

Council Sidewalk Committee 2014 Report

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Note: Memoranda for meetings will be available [online](#) and in the Council Office once approved by the Committee

Signatures for 2014 Sidewalk Report (January 15, 2014)

Note: Your signature below indicates approval of the Report pursuant to BMC 2.04.230 Standing committees-Reports (a), which requires that reports be in writing and be signed by a majority of the membership.

Chris Sturbaum, District 1 (Chair)

Dorothy Granger, District 2

Marty Spechler, District 3

Dave Rollo, District 4

Report of the Common Council Sidewalk Committee

January 15, 2014

Committee Members and Staff

The members of the 2014 Committee were appointed by the President of the Council in 2013, remain the same as last year, and include:

- Chris Sturbaum, District 1 (Chair)
- Dorothy Granger, District 2
- Marty Spechler, District 3
- Dave Rollo, District 4

The committee members were assisted by the following persons:

Office of City Clerk

Sue Wanzer, Deputy City Clerk

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

Vince Caristo, Bicycle & Pedestrian Planner

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Overview

The Committee makes recommendations to the entire Council on the use of certain transportation-related monies budgeted for 2014. It met three times in November and December 2013 to review the program and make those recommendations. The transportation-related monies are comprised of \$300,000 from the Alternative Transportation Fund (ATF), which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). That amount constitutes an increase of \$25,000 over 2013 which, in turn, was increased another \$50,000 over the funding for 2012. For the last few years, due to fiscal constraints, the City of Bloomington Utilities department has not been able to set aside what had been \$125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at \$100,000, increased to \$125,000 in 2008 and ceased in 2010.) In lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental storm water mission and priorities.

Schedule

The Committee met at noon in the McCloskey Room on:

- Wednesday, November 20, 2013 (*without a quorum*) ;
- Monday, December 2, 2013 (*with ratification of actions proposed at the previous meeting*); and
- Thursday, December 12, 2012

Deliberation Materials and Minutes Available Online

The following outline provides an overview of what the Committee did at those meetings. *Please note that there are some additional documents which are, or will be, available online and in the Council Office. The first is an informative [Council Sidewalk Committee Packet](#) for the Committee's initial meeting in November that is up and available for inspection in the Council Office. The second are the [Memoranda](#) for these meetings which will be available once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Chris Sturbaum); and
- Acknowledged and thanked the Office of City Clerk (through Deputy Clerk Sue Wanzer) for serving as Secretary for the proceedings.

Review of Funding and Setting Aside \$15,000 for Traffic Calming

The Committee reviewed money available for Council Sidewalk Projects in 2014 - \$300,000. This amount was increased by \$25,000 over last year which, in turn was increased \$50,000 over 2012. As has been typical in previous years, the Committee agreed to set aside \$15,000 for any traffic-calming projects that might come forward in 2014. One part of an old project involving Fairview School and the Near Westside Neighborhood Association was mentioned by staff and discussed by the Committee, but others might arise as well. In addition, the Committee anticipates an Alternative Transportation Funding Sheet that will be more accurate than ever.

Actions Taken as a Result of Review of Past and Pending Projects

Request to Amend 2013 Report Approved by the Council in December

Wykoff prepared a status report on last year's (2013) recommendations and provided better cost estimates over the course of the three Committee meetings. After confirming the actual costs of projects, the Committee submitted a request to amend the funding recommendations in the 2013 Council Sidewalk Report and the amendment was approved by the Council at its Regular Session on Wednesday, December 18, 2013.

The request for the amendment can be found [online](#) and, in essence, concluded that:

- the three primary projects for 2013 would be done for less money – those construction projects included:
 - West 17th Street from Madison to College Street – Sidewalk (south side);
 - Maxwell Lane from Highland Avenue to Jordan Avenue – Sidewalk (north side);

- Moores Pike and Olcott Boulevard – Pedestrian Crossing;
- the two contingent projects either didn't need the money (as was true with West 17th Street) or was not ready for it (as was true with Leonard Springs Road); and
- the remaining funds, which amounted to about \$24,000, should be dedicated for right-of-way work associated with a \$1.2 million road improvement project on Rockport Road north of Countryside Lane, which will fill in missing sidewalk segments on this fast and busy street which borders the Broadview neighborhood.

Decision to Ratify Placement of Lane Markings on the East Side of Mitchell Street Between Maxwell Lane and Circle Drive

In its recommendations for 2012, the Committee proposed that a pedestrian lane be placed on Mitchell Street between Maxwell Lane and Circle Drive, once parking was prohibited there. At various times, Committee materials indicated that the lane should be on the east and on the west of the street. The Committee ratified the decision to install it on the east side, which allows pedestrians to easily access the sidewalks to the south by an existing crosswalk and peninsula.

- *(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalks as well as other bicycle and pedestrian-related projects which were included in Appendix 6 of the Council Sidewalk Committee packet for its initial meeting in November. As noted above, this packet is available online at as well as in the Council Office.)*

Program Criteria

The Committee reviewed its criteria for funding projects with the help of Scott Robinson. The Committee uses six criteria, some of which have been filtered through analytics developed by the Plan staff. Here are the criteria and corresponding information in an Evaluation Matrix:

Criteria	Analytics and Information	
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.	
2) Roadway Classification		
3) Pedestrian Usage	Residential Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker's paradise)
4) Proximity to Destinations	Transit routes and stops	
5) Linkages	Proximity to existing sidewalks as shown on Sidewalk Inventory (updated annually).	
6) Cost and Feasibility	Estimates provided by Engineering Dept.	

Robinson reminded the Committee that his department prepares an Evaluation Sheet which scores projects based upon objective measures associated with some, but not all, of the criteria. In that regard, he mentioned that:

- The Walkscore (which borrows an online analytic tool to provide an objective measure for Criteria 3 [Pedestrian Usage] and Criteria 4 [Proximity to Destinations] was updated for all projects and led to some change in rankings;
- The Evaluation Sheet currently does not incorporate objective measures for the Criteria 5 (Linkages or, in other words, “connectivity”) and Criteria 6 (Feasibility), and therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members;

Touching themes from previous years, the Committee:

- discussed lowering the priority for sidewalk proposals where a sidewalk exists on the other side of the street, but acknowledged the need for sidewalks on both sides of higher classification roadways (with higher corresponding volumes and speed of traffic) or where there are difficulties in crossing the roadway safely;
- acknowledged that objective criteria used to gauge certain of the criteria (i.e. safety, pedestrian usage, and proximity to destinations) needed to be balanced by member’s observations and judgments, which led to a reordering of the priorities; and
- acknowledged the importance of selecting high-priority projects and shepherding them through to completion.

