

Council Sidewalk Report

Report of the Common Council Sidewalk Committee January 16, 2008

Committee Members and Staff

The members of the 2008 Committee were appointed by the President of the Council in 2007 and included:

- Susan Sandberg, At-Large (Chair)
- Dave Rollo, District 4
- Andy Ruff, At-Large
- Chris Sturbaum, District 1

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Assistant Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

Joe Fish, Transportation Planner

Russell White, Zoning Compliance Planner

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Mike Bengtson, Assistant Director

Jane Fleig, Assistant Engineer

Task, Schedule, and Records of Meetings

The Committee makes recommendations to the entire Council on use of certain appropriations for 2008 and met nine times from October 2007 to January 2008 to complete its work. Those appropriations include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160), and a City of Bloomington Utilities set aside of \$125,000 for the

stormwater component of Committee projects. Please note that both of these appropriations increased by \$25,000 over last year.

The following outline provides a brief overview of what occurred at those meetings. The Memoranda for these meetings include minutes for October 10th and 17th (available in the Council Office) and a Table of Deliberations covering the remaining seven meetings of the Committee (attached).

October 10 and October 17, 2007 at Noon in the McCloskey Room

- Elected a Chairperson (Susan Sandberg);
- Requested the Council Office to make a record of the meetings;
- Reviewed the Sidewalk Inventory (which includes existing sidewalks, sidepaths and roadwalks as well as new sidewalks and side paths installed by public and private entities since last year) and heard that Public Works is preparing a City-wide sidewalk inventory that will assess their condition in order for the department to better plan repairs, replacement, and maintenance;
- Heard about proposed revisions to the Alternative Transportation and Greenways System Plan and learned that the bulk of the *Plan* focuses on trails, paths and connectors, but not sidewalks;
- Reviewed recent, ongoing, or future sidewalk (or sidewalk-related) projects and initiatives presented by:
 - Parks and Recreation;
 - HAND;
 - Public Works (regarding other City, County and State projects); and
 - Utilities.

(Please note that these departments presented material that can be found in the 10 October 2007 Council Sidewalk Committee Packet and were covered in the Minutes for those meetings. The Packet is available online and both are also available in the Council Office.)

- Reviewed money available in the Alternative Transportation Fund for 2008 (which derives its revenues from neighborhood parking fees and fines that are in excess of program expenses), acknowledged that the amount was increased from \$185,000 to \$200,000 in 2007 and to \$225,000 in 2008, and set aside \$20,000 for traffic-calming;
- Affirmed that the City of Bloomington Utilities had increased the amount available for the stormwater component of sidewalk projects from \$100,000 to \$125,000 (under an initiative that started last year) and heard about procedures for submitting claims;
- Briefly discussed sidewalk standards and how those affect cost and usage;

- Began reviewing on-going and recently-completed Council sidewalk projects which included:
 - Bidding of the East 5th Street sidewalk/stormwater project from Hillsdale to the deadened;
 - Funding the design for Henderson from Allen to Hillside (west side); and
 - Completion of Arden Drive from Windsor to High Street (south side).

(Please see the Table of Committee Deliberations and Recommendations for Use of Alternative Transportation Funds (ATF) in 2008) for discussion of those projects);

October 23, October 31, November 15, and November 19, 2007. Note: All of these meetings started at noon in the McCloskey Room except for the one on November 19th, which was a continuation of the November 15th meeting and met at noon in the McCloskey Room.

- Completed reviewing on-going Council sidewalk projects;
- Reviewed the statement of criteria for funding sidewalk proposals which include:
 - safety considerations, roadway classification, pedestrian usage, proximity to points of destination, and costs/feasibility; and
 - agreed to define “Linkages” *(Please see the attached Funding Criteria for the approved language.)*.
- Determined whether there were any conflicts of interest:
 - Council Administrator/Attorney declared that he lived at 1312 South Nancy Street which was on the route of a previously considered but unfunded project (which was not funded this year);
- Reviewed proposed projects in the following order:
 - Previously funded, but incomplete projects;
 - New requests from Council Members;
 - New requests from the Plan Department;
 - Previously considered, but unfunded projects; and
 - Projects entirely funded by other sources
- Narrowed the list of projects by “tabling” some (which presumed that those items would be reconsidered next year) and “shelving” others (which presumed that the affected items would not be considered next year) in order to give the Engineering Department a manageable number of projects to assess and estimate;

December 6 and 18, 2007 at Noon in the McCloskey Room:

- Reviewed the narrowed list of projects and their estimates;
- Discussed methods for determining what parts of project costs should be paid by ATF and what parts by CBU Sidewalk/Stormwater monies;
- Listened to Tom Millen, who owns property on South Henderson and doesn't support that project;

January 4, 2008 at Noon in the McCloskey Room:

- Recommended the allocation of the 2008 ATF appropriation (*Please see Table of Committee Deliberations & Recommendations for further details*);
- Agreed to review the Sidewalk Report and have member's signature constitute approval of the Report and records;
- Agreed to submit the Report to the Council at the January 16, 2008 Regular Session;
- Approved an amendment to the funding criteria that elaborated upon the term "linkages" (see attached Funding Criteria);
- Agreed to meet on January 29, 2008 for a "debriefing" to consider changes to the Committee processes for 2009; and
- Agreed to meet in early fall of 2008 to begin the deliberations for 2009.

Committee Recommendations:

1. Alternative Transportation Fund

- a. **Use the \$225,000 of Alternative Transportation Funds appropriated in 2008 for sidewalks and traffic-calming projects according to the following calculation:**

\$225,000	Annual Appropriation
- \$20,000	<u>Traffic Calming</u>
\$205,000	Sidewalk Projects

- b. **Apply remainder of 2007 funds totaling \$112,934.36 for the East 5th Street Project.**

2. CBU Set Aside for Storm Water Component of Council Sidewalk Projects - Authorize the Engineering Department to submit claims to the Utilities Service Board for the storm water component of sidewalk projects in an amount not to exceed the entire \$125,000 appropriated in

2008 appropriations as well as any unspent funds from 2007 (\$22,834.79).

3. Fund the construction of seven sidewalk projects as elaborated below:

a. Construction – East 5th Street from Hillsdale to the Deadened at SR45/46 (South Side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
East 5 th Street – from Hillsdale to the Deadened at SR45/46	\$112,934.36 (2007 funds)	\$10,453.98 (2007 funds)	\$123,388.34 (2007 funds)
	\$70,485.63 (2008 funds)		+ \$70,485.63 (2008 funds)

This multi-block project would provide an east/west walkway through Greenacres. The design was funded in 2003, but construction could not proceed because of the extensive storm water costs associated with this project. Two funding initiatives led to the recommendation to go forward with construction in 2007. These initiatives appear in the CBU budget and included an annual set aside of \$100,000 (now \$125,000) to help cover storm water components of sidewalk costs and the appropriation of \$216,215 to address stormwater issues in this area. Understanding last year that this infusion of funds would not cover the total cost of the project, the Committee declared its intent to use funds in 2008 to complete the project. This year the Committee was able tap into additional funds from HAND in the form of a Neighborhood Improvement Grant and recommends the above allocations based upon the following calculation:

<u>\$535,088.97</u>			<u>Total Cost of the Project</u>
ATF	CBU Set Aside	Other Funds	
-\$112,934.36			ATF – 2007 Funds
- 70,485.63			ATF – 2008 Funds
	-\$10,453.98		CBU Storm Water/Sidewalk Set Aside – Indirect Costs
		-165,109	CBU Capital Project Funds – Direct Costs
		-51,106	CBU Capital Project Funds – Indirect Costs
		- \$125,000	HAND – Neighborhood Improvement Grant

b. Construction – Marilyn from Nancy to High Street (South Side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Marilyn from Nancy to High Street (south side)		* \$62,480	* \$62,480 (or more if funds are available)

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 Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee relied upon an old estimate that did not include piping storm water across High and down to the creek. For this reason, the Committee recommended that any remaining CBU funds be used for this project - which may be in the range of another \$40,000. The Committee also requests that the approximately \$105,098.63 needed for the sidewalk be funded with Alternative Transportation and Greenways monies.

c. Construction – East 2nd Street from Woodscrest East for one parcel (north side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
East 2 nd Street from Woodscrest for one parcel east (north side)	\$32,319	\$1,981	\$34,300

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.

d. Construction – Henderson from Allen to High Street (west side)

<u>Street</u>	<u>Alternative Transportation</u>	<u>Stormwater Component</u>	<u>Total</u>
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Henderson Street from Allen Street to Hillside Drive (west side)	<u>Fund</u> * \$3,667.21 (or remainder of 2008 funds)	<u>(CBU)</u>	* \$3,667.21 (or remainder of 2008 funds)
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This multi-block project was requested by the Bryan Park Neighborhood Association a few years ago. The Committee funded the design in 2007 due to its use by children going to and from Templeton School. Public Works obtained a \$250,000 Safe Routes to School grant for this \$669,090 project in 2007 and requested additional funds from ATF to help garner money from other sources (e.g. CDBG). Upon approval of these recommendations, the Engineering Department would be authorized to apply any remaining 2008 to this project.

e. Construction – Henderson from Moody to Thorton (east side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Henderson Street from Thorton to Moody (east side)	\$49,405.90	\$22,330	\$71,735.90

Requests from Planning, MCCSC, and a property owner all led to the recommendation to fund construction of this last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive and much further north and south.

f. Construction – High Street Across from Childs School (west side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
High Street across from Childs School (west side)	\$21,785.05	\$577.50	\$22,362.55

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. It may also allow the City to eliminate one crossing guard.

f. Construction – West 17th from Lindberg to Arlington Park Drive (south side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
West 17th Street – Lindberg to Arlington Park Drive (south side)	\$27,337.21	\$0	\$27,337.21

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 as listed above.

