



POLICY COMMITTEE

June 9, 2017

1:30 p.m. – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. May 12, 2017*
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. I-69 Update
 - b. FY 2017-2018 UPWP Amendment Approval
- VI. Old Business
- VII. New Business
 - a. FY 2016-2019/FY 2018-2021 TIP Amendment*
 - (1) Illinois Central Trail (Monroe County)
 - b. Bloomington Bicycle Club - Pedestrian/Bike Bridge over SR37/I69 Presentation*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – August 11, 2017 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – June 28, 2017 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – June 28, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

**Public comments limited to five minutes per speaker.*

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POLICY COMMITTEE

May 12, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)

Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning & Transportation Department.

Attendance:

Policy Committee: Sarah Ryterband, Adam Wason, John Hamilton, Kent McDaniel, Brad Wisler, Andy Ruff, Lisa Ridge, Kevin Robling, Tony McClellan, Kevin Tolloty, Adam Thies, Ryan Cobine

Staff: Josh Desmond, Pat Martin

Others: Ted Najam, Andrew Cibor, Jim Schroeder

- I. Call to Order - Introductions were made.
- II. Approval of the Minutes
 - a. Adam Wason noted one correction. He was present at the April 7, 2017 meeting and Andrew Cibor was in audience attendance. - **** Sarah Ryterband moved for approval as corrected. John Hamilton seconded. Motion passed. Kevin Robling and Kent McDaniel abstained since they were not present at the April 7th meeting. Kevin Robling requested placement of the April 7th minutes approval on the June 9, 2017 Policy Committee meeting agenda pending research on Rules of Order. Kent McDaniel agreed.**
- III. Communications from the Chair
 - a. None.
- IV. Reports from Officers and/or Committees
 - a. *Citizens Advisory Committee*- Sarah Ryterband reported that the CAC met and approved a FY 2016-2019 TIP Amendment, the proposed FY 2018-2021 TIP, and the Project Change Order Policy.
 - b. *Technical Advisory Committee*- Andrew Cibor reported on a TAC recommendation of the FY2016-2019 TIP Amendment, the Committee discussion and approval of the FY2018-2021 TIP Proposal (with two opposition votes), and the Change Order Policy (with three opposition votes). Finally, the Committee discussed the TAC membership representation. Opposition votes to the FY 2018-2021 TIP concerned the decreased funding availability for transit projects. Opposition to the Change Order Policy concerned the re-directional use of unspent funds to transit projects.
- V. Reports from the MPO Staff
 - a. *I-69 Update* – The MPO staff received an I-69 Section 5 Update shortly before the Policy Committee meeting with several items of note: (1) SR37 work is progressing with shoulder slopes; (2) intermediate course paving is underway; (3) work on the northern lanes of the SR45/2nd Street bridge is underway after the completion of southern lanes; (4) Sample Road & SR46 is on schedule for completion by May 2017; (5) Gordon Pike work will complete in June 2017; (6) the 17th Street opening faces delay until July 2017;

(7) intermediate project beginning and ending dates are available after Policy Committee/staff requests; and, (8) both the Acuff Road and the Bottom Road closures are scheduled for June 2017. Mayor Hamilton asked if INDOT had provided additional detailed information regarding the SR48 lane closures. Adam Wason responded that he has asked INDOT for additional information given significant traffic capacity and adverse business impacts during the proposed construction period. Full closure is not expected. Mayor Hamilton asked if the staff could obtain a schedule for temporary closures of the SR37 travel lanes for rock blasting/rock clearing. The staff will obtain this information from INDOT. Andy Ruff asked if the scheduled Bottom Road/Acuff Road closures could be postponed. The staff agreed to ask INDOT if a closure postponement was possible. Given potential commercial vehicle increases along the SR37 corridor, Sarah Ryterband asked the staff to determine the responsibility for air quality monitors. The staff agreed to research air quality monitoring IDEM plans. Mayor Hamilton noted his long-expressed concerns about the financial viability of Isolux Corsan for the completion of I-69 Section 5. The staff was assured by INDOT project management that work will continue.

VI. Old Business – None.

VII. New Business

- a. *FY 2016 - 2019 TIP Amendment* – The staff presented one TIP amendment for consideration: *SR 46 pavement overlay from 0.55 mile E of SR 45 (College Mall Road) to SR 446 (#1602147)*. **** Sarah Ryterband moved for approval of the Amendment. Adam Wason seconded. Motion passed.**
- b. *Project Change Order Policy* – Josh Desmond presented the proposed Change Order Policy in red-line and “clean” versions showing recommended changes directed by the Policy Committee at the last meeting plus recommendations by the TAC and CAC. The TAC and CAC recommended that all unused STPB funds by December 31st of a given program year be directed to transit projects to avoid the loss of funds through program year-end INDOT reversions. **** Sarah Ryterband moved to amend the Change Order Policy so that “Any excess funds remaining by December 31st of a given program year be given to transit as a first priority followed by other programmed priorities. Transit would serve as a priority, not an obligation.” This motion would serve as an amendment to the Change Order Policy. The motion was seconded by Andy Ruff. The motion passed after a lengthy discussion regarding INDOT’s “use it or lose it” policy for unspent funds at the end of the State fiscal year with an abstention by INDOT. ** Mayor John Hamilton moved to adopt the Amended Change Order as presented. Kevin Robling seconded. Motion passed.**
- c. *FY 2018 - 2021 TIP* – Josh Desmond presented a “fiscally constrained” proposal allocating all federal dollars expected during the specified fiscal year periods. Sarah Ryterband requested that the Policy Committee first address the Change Order Policy prior to any additional discussion of the FY 2018-2021 TIP. Josh Desmond agreed to reverse the agenda order to the Change Order Policy. **** Brad Wisler moved to change the meeting agenda with a first discussion of the Change Order Policy followed by the FY 2018-2021 TIP. Sarah Ryterband seconded. Motion passed under no objections.** After a discussion and approval of the Change Order Policy noted above, **** Andy Ruff moved to approve the FY 2018-2021 TIP. Kevin Robling seconded.** Under public comment, Spicewood Neighborhood resident representative Ted Najam spoke in favor of the proposed Sare Road multi-use pathway project and the non-motorized safety/connectivity it offers currently identified within the FY 2018-2021 TIP. Jim Schroeder of the Bloomington Bicycle Club spoke in favor of all bicycle/pedestrian projects identified within the FY 2018-2021 TIP and the programmed B-Line Trail extension. **Motion passed.**
- d. *Technical Advisory Committee Membership* – Josh Desmond noted that today’s presentation is for discussion. The table presented within the meeting packet highlights staff research in answer to TAC questions: (1) What should be the makeup of the committee, and (2) what is the desired technical balance or focus of the committee’s membership? Sarah Ryterband noted a CAC recommendation focusing initially on attendance, i.e., traditional participation and/or non-participation over the past three years.

