Policy Committee on May 8.

Jane Fleig asked about the paving starting 800 feet from the intersection. Joyce Williams said INDOT said that they are starting basically where the City project ends.

**2. INDOT – SR 45/46 from Kinser Pike to Pete Ellis Dr.**  
*(Recommendation Requested)*

Mr. Hess said this project cost has increased to \$36 million. The State wants to use ARRA funds now. Since we are amending the cost and the funding source the TIP needs to be amended. Mr. Desmond spoke to INDOT about design issues. IU was trying to reach an agreement to have a more heavily landscaped median that IU would maintain. No final agreement has been reached on this issue. IU had talked to INDOT about changes to the sidepath configuration. Staff and IU would like a sidepath on the west side of the road that would meander into campus territory following the general path of the bypass but would not necessarily be contained within the bypass right-of-way. At this point INDOT is going ahead with the standard sidepath design. The only place that there will be no sidepath is along the outside north/east portion between Dunn & 14<sup>th</sup>. INDOT was approached about making the 3<sup>rd</sup> and 10<sup>th</sup> St. intersections more pedestrian-friendly. They will only add pork chop pedestrian refuges in the northwest quadrant of both of those intersections. Staff doesn't know about a specific letting date.

Mr. Ude said that the consultant told him that there will be some coordination with IU on some key busy weekends so that the contractor won't have any lane closures during that time. He would have a penalty to pay if he does. Mr. Micuda asked if Mr. Ude had the sense that the design part of this project is 100% complete. Mr. Ude thought it was close. Ms. Fleig said they are still working on the storm sewer design. Mr. Hess asked if the ARRA money was going to help take care of some of the added Utilities costs. Fleig said they are working on that.

Mr. Micuda asked Mr. Reid if he had seen the refuge islands on the plans. Mr. Reid said yes. At 10<sup>th</sup> St., they got the pork chop islands put in for Little 5. When they took into account medians, they were getting out of the right-of-way footprint.

Jane Fleig moved approval of both amendments. Gregg Zody seconded. The motion was approved by unanimous voice vote.



**Bloomington/Monroe County Metropolitan Planning Organization**  
 Technical Advisory Committee

**B. Safe Routes to Schools applications ((*Recommendation Requested*))**

Mr. Hess said the only candidate for this year would be from Monroe County to apply for a Lakeview Elementary School infrastructure project. This is a resubmittal of an application that was done in 2006. The project would probably cost around \$100,000. Applications are due at the end of May. The project would be for additional sidewalks along Strain Ridge Rd. connecting the school to some of the adjacent neighborhoods to the northwest. It was not clear if MCCSC or Monroe County is the applicant. There will be more details when this is presented to the Policy Committee in May. Tom Micuda moved approval of TAC endorsement of this project. Lew May seconded. The motion was approved by unanimous voice vote.

**C. Transportation Enhancement Process (*Recommendation Requested*)**

Mr. Hess said that MPOs have been delegated responsibility and a portion of funding for TE projects. We will have a designated pot of TE funds (~\$280,000 annually) within the MPO that we can award at our discretion however we receive less money in this pot than we have procured in the past. We need to figure out how to administer this program and allocate the funds. We have largely deferred to the State's process, criteria and timetable. Annually, we will form a TE Selection Committee made up of a minimum of 1 member of the CAC, TAC and PC—selected by those committees. People serving on the committee should not have a conflict of interest and attend meetings regularly. 3 additional members may be selected by the MPO from organizations such as Downtown Bloomington Inc., IDNR, Bloomington Bicycle Club, etc. Projects would be selected based on a 100 point system as prescribed by INDOT's methodology. The TAC and CAC would review the recommendations from the Selection Review Committee and the PC will have the final authority to award the funding and amend the TIP accordingly. The projects would have a 20% local match. We can bank our money from year to year if we choose however no award will exceed \$1 million. We will have to submit any information received by the MPO to INDOT for their review regarding the project's eligibility for TE funds. The call for projects will come this summer. Staff would like to move on this today since the upcoming meeting will be very busy.

Mr. Micuda asked if a person working for one department in the City government would be considered to have a conflict of interest if a different department from the City applied for funds. Mr. Hess said that could be seen either way. Mr. Micuda thought that people working for the City of Bloomington, Monroe County or Ellettsville should probably not serve on this sub-committee. Mr. Reid said that if this is the case, the committee may have problems with its level of expertise. Mr. Micuda noted that the project would still go through the TAC giving them the opportunity to screen the recommendation. There was more discussion concerning how the representatives of groups might unduly influence the ranking of projects. Mr. Hess said that the criteria is set by federal legislation and administered by INDOT. Mr. Micuda said it might be useful to narrow the definition of conflict of interest. For example, Mr. Williams could not review a Parks project but Mr. Reid could. Mr. Desmond suggested a staggered rotation of new members for the Selection Committee. Mr. Zody asked if this has to go through CAC. Mr. Hess said it could be considered an administrative document that would not need official approval or policy action until we work out all the kinks. Mr. Reid pointed out that they are not in a real hurry since the call for projects would be projects happening for 3 years. He disagreed with requiring a detailed budget at application. Mr. Micuda suggested striking the at-large members and went with two members of each committee. Any member of the committee



**Bloomington/Monroe County Metropolitan Planning Organization**  
Technical Advisory Committee

whose organization had submitted an application would not be able to rate the application. Committee members from within the same organization could rate the applications as long as their department was not the applying entity. \_\_\_\_\_ said they are only talking about \$280,000 per year. Why not bring the proposals to the 3 committees and skip the selection subcommittee? Mr. Williams suggested allocating a year per group so that there is no competition. If the entity is not prepared to submit an application, they can pass. Mr. Hess said that Williams' scenario would prevent bankrolling. They reviewed the scoring criteria that INDOT uses for all projects. The general consensus was that this needs more thought.

Mr. Hess asked how the TAC would like to proceed. Mr. Williams suggested talking to other MPOs and see how they are working it out. Mr. Hess said that staff would find out. Mr. Micuda said that he thinks that they are making it more difficult than it needs to be since it isn't a large pot of money and the competition probably won't be severe. Any decision made by the subcommittee will be vetted in the other MPO committees. He would be willing to support it in its current form but they can get more input. **\*\*\*Tom Micuda moved to table the issue. Perry Maull seconded.** It was suggested to have a subcommittee in the meantime to come up with a system. **The motion was approved by unanimous voice vote.**

**VIII. Communications from Committee Members (non-agenda items)**

**A. Topic Suggestions for future agendas**

**IX. Upcoming Meetings**

**A. Policy Committee – May 8, 2009 at 1:30pm (McCloskey Room)**

**B. Technical Advisory Committee – May 27, 2009 at 10:00 a.m. (McCloskey Room)**

**C. Citizens Advisory Committee – May 27, 2009 at 6:30 p.m. (McCloskey Room)**

**Adjournment**

*These minutes were \_\_\_\_\_ by the Technical Advisory Committee at their regular meeting held on April 22, 2009 (RCH 04/22/2009)*

## MEMORANDUM



To: MPO Technical Advisory Committee Members  
From: Raymond Hess, AICP  
Senior Transportation Planner  
Date: May 21, 2009  
Re: FY 2010-2013 Transportation Improvement Program Draft

---

The Draft FY 2010-2013 Transportation Improvement Program has been developed by Bloomington/Monroe County Metropolitan Planning Organization staff in cooperation with Local Public Agencies (LPAs). The document is attached to this memo. A recommendation is not sought from the advisory committees until the June 24<sup>th</sup> meeting. However, early suggestions and recommendations are encouraged during the public comment period (May 20 – June 18) so that they may be incorporated prior to finalizing the document for Policy Committee consideration.

### *Complete Streets*

The new TIP must be developed in accordance with the Complete Streets Policy adopted earlier this year by the Policy Committee. Attached to this memo are the project submittal forms for projects which seek compliance with the Complete Streets Policy (note: submittal forms for projects to which the Policy does not apply were not included in this packet. These forms are available for review upon request.)

Attachments: Project Submittal Forms and Complete Streets Compliance Details  
Draft FY2010-2012 Transportation Improvement Program



**Bloomington/Monroe County Metropolitan Planning Organization**

**Call for Projects - Project Submittal Form**  
*FY2010-2013 Transportation Improvement Program*

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO  
 401 N. Morton Street Suite 160      **-OR-**      email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
 PO Box 100      fax: (812)349-3535  
 Bloomington, IN 47402

**LOCAL PUBLIC AGENCY INFORMATION** (check one & fill in all fiends):

- Monroe County       City of Bloomington       Town of Ellettsville       Other: \_\_\_\_\_  
 Rural Transit       Indiana University       Bloomington Transit

**Project Contact:** Adrian Reid, P.E.      **Phone:** 812-349-3417

**Address:**      401 N. Morton St. / Ste. 130 / P.O. Box 100      **Fax:**      812-349-3520  
Bloomington, IN 47404      **Email:** reida@bloomington.in.gov

**PROJECT INFORMATION** (fill in all applicable fields):

**Project Name:** Tapp/Country Club/Rockport Road Intersection Improvements      **DES Number:** # n/a

**Project Location:** At the intersection of Rockport Road and Country Club Drive

**Brief Project Description:** Modernize intersection and upgrade from 4-way stop to roundabout or signal.

**Support for the Project** (e.g. Local plans, LRTP, ITS, etc.): LRTP,Greenways Plan

**Allied Projects** (other projects related to this one): B-Line, Tapp/Adams Roundabout, Rogers/CountryClub Intersection Improvements

**Project Cost:**

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$ 203,498.00	\$	\$	\$
	Local	\$ 50,875.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
CON	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
<b>Totals:</b>		\$ 254,373.00	\$	\$	\$

**Construction Engineering/Inspection:** Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?       Yes       No       Not Applicable

**Year of Implementation Cost:** Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)?       Yes       No       Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

05/13/2009

Date

## **Complete Streets Policy Statement of Compliance**

### *Tapp Road / Country Club Drive / Rockport Road Intersection Improvement Project*

#### **Project Description:**

The proposed project will improve the intersection of Rockport Road and Tapp Road. The current intersection is a four-way stop and will be the bottleneck for vehicular traffic after the completion of improvements at Rogers Street and Country Club Road. The City is interested in the viability of a roundabout design at this intersection given the skew at which Rockport Road intersects Tapp/Country Club. During the design process, we will unfold whether a modern roundabout or traffic signal is more appropriate for the intersection. There is a significant sight distance issue west of the intersection which will also be addressed with this project.

In addition to upgrading the intersection to accommodate vehicular traffic, sidewalk and/or side path will be included in accordance with the City's Greenways Plan. The project will extend side path on the north side of Country Club to the west connecting the portion of side path constructed with the Tapp/Adams Roundabout Project in 2007 with the portion the City plans to construct from Rockport east to Milton.

Finally, the project will include utility relocation coordination and utility upgrades as may be required by CBU. Curb and gutter and other storm water infrastructure will be included with the construction of the new intersection.

#### **Performance Standards and Measurable Outcomes:**

The project serves to reduce congestion and address the poor geometry of the intersection (sight distance, skew, etc.). Among other design criteria, a level of service analysis will help the City to determine a standard by which we can measure the results via a traffic model.

Additionally, the City desires an increase in pedestrian and bicycle traffic through the intersection with the continuation of a side path on the north side of Tapp/Country Club Drive. Currently, not much of this variety of traffic exists in this area. However, the construction of the final phase of the B-Line necessitates this side path to connect the B-Line with Clear Creek Trail. The City believes this connection to be highly desirable towards the fulfillment of the Greenways plan.

**Project Timeline and Key Milestones:**

Consultant selection will take place in July 2009 and notice to proceed with the design issued in August 2009. We anticipate the design taking 18-24 months with ROW acquisition beginning after July 2011. Construction is scheduled to begin after July 2013.

**Project Cost:**

Additional costs are anticipated for ROW and Construction. The City plans to apply for funding for these items via the MPO in the future. The following are total amounts to be split 80% INDOT and 20% LPA: *PE* - \$254,373.00. As the design progresses, we will have a better idea of the right-of-way acquisition and construction costs.

**Public Participation Process:**

At this time, we are anticipating two formal public meetings regarding this project. One will be early in the design process (Winter 2009-2010) and other as the design progresses (Summer/Fall 2010). The City will have to follow INDOT policies and procedures for notification of public meetings and to comply with NEPA requirements for federal-aid projects.

**Stakeholder List:**

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
  - Bicycle and Pedestrian Safety Committee
  - Safe Routes to School Task Force
- Residents of neighborhoods affect by the project and adjacent property owners
- Emergency Services



**Bloomington/Monroe County Metropolitan Planning Organization**

**Call for Projects - Project Submittal Form**  
*FY2010-2013 Transportation Improvement Program*

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO  
 401 N. Morton Street Suite 160 **-OR-** email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
 PO Box 100 fax: (812)349-3535  
 Bloomington, IN 47402

**LOCAL PUBLIC AGENCY INFORMATION** (check one & fill in all fiends):

- Monroe County     City of Bloomington     Town of Ellettsville     Other: \_\_\_\_\_  
 Rural Transit     Indiana University     Bloomington Transit

**Project Contact:** Adrian Reid **Phone:** 812-349-3417

**Address:** 401 N. Morton St. / Ste. 130 / P.O. Box 100 **Fax:** 812-349-3520  
Bloomington, IN 47404 **Email:** reida@bloomington.in.gov

**PROJECT INFORMATION** (fill in all applicable fields):

**Project Name:** Sare & Rogers Road Roundabout **DES Number:** # 0900213

**Project Location:** At the intersection of South Sare Rd. & East Rogers Road in Bloomington, IN

**Brief Project Description:** Upgrade 4-way stop controlled intersection to modern roundabout

**Support for the Project** (e.g. Local plans, LRTP, ITS, etc.): LRTP

**Allied Projects** (other projects related to this one): New waterline project (CBU), Sare Road Ph. 2

**Project Cost:**

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$	\$	\$	\$
	Local	\$ 64,000.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$ 75,000.00	\$	\$	\$
		\$	\$	\$	\$
CON	STP	\$	\$ 720,000.00	\$	\$
	Local	\$	\$ 180,000.00	\$	\$
		\$	\$	\$	\$
<b>Totals:</b>		\$ 139,000.00	\$ 900,000.00	\$	\$

**Construction Engineering/Inspection:** Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?     Yes     No     Not Applicable

**Year of Implementation Cost:** Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)?     Yes     No     Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined"*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

5/13/2009 \_\_\_\_\_

Date

## **Complete Streets Policy Statement of Compliance**

### *Sare Road / Rogers Road Roundabout Project*

#### **Project Description:**

The project serves to upgrade a four-way stop-controlled intersection to a modern roundabout which accommodates the increasing traffic demands at this intersection. Three of the four legs of the intersection are comprised of antiquated roadway sections (old county roads) with poor vertical geometry and inadequate sight distance on two of four approaches. The intersection does not support the volume of traffic which passes through the intersection.

In addition to upgrading to a roundabout, the City is proposing pedestrian amenities: extending the 8 ft. side path on the east side of Sare Road to the north (the side path will likely switch to the west side north of the intersection); extending the side path on the north side of Rogers Road for the project limits (east & west); and constructing a 5 ft. concrete sidewalk on the south side of Rogers Road. Also, the roundabout will have splitter islands which will be used for pedestrian refuge. All sidewalk and side path will have a tree plot serving as a buffer to vehicular traffic.

The Roundabout will also accommodate emergency services, fire trucks in particular, and Bloomington Transit buses. Coordination with City of Bloomington Utilities will be a vital component of the project because the proposed water line from Lake Monroe will be constructed through this intersection.

#### **Performance Standards and Measurable Outcomes:**

The project will be designed and constructed to meet INDOT design and construction standards. We anticipate a reduction in delay at the intersection and an increase in pedestrian traffic using the new sidewalks and side paths.

#### **Project Timeline and Key Milestones:**

Consultant selection will take place in June 2009 and notice to proceed with the design issued in July 2009. We anticipate the design taking approximately 18 months with ROW acquisition beginning in July 2010. Construction is scheduled to begin in Spring of 2011.

#### **Project Cost:**

Both Preliminary Engineering and ROW acquisition will be funded locally in 2009 & 2010. Public Works is budgeting \$150,000.00 for design and \$75,000.00 in ROW. The

total amount estimated for construction to be split 80% INDOT and 20% LPA is \$900,000.00.

**Public Participation Process:**

The City anticipates holding two formal public meetings during the design process and will follow INDOT policies and procedures for notification of public meetings to comply with NEPA requirements. One meeting will be early in the design process (possibly Fall/Winter 2009) and the other as the design progresses (Summer/Fall 2010). Also, the City will meet with property owners, stakeholders and neighborhoods affected by the project.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the engineering web site.

**Stakeholder List:**

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
  - Bicycle and Pedestrian Safety Committee
  - Safe Routes to School Task Force
- Sherwood Oaks Christian Church and other adjacent land owners
- Emergency Services
- MCCSC



**Bloomington/Monroe County Metropolitan Planning Organization**

**Call for Projects - Project Submittal Form**  
*FY2010-2013 Transportation Improvement Program*

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO  
 401 N. Morton Street Suite 160  
 PO Box 100  
 Bloomington, IN 47402

-OR-

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
 fax: (812)349-3535

**LOCAL PUBLIC AGENCY INFORMATION** (check one & fill in all fiends):

- Monroe County     City of Bloomington     Town of Ellettsville     Other: \_\_\_\_\_
- Rural Transit     Indiana University     Bloomington Transit

**Project Contact:** Adrian Reid **Phone:** 812-349-3417

**Address:** 401 N. Morton St. / Ste. 130 / P.O. Box 100    **Fax:** 812-349-3520  
Bloomington, IN 47404    **Email:** reida@bloomington.in.gov

**PROJECT INFORMATION** (fill in all applicable fields):

**Project Name:** Old SR 37 & Dunn Street Improvements    **DES Number:** # n/a

**Project Location:** At the intersection of Old State Route 37 and N. Dunn St. in Bloomington

**Brief Project Description:** Improve horizontal and vertical geometry and sight distance at the intersection and on approaches

**Support for the Project** (e.g. Local plans, LRTP, ITS, etc.): LRTP, Local plans

**Allied Projects** (other projects related to this one): Proposed subdivision on Old SR 37

**Project Cost:**

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$	\$	\$	\$
	Local	\$ TBD	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
CON		\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
	<b>Totals:</b>	\$ TBD	\$	\$	\$

**Construction Engineering/Inspection:** Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?     Yes     No     Not Applicable

**Year of Implementation Cost:** Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)?     Yes     No     Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.