	<u>ATF (Sidewalk Projects)</u>	<u>CBU Sidewalk/Stormwater</u>
Total:	\$204,293/\$205,000	\$87,368.50/\$125,000 + \$22,834.79 carryover from 2007

** Note: These allocations are based upon estimates; actual allocations may be higher or lower. The Committee recognizes that the Engineering Department may shift funds from one project to another in order to complete them and specifically authorizes excess funds to be allocated as noted above.*

**5th Street
Dead End to Union**

**Estimates in
Engineering Office**

Please wait while capturing images ...



Engineer's Estimate				
Marilyn Drive - Nancy Street to High Street				
Item	Quantity	Unit	Unit Price	Total Price
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill	70	CYS	\$45.00 / CYS	\$3,150.00
Bituminous Base		Ton	\$56.00 / Ton	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	90	Ton	\$62.00 / Ton	\$5,580.00
Bituminous Base		Ton	\$56.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	3	EA	\$800.00 / EA	\$2,400.00
Casting, Adjust to Grade		EA	\$500.00 / EA	
Casting, Storm Inlet/Manhole	10	EA	\$1,800.00 / EA	\$18,000.00
Cement Concrete Pavement 7"	3500	CYS	\$5.50 / SF	\$19,250.00
Comp. Agg. No. 53	140	Ton	\$12.00 / Ton	\$1,680.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter	750	LF	\$18.00 / LF	\$13,500.00
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	12	EA	\$100.00 / EA	\$1,200.00
Excavation, Common	400	CYS	\$18.00 / CYS	\$7,200.00
Saw-Cut Pavement	850	LF	\$3.00 / LF	\$2,550.00
Tree/Vegetation Removal		EA	\$500.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$3.00 / LF	
Reinforcing Steel - Epoxy		CYS	\$0.60 / CYS	
Right of Way		SF	\$2.50 / SF	
Topsoil	140	Ton	\$10.00 / Ton	\$1,400.00
Sod	850	SYS	\$5.50 / SYS	\$4,675.00
Roll Curb		LF	\$18.00 / LF	
Sidewalk, 5'	728	LF	\$24.00 / LF	\$17,472.00
Sidewalk, 6'	120	LF	\$29.00 / LF	\$3,480.00
Stop Signs	2	EA	\$200.00 / EA	\$400.00
Storm Sewer, 12"		LF	\$35.00 / LF	
Storm Sewer, 18"	700	LF	\$40.00 / LF	\$28,000.00
Storm Sewer, 24"	240	LF	\$45.00 / LF	\$10,800.00
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	2	EA	\$260.00 / EA	\$520.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)	6	EA	\$275.00 / EA	\$1,650.00
			Subtotal:	\$147,907.00
			Additional 10%:	\$14,790.70
			Design:	\$4,880.93
			Total Estimate:	\$167,578.63

*Direct Traffic Signal Installation Costs

MARILYN – NANCY TO HIGH

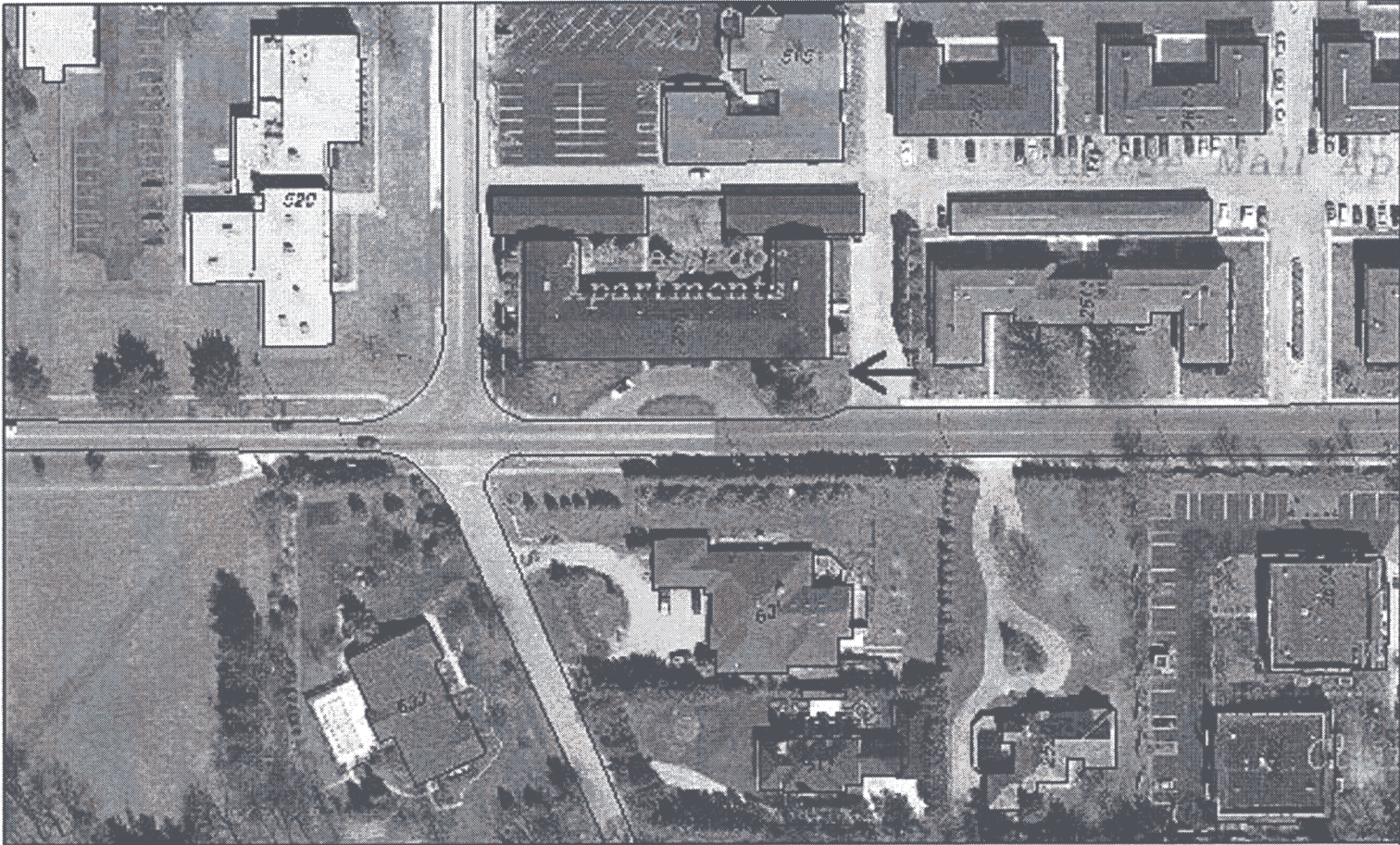


1/4/07
TW

2nd Street: Woodscrest to 300' East of Woodscrest (North Side)