Narrowing Priorities after Review of Evaluation Sheet

The Committee reviewed the Evaluation Sheet (attached), which contained 39 proposed projects, but no new requests, and asked Wykoff to prepare estimates for about a half-dozen of them. These projects are listed below starting with the ones recommended for funding followed by the others and include a brief summary of the relevant deliberations:

Recommended for Funding in 2014

- **Kinser Pike from Colonial Crest to 17th Street – East Side (Rank #1)** – This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total cost of this \$228,412 project). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more likely to be used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
- **17th – Maple to Madison – South Side (*within the scope of Crescent to Madison Project - Rank #9*)** – Installation of sidewalks on West 17th Street has been a high priority for the City and has seen some progress over the years. As a result of Committee recommendations last year, a sidewalk will finally be installed on the south side from Madison to College, which directly east of this project. In the near future, a combination of MPO and local funds will be used to construct a roundabout at Arlington and Monroe, which will include the installation of sidewalks immediately to the west of this project. This project would cost \$276,361.80 and include about 650 feet of sidewalk (with some sidewalk already in place in some areas), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot

\$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year.

- **E. 7th Street at SR 45/46 Bypass (Rank #13)** This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a “cheek wall” for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
- **Leonard Springs Between 400 South of Bloomfield Road to Tapp Road – East Side (Rank #17)** Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing was two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. *Note: This is a Monroe County project of unknown cost to be funded in this amount out of ATF monies as long as there are adequate assurances regarding progress on the project and the money will be committed in 2014.*
- **Sheffield Drive – Morningside Dr. to Providence Drive – West Side (Rank #20)** This 900-foot project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive from Smith Road to Sheffield. The estimated cost of \$63,414.45 has been reduced by design work (\$8,271.45), which will be performed and absorbed by the Engineering Department. The Committee thought this project addressed an issue of safety because Sheffield winds downhill toward Morningside and neither motorists nor pedestrians, who must now walk on the street, may have time to react as cars descend rapidly through the curve. The Committee also heard that the neighborhood association might be interested in extending the sidewalk on Morningside Drive to the east.
- **Maxwell Lane – Jordan to Sheridan Drive – North Side (Rank #33)** This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. The design for the project (funded in 2006) calls for a sidewalk to be built in the right-of-way on the north side, with a curb and inlets channeling water under the sidewalk to some new pipe and an existing ditch running parallel to the street. Temporary pedestrian lane markings have been painted on the street to alert motorists of the walkers who currently use this stretch of Maxwell Lane. Based upon bidding documents from 2013, Wykoff estimated that the project would cost \$96,279.38.

Further Considered But Not Recommended for Funding in 2014

- **Green Acres Neighborhood** – Various projects were proposed for Green Acres including portions of Bryan, where there is a traffic signal and fire station at 3rd Street, and Union, where there is apparent usage and a property owner willing to dedicate significant right-of-

way. The Committee pursued one small project this year and reviewed investments in the area over the last decade or so. Those included installing sidewalks on the north side of 3rd Street from Bryan to sidewalks at the Bypass, installing sidewalks as part of a storm water project for a few blocks on the east end of 5th Street, installing a sidewalk on Jefferson between 7th and 8th and Roosevelt between 4th and 5th. Investments were also made in the design of sidewalks along 5th from Union to the Bypass and along Jefferson from 3rd to 10th, which could be basis for future construction.

- **Walnut Street – Winston/Thomas to Nat'l Guard Armory and from Hoosier Street to Legends – West Side (Rank #17 and #23)** These two segments would complete missing sidewalk links along South Walnut between Tapp/Winslow and Rhorer Road. The cost of the first segment would be about \$72,000 and the cost of the second segment was not provided. The desire to complete existing projects and take on some much higher-ranked projects led the Committee to look elsewhere for allocations this year.

Summary of Actions

In summary, during the course of its 2014 deliberations, the Committee:

- Elected Cm. Sturbaum as Chairperson;
- Requested the Council to amend its 2013 funding recommendations which was approved by the Council on December 18, 2013;
- Ratified the placement of lane markings on the east side of South Mitchell Street north of Circle Drive;
- Acknowledged two disclosures of conflicts of interest from:
 - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
 - the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meetings after giving members an opportunity to review and offer corrections
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members; and
- Dispensed with a final meeting where its procedures and criteria and list of priorities have, in the past, been reviewed in anticipation of next year's deliberations.

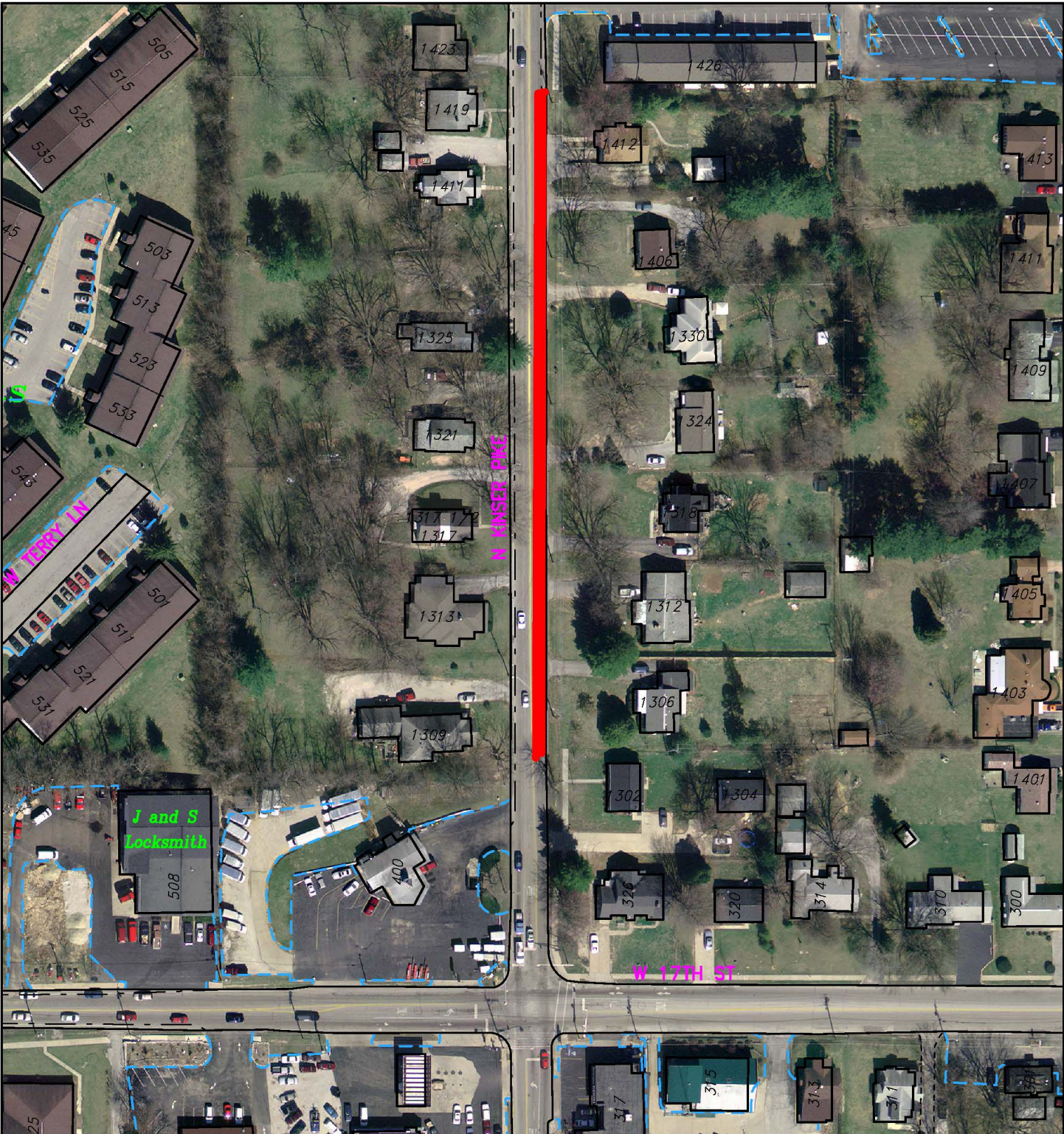
FORMAL RECOMMENDATIONS - FUNDS AVAILABLE: \$300,000

Alternative Transportation Fund (ATF) Use the \$300,000 of Alternative Transportation Funds appropriated in 2014 for sidewalk and traffic-calming projects.