Signature

05/13/2009

Date

## **Complete Streets Policy Statement of Compliance**

### *Old State Route 37 / North Dunn Street Improvements*

#### **Project Description:**

Three fatalities have occurred in the past 7 years on Old SR 37. The project addresses issues with poor vertical and horizontal geometry in the curve on Old SR 37 east of the Dunn Street intersection. In addition, northbound traffic on Dunn Street experiences inadequate sight distance at the intersection and the project proposes to address this issue with one possibility being the relocation of Dunn Street to align with North Hillview Drive. In addition, bicycle and pedestrian amenities will be included in accordance with the Greenways Plan.

This project will be a collaborative project between the Monroe County Highway Department and the City of Bloomington Department of Public Works.

#### **Performance Standards and Measurable Outcomes:**

The project will be designed and constructed to meet INDOT design and construction standards. A reduction in the number and severity of vehicular accidents will be the ultimate goal of the project.

#### **Project Timeline and Key Milestones:**

Consultant selection will take place in August 2009 and notice to proceed with the design issued in September 2009. We anticipate the design taking approximately 18 months with ROW acquisition beginning in 2011. Construction is scheduled to begin in Spring of 2012.

#### **Project Cost:**

Both Preliminary Engineering and ROW acquisition will be funded locally in 2009 & 2010 by both Monroe County and the City of Bloomington. These entities have agreed to apply jointly for an HSIP grant to fund construction of the project. These amounts are not known at this time.

#### **Public Participation Process:**

We anticipate holding two formal public meetings during the design process and will follow INDOT policies and procedures for notification of public meetings to comply with NEPA requirements. One meeting will be early in the design process (possibly Spring

2010) and the other as the design progresses (Summer/Fall 2010). Also, the City will meet with property owners, stakeholders and neighborhoods affected by the project.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the engineering web site.

**Stakeholder List:**

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- Monroe County
- City of Bloomington Utilities
- Other utilities not municipally-owned
- Bloomington Parks Department
- MPO (TAC, CAC, Policy)
- Planning
  - Bicycle and Pedestrian Safety Committee
  - Safe Routes to School Task Force
- Neighborhoods affected by the project and other adjacent land owners
- Emergency Services
- MCCSC



Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form
FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by 5/13/09:

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160
PO Box 100
Bloomington, IN 47402
-OR-
email: mpo@bloomington.in.gov
fax: (812)349-3535

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

- Monroe County, City of Bloomington, Town of Ellettsville, Other, Rural Transit, Indiana University, Bloomington Transit

Project Contact: Bill Williams Phone: (812) 349-2577
Address: 100 W. Kirkwood Avenue Fax: (812) 349-2959
Bloomington, IN 47404 Email: bwilliams@co.monroe.in.us

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Mt. Tabor Road Bridge #33 DES Number: # 0801060
Project Location: Over Jack's Defeat Creek, between McNeely Street and Maple Grove Road
Brief Project Description: Bridge Replacement
Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP, Bridge Inventory & Safety Inspection Report
Allied Projects (other projects related to this one): none

Project Cost:

Table with 6 columns: Phase, Funding Source, 2010, 2011, 2012, 2013. Rows include PE, ROW, CON, and Totals.

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? [X] Yes [ ] No [ ] Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? [X] Yes [ ] No [ ] Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – replacement of the functionally obsolete and structurally deficient, deteriorated concrete & steel bridge with a structure that satisfies current design standards. The road approach will be improved to satisfy current standards as well inclusive of lane and shoulder width increases. Once completed, this road segment will provide an adequate on-road opportunity for bicycles through the project limits.
- **Performance Standards and Measurable Outcomes** – the project will serve the area with a bridge that will allow all vehicles, including school buses and large trucks, to traverse the creek in a safe manner. This will be measured utilizing the well established FHWA/INDOT bridge inspection procedures, conducted every two years. Crashes in the immediate area will continue to be monitored and reported annually to the Board of Commissioners and the BMCMPPO.
- **Project Timeline and Key Milestones** – a consultant was selected in FY2009 and Monroe County is currently in contract negotiations for PE. The contract will be approved by Board of Commissioners in May, 2009. The notice to proceed with design will follow immediately. Other key milestones will be determined at a later date as the project develops. We do anticipate using the INDOT's new project development procedures which will decrease project development time, thus saving money.
- **Project Cost** – The overall project estimated costs, as of this date, are as follows; PE (inclusive of all environmental, historical, land surveys, public hearings and design) = \$173,250; ROW Services (title search, deed and document preparation, negotiations) = \$45,000; CON (construction and construction engineering) = \$1,405,000. The local match will be provided from the Cumulative Bridge Fund. Total local costs are estimated at \$499,250, or 31%, and STP funds (for construction only) are \$1,124,000, or 69%, for a total project cost of \$1,623,250. This is subject to change as specific information is determined as a later date.
- **Public Participation Process** – this project will meet or exceed the public hearing and participation requirements as set forth by the FHWA, the INDOT and / or the BMCMPPO. This method is by advertisement via local media sources as well as information posted on our web site at [www.co.monroe.in.us/highway](http://www.co.monroe.in.us/highway). To date, we have had meetings with adjacent property owners, Bybee Stone Co., Cook, Inc., and the owner of the Matthews Mansion, to discuss impacts to their businesses and the historic home. It is important to discuss this at the project inception to review impacts with adjacent property owners in order to review impacts and save public funds. Information regarding project details will be made available to the public upon request as we receive it.
- **Stakeholder List** – Initially, on a project of this type, we begin by sending notices and request for comments to almost 30 local, state and federal agencies as part of satisfaction of the environmental portion of the project. Local key parties are many, but primarily the users of Mount Tabor Road. As mentioned above, Bybee Stone Company and Cook, Inc. are two major employers in the area and are adjacent to the project limits. Also, we will blend the design to lessen the visual impact upon the Matthews Mansion, currently on the National Register of Historic Places. We will review information with the Richland Bean Blossom School Corporation, the Town of Ellettsville, both corporate and utilities, and various offices of Monroe County Government, such as Rural Transit, Planning, and others as deemed necessary as the project develops.



**Bloomington/Monroe County Metropolitan Planning Organization**

**Call for Projects - Project Submittal Form**  
*FY2010-2013 Transportation Improvement Program*

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO  
 401 N. Morton Street Suite 160  
 PO Box 100  
 Bloomington, IN 47402

-OR-

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
 fax: (812)349-3535

**LOCAL PUBLIC AGENCY INFORMATION** (check one & fill in all fiends):

- Monroe County     City of Bloomington     Town of Ellettsville     Other: \_\_\_\_\_
- Rural Transit     Indiana University     Bloomington Transit

**Project Contact:** Adrian Reid **Phone:** 812-349-3417

**Address:** 401 N. Morton St. / Ste. 130 / P.O. Box 100    **Fax:** 812-349-3520  
Bloomington, IN 47404    **Email:** reida@bloomington.in.gov

**PROJECT INFORMATION** (fill in all applicable fields):

**Project Name:** 17<sup>th</sup> & Arlington Roundabout    **DES Number:** # 0900216

**Project Location:** At the intersection of West 17<sup>th</sup> St., West Arlington Rd., and North Monroe St. in Bloomington.

**Brief Project Description:** Replacement of "K" intersection with a modern roundabout.

**Support for the Project** (e.g. Local plans, LRTP, ITS, etc.): LRTP, Local plans

**Allied Projects** (other projects related to this one): Crestline Communities Development, Vernal Pike & Crescent Road

**Project Cost:**

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$ 200,000.00	\$	\$	\$
	Local	\$ 50,000.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$ 700,000.00	\$	\$
	Local	\$	\$ 175,000.00	\$	\$
		\$	\$	\$	\$ <u>1,384,826</u>
CON	STP	\$	\$	\$	<del>\$ 2,424,826.00</del>
	Local	\$	\$	\$	\$ 606,207.00
		\$	\$	\$	\$
<b>Totals:</b>		\$ 250,000.00	\$ 875,000.00	\$	<del>\$ 3,031,033.00</del> <u>1,991,033.00</u>

*Handwritten notes:*  
 G.P.R.  
 5/18/09

**Construction Engineering/Inspection:** Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?     Yes     No     Not Applicable

**Year of Implementation Cost:** Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)?     Yes     No     Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined"*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

\_\_\_\_\_  
Signature

05/13/2009  
Date

## **Complete Streets Policy Statement of Compliance**

### *17<sup>th</sup> Street / Arlington Road / Monroe Street Roundabout Project*

#### **Project Description:**

The proposed project will transform a badly aligned intersection with a high number of accidents from a “K” configuration to a modern roundabout. A traffic study, topographic survey, utility coordination, ROW engineering, and drainage design will be included in the design which will follow INDOT policies and procedures. Also included in the design will be 8 ft. side path within the project limits, 5’ sidewalk within the project limits, and splitter islands for pedestrian refuge. Adjacent to Tri-North Middle School, this project will aid in improving bus service to the school, which currently routes buses to avoid left turns in the intersection.

Utility coordination will be an important component of this project because of the presence of several significant utility lines, a water booster station, and a sanitary sewer lift station. The low-lying area west of the intersection is prone to flooding, so storm water infrastructure will be another important component of the project.

#### **Performance Standards and Measurable Outcomes:**

The project serves to reduce the severity and number of accidents and reconfigure a poorly aligned intersection. The project will be designed and constructed to INDOT standards and specifications and will also address the requisite traffic demands as determined during the traffic study. Accommodations for pedestrians will also be included in the design within the limits of the project.

#### **Project Timeline and Key Milestones:**

Consultant selection will take place in June 2009 and notice to proceed with the design issued in July 2009. We anticipate the design taking 18-24 months with ROW acquisition beginning in July 2010. Construction is scheduled to begin in July 2012.

#### **Project Cost:**

There are no additional anticipated costs outside of those provided for the TIP spreadsheet. Engineering anticipates that local funding will be included in budget for Public Works capital projects. The following are total amounts to be split 80% INDOT and 20% LPA: *PE - \$250,000.00; ROW - \$875,000.00; Construction - \$3,031,033.00.*

**Public Participation Process:**

As we do not have information regarding the various triggers for a formal hearing via the INDOT environmental review process, we are comfortable saying that the City will hold two public meetings during the design process regardless of INDOT's requirements. In addition, we are planning to meet with residents of the neighborhood who have expressed interest in the project. While there is not a neighborhood association for this area of Bloomington, the meetings regarding this project have been very well attended. We do not anticipate this project sparking public controversy as it is eliminating a troublesome, poorly-configured intersection with a long history of accidents.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the Engineering website.

**Stakeholder List:**

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
  - Bicycle and Pedestrian Safety Committee
  - Safe Routes to School Task Force
- Residents of the northwest side neighborhood (no formal neighborhood association) and adjacent property owners
- Emergency Services
- MCCSC



### Call for Projects - Project Submittal Form FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO  
401 N. Morton Street Suite 160      **-OR-**      email: [mpos@bloomington.in.gov](mailto:mpos@bloomington.in.gov)  
PO Box 100      fax: (812)349-3535  
Bloomington, IN 47402

**LOCAL PUBLIC AGENCY INFORMATION** (check one & fill in all fiends):

- Monroe County       City of Bloomington       Town of Ellettsville       Other: \_\_\_\_\_
- Rural Transit       Indiana University       Bloomington Transit

**Project Contact:** Bill Williams      **Phone:** (812) 349-2577

**Address:**    100 W. Kirkwood Avenue      **Fax:**    (812) 349-2959

Bloomington, IN 47404 **Email:** bwilliams@co.monroe.in.us

**PROJECT INFORMATION** (fill in all applicable fields):

**Project Name:** Fullerton Pike/Gordon Pike/ Rhorer Road      **DES Number:** # 0801059

**Project Location:** State Road 37 to Sare Road

**Brief Project Description:** Road reconstruction & safety improvements

**Support for the Project** (e.g. Local plans, LRTP, ITS, etc.): GPP, LRTP, MCTP

**Allied Projects** (other projects related to this one): Sare Road, SR 37/I-69

**Project Cost:**

Phase	Funding Source	2010	2011	2012	2013
PE	Local	\$ 550,000	\$ 550,000	\$ 250,000	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
ROW	Local	\$	\$	\$ 550,000	\$ 550,000
		\$	\$	\$	\$
		\$	\$	\$	\$
CON		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
<b>Totals:</b>		\$ 550,000	\$ 550,000	\$ 800,000	\$ 550,000

**Construction Engineering/Inspection:** Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?     Yes       No       Not Applicable

**Year of Implementation Cost:** Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)?     Yes       No       Not Applicable

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

---

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.



Signature

May 11, 2009

Date

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

**Detailed Project Description** – The project involves the improvement of 3.2 miles of roadway in the corridor of Fullerton Pike / Gordon Pike / Rhorer Road, from State Road 37 to Sare Road, south of Bloomington, in Monroe County.

It is anticipated that portions of the corridor, of which have existing pavement on Fullerton Pike, from State 37 to the dead end, west of Rockport Road, and Gordon Pike/Rhorer Road, from the dead end to Sare Road, may be rehabilitated however the majority will require pavement reconstruction. The existing pavement varies from 18 to 24 feet in width throughout most of the corridor with the exception of the intersections of Rogers Street and Old State Road 37 South, which has additional pavement width for turning lanes. New construction will be required of the segment between Fullerton Pike and Gordon Pike, a length of approximately 0.75 mile.

The corridor will improve the roadway with intersection improvements at key intersections, such as Rockport Road, Rogers Street, Old State Road 37 South, Walnut Street Pike and Sare Road to accommodate turning movements and traffic flow. Decisions regarding the need and design for turn lanes at these intersections will be made in recognition for the need to provide short, safe crossing distances for pedestrians.

A traffic study will be required of the corridor to determine lane capacity. This study will not just rely on past trends in traffic flow but also recognize current and future factors influencing vehicle tripmaking such as rising fuel costs and recent national trends toward decreases in vehicle miles traveled and per capita trips. The traffic study will also review the intersections, including a warrant analysis for the potential construction of traffic signals at the above intersections. Also, as part of the proposed cross-section, it will be inclusive of curb, gutter & sidewalk along one side with a multi-use paved bituminous path along the opposite side of the sidewalk, thus connecting the Clear Creek Trail and the proposed Jackson Creek Trail. Three roadway bridges will be required as part of the project over Clear Creek and Jackson Creek.

The existing Right-of-Way varies from 33 feet to 100 feet. Additional Right-of-Way will likely be required in order to accommodate possible intersection improvements and possible changes to travel lane capacity. There is potential that relocation of a few residential units along the corridor may be necessary, however, that will be determined at a later phase of plan development.

All preliminary engineering deliverables (as noted), including, but not limited to, surveys, environmental documentation, permitting and approvals, geotechnical investigations and reports, and public hearings.

Design and contract documents, along with Right-of-Way engineering, such as legal descriptions and staking, Real Estate services such as appraisals and acquisition services will be required and advertised for at a later date, once this phase of the project's development is completed. Construction supervision is required and these services will be advertised for at a later date.

All submittals and services shall comply with the Indiana Department of Transportation regulations and requirements for project development and construction. Coordination with the MPO and the INDOT is essential.

Congestion management, traffic safety, economic development, and multi-modal transportation are nationwide issues. This project will assist with mitigation of congestion, which in turn, helps the environment, and safety issues of the community's road network in this area by providing an adequate transportation link, along the south side of Bloomington, to other improved and planned facilities of the County, City and State, which improves and promotes economic growth in planned opportunity areas, combined with a multi-use trail, which links the Clear Creek and Jackson Creek trails as well as two schools, Batchelor and Jackson Creek Middle Schools. A traffic study will be conducted to determine capacity needs, an in depth environmental and historic review of the corridor, along with opportunities for public input during project development as well as other studies as required by the INDOT and FHWA for a project of this scope.

**Performance Standards and Measurable Outcomes** – The purpose of the project is to construct a facility that will provide multi-modal opportunities and improvements along the corridor. As mentioned above, construction of a facility that will adequately address the community's future transportation needs. Also, with construction of this corridor, it is anticipated that the levels of service on other parallel roads (Tapp Road and That Road) will see improvements with reduced traffic. Methods to treat stormwater runoff from the pavements will be investigated during the design in order to improve water quality. Other information may be required and determined during project development that will assist to determine said standards and outcomes.

**Project Timeline and Key Milestones** – We have advertised and received letters of interest (LOIs) from 15 consulting firms for this project for the survey, environmental geotechnical study and traffic study/capacity needs analysis. Said LOIs are under review. Selection procedures as outlined by the INDOT will be adhered to, anticipating interviewing 3 to 4 firms. Once selected (anticipated in summer, 2009), the firm will begin traffic analysis and studies as outlined in the request for proposals. Once the draft of the aforementioned work has been reviewed and completed, public comment will be sought before design of the facility begins.

**Project Cost** – The overall project budget and schedule is as follows; Design cost of \$2,208,000 with completion in 3-5 years (2009 –2014), R/W cost of \$1,472,000 with completion in 1-2 years (2012 – 2013) and Construction at \$14,720,000 with completion in 2-3 years (2014 – 2017) for a total project cost of \$18,400,000.

**Public Participation Process** – As mentioned above, public comment via public informational meetings will be sought for the design of the facility. This project will meet or exceed the public hearing and participation requirements as set forth by the FHWA, the INDOT and / or the BMCMPPO. This method is by advertisement via local media sources as well as information posted on our web site at [www.co.monroe.in.us/highway](http://www.co.monroe.in.us/highway). It is our intent to construct a facility that not only serves the needs of the community but also improves conditions for those immediately affected by the project. Specific situations will be discussed with affected parties during the project development process and will determine how best to mitigate individual circumstances.