Item	Engineer's Estimate			Total Price
	Quantity	Unit	Unit Price	
Mobilization and Demobilization	3	LSUM	\$1,000.00 / LSUM	\$3,000.00
Construction Engineering	2.5	LSUM	\$1,000.00 / LSUM	\$2,500.00
Field Office		MOS	\$1,200.00 / MOS	
Cleaning	2	LSUM	\$1,000.00 / LSUM	\$2,000.00
QC Testing / Videotaping	0.5	LSUM	\$1,000.00 / LSUM	\$500.00
Protection of Utilities		LSUM	\$1,000.00 / LSUM	
Misc Pipe/Utility/Structure Removals	1	LSUM	\$1,000.00 / LSUM	\$1,000.00
			/	
			/	
Common Excavation	25	CYD	\$20.00 / CYD	\$500.00
Borrow	30	CYD	\$22.00 / CYD	\$660.00
Proofrolling/Fine Grading	1	LSUM	\$1,000.00 / LSUM	\$1,000.00
Undercut/Replace	5	CYD	\$35.00 / CYD	\$175.00
Concrete Pavement Removal		SYD	\$40.00 / SYD	
			/	
Compacted Agg. for Base	42	TON	\$16.80 / TON	\$705.60
Pavement Patching at Curbs	10	CYD	\$100.00 / CYD	\$1,000.00
Bituminous Mix For Patching (Bituminous Base 5D)		TON	\$65.00 / TON	
HMA Surface for Roads, Type A	10	TON	\$42.00 / TON	\$420.00
Tack / Prime Coat		SYD	\$1.00 / SYD	
1" Milling		SYD	\$3.00 / SYD	
Concrete Drives, Class I or III	105	SYD	\$40.00 / SYD	\$4,200.00
			/	
			/	
Concrete Curb Removal		LF	\$15.00 / LF	
Concrete Curb and Gutter		LF	\$25.00 / LF	
Integral Curb and Sidewalk		LF	\$40.00 / LF	
Standing Curb	155	LF	\$20.00 / LF	\$3,100.00
Roll Curb		LF	\$20.00 / LF	
4" Concrete Sidewalk	75	SYD	\$30.00 / SYD	\$2,250.00
Concrete Sidewalk Removal	7	SYD	\$10.00 / SYD	\$70.00
PVC Sign Inserts		EA	\$50.00 / EA	
Brick Sidewalk Ramp (ADA Compliant)		SYD	\$100.00 / SYD	
Brick Pavers	24	SF	\$8.50 / SF	\$204.00
Concrete Curb Ramp	27	SYD	\$50.00 / SYD	\$1,350.00
Riprap, Revetment		CYS	\$18.00 / CYS	
Geotextile		SYS	\$3.50 / SYS	
Handrails		LF	\$60.00 / LF	
			/	
			/	
Valve Cover, Adjust to Grade		EA	\$150.00 / EA	
Casting, Adjust to Grade		EA	\$300.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$300.00 / EA	
B-Borrow for Structure Backfill	8	CYD	\$30.00 / CYD	\$240.00
Reinforced Concrete Pipe, 24"		LF	\$70.00 / LF	
Reinforced Concrete Pipe, 18"		LF	\$60.00 / LF	
Reinforced Concrete Pipe, 12"		LF	\$50.00 / LF	
Concrete Pipe End Sections		EA	\$300.00 / EA	
Manhole, C		EA	\$2,000.00 / EA	
Manhole, D		EA	\$2,400.00 / EA	
Inlet E-7		EA	\$1,500.00 / EA	
Inlet J-10		EA	\$1,500.00 / EA	
Cored Holes in Structures		EA	\$400.00 / EA	
Class A Concrete for Structures		CYD	\$150.00 / CYD	
Drain Pipe, PVC, 6" with Cleanouts and Fittings	210	LF	\$7.00 / LF	\$1,470.00
Aggregate for Underdrains		LF	\$30.00 / LF	
Geotextile for Underdrains		SYD	\$2.00 / SYD	
Catch Basin F-7		EA	\$1,600.00 / EA	
			/	
			/	
Construction Sign, Type A	22	EA	\$50.00 / EA	\$1,100.00
Maintenance of Traffic	3	LSUM	\$1,000.00 / LSUM	\$3,000.00
Silt Fencing	215	LF	\$2.00 / LF	\$430.00
Construction Fencing	160	LF	\$2.00 / LF	\$320.00
Temporary Walks		LSUM	\$1,000.00 / LSUM	
Inlet Protection		EA	\$100.00 / EA	
Culvert Protection		EA	\$100.00 / EA	
Tree Protection		EA	\$50.00 / EA	
Topsoil	10	CYD	\$40.00 / CYD	\$400.00
Mulched Seeding		SYD	\$2.00 / SYD	
Sod	80	SYD	\$7.00 / SYD	\$560.00
			/	
Mailbox, Relocate		EA	\$150.00 / EA	
Signs		EA	\$250.00 / EA	
White Painted Lines, 4"		LF	\$0.50 / LF	
White Painted Lines, 8"	190	LF	\$0.75 / LF	\$142.50
Yellow Painted Lines, 4"		LF	\$0.50 / LF	
Thermoplastic "ONLY"		EA	\$100.00 / EA	
Thermoplastic Arrow		EA	\$100.00 / EA	
Thermoplastic Stop Bars, 24" White	37	LF	\$10.00 / LF	\$370.00
Light Pole Bases		EA	\$600.00 / EA	
Light Poles		EA	\$1,800.00 / EA	
			/	
Water Main and Hydrant Work by CBU		LSUM	\$1,000.00 / LSUM	
			/	
Subtotal:				\$32,667
Construction Contingency at 5%				\$1,633
Total Estimate:				\$34,300

1710



Council Sidewalk Committee - 2008
East Second Street (North Side) - 300 ft east of Woodcrest
.300 (1/4/07 estimate)

By: sherman
13 Dec 07



For reference only; map information NOT warranted.



City of Bloomington
Clark Council



Scale: 1" = 100'

City of Bloomington
Henderson Street Sidewalks and Related Work, Hillside Drive to Allen Street

ENGINEER COST ESTIMATE

Date of Estimate: October 30, 2007

Item Description	Quantity	Unit	Unit Cost	Total Amount
Mobilization/Demobilization/Project Administration	1	LSUM	\$ 10,000.00	\$ 10,000.00
Construction Engineering	1	LSUM	\$ 6,000.00	\$ 6,000.00
Field Office	0	MOS	\$ 1,200.00	\$ -
Clearing	1	LSUM	\$ 3,000.00	\$ 3,000.00
Trees, Remove	11	EA	\$ 300.00	\$ 3,300.00
Headwalls and Arch Culvert, Remove	1	LSUM	\$ 2,500.00	\$ 2,500.00
Manhole, Remove	2	EA	\$ 700.00	\$ 1,400.00
				\$ -
B-Borrow for Structure Backfill	430	CYD	\$ 25.00	\$ 10,750.00
Flowable Fill	140	CYD	\$ 80.00	\$ 11,200.00
Storm Sewer Pipe, 12" ABS	20	LFT	\$ 30.00	\$ 600.00
Storm Sewer Pipe, 12"	444	LFT	\$ 40.00	\$ 17,760.00
Storm Sewer Pipe, 15"	350	LFT	\$ 45.00	\$ 15,750.00
Storm Sewer Pipe, 18"	264	LFT	\$ 50.00	\$ 13,200.00
Storm Sewer Pipe, 24"	43	LFT	\$ 55.00	\$ 2,365.00
Reinforced Concrete Pipe, Class V, 18"	65	LFT	\$ 65.00	\$ 4,225.00
Box Culvert, 48"x120"	63	LFT	\$ 450.00	\$ 28,350.00
Concrete Pipe End Sections, 18"	2	EA	\$ 350.00	\$ 700.00
Concrete Pipe End Sections, 24"	1	EA	\$ 400.00	\$ 400.00
Manhole C-10	5	EA	\$ 2,200.00	\$ 11,000.00
Inlet E-7	3	EA	\$ 1,500.00	\$ 4,500.00
Inlet J-10	9	EA	\$ 1,600.00	\$ 14,400.00
Manhole C-4	1	EA	\$ 2,000.00	\$ 2,000.00
Reset Existing Structures	2	EA	\$ 800.00	\$ 1,600.00
Adjust Casting to Grade	1	EA	\$ 400.00	\$ 400.00
Cored Holes in Structures	2	EA	\$ 400.00	\$ 800.00
Class A Concrete for Structures	2.5	CYD	\$ 100.00	\$ 250.00
Pipe for Underdrains, 6"	0	LFT	\$ 2.00	\$ -
Aggregate for Underdrains	0	CYD	\$ 30.00	\$ -
Geotextile for Underdrains	0	SYD	\$ 2.00	\$ -
Sanitary Sewer Manholes, 48"	3	EA	\$ 2,500.00	\$ 7,500.00
Sanitary Sewer Pipe, 8"	154	LFT	\$ 50.00	\$ 7,700.00
Sanitary Sewer Pipe, 12"	215	LFT	\$ 75.00	\$ 16,125.00
Sanitary Sewer Pipe, 15"	13	LFT	\$ 85.00	\$ 1,105.00
Sanitary Sewer Laterals, 6"	160	LFT	\$ 30.00	\$ 4,800.00
Sanitary Cleanout/ hookup/Connections	8	EA	\$ 200.00	\$ 1,600.00
				\$ -
Curb Ramps	100	SYD	\$ 110.00	\$ 11,000.00
4" Concrete Sidewalk	1,147	SYD	\$ 40.00	\$ 45,880.00
Integral Curb and Sidewalk	59	SYD	\$ 50.00	\$ 2,950.00
Concrete Sidewalk Removal	100	SYD	\$ 15.00	\$ 1,500.00
PVC Sign Inserts	6	EA	\$ 40.00	\$ 240.00
Concrete Curb & Gutter	1,495	LFT	\$ 25.00	\$ 37,375.00
Concrete Curb	206	LFT	\$ 20.00	\$ 4,120.00
Reverse Sloped Concrete Curb & Gutter	268	LFT	\$ 25.00	\$ 6,700.00
Concrete Curb or C&G Removal	563	LFT	\$ 8.00	\$ 4,504.00
Concrete Pavement Removal	161	SYD	\$ 25.00	\$ 4,025.00
Concrete Pavement for Drive, 6"	451	SYD	\$ 50.00	\$ 22,550.00
Concrete Pavement for Drive, 9"	68	SYD	\$ 70.00	\$ 4,760.00
				\$ -
Common Excavation	400	CYD	\$ 25.00	\$ 10,000.00
Rock Excavation	50	CYD	\$ 250.00	\$ 12,500.00
Borrow	200	CYD	\$ 15.00	\$ 3,000.00
Revetment Riprap	50	TON	\$ 30.00	\$ 1,500.00
Proofrolling/Fine Grading	1	LSUM	\$ 5,000.00	\$ 5,000.00
Undercut/Replace	50	CYD	\$ 50.00	\$ 2,500.00
Compacted Agg. For Base, 53	900	TON	\$ 23.00	\$ 20,700.00
Concrete for Pavement Patching	63	CYD	\$ 100.00	\$ 6,300.00
HMA Base for Roads, Type A	847	TON	\$ 45.00	\$ 38,115.00
HMA Intermediate for Roads, Type A	235	TON	\$ 50.00	\$ 11,750.00
HMA Surface for Roads, Type A	141	TON	\$ 60.00	\$ 8,460.00
Tack / Prime Coat	1712	SYD	\$ 1.00	\$ 1,712.00
1" Milling	0	SYD	\$ 3.00	\$ -
				\$ -
Maintenance of Traffic	1	LSUM	\$ 5,000.00	\$ 5,000.00
Construction Signs, A	30	EA	\$ 130.00	\$ 3,900.00
Detour Route Marker Assembly	23	EA	\$ 90.00	\$ 2,070.00
Barricade, Type III	6	EA	\$ 100.00	\$ 600.00
Silt Fencing	20	LFT	\$ 3.00	\$ 60.00
Construction Fencing	60	LFT	\$ 2.00	\$ 120.00
Temporary Walks	0	LSUM	\$ 1,000.00	\$ -
Ditch Inlet Protection	5	EA	\$ 150.00	\$ 750.00
Curb Inlet Protection	14	EA	\$ 150.00	\$ 2,100.00
Tree Protection	6	EA	\$ 200.00	\$ 1,200.00
Topsoil	250	CY	\$ 40.00	\$ 10,000.00
Mulching	60	SYD	\$ 20.00	\$ 1,200.00
Sod	2000	SYD	\$ 6.00	\$ 12,000.00
Trees, Typical 2" Caliper, various species	26	EA	\$ 250.00	\$ 6,500.00