CBU Assistance with Storm Water Component of Council Sidewalk Projects While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to look at proposed projects and see whether it can provide some in-kind contributions. One such project was identified in 2014. (*see below*)

CHART OF 2014 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS: The Committee recommended funding the following projects and, in some instances, certain conditions:

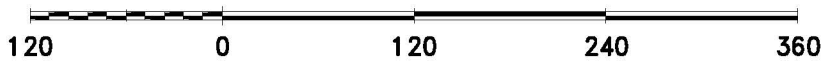
	<u>ATF</u>	<u>CBU</u>	<u>OTHER FUNDS</u>
Kinser Pike – Design of Sidewalk North of 17 th Street to Apartments (East Side)	\$38,068.8	\$0	\$0
West 17th – Design of a Sidewalk (\$46,060.30) and Appraisal Work (\$12,750) Maple to Madison (South Side)	\$58,810.3	*	\$0
<i>* CBU will explore contribution to the storm water component of this project – estimated at \$59,000 – as the design of the project unfolds.</i>			
7th and SR 45/46 Bypass - Construction of Steps and Ramp Tunnel to 7 th Street (steps) and SR 45/46 Sidepath to 7 th Street (Ramp) (All on West Side of By Pass)	\$20,000	\$0	\$0
Leonard Springs Pedestrian Project Walmart Entrance south to Tapp Road (East Side)	\$15,000	\$0	**
<i>** This is a Monroe County project of unknown cost to be funded in this amount out of ATF monies as long as there are adequate assurances regarding progress on the project and the money will be committed in 2014.</i>			
Sheffield – Construction of Missing Sidewalk Segments Morningside to Providence (West Side)	\$55,143	\$0	\$0
Maxwell Lane – Construction of a Sidewalk Jordan to Sheridan (North Side)	\$96,279.38	\$0	\$0
Traffic Calming – Set Aside	\$15,000	\$0	\$0
GRAND TOTAL	\$298,301.48	\$0	\$0



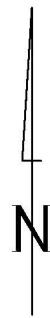
2009 Council Sidewalk Committee

Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)

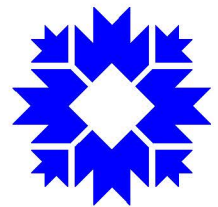
By: fallsm
7 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 120'

2014 Engineer's Estimate				
Kinser Pike - 17th Street to Blackwell Apartments (East Side)				
Item	Quantity	Unit	Unit Price	Total Price
Mobilization and Demobilization	1	EA	\$2,500.00 / EA	\$2,500.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface		Ton	\$62.00 / Ton	
Bituminous Base		Ton	\$56.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)		EA	\$1,200.00 / EA	
Casting, Adjust to Grade		EA	\$600.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$1,900.00 / EA	
Cement Concrete Pavement 7" (Driveway)	350	SYS	\$45.00 / SYS	\$15,750.00
Comp. Agg. No. 11	80	Ton	\$19.00 / Ton	\$1,520.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$22.00 / LF	
Concrete Curb, Type B		LF	\$24.00 / LF	
Construction Sign, Type A	4	EA	\$150.00 / EA	\$600.00
Excavation, Common	240	CYS	\$18.00 / CYS	\$4,320.00
Saw-Cut Pavement	150	LF	\$3.00 / LF	\$450.00
Tree/Vegetation Removal		EA	\$500.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$4.00 / LF	
Retaining Wall - Decorative Block 5 Ft Tall		LF	\$94.00 / LF	
Titlework / Appraisal	7	EA	\$4,000.00 EA	\$28,000.00
Right of Way	8800	SF	\$12.00 / SF	\$105,600.00
Topsoil		Ton	\$16.00 / Ton	
Sod		SYS	\$7.50 / SYS	
Roll Curb		LF	\$20.00 / LF	
Sidewalk, 5'	550	LF	\$26.00 / LF	\$14,300.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory		EA	\$225.00 / EA	
Storm Sewer, 12"		LF	\$37.00 / LF	
Storm Sewer, 18"		LF	\$42.00 / LF	
Storm Sewer, 24"		LF	\$47.00 / LF	
Storm Sewer, 36"		LF	\$57.00 / LF	
Street Signs*		EA	\$260.00 / EA	
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,800.00 / EA	
Camera Arm*		EA	\$1,700.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,350.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$2,115.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$900.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$350.00 EA	
Signal Service Connection*		EA	\$2,500.00 EA	
Pavement Marking - 6" White*		LF	\$0.62 LF	
Pavement Marking - Double Yellow*		LF	\$0.84 LF	
Pavement Marking - Stop Bars*		LF	\$2.50 LF	
Pavement Marking - Arrow Straight*		EA	\$275.00 EA	
Pavement Marking - Arrow Turn*		EA	\$275.00 EA	
Pavement Marking - Combination Arrow*		EA	\$300.00 EA	
Street Trees (2-1/2" Caliper)		EA	\$325.00 / EA	
			Subtotal:	\$173,040.00
			Additional 10%:	\$17,304.00
			Design:	\$38,068.80
			Total Estimate:	\$228,412.80

*Direct Traffic Signal Installation Costs



Council Sidewalk Committee – 2012 Project Request
Design and Construct Missing Links on W. 17th from Crescent to College

By: shermand
1 Nov 11
File: LL17th



For reference only; map information NOT warranted.