Josh noted TAC representation should ideally reflect corresponding Policy Committee representation only with technical expertise. The “next steps” include additional research, discussion, and a potential reformation of the TAC’s membership composition. Kent McDaniel agreed with the CAC’s recommendation by first examining participation/non-participation over the past three years.

VIII. Communications from Committee Members (non-agenda items) – None.

IX. Topic Suggestions for Future Agendas – Kent McDaniel asked the BMCMPPO staff to research the conditions necessary for a majority vote to be considered valid.

X. Upcoming Meetings

Technical Advisory Committee – May 24, 2017 at 10:00 a.m. (McCloskey Room)

Citizens Advisory Committee – May 24, 2017 at 6:30 p.m. (McCloskey Room)

Policy Committee – June 9, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

**Action Requested / Public comment prior to vote (limited to five minutes per speaker)*

MEMORANDUM

To: MPO Policy Committee
From: Joshua Desmond, AICP
BMCMPPO Director
Date: June 2, 2017
Re: FY 2017-2018 Unified Planning Work Program Amendment

The BMCMPPO Public Participation Plan (PPP) provides the Policy Committee with the option to "administratively" adopt certain minor amendments rather than bringing them to a formal meeting of the Committee. In such cases, Policy Committee members are notified by email of the proposed amendment and provided with 3 business days to notify MPO Staff of any objections to adoption of the amendment. If there are no objections, the amendment is considered adopted. If there are objections, then the amendment will be placed on the agenda of the next PC meeting to be formally considered for a vote of the Committee.

Staff sent you notice of a proposed administrative amendment to the FY 2017-2018 Unified Planning Work Program (UPWP) on May 26. This amendment adjusted the FY 2018 budget (reducing it by approximately \$4,000) and added a new Work Element 306 (Performance Measures) in response to the Planning Emphasis Areas that were discussed a couple of months ago. Policy Committee members were provided with three (3) business days to notify staff of any objections to the adoption of this amendment.

No Policy Committee members voiced objections to the adoption of the proposed amendment. The amendment thus became approved and final as of 3:00 PM on Thursday, June 1. The adoption resolution was signed by the Policy Committee Chair and BMCMPPO Director and was submitted along with the approved document to INDOT on Friday, June 2. This report is being provided to the Policy Committee per the requirements of the PPP. No further action by the Policy Committee is required.



MEMORANDUM

To: MPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: June 2, 2017

Re: FY 2016-2019 Transportation Improvement Program (TIP) Amendment
FY 2018-2021 Transportation Improvement Program (TIP) Amendment

Monroe County has requested an amendment to the FY 2016-2019 and FY 2018-2021 TIPs with the addition of a new Recreational Trail Program (RTP) project funded by a grant through the Indiana Department of Natural Resources.

Illinois Central Trail beginning at Church Lane and extending south to the INDOT I-69 mitigation site at Victor Pike. (#1592323)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	RTP	\$ 65,150	\$ 16,288	\$ 81,438
CN	2018	RTP	\$ 134,850	\$ 33,712	\$ 168,562
Totals			\$ 200,000	\$ 50,000	\$ 250,000

Requested Action

Approve the proposed amendment. The TAC and CAC both recommended approval at their May 26, 2017 meetings.

PPM/pm

MEMORANDUM

To: MPO Policy Committee
From: Joshua Desmond, AICP
BMCMPPO Director
Date: June 2, 2017
Re: BBC Request for Support for Bike/Ped Bridge over I-69

Overview

The Bloomington Bicycle Club (BBC) has long advocated for the construction of a bicycle and pedestrian only bridge over the I-69 corridor. Please see the attached letter from the BBC explaining their rationale for such a project. The BBC is coming before the MPO to request its support for the proposed bridge. A presentation outlining the specifics of the bridge proposal is also attached to this memo.

Representatives of the BBC presented this concept to the TAC and CAC on May 26. Both committees voted to recommend that the Policy Committee support the bridge in concept, but further recommended that the BBC conduct a formal feasibility study to determine if the need, location, and design is supportable. BBC is seeking a resolution of support from the Policy Committee. Such a resolution would not bind the MPO or individual jurisdictions to fund the bridge should the project move forward. BBC representatives will be at the Policy Committee meeting to make their case.

Requested Action

Determine whether the Policy Committee should endorse the further development of this proposed bridge project.



TO: Bloomington Metropolitan Planning Organization (MPO) Policy Committee

FROM: Bloomington Bicycle Club (BBC)

RE: Bike/Pedestrian Bridge over I-69 between 2nd Street and 3rd Street

DATE: February xx, 2017

The Bloomington Bicycle Club (BBC) hereby requests that the Bloomington MPO Policy Committee officially supports the creation of a bike/pedestrian bridge over I-69 between 2nd St and 3rd St interchange.

As the MPO well knows, the construction of I-69 in southern Indiana has quite a long history and will soon be culminating with section 6 at its funding stage. Upon study of previous documents regarding Bloomington, there had always been a promise of a stand-alone bike/pedestrian bridge over I-69 to link the western metropolitan Bloomington area with the city of Bloomington. In fact, a previous mayor of Bloomington came to our club about studying this endeavor some fifteen to twenty years ago. The BBC feels that it is unfortunate that a bike/pedestrian bridge was not included in the final design of section 5 of I-69.

There has always been public support for this bike/pedestrian bridge throughout our metropolitan area with political support from many of our city council members, county council members, and state legislators as evidenced by a dinner meeting hosted by the BBC in April of 2014. At this meeting it was suggested by INDOT representatives that this bike/pedestrian bridge could be pursued after section 5 of I-69 is completed and there is "connectivity". The city of Bloomington has now completed the multi-use path on West Second Street from Adams St to the I-69 interchange. Monroe County's planning includes a multi-use path on Liberty St. Sharrows or bike lanes on the apartment arteriole Basswood Rd could complete this "connectivity".

