

The
AREA PLAN COMMISSION
of Tippecanoe County

Technical Transportation Committee Meeting

Date.....August 19, 2020
Time.....2:30 PM
Place.....Tippecanoe Room
County Office Building
20 North 3rd Street

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at 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 JULY 15, 2020

Documents:

[Tech 07.15.2020.pdf](#)

II. ACCESS PERMITS

III. AMEND THE FY 2020-2024 TIP

- A. Correct an error calculating FY 21 funding for three local projects; add funding and change construction dates for six INDOT projects

Documents:

[TIP Amendment Tech Rpt August 2020.pdf](#)

IV. APC PROGRESS REPORT

A. MPO Update

- i. CityBus Safety Plan
- ii. Thoroughfare Plan Update
- iii. Coordinated Human Services Plan Update
- iv. Annual Listing of Projects Update

- v. Traffic Count Program Update
- vi. 2050 Metropolitan Transportation Plan Goals Survey
 - 1. [English Survey](#)
 - 2. [Spanish Survey](#)
- B. INDOT 18-Month Letting List

Documents:

[CityBus Public Transportation Agency Safety Plan Final.pdf](#)
[Thoroughfare Plan Update-Tech.pdf](#)
[2020 August Lettings.pdf](#)

V. QUARTERLY REPORTS

- A. Quarterly Progress Report Summary

Documents:

[4th Quarter FY 20.pdf](#)

VI. OTHER BUSINESS

VII. CITIZEN COMMENTS

VIII. ADJOURNMENT

Next meeting is September 16, 2020

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

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

**MEETING MINUTES
July 15, 2020**

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

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

VOTING MEMBERS ABSENT

William Carpenter	Lafayette Police Department
John Ricks (proxy for Rob Hainje)	Tippecanoe County Sheriff's Department

NON-VOTING MEMBERS PRESENT

Aria Staiger	APC
Doug Poad	APC
Tim Stroshine	APC
Chyna Lynch	APC
Dave Griffiee	City of Lafayette
Carla Sheets	District LPA Coordinator

Jon Fricker called the meeting to order and called the roll to establish members present.

I. APPROVAL OF MINUTES

Jeromy Grenard moved to approve the minutes from the June 17, 2020 meeting as submitted. Stewart Kline seconded.

Jon Fricker conducted a vote by roll call. The minutes were approved unanimously.

II. ACCESS PERMITS

None.

III. AMEND THE FY 2020-2024 TIP

Program two new INDOT projects: overhead sign structure inspections on non-interstate routes, and high-mast lighting tower inspections at interstate interchanges

Doug Poad said this amendment contains two project requests from INDOT. The first project is the overhead sign structure inspection. There are approximately 3,700 of these structures throughout the state that need be inspected at various times. This last part of the project will inspect the signs that are not on

the interstates. The second project is a high mast lighting tower inspection. There are approximately 440 towers that will be inspected and cost about \$450 per inspection. The Greenfield and LaPorte districts will be done in FY 2020 and the remaining four districts will be done in FY 2021. Staff is recommending approval of this amendment to the Policy Board.

Jeromy Grenard moved to recommend approval to the Policy Board. Stewart Kline seconded.

Jon Fricker conducted a vote by roll call and the motion passed unanimously.

Yes-Vote

Jeromy Grenard
Bill Smith
Stewart Kline
Mitch Lankford
Bryce Gibson
Sallie Fahey
Jon Fricker
Jason Philhower
Jim Knapp

No-Vote

**IV. APC PROGRESS REPORT
MPO Update
Thoroughfare Plan Update**

Tim Stroshine said staff is moving forward with the update and is currently working on the final phase of the plan. This section focuses on road classifications in the county. There is meeting next week with all the local government engineers to get their opinion on the update. The plan will then be presented to the development community to get their input. Once this is done, staff will go through the process to add the plan to the Comprehensive Plan. There will be more information available next month after the meeting with the engineers.

MPO Funding Obligation Report

Sallie Fahey said this report is prepared by INDOT to show MPO obligation efforts for FY 2020. Our MPO has spent and obligated all the funding for this fiscal year.

Monthly Funding Report

Sallie Fahey said this report shows the same information but in more detail project by project. Our numbers match those of INDOT Central Accounting.

18-Month Letting List

Doug Poad said nearly all the projects listed are INDOT projects. There were no projects let in June. Projects 1 – 8 are all bridge projects on SR 25 with an October letting date. Projects 9 – 20 are scheduled for a November letting. All the projects are on I65 except for project 9 which is a superstructure replacement on SR 25. Projects 28, 29 and 30 are local projects on Lindberg Road, North River Road and Park East Boulevard. Project 43 is a new project for the Sagamore Parkway Trail and has a March 2021 letting date.

