

The  
**AREA PLAN COMMISSION**  
of Tippecanoe County

# Technical Transportation Committee Meeting

**Date.....April 21, 2021**  
**Time.....2:30 PM**  
**Place.....Tippecanoe Room**  
**County Office Building**  
**20 North 3rd Street**  
**Lafayette, Indiana**

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at [apc@tippecanoe.in.gov](mailto:apc@tippecanoe.in.gov). Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at  
<https://www.facebook.com/TippecanoeCountyIndiana> and  
<https://www.youtube.com/channel/UCJleeA9ZQo9EIIgDZTdjurQ>

## AGENDA

### I. APPROVAL OF MINUTES FROM MARCH 17, 2021

Documents:

[Tech Minutes 03.17.2021.pdf](#)

### II. GREATER LAFAYETTE NORTHERN CONNECTIVITY STUDY (US 231) - LOCHMUELLER GROUP/ MPO STAFF

### III. ACCESS PERMITS

### IV. AMEND THE FY 2020-2024 TIP

- A. Replace bridge deck of N 9th St over Wabash River
- B. Additional \$187,000 in federal funds for PE for the Sagamore Parkway Trail project in West Lafayette

Documents:

[TIP Amendment Tech Rpt April 2021.pdf](#)  
[TIP Amendment Tech Rpt April 2021 West Lafayette.pdf](#)

## V. FY 2022-2026 TIP ADOPTION RECOMMENDATION

Documents:

[April Tech Staff Report Adoption.pdf](#)

## VI. APC PROGRESS REPORT

- A. MPO Update
  - i. Thoroughfare Plan - Curb Design
  - ii. Planning Certification Review Update
  - iii. Federal Funding Obligations
- B. INDOT 18-Month Letting List

Documents:

[Pros and Cons of Non-Mountable Curbs.pdf](#)  
[Detailed Summary April 2021 FY 2020 TIP.pdf](#)  
[2021 April Lettings.pdf](#)

## VII. OTHER BUSINESS

## VIII. CITIZEN COMMENTS

## IX. ADJOURNMENT

Next meeting is May 19, 2021

Check the APC website at <http://tippecanoe.in.gov/378/Area-Plan-Commission-APC> for updates.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit [www.tippecanoe.in.gov/ada](http://www.tippecanoe.in.gov/ada)

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY  
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES**

**March 17, 2021**

*Due to the public health emergency, the meeting was held virtually. Members of the public may watch the livestream of the meeting at:*

<https://www.facebook.com/TippecanoeCountyIndiana> or  
<https://www.youtube.com/channel/UCJleeA9ZQo9E11GdZTdjurQ/featured>

**VOTING MEMBERS PRESENT**

Bill Smith	INDOT – Crawfordsville Division
Mitch Lankford	West Lafayette City Engineer
Jeromy Grenard	Lafayette City Engineer
Stewart Kline	Tippecanoe County Highway Engineer
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department
Adam Keyster	Purdue University Airport
Sallie Fahey	Area Plan Commission
Bryce Gibson (proxy for Marty Sennett)	CityBus
Jon Fricker	JTRP
John Ricks (proxy for Rob Hainje)	Tippecanoe County Sheriff's Department

**VOTING MEMBERS ABSENT**

William Carpenter	Lafayette Police Department
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**NON-VOTING MEMBERS PRESENT**

David Hittle	APC
Aria Staiger	APC
Doug Poad	APC
Chyna Lynch	APC
Tim Stroshine	APC

In the absence of Jon Fricker, Sallie Fahey called the meeting to order and called the roll to establish members present.

**I. APPROVAL OF MINUTES**

Stewart Kline moved to approve the minutes from the February 17, 2021 meeting as submitted. Jeromy Grenard seconded and the minutes, as submitted, were approved by roll call vote.

**II. ACCESS PERMITS**

Bill Smith said there were no new permits filed. With regards to the two active permits, INDOT received updated plans for Speedway that are being reviewed. The Love's Travel Stop permit has been canceled because of the delay. Love's will have to approach INDOT when they are ready to apply.

Sallie Fahey said it would be good for all of us to know what needs to be done where limited access right-of-way has been purchased. Doug Poad has researched and discussed this with INDOT Crawfordsville and Central Office. Guidance documents are included in the packet with a flow chart to show the process for limited access right-of-way. For example, if a project was built with federal funds and there is a new access that has limited access being requested, this process is supposed to be followed.

Bill Smith asked if Veterans Memorial Parkway had federal funds.

Sallie Fahey said yes, it did have federal funds. It is complicated because this end of Veterans Memorial Parkway was built when it was in the county. Now it is in the city and the exact dollar amount that was paid to the land owner for limiting the access is not clear. These records are not available with the county, city or INDOT.

Bill Smith said this is an item that we need to continue to stay in touch with the city to make sure we are following the right process.

Jon Fricker asked if this process is new to INDOT.

Sallie Fahey said no, it was just not obvious what the process was. Doug Poad did this research and was able to come up with these guidance documents.

Doug Poad said the first page is a summary of the process and the full document follows. This was adopted in November 2019. We have confirmation from the Federal Highway Administration Indianapolis Division that if there is movement in terms of breaking the limited access, it must follow this process. He said he hopes this information is helpful.