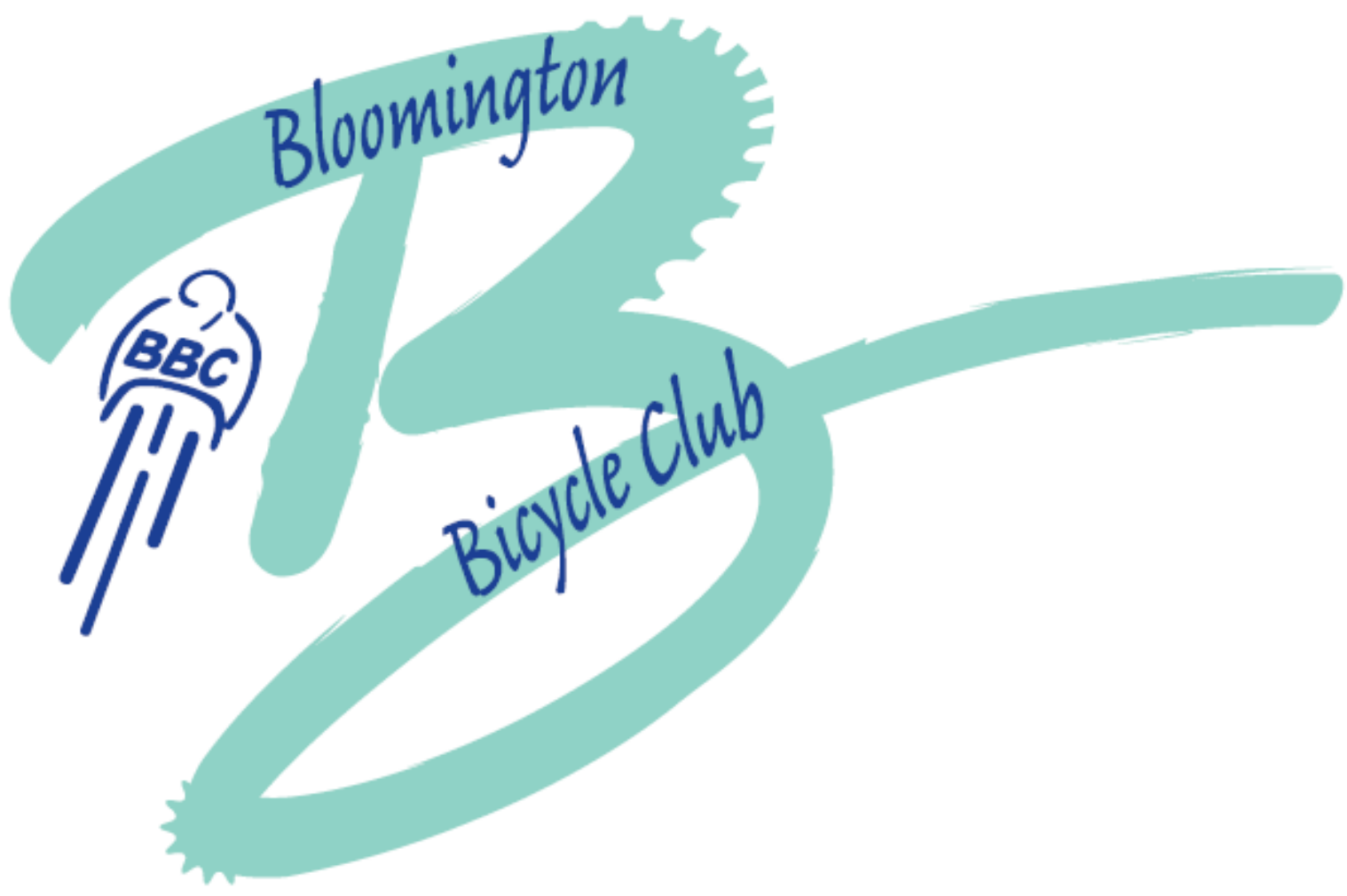
The BBC feels that a centrally located bike/pedestrian bridge would be an integral alternative transportation link for the Bloomington metropolitan area. The BBC also feels that the bicycle facilities to be built for section 5, I-69 are inadequate with regard to the safety of Monroe County's citizens. The BBC had an open house in April of 2016 and has gathered about 500 signatures of Monroe County citizens supporting this bike/pedestrian bridge. The BBC will continue this public petition support campaign in all of 2017.

Now is the time that this bike/pedestrian bridge starts its new journey to realization. The BBC recognizes that existing MPO funding streams such as Transportation Alternatives are insufficient for a project of this magnitude. Independent funding would have to be sought so as to have the flexibility of working outside the MPO. However, we ask that the Bloomington MPO issue a resolution to support this multi-governmental attempt to fund, design, and construct this bike/pedestrian bridge by the city of Bloomington and Monroe County.

Sincerely,

Jim Schroeder

President of Bloomington Bicycle Club



Bloomington



Bicycle Club



A BIKE / PEDESTRIAN OVERPASS OF I-69 BLOOMINGTON, INDIANA

(Bike/Ped Overpass of Natchez Trace, Jackson, Mississippi)

BLOOMINGTON, INDIANA

“Bicycle Heaven of Indiana”

- Little 500
- Hilly Hundred
- Mountain Biking at Brown County State Park
- Striving to be Platinum
- Sustainability and Connectivity