**Stakeholder List** – Initially, on a project of this type, we begin by sending notices and request for comments to almost 30 local, state and federal agencies as part of satisfaction of the environmental portion of the project. Local key parties are many, but primarily the users of corridor in question. Monroe County will seek input the aforementioned as well as from MPO staff and committees, City of Bloomington Park & Recreation, Monroe County Parks & Recreation, Monroe County Community School Corporation, City of Bloomington Public Works, Bloomington Transit, City of Bloomington and Monroe County Planning officials, and others as deemed necessary as the project develops.



# Transportation Improvement Program

Fiscal Years 2010 through 2013



*Draft*  
May 20, 2009



*(This page intentionally left blank.)*

## Table of Contents

<b>Introduction</b>	3
Applicability	3
Air Quality	3
Fiscal Constraint	3
Year of Implementation Dollars	3
Amendment Process	3
Project Selection	4
Complete Streets	4
FY 2009-2012 TIP Development Timeline	4
<b>TIP Development Process</b>	5
<b>Annual Listing of Projects</b>	6
Fiscal Year 2008 Listing of Obligated Projects Table	6
<b>Local Revenue &amp; Expenditure Summary</b>	8
Revenue Table	8
Expenditure Table	9
<b>Programmed Projects</b>	9
State of Indiana	10
Summary of Programmed Expenditures	17
Monroe County	18
Summary of Programmed Expenditures	23
City of Bloomington	24
Summary of Programmed Expenditures	35
Town of Ellettsville	36
Summary of Programmed Expenditures	38
Community School Corporations	39
Summary of Community School Corp. Expenditures	42
Rural Transit	43
Summary of Programmed Expenditures	44
Bloomington Transit	45
Summary of Programmed Expenditures	47
Indiana University Campus Bus	48
Summary of Programmed Expenditures	49
<b>Listing of Local Public Agency Projects by Year</b>	50
<b>Total Expenditure Charts</b>	52
<b>Complete Streets Compliance</b>	53
<b>Abbreviations and Acronym List</b>	56
<b>MPA/UAB Boundary Map</b>	57
<b>Adoption/Amendment Resolutions</b>	58

*(This page intentionally left blank.)*

## Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to program funding for transportation projects. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the *2030 Long Range Transportation Plan*, the *Transit Development Plan*, and other planning studies developed by the Bloomington/Monroe County MPO and its local stakeholders.

### *Applicability*

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any one of the following six implementing agencies (refer to page 51 for a map of the MPO's urbanized area boundary):

- The Indiana Department of Transportation\*
- Monroe County\*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit\*
- Indiana University Campus Bus
- Monroe County Community School Corporation\*
- Richland-Bean Blossom Community School Corporation\*

*\*Note: These agencies service an area larger than the MPO's urbanized area and may have capital projects that use federal funding which are not reflected in this document.*

### *Air Quality*

The MPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

### *Fiscal Constraint*

The TIP must be financially constrained by year and include only those projects for which funding has been identified - using current, or reasonably available, revenue sources. The financial plan in the TIP is developed by the MPO in cooperation with the State of Indiana and area transit operators. In order to enable the MPO to conduct adequate financial planning, both the state and transit operators provide the MPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the MPO.

### *Year of Implementation Dollars*

SAFETEA-LU mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2010 was used as the base year). This inflation rate was agreed upon by local project implementing agencies in early 2008.

### *Amendment Process*

The TIP may be modified at any time, provided that appropriate public involvement occurs. However, minor TIP amendments may, unless specifically required by the MPO's Public Participation Plan, be made without public involvement. Additionally, projects may be advanced from future years to current years, without a TIP amendment so long as each year of the TIP cycle remains fiscally constrained. The TIP must be approved by the MPO and the Governor of the State of Indiana. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

**Project Selection**

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan’s specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the MPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Indiana Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Bloomington, Monroe County and the Town of Ellettsville have been prioritized according to resource availability. Highway improvement projects in the MPO’s urbanized area may be prioritized based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting;
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future;
3. Projects involving traffic operation or system management improvements;
4. Projects programmed for right-of-way acquisition, and
5. Projects programmed for preliminary engineering and/or advanced studies.

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

**Complete Streets**

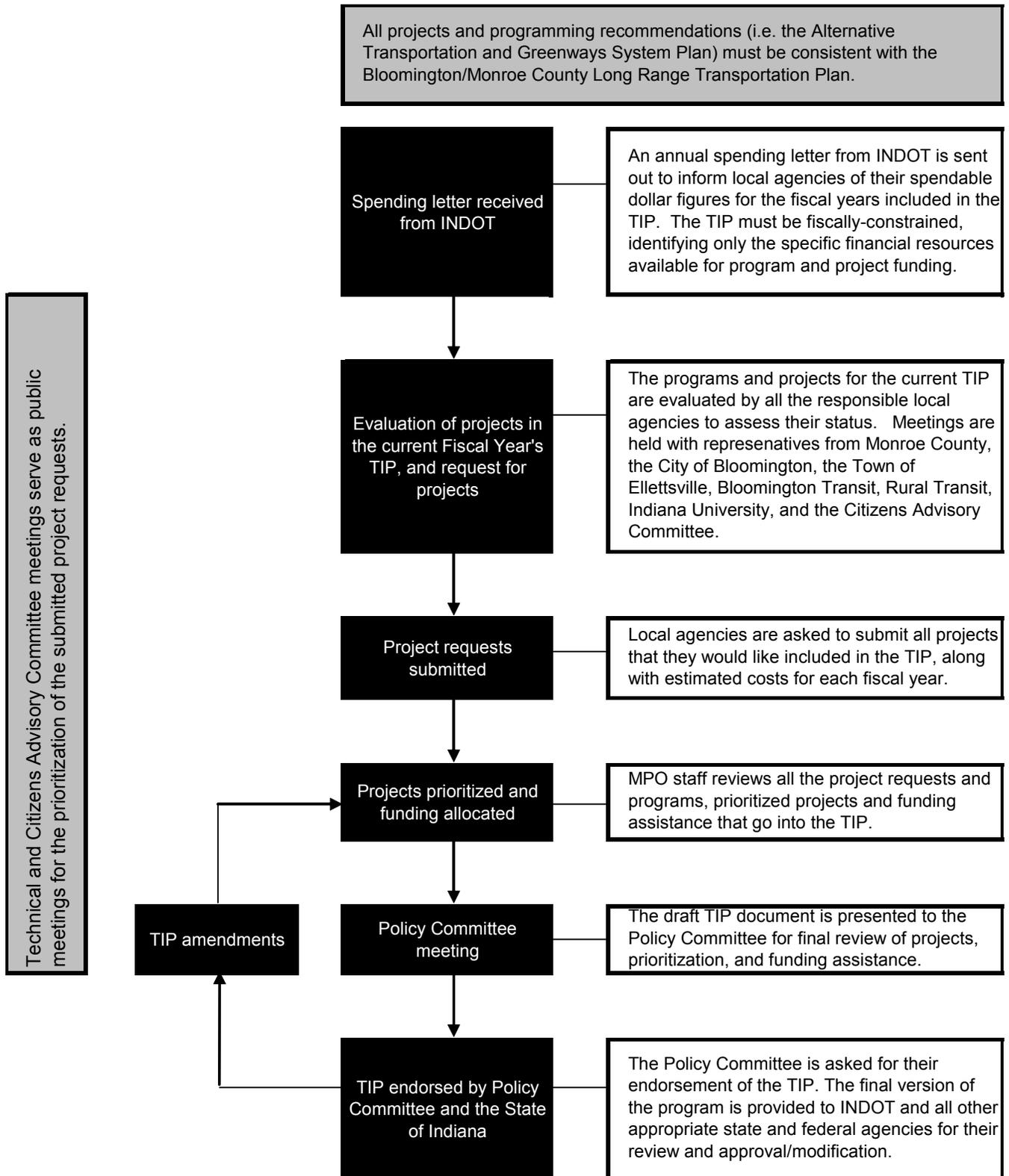
On January 9, 2009 the Policy Committee adopted a Complete Streets Policy. The purpose of the policy is to ensure that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by Local Public Agencies (LPAs) demonstrate compliance with the policy where applicable. This information is reviewed by the Citizens Advisory Committee and Technical Advisory Committee. The Policy Committee certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. A table at the end of the document illustrates local project compliance with the Complete Streets Policy.

**FY 2010-2013 TIP Development Timeline**

The following list provides a chronology of events and meetings that have taken place in development of this document:

<u>Date</u>	<u>Description</u>
4/23/2009	BMCMPPO issues call for projects
5/4/2009	Meeting with LPAs to discuss project submittal process and application
5/13/2009	Project submittals due/Call for Projects ends
5/18/2009	Meeting with LPAs to discuss project submittals and available budget
5/20-6/18/2009	30 day public review period (legal notice printed 5/18/09 in the Herald Times)
5/27/2009	First review by the Technical Advisory Committee and Citizens Advisory Committee
6/24/2009	Second review by the Technical Advisory Committee and Citizens Advisory Committee
6/26/2009	Policy Committee

**TIP Development Process**



## Annual Listing of Projects

SAFETEA-LU requires Metropolitan Planning Organizations to prepare an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing shall be published or otherwise made available by the cooperative effort of the State, transit operators, and the Metropolitan Planning Organization for public review. The listing shall be consistent with the funding categories identified in each Transportation Improvement Program (TIP). This requirement has been revised by the SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).

An obligation could be defined as the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by a federal agency, such as the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Obligated projects are not necessarily initiated or completed in the programmed year and the amount of the obligation may not necessarily equal the total cost of the project. For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

The following table provides information on transportation projects in the Bloomington/Monroe County Metropolitan Planning Organization’s Urbanized Area which have obligated the spending of federal funds. The information provided below is consistent with project listings of the FY 2009-2012 TIP. The list provides information on the amount of funds programmed in the TIP, the amount of funds obligated during the past fiscal year(s) and the amount of funds remaining and available for use in subsequent years.

Fiscal Year 2009 Listing of Obligated Projects							
LPA	2008 Projects	Brief Description	Phase	Federal Program	Programmed Federal Funding	Obligated Federal Funding	Remaining Funds
BL	North Campus Area Study	Area study to evaluate current and future transportation conditions for all modes of travel within the study area (refer to 2009-2010 UPWP)	PE	TEA-21	\$ 60,000	\$ 60,000	\$ - *
BL	West 3rd Street	Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepaths, landscaping and signalization	CON	TEA-21	\$ 1,586,767	\$ 1,586,767	\$ - *
BL	Sidewalk Construction (Henderson St.)	Safe Routes to School sidewalk construction project to improve safety for children walking to Templeton Elementary	CON	SRTS	\$ 250,000	\$ 250,000	\$ - *
MC	Rogers Rd. & Smith Rd.	Curve realignment and reconstruction at the intersection of Rogers Rd. and Smith Rod.	CON	HES & STP	\$ 610,132	\$ 610,132	\$ - *
MCCSC	MCCSC Bike/ped Education	Biking and walking campaign at various MCCSC and RBBCSC schools.	n/a	SRTS	\$ 75,000	\$ 75,000	\$ - *
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT’s fixed route & Access Service.	n/a	FTA 5307	\$ 1,286,000	\$ 1,286,000	\$ - *
BT	35 Foot Buses	Purchase of 4 new 35-foot hybrid electric buses	n/a	FTA 5307	\$ 1,760,000	\$ 1,760,000	\$ -
BT	40 Foot Buses	Purchase of 40 -foot buses	n/a	FTA 5307	\$ 560,000	\$ 560,000	\$ -
BT	BT Access Vehicles	Capitalize BT Access vehicles for use in paratransit service	n/a	FTA 5307	\$ 67,492	\$ 67,492	\$ -
BT	Downtown Transfer Facility	Land acquisition and environmental assessment for downtown transfer facility	n/a	FTA 5307 & FTA 5309	\$ 5,326,198	\$ 2,800,000	\$ 2,526,198 *
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds and tires	n/a	FTA 5307	\$ 61,868	\$ 61,868	\$ -

Fiscal Year 2009 Listing of Obligated Projects (Continued)							
LPA	2008 Projects	Brief Description	Phase	Federal Program	Programmed Federal Funding	Obligated Federal Funding	Remaining Funds
RT	Operating Budget	Operating budget assistance	n/a	FTA 5311	\$ 736,616	\$ 736,616	\$ - *
RT	Capital Budget	Capital budget assistance. Replace 4 light transit vehicles.	n/a	FTA 5311	\$ 179,296	\$ 179,296	\$ - *
<b>TOTAL</b>					\$ 12,559,369	\$ 10,033,171	\$ 2,526,198

*\*These projects are not necessarily completed yet and may need a portion of or all remaining funds.*

## Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the MPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2010 begins on July 1, 2009 and ends on June 30, 2010.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2010 through 2013. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the MPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and state funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

### Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2010-2013 TIP. The STP line highlights estimated spending authority available through FY 2013. The TEA-21 line shows spending authority that was carried over from the previous transportation bill through special TIP amendments. This table does not include Federal revenues that may be added through special Congressional earmarks in the future. Any project utilizing such funds has been marked as “Illustrative” and is not counted in the fiscal constraint analysis.

#### Revenues

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 8,419,476	\$ 2,720,869	\$ 2,720,869	\$ 2,720,869	\$ 16,582,083
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 2,119,610	\$ -	\$ 280,000	\$ 280,000	\$ 2,679,610
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP/HES	\$ 716,749	\$ 175,951	\$ 175,951	\$ 175,951	\$ 1,244,602
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/09	\$ 7,726,507	\$ 1,722,694	\$ 3,245,364	\$ 3,038,786	\$ 15,733,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 10,955,405	\$ 3,940,633	\$ 4,525,494	\$ 4,447,931	\$ 23,869,463
ARRA (+ illustrative)	\$ 7,648,537	\$ 95,000	\$ -	\$ -	\$ 7,743,537
<b>TOTAL</b>	\$ 44,019,534	\$ 13,364,812	\$ 15,925,067	\$ 15,760,429	\$ 89,069,843

**Programmed Expenditures for Local Projects**

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2009-2012 TIP. The available STP funding has been programmed to ensure a 5% reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the MPO’s Change Order Policy. The TEA-21 funding carried over from the previous transportation bill has been fully programmed and will remain assigned to the projects it was allocated to at the end of that funding cycle.

**Expenditures**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 8,411,102	\$ 2,720,869	\$ 2,720,869	\$ 2,720,869	\$ 16,573,711
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 2,119,610	\$ -	\$ -	\$ -	\$ 2,119,610
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP/HES	\$ 564,300	\$ -	\$ -	\$ -	\$ 564,300
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/09	\$ 7,726,507	\$ 1,722,694	\$ 3,245,364	\$ 3,038,786	\$ 15,733,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 10,955,405	\$ 3,940,633	\$ 4,525,494	\$ 4,447,931	\$ 23,869,463
ARRA (+ illustrative)	\$ 7,648,537	\$ 95,000	\$ -	\$ -	\$ 7,743,537
<b>TOTAL</b>	\$ 43,858,711	\$ 13,188,861	\$ 15,469,117	\$ 15,304,479	\$ 87,821,168

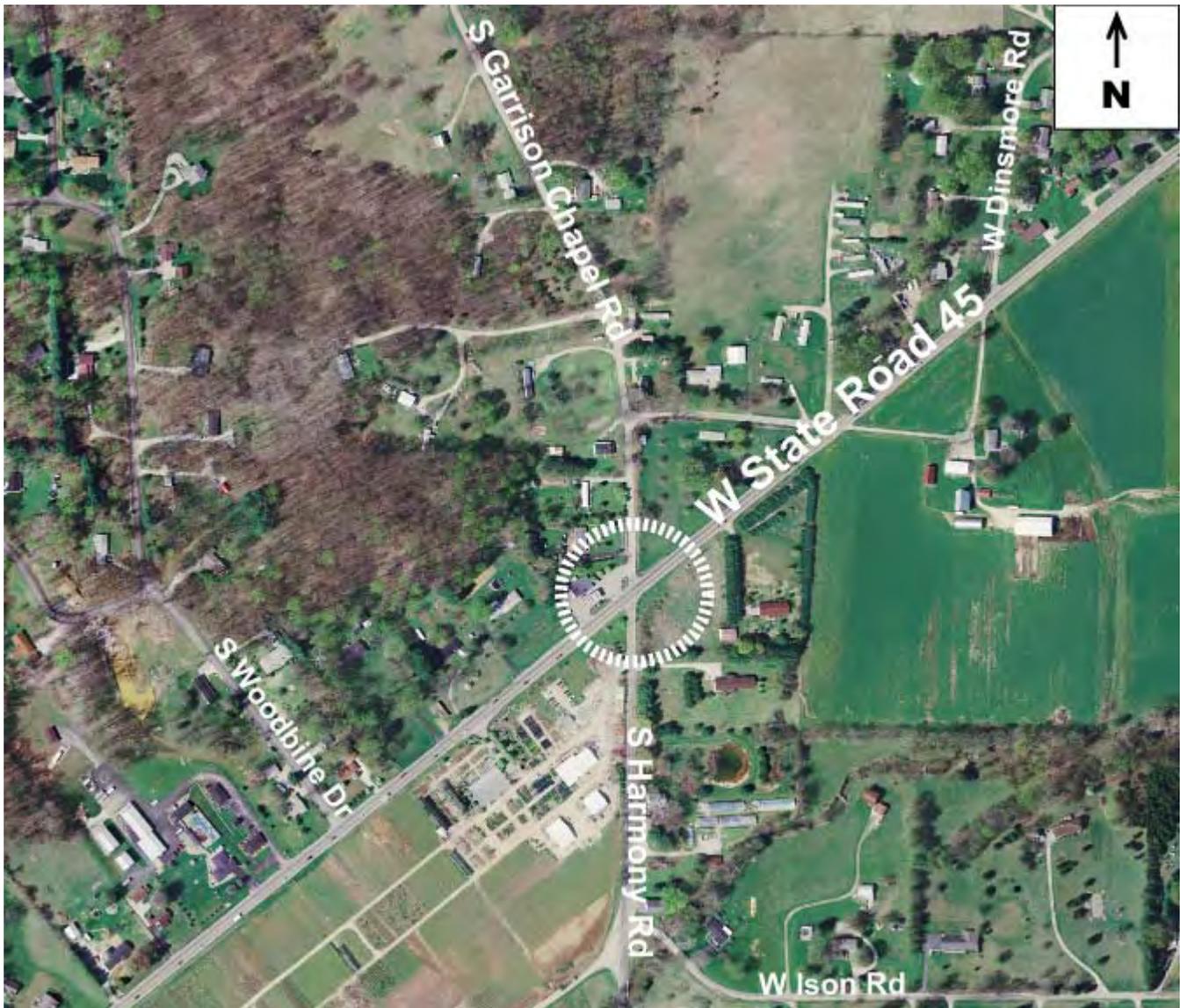
**Programmed Projects**

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2010 to 2013. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus Transit. At the end of each agency’s section is a summary of programmed expenditures by funding source for each fiscal year.