### **III. ADMINISTRATIVE MODIFICATIONS TO THE FY 2020-2024 TIP**

Sallie Fahey said this modification is from February 12<sup>th</sup> and has two parts that are both improvements to I-65 north of the Wabash River. The portion that is being widened to six lanes will be modified to be completed in two phases. Phase one will be from the Wabash River to north of SR 43. The second phase of the project will be from north of SR 43 to north of CR 725 N. INDOT asked in a second modification for the same project to increase the amount of PE.

Bill Smith said we accelerated this project by three years which is why we are scrambling manage the project. The schedules and activities were compressed significantly but we are on track to deliver early.

### **IV. CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION**

Sallie Fahey said through the Coronavirus Response and Relief Supplemental Appropriation Act, the state has allocated our MPO an additional \$462,317. This is all federal money and is subject to the typical 20% match. These funds need to be obligated by September 25<sup>th</sup>, 2024. They will be treated like STBG funds but will be programmed as Local COVID as a new funding type. These cannot be transferred to FTA. All the state's available money will be allocated and it is likely there will not be any money left for Group 3 or Group 4 projects. The easiest thing to do would be to add it to our draft TIP to projects that we have coming up or projects that we were not able to fund. This way a TIP amendment will not need to be done after this TIP has been approved and we are working under it as of July 1<sup>st</sup>. She suggested a discussion about which projects to allocate this money.

Stewart Kline said the Soldiers Home Road project is underfunded by \$558,549. This would fill a need rather than half fund a project that was dropped.

Mitch Lankford said this project was planned to be split over FY 2022 and FY 2023.

Stewart Kline asked if the money needed to be obligated before September 2024.

Sallie Fahey said that is correct. It needs to be obligated before the end of FY 2024.

Doug Poad said as Stewart mentioned, funds could be added to the Soldiers Home Road PE for FY 2022. That would nearly fund the entire request. It was at \$846,200 and would leave \$96,232 for FY 2023. That would free additional funds in FY 2023. South 9<sup>th</sup> Street right-of-way (ROW) requested \$280,000 for FY 2023 but had to be moved to FY 2024. If this project is moved back, that would leave a small balance that could be reserved for the McCutcheon Safety project or the Yeager Road project.

Stewart Kline said that is a good idea; it gets both projects back on the original time frame.

Sallie Fahey said we have to match in the right year.

Stewart Kline said \$80,000 is what we have to come up with in any given year. He said he does not think we would have any trouble hitting that.

Jeromy Grenard said he would be okay with that.

Mitch Lankford said we are already set up to match Soldiers Home Road in FY 2022. We don't have to split this over two years; that was done to make the numbers work.

Stewart Kline said he likes the idea of all the projects being on schedule. When projects are drawn out, the construction costs only go up.

Sallie Fahey said if we put all the funds towards Soldiers Home Road, West Lafayette would still be about \$100,000 short. There would have to be some funding in FY 2023 to fully fund the project.

Doug Poad said that would be \$96,232. If we took this out of the \$558,000 that was programmed for Soldiers Home Road, it would leave a balance of just over \$462,000. If the South 9<sup>th</sup> Street ROW was moved up, that would create a free balance of \$182,317. This could be reserved and left unprogrammed until next year for either McCutcheon or Yeager Road.

Sallie Fahey said her preference would be to get this settled now rather than deal with it again.

Jon Fricker asked if we are starting with the COVID money and putting it on the spreadsheet for the TIP.

Stewart Kline said yes, the \$462,317 must be obligated by September 25<sup>th</sup>, 2024 which is in FY 2025.

Sallie Fahey said there is a balance for Soldiers Home Road in FY 2022 and that balance is taken care of in FY 2023. The idea is to add the \$462,317 into the Soldiers Home Road project in FY 2022.

Jon Fricker asked that the spreadsheet be updated before a vote is taken. He asked Mitch Lankford if he had negotiated a contract for the Soldiers Home Road PE.

Mitch Lankford said we are starting that process so hopefully we will know the actual PE amount in a few months. For now, the amount listed is an estimated amount.

Stewart Kline said Soldiers Home Road PE may not even need the extra \$100,000.

Doug Poad said with that change, we would have a balance in FY 2023. A suggestion would be to move the South 9<sup>th</sup> Street ROW because it was originally requested to be funded in FY 2023.

Sallie Fahey asked if what is left in FY 2023 is the \$558,000 minus the \$96,000.

Doug Poad said it would be the \$558,549 minus \$96,232 which would create a balance of \$462,317.

Sallie Fahey said that is what needs put into FY 2023 and FY 2024.

Doug Poad said that is correct. If the South 9<sup>th</sup> Street ROW phase was moved from FY 2024 to FY 2023, we would still have a balance in FY 2023 of \$182,317.

Sallie Fahey said that is \$558,549 minus \$96,232 minus \$280,000. Now we need to discuss the \$182,317.

Stewart Kline said that would leave Soldiers Home ROW or Morehouse Road. Morehouse Road construction is most likely to grow. If the remaining \$182,317 is put into Morehouse, it will be all gone.

Doug Poad said the \$182,317 would FY 2023 funding so it would need to be programmed in that year. Because we moved the South 9<sup>th</sup> Street ROW phase up, there will be an additional \$280,000 to program in FY 2024.

Stewart Kline said the COVID money is going to be moved into multiple years. There will be another column created in the allocation spreadsheet to make this balanced. \$182,317 of the COVID money will be leftover

and can be programmed in FY 2024. If we put all the COVID funding in Stage 1 PE for Soldiers Home Road, then we are messing with the fact that \$558,000 will be available in FY 2023. That covered South 9<sup>th</sup> Street ROW with roughly \$240,000.