BLOOMINGTON, INDIANA

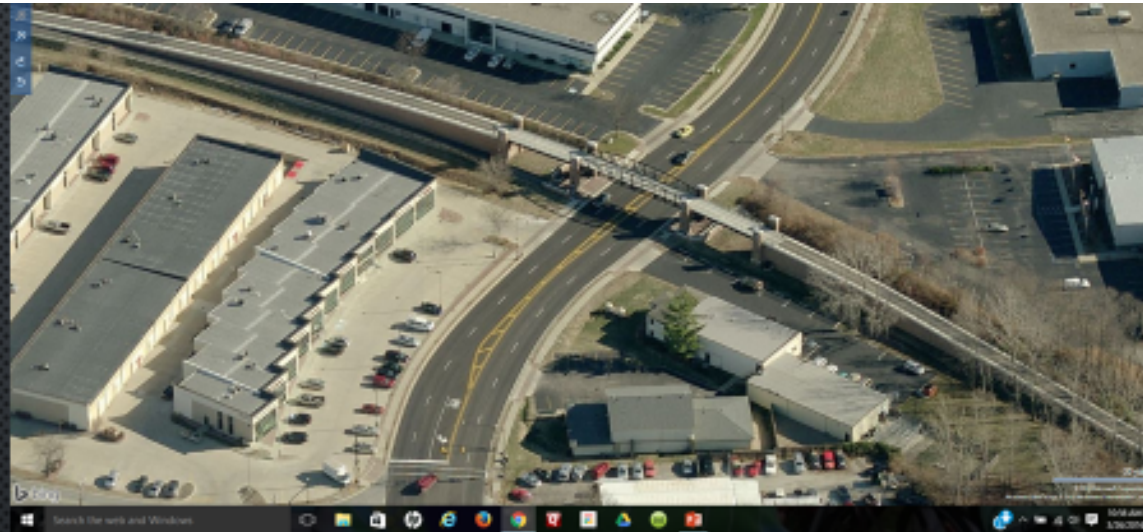
WE

deserve

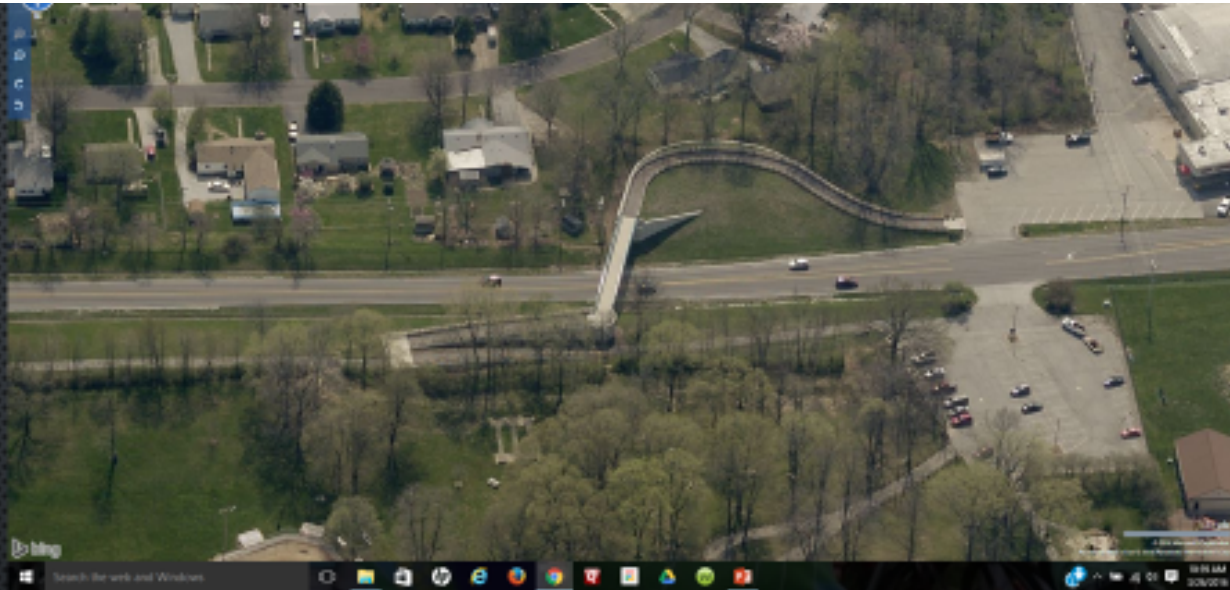
a bike / pedestrian bridge

over I-69

NEARBY BIKE/PED BRIDGES



CARMEL, INDIANA
WEST CARMEL DRIVE
COST (2009): \$3.5 MILLION
80% FEDERAL, 20% LOCAL



GREENWOOD, INDIANA
SMITH VALLEY ROAD
COST (2010): \$1.3 MILLION
FEDERALLY FUNDED



HAMMOND, INDIANA
LAKE GEORGE – WHITING LAKEFRONT
COST (2012): \$4.1 MILLION



COLUMBUS, OHIO
BLACKLICK TRAIL OVER US-33
COST (2011): \$2.05 MILLION



ORANGE TOWNSHIP – US-23
COLUMBUS, OHIO
COST (2014): \$2.2 MILLION



MARYSVILLE, OHIO
US-33
COST (2015): \$1.6 MILLION



MILWAUKEE, WISCONSIN
MCKINLEY PARK LAKEFRONT
2007



RIDGELAND, MISSISSIPPI MADISON ST & RAILROAD OVERPASS

I-69 Indianapolis to Evansville



- Officially proposed in 1990
- 2003 – City of Bloomington asks BBC to look into a bike bridge over IN-37. BBC has studied and advocated a bike/ped bridge since.

NOW

- I-69, Section 5 – such a history of controversy
- We are all moving on with I-69 and patiently waiting for completion

HOW I-69 WILL AFFECT ALTERNATIVE TRANSPORTATION

- Closing of county roads, and limited overpasses
- Dangerous interchanges
- Addition of access roads to interchanges
- Addition of bike facilities



- 3rd St / SR 48 and 2nd St / SR 45 interchanges enhanced to include bike facility on north side
- BBC's view – dangerous and won't be used by majority of bicyclists and pedestrians



BLOOMINGTON BICYCLE CLUB

- COMMITTED TO CONTRIBUTING A SIGNIFICANT PORTION OF OUR ASSETS TO INSPIRE OTHER LOCAL NON-PROFITS, BUSINESSES, AND BENEFACTORS.
- HALF OUR ASSETS OR \$100,000

WHY DOES

BLOOMINGTON

NEED

A BIKE / PED BRIDGE

OVER I-69?

SHOPPING, RECREATION, EMPLOYERS, SCHOOLS

The image is a screenshot of a Google Maps browser window. The address bar shows the URL: <https://www.google.com/maps/@39.1543549,-86.5733046,14z/data=!5m1!1e3>. The map displays a section of Bloomington, Indiana, with several key locations marked: Cook Medical, GE, Orchard Glen Cooperative, Basswood Apartments, Oakdale Square Apartments, Wapehani Mountain Bike Park, RGA Community Park, and Bloomington High School South. The Monroe County Airport and Monroe County Fairgrounds are also visible. A legend in the bottom center identifies trail types: Trails (solid green line), Bicycle-friendly roads (dotted green line), Dedicated lanes (dashed green line), and Dirt/unpaved trails (dashed brown line). The map interface includes a search bar, a toolbar with navigation and zoom controls, and a Windows taskbar at the bottom with the system clock showing 12:50 PM on 4/21/2017.