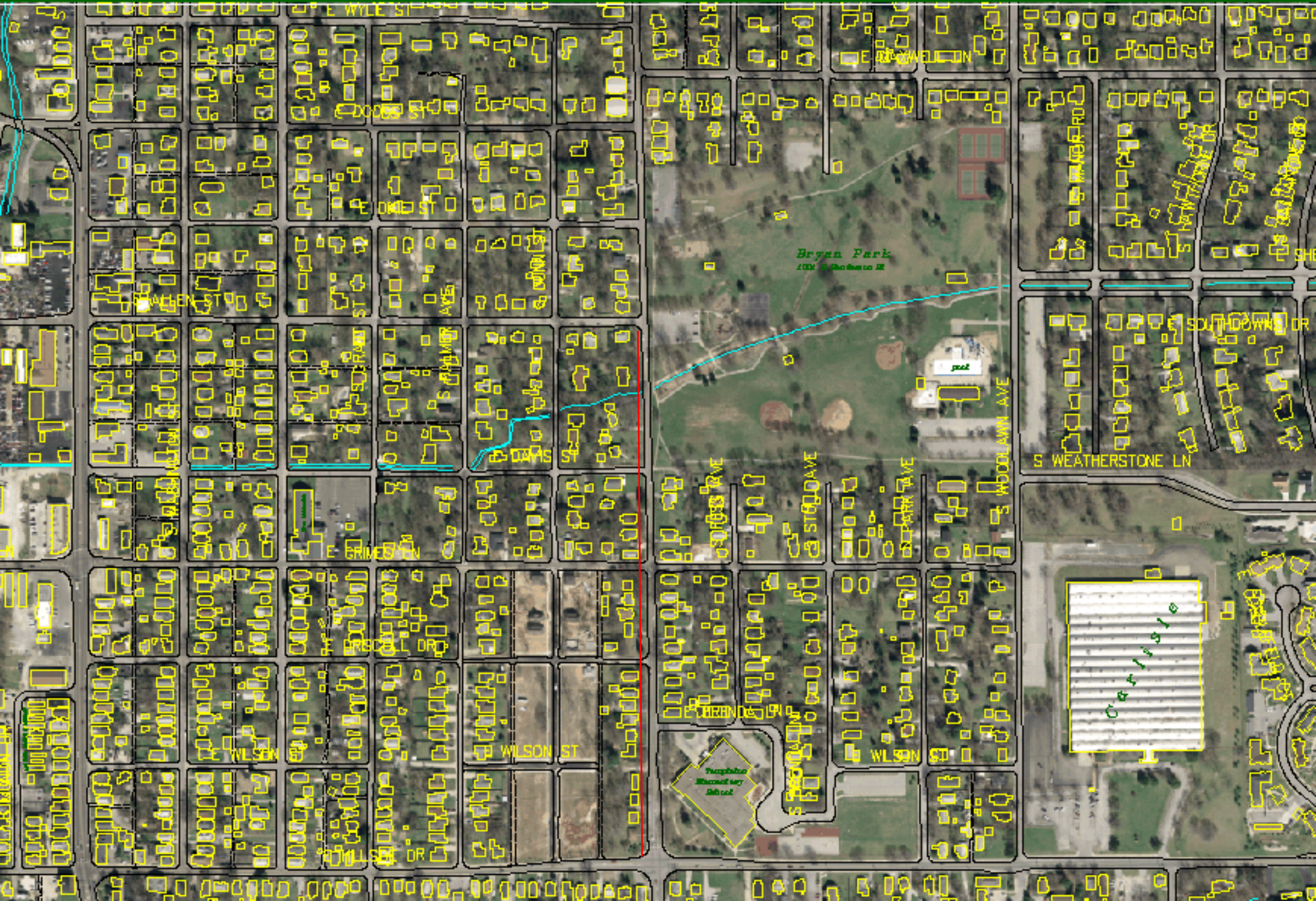
City of Bloomington
Henderson Street Sidewalks and Related Work, Hillside Drive to Allen Street

ENGINEER COST ESTIMATE

Date of Estimate: October 30, 2007

Item Description	Quantity	Unit	Unit Cost	Total Amount
Signs	20	EA	\$ 245.00	\$ 4,900.00
Signs, Relocate	20	EA	\$ 150.00	\$ 3,000.00
White Painted Lines, 4"	340	LFT	\$ 0.60	\$ 204.00
Yellow Painted Lines, 8"	380	LFT	\$ 1.00	\$ 380.00
Yellow Painted Lines, 4"	2840	LFT	\$ 0.60	\$ 1,704.00
Yellow Painted Lines, 12"	175	LFT	\$ 1.20	\$ 210.00
Thermoplastic "ONLY"	2	EA	\$ 100.00	\$ 200.00
Thermoplastic Arrow	2	EA	\$ 100.00	\$ 200.00
Thermoplastic Crosswalk Bars, 8" White	310	LFT	\$ 3.00	\$ 930.00
Thermoplastic Crosswalk Bars, 24" White	48	LFT	\$ 10.00	\$ 480.00
Thermoplastic Stop Bars, 24" White	90	LFT	\$ 10.00	\$ 900.00
Light Pole Bases	0	EA	\$ 600.00	\$ -
Light Poles	0	EA	\$ 1,800.00	\$ -
Electric Speed Limit / Your Speed Sign	0	EA	\$ 1,500.00	\$ -
				\$ -
Watermain Relocation	500	LFT	\$ 140.00	\$ 70,000.00
Water Valves	4	EA	\$ 3,000.00	\$ 12,000.00
Hydrants	2	EA	\$ 1,000.00	\$ 2,000.00
Water Services and Meters	12	EA	\$ 600.00	\$ 7,200.00
				\$ -
QC Testing / Videotaping	1	LSUM	\$ 5,000.00	\$ 5,000.00
Protection of Utilities	1	LSUM	\$ 5,000.00	\$ 5,000.00
Misc Pipe/Utility/Structure Removals	1	LSUM	\$ 5,000.00	\$ 5,000.00
Construction Contingency at 5%	1	LSUM	\$ 31,861.45	\$ 31,861.45
TOTAL FOR PROJECT:			\$	669,090

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Engineer's Estimate				
Henderson Street - Moody Drive to Thornton Drive				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill	16	CYS	\$45.00 / CYS	\$720.00
Bituminous Base		Ton	\$56.00 / Ton	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	60	Ton	\$62.00 / Ton	\$3,720.00
Bituminous Base		Ton	\$56.00 / Ton	
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	3	EA	\$800.00 / EA	\$2,400.00
Casting, Adjust to Grade		EA	\$500.00 / EA	
Casting, Storm Inlet/Manhole	4	EA	\$1,800.00 / EA	\$7,200.00
Cement Concrete Pavement 7"	40	SYS	\$5.50 / SYS	\$220.00
Comp. Agg. No. 53	180	Ton	\$12.00 / Ton	\$2,160.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B	350	LF	\$16.00 / LF	\$5,600.00
Construction Sign, Type A		EA	\$100.00 / EA	
Excavation, Common	220	CYS	\$18.00 / CYS	\$3,960.00
Saw-Cut Pavement	350	LF	\$3.00 / LF	\$1,050.00
Tree/Vegetation Removal		EA	\$500.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$3.00 / LF	
Retaining Wall - Decorative Block 4 Ft Tall	110	LF	\$42.00 / LF	\$4,620.00
Right of Way	1370	SF	\$3.50 / SF	\$4,795.00
Topsoil	60	Ton	\$10.00 / Ton	\$600.00
Sod	220	SYS	\$5.50 / SYS	\$1,210.00
Roll Curb		LF	\$18.00 / LF	
Sidewalk, 5'	290	LF	\$24.00 / LF	\$6,960.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs		EA	\$200.00 / EA	
Storm Sewer, 12"	100	LF	\$35.00 / LF	\$3,500.00
Storm Sewer, 18"	240	LF	\$40.00 / LF	\$9,600.00
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*		EA	\$260.00 / EA	
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)		EA	\$275.00 / EA	
			Subtotal:	\$63,315.00
			Additional 10%:	\$6,331.50
			Design:	\$2,089.40
			Total Estimate:	\$71,735.90