Additionally, each project which involves an identifiable location is also accompanied by a visualization of the approximate project boundaries. The dashed white lines provide an estimation of project location based on best available information available at the time this document was developed. These graphics are provided for the sake of reference only and should not be interpreted as exact delineations of project alignment.

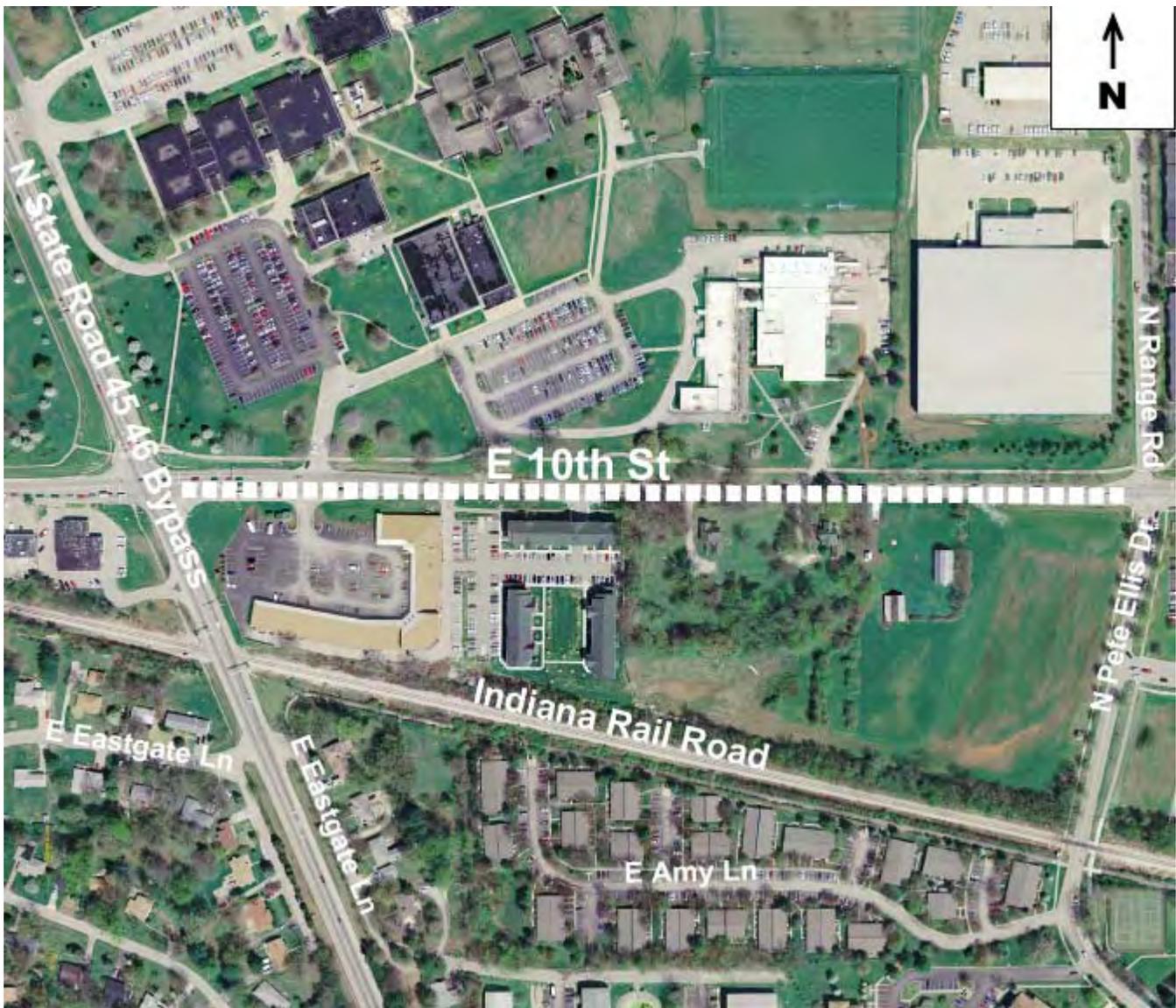
**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 45	PE	STP State				
<b>Location:</b> Intersection of State Road 45 and Garrison Chapel Rd.		STP State	\$ 88,000			
<b>Description:</b> Intersection improvement with added turn lanes	ROW	STP State	\$ 22,000			
		STP State				
<b>DES#:</b> 0710011	CON	STP State				
<b>Support:</b> Non-Interstate Preservation						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 110,000	\$ -	\$ -	\$ -



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 45	0.1 miles east of SR 45/46 Bypass to 0.1 miles east of Pete Ellis Drive	PE				
<b>Description:</b> Added travel lanes, traffic signals (~.30 miles long)			STP State			
<b>DES#:</b> 8824615, 947897A	Non-Interstate Preservation Program	CON	STP State	\$ 1,711,327		
<b>Support:</b>			STP State	\$ 427,832		
<b>Allied Projects:</b> State Road 45/46 Bypass, State Road 45		<b>TOTAL</b>	\$ 2,139,159	\$ -		



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 45	PE	STP State				
<b>Location:</b> Pete Ellis Drive to Russell Road		STP State	\$ 750,000			
<b>Description:</b> Road reconstruction, widening up to 3 lanes with intersection improvements, signals as warranted, sidewalk/sidepaths, concrete curb & gutter, drainage and landscaping. (~.88 miles long)	ROW	STP State		\$ 3,994,482		
<b>DES#:</b> 9902910		CON State		\$ 998,620		
<b>Support:</b> Safety						
<b>Allied Projects:</b> State Road 45/46 Bypass		<b>TOTAL</b>	\$ 750,000	\$ 4,993,102		



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 45/46 Bypass	PE					
<b>Location:</b> Monroe Street to Kinser Pike						
<b>Description:</b> Pavement rehabilitation (~.48 miles long)	ROW					
<b>DES#:</b> 0600811	CON	STP	\$ 1,040,000			
<b>Support:</b> Non-Interstate Preservation		State	\$ 260,000			
<b>Allied Projects:</b> State Road 45/46 projects		<b>TOTAL</b>	\$ 1,300,000	\$ -		



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 45/46 Bypass	PE	STP State				
<b>Location:</b> Kinser Pike to Pete Ellis Dr.		STP State				
<b>Description:</b> Added travel lanes, including 2 bridges, signals, sidepaths, pedestrian underpass. DES. #'s: 0300585, 9010075, 9611470, 001583 (~2.80 miles)	ROW	STP State				
<b>DES#:</b> (see Description above)	CON	STP State	\$ 24,500,000			
<b>Support:</b> Expansion/Major Improvements						
<b>Allied Projects:</b> State Road 45 projects		<b>TOTAL</b>	\$ 24,500,000	\$ -		



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 46	Location: Intersection of SR 46 and Smith Road	STP				
		State				
<b>Description:</b> Intersection improvements	Description: Intersection improvements	STP				
		State				
<b>DES#:</b> 0100773	Support: Safety Improvements	STP	\$ 224,000			
		State	\$ 56,000			
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 280,000	\$ -	\$ -	\$ -



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 46	PE	STP State				
<b>Location:</b> SR 446 to SR 135		STP State				
<b>Description:</b> Overlay and Preventive Maintenance	ROW	ARRA State	\$ 3,000,000			
<b>DES#:</b> 0810411		CON	State			
<b>Support:</b> Non-interstate Preservation						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 3,000,000	\$ -		



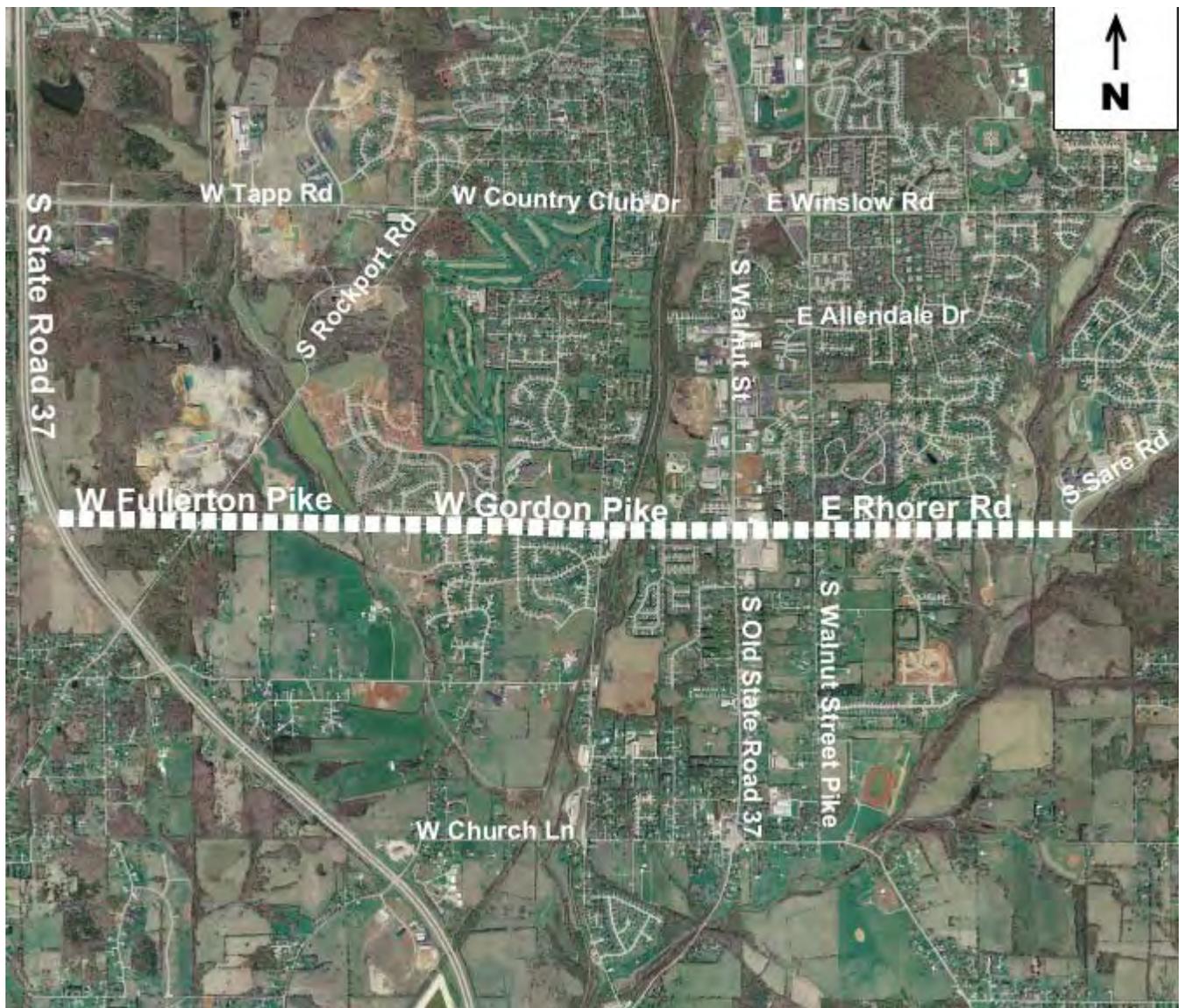
**Programmed Projects: State of Indiana**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
NHS	\$ -		\$ -	\$ -	\$ -
STP	\$ 3,813,327	\$ 3,994,482	\$ -	\$ -	\$ 7,807,809
TE	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 25,265,832	\$ 998,620	\$ -	\$ -	\$ 26,264,452
Local	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
<b>TOTAL</b>	\$ 32,079,159	\$ 4,993,102	\$ -	\$ -	\$ 37,072,261

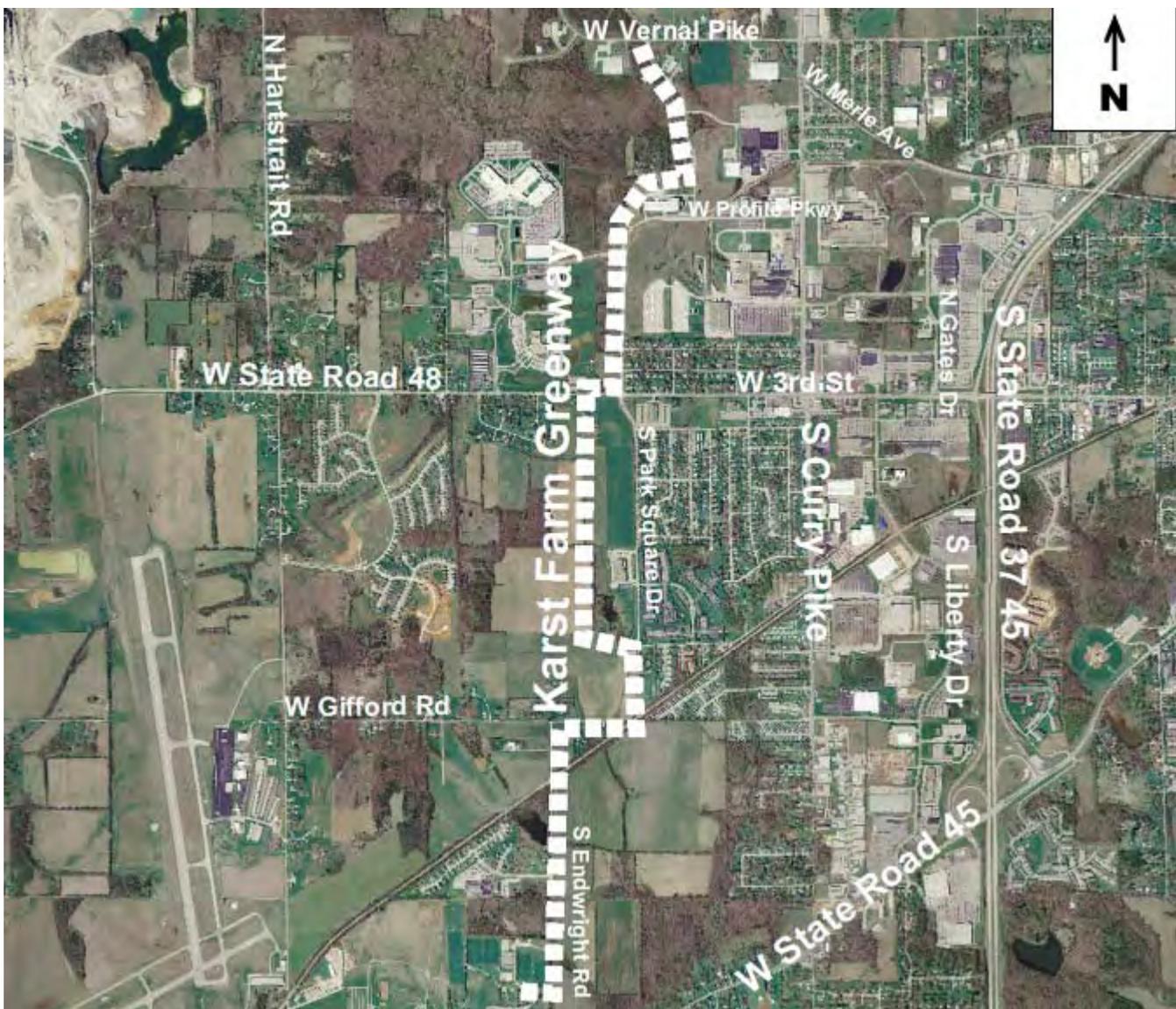
**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Fullerton Pike/Gordon Pike/Rhorer Rd.	PE	Local	\$ 550,000	\$ 550,000	\$ 250,000	
<b>Location:</b> SR 37 to Sare Road						
<b>Description:</b> Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	ROW	Local			\$ 550,000	\$ 550,000
<b>DES#:</b> 0801059						
<b>Support:</b> GPP, LRTP	CON					
<b>Allied Projects:</b> SR 37/I-69, Sare Road		<b>TOTAL</b>	\$ 550,000	\$ 550,000	\$ 800,000	\$ 550,000



**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year				
			2010	2011	2012	2013	
<b>Project:</b> Karst Farm Greenway (Phase I)	South of Vernal Pike to Karst Farm Park	PE					
<b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			Local				
<b>DES#:</b> 0600370		CON	TE	\$ 1,000,000			
<b>Support:</b> LRTP, MCAFGSP, BATGSP, ERCP		Local		\$ 257,000			
<b>Allied Projects:</b> Ellettsville-Stinesville Trail, B-Line Trail		<b>TOTAL</b>		\$ 1,257,000	\$ -	\$ -	\$ -