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Scale: 1" = 800'

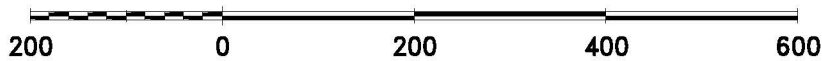
2013 Engineer's Estimate				
17th Street Sidewalk Maple Street to Madison Street (South Side)				
Item	Quantity	Unit	Unit Price	Total Price
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill	40	CYS	\$45.00 / CYS	\$1,800.00
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$14.00 / LF	
Bituminous Surface		Ton	\$72.00 / Ton	
Bituminous Base		Ton	\$64.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	5	EA	\$1,200.00 / EA	\$6,000.00
Casting, Adjust to Grade	6	EA	\$600.00 / EA	\$3,600.00
Casting, Storm Inlet/Manhole	10	EA	\$1,900.00 / EA	\$19,000.00
Cement Concrete Pavement 7" (Driveway)		SYS	\$45.00 / SYS	
Comp. Agg. No. 11	200	Ton	\$19.00 / Ton	\$3,800.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$28.00 / LF	
Concrete Curb, Type B	800	LF	\$24.00 / LF	\$19,200.00
Construction Sign, Type A		EA	\$210.00 / EA	
Excavation, Common	200	CYS	\$18.00 / CYS	\$3,600.00
Saw-Cut Pavement	700	LF	\$3.50 / LF	\$2,450.00
Tree/Vegetation Removal		EA	\$600.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$6.00 / LF	
Retaining Wall - Decorative Block 5 Ft Tall	175	LF	\$112.00 / LF	\$19,600.00
Titlework / Appraisal (includes review appr.)	3	EA	\$4,250.00 EA	\$12,750.00
Right of Way	3000	SF	\$16.00 / SF	\$48,000.00
Topsoil	200	Ton	\$23.50 / Ton	\$4,700.00
Sod	350	SYS	\$7.50 / SYS	\$2,625.00
Stairs (12 steps with Cheek Wall for Bikes)		EA	\$12,000.00 / EA	
Sidewalk, 5'		LF	\$26.00 / LF	
Sidewalk, 6'	650	LF	\$29.00 / LF	\$18,850.00
Stop Signs / Warning or Regulatory		EA	\$225.00 / EA	
Storm Sewer, 12"		LF	\$41.00 / LF	
Storm Sewer, 18"	600	LF	\$46.00 / LF	\$27,600.00
Storm Sewer, 24"	60	LF	\$51.00 / LF	\$3,060.00
Storm Sewer, 36"	50	LF	\$59.00 / LF	\$2,950.00
Street Signs*	3	EA	\$260.00 / EA	\$780.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,800.00 / EA	
Camera Arm*		EA	\$2,100.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,350.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$2,115.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$900.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$350.00 EA	
Signal Service Connection*		EA	\$2,500.00 EA	
Pavement Marking - 6" White*		LF	\$0.62 LF	
Pavement Marking - Double Yellow*		LF	\$0.84 LF	
Pavement Marking - Stop Bars*		LF	\$2.50 LF	
Pavement Marking - Arrow Straight*		EA	\$275.00 EA	
Pavement Marking - Arrow Turn*		EA	\$275.00 EA	
Pavement Marking - Combination Arrow*		EA	\$300.00 EA	
Street Trees (2-1/2" Caliper)	10	EA	\$400.00 / EA	\$4,000.00
			Subtotal:	\$209,365.00
			Additional 10%:	\$20,936.50
			Design/Survey:	\$46,060.30
			Total Estimate:	\$276,361.80

*Direct Traffic Signal Installation Costs



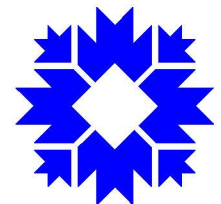
**Council Sidewalk Committee – Project Request
 Pedestrian Connection to SR 45/46 Underpass
 2011**

By: shermand
 2 Nov 11
 File: LPE7th



For reference only; map information NOT warranted.

City of Bloomington
 Clerk & Council

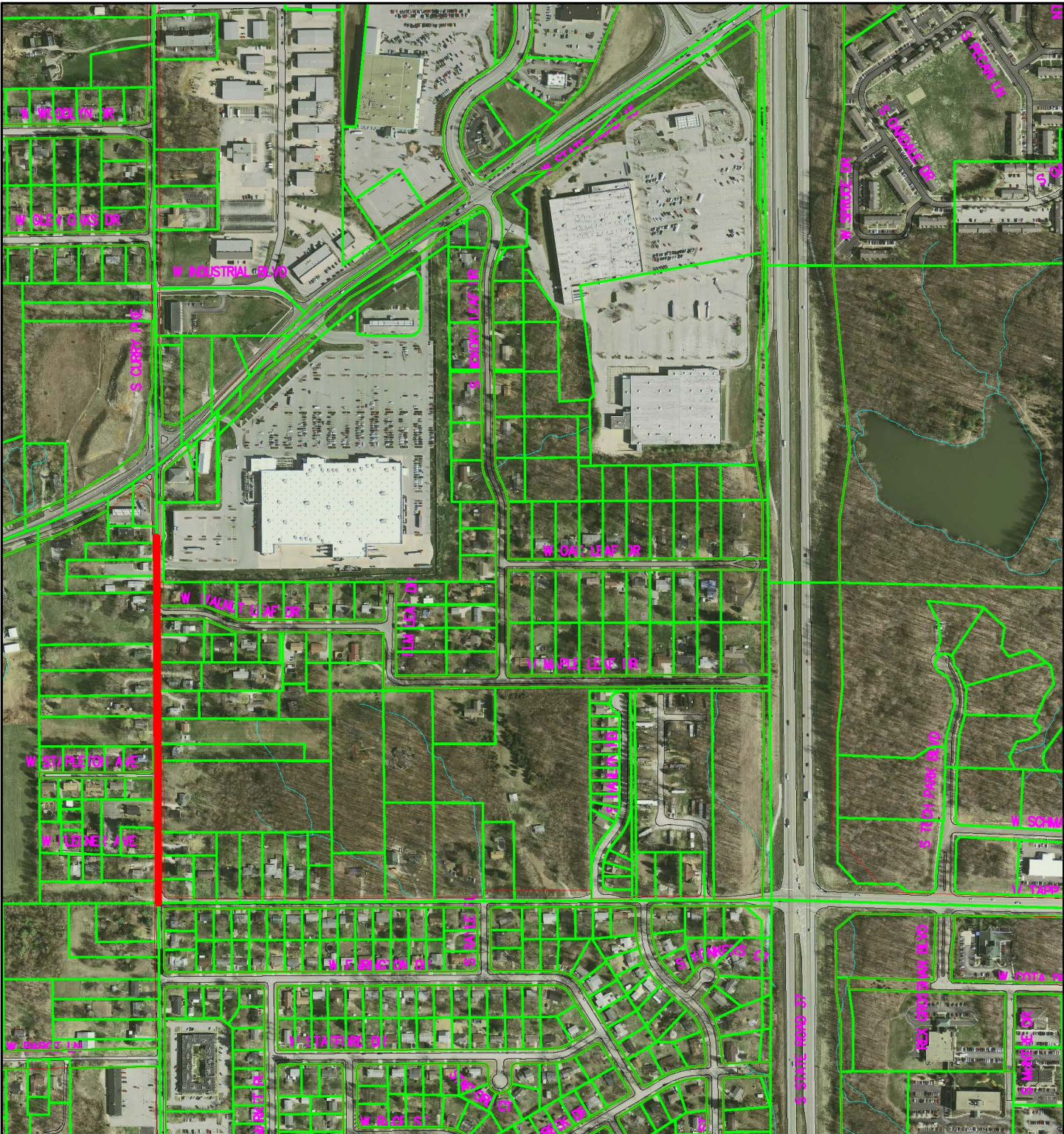


Scale: 1" = 200'