*Direct Traffic Signal Installation Costs

HENDERSON – MOODY TO THORNTON



Engineer's Estimate				
High Street - Childs School (West Side)				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Base		Ton	\$56.00 / Ton	
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)	1	EA	\$800.00 / EA	\$800.00
Casting, Adjust to Grade		EA	\$500.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$1,800.00 / EA	
Cement Concrete Pavement 7"		SYS	\$40.00 / SYS	
Comp. Agg. No. 53	140	Ton	\$12.00 / Ton	\$1,680.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter	20	LF	\$18.00 / LF	\$360.00
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A		EA	\$100.00 / EA	
Excavation, Common	120	CYS	\$18.00 / CYS	\$2,160.00
Saw-Cut Pavement		LF	\$3.00 / LF	
Tree/Vegetation Removal		EA	\$500.00 / EA	
Perforated Pipe, Plastic 6"		LF	\$3.00 / LF	
Retaining Wall - Decorative Block 4 Ft Tall		LF	\$42.00 / LF	
Right of Way		SF	\$3.50 / SF	
Topsoil	80	Ton	\$10.00 / Ton	\$800.00
Sod	350	SYS	\$5.50 / SYS	\$1,925.00
Roll Curb		LF	\$18.00 / LF	
Sidewalk, 5'	262	LF	\$24.00 / LF	\$6,288.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory	1	EA	\$200.00 / EA	\$200.00
Storm Sewer, 12"	15	LF	\$35.00 / LF	\$525.00
Storm Sewer, 18"		LF	\$40.00 / LF	
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*		EA	\$260.00 / EA	
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)		EA	\$275.00 / EA	
			Subtotal:	\$19,738.00
			Additional 10%:	\$1,973.80
			Design:	\$651.35
			Total Estimate:	\$22,363.15

*Direct Traffic Signal Installation Costs

HIGH – 260' NORTH OF WEXLEY to 525' NORTH OF WEXLEY



Engineer's Estimate				
17th Street - Lindberg Drive to Arlington Park Drive				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Base		Ton	\$56.00 / Ton	
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)	2	EA	\$800.00 / EA	\$1,600.00
Casting, Adjust to Grade		EA	\$500.00 / EA	
Casting, Storm Inlet/Manhole		EA	\$1,800.00 / EA	
Cement Concrete Pavement 7"	49	SYS	\$40.00 / SYS	\$1,960.00
Comp. Agg. No. 53	100	Ton	\$12.00 / Ton	\$1,200.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	6	EA	\$100.00 / EA	\$600.00
Excavation, Common	160	CYS	\$18.00 / CYS	\$2,880.00
Saw-Cut Pavement		LF	\$3.00 / LF	
Tree/Vegetation Removal	5	EA	\$500.00 / EA	\$2,500.00
Perforated Pipe, Plastic 6"		LF	\$3.00 / LF	
Retaining Wall - Decorative Block 4 Ft Tall		LF	\$42.00 / LF	
Right of Way	5640	SF	\$3.50 / SF	\$19,740.00
Topsoil	80	Ton	\$10.00 / Ton	\$800.00
Sod		SYS	\$5.50 / SYS	
Roll Curb		LF	\$18.00 / LF	
Sidewalk, 5'	376	LF	\$24.00 / LF	\$9,024.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory	2	EA	\$200.00 / EA	\$400.00
Storm Sewer, 12"		LF	\$35.00 / LF	
Storm Sewer, 18"		LF	\$40.00 / LF	
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	1	EA	\$260.00 / EA	\$260.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)		EA	\$275.00 / EA	
			Subtotal:	\$45,964.00
			Additional 10%:	\$4,596.40
			Design:	\$1,516.81
			Total Estimate:	\$52,077.21

*Direct Traffic Signal Installation Costs

17th STREET – LINDBERG TO ARLINGTON PARK



**2008 COUNCIL SIDEWALK COMMITTEE
TABLE OF DELIBERATIONS**

[current of: 18 December 2007]

SEGMENT	ESTIMATES	PREVIOUS COMMITTEE FUNDING	NOTES	OTHER SOURCES	2008 RECOMMENDED FUNDING
PREVIOUSLY FUNDED, BUT INCOMPLETE PROJECTS					
5th Street Overhill to Deadend (south) [Mayer]	\$522,196.60 \$267,852 for sidewalk infrastructure \$254,344.60 for stormwater infrastructure \$535,088 [2007 bidding]	Union to Deadend \$55,126.60 (design) 2007 --\$112,934.36 ATF	<p>Need: Good east/west connection through the neighborhood. Other: CBU will be improving the stormwater facilities in this area.</p> <p>2007 Deliberations: The 11/06/06 estimate of the two-block project was \$522,196.60 – with \$267,852 for sidewalk infrastructure and \$254,344.60 for stormwater. CBU has allocated \$225,000 for this project in 2007, independent of the \$100,000 CBU is contributing to the Sidewalk Committee for stormwater work. A curb may only be needed for the deadend and the money could be used for improvements to the west. Fleig communicated CBU will itemize the stormwater component, some costs might be absorbed by the Street Dept. Fleig will consult with Murphy re: whether curbs fit the definition of “stormwater.” Fleig also pointed out that the stormwater costs cited in the estimates are contractor costs; as CBU intends to build this component, the total cost will be somewhat less.</p> <p>► The 2007 Committee committed to dedicating 2008 Sidewalk Committee funds if necessary to finish the project. The Committee decided not to include curbwork in the definition of stormwater for this year, but will work with CBU to provide a working definition next year to clarify the scope.</p> <p>2008 Deliberations: This project will be bid this year. The stormwater issues must be addressed before any other component of this project. 10/23 Sturbaum inquired if there is any overall plan for this neighborhood; he would like to know the totality of the request before funding more. Rollo echoed that committee has already allocated a lot for this stretch, given the other priorities in the City. He stated that he is not sure that he wants to dedicate 2/3 of Sidewalk Committee funds to this area. Rollo further stated that he is okay with devoting money to existing construction of 5th from Overhill to deadend per last year’s committee, but does not want to fund more at this point.</p>	\$216,215 CBU Capital Project Funds; \$125,000 HAND Neighborhood Improvement Grant	\$70,485.63 - 2008 ATF \$10,453.98 - CBU Sidewalk/Stormwater Set Aside
Hillsdale to Overhill (south) [Mayer]		Design (<i>see above</i>)	This stretch of 5 th St. sees much more pedestrian traffic and is in greatest need of sidewalks. 2007 Deliberations: <i>See above.</i> 2008 Deliberations: <i>See above.</i>	\$126,080.80 (CBU - 5 th St. Improvement Prog.)	
Hillsdale to Union (south) [Mayer]		Design (<i>see above</i>)	<p>Need: Currently the project runs for 2 blks from the east dead end of 5th to Hillsdale. The long-range plan calls for extension to Union to give pedestrians an east/west sidewalk through the neighborhood. The current 2-block project is funded by the Council SW Committee and CBU’s storm water funds and was mentioned in the 2008 Budget as part of the Public Works Special Project Fund.</p> <p>2008 Deliberations: Supported by Diekhoff: “This is a neglected neighborhood that can use all the help they can get.”</p>		

Jefferson 3 rd to 4 th (east)	\$136,243.20 w/ curbs \$73,252.08 w/o curbs [12/2007]	3 rd to 10 th \$6,927.60 (design) 7 th to 8 th \$113,346.75 (construction)	<p>Need: Greenacres is a largely rental area without sidewalks. This sidewalk would also make the street safer for the fire truck and ambulance runs from both of the facilities located in the neighborhood.</p> <p>Previous Deliberations: In 2002 and 2003, the Committee funded sidewalk and stormwater design projects for Jefferson from 3rd to 10th and 5th from Union to Overhill. CBU is working on the bigger stormwater issues on 4th Street. In 2006, the Committee decided to consider this project in future years when money for the large stormwater costs are available.</p> <p>2007 Deliberations: Mayer requested that the 3rd to 4th stretch be addressed first.</p> <p>2008 Deliberations: Mayer continues the request that the stretch from 3rd to 10th be filled in. Currently there are small sections of curb/sidewalk on the east side of Jefferson (installed by the developer) near 4th Street, the fire house sidewalk from E. 3rd to the alley on the east side of Jefferson (to be reconstructed) and the curb/sidewalk from 7th to 8th on the east side of Jefferson. If Public Works is going to rebuild the fire house sidewalk, this is an opportunity to continue the sidewalk north of the alley to get a north/south sidewalk for pedestrians. Supported by Diekhoff. <i>See above.</i></p> <p>10/23 Wykoff stated that the design is complete to 10th Street and Public Works is looking at completing 3rd to 4th. To take the sidewalk further north would cost approximately \$120-150,000. Currently, neighborhood improvement capital funds are being considered for this improvement. 11/19. The Committee voted to defer any improvements from 5th to 10th from 2008 funding.</p>		
4 th to 5 th (east)	\$142,747.20 w/curbs \$69,796.19 w/o curbs [12/2007]				
6 th to 7 th (east)					
8 th to 10 th (east)					
Maxwell Lane Highland to Jordan (north) [Rollo]	\$71,032.87 (curb \$6,660) [12/2007]	Highland to Sheridan \$7,751.89 (design)	<p>Need: Maxwell Lane is an arterial used by many pedestrians. The Committee has already installed sidewalks between Henderson and Woodlawn and Sheridan to High Street. This would be the last link between Henderson and High Street. If the City constructs the sidewalk at the edge of the roadway, the cost of the project would increase due to the piping of water that now flows in a ditch.</p> <p>2007 Deliberations: Committee acknowledged the increase in cost if sidewalk is placed next to the street (due to the need to pipe the stormwater).</p> <p>2008 Deliberations: 10/23 Wykoff stated the Jordan to Sheridan stretch would be the next logical stretch to address in terms of linkages. Sturbaum stated that he likes the idea of extending linkages. If the sidewalk is extended west, the question is where pedestrians are going – campus or Bryan Park? Rollo asked if there is an opportunity to narrow the road here to which Wykoff responded, “yes,” this can be included in the design. Re: stormwater, Woolford inquired if stormwater might be captured by planting native plants rather than adding piping; Ruff stated he liked the idea. Wykoff stated that the water still must get from road to swale and that it may present a problem for road crews in the winter, but he will explore. Sturbaum pointed out that plantings in lieu of curbs would realize a saving of only about \$5-6,000 max.; he would like to see it done better, with curbs. Rollo agreed with Sturbaum. 11/19. The Committee voted to keep this project on its active list.</p>		
Maxwell Lane Jordan to Sheridan (north) [Rollo]	\$62,436 [12/2007]				
Marilyn Drive Nancy Street to High Street (south) [Rollo]	\$167,578.63 (curb \$13,500) [12/2007] [Project is being redesigned in 2008]	\$10,588 (design)	<p>Need: This project is on the Greenways Plan and is one phase of a sidewalk that would connect Southdowns to High Street via Circle, Ruby, Nancy and Marilyn.</p> <p>Other: There are two alternatives for the routing of stormwater that affect the cost of this project. The cost for the route along Marilyn is uncertain because of the risk of hitting rock. Justin has sought borings, but estimates that with 8’ trench down Marilyn it would cost an additional \$12,500 if crew hit rock at 3’. The stormwater costs should be explored further with the Utilities department. Design costs have already been funded, but the cost of construction will not be known until a route for the stormwater is chosen.</p> <p>2007 Deliberations: Complete Nancy Street before pursuing Marilyn Drive. Public Works intends to complete the Southdowns to Circle Drive link in 2007.</p>	\$105,098.63 AT&G	\$62,480 - CBU Sidewalk/ Stormwater Set Aside (plus any remaining funds needed to complete it).