Bill Smith said projects 10 – 13 are bridge deck replacements and widening to three-lane bridges in anticipation for the INDOT six-lane ATL project. The timing with the bridges and the ATL continues to be fluid. Although this is targeted for November 2020, don't be surprised if the timeline changes. He said we are struggling because we were asked to accelerate the ATL which may cause the bridges to be part of the ATL. This will all come together in the next two years.

V. OTHER BUSINESS

Bill Smith said in reference to access permits, there were no new permits filed. The Speedway on US 52 and Veterans Memorial Parkway is currently being discussed in a meeting right now. It is not clear where this one is headed. He asked Jeromy to keep him in the loop about new information regarding this access permit.

VI. CITIZEN COMMENTS

Jon Fricker asked for a one-minute pause for citizen comments. There were none.

VII. ADJOURNMENT

The next meeting is August 19, 2020.

Jon Fricker adjourned the meeting at 2:53 pm.

Respectfully Submitted,

Chyna R. Lynch

Recording Secretary

Reviewed By,

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

Sallie Fahey

Executive Director

**FY 2020-2024 TIP Amendment
Area Plan Commission and
Indiana Department of Transportation**

**Staff Report
August 12, 2020**

BACKGROUND AND REQUEST:

There are two requests in this amendment. The first corrects an error in recalculating the FY 2021 Federal funding amounts for three local projects. The second adds either preliminary engineering or right-of-way funding to six INDOT projects and changes two of those projects' construction dates.

FY 2021 Federal Funding Correction

In June, the Technical Transportation Committee was presented with an amendment request to adjust the FY 2021 Federal STBG, Safety and TA funds. This was due to the FY 2020 final sharing agreement. After the amendment's adoption, it was discovered there was a reference error in the spreadsheet calculations. The total programmable amount for FY 2021 that was shown in the staff report, \$4,948,938, was correct. However, the adjusted funding amounts for individual projects were incorrect.

When the TIP was developed, FY 2021 funding reflected the draft FY 2020 sharing agreement. With the release of the final sharing agreement earlier this year, MPOs were instructed to use these new funding amounts for FY 2021. The spreadsheet that was put together to calculate the individual project funding amounts did not correctly reference the new amount but instead referenced the old 2020 amounts. Thus, the amounts shown in the June staff report for each individual project were not correct. There should have been an additional reduction of \$3,872 in STBG and \$10,915 in HSIP and Section 164 funds and an increase of \$555 in TA funding. The correctly adjusted amounts are:

Project	Fund Type	Corrected Amounts
Park East Boulevard	STBG	\$1,487,310
North River Road	HSIP/Section 164	\$2,196,376
Lindberg Road	TA	\$214,883

Indiana Department of Transportation

The District Office requested changes to six projects that are already programmed in the TIP. Funding for preliminary engineering is being added to four projects, which are located on US 52, SR 225, and I-65. The projects on US 52 and SR 225 involve a thin deck overlay and bridge rehabilitation/repair respectively. One project on I-65 is a concrete pavement restoration project and the other is the shrub windbreak. Funding for preliminary engineering for all four projects is programmed for FY 2021.

Funding for right-of-way acquisition is being added to two projects, which are located on SR 28 and SR 38 respectively. The project on SR 28 is a road rehabilitation project and right-of-way

acquisition is anticipated to begin in FY 2021. The SR 38 project is a bridge scour protection project and right-of-way acquisition is anticipated to begin in FY 2022.

The construction dates for the SR 28 and SR 225 projects have changed. The TIP currently shows both going to construction in FY 2020. They will now be let for construction in FY 2022. In addition to changing the letting date, the construction costs have increased.

The following tables provide detailed information for each project:

*SR 28, from US 231 to US 52, (des #1592968)
HMA Overlay (Road Rehabilitation)*

	Phase	Year	Federal Funds	Federal	State	Total
New	RW	2021	STBG	\$554,908	\$138,727	\$693,635
Update	CN	2022	STBG	\$11,569,402	\$2,892,350	\$14,461,752

*SR 38, 1.70 miles east of I-65 over the South Fork of the Wildcat Creek, (des #2000519)
Scour Protection (Erosion)*

	Phase	Year	Federal Funds	Federal	State	Total
New	RW	2022	NHPP	\$4,000	\$1,000	\$5,000

*US 52, 0.08 mile south of SR 26, (des #1900666)
Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$12,000	\$3,000	\$15,000

*SR 225, 0.6 miles north of Old SR 25, (des #1593270)
Bridge Rehab or Repair*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$12,000	\$3,000	\$15,000
Update	CN	2022	STBG	\$2,797,406	\$949,352	\$4,746,758

*I-65, at SR 38, Interchange Ramp Pavement, (des #1900647)
Concrete Pavement Restoration*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	\$18,000	\$2,000	\$20,000

*I-65, from CR 100W to US 24 Interchange I-65, (des #1902678)
Other Type Project (Shrub Windbreak)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	\$73,890	\$16,420	\$82,100

RECOMMENDATION:

Staff recommends approval of this amendment to the Policy Board.