2014 Engineer's Estimate				
7th Street Access to Bypass Underpass				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$2,500.00 / EA	\$2,500.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$14.00 / LF	
Bituminous Surface		Ton	\$72.00 / Ton	
Bituminous Base		Ton	\$64.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)		EA	\$1,200.00 / EA	
Casting, Adjust to Grade		EA	\$600.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$1,900.00 / EA	
Cement Concrete Pavement 7" (Driveway)		SYS	\$45.00 / SYS	
Comp. Agg. No. 11		Ton	\$19.00 / Ton	
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$28.00 / LF	
Concrete Curb, Type B		LF	\$24.00 / LF	
Construction Sign, Type A		EA	\$210.00 / EA	
Excavation, Common		CYS	\$18.00 / CYS	
Saw-Cut Pavement		LF	\$3.50 / LF	
Tree/Vegetation Removal		EA	\$600.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$6.00 / LF	
Retaining Wall - Decorative Block 5 Ft Tall		LF	\$112.00 / LF	
Titlework / Appraisal (includes review appr.)		EA	\$4,250.00 EA	
Right of Way		SF	\$12.00 / SF	
Topsoil		Ton	\$23.50 / Ton	
Sod		SYS	\$7.50 / SYS	
Stairs (12 steps with Cheek Wall for Bikes)	1	EA	\$10,000.00 / EA	\$10,000.00
Sidewalk, 5'		LF	\$26.00 / LF	
Sidewalk, 6'	30	LF	\$29.00 / LF	\$870.00
Stop Signs / Warning or Regulatory		EA	\$225.00 / EA	
Storm Sewer, 12"		LF	\$41.00 / LF	
Storm Sewer, 18"		LF	\$46.00 / LF	
Storm Sewer, 24"		LF	\$51.00 / LF	
Storm Sewer, 36"		LF	\$59.00 / LF	
Street Signs*		EA	\$260.00 / EA	
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,800.00 / EA	
Camera Arm*		EA	\$2,100.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,350.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$2,115.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$900.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$350.00 EA	
Signal Service Connection*		EA	\$2,500.00 EA	
Pavement Marking - 6" White*		LF	\$0.62 LF	
Pavement Marking - Double Yellow*		LF	\$0.84 LF	
Pavement Marking - Stop Bars*		LF	\$2.50 LF	
Pavement Marking - Arrow Straight*		EA	\$275.00 EA	
Pavement Marking - Arrow Turn*		EA	\$275.00 EA	
Pavement Marking - Combination Arrow*		EA	\$300.00 EA	
Additional Monies for Ramp to Bypass	1	EA	\$2,440.27 / EA	\$2,440.27
			Subtotal:	\$15,810.27
			Additional 10%:	\$1,581.03
			Design/Survey:	\$2,608.69
			Total Estimate:	\$19,999.99

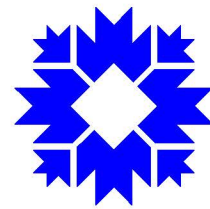
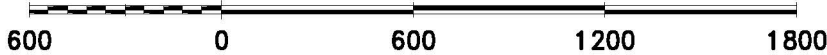
*Direct Traffic Signal Installation Costs



Council Sidewalk Committee for 2013 – Request from County and Councilmember Sturbau
 Leonard Springs from Existing Sidewalk Near Bloomfield Rd to Tapp Road (East Side)

Clerk & Council

By: shermand
 18 Dec 12

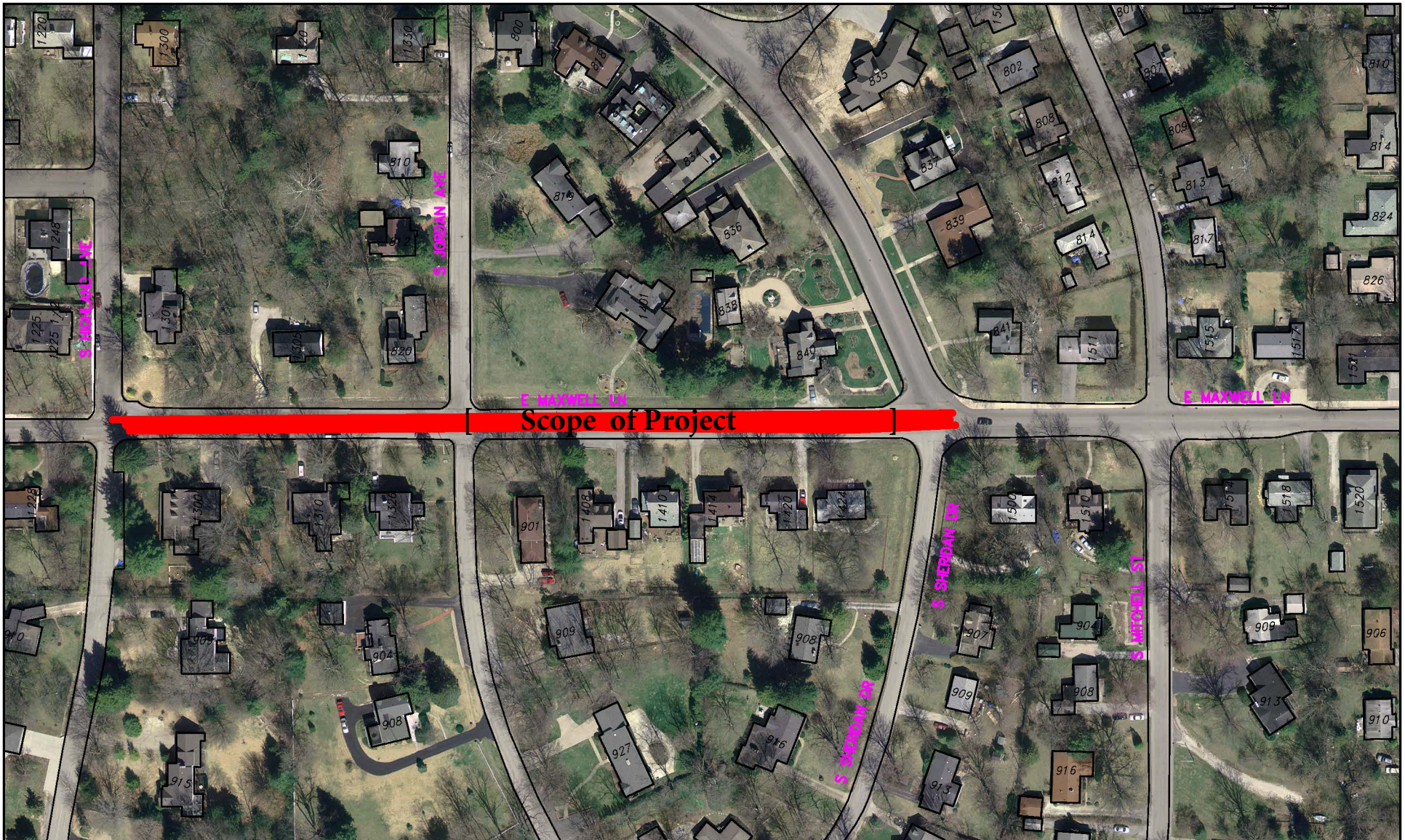


Scale: 1" = 600'

For reference only; map information NOT warranted.