			<p>2008 Deliberations: Rollo requested this be installed in the 2008 funding cycle.</p> <p>10/31/07 The Sidewalk Committee has previously funded two sidewalks near Marilyn: one along Ruby and one from Nancy to Mark – this would take the walk all the way to High Street. Over the last few years, the City has been discussing a sidewalk on Marilyn all the way south. E. Marilyn is a missing link, but there is a very steep hill between Ruby/Covenanter and Marilyn.</p> <p>Ruff stated that is “ almost irresponsible to do the north segment without following down Covenanter to Marilyn.” Fleig suggested that the Committee should look at a sidewalk on Marilyn as it has funded connectivity around this area before.</p> <p>12/06. As this project is listed on the Greenways Plan, Rollo inquired if it might be funded via Greenways. Robinson stated that as the project is in the Plan, it may be possible to fund via Greenways; however, funding would require approval of Public Works. Robinson clarified that Marilyn is listed as a sidewalk, not a sidepath, on the Greenways Plan.</p>		
<p>East 2nd Woodcrest East for the length of one parcel (north) [Mayer]</p>	<p>\$34,300 [12/2007]</p>	<p>\$3,875.95 (design)</p>	<p>Need: This is the sole segment of missing sidewalk on the north and south side of East 2nd between College Mall Road and High Street.</p> <p>2007 Deliberations: Committee preferred efforts to save large pine tree by routing sidewalk closer to the building; however the City’s Urban Forester advises that the tree’s shallow roots would be damaged by routing a walk around the tree and the tree would not survive. As the tree also suffers from a parasitic infestation, it should be removed. Engineering plans for 6’ wide sidewalk.</p> <p>Request that ATG explore funding this project in the future</p> <p>2008 Deliberations:</p> <p>10/31/07. This project has been designed. The estimate for construction is still accurate. Johnson mentioned that she had received a complaint from a constituent whose daughter has difficulty navigating this stretch.</p> <p>11/19 Committee voted to keep this project on the list; no need for a new estimate.</p>		<p>\$32,319 – 2008 ATF \$1,981 - CBU Sidewalk/ Stormwater Set Aside</p>

<p>Henderson Street Maxwell Lane to Hillside Drive (west side) [Sabbagh & Jan Sorby]</p>	<p>\$51,452.28 – Dodds to Maxwell \$47,692.26 – Dixie to Dodds \$36,409.82 – Allen to Dixie \$46,564.85 – Creek to Allen \$46,564.85 – Creek to Davis \$49,664.34 – Davis to Grimes</p> <p>[\$45,000 – Allen to Hillside (design)]</p> <p>[2006 estimates]</p> <p>\$669,090 [2007 estimate]</p>	<p>\$ 44,420 – Allen to Hillside (design)</p>	<p>Need: Jan Sorby of the Bryan Park Neighborhood Association submitted this request in 2005 and requested reconsideration in 2006.</p> <p>Previous Deliberations: There were questions about whether the sidewalk would hinder parking at Bender Apartments and whether parallel parking would adequately serve the tenants. Since the total cost of the project approached \$500,000, the City should explore installing appropriate crosswalks, which some thought shouldn't be placed at Brenda. There were no estimates for the segment south of Grimes Lane in 2006 and questions about the improvements to be made by the South Dunn PUD and how that might affect future pedestrian usage.</p> <p>In 2006, the Committee decided that the project was expensive and redundant (given sidewalk on east side of the street). City should encourage crosswalks that align with improvements in the Park and with some of the improvements to be made by the developer of the South Dunn project.</p> <p>2007 Deliberations: 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. Engineer Wykoff presented the Committee with a report on how to alleviate congestions and improve safety at the beginning and the end of the day at Templeton School, which included a combination of the following measures: signage, crosswalks, sidewalks, realignment of a drive, and a pull-off to help separate the cars from the buses. Rollo requested that a raised crosswalk at Grimes be installed in the interim.</p> <p>2008 Deliberations: The Committee funded design of this project and Public Works applied for CDBG funding of construction in 2007, but was denied.</p> <p>10/17 The biggest design dilemma to resolve has been the separation of bus traffic, walking students and parent drop-off traffic. Working with the school and neighborhood, the current design creates a pull-off, drop-off in front of the school separated by a median.</p> <p>10/31 This year, Public Works intends to apply again for CDBG funding and is pursuing a Safe Routes to School grant. Public Works also requests support from the Council Sidewalk Committee to fund construction.</p> <p>Rollo inquired about the prospect of raised crosswalks as incentive for cars to slow down. Wykoff responded that the only downside is that it would re-shape traffic when students are not present. Currently, pedestrians have the option of crossing at the signal at Hillside or can cross at the 4-way stop to the north. Robinson pointed out that some studies have shown that pavement marking and signage may be more effective in slowing traffic. Rollo clarified that he is not whetted to the idea of a crosswalk.</p> <p>The South Dunn project is constructing a sidewalk on Hillside that will run in front of the structure on the corner of Henderson and Hillside.</p> <p>11/19. The City just received a \$250,000 Safe Routes to School grant and Public Works has applied again this year for CDBG money. Public Works is working with Utilities on some of the piping issues and is dedicating some Public Works funds for the project, but requests Sidewalk Committee help – possibly for materials. CDBG requires that Public Works partner with other entities in order to secure CDBG funds; support from the Sidewalk Committee would demonstrate such partnering.</p>	<p>\$250,000 Safe Routes to School; Possible CDBG;</p>	<p>\$3,667.21 – 2008 ATF funds (plus any remaining 2008 ATF funds)</p>
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NEW COUNCILMEMBER REQUESTS

<p>Union St. 4th to 7th (east) [Mayer]</p>			<p>Need: Union is a very busy street and cars travel fast down the downhill stretch from 3rd to 7th. Pedestrians tend to walk in the street because there is a sidewalk on the east side from 3rd to 4th. It is likely that property owner (Jack Liese who owns 6 of 14 properties along this stretch) would donate the right-of-way for all of his properties along Union for this project. There is a curb in place at 4th, 5th and 7th and Union; there is no 6th Street in this section of Union.</p> <p>2008 Deliberations: Supported by Diekhoff.</p> <p>10/31 Rollo inquired if Engineering recommends completing this block-by-block. Wykoff responded, “yes,” that would be most cost effective. Fleig offered that no substantial curbswork is required.</p> <p>11/19. The Committee voted to forward this project for a block-by-block estimate.</p>		
<p>Moores Pike Valley Forge to High Street (north) [Sabbagh]</p>	<p>\$300,416.08 (curb \$24,750) [12/2007]</p>		<p>Need: There are no sidewalks on this stretch of Moores Pike, but there are sidewalks east and west of this stretch.</p> <p>2008 Deliberations:</p> <p>10/31. Sturbaum pointed out that the intensity of use is instructive here.</p> <p>11/19. Sturbaum stated that he is in favor of this project. Given the anticipated increase in demand exacted by Renwick, it would be good to get this project in place. Cotter pointed out that this project would also provide access to the Jackson Creek Trail. Wykoff stated that the project will likely be expensive. Sturbaum stated that the Committee should look for collaborative opportunities.</p> <p>The Committee voted to forward this project for an estimate.</p>		
<p>High Street 2nd to Covenanter (east) [Sabbagh]</p>			<p>Need: A busy street and curb barely rises from the street here; need some sort of buffer between sidewalk and road.</p> <p>2008 Deliberations:</p> <p>10/31/07 Here, the problem is not the absence of a sidewalk, but the insufficient nature of the existing one. The current walk includes a curb that is less than 2’; this lack of buffer makes it dangerous for pedestrians. Rollo also pointed out that the walk is especially narrow – Is there any way to both raise and widen the sidewalk? Johnson mentioned that it might be possible to lay a sidewalk on top of the existing one as Public Works has done this with other sidewalks. If this layering is possible, there would not be any design or stormwater costs attached to the project. “It could be a big bang for not many bucks.” Johnson also agreed that a better sidewalk is needed here.</p> <p>Robinson stated that a bike lane or sharrows is recommended in the <i>Greenways Plan</i> for High Street. Robinson also echoed that this sidewalk is a dangerous one and is too narrow.</p> <p>11/19 Request for estimate for materials only</p>		
<p>North Kinser Pike north of 17th (east) [Wisler]</p>	<p>\$72,625 [12/2007]</p>		<p>Need: A missing link. A stretch of Kinser that lies between new apartments with a sidewalk on the north and an existing sidewalk on the south. This area is used by pedestrians and would connect with existing sidewalks all the way into downtown on the south and almost all the way to the Marsh on the north.</p> <p>2008 Deliberations:</p> <p>11/19. The Committee requested that Wykoff update the estimate for this project.</p>		