Sallie Fahey said that is correct unless West Lafayette needs the additional \$96,000.

Stewart Kline said that has to be in FY 2023. South 9<sup>th</sup> Street has been brought in.

Sallie Fahey said the \$280,000 is not COVID money.

Mitch Lankford said the COVID money can be moved around. The full amount does not have to be in FY 2022 for Soldiers Home Road. That project can still be split but made more even to make numbers work. Morehouse Road could be funded with the remainder of the COVID money.

Stewart Kline said it would be easier to do the full Soldiers Home Road PE in one year on one contract. It would be nice to bring South 9<sup>th</sup> Street back into FY 2023. This is a rolling deal because \$280,024 is rolled into FY 2023 that now needs to be allocated. Morehouse Road is already split into two so the \$280,000 could be allocated and Phase 2 could be reduced. Soldiers Home Road ROW could be increased in the same year. This can be moved around to get Soldiers Home Road PE in a single year, South 9<sup>th</sup> Street back into FY 2023 and increase Phase 1 of Morehouse Road while decreasing Phase 2.

Sallie Fahey asked if Morehouse Road Phase 1 is just the roundabout.

Stewart Kline said we figured it would be the US 52 approach, the roundabout and some along the cemetery. It would be nice to get to the end of the cemetery. If more money is allocated, we can go farther. We have not heard where the break point for Phase 2 is from the consultant. Putting the funding into FY 2024 for Morehouse to make Phase 1 bigger is better. In FY 2025, the money that came out of Morehouse Road will be available for ROW for Soldiers Home.

Jeromy Grenard said this is a good idea if they are confident with the estimates. Otherwise, this money can be added to one of the larger projects.

Bill Smith said it makes sense but he is not yet tracking the money that is shown to represent what was proposed.

Stewart Kline said we will move the funding around on the spreadsheet.

Doug Poad said if we allocate the new funding to PE, that would increase the funding to \$749,968 which is \$96,232 shy of the full request. For FY 2023, we can program the \$96,232 and add back the \$280,000, we will have a balance of STBG funds \$182,976 to add to either the McCutcheon Safety project or the Yeager Road project. There would be a balance of \$280,000 to address in FY 2024 which could be moved to Morehouse Road. He asked if the balance in FY 2023 of \$182,976 should be allocated today or leave it not obligated until closer to letting of the McCutcheon Safety project or the Yeager Road project.

Stewart Kline said the balance will likely go to the Yeager Road project.

Sallie Fahey said when West Lafayette knows what the PE contract is going be, they may or may not need the \$96,000. If the funding is kept there, it would be available to West Lafayette.

Doug Poad said the suggestion is to program the full \$462,317 to the PE phase of Soldiers Home Road in FY 2022. The reduction that would occur in FY 2023 would go to South 9<sup>th</sup> Street ROW and Yeager Road construction.

Sallie Fahey said the \$558,549 is \$280,000 in FY 2023 for South 9<sup>th</sup> Street, \$96,232 for Soldiers Home Road and the remainder would go to Yeager Road construction phase.

Stewart Kline said the \$280,000 in FY 2024 would go to Morehouse Road. In FY 2025, Morehouse could be left as is and the extra funding could go to Soldiers Home.

Doug Poad said we will look at this again in two years. We are going out this far to as placeholders.

Stewart Kline said the hard number he is giving the designer for Morehouse Road is that Phase 1 cannot be more than \$2,473,590.

Jeromy Grenard moved to recommend these changes to the draft TIP to the MPO Policy Board. Bill Smith seconded and the motion was approved by roll call vote.

**V. APC PROGRESS REPORT**  
**MPO Update**  
**Draft FY 22-26 TIP Status Update**

Doug Poad said we are currently in the public comment period of the process. Last Wednesday at the CPC meeting, we had a public hearing for the document. We received good comments. We also invited INDOT to give a presentation for their draft STIP that went well. We are still waiting on comments from the Federal Highway Administration and INDOT. Once those are received, staff will review them and make necessary changes to the TIP. We received information that the North 9<sup>th</sup> Street bridge, that is currently unfunded, received funding from INDOT. We will also receive an updated INDOT project list that will be incorporated in the TIP as well. The anticipated adoption process begins next month with a presentation to the updated document to this Committee for a recommendation to the MPO Policy Board.

Jon Fricker said that Doug did an excellent job of presenting the technical material to those that participated in the CPC meeting.

**Federal Funding Obligations**

Doug Poad said the information included in this document came from INDOT Central Office and it mostly complete. It is only missing the obligation for construction of the Park East Boulevard project, which should show next month, and the trade with INDOT for the \$169,011 that is needed for the North River Road project. This is handled outside of the document because it is a trade with INDOT from Group 3 and Group 4 funds but should show on the next report.

**INDOT 18-Month Letting List**

Doug Poad said the first seven projects were let in February and were all on SR 25 for thin deck overlays. This project was let to Pacific Painting Co with an estimated completion date of December 2<sup>nd</sup>, 2021. There are three lettings in April on SR 38, US 231 and I-65. In May, the last project to let in the state fiscal year is a traffic modernization project at various locations. Project 20 is a bridge replacement over Indian Creek that changed from a July to an October letting. Projects 24 through 34 are all related to the widening of I-65 and have moved up to a November letting. Projects 36 and 37 both moved down two months. There are two new projects that are on US 52 South to add auxiliary lanes.