2014 Engineer's Estimate				
Sheffield Drive Sidewalk - Morningside Drive to Providence Court				
Item	Quantity	Unit	Unit Price	Total Price
Mobilization and Demobilization	1	EA	\$2,500.00 / EA	\$2,500.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$14.00 / LF	
Bituminous Surface		Ton	\$72.00 / Ton	
Bituminous Base		Ton	\$64.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	1	EA	\$1,200.00 / EA	\$1,200.00
Casting, Adjust to Grade		EA	\$600.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$1,900.00 / EA	
Cement Concrete Pavement 7" (Driveway)	150	SYS	\$45.00 / SYS	\$6,750.00
Comp. Agg. No. 11		Ton	\$19.00 / Ton	
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$28.00 / LF	
Concrete Curb, Type B	200	LF	\$24.00 / LF	\$4,800.00
Construction Sign, Type A	4	EA	\$210.00 / EA	\$840.00
Excavation, Common	300	CYS	\$18.00 / CYS	\$5,400.00
Saw-Cut Pavement		LF	\$3.50 / LF	
Tree/Vegetation Removal	2	EA	\$600.00 / EA	\$1,200.00
Perforated Pipe, Plastic 6"		LF	\$6.00 / LF	
Retaining Wall - Decorative Block 5 Ft Tall		LF	\$112.00 / LF	
Titlework / Appraisal (includes review appr.)		EA	\$4,250.00 EA	
Right of Way		SF	\$12.00 / SF	
Topsoil	140	Ton	\$23.50 / Ton	\$3,290.00
Sod	100	SYS	\$7.50 / SYS	\$750.00
Stairs (12 steps with Cheek Wall for Bikes)		EA	\$12,000.00 / EA	
Sidewalk, 5'	900	LF	\$26.00 / LF	\$23,400.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory		EA	\$225.00 / EA	
Storm Sewer, 12"		LF	\$41.00 / LF	
Storm Sewer, 18"		LF	\$46.00 / LF	
Storm Sewer, 24"		LF	\$51.00 / LF	
Storm Sewer, 36"		LF	\$59.00 / LF	
Street Signs*		EA	\$260.00 / EA	
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,800.00 / EA	
Camera Arm*		EA	\$2,100.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,350.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$2,115.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$900.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$350.00 EA	
Signal Service Connection*		EA	\$2,500.00 EA	
Pavement Marking - 6" White*		LF	\$0.62 LF	
Pavement Marking - Double Yellow*		LF	\$0.84 LF	
Pavement Marking - Stop Bars*		LF	\$2.50 LF	
Pavement Marking - Arrow Straight*		EA	\$275.00 EA	
Pavement Marking - Arrow Turn*		EA	\$275.00 EA	
Pavement Marking - Combination Arrow*		EA	\$300.00 EA	
Street Trees (2-1/2" Caliper)		EA	\$400.00 / EA	
			Subtotal:	\$50,130.00
			Additional 10%:	\$5,013.00
			Design/Survey:	\$8,271.45
			Total Estimate:	\$63,414.45

*Direct Traffic Signal Installation Costs



2009 Council Sidewalk Committee
 Dave Rollo's request for sidewalks on the north side of Maxwell Lane (from Highland to Sheridan)

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 150'

Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.	<p style="text-align: center;">This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn’t work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	<p style="text-align: center;">Density (0 – 1,863)</p> <p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</p>	<p style="text-align: center;">Walk Score</p> <p>0 (Car-Dependent) – 100 (Walkers’ Paradise)</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.</p>
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.	<p style="text-align: center;">Transit (0 – 247)</p> <p>This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.</p>	<p>Overall Project Ranking =</p> <p>Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank</p> <p>=</p> <p>Score</p> <p><i>(Lowest Score = Highest Rank)</i></p> <p>***</p> <p><i>Note: All the above were weighed equally.</i></p>
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	<p style="text-align: center;">Project Costs</p> <p>were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).</p>	

2014 Council Sidewalk Committee - Initial Project Prioritization (with Notable Changes from 2013)

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank (2013)*	Overall Project Rank 2014
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	69	5	3.88	11	247	5	1,210	3	24		1
17th St.	Madison St. to Woodburn Ave.	476	78	1	3.86	12	260	3	689	13	29		2
14th St.	Madison St. to Woodburn Ave.	450	74	2	3.58	21	220	8	769	11	42		3
19th St. (11/10)	Walnut St. to Dunn St.	1,120	66	9	3.48	24	178	10	1,229	2	45		4
Union St.	4th St. to 7th St.	954	62	11	3.84	13	103	18	1,035	5	47		5
17th St.	Indiana Ave. to Forrest Ave.	1,323	72	3	4.23	1	58	31	525	16	51	11	6
Moores Pk.	Andrews St. to College Mall Rd.	1,289	46	16	3.99	7	52	32	1,453	1	56		7
S. Rogers St.	south of Hillside Dr.	480	43	17	3.97	9	90	25	825	9	60		8
17th St. (new 2012)	Crescent Street to College Ave.	5,500	34	25	2.46	36	216	9	996	6	63		9
Moores Pk.	Valley Forge Rd. to High St.	1,060	40	20	4.17	2	107	17	240	25	64	17	10
Smith Rd. (11/10)	Grandview Dr. to 10th St.(west)	1,352	26	31	3.63	20	260	4	771	10	65	6	11
Jefferson St.	3rd St. to 7th St.	1,375	60	12	3.66	17	97	20	393	18	67	8	12
E 7th St.(12/10)	SR 45/46 Bypass to Hillsdale Dr.	830	72	3	3.30	31	240	6	202	28	68		13
5th St.	Union St. to Hillsdale Dr.	1,671	63	10	3.52	23	131	13	298	23	69		14
Clark St. (new 2013)	3rd St. to 7th St.	1,390	68	6	3.25	33	131	12	360	19	70	19	15
Miller Dr.	Huntington Dr. to Olive St.	423	37	23	3.66	17	82	27	1,191	4	71		16
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	18	3.99	7	34	34	679	14	73		17
10th St. (new 2013)	Smith Rd. to Russell Rd.	1,010	26	31	3.92	10	268	1	172	31	73	24	17
Leonard Springs Rd. (new 2013)	Tapp Rd. to 400ft S of Bloomfield	1,425	49	14	4.05	5	103	19	112	35	73	27	17
Fariview St. (renew - 11/10)	Wylie St. to Allen St.	1,005	48	15	3.48	24	120	15	343	20	74	15	20
Sheffield Dr. (new 2013)	Morningside Dr. to Plymouth Rd.	700*	28	28	2.36	37	268	1	884	8	74		20
Palmer St. connector path	Wylie St. to 1st St.	529	68	6	1.50	39	146	11	328	21	77	18	22
Wylie St. (new 2013)	Lincoln St. to Henderson St.	1,150	68	6	2.33	38	121	14	301	22	80		23
High St.	Covenanter Dr. to 2nd St.	2,622	42	18	4.01	6	93	24	156	32	80		23
Rockport Rd. (1/10)	Countryside Ln. to Tapp Rd.	3,198	22	36	4.07	3	61	29	716	12	80		23
Walnut St.	Hoosier St. to Legends (driveway)	369	34	25	3.74	16	34	33	986	7	81	13	26
Bryan St. (new 2013)	3rd St. to 7th St.	1,400	60	12	3.34	28	90	26	539	15	81	25	26
Walnut St. (new 2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	40	20	3.65	19	18	35	481	17	91		28
Nancy St.	Hillside Dr. to Mark St.	878	32	27	3.48	24	94	21	235	26	98		29
Smith Rd. (1/10)	Hagan St. to Brighton Ave. (west)	1,817	26	31	3.56	22	118	16	122	34	103		30
Covenanter Dr.	Ruby Ln. to High St.	335	40	20	3.46	27	93	23	140	33	103	34	30
Morningside Dr. (new 2012)	Sheffield Dr. to Park Ridge Rd.	1,276	23	35	2.87	35	228	7	174	30	107		32
Maxwell Ln.	Highland Ave. to Sheridan Dr.	842	37	23	3.19	34	93	22	186	29	108	28	33
Mitchell St. (New - 1/11)	Maxwell Ln. to Circle Dr. (east)	624	28	28	3.34	28	77	28	297	24	108		
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	22	36	4.06	4	0	37	69	38	115	31	35
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	28	28	3.83	14	7	36	74	37	115		35
Graham Dr. (1/10)	Rockport Rd. to Rogers St.	1,815	26	31	3.34	28	58	30	234	27	116		37
Kinser Pk.	north of Acuff Rd.	1,595	11	38	3.83	14	0	37	40	39	128		38
Ramble Rd.	Ramble Rd. to Dunn St.	875	9	39	3.26	32	0	37	86	36	144		39