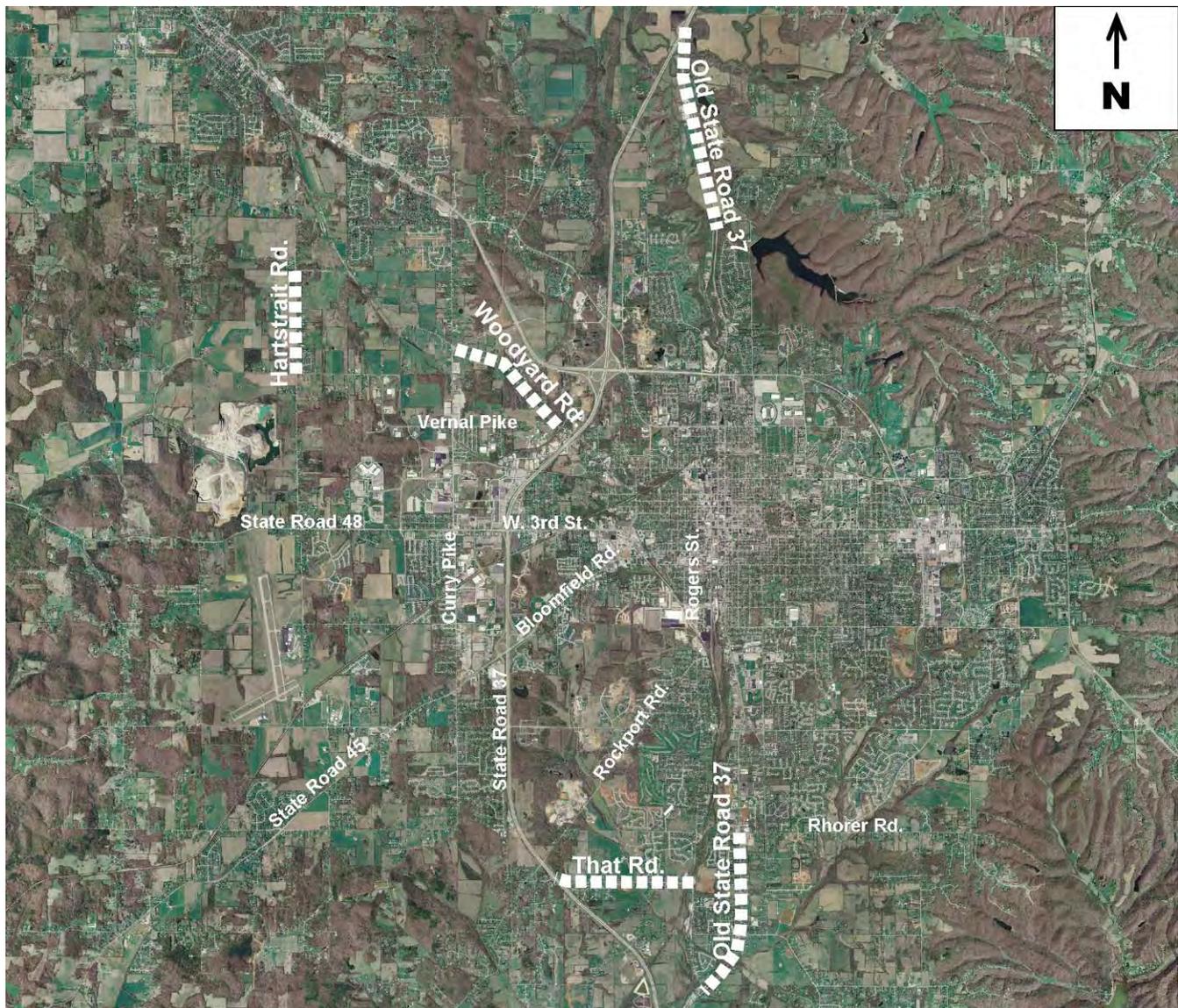
**Programmed Projects: Monroe County**

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Mt. Tabor Road Bridge #33	Local	\$ 50,000	\$ 50,000	\$ 50,000	
<b>Location:</b> Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road					
<b>Description:</b> Bridge replacement	Local			\$ 45,000	
<b>DES#:</b> 0801060	STP				\$ 1,200,000
<b>Support:</b> Bridge Inventory & Safety Inspection, LRTP	Local				\$ 300,000
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 50,000	\$ 50,000	\$ 95,000	\$ 1,500,000



### Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Pavement Preservation	Local	\$ 43,763			
<b>Location:</b> Hartstrait rd. from Vernal Pike to Walcott Ln That Rd from SR37 to Rogers St. Woodyard Rd. from Curry Pike to Vernal Busines 37 N from SR37 to Old 37 Old SR 37 from Rogers Rd to Rhorer Rd					
<b>Description:</b> Pavement preservation (minor resurfacing/crack seal/chip & seal)	ARRA	\$ 1,137,160			
<b>DES#:</b> To be assigned					
<b>Support:</b>					
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 1,180,923	\$ -	\$ -	\$ -



**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Vernal Pike (Phase II)	PE					
<b>Location:</b> Curry Pike to Woodyard Road						
<b>Description:</b> Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long)	ROW					
<b>DES#:</b> 9683081	CON	STP	\$ 5,531,140			
<b>Support:</b> LRTP		Local	\$ 1,382,785			
<b>Allied Projects:</b> Vernal Pike (Phase I), Curry Pike		<b>TOTAL</b>	\$ 6,913,925	\$ -	\$ -	\$ -



**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Bridge Inventory (Phases I & II)	Throughout Monroe County	Local	\$ 25,920		\$ 14,256	
<b>Location:</b>		BR	\$ 103,680		\$ 57,024	
<b>Description:</b> Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.		ROW				
<b>DES#:</b> Project No. BR-NBIS		CON				
<b>Support:</b> LRTP						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 129,600	\$ -	\$ 71,280	\$ -

**Programmed Projects: Monroe County**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 5,531,140	\$ -	\$ -	\$ 1,200,000	\$ 5,531,140
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP/HES	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 2,309,468	\$ 600,000	\$ 909,256	\$ 850,000	\$ 3,818,724
ARRA	\$ 1,137,160	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ 10,081,448	\$ 600,000	\$ 966,280	\$ 2,050,000	\$ 10,510,568

**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> West 3rd Street						
<b>Location:</b> West 3rd Street State Road 37 to Landmark Avenue		PE				
<b>Description:</b> Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long)		ROW				
<b>DES#:</b> 0300766		CON	STP	\$ 1,756,421	\$ 607,000	
<b>Support:</b> LRTP, GPP, BATGSP			Bond	\$ 2,818,088	\$ 319,000	
<b>Allied Projects:</b> n/a		<b>TOTAL</b>		\$ 4,574,509	\$ 926,000	\$ - \$ -



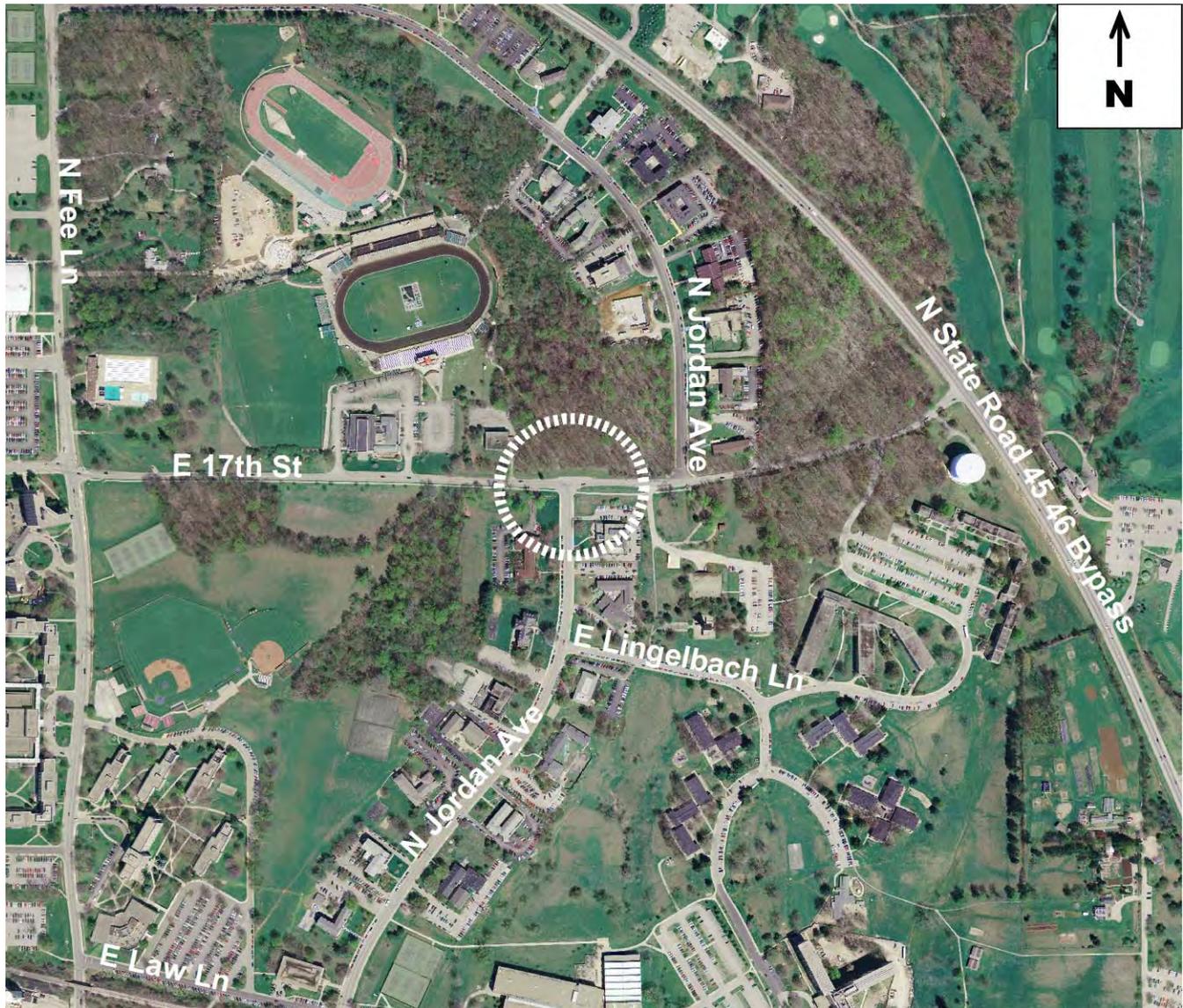
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> 17th St. & Arlington Rd. Roundabout	PE	STP	\$ 200,000			
<b>Location:</b> Intersection of Arlington Road, W. 17th Street and N. Monroe Street		Local	\$ 50,000			
<b>Description:</b> Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	ROW	STP		\$ 700,000		
		Local		\$ 175,000		
<b>DES#:</b> 0900216	CON	STP				\$ 1,384,826
<b>Support:</b> LRTP		Local				\$ 606,207
<b>Allied Projects:</b> Crestline Development, Vernal Pike & Crescent Rd.		<b>TOTAL</b>	\$ 250,000	\$ 875,000	\$ -	\$ 1,991,033



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> 17th St. & Jordan Ave.	PE	STP Local	\$ 209,000			
<b>Location:</b> Intersection of E 17th Street and N. Jordan Avenue	ROW	STP Local				
<b>Description:</b> Improve vertical geometry and sight distance at the intersection and on approaches	CON	STP Local				
<b>DES#:</b> <i>To be assigned</i>						
<b>Support:</b> LRTP						
<b>Allied Projects:</b> 17th and Fee Intersection Realignment, SR45/46 Bypass		<b>TOTAL</b>	\$ 209,000	\$ -	\$ -	\$ -



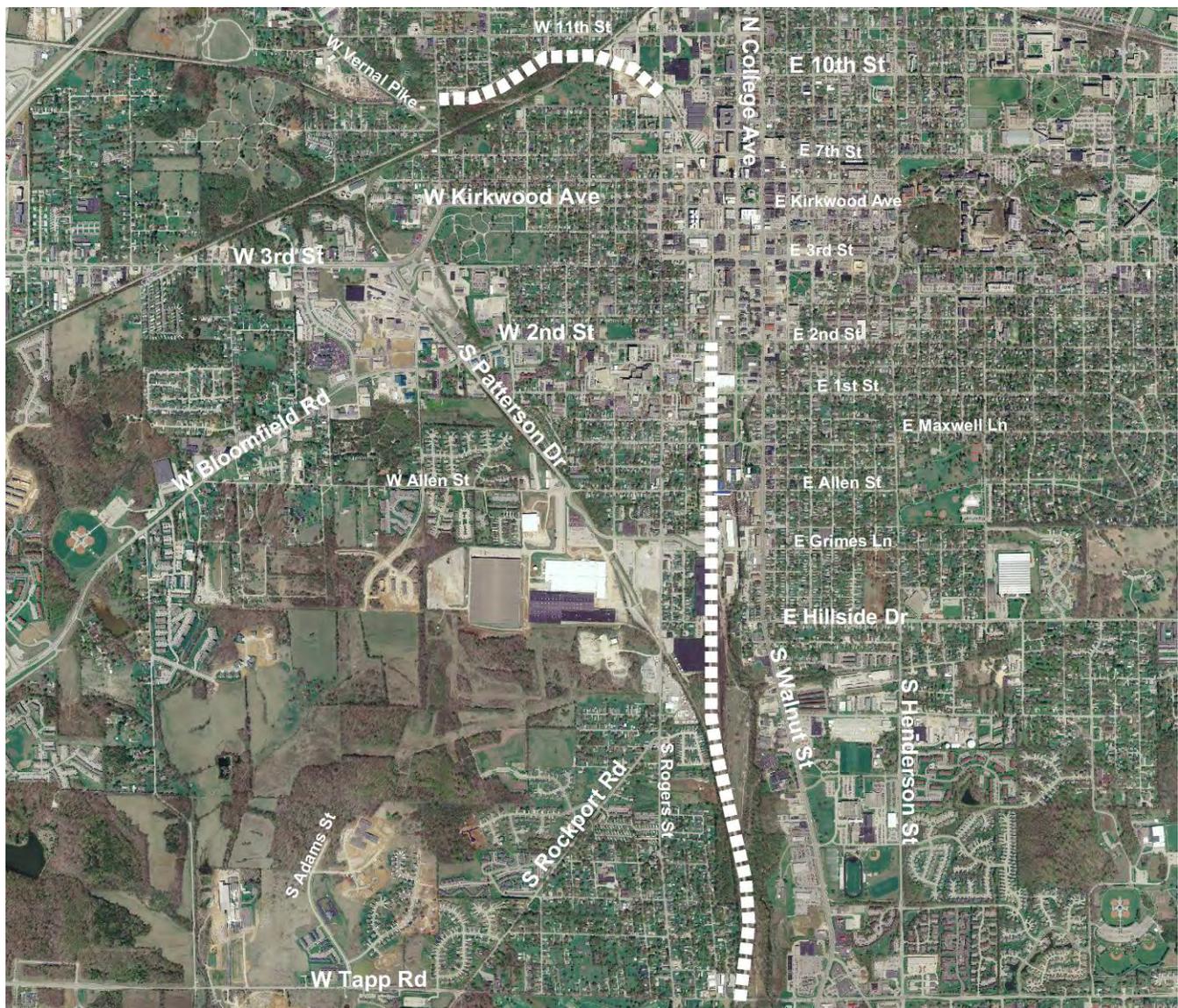
**Programmed Projects: City of Bloomington**

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Atwater/Henderson Signal	Local				
<b>Location:</b> Intersection of Atwater & Henderson					
<b>Description:</b> Intersection safety improvements and installation of traffic signal	Local				
<b>DES#:</b> 080043	Local	\$ 7,575			
<b>Support:</b> Crash Report	HSIP	\$ 564,300			
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 571,875	\$ -	\$ -	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> B-Line Trail (Phase II)	PE	Local	\$ 255,000			
<b>Location:</b> 2nd St. to Country Club Dr. & Rogers St. to Adams St.						
<b>Description:</b> Construction of a multi-use trail for non-motorized use, including site amenities (2.4 miles).	ROW					
<b>DES#:</b> To be assigned	CON	Local	\$ 826,000			
<b>Support:</b> LRTP, GPP, BPBTGSP, PMP		ARRA	\$ 1,800,000			
		State	\$ 1,300,000			
		Omnibus	\$ 950,000			
<b>Allied Projects:</b> Clear Creek Trail, Bloomington Rail Trail		<b>TOTAL</b>	\$ 5,131,000	\$ -	\$ -	\$ -



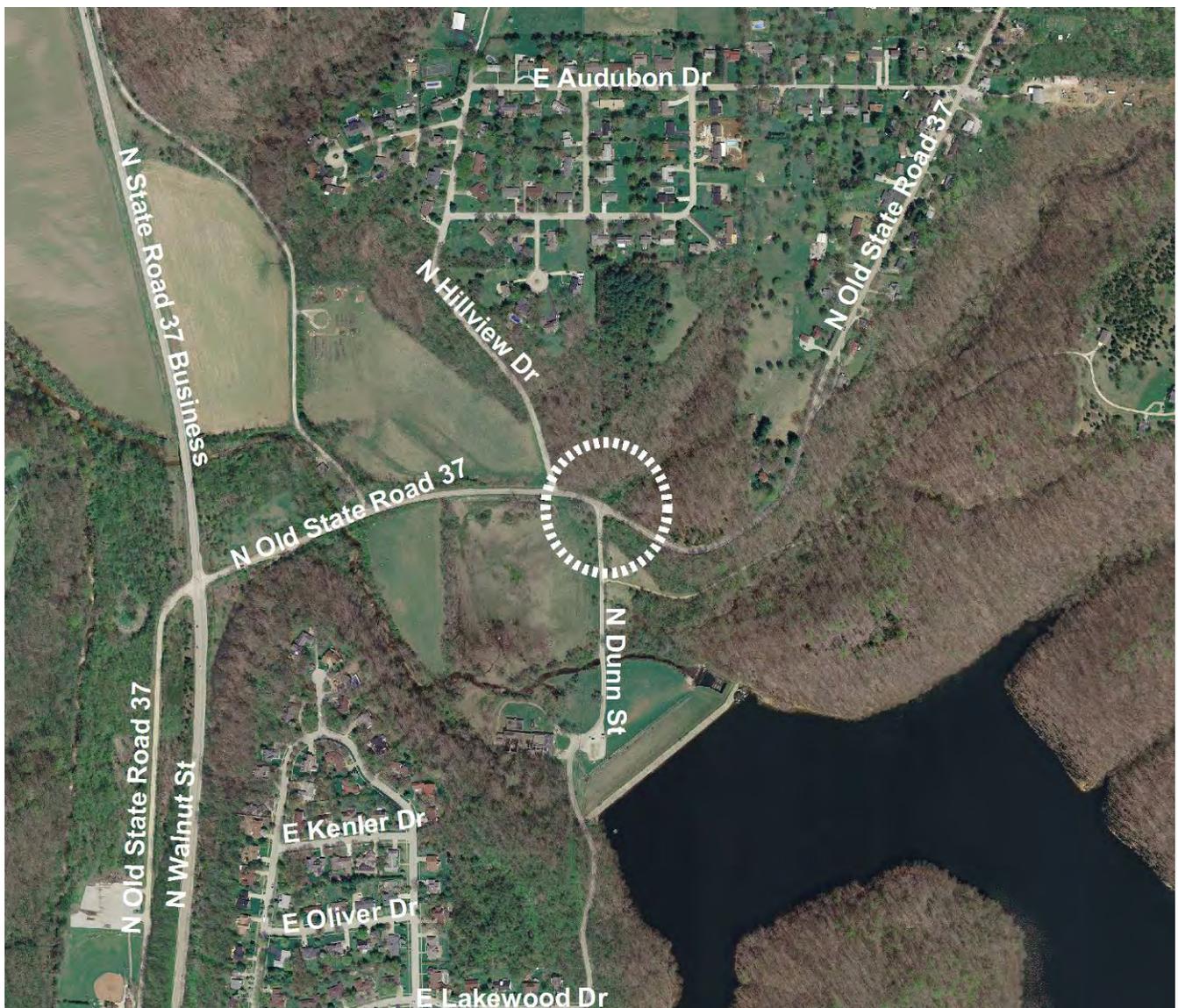
**Programmed Projects: City of Bloomington**