Bill Smith said the last two projects on US 52 S will primarily be for slotted left turn lanes. We are changing the alignment to help with distance issues.

Jon Fricker asked what slotted meant.

Bill Smith said it means that instead of coming in parallel to the road, they are angled slightly so when people approach the stop light, the opposing left turn traffic is not in the line of sight as much.

**VI. OTHER BUSINESS**

None.

**VII. CITIZEN COMMENT**

There was a one-minute pause to allow for public comments. There were none.  
Jon Fricker thanked Sallie her hard work over the years.

**VIII. ADJOURNMENT**

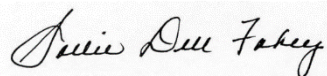
The next meeting is March 17, 2021.

Sallie Fahey adjourned the meeting at 3:36 pm.

Respectfully Submitted,

Chyna R. Lynch  
Recording Secretary

Reviewed By,

A handwritten signature in cursive script that reads "Sallie Dell Fahey". The signature is written in black ink on a light-colored, rectangular background.

Sallie Dell Fahey



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**FY 2020-2024 TIP Amendment  
Tippecanoe County**

**Staff Report  
April 7, 2021**

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**BACKGROUND AND REQUEST:**

Tippecanoe County is requesting an amendment to program a new project that is located on North 9<sup>th</sup> Street Road. This project involves replacing the Wabash River bridge deck. The project des number is 2003019.

On September 1, 2020, the Indiana Department of Transportation (INDOT) released a notice of funding availability for local rural projects (Group IV Federal funds). Like STBG Federal funds, these funds can be used for bridge, road, safety, sidewalk or any type of eligible project under the FAST Act. Funding will cover construction costs in state fiscal year 2026.

Tippecanoe County requested funding for four projects which target improvements to North 9<sup>th</sup> Street Road. The projects would rehabilitate the road from just north of Sagamore Parkway to just north of Burnetts Road, and the Wabash River bridge deck would be replaced. A new sidewalk would be built from the Davis Ferry Park and connect to the Wabash Heritage Trail north of the Wabash River. To the south, a trail would be constructed between the City of Lafayette trail and the County's Community Correction Facility.

On March 3<sup>rd</sup>, 2021, INDOT announced the awards, and Tippecanoe County received funding for one of the four projects: replacing the Wabash River Bridge Deck. The County was awarded \$5,998,736 in Federal funds for construction and construction engineering. An additional \$533,306 was awarded for preliminary engineering.

The specific project details are as follows:

*North 9<sup>th</sup> Street Road Bridge, bridge over the Wabash River (des #2003019)  
Bridge Deck Replacement*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2022	Group IV	\$533,224	\$133,306	\$666,530
New	CN	2026	Group IV	\$5,998,736	\$1,499,684	\$7,498,420

**RECOMMENDATION:**

Staff recommends approval of this amendment to the Policy Board.

**BACKGROUND AND REQUEST:**

West Lafayette requested an amendment to the FY 2020 TIP for an additional \$187,000 in federal funds for the Sagamore Parkway Trail project. They will be used for preliminary engineering (PE).

On January 31, 2017, a FMIS request was submitted to INDOT for \$229,856 in federal funds for the PE phase. Throughout plan development, various design challenges arose which included the variable terrain, designing a bridge over a creek, and maintaining an ADA compliant surface slope. These issues have required additional engineering and thus increased the engineering cost. The additional work has nearly doubled the initial cost, causing an increase of \$233,750.

All the FY 2021 Surface Transportation Block Group and Transportation Alternative Federal funds have been obligated. With this project scheduled for a January 2021 construction bid letting, it will not be possible to delay the design work in order to use FY 2022 funding. The only available federal funds are from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). This MPO received \$462,317 in CRRSAA funding. On March 17, 2021, the Technical Transportation Committee allocated all the CRRSAA funds to the Soldiers Home Road PE phase. By proceeding with this amendment, the Technical Transportation Committee will need to revisit the proposed FY 2022- 2026 TIP allocation.

There is also a minor change in the project description. Currently the TIP and STIP states that the project limits are "Happy Hollow to Wabash River Bridge". The new description will be "800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River." This change matches the TIP and STIP description to the description in the NEPA documentation.

The specific project details are as follows:

*Sagamore Parkway Trail, 800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River (Des #1401287)  
New Trail Construction*

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Phase	Year	Federal Funds	Federal	Local	Total
PE	2021	CRRSAA	\$187,000	\$46,750	\$233,750

**RECOMMENDATION:**

Staff recommends approval of this amendment to the Policy Board.

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**FY 2022-2026 TIP Adoption  
Requested by APC Staff**

**Staff Report  
April 14, 2021**

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***The complete draft document can be viewed and downloaded from the APC Transportation Improvement Program web page which can be accessed at:***

***<https://www.tippecanoe.in.gov/DocumentCenter/View/30343/FY-2022-2026-Draft-TIP>***

***If you would like a paper copy, please call 765-423-9242 and we will mail one to you.***

### **BACKGROUND AND REQUEST**

The Fiscal Year 2022-2026 Transportation Improvement Program (TIP) contains the Five-Year Program of Projects which lists all transportation projects proposed by Lafayette, West Lafayette, Tippecanoe County, Purdue University Airport, CityBus and INDOT. Estimated costs, type of federal funds, local funds, location, and type of work are shown for each project.