West 17th (S) Lindberg to Arlington Park Drive [Sturbaum]	\$52,077.21		<p>Need: Given the impending development at 17th and Crescent, this segment would foster significantly greater safety for residents. The current sidewalk bends from Lindbergh to Arlington Park Drive. Currently, traffic really speeds over the hill. One property owner has indicated she will donate needed right-of-way and the developer may contribute materials.</p> <p>12/6. Sturbaum proposed to add this project to this year's list of projects for consideration given the above safety concerns and the opportunity to work with the developer to install this sidewalk soon and in an economical fashion. The Committee voted to add this project to the list of projects under current consideration for 2008 funding.</p> <p>12/18. Wykoff stated that materials for this project will cost approximately \$10,000-\$12,000. Approximately, \$19,740 of the estimate is for right-of-way acquisition. Sturbaum stated that if the developer paid for materials and if the needed right-of-way was donated, then the Sidewalk Committee could complete this project by using approximately \$22,000 of its own funds.</p>	Possible donation of right-of-way; Possible contribution of materials	\$27,337.21 – 2008 ATF
NEW REQUESTS FROM THE PLANNING DEPARTMENT					
South Henderson Moody to Thorton	\$71,735.9 (curb \$5,000) [12/2007]		<p>Need: 135' sidewalk connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area.</p> <p>2008 Deliberations: 10/31. This sidewalk would allow MCCSC to eliminate two buses. Fish mentioned that the MCCSC Planner is working with Bloomington Transit so that students may take a City bus on days they do not walk. Fleig pointed out that this project will have a substantial stormwater element. This stretch already has stormwater problems and if a sidewalk is built, water will pond even more. Stormwater improvements to the area have been needed for some time, but the sidewalk compounds the problem.</p> <p>11/19 Committee voted to request estimate given the Planning Department's case for the project.</p>		\$49,405.90 – 2008 ATF \$22,330 – CBU Sidewalk/ Stormwater Set Aside
S. High Across from Childs Elem.	\$22,363.15 (curb \$360) [12/2007]		<p>Need: 262' sidewalk section would complete the network along the west side of High, across from Childs Elementary. This will also connect to the existing crosswalk on High for the school.</p> <p>2008 Deliberations: 11/15 Johnson stated that if the sidewalk was extended via this project, one of the crossing guards for Childs School could be eliminated; this would have a positive budgetary impact as Public Works pays guards \$17/day. Robinson pointed out that this has been a long-standing problem as illustrated by a recent letter to the editor. Childs has one of the highest walk-in rates in the community. Robinson requests that the Committee give this consideration as the need for the walk is long-standing, clearly demonstrated and fits the Committee's criteria.</p> <p>11/19 Committee voted to request estimate given the Planning Department's case for the project.</p>		\$21,785.05 – 2008 ATF \$577.50 – CBU Sidewalk / Stormwater Set Aside
West 17th Madison to Woodburn (south)	\$265,614.86 (\$9,000) [12/2007]		<p>Need: 380' section of sidewalk missing from the south side of the street just east of Madison to Woodburn. Pedestrians currently walk in the eastbound lane of 17th to access a Bloomington Transit stop near Woodburn or to other destination along this corridor.</p> <p>2008 Deliberations: 11/15 Robinson pointed out that this maps on to Wisler's above request for a walk on north Kinser, north of 17th Street. As demonstrated by the worn footpath, this stretch is heavily traveled and dangerous without a sidewalk. The City has made major improvements in this area – this would be a further improvement.</p> <p>Wykoff stated that it may be possible to install a monolithic sidewalk on the south side of the street. Johnson stated that it would be to our advantage to take the sidewalk on the north side and improve that to a sidepath, encouraging people to cross the street instead of installing the sidewalk on the south side, because the presence of the utilities would consume the budget.</p> <p>Sherman asked how improvements at Madison and Kinser will affect the project. Johnson stated that,</p>		

			<p>that is a good point and that the City might be able to get the State to fund 80% of the project costs via the H-SIP grant. Wykoff stated that it may be possible to pursue H-SIP funding here, but we still must offer some sort of accident rating to qualify. This is a tight intersection and busses need provisions for turning. The City owns property on the northwest corner and will have to relocate a few telephone polls.</p> <p>11/19 Committee voted to request estimate given the Planning Department's case for the project.</p>		
<p>East 3rd Bryan to SR 45/46 (north)</p>			<p>Need: 2800' segment of sidewalk missing from the north side of the street from Bryan to the 45/46 Bypass. A worn pedestrian path illustrates the heavy use of this corridor to access commercial uses to the east. Imminent pedestrian safety concerns area top priority for this corridor.</p> <p>2008 Deliberations: 11/15. Robinson stated that this stretch presents urgent pedestrian safety concerns as people travel on the north side of the street to get to the mall. The safest place to cross is at the signalized intersection. Wykoff mentioned the pedestrian underpass being constructed on College Mall Road. Robinson responded that the underpass will be a benefit for those who know about it, but the inclination of many will be to take Third Street. Furthermore, for those traveling from campus to the Mall, the underpass is a good bit out of the way. The sidewalk being constructed by INDOT as part of the bypass improvement currently stops at Red Lobster. Wykoff mentioned that the owner of Sierra Mart may be interested in sharing the cost of a sidewalk. Currently, the sidewalk in front of Sierra Mart dead ends into a retaining wall. There is currently a sidewalk from the fire station to Jefferson and one running north-south to Fourth Street. HAND has some limited funding to accomplish this as well as the east-west connection to Bryan Avenue.</p> <p>11/19 Committee voted to request estimate given the Planning Department's case for the project.</p> <p>12/18. Wykoff stated that HAND's Neighborhood Improvement Grant may help fund this project.</p>		
<p>PREVIOUSLY CONSIDERED, BUT UNFUNDED PROJECTS</p>					
<p>Kinser Pk. Acuff to north end of residences (west) [Sandberg & Sturbaum]</p>	<p>\$216,318.59 [12/2007]</p>		<p>Need: Sturbaum emphasizes that he is interested in this project only if <u>all</u> adjacent homeowners contribute right-of-way.</p> <p>This project was first brought to the 2006 Committee by resident Todd Thompson. At the time, the project was estimated to cost \$338, 908.48 with half of the cost attributed to right-of-way acquisition.</p> <p>► Request renewed in 2008.</p> <p>2008 Deliberations: 11/15. Sturbaum and Sandberg received letters from constituents a few months ago requesting this sidewalk. Sturbaum made it clear that residents would have to donate right-of-way if the Committee is to consider this request. Currently, there is a sidewalk from Kinser to Rosewood that continues down to North High School. Ruff stated that he believes that this is a TIF District; if it is, TIF funds could be leveraged for the sidewalk. Ruff asked staff to explore this; Johnson agreed.</p> <p>11/19 Committee requested that Wykoff dust off the estimates for this project. Sturbaum stated that if this is a TIF district and if the property owners donate right-of-way, this is deal.</p> <p>12/18. The Committee requested feedback from Johnson if TIF money is available for this project. If so, Sturbaum stated that the Committee might be able to take this project off its list.</p>		
<p>Nancy St Mark to Hillside (west) [Rollo]</p>	<p>\$142,282.01 (curbs \$15,696) [12/2007]</p>		<p>Need: This project was proposed by the neighbors. It would connect the sidewalks on Hillside to the Greenways project further north on Nancy and provide a place for students in the apartments south of Hillside and other neighbors to walk to and from campus and other destinations to the north.</p> <p>The previously-funded sidewalk on Nancy was extended from Marilyn to Mark. Previous extension will alleviate conditions for many pedestrians who can choose Mark and Longwood rather than Nancy St. Further extension to Hillside rates lower than other projects being considered this round.</p>		

			<p>2007 Deliberations: The Committee confirmed that this project is <u>not</u> a high priority.</p> <p>2008 Deliberations: 11/19 Committee requested that Wykoff dust off the estimates for this project.</p>		
<p>S. Walnut Hoosier Street to Legends parking lot (west) [DPW]</p>	<p>\$65,967 (curbs \$6,300) [12/2007]</p>		<p>Need: The Committee recognized the need for a sidewalk along the west side of Walnut south of Tapp Road and worked with DPW to install one from Pinewood north. The Committee should await developments at the Winston/Thomas Plant, see whether DPW will be able to assist with the project, and get a better sense of the potential usage of this pedestrian way.</p> <p>2007 Deliberations: The Committee wanted to wait and see what would be needed given the changes that were occurring in this area and the prospect of progress by the owners of property.</p> <p>2008 Deliberations: 11/19 Committee requested that Wykoff dust off the estimates for this project.</p>		
<p>S. Walnut Winston/Thomas to Nat'l Guard Armory (west) [DPW]</p>	<p>\$93,056.04 [12/2007]</p>		<p>Need: See above.</p> <p>2008 Deliberations: 11/19 Committee requested that Wykoff dust off the estimates for this project.</p>		