* This column was added by the Council Office. It compares 2013 with 2014 rankings and identifies changes of at least 4 slots. Robinson's memo indicates that the change reflected new "walkscores" which are derived from an online source and are "more dependent upon businesses and other data variables that may change from year to year."

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2014

2014

Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. <i>*CBU will explore in-kind contributions toward the storm water component of this project.</i>
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48	*	

2013				
Site	Estimate	Recommendation	Other Funds	Comments
West 17th Street -- Madison Street to College Avenue (South Side)	\$268,199.00	\$147,351.16	\$107,199.00	Following an investment in the design of this project in 2011 and an offer from City of Bloomington Utilities to cover the storm water costs associated with it, the Committee recommended funding construction of a sidewalk in 2013. The offer from CBU reduced the allocation for this project from \$268,111 to \$161,000, but with the understanding that some of the estimated \$8,500 in remaining funds for the year might be needed to cover any overage. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect the lower than expected bid for this project.</i>
Maxwell Lane -- Highland Avenue to Jordan Avenue (North Side)	\$87,000.00	\$95,543.62		This is one block of a two-block project that would be constructed on the north side of the street from the bottom of a hill (at Highland) to the other side of the crest at Sheridan. Once these two blocks are complete - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect an increase in cost of the project from \$87,000 to \$95,543.62, due to the removal of rock.</i>
Moore's Pike and Olcott Boulevard -- Pedestrian Crossing	\$18,500.00	\$7,959.90		This is a pedestrian crossing with a raised island and lane markings to narrow the roadway. It follows a denial of a stop sign request at the Traffic Commission in January and <i>does not</i> include the installation of a stop sign. The crossing will provide residents in Hyde Park and points south access to a continuous sidewalk that runs along the north side of Moore's Pike from Smith Road to Sare Road and further west. <i>Note that, on December 18, 2013, the Council amended its recommendations to reflect an altered project (now with no island, but with a solar-operated speed indicator) and a drop in cost from \$18,500 to \$7,959.90, largely due to the labor having been provided by the Public Works Department..</i>
Rockport Road -- Countryside Lane south 2,000 feet to just past Graham Drive (West Side)	\$1,200,000 +	\$24,145.32	\$1,200,000.00	<i>Note that, on December 18, 2013, the Council amended its recommendations to include this allotment toward a large multi-phased road-improvement/storm water project along Rockport Road. This contribution of \$24,145 can be committed in 2013 toward appraisal work necessary for the project and follows through on a recommendation in 2012 to use any remaining funds that year for this purpose.</i>
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$0.00	Unknown	This is a County project to be constructed on land in the county that lies along a city-owned roadway. The design and total cost of the project are unknown at this time. The County sees the need for the project (which is evident with the path worn by pedestrians) and is interested in a contribution from the City. After learning that City residents to the south would probably use the sidewalk, the Committee agreed to contribute any funds remaining this year once there were adequate assurances that the project will be completed in the short term. The Committee also declared intent to contribute as much as \$15,000 toward this project over two years. <i>Note that, on December 18, 2013, the Council amended the recommendations to defer any contribution to this project until 2014 when the project moved forward to the point the money could be used.</i>
Total	\$373,699.00	\$275,000.00	\$1,307,199.00	

2012				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Overhill Drive to Travel Lodge Driveway (North S	\$154,474.00	\$154,474.00		See the 2011 and 2010 descriptions below for the details of the larger project, which will result in the construction of sidewalks on the north side of East Third Street from Union to the SR 45/46 Bypass. Contributions from other sources include: \$100, 00 from Greenways; \$75,000 from HAND; and the installation of sidewalks by INDOT as part of the SR 45/46 Bypass project.
Mitchell Street -- Maxwell Lane to Circle Drive	\$1,100.00	\$1,100.00		This project proposes the use of lane markings to designate a portion of the west side of the roadway of this one-block segment as a pedestrian corridor. It would provide a pedestrian facility that connects a City-created pedestrian corridor on the south, which runs from Bryan Park to sidewalks at Marilyn Drive and High Street, to City-installed sidewalks along Maxwell Lane. <i>Note: This recommendation was conditioned upon approval of the associated removal of parking on that side of the street. Please also note that the lane was eventually approved for the east side.</i>
Morningside Drive -- Saratoga to Sheffield (West Side)	\$19,866.00	\$19,866.00		This recommendation continues upon the completed 2011 recommendation to install a sidewalk from Smith Road to Saratoga. Please see the 2011 description below for more information about this project
Rockport Road -- Coolidge to 310 feet North of the Intersection (West Side)	\$80,440.00	\$34,560.00	*	This recommendation would partially fund the sidewalk project by contributing funds toward the cost of acquiring the right-of-way. It is intended to leverage other resources to fill-in one of three missing sidewalk links along Rockport Road from Tapp Road to Rogers Street in 2012. The other missing links include a long section north of Tapp Road which will be constructed as part of the roundabout at that intersection and a segment north of Ralston, which remains unfunded. <i>Note: This recommendation would allow any remaining funds to be applied towards the cost of right-of-way and is conditioned upon Committee acceptance of assurances that the sidewalk will be completed in 2012.</i> <i>* CBU staff have inspected the site and offered suggestions on handling the stormwater.</i>
Total	\$255,880.00	\$210,000.00	\$0.00	

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100,00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive - Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaining funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	
Third Street -- Roosevelt to Clark (north side)	\$118,387.50	\$114,252.60	\$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	\$124,405.05		\$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the original estimated cost -- \$54,562.20
Total:		244,538.26	\$177,265.20	