The TIP must be fiscally constrained. We can only obligate our federal funds in the year they are allocated. We cannot carry over or borrow funds from other fiscal years. To demonstrate fiscal constraint, Tables 8 through 11 and 15 through 24 show how our federal funds are obligated by fund type and by year. The Technical Transportation Committee allocated our Surface Transportation Block Group (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) federal funding during its January and March meetings.

Based on INDOT's estimated 2022 sharing agreement, our annual allocation of funds for FY 2022 is \$4,133,417 in STBG funds, \$737,570 in HSIP/Penalty funds, and \$247,662 in TA funds. Our allocation of CRRSAA funds is \$275,317 (assuming the FY 2021 TIP amendment is approved). Our estimated 2023 through FY 2026 annual allocation is: \$4,077,538 in STBG funds, \$737,570 in HISP/Penalty funds, and \$230,995 in TA funds.

Before the Committee recommends adoption, it must address two funding allocation issues. The first issue is a request that is being made before this presentation. Additional federal funds are needed in FY 2021 for the Sagamore Parkway Trail project. The second issue involves updated federal funding allocations. The two tables at the end of the staff report show the updated funding amounts for the Sagamore Parkway Trail project and the updated federal funding allocations.

The other sections of the TIP discuss the project selection process, the financial capacity of CityBus and local governments, the public and private participation process, environmental justice review, an Americans with Disabilities Act project review, performance measures and target achievements, red flag investigation and review, and an

ITS review. A short summary near the end of the report provides an update on the status of projects programmed in the previous TIP.

The formal public hearing was held at the Citizens Participation Committee on March 10, 2021. Citizen comments during the meeting and during the development process can be found in Appendix 5.

Late last June, all MPOs were given a TIP/STIP development timeline. The goal was to have all TIPs approved at the end of May 2021 and the STIP approved in June of 2021. It also targeted February 15, 2021 as the date when all MPO draft TIPs were to be submitted for INDOT/FHWA review. Our TIP was submitted on February 11<sup>th</sup>.

The timeline also indicated that we would receive INDOT and FHWA comments by March 15<sup>th</sup>. While we have unofficially received FHWA's comments, and have responded to them, we have not received INDOT's comments. In order to keep to this schedule, we are proceeding with the adoption process. If any INDOT comments significantly change or alter the document, it will be updated and readopted.

#### **STAFF RECOMMENDATION**

Recommend adoption of the FY 2022 - 2026 TIP by the Policy Board.

**Surface Transportation Block Group Funds & Transportation Alternative Funds**

Need to Reduce in the Covid Funding for Sag Pkwy Trail	187,000	(462,317 to 275,317)		
Updated STBG Funding Amounts	4,133,417	FY 2022	4,077,538	FY 2023-2026
Updated Funding Amounts	247,662	FY 2022	230,995	FY 2023-2026

**Proposed Financially Constraining and Prioritizing Project Requests for STBG and TA Funds**

Project	Fiscal Year Anticipated	Phase	Amount Requested	TA Funding	COVID Funding	Allocation	LPA	Original Request
<b>Fiscal Year 2022</b>			<b>4,133,417</b>	<b>247,662</b>	<b>275,317</b>	<b>4,656,396</b>	<b>Annual Allocation</b>	
Sagamore Parkway Trail	2022	CN	3,003,200			3,003,200	W Laf	3,003,200
Morehouse Road	2022	RW	730,808	214,328		945,136	Tip Co	945,136
Soldiers Home Road, Ph 1	2022	PE	287,651		462,317	749,968	W Laf	846,200
		Total	4,021,659	214,328		4,698,304	Total	
		Balance	111,758	33,334		-41,908	Balance	
<i>With Reduced COVID Fundig, Soldiers Home Road is shorted by 187,000</i>								
<b>Fiscal Year 2023</b>			<b>4,077,538</b>	<b>230,995</b>	<b>0</b>	<b>4,308,533</b>	<b>Annual Allocation</b>	
			<b>1,548,069</b>			<b>1,548,069</b>		
			<b>5,625,607</b>			<b>5,856,602</b>		
McCutcheon Ped Safety	2023	CN	275,507			275,507	Tip Co	HSIP Funding
South 9th Street	2023	RW	280,000			280,000	Laf	280,000
Yeager Road	2023	CN	4,917,989	214,328		5,132,317	Tip Co	4,950,000
Soldiers Home Road, Ph 1	2023	PE	96,232			96,232	W Laf	---
		Total	5,569,728	214,328		5,784,056	Total	
		Balance	55,879	16,667		72,546	Balance	
<b>Fiscal Year 2024</b>			<b>4,077,538</b>	<b>230,995</b>		<b>4,308,533</b>	<b>Annual Allocation</b>	
			<b>1,548,069</b>			<b>1,548,069</b>	<b>Payback for Yeager Road</b>	
			<b>2,529,469</b>			<b>2,760,464</b>		
Morehouse Road	2024	CN	2,473,590	---		0	Tip Co	6,677,096
		Total	2,473,590	0		0	Total	
		Balance	55,879	230,995		2,760,464	Balance	
<b>Fiscal Year 2025</b>			<b>4,077,538</b>	<b>230,995</b>		<b>4,308,533</b>	<b>Annual Allocation</b>	
			<b>616,477</b>			<b>616,477</b>	<b>Evansville Trade</b>	
			<b>231,042</b>			<b>231,042</b>	<b>Flex part of HSIP Funds</b>	
			<b>4,925,057</b>			<b>5,156,052</b>	<b>Total</b>	
Morehouse Road	2025	CN	4,129,178	214,328		4,343,506	Tip Co	See Above
Soldiers Home Road, Ph 1	2025	RW	740,000			740,000	W Laf	600,000
		Total	4,869,178	214,328		5,083,506	Total	
		Balance	55,879	16,667		72,546	Balance	
<b>Fiscal Year 2026</b>			<b>4,077,538</b>	<b>230,995</b>		<b>4,308,533</b>	<b>Annual Allocation</b>	
			<b>4,013</b>			<b>4,013</b>	<b>Flex part of HSIP Funds</b>	
			<b>4,081,551</b>			<b>4,312,546</b>	<b>Total</b>	
South 9th Street	2026	CN	4,025,672	214,328		4,240,000	Laf	4,240,000
		Total	4,025,672	214,328		4,240,000	Total	
		Balance	55,879	16,667		72,546	Balance	