CityBus Public Transportation Agency Safety Plan

(Version 1, Issued July 29, 2020)

1. Transit Agency Information:

Transit Agency Name	Greater Lafayette Public Transportation Corporation, CityBus
Transit Agency Address	1250 Canal Road Lafayette, IN 47902-0588
Accountable Executive	Martin Sennett, General Manager
Chief Safety Officer/SMS Executive	John Connell, Manager of Operations
Modes of Services	Fixed Route Bus ADA Paratransit
Operated or Contracted Services	None

2. Plan Development, Approval, and Updates

Entity that Drafted this Plan	Greater Lafayette Public Transportation Corporation, CityBus
Signature of Accountable Executive	
Approval of Board of Directors (Date Adopted)	July 29, 2020 Meeting Agenda Attached.
Certification of Compliance	To be determined,

Documentation of Plan Updates, Revisions:

Version Number	Section/Pages Affected	Reason for Change	Date Issued

Annual Review and Update of the Safety Plan

The Plan will be jointly reviewed and updated during the month of July of each year by the General Manger and Department Heads. All recommended changes and updates will be formalized and the General Manager (Accountable Executive), will approve the warranted changes, incorporating the changes to the new Agency Safety Plan (ASP). The updated ASP will then be forwarded to the CityBus Board of Directors for review and formal approval. Upon approval by the Board of Directors, the meeting date and resolution number shall be recorded and documented as forementioned.

3. Safety Performance Targets

The following safety performance measures have been established under the *National Public Transportation Safety Plan*.

Mode	Fatalities Total	Fatality Rate	Injuries Total	Injuries Rate	Safety Events Total	Safety Events Rate	System Reliability
Fixed Route	0	0	2	.11	3	.16	125,000
ADA Paratransit	0	0	0	0	1	.09	40,000

Safety Performance Target Coordination

CityBus' General Manager, (Accountable Executive), will share the Agency Safety Plan, (ASP), including safety performance targets, with Metropolitan Planning Organization, (MPO), each year after it's formal adoption by the CityBus Board of Directors. Copies of the ASP will also be forwarded to INDOT for review and CityBus staff will coordinate with both the MPO and INDOT in the selection of future performance targets upon request.

(Documentation of Target Transmissions)

Agency	Transmission Date	
Indiana Department of Transportation		
Area Plan Commission MPO		

4. Safety Management Policy

Safety is a core value at CityBus, and managing safety is an essential function. CityBus will develop, implement, maintain, and continuously improve processes to ensure the safety of our customers, employees, and the public. CityBus is committed to the following safety objectives:

- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees.
- Providing a culture of open reporting of all safety concerns, ensuring that no action will be taken against any employee who discloses a safety concern through CityBus's Employee Safety Reporting Program (ESRP), unless such disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Providing appropriate management involvement and the necessary resources to establish an effective ESRP that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the ESRP. (After thoroughly analyzing provided data, the CityBus operations division will develop processes and procedures to mitigate safety risk to an acceptable level.)
- Establishing safety performance targets that are realistic, measurable, and data driven. Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Martin B. Sennett,
General Manager and Accountable Executive

Safety Management Policy Communication

The Chief Safety Officer, who leads CityBus's SMS activities, introduced our staff to SMS principles in June 2020, at a Staff Meeting. CityBus's Safety Management Policy Statement will also be distributed to each employee in the form of a handout during this year's Fall Safety Training Meetings. CityBus also posts copies of the Safety Management Policy Statement on bulletin boards at Main Office and in the maintenance break areas of the maintenance division. CityBus has incorporated review and distribution of the Safety Management Policy Statement into new hire training and all-staff annual refresher training.

Authorities, Accountabilities, and Responsibilities

Accountable Executive:

The General Manager serves as CityBus's Accountable Executive with the following authorities, accountabilities, and responsibilities under this plan:

- Controls and directs human and capital resources needed to develop and maintain the ASP and SMS.
- Designates an adequately trained Chief Safety Officer who is a direct report.
- Ensures that CityBus' SMS is effectively implemented.
- Ensures action is taken to address substandard performance in CityBus' SMS.
- Assumes ultimate responsibility for carrying out CityBus' ASP and SMS
- Maintains responsibility for carrying out the agency's Transit Asset Management Plan.