2009				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$0.00	\$91,564.00	This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. Last year the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and the CBU Set Aside would cover the storm water component of this project. However, an amendment to the Greenways Plan and other projects left this one unfunded in 2008. As noted above, the Committee recommended that the Council respectfully request that the Mayor consider appropriating \$98,937.45 of federal reimbursement of matching funds to complete this project.
Henderson -- Moody to Thornton (east side)	\$99,319.17	\$71,877.77	\$27,441.40	This project was scheduled for funding in 2008. It was requested by the Planning Department, MCCSC, and a property owner and would complete the last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive as well as much further north and south. The HAND department may help fund some of this project.
Kinser Pike -- Marathon Stn. to 45/46 (west side)	\$54,751.14	\$40,280.74	\$14,470.40	This is a heavily-travelled stretch. Many residents living in multi-family housing walk here to the grocery store and other amenities.
Moores Pike -- Segment A - Woodruff to existing walk (south side)	\$22,758.00	\$22,758.00	\$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moores Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3 rd to Prospect (east side)	\$49,773.00	\$26,989.00	\$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W rd Street overpass. Public Works will commit \$6,000 for concrete.
3 rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	\$231,564.07	\$50,000 *	\$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to \$50,000 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
Total:		211,905.51	\$150,259.80	

2008				
Site	Estimate	Recommendation		Comments
		ATF	Stormwater	
5th Street -- Hillsdale to Deadend (south side)	\$535,088.97	\$70,485.63	\$0.00	This two-block long, multi-departmental project provides an east-west connection through the Greenacres Neighborhood and needed stormwater infrastructure for the area. Total funding includes: \$112,934.36 (2007 ATF), \$10,453.98 (2007 CBU Sidewalk/Stormwater Setaside); \$216,215 (CBU Capital Project), and \$125,000 (HAND Neighborhood Improvement Grant). Note: This project was completed in 2008.
Henderson -- Allen to Hillside (west side)	\$669,090.00	* \$3,667.21	\$0.00	This improvement is aimed at alleviating pedestrian/vehicular conflict in this elementary school area. The Committee funded design in 2007 at the request of Public Works. Public Works received a \$250,000 Safe Routes to School grant for this project and wanted an additional sign of support from the Council in order to garner funds from other sources (including CDBG). * Note: The Committee recommended that any funds remaining in 2008 may be applied to this project.
Marilyn -- Nancy to High (south side)	*\$167,578.63	\$0.00	* \$62,480	This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenant. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs School, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	\$52,077.21	\$27,337.21	\$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost to the amount as listed here. Note: This project was completed in 2008.
Total:		204,293.00	\$87,368.50	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of \$22,834.79 from 2007, there would be approximately \$60,466.29 available for future CBU Sidewalk/Stormwater projects.

2007				
Site	Estimate	Recommendation		Comments
		ATF	USB Stormwater	
5th Street -- Overhill to Deadend (south side)	\$262,685.80	\$92,646.50	\$29,344.60	This provides an east-west connection through the Greenacres Neighborhood. * Note: The Committee committed to dedicate 2008 ATF monies to complete this project if the sum allotted is insufficient. This is part of a larger initiative to improve the stretch on 5th Street from Hillsdale to the deadend. CBU has dedicated \$225,000 independent of the Sidewalk Committee for stormwater improvements in this area. Note: The 2-block segment from Hillsdale to the deadend was completed in 2008.
Henderson -- Allen to Hillside (west side)	unknown	\$45,000.00		Director of Public Works, Susie Johnson, requested that the Committee partner with Public Works by providing \$45,000 for the design cost of this project. This improvement is aimed at alleviating congestion and improving safety in this elementary school area.
Arden -- Windsor to High (south side)	\$100,452.00	\$47,353.50	\$53,098.00	The neighbors met with Councilmember Rollo and wanted a sidewalk to help their kids get to High Street and Southeast Park. Note: This project was completed in 2007.
Total:		185,000.00	\$82,442.60	

2006				
Site	Estimate	Recommendation		Comments
Queens Way, Sussex to High (south side)	\$25,969.68	\$25,969.68		This is the missing link, connecting High to Renwick.
Roosevelt, Fourth to Fifth (east side)	\$127,269.79 with curbs	\$127,269.79		This ties in with the recent improvements made by Doug McCoy which made Roosevelt a through-street.
Arden -- From High to Windsor (south side)	\$59,486.72	\$5,000 (design only)		This project provides a safe walk way for the neighborhood's many children to travel to a near-by school & park.
E. 2nd -- Woodcrest to 300' east (north side)	\$31,574.66	\$5,000 (design only)		This project is the missing link on the north side of the street from College Mall to the west. Justin suggested that in future years, the Committee might provide material and ask CBU to install.
11th Street-- Washington to Lincoln (north side)	\$60,151.41	\$10,000 (design only)		
Maxwell -- Highland to Jordan (north side)	\$65,658.98 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Maxwell -- Jordan to Sheridan (north side)	\$72,479.88 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Total:		\$183,239.47		

2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 th Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
Total:	\$187,244.00		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this project in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent & unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a re of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fair Oaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27,000 (+ \$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

2003			
Site	Estimate	Recommendation	Comments
Sidewalk Project - East 5th Street from 1 block east of Overhill (deadend) to Overhill.	\$255,596.00	\$52,597.00	On 6/18/03, the Council approved the Committee recommendation to allocate \$52,597 contingent upon the availability of storm water funds.
Sidewalk Project - 10th Street for 350 feet west of Grandview Drive (south side)	\$43,975.00	\$43,975.00	
Sidewalk Project - Walnut Street from Bank One (Country Club/Winslow) to Hoosier Street (west side)	\$104,354.00	\$63,427.00	On 6/2/03 the Committee recommended allocating the remaining funds (\$63,427) to this project and discussed ways to reduce its cost.
Total:		\$159,999.00	

2002			
Site	Estimate	Recommendation	Comments
Sidewalk Project - Southdowns from Jordan and along the north side of Circle and Ruby lane to Nancy Street.	\$148,000.00	\$108,731 (+ \$39,000 from Greenways)	The original estimate was for a sidewalk on the north side of the street, but the Engineering staff and neighborhood preferred south side at estimated cost of \$129,000 (and an additional \$19,000 for the leg from Jordan to Mitchel). On 6/19/02 the Council allocated \$59,547 for this project and, as noted below, on 12/18/02, the Council voted to shift \$49,184 from the East 2nd Street project to this one as well. On May 8, 2003 the Greenways group agreed to fund the remaining \$39,000.
Design for sidewalk and storm water project - Jefferson Street from East 3rd to East 10th Street.	\$27,840.00	\$27,840.00	
Design for sidewalk and stormwater project - East 5th Street from 1 block east of Overhill to Union.	\$28,832.00	\$28,832.00	
Streetscape Plan - East 2nd from High Street to College Mall Road.	\$49,184.00	\$0.00	On 12/18/02 the Common Council voted to shift these funds (\$49,184) to the Ruby Lane project (above)
Sidewalk design - East Allen from Lincoln to Henderson Street	\$4,000 - \$8,000	\$7,400.00	
Total:	about \$160,000	\$172,803.00	