<b>Highway Surface Improvement Program Funds</b>						
Updated HSIP Funding Amounts			747,957	FY 2022	737,570	FY 2023-2026
<b>Proposed Financially Constraining and Prioritizing Project Requests for HISP Funds</b>						
Project	Fiscal Year Anticipated	Phase	Amount Requested		Allocation	LPA Original Request
<b>Fiscal Year 2022</b>			<b>747,957</b>		<b>747,957</b>	<i>Annual Allocation</i>
Trade to NIRPC	---	---	727,183		727,183	
		Total	727,183		727,183	<i>Total</i>
		Balance	<b>20,774</b>		<b>20,774</b>	<i>Balance</i>
<b>Fiscal Year 2023</b>			<b>737,570</b>		<b>737,570</b>	<i>Annual Allocation</i>
McCutcheon Ped Safety	2023	CN	727,183		727,183	Tip Co 1,002,690
		Total	727,183		727,183	<i>Total</i>
		Balance	<b>10,387</b>		<b>10,387</b>	<i>Balance</i>
<b>Fiscal Year 2024</b>			<b>737,570</b>		<b>737,570</b>	<i>Annual Allocation</i>
Trade to NIRPC	---	---	727,183		727,183	
		Total	727,183		727,183	<i>Total</i>
		Balance	<b>10,387</b>		<b>10,387</b>	<i>Balance</i>
<b>Fiscal Year 2025</b>			<b>737,570</b>		<b>737,570</b>	<i>Annual Allocation</i>
Flexed to STBG Funds	2025	---	231,042		231,042	
		Total	231,042		231,042	<i>Total</i>
		Balance	<b>506,528</b>		<b>506,528</b>	<i>Balance</i>
<b>Fiscal Year 2026</b>			<b>737,570</b>		<b>737,570</b>	<i>Annual Allocation</i>
Flexed to STBG Funds	2026	---	4,013		4,013	
		Total	4,013		4,013	<i>Total</i>
		Balance	<b>733,557</b>		<b>733,557</b>	<i>Balance</i>

## Pros of Using Non-Mountable Curb

### Safety

- Non-mountable curbs have the potential to redirect errant vehicles and limit vehicle encroachment.

### Design

- Non-mountable curbs make it more difficult for a homeowner to extend or widen a drive entrance without proper permitting.
- Provides access control by causing the locations of curb cuts for driveways to be determined during subdivision design.
- The bottom of low-clearance vehicles is less likely to scrape the curb when entering driveways.
- From a streetscape design perspective, a non-mountable curb with greenspace gives a sense of space. Having these greenspace areas allows for separated pedestrian and cycle traffic. This can be tied to local businesses looking for people to walk and shop—it creates a more enjoyable space to be in.

### Sustainability

- Where there is high foot traffic, bike path traffic, or long stretches of other impervious surfaces, non-mountable curbs prevent soil compaction from those types of traffic crossing over into the greenspace. Compaction prevents water from moving through the soil.
- Non-mountable curbs prevent the build-up of winter salts in the soil. If these salts get into the soil in greenspace areas, it will eventually lead to a decline in tree/plant health.
- Non-mountable curbs increase soil volume per planting, which is the most important aspect for healthy plantings in urban environments.
- Allows for more continuous soil volumes (therefore, there is more room for roots). For any planting, if you can increase continuous soil volumes, either in a raised planting bed or tree lawns in a sub-division, the project will be more sustainable—especially if the greenspace infrastructure is properly maintained.

### Drainage

- Non-mountable curbs provide better drainage control. With mountable curbs, homeowners often illegally modify the curb line by paving it to meet the edge of the travel lane, and then install a small pipe to allow drainage. These small pipes often clog, causing water to pond, which creates icing in the winter and stagnant water in warmer months. The pipes and the pavement above it often fail, causing extra service calls to the city engineers office.
- Non-mountable curbs can be used in combination with specialized soils that provide long term nutrients and good drainage. (Specialized soils would need to be used instead of construction soils, which are typically sub-soil with poor nutrients and drainage).
- If the planting beds are designed to bring in stormwater, you can increase stormwater-soil infiltration and percolation rates. This will prevent storm runoff from entering the storm sewer system. This is the number one reason we plant trees in urban environments—for tree canopies to prevent or slow down stormwater from hitting the ground and entering storm drains. Non-mountable curbs allow for a higher volume of stormwater runoff to enter the greenspace during a rain event, if the greenspace is designed to accept stormwater runoff.