MANY APARTMENT COMPLEXES EAST OF I-69



RESIDENTIAL AREAS ON WEST SIDE OF I-69



ACTIVE RAILROAD I-69 CROSSINGS

between 2nd & 3rd



between 3rd & Vernal



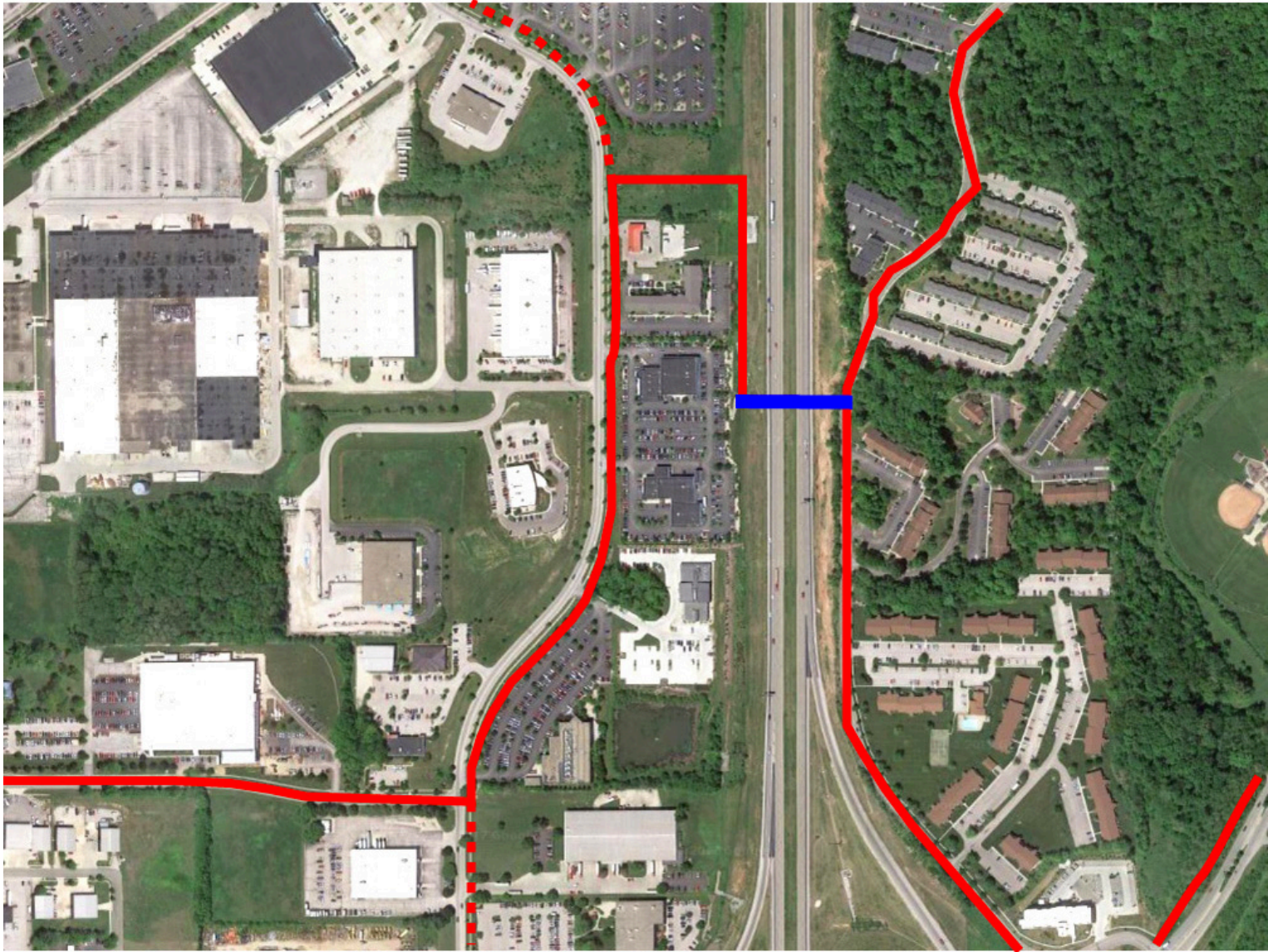
KARST FARM GREENWAY CONNECTOR



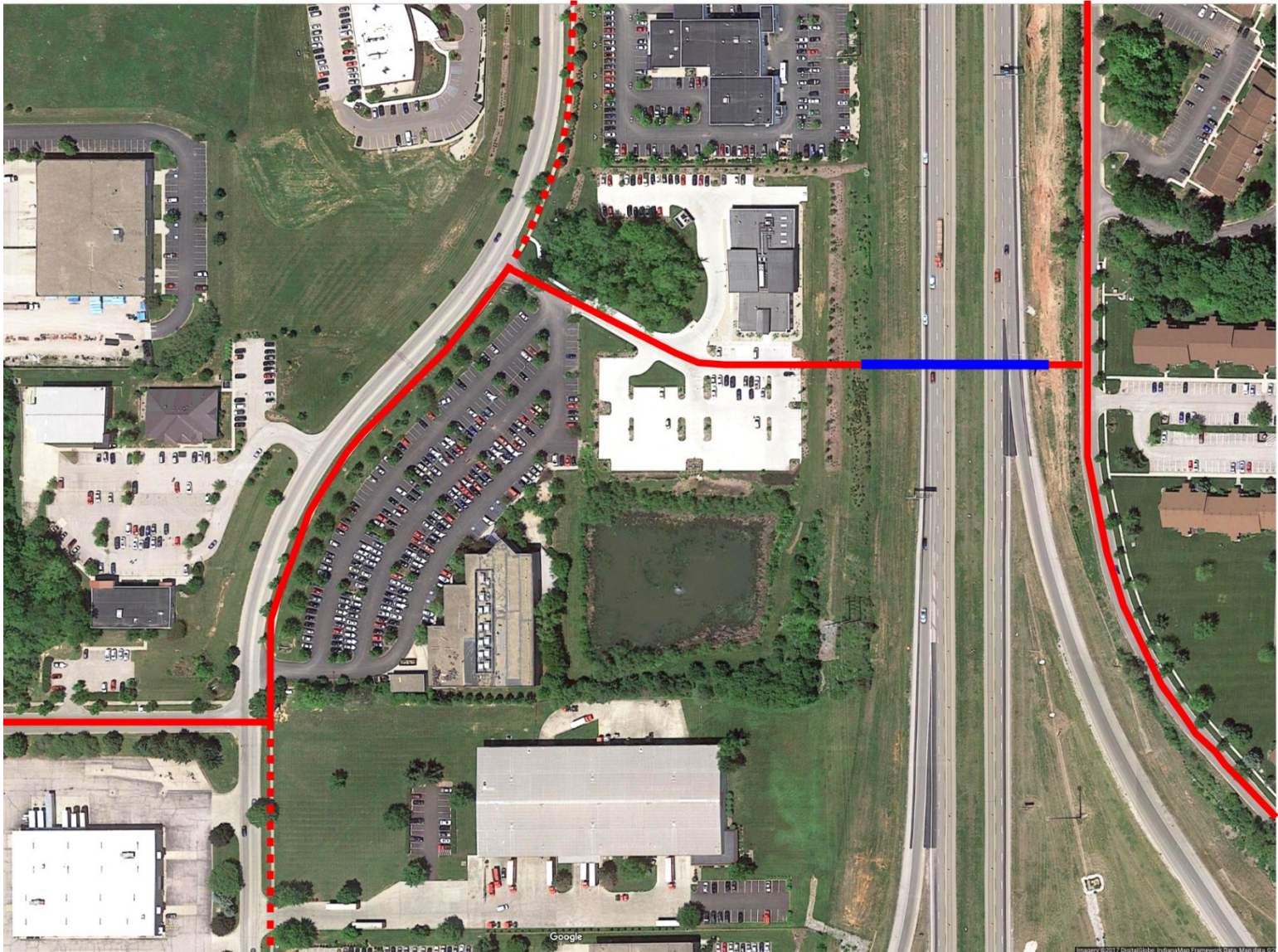
LIBERTY DR CONNECTOR FROM THE WEST



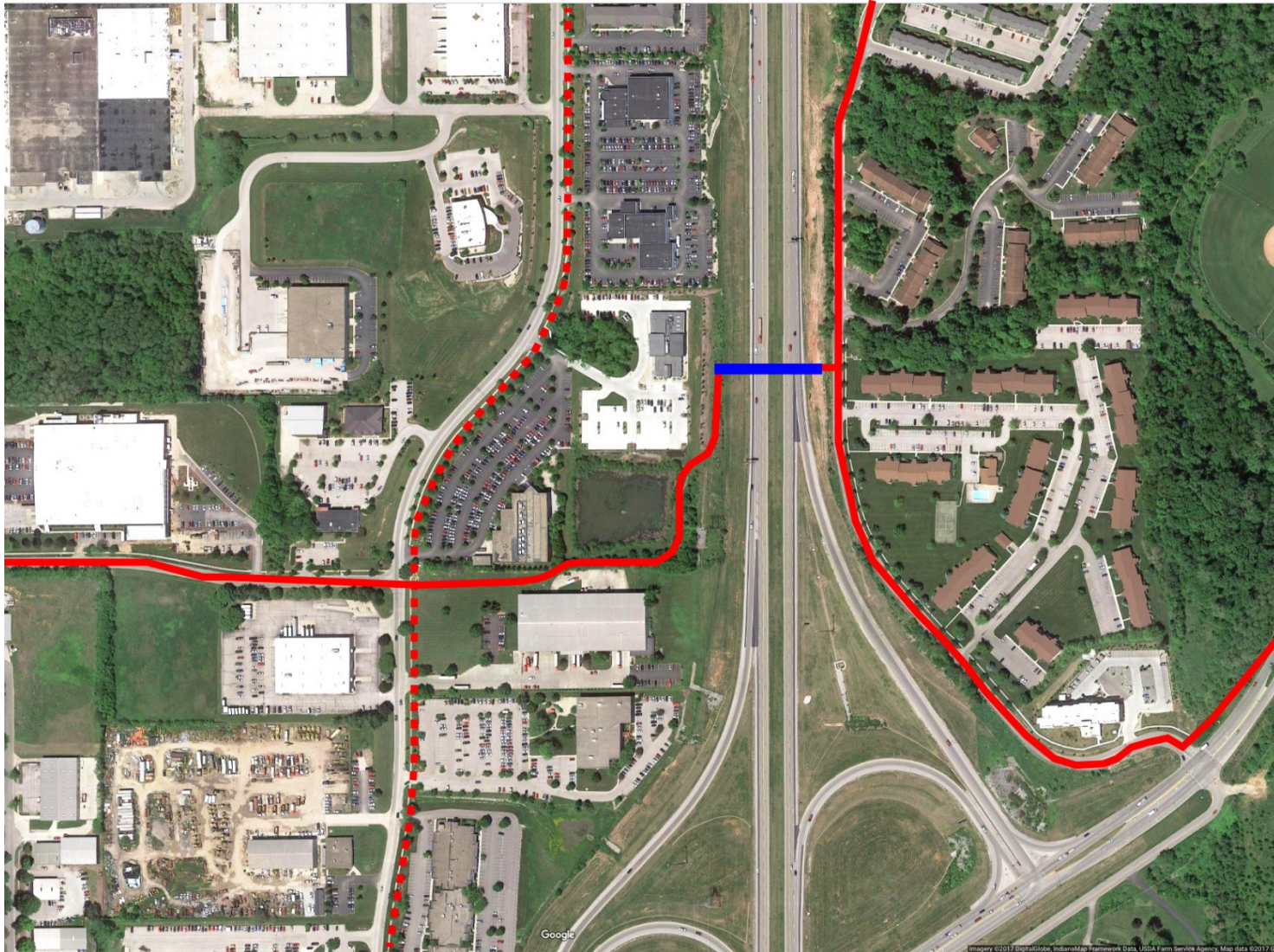
DRY DETENTION BASIN CONNECTOR



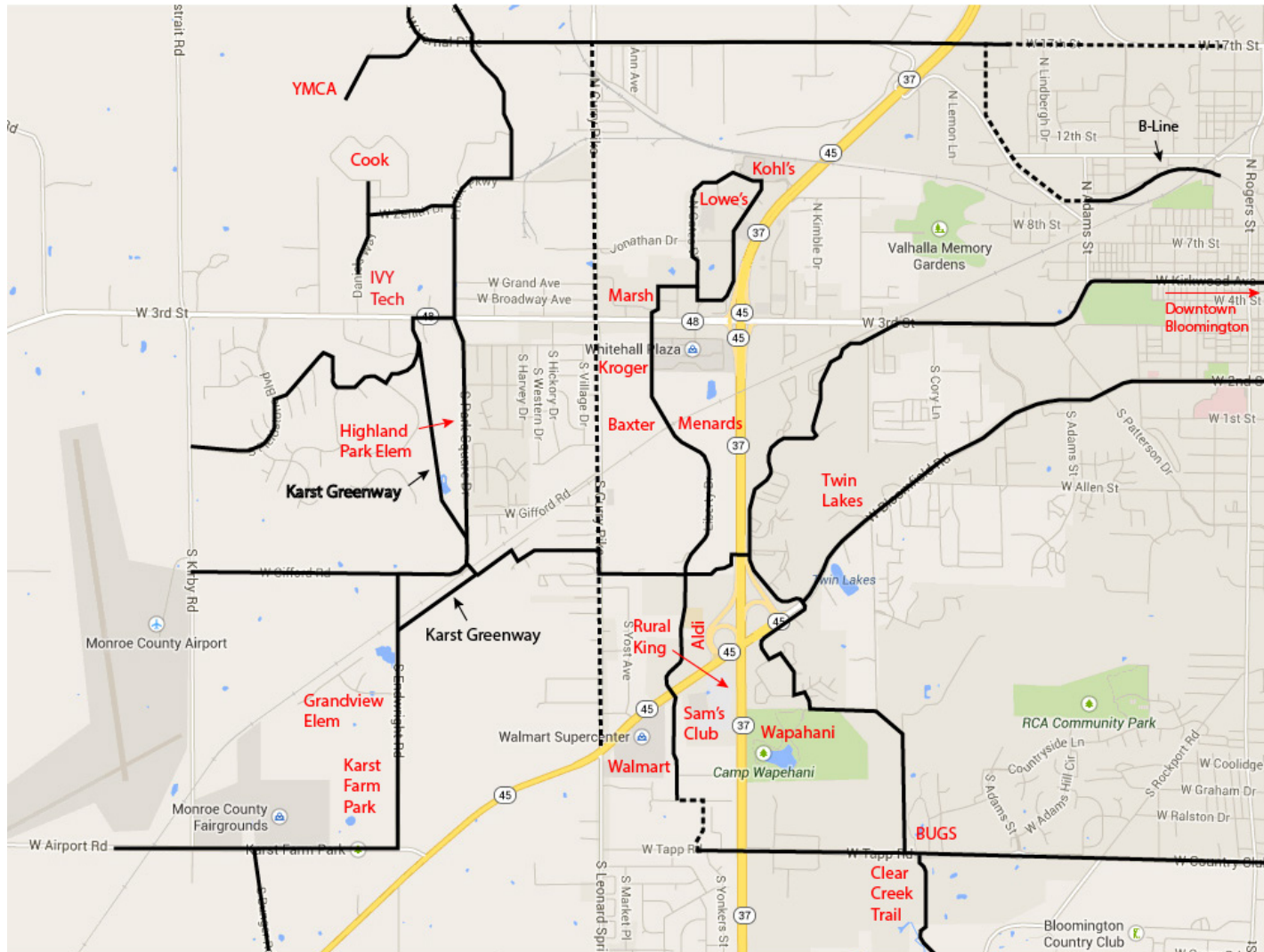
BIOLIFE CONNECTOR TO BIKE/PED BRIDGE

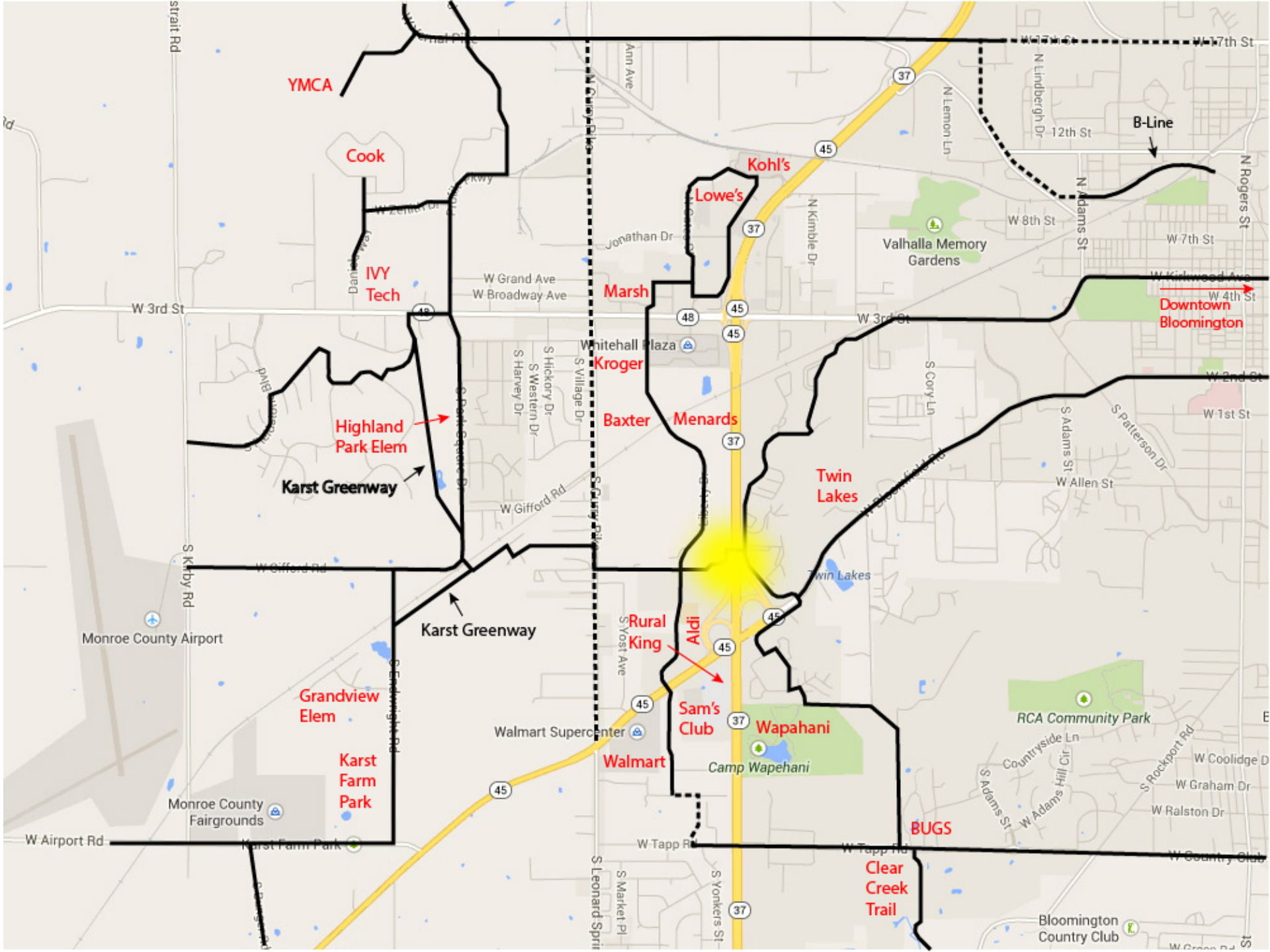



COKE/AUTHOR-HOUSE/BIOLIFE CONNECTOR



BICYCLE AND PEDESTRIAN TRAFFIC AFTER I-69 SECTION 5 IS DONE





		I-69 Section 5 Project				
Planned Traffic Control Closures and Restrictions						
Prior Week	6 Week Outlook					
Week of 6/5/17	Week of 6/12/17	Week of 6/19/17	Week of 6/26/17	Week of 7/3/17	Week of 7/10/17	Week of 7/17/17
Lane Closures						
SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction	SR 37 Intermittent Overnight Single Lane Closure That Road to Sample Road for I-69 Construction
NB SR 37 Station 950 - 1120 through bifurcated area for outside shoulder work and Bryants Creek crossover	NB SR 37 Station 950 - 1120 through bifurcated area for outside shoulder work and Bryants Creek crossover	NB SR 37 Station 950 - 1120 through bifurcated area for outside shoulder work and Bryants Creek crossover	NB SR 37 Station 950 - 1120 through bifurcated area for outside shoulder work and Bryants Creek crossover	NB SR 37 Station 950 - 1120 through bifurcated area for outside shoulder work and Bryants Creek crossover	NB SR 37 Station 950 - 1120 through bifurcated area for crossover condition	NB SR 37 Station 950 - 1120 through bifurcated area for crossover condition