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Jackson Creek Trail (Phase I)	PE				
<b>Location:</b> Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park					
<b>Description:</b> Construction of a multi-use trail for non-motorized use, including site amenities.	ROW				
<b>DES#:</b> 0200987	CON	ARRA	\$ 748,045		
<b>Support:</b> LRTP, GPP, BATGSP, PMP					
<b>Allied Projects:</b> Clear Creek Trail, Bloomington Rail Trail	<b>TOTAL</b>	\$ 748,045	\$ -	\$ -	\$ -



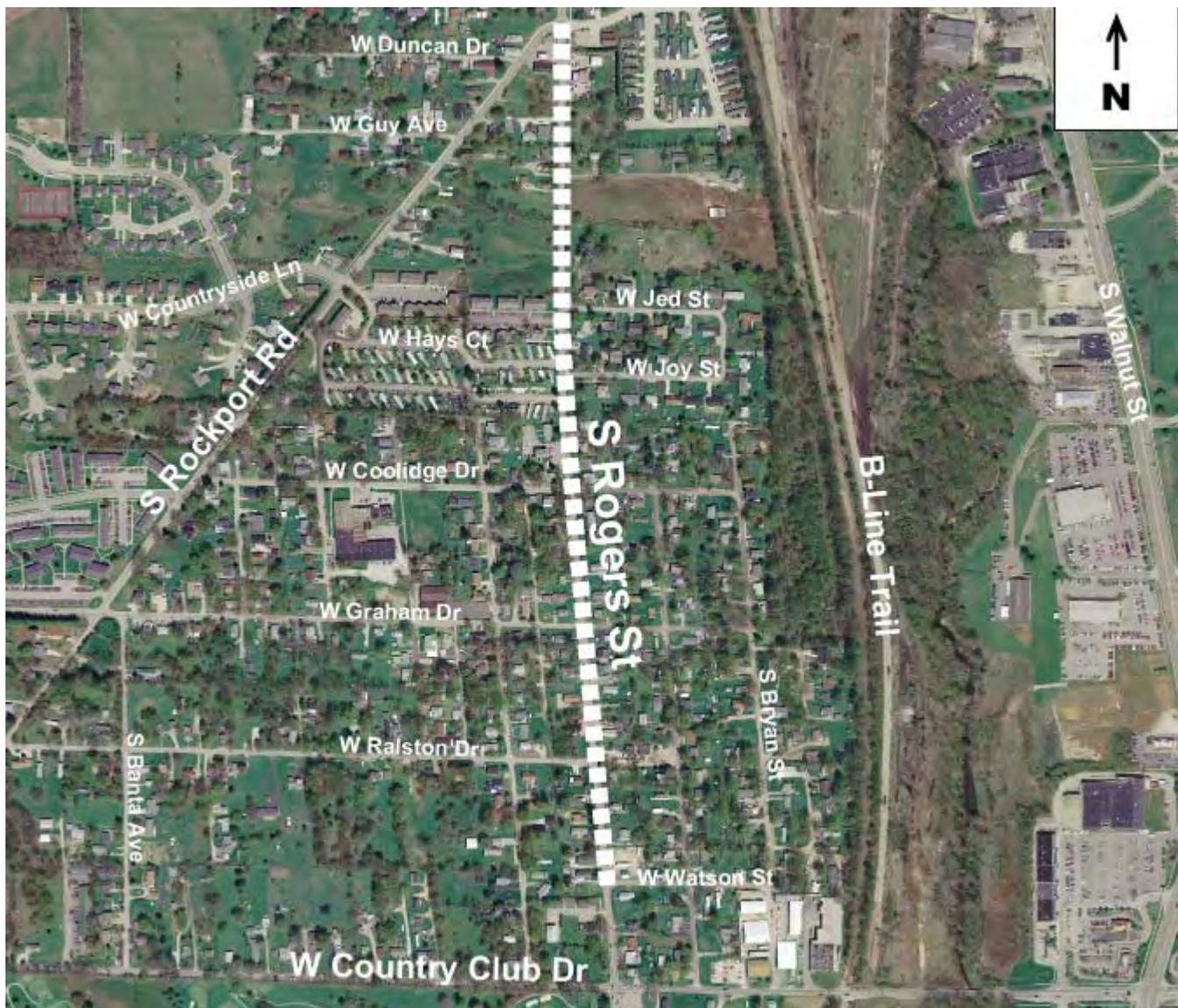
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Old SR 37 & Dunn St. Intersection Improvements	PE	STP				
<b>Location:</b> At the intersection of Old SR 37 & Dunn St.		Local	\$ 209,000			
<b>Description:</b> Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		ROW	STP Local			
<b>DES#:</b> To be assigned	CON	STP				
<b>Support:</b> LRTP		Local				
<b>Allied Projects:</b> Proposed development on Old SR 37		<b>TOTAL</b>	\$ 209,000	\$ -	\$ -	\$ -



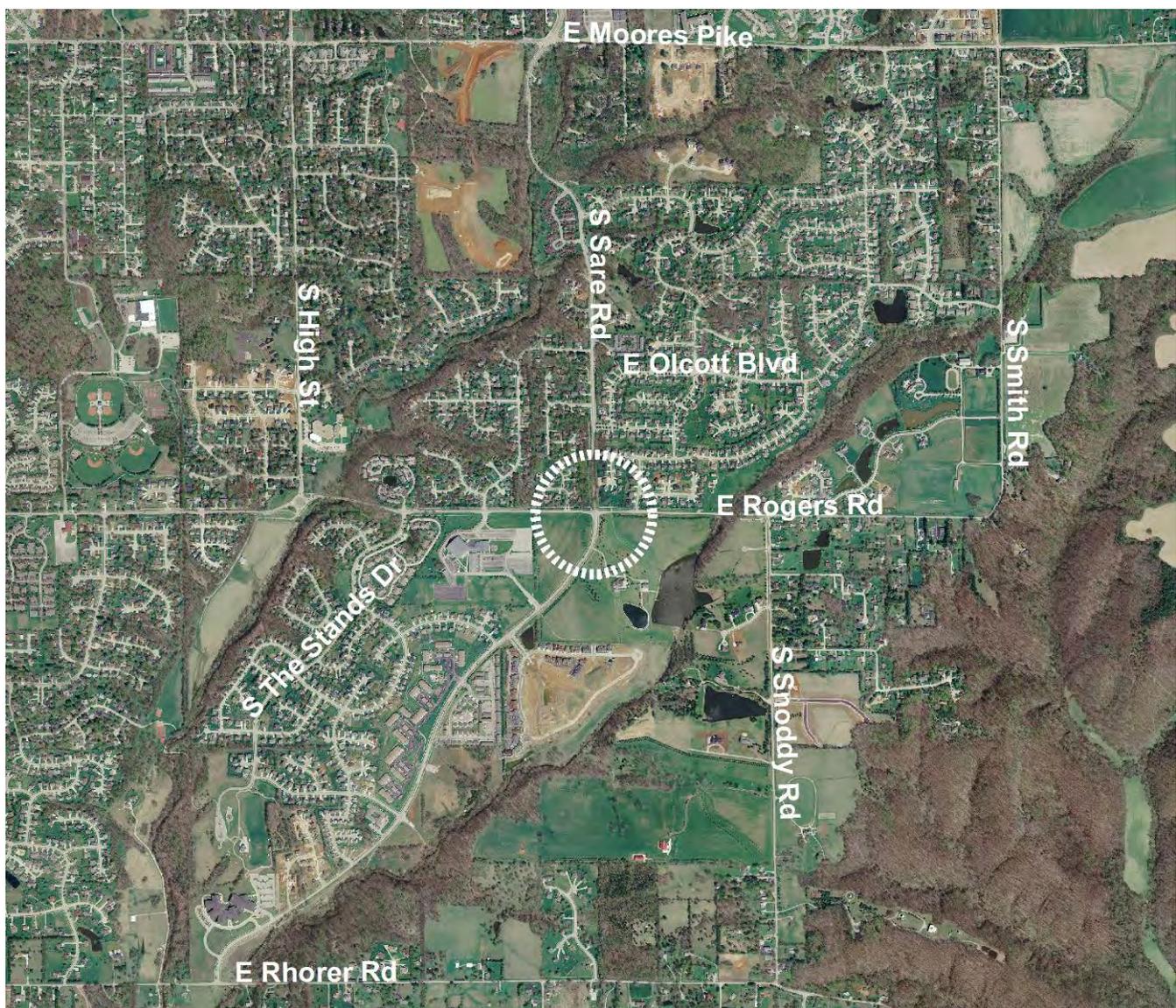
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Rogers Street	PE					
<b>Location:</b> Rockport Road to Watson Street						
<b>Description:</b> Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.	ROW	STP	\$ 584,000			
		Local	\$ 146,000			
<b>DES#:</b> 0600496	CON	STP		\$ 557,826	\$ 2,584,826	
<b>Support:</b> LRTP, GPP, BBPTGSP		Local		\$ 139,457	\$ 646,207	
<b>Allied Projects:</b> Rogers & Country Club Intersection Improvement		<b>TOTAL</b>	\$ 730,000	\$ 697,283	\$ 3,231,033	\$ -



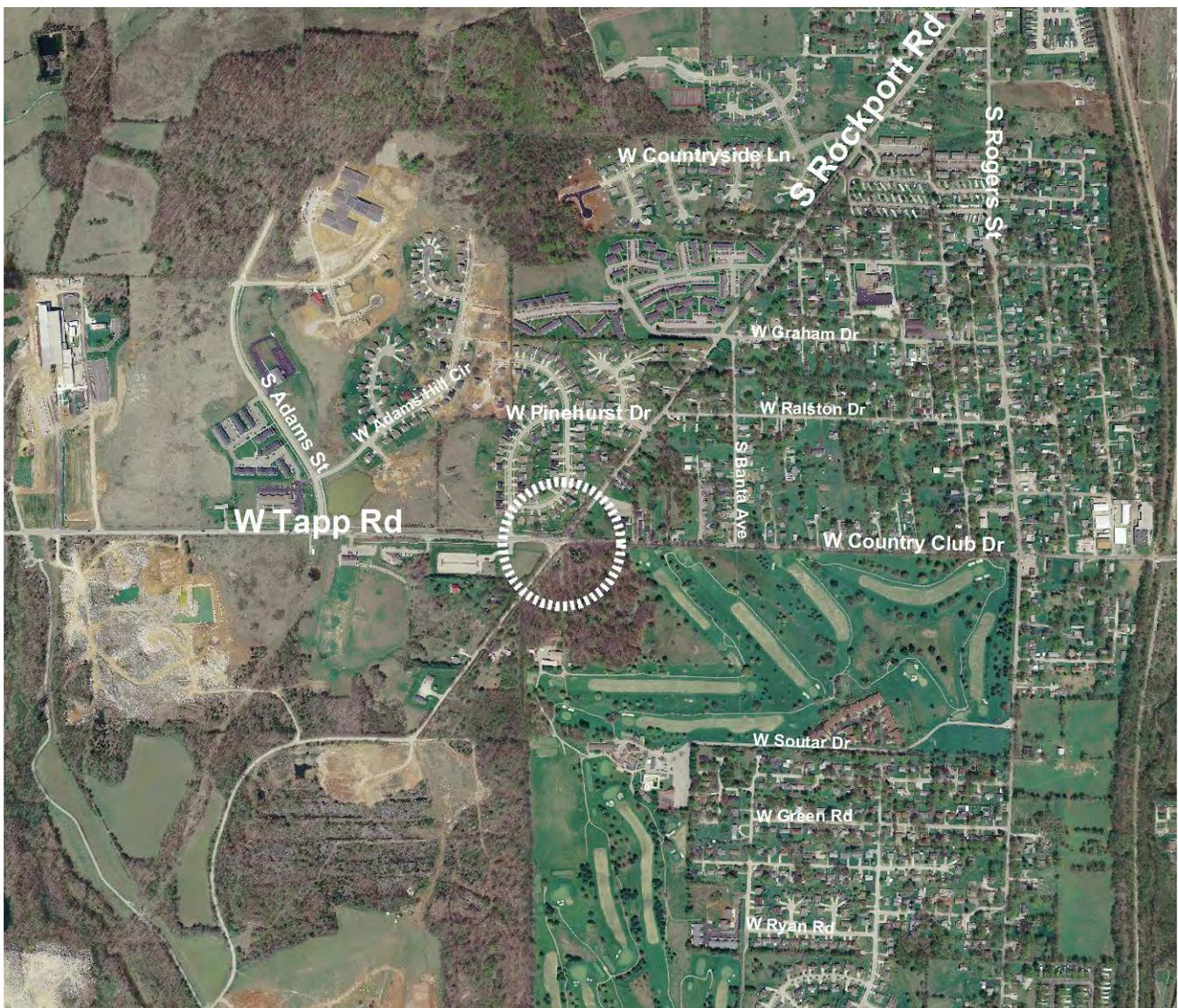
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Sare Rd and Rogers Rd Roundabout	PE	Local	\$ 64,000			
<b>Location:</b> Intersection of Sare Rd and East Rogers Rd						
<b>Description:</b> Upgrade 4-way stop controlled intersection to modern roundabout	ROW	Local	\$ 75,000			
<b>DES#:</b> 0900213		STP		\$ 720,000		
<b>Support:</b> LRTP	CON	Local		\$ 180,000		
<b>Allied Projects:</b> New waterline (CBU), Sare Road Ph 2		<b>TOTAL</b>		\$ 139,000	\$ 900,000	\$ -



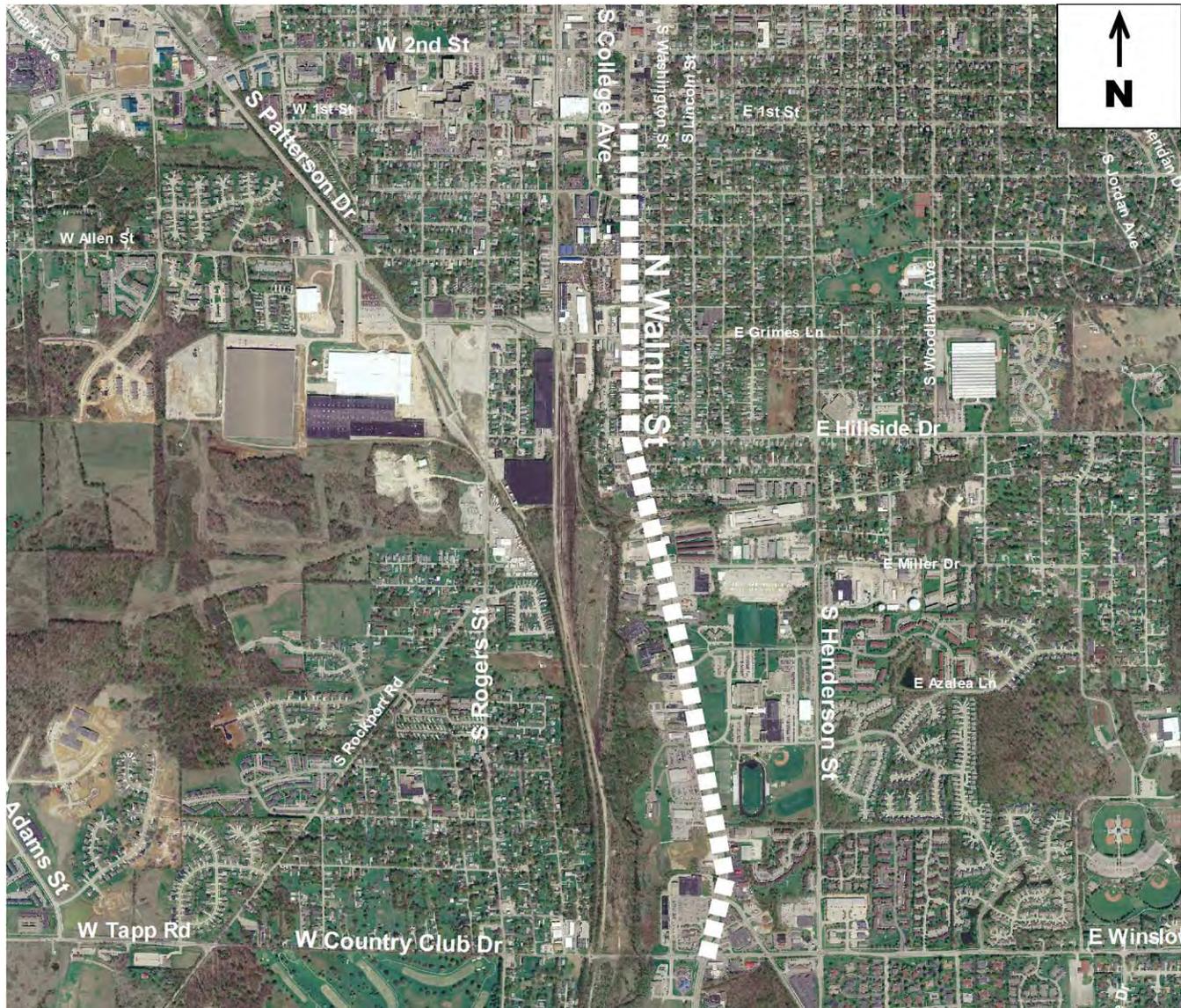
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b>	<b>Tapp Rd &amp; Rockport Rd Intersection Improvements</b>	STP	\$ 203,498			
<b>Location:</b>	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	Local	\$ 50,875			
<b>Description:</b>	Modernize intersection and upgrade from 4-way stop to roundabout or signal					
<b>DES#:</b>	To be assigned					
<b>Support:</b>	LRTP, BBPTGSP					
<b>Allied Projects:</b>	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements	<b>TOTAL</b>	\$ 254,373	\$ -	\$ -	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Walnut St. Pavement Preservation					
<b>Location:</b> S. Walnut St. from 1st St. to Country Club Dr.	PE				
<b>Description:</b> Pavement preservation (resurfacing and curb ramps)	ROW				
<b>DES#:</b> <i>To be assigned</i>	CON	ARRA	\$ 647,058		
<b>Support:</b>					
<b>Allied Projects:</b>	<b>TOTAL</b>		\$ 647,058	\$ -	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Sidewalk Restoration	Various locations across the City	ARRA	\$ 225,559			
<b>Location:</b>						
<b>Description:</b> Sidewalk repair and upgrades to address accessibility						
<b>DES#:</b> <i>To be assigned</i>						
<b>Support:</b> BBPTGSP						
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 225,559	\$ -	\$ -	\$ -	