### Maintenance

- Replacement of pavement adjacent to non-mountable curbs is likely to be less expensive. To keep pavement flush with the edge of mountable curbs, more milling of pavement is required, which increases costs.

## Cons of Using Non-Mountable Curb

### Safety

- Non-mountable curbs are a potential tripping and falling hazard for pedestrians.

### Design

- Creates parking issues, as most drivers avoid parking close to the non-mountable curb to avoid vehicle damage.
- Non-mountable curbs take up more space, especially when trying to fit in furnishings, signage, etc. into the right-of-way. This can be worked out in the design phase, but it takes more time and resources.
- Knowledge is required to select the best species for the greenspace at both the design and local level, as roots for some tree species are more invasive than others, which will create a maintenance issue in the future.
- Overall loss of livability in smaller lot, dense R1B subdivisions.
- It can be challenging for developers to meet maximum slope requirements when building pads are significantly higher than the curb line. This can lead to driveways being much steeper than desired.

### Cost

- Added cost to the developer during subdivision construction and to the home builder when installing the driveway.

### Construction

- It is harder to maintain a smooth curb flowline when cutting the curb. Additionally, raw aggregate can be exposed when making cuts in the curb.
- Non-mountable curbs require additional inspections because of the curb cuts. The County Highway Department estimates an average of two additional site visits per driveway cut.
- Non-mountable curbs are very hard to re-locate. When new drive entrances are constructed or drive entrances are relocated, non-mountable curbs have to be fully removed and rebuilt, which requires a substantial amount of material, time, and money.

### Maintenance

- Potential added maintenance cost to the county caused by curb strikes that leave damage.
- Mountable curbs in urban sites allow for maintenance vehicles to pull out of the way from other traffic easily and quickly. When non-mountable curbs are installed, it is not as easy for maintenance vehicles to pull out of the way quickly.

## Notes

- Run off the road crashes, which are the most dangerous to pedestrians, are not common in county subdivisions. Non-mountable curbs help to protect against this crash type, but with the small number of run off the road crashes, there is not much safety benefit to this.
- Parking issues are the source of most of the concerns received by the County Highway Department, with speeding in county subdivisions also being a prevalent issue.
- The use of non-mountable curbs gives the most benefit in locations where sidewalks or trails abut the curb; on internal collector streets without driveway connections, streets with restricted parking, streets with trees, and locations of platted No Vehicular Access.



**Federal Funding Status Report: April 2021**

**Fiscal Year 2021**

**Obligated Projects, INDOT's Monthly Report**

Project	Des Number	Federal Obligation	Fund	Month	Phase
Lindberg Road	1173627	214,883.00	TA	February	CN
Lindberg Road	1173627	2,137,239.00	STBG	February	CN
Lindberg Road	1173627	299,679.00	STBG	February	CN
North River Road	1401279	1,015,409.00	HSIP	February	CN
North River Road	1401279	93,560.00	STBG	February	CN
North River Road	1401279	1,728,224.00	HSIP	February	CN
Park East Boulevard	1700405	134,931.00	STBG	February	CN
Park East Boulevard	1700405	1,352,378.98	STBG	March	CN
Park East Boulevard	1700405	230,702.55	Bonus	March	CN

**FY '21 TIP Funding Allocation**

<b>STBG Funding</b>		<b>Annual Funds</b>			<b>Bonus Funds</b>		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Lindberg Road, CN	1173627	2,436,918	2,436,918.00	0.00	-	0.00	0.00
Park East Boulevard, CN	1700405	1,487,310	1,487,309.98	0.02	230,703	230,702.55	0.45
North River Road, CN	1401279	93,560	93,560.00	0.00	-	0.00	0.00
		4,017,788	4,017,787.98	0.02	230,703	230,702.55	0.45

<b>HSIP Funding</b>		<b>Annual Funds</b>			<b>Bonus Funds</b>		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
North River Road	1401279	716,267	0.00	--	-	0.00	0.00
Trade with Terre Haute	---	573,000	0.00	--	-	0.00	0.00
Trade with INDOT	---	169,011	0.00	--	-	0.00	0.00
NIRPC Trade (FY '22 & '24 Funds)	---	1,454,366	0.00	--	-	0.00	0.00
	Combined Amount	2,912,644	2,743,633.00	169,011.00	-	0.00	0.00
		5,825,288	2,743,633	169,011.00	0	0.00	0.00

<b>TA Funding</b>		<b>Annual Funds</b>			<b>Bonus Funds</b>		
Project	Des Number	Federal Funds Allocated in TIP	INDOT Report	Balance	Federal Funds Allocated in TIP	INDOT Report	Balance
Lindberg Road	1173627	214,883	214,883.00	0.00	-	0.00	0.00
		214,883	214,883	0.00	0	0	0.00

The obligation of these funds were not shown in the report because they are handled differently than MPO Group II funds.