SB Crossover Station 1280-1060 (Bryants Creek)	SB Crossover Station 1280-1060 (Bryants Creek)	SB Crossover Station 1280-1060 (Bryants Creek)	SB Crossover Station 1280-1060 (Bryants Creek)	SB Crossover Station 1280-1060 (Bryants Creek)		SB Crossover Station 1120-955 (Bifurcated area)
					SB Crossover Station 1120-955 (Bifurcated area)	SB Crossover Station 1120-955 (Bifurcated area)
SB SR 37 station 825 - 812 right lane closed for blasting	SB SR 37 station 825 - 812 right lane closed for blasting	SB SR 37 station 825 - 750 right lane closed for blasting	SB SR 37 station 812 - 750 right lane closed for blasting	SB SR 37 station 812 - 750 right lane closed for blasting	SB SR 37 station 812 - 750 right lane closed for blasting	SB SR 37 station 812 - 750 right lane closed for blasting
Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only	Burma Road - Restriction Right Turn In/Out Only
SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)	SR 46 left turn lane (left) closure for outside shift on Mainline SR 37 (median)
SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction	SR 45 NB Entrance Ramp Single Lane Closure for Wall 3 construction
SR 45 NB & SB Lane Reductions for traffic shift to north side for Phase 1 construction	SR 45 NB & SB Lane Reductions for traffic shift to north side for Phase 1 construction	SR 45 NB & SB Lane Reductions for traffic shift to north side for Phase 1 construction	SR 45 NB & SB Lane Reductions for traffic shift to south side for Phase 2 construction	SR 45 NB & SB Lane Reductions for traffic shift to south side for Phase 2 construction	SR 45 NB & SB Lane Reductions for traffic shift to south side for Phase 2 construction	SR 45 NB & SB Lane Reductions for traffic shift to south side for Phase 2 construction
Tapp Road - eastbound right lane closed, east of SR 37 (daytime only)	Tapp Road - eastbound right lane closed, east of SR 37 (daytime only)	Tapp Road - eastbound right lane closed, east of SR 37 (daytime only)	Tapp Road - eastbound right lane closed, east of SR 37 (daytime only)			
Bottom Road - Restriction Right Turn In/Out Only						
			NB & SB lane closure 1200 to 1300 for Liberty crossover	NB & SB lane closure 1200 to 1300 for Liberty crossover	NB & SB lane closure 1200 to 1300 for Liberty crossover	NB & SB lane closure 1200 to 1300 for Liberty crossover
NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work	NB & SB SR 37 station 916-985 left lane closure for median work
Road Closures - Temporary						
Kinsler Pike Closed Traffic Detoured (open to Local Traffic)	Kinsler Pike Closed Traffic Detoured (open to Local Traffic)	Kinsler Pike Closed Traffic Detoured (open to Local Traffic)	Kinsler Pike Closed Traffic Detoured (open to Local Traffic)			
Fullerton Pike Closed Traffic Detoured	Fullerton Pike Closed Traffic Detoured	Fullerton Pike Closed Traffic Detoured	Fullerton Pike Closed Traffic Detoured	Fullerton Pike Closed Traffic Detoured	Fullerton Pike Closed Traffic Detoured	