**Programmed Projects: City of Bloomington**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 2,743,919	\$ 2,584,826	\$ 2,584,826	\$ 1,384,826	\$ 9,298,397
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 950,000	\$ -	\$ -	\$ -	\$ 950,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ 564,300	\$ -	\$ -	\$ -	\$ 564,300
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 4,710,538	\$ 813,457	\$ 646,207	\$ 606,207	\$ 6,776,409
ARRA	\$ 3,420,662	\$ -	\$ -	\$ -	\$ 3,420,662
<b>TOTAL</b>	\$ 13,689,419	\$ 3,398,283	\$ 3,231,033	\$ 1,991,033	\$ 18,889,106

**Programmed Projects: Town of Ellettsville**

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Ellettsville Heritage Trail (Ph I)	PE					
<b>Location:</b> Along former rail line from Main St. to Depot Rd.						
<b>Description:</b> Construction of a multi-use trail for non-motorized use, including site amenities.	ROW					
<b>DES#:</b> 0301167	CON	TE	\$ 169,610			
<b>Support:</b> MCATGSP		Local	\$ 42,403			
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail		<b>TOTAL</b>	\$ 212,013	\$ -	\$ -	\$ -



**Programmed Projects: Town of Ellettsville**

Town of Ellettsville Projects		Funding Source	Fiscal Year																										
			2010	2011	2012	2013																							
<b>Project:</b> Ellettsville Heritage Trail (Ph II)	<table border="1"> <tr> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ROW</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CON</td> <td>ARRA</td> <td>\$ 300,000</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2"><b>TOTAL</b></td> <td>\$ 300,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> </tr> </table>	PE						ROW						CON	ARRA	\$ 300,000				<b>TOTAL</b>		\$ 300,000	\$ -	\$ -	\$ -				
PE																													
ROW																													
CON		ARRA	\$ 300,000																										
<b>TOTAL</b>		\$ 300,000	\$ -	\$ -	\$ -																								
<b>Location:</b> Bridge over Jack's Defeat Creek																													
<b>Description:</b> Construction of a multi-use trail bridge for non-motorized use.																													
<b>DES#:</b> To be assigned																													
<b>Support:</b> MCATGSP																													
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail																													



**Programmed Projects: Town of Ellettsville**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 169,610	\$ -	\$ -	\$ -	\$ 169,610
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 42,403	\$ -	\$ -	\$ -	\$ 42,403
ARRA	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
<b>TOTAL</b>	\$ 512,013	\$ -	\$ -	\$ -	\$ 512,013

**Programmed Projects: Community School Corporations**

Richland-Bean Blossom Com. School Corp. Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> RBBCSC Sidewalk Construction		SRTS				
<b>Location:</b> Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.			\$ 33,000			
<b>Description:</b> Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			\$ 32,619			
<b>DES#:</b> 0800021			\$ 184,381			
<b>Support:</b> n/a						
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail		<b>TOTAL</b>	\$ 250,000	\$ -	\$ -	\$ -



**Programmed Projects: Community School Corporations**

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> MCCSC Batchelor Middle Infrastructure		PE SRTS	\$ 10,000			
<b>Location:</b> Batchelor Middle School property and adjacent roads (Rogers Street & Gordon Pike)						
<b>Description:</b> 700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street		ROW				
<b>DES#:</b> 0710204		CON SRTS	\$ 50,000			
<b>Support:</b> MCATGSP						
<b>Allied Projects:</b> MCCSC Non-Infrastructure Project		<b>TOTAL</b>	\$ 60,000	\$ -	\$ -	\$ -



**Programmed Projects: Community School Corporations**

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> MCCSC Bike/Ped Education	Various MCCSC & RBBCSC schools	SRTS	\$ 75,000			
<b>Location:</b>						
<b>Description:</b> Biking and walking campaigns at MCCSC and RBBCSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos						
<b>DES#:</b> 0800012						
<b>Support:</b> MCATGSP						
<b>Allied Projects:</b> MCCSC Batchelor Middle School Project	<b>TOTAL</b>	\$ 75,000	\$ -	\$ -	\$ -	

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> MCCSC School Route Travel Plans	Highland Park El., Fairview El., Arlington El., University El, Binford/Rogers El., Tri-North Middle	SRTS	\$ 75,000			
<b>Location:</b>						
<b>Description:</b> Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school						
<b>DES#:</b> 0810450						
<b>Support:</b> MCATGSP BBPTGSP						
<b>Allied Projects:</b> MCCSC Bike Ped Education	<b>TOTAL</b>	\$ 75,000	\$ -	\$ -	\$ -	

**Programmed Projects: Community School Corporations**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000

**Programmed Projects: Rural Transit**

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Operating Budget	FTA/PMTF	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183
<b>Description:</b> Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	Local	\$ 533,049	\$ 533,049	\$ 532,699	\$ 540,997
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,600,232	\$ 1,600,232	\$ 1,664,882	\$ 1,698,180

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Photovoltaic Solar System	TIGGER		\$ 95,000		
<b>Description:</b> Upgrade facility with solar power					
<b>DES#:</b> n/a					
<b>Support:</b>			\$ 95,000		

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Transit Stimulus Package Purchases	ARRA	\$ 1,074,057			
<b>Description:</b> 4 Modified Vans with Lifts 9 Large light transit vehicles, 8 w/ lifts 8 Bus Shelters with signage Fare Collection equipment 20 On-board camera systems Office & Garage Security Camera System 7 computer workstations, 1 network server, 1 laptop, 1 multimedia projector 4 Office storage units Scheduling/dispatching software Maintenance Software 22 two way radios linked to repeater 2 new digital repeaters Upgrade 2 analog repeaters to digital 4 radio base control stations, 2 handheld radios Shop tools Replace bus wash Fence in area in front of garage Repair bus parking lot and drain 1 Heavy duty scissors air jack Concrete pad for fuel tanks Facility upgrade: solar perimeter LED lighting					
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,074,057	\$ -	\$ -	\$ -

**Programmed Projects: Rural Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 533,049	\$ 533,049	\$ 532,699	\$ 540,997	\$ 2,139,794
ARRA	\$ 1,074,057	\$ 95,000			\$ 1,169,057
<b>TOTAL</b>	<b>\$ 2,674,289</b>	<b>\$ 1,695,232</b>	<b>\$ 1,664,882</b>	<b>\$ 1,698,180</b>	<b>\$ 7,732,583</b>

**Programmed Projects: Bloomington Transit**

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> 25 Foot Buses	FTA 5307		\$ 60,000	\$ 62,400	
<b>Description:</b> Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).	Local		\$ 15,000	\$ 15,600	
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ -	\$ 75,000	\$ 78,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> 35 Foot Buses	FTA 5309	\$ 960,000			
<b>Description:</b> Purchase of two new 35-foot hybrid electric buses.	Local	\$ 240,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 1,200,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> 40 Foot Hybrid Buses	FTA 5309	\$ 992,000			
<b>Description:</b> Purchase of two 40-foot hybrid electric buses	Local	\$ 248,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 1,240,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> BT Access Vehicles	FTA 5307	\$ 70,192	\$ 73,000	\$ 75,920	\$ 78,956
<b>Description:</b> Capitalize BT Access vehicles used in paratransit service by service provider.	Local	\$ 17,548	\$ 18,250	\$ 18,980	\$ 19,739
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 87,740	\$ 91,250	\$ 94,900	\$ 98,696

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Downtown Transfer Facility	FTA 5307	\$ 1,200,000			
<b>Description:</b> Architectural design, engineering, and construction of Downtown Passenger Transfer Facility.	FTA 5309	\$ 1,684,932			
	ARRA	\$ 1,716,658			
	Local	\$ 721,233			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 5,322,823	\$ -	\$ -	\$ -

**Note:** The figure in italics represents a total of four earmarks from 2006, 2007, 2008, & 2009

**Programmed Projects: Bloomington Transit**

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Maintenance	FTA 5307	\$ 64,343	\$ 66,917	\$ 69,593	\$ 72,377
<b>Description:</b> Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 16,086	\$ 16,729	\$ 17,399	\$ 18,095
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 80,429	\$ 83,646	\$ 86,992	\$ 90,472

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Operational Assistance	FTA 5307	\$ 1,233,440	\$ 1,282,778	\$ 1,334,089	\$ 1,387,452
<b>Description:</b> Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608
	FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249
	PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868
	Local	\$ 1,811,680	\$ 1,884,147	\$ 1,959,513	\$ 2,037,894
<b>DES#:</b> n/a	Fares	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 6,547,507	\$ 6,809,407	\$ 7,081,784	\$ 7,365,055

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Passenger Shelters	FTA 5307	\$ 21,600		\$ 23,363	\$ -
<b>Description:</b> Purchase 5-10 passenger shelters for BT fixed route stops.	Local	\$ 5,400		\$ 5,841	\$ -
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 27,000	\$ -	\$ 29,203	\$ -

**Programmed Projects: Bloomington Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ 6,226,507	\$ 1,482,694	\$ 1,565,364	\$ 1,538,786	\$ 10,813,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 3,059,947	\$ 1,934,127	\$ 2,017,332	\$ 2,075,727	\$ 9,087,133
ARRA	\$ 1,716,658	\$ -	\$ -	\$ -	\$ 1,716,658
<b>TOTAL</b>	\$ 14,505,499	\$ 7,059,303	\$ 7,370,878	\$ 7,554,222	\$ 36,489,903

**Programmed Projects: Indiana University Transit**

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Bus Replacement	FTA 5309			\$ 1,440,000	\$ 1,500,000
<b>Description:</b> Replacement of 10 buses (5 in 2012; 5 in 2013)	Local			\$ 360,000	\$ 375,000
<b>DES#:</b> n/a				<b>Note:</b> A Congressional earmark is being sought for funding highlighted in bold on this chart.	
<b>Support:</b> n/a	<b>TOTAL</b>	\$ -	\$ -	\$ 1,800,000	\$ 1,875,000

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Garage Safety and Efficiency	FTA 5309		\$ 80,000	\$ 80,000	
<b>Description:</b> Miscellaneous capital equipment	Local		\$ 20,000	\$ 20,000	
<b>DES#:</b> n/a				<b>Note:</b> A Congressional earmark is being sought for the funding highlighted in bold on this chart.	
<b>Support:</b> n/a	<b>TOTAL</b>		\$ 100,000	\$ 100,000	\$ -

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Park & Ride Improvements	FTA 5309	\$ 1,500,000			
<b>Description:</b> Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot.	Local	\$ 300,000			
<b>DES#:</b> n/a				<b>Note:</b> A Congressional earmark is being sought for the remaining funding highlighted in bold on this chart.	
<b>Support:</b> n/a	<b>TOTAL</b>	\$ 1,800,000	\$ -	\$ -	\$ -

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Passenger Amenities	FTA 5309		\$ 160,000	\$ 160,000	
<b>Description:</b> Passenger shelters	Local		\$ 40,000	\$ 40,000	
<b>DES#:</b> n/a				<b>Note:</b> A Congressional earmark is being sought for the funding highlighted in bold on this chart.	
<b>Support:</b> n/a	<b>TOTAL</b>	\$ -	\$ 200,000	\$ 200,000	\$ -

**Programmed Projects: Indiana University Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ 1,500,000	\$ 240,000	\$ 1,680,000	\$ 1,500,000	\$ 4,920,000
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 300,000	\$ 60,000	\$ 420,000	\$ 375,000	\$ 1,155,000
ARRA	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ 1,800,000	\$ 300,000	\$ 2,100,000	\$ 1,875,000	\$ 6,075,000

### Listing of Local Public Agency Projects by Year

The following set of tables and charts represents a compilation of annual expenditures and the funding sources for all local projects (note: these tables do not include information about Indiana Department of Transportation projects). It should be noted that 5% of available STP funding has been set aside in a Change Order Reserve. The intent of setting aside this money is to provide a source of revenue to cover project cost overruns. Any use of funds from this reserve will be subject to the MPO's Change Order Policy.

2010 Local Public Agency Project Listing

2010 Local Projects	Phase	TEA-21	STP	State	TE	SRYS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL West 3rd St.	CON		\$ 1,756,421													\$ 2,818,068		\$ 4,574,509
BL Rogers Street	ROW		\$ 584,000													\$ 146,000		\$ 730,000
BL Sare Rd & Rogers Rd Roundabout	PE															\$ 64,000		\$ 64,000
BL Sare Rd & Rogers Rd Roundabout	ROW															\$ 75,000		\$ 75,000
BL Old SR37 and Durns St. Intersection	PE															\$ 209,000		\$ 209,000
BL 17th St/Jordan Rd Roundabout	PE		\$ 200,000													\$ 209,000		\$ 209,000
BL 17th St & Jordan Ave.	PE															\$ 209,000		\$ 209,000
BL Tapp & Rockport Intersection Imp.	PE		\$ 203,488													\$ 50,875	\$ 748,045	\$ 254,373
BL Jackson Creek Trail (Phase I)	CON															\$ 255,000		\$ 255,000
BL B-Line Trail (Phase II)	CON			\$ 1,300,000	\$ 950,000											\$ 826,000	\$ 1,800,000	\$ 4,876,000
BL S. Walnut Pavement Preservation	CON															\$ 647,958		\$ 647,958
BL Sidewalk Restoration	CON															\$ 225,559		\$ 225,559
BL Anwater/Henderson Signal	CON						\$ 564,300									\$ 7,575		\$ 571,875
MC Karst Farm Greenway (Phase I)	CON				\$ 1,000,000											\$ 257,000		\$ 1,257,000
MC Bridge renovation (Phases I & II)	PE							\$ 103,680								\$ 25,000		\$ 128,680
MC Vernal Pike (Phase II)	CON		\$ 5,531,140													\$ 1,382,765		\$ 6,913,905
MC Labor Road Bridge #23	PE															\$ 50,000		\$ 50,000
MC Pavement Preservation	PE															\$ 43,763		\$ 43,763
MC Pavement Preservation	CON															\$ 550,000	\$ 1,137,160	\$ 1,137,160
MC Fullerton Pike/Cordon Pike/Rhorer Rd.	PE															\$ 42,403		\$ 42,403
EV Ellettsville Trail (Phase I)	CON				\$ 169,610											\$ -	\$ 300,000	\$ 300,000
EV Ellettsville Trail (Phase II)	CON															\$ -	\$ 300,000	\$ 300,000
RBB RBBCSC Sidewalk Construction	PE				\$ 33,000											\$ -		\$ 33,000
RBB RBBCSC Sidewalk Construction	ROW				\$ 32,619											\$ -		\$ 32,619
RBB RBBCSC Sidewalk Construction	CON				\$ 184,381											\$ -		\$ 184,381
MCC Batchelor Infrastructure	PE				\$ 10,000											\$ -		\$ 10,000
MCC Batchelor Infrastructure	CON				\$ 50,000											\$ -		\$ 50,000
MCC Bke/Ped Education	PE				\$ 75,000											\$ -		\$ 75,000
MCC Bke/Ped Education	PE				\$ 75,000											\$ -		\$ 75,000
RT Operating Budget	n/a								\$ 1,087,183							\$ 533,049		\$ 1,600,232
RT Transit Stimulus Package Purchases	n/a															\$ -	\$ 1,074,057	\$ 1,074,057
BT Operational Assistance	n/a								\$ 1,233,440							\$ 1,233,024	\$ 1,074,057	\$ 2,307,497
BT 40 Foot Buses	n/a								\$ 992,000							\$ 248,000		\$ 1,240,000
BT 35 Foot Buses	n/a								\$ 960,000							\$ 240,000		\$ 1,200,000
BT Downtown Transfer Facility	n/a								\$ 2,884,932							\$ 721,233	\$ 1,716,658	\$ 5,322,823
BT Passenger Shelters	n/a								\$ 21,600							\$ 5,400		\$ 27,000
BT Maintenance	n/a								\$ 64,343							\$ 16,068		\$ 80,429
BT Access Vehicles	n/a								\$ 70,182							\$ 17,548		\$ 87,740
BU Park and Ride Improvements	n/a								\$ 1,500,000							\$ 300,000		\$ 1,800,000
MPO 5% Change Order Reserve	n/a		\$ 136,043													\$ -		\$ 136,043
<b>TOTAL</b>			\$ 8,411,102	\$ 1,300,000	\$ 2,119,610	\$ 460,000	\$ 564,300	\$ 103,680	\$ 7,726,597	\$ -	\$ 1,067,183	\$ 125,000	\$ 10,000	\$ 2,134,363	\$ 1,233,024	\$ 10,955,405	\$ 7,648,537	\$ 4,365,711

FY 2010 – 2013 Transportation Improvement Program  
Bloomington/Monroe County Metropolitan Planning Organization