- 10/23/2007:** **Present:** Committee Members: Susan Sandberg (Chair), Dave Rollo and Andy Ruff. Staff: Steve Cotter (Parks and Recreation), Jane Fleig (Utilities), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).
Time: Start: Noon: Adjourn: 1:00 pm **Place:** McCloskey Room
Topics Covered: Sidewalk Criteria – the Committee endorsed the criteria; Sturbaum recommended adding “Linkages” as a criteria and the Committee agreed. Wykoff continued to review status of 2007 Committee projects. Committee reviewed table of deliberations. Robinson described the history of the PedShed Map, pointing out that as some destinations have shifted, the Planning Department has discussed “tweaking” it a bit.
- 10/31/2007:** **Present:** Committee Members: Susan Sandberg (Chair), Dave Rollo, Andy Ruff and Chris Sturbaum. Staff: Steve Cotter (Parks and Recreation), Jane Fleig (Utilities), Susie Johnson (Public Works), Joe Fish and Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).
Time: Start: Noon: Adjourn: 1:25pm **Place:** McCloskey Room
Topics Covered: Approved *Memorandum* from 10 October 2007 meeting. Wykoff continued to review status of 2007 Committee projects. Committee reviewed table of deliberations, addressing projects on page 3-5 and the Henderson, Moody to Thorton segment; staff distributed Memorandum of 17 October 2007 meeting for approval at next meeting on 15 November 2007, Noon, Hooker Room.
- 11/15/2007:** **Present:** Committee Members: Susan Sandberg (Chair), Dave Rollo, Andy Ruff and Chris Sturbaum. Staff: Steve Cotter (Parks and Recreation), Jane Fleig (Utilities), Scott Robinson (Planning), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).
Time: Start: Noon: Adjourn: Meeting reconvened on 11/10/2007. **Place:** Hooker Room
Topics Covered: Approved *Memorandum* from 17 October 2007 meeting. Sandberg requested that the Committee reveal any conflicts of interest if they live near one of the proposed sidewalk projects. Sherman stated that he owns property at 1312 Nancy, in front of which is proposed a low-priority sidewalk project.
- 11/19/2007:** **Present:** Committee Members: Susan Sandberg (Chair), Andy Ruff and Chris Sturbaum. Staff: Steve Cotter (Parks and Recreation), Joe Fish (Planning), Jane Fleig (Utilities), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).
Time: Start: Noon: Adjourn: 1:15pm **Place:** McCloskey Room
Topics Covered: Sandberg stated that the purpose of this reconvened meeting is to shorten the list of projects for 2008 consideration.
- 12/06/2007:** **Present:** Committee Members: Susan Sandberg (Chair), Dave Rollo, Andy Ruff and Chris Sturbaum. Staff: Steve Cotter (Parks and Recreation), Jane Fleig (Utilities), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).
Time: Start: Noon: Adjourn: 1:12 pm **Place:** McCloskey Room
Topics Covered: The Committee continued its review of estimates.

12/18/2007: **Present:** Committee Members: Susan Sandberg (Chair), Andy Ruff and Chris Sturbaum. Staff: Mike Bengston (Utilities), Joe Fish (Planning), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office). Public: Tom Millen

Time: Start: Noon: Adjourn: 1:00 pm **Place:** McCloskey Room

Topics Covered: The Committee discussed whether curbs fit the definition of “stormwater” and therefore, could be covered by CBU’s stormwater contribution. Mike Bengston stated that not all curb work fits the definition of stormwater; instead whether curbing is a stormwater element should be considered on a case-by-case basis. Bengston stated that pipes, basins and anything appurtenant to the pipeline. would be included in the definition of “stormwater.”

Mr. Millen 1008 S. Henderson spoke about his opposition of building a sidewalk on the west side of Henderson. He reminded the Committee of a letter he and his brother sent in October regarding the project. He stated that his family has lived at the current site on Henderson for over fifty years; a sidewalk would require the removal of a tree, stormwater problems and grass damage.

Millen stated that no one spoke with him. He did not receive a letter. He read it in the newspaper. They contacted Councilmember Sabbagh about their concerns. He further stated that a better solution would be a stop sign at Allen and Henderson. Such a sign would create a safer sidewalk and would slow traffic. Wykoff stated that the City has already received a \$250,000 grant for this project. The City is looking at a multi-way stop at Allen and Henderson. However, Wykoff would not recommend such a solution until the City has received the warrants. Sturbaum thanked Millen for expressing his concern and stated that the Committee tries to strike a balance between individual interests while addressing the overriding common good. Sturbaum offered that the City will try to look closely at the Millen property throughout this project.

1/4/08 **Present:** Committee Members: Susan Sandberg (Chair), Dave Rollo, Andy Ruff and Chris Sturbaum. Staff: Raymond Hess (Planning), Bob Woolford (HAND), Steve Cotter (Parks and Recreation); Justin Wykoff (Engineering) & Dan Sherman and Stacy Jane Rhoads (Council Office).

Time: Start: Noon: Adjourn: 12:50 p.m. **Place:** McCloskey Room

Topics Covered: The Committee – 1) recommended the allocation of the 2008 ATF appropriation (*Please see the previous part of his document for further details*); 2) Agreed to review the Sidewalk *Report* and have member’s signature constitute approval of the *Report* and records; 3) Agreed to submit the *Report* to the Council at the January 16, 2008 Regular Session; 4) Approved an amendment to the funding criteria that elaborated upon the term “linkages” (see attached Funding Criteria); 5) Agreed to meet on January 29, 2008 for a “debriefing” to consider changes to the Committee processes for 2009; and, 6) Agreed to meet in early fall of 2008 to begin the deliberations for 2009.

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2008

2008				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk/ 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).
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 Covenanter. 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.
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.
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.
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.
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.
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 in 2007 and in the 2007 Report, the Committee recommended a request for the Mayor to reappropriate \$34,000 of reverted funds for that purpose.
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 Montclair 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.
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 and 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 result 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	

1996 - 2001

2001

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$2,607.85
N. Kinser - BHSN to Ridgefield	\$395.00
Winslow Road	\$27,000.00
Hillsdale Drive	\$34,752.70
Parkridge Road	\$22,990.00
N Dunn - 45/46 to Tammarack	\$74,746.70
Maxwell Ln - Sheridan to Clifton	\$10,700.00
Sare Road	\$275.00
Clifton MUP - Maxwell to 1st	\$1,532.75
Grimes - Henderson to Woodlawn	
Total 2001	\$175,000.00

2000

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$29,516.54
Hillsdale - 3rd to 5th	\$21,000.00
Hillsdale - 5th to 7th	\$24,885.00
Parkridge - Cambridge to Sheffield	\$29,800.00
N Kinser - BHSN to Ridgefield	\$46,960.53
Clifton MUP	
Sare Road	\$14,860.00
Total 2000	\$167,022.07

1999

Site	Cost
Maxwell Ln - Henderson to Manor	\$145,105.57
3rd & Union	\$4,186.43
Atwater - Mitchell to High	\$708.00
Clifton MUP	
Total 1999	\$150,000.00

1998

Site	Cost
Kinser - Marsh to Skyline	\$19,456.88
Covenantor - High to Nota	\$14,548.08
Atwater - Mitchell to High	\$430.04
Kirkwood I - Walnut to Grant	\$115,565.00
Parkridge	
Total 1998	\$150,000.00

1997

Site	Cost
7th - Bryan to Hillsdale	\$18,052.65
2nd - Walnut to Basswood	\$1,900.00
Willow Manor	\$5,408.00
Atwater	\$9,281.25
S Walnut - Sanitation and Animal	\$2,658.75
6th St	\$3,363.40
17th & Kinser	\$3,600.00
Ramps	\$24,000.00
Parkridge east Park	\$10,000.00
downtown lights	\$10,000.00
RR xings (sidewalks on 7th & 8th)	\$10,000.00
signals - 10th & Fee - 2nd & rogers	\$10,000.00
Road Markings	\$20,514.50
Total 1997	\$128,778.55

1996

Site	Cost
7th - Bryan to Hillsdale	\$81,264.97
Ramps	\$28,800.03
Traffic Calming	\$38,035.00
Total 1996	\$148,100.00

Criteria for Selecting Sidewalk Projects

- Safety Considerations -- A particular corridor could be made significantly safer by the addition of a sidewalk.
- 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.
- Pedestrian Usage -- Cost-effectiveness should be based on existing and projected usage.
- Proximity to Destination Points -- Prioritization of linkages should be based on proximity to elementary schools, Indiana University, shopping opportunities and parks/playgrounds.
- Linkages -- Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.
- Costs/Feasibility -- Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.

History

These criteria first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years.

Revisions

– On October 16, 2006 the Committee added “Indiana University” as another “destination point” under the fourth criteria (Proximity to Destination Points). At that time, it decided not to explicitly recognize “synergy” as another criteria, because it was already being considered as a factor under the fifth criteria (Costs/Feasibility).

- On January 4, 2008 the Committee added the fifth criteria defining “Linkages.”