						Tapp Road east of 37 closed - traffic detoured
17th Street closed at Crescent Rd. - Traffic Detoured (Crescent Rd open)	17th Street closed at Crescent Rd. - Traffic Detoured (Crescent Rd open)	17th Street closed at Crescent Rd. - Traffic Detoured (Crescent Rd open)	17th Street closed at Crescent Rd. - Traffic Detoured (Crescent Rd open)			
Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured	Rex Grossman/Cota Closed Traffic Detoured
Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd	Fullerton Pike /Medical Park Blvd
Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured	Sample Road West of SR 37 Closed Traffic Detoured
		Prow/Acuff Intersection Closed Traffic Detoured	Prow/Acuff Intersection Closed Traffic Detoured	Prow/Acuff Intersection Closed Traffic Detoured	Prow/Acuff Intersection Closed Traffic Detoured	Prow/Acuff Intersection Closed Traffic Detoured
Road Closures - Permanent						
Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only	Bottom Road Access - permanently closed. Construction access only
Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed	Acuff Road East - Access from SR 37 permanently closed
Yonkers at Tapp - permanently closed (re-installed closure)						
Flagging Operations						
East Sample Road - flagging for pavement patching activities						
Vernal Pike EB - east of Conspan for Utility work	Vernal Pike EB - east of Conspan for Utility work	Vernal Pike EB - east of Conspan for Utility work				