2011 Local Public Agency Project Listing

2011 Local Projects		TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL	West 3rd St		\$ 607,000													\$ 319,000		\$ 926,000
BL	Rogers Street	CON	\$ 557,826													\$ 139,457		\$ 697,283
BL	Sore Rd & Rogers Rd Roundabout	CON	\$ 720,000													\$ 180,000		\$ 900,000
BL	17th St/Arlington Rd Roundabout	ROW	\$ 700,000													\$ 175,000		\$ 875,000
MC	Fullerton Pike/Gordon Pike/Rt9er Rd	PIE														\$ 550,000		\$ 550,000
MC	Mt. Labor Road Bridge #33	PIE														\$ 50,000		\$ 50,000
RT	Operating Budget	n/a							\$ 1,067,183							\$ 533,049		\$ 1,600,232
RT	Photovoltaic Solar System	n/a															\$ 95,000	\$ 95,000
BT	Operational Assistance	n/a							\$ 1,282,778			\$ 130,000	\$ 10,400	\$ 2,219,738	\$ 1,282,345	\$ 1,884,137		\$ 6,809,407
BT	Maintenance	n/a							\$ 96,817							\$ 16,729		\$ 83,645
BT	Access Vehicles	n/a							\$ 73,000							\$ 12,250		\$ 91,250
BT	25 Foot Buses	n/a							\$ 60,000							\$ 15,000		\$ 75,000
BT	Passenger Amenities	n/a							\$ 160,000							\$ 40,000		\$ 200,000
TU	Garage Safety and Efficiency	n/a							\$ 80,000							\$ 20,000		\$ 100,000
MPO	5% Change Order Reserve	n/a	\$ 136,043															\$ 136,043
	TOTAL		\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,722,694	\$ -	\$ 1,067,183	\$ 130,000	\$ 10,400	\$ 2,219,738	\$ 1,282,345	\$ 3,940,633	\$ 95,000	\$ 13,188,861

2012 Local Public Agency Project Listing

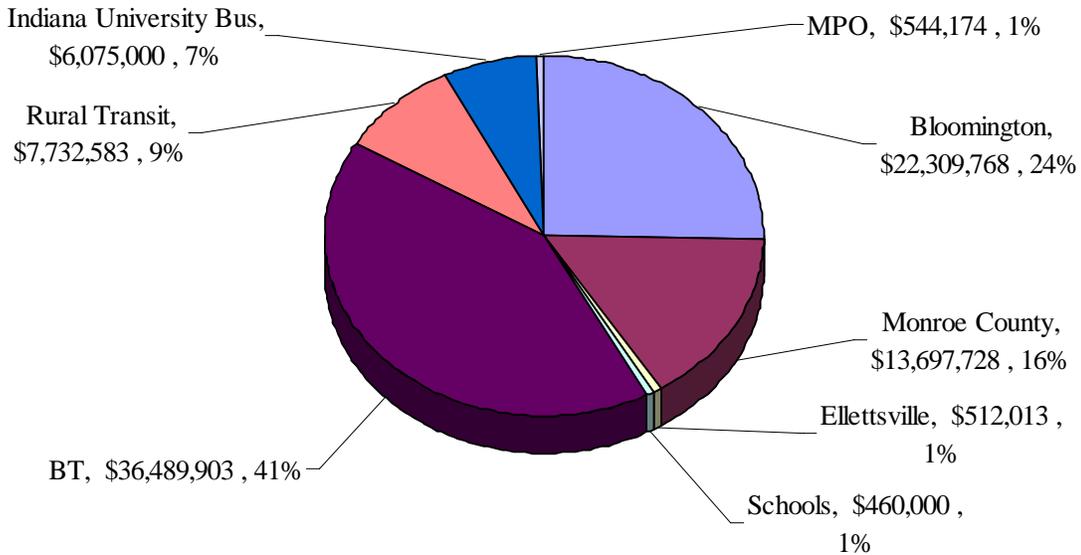
2012 Local Projects		TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL	Rogers Street	CON	\$ 2,594,928					\$ 57,024								\$ 646,207		\$ 3,231,033
MC	Bridge Inventory (Phase I & II)	PE														\$ 14,256		\$ 71,280
MC	Fullerton Pike/Gordon Pike/Rt9er Rd	PE														\$ 250,000		\$ 250,000
MC	Fullerton Pike/Gordon Pike/Rt9er Rd	ROW														\$ 550,000		\$ 550,000
MC	Mt. Labor Road Bridge #33	PIE														\$ 50,000		\$ 50,000
MC	Mt. Labor Road Bridge #33	ROW														\$ 45,000		\$ 45,000
RT	Operating Budget	n/a							\$ 1,132,183							\$ 532,659		\$ 1,664,832
BT	Operational Assistance	n/a							\$ 1,334,089			\$ 135,200	\$ 10,816	\$ 2,306,527	\$ 1,335,639	\$ 1,959,513		\$ 7,081,784
BT	Maintenance	n/a							\$ 69,593							\$ 17,399		\$ 86,992
BT	Passenger Shelters	n/a							\$ 23,363							\$ 5,841		\$ 29,203
BT	Access Vehicles	n/a							\$ 75,920							\$ 18,980		\$ 94,900
BT	25 Foot Buses	n/a							\$ 62,400							\$ 15,600		\$ 78,000
TU	Passenger Amenities	n/a							\$ 160,000							\$ 40,000		\$ 200,000
TU	Bus Replacement	n/a							\$ 1,440,000							\$ 360,000		\$ 1,800,000
TU	Garage Safety and Efficiency	n/a							\$ 80,000							\$ 20,000		\$ 100,000
MPO	5% Change Order Reserve	n/a	\$ 136,043															\$ 136,043
	TOTAL		\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ 57,024	\$ 3,245,364	\$ -	\$ 1,132,183	\$ 135,200	\$ 10,816	\$ 2,306,527	\$ 1,333,639	\$ 4,525,484	\$ -	\$ 15,469,117

2013 Local Public Agency Project Listing

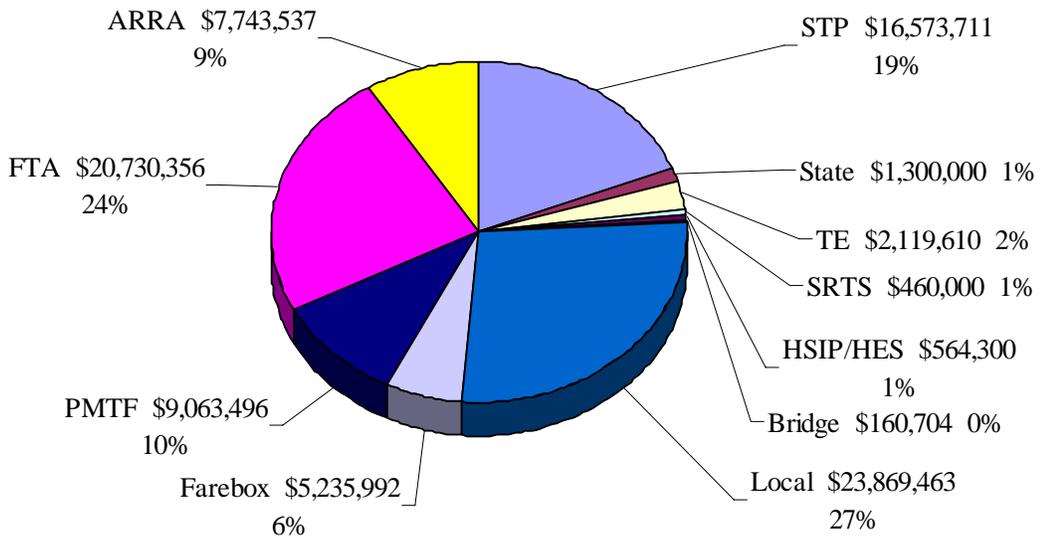
2013 Local Projects		TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL	17th & Arlington Roundabout	CON	\$ 1,384,826													\$ 696,207		\$ 1,991,033
MC	Fullerton Pike/Gordon Pike/Rt9er	ROW														\$ 550,000		\$ 550,000
MC	Mt. Labor Road Bridge #33	CON	\$ 1,200,000													\$ 300,000		\$ 1,500,000
RT	Operating Budget	n/a							\$ 1,157,183							\$ 540,997		\$ 1,698,180
BT	Operational Assistance	n/a							\$ 1,387,452			\$ 140,608	\$ 11,249	\$ 2,400,868	\$ 1,386,984	\$ 2,037,894		\$ 7,365,055
BT	Maintenance	n/a							\$ 72,377							\$ 18,095		\$ 90,472
BT	Access Vehicles	n/a							\$ 78,856							\$ 19,739		\$ 98,696
TU	Bus Replacement	n/a							\$ 1,500,000							\$ 375,000		\$ 1,875,000
MPO	5% Change Order Reserve	n/a	\$ 136,043															\$ 136,043
	TOTAL		\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,038,786	\$ -	\$ 1,157,183	\$ 140,608	\$ 11,249	\$ 2,400,868	\$ 1,386,984	\$ 4,447,931	\$ -	\$ 15,304,479

AGENDA ITEM VII.B.

### FY 2010-2013 Total Expenditures on Local Projects by Implementing Agency



### FY 2010-2013 Total Expenditures for Local Projects by Funding Source



\*It should be noted that revenues & expenditures related to transit include operational expenses and illustrative projects.  
 \*\*Expenditure for "schools" include expenditures for Monroe County Community School Corporation and Richland Bean Blossom Community School Corporation.

### Complete Streets Compliance

The following table illustrates a projects compliance with the Complete Streets Policy as determined by the Policy Committee.

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
MC	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
MC	Vernal Pike (Phase II)	Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long)			●
MC	Karst Farm Greenway (Phase I)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			●
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	●		
MC	Mt. Tabor Road Bridge #33	Bridge replacement	●		
MC	Pavement Preservation	Pavement preservation (minor resurfacing/crack seal/chip & seal)			●
BL	West 3rd Street	Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long)			●
BL	17th St. & Arlington Rd. Roundabout	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	●		
BL	17th St. & Jordan Ave.	Improve vertical geometry and sight distance at the intersection and on approaches			●
BL	Atwater/Henderson Signal	Intersection safety improvements and installation of traffic signal			●
BL	B-Line Trail (Phase II)	Construction of a multi-use trail for non-motorized use, including site amenities (2.4 miles).			●
BL	Jackson Creek Trail (Phase I)	Construction of a multi-use trail for non-motorized use, including site amenities.			●
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	●		
BL	Rogers Street	Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.			●
BL	Sare Rd and Rogers Rd Roundabout	Upgrade 4-way stop controlled intersection to modern roundabout	●		

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BL	Sidewalk Restoration	Sidewalk repair and upgrades to address accessibility			●
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	●		
BL	Walnut St. Pavement Preservation	Pavement preservation (resurfacing and curb ramps)			●
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			●
EV	Ellettsville Heritage Trail (Ph II)	Construction of a multi-use trail bridge for non-motorized use.			●
MCCSC	MCCSC Batchelor Middle Infrastructure	700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street			●
MCCSC	MCCSC Bike/Ped Education	Biking and walking campaigns at MCCSC and RBBSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos			●
MCCSC	MCCSC School Route Travel Plans	Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school			●
RBBSC	RBBSC Sidewalk Construction	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			●
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			●
RT	Photovoltaic Solar System	Upgrade facility with solar power			●
RT	Transit Stimulus Package Purchases	Numerous purchases (see project description provide in the project tables)			●
BT	25 Foot Buses	Purchase of one new 25-foot bus in 2011 and one 25 foot bus in 2012).			●
BT	35 Foot Buses	Purchase of two new 35-foot hybrid electric buses.			●
BT	40 Foot Hybrid Buses	Purchase of two 40-foot hybrid electric buses			●
BT	BT Access Vehicles	Capitalize BT Access vehicles used in paratransit service by service provider.			●

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BT	Downtown Transfer Facility	Architectural design, engineering, and construction of Downtown Passenger Transfer Facility.			●
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			●
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.			●
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			●
BT	Bus Replacement	Replacement of 10 buses (5 in 2012; 5 in 2013)			●
IU	Garage Safety and Efficiency	Miscellaneous capital equipment			●
IU	Park & Ride Improvements	Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot.			●
IU	Passenger Amenities	Passenger shelters			●

\*Compliance with the Complete Streets Policy is to be determined by the Policy Committee at the time of adoption of this document. For purposes of this draft document, the labels of “Compliant, Exempt, and Not Applicable” reflect the project designations as submitted by the LPAs and not the final determination of the Policy Committee.

**Abbreviations and Acronyms List**

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
CAC	Citizens Advisory Committee
BOND	Municipal Bond
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality
CON	Construction
EJ	Environmental Justice
ERCP	Ellettsville Rural Community Plan
EV	Town of Ellettsville
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
GPP	Growth Policies Plan
HES	Hazard Elimination Safety Program
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MC	Monroe County
MCATGSP	Monroe County Alternative Transportation and Greenways System Plan
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMP	Parks Master Plan
PMTF	Public Mass Transportation Fund
RABA	Revenue Aligned Budget Authority
RBBCSC	Richland-Bean Blossom Community School Corporation
ROW	Right-of-Way
RT	Rural Transit
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TOD	Transit Oriented Development
UAB	Urbanized Area Boundary
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program



# MEMORANDUM



To: MPO Technical Advisory Committee Members  
 From: Raymond Hess, AICP  
       Senior Transportation Planner  
 Date: May 21, 2009  
 Re: Transportation Improvement Program (TIP) Amendment – I-69 ROW

**Indiana Department of Transportation (INDOT)**

*I-69 Right-of-way acquisition (1 parcel)*

INDOT wishes the Bloomington/Monroe County Metropolitan Planning Organization to reconsider their request to acquire one property at the SW corner of SR37 and Tapp Road for the future I-69 alignment. INDOT deems this purchase as a Hardship Acquisition because of the property owner's inability to sell the property since moving out-of-state. They wish to purchase this parcel at this time to alleviate the burden to the property owner and because all proposed alignments of the I-69 corridor show a need for this parcel. INDOT requests the TIP be amended to include:

State of Indiana Projects	Funding Source	Fiscal Year				
		2010	2011	2012	2013	
<b>Project:</b> I-69 Right-of-way acquisition	PE	NHS State	\$ 10,000			
<b>Location:</b> SW corner of Tapp Rd. and SR 37 (3301 W. Tapp Rd.)		NHS State	\$ 150,000			
<b>Description:</b> Hardship acquisition of property (owner unable to sell property)	ROW	NHS State	\$ 25,000			
<b>DES#:</b> n/a		STP State				
<b>Support:</b>	CON	<b>TOTAL</b>	\$ 185,000	\$ -		
<b>Allied Projects:</b>						

*Recommendation Requested:* The TAC is requested to make a recommendation to the Policy Committee concerning the Indiana Department of Transportation's I-69 right-of-way acquisition TIP amendment.

Attachments: Email for David Butts of INDOT 5/7/09  
 Project description provided by David Butts

**From:** [Butts, David](#)  
**To:** [Desmond, Josh](#); [Micuda, Tom](#); [Hess, Raymond](#); [Holtz, David](#);  
**CC:** [Ude, Jim](#); [Smith, Steve \(INDOT\)](#); [Mitchell, Jay](#); [Nsonwu, Emmanuel](#); [Seeman, Tom](#); [Kicinski, Greg](#); [Penturf, Steve](#);  
[Dumontelle, Jay](#); [Osadczuk, Janice \[FHWA\]](#);  
**Subject:** Agenda Item for the June 12th Policy Committee Meeting  
**Date:** Thursday, May 07, 2009 3:57:03 PM  
**Attachments:** [Request for TIP Amendment Reconsideration - 061209Mtg.doc](#)

---

Mr. Desmond, Mr, Micuda and Mr. Hess:

Per my telephone conversations over the last week with Mr. Raymond Hess, I have attached information regarding reconsideration of the TIP Amendment Request for the Hardship Acquisition of the property, house and other out buildings located at the southwest corner of Tapp Road and SR 37. We are requesting this item be placed on the Bloomington Monroe County MPO's Policy Committee's June 12, 2009 meeting agenda. Please inform me once this is placed on the requested agenda.

In the telephone conversations with Mr. Hess, he mentioned there had to be a "compelling" reason for the BMCMPPO's Policy Committee to "reopen" this issue. Also, according to Mr. Hess, after internal discussions there in Bloomington, it was determined that this request would be treated as a new request since there was a final vote not approving this amendment request at the March 13, 2009 meeting. It would go through the public involvement process including the 30-day advertisement/public comment period. Mr. Hess mentioned that the committee would be taking written and verbal commentary from the public during this comment period as well as at the meeting on June 12<sup>th</sup>. In one of the later telephone conversations, Mr. Hess also asked what would be the ramifications of not approving this amendment request.

One of the compelling reasons for the reconsideration of this amendment

request to the BMCMPO's TIP is demonstrated under the Code of Federal Regulations (CFR), in particular, Title 23 CFR 450.324, Paragraph 'D'. This paragraph provides direction for TIP Amendments of Regionally Significant Projects. All of I-69 in Indiana falls within the category of being a Regionally Significant Project. In addition, I-69 is in the Bloomington Monroe County MPO's (BMCMPO) Long Range Plan in multiple forms. The critical aspect of this particular CFR states that regardless of the source of the funding, any regionally significant project shall be amended into the TIP of the local MPO.

Regarding Mr. Hess's question on the possible ramifications if the MPO does not approve the TIP Amendment Request, there is not an absolute answer to that question at this time. This question can be best answered by Mr. Desmond, Mr. Hess and/or other MPO staff members having an in-person discussion with the Department's Integrated Transportation Planning Division Director, David Holtz. If desired, I can arrange a meeting between the parties, most likely at the Seymour District with Jim Ude.

If you have any questions or need more information, please let me know.

David A. Butts, P.E.  
I-69 Deputy Project Manager  
Office of Project Management  
Production Division  
Indiana Department of Transportation  
(317) 232-3767

## Request for TIP Amendment Reconsideration

INDOT is requesting to have placed on the agenda for the Bloomington Monroe County MPO's Policy Committee's June 12, 2009 meeting a reconsideration of the Tapp Road Hardship Acquisition Amendment to the MPO's FY 2009 – FY 2012 TIP. Following is the project information:

Road: I-69

Des#: 0810395

Location: Hardship Acquisition of property, house and other out buildings located in the SW Quadrant of the Intersection of SR37 & Tapp Rd., Monroe County

Work Category: New Road Construction Project

Work Type: Protective Buying

Phase: PE - \$10,000.00 (FY 2010) – NHS Funds

RW - \$150,000.00 (FY 2010) – NHS Funds

CN - \$25,000.00 (FY 2010) – NHS Funds