# 18 Month Letting List - April 30, 2021

(INDOT update: March 15, 2021)

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
1	S	4/7/2021	SR 38	ADA Sidewalk Ramp Construction	From 3.85 mi W of I65 to 0.94 mi E of I-65	1900494 R-41002	
2	S	4/7/2021	SR 38	Debris Removal	1.70 mi E of I-65, over S Fork Wildcat Creek	1801353 R-42548	
3	S	4/7/2021	SR 38	HMA Overlay, Structural <i>(TIP shows project as Road Rehabilitation)</i>	From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	1601073 R-39959	
4	S	4/7/2021	US 231	Pavement Patching	At CR 350S intersection NB outside shoulder	2001719 R-43128	
5	S	4/7/2021	I-65	Pavement Patching	From 3.44 mi S of SR 38 to 0.5 mi S of SR 38	2002577 R-43521	
6	S	5/5/2021	Various Locations	Traffic Signals Modernization	Crawfordsville District Traffic Signal Modernization FY21	1801404 T-41261	
7	S	7/14/2021	SR 26	Small Structure Replacement	5.75 mi W of US 231, Over Southworth Branch	1500121 R-40569	
8	S	9/15/2021	US 52	Bridge Thin Deck Overlay	0.08 miles S of SR 26, over UNT Wabash River	1900666 B-42038	
9	S	9/15/2021	SR 25	Bridge Painting	1.01 mi S of US 231, over Wea Creek	2001070 B-42920	
10	S	9/15/2021	SR 38	Bridge Painting	1.37 mi W of I-65, EB over N&S RR	2001073 B-42920	
11	S	9/15/2021	SR 38	Bridge Painting	1.37 mi W of I-65, WB over N&S RR	2001074 B-42920	
12	S	10/14/2021	US 52	Bridge Replacement	Over Indian Creek	1701596 B-40579	
13	C	11/17/2021	District Wide	Bridge Maintenance	Various locations within Crawfordsville District	2001644 B-43121	7/14/2021
14	S	11/17/2021	Sagamore Parkway Trail	Bike/Pedestrian Facilities	from Happy Hollow to the bridge over the Wabash River Bridge	1401287 R-37915	
15	S	11/17/2021	SR 26	HMA Overlay, Minor Structural	0.33 mi E of SR 55 to E jct to 8.57 mi E of SR 55	1700114 R-40577	
16	S	11/17/2021	SR 26	Small Structure Replacement	8.70 mi E of SR 55	1800130 R-40577	
17	S	11/17/2021	SR 43	Intersection Improvement	At I-65 interchange, NB exit/entrance ramp terminus	1700188 R-42909	
18	S	11/17/2021	SR 43	Intersection Improvement	At I-65 interchange, SB exit/entrance ramp terminus	1700189 R-42909	
19	S	11/17/2021	I-65	Bridge Deck Replacement <i>(TIP shows project as Deck Replacement/Widening)</i>	NB Bridge over SR 43, 3.13 mi N of SR 25	1601088 B-42909	
20	S	11/17/2021	I-65	Bridge Deck Replacement	0.23 mi S of SR 43; SB over Prophets Rock Rd	2002117 B-42909	
21	S	11/17/2021	I-65	Bridge Deck Replacement	2.50 mi N of SR 43; CR 725N over I-65 SB/NB	2002364 B-42909	
22	S	11/17/2021	I-65	Added Travel Lanes	0.8 mi N of SR 43 to 2.43 mi N of SR 43	2100049 B-42909	
23	S	11/17/2021	I-65	Added Travel Lanes	1.33 mi N of SR 25 to 0.8 mi N of SR 43	2001172 B-42909	

		<b>Letting Date</b>	<b>Road</b>	<b>Type of Work</b>	<b>Location</b>	<b>Des &amp; Contract Number</b>	<b>Previous Letting Date</b>
24	<b>S</b>	11/17/2021	I-65	Bridge Deck Replacement	0.58 mi S of SR 43; NB over CSX, N 9TH ST, Burnett Cr	2002114 B-42909	
25	<b>S</b>	11/17/2021	I-65	Bridge Deck Overlay	0.58 mi S of SR 43; SB over CSX, N 9th St, Burnett Cr	2002115 B-42909	
26	<b>S</b>	11/17/2021	I-65	Bridge Deck Replacement	0.23 mi S of SR 43; NB over Prophets Rock Rd	2002116 B-42909	
27	<b>S</b>	11/17/2021	I-65	Bridge Deck Replacement	SB Bridge over SR 43, 3.13 mi N of SR 25	1601090 B-42909	
28	<b>S</b>	12/8/2021	I-65	Concrete Pavement Restoration (CPR)	At SR 38 Interchange, Ramp Pavement	1900647 R-42039	
29	<b>S</b>	12/8/2021	SR 38	HMA Overlay, Minor Structural	1.16 mi E of I-65 to US 421	1601074 R-40528	
30	<b>S</b>	1/12/2022	SR 25	Scour Protection (Erosion)	4.01 mi N of SR 28, over Flint Creek	2001069 B-42056	
31	<b>S</b>	4/6/2022	US 52	Auxiliary Lanes, Accel & Decel or Turn Lanes	Various intersection locations (9) from Lafayette to Lebanon	1902679 T-42602	
32	<b>S</b>	4/6/2022	US 52	Auxiliary Lanes, Accel & Decel or Turn Lanes	CR 400 S in Tippecanoe County to CR 700 S in Clinton County	2002394 T-42602	

Same, **N**ew, **C**hange, **N**ot Listed, **R**elisted

## Bid Letting Results

None to Report