Chief Safety Officer / SMS Executive:

The Accountable Executive designates the Manager of Operations as CityBus' Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:

- Develops CityBus' ASP and SMS policies and procedures
- Ensures and oversees day-to-day implementation and operation of CityBus' SMS.
- Manages CityBus' ESRP.
- Chairs the CityBus Safety Committee and Coordinates the activities of the committee; Establishes and maintains CityBus Safety Risk Register and Safety Event Log to monitor and analyze trends in hazards, occurrences, incidents, and accidents; and Maintains and distributes minutes of safety committee meetings.
- Advises the Accountable Executive on SMS progress and status.
- Identifies substandard performance in CityBus SMS and develops action plans for approval by the Accountable Executive.

- Ensures CityBus policies are consistent with CityBus safety objectives.
- Provides Safety Risk Management (SRM) expertise and support for other City Bus personnel who conduct and oversee Safety Assurance activities.

Agency Leadership and Executive Management:

Agency Leadership and Executive Management also have authorities and responsibilities for day-to-day SMS implementation and operation of City Bus' SMS under this plan. City Bus Agency Leadership and Executive Management include:

- Manager of Operations,
- Dispatchers,
- Fleet Manager and Manager of Vehicle Maintenance,
- Training personnel,
- Operations Street Supervisors.

CityBus Leadership and Executive Management personnel have the following authorities, accountabilities, and responsibilities:

- Participate as members of CityBus' Safety Committee (Dispatchers and Street Supervisors will be rotated through the Safety Committee on a one year term, other positions are permanent members).
- Complete training on SMS and City Bus' ASP elements.
- Oversee day-to-day operations of the SMS in their departments.
- Modify policies in their departments consistent with implementation of the SMS, as necessary.
- Provide subject matter expertise to support implementation of the SMS as requested by the Accountable Executive or the Chief Safety Officer, including SRM activities, investigation of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.

Key Staff:

CityBus uses the Safety Committee, as well as quarterly Drivers' Meeting and quarterly All-Staff Meetings, to support its SMS and safety programs:

- Safety Committee: Any safety hazards reported will be jointly evaluated by the Safety Committee and the Chief Safety Officer during the quarterly meeting. The Safety Committee members include the Manager of Operations (Chief Safety Officer), Dispatcher/Scheduler of Operations, two representative from fixed route, a representative from paratransit, and a representative from maintenance who meet quarterly to review issues and make recommendations to improve safety.
- Quarterly Staff Meetings: Hazard reports and mitigations will be shared, safety topics will be brought up for open discussion, further feedback solicited, and

hazard self-reporting are encouraged. Information discussed in these meetings will be documented.

Employee Safety Reporting Program:

CityBus encourages employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. There are many ways employees can report safety conditions:

- Report conditions directly to the dispatcher, who will add them to the daily Operations Log-Safety Risk Register.
- Report conditions anonymously via a locked comment box in the driver area
- Report conditions using their name or anonymously to Safety@gocitybus.com
- Report conditions directly to any supervisor, manager, or director.

Examples of information typically reported include:

- Safety concerns in the operating environment (for example, county or city road conditions or the condition of facilities or vehicles);
- Policies and procedures that are not working as intended (for example, insufficient time to complete pre-trip inspection);
- Events that senior managers might not otherwise know about (for example, near misses);
- Information about why a safety event occurred.

On a daily basis, the Chief Safety Officer reviews the dispatch daily Operations Log, checks the comment box and dedicated email address, and documents identified safety conditions in the Safety Risk Register. CityBus' Chief Safety Officer, supported by the Safety Committee, as necessary, will review and address each employee report, ensuring that hazards and their consequences are appropriately identified and resolved through CityBus' SRM process and that reported deficiencies and non-compliance with rules or procedures are managed through CityBus' Safety Assurance process.

The Chief Safety Officer discusses actions taken to address reported safety conditions during the quarterly Safety-Staff Meetings. Additionally, if the reporting employee provided his or her name during the reporting process, the Chief Safety Officer or designee follows up directly with the employee when CityBus determines whether or not to take action and after any mitigations are implemented.

CityBus encourages participation in the ESRP by protecting employees that report safety conditions in good faith. However, CityBus may take disciplinary action if the report involves any of the following

- Willful participation in illegal activity, such as assault or theft;
- Gross negligence, such as knowingly utilizing heavy equipment for purposes other than intended such that people or property are put at risk; or
- Deliberate or willful disregard of regulations or procedures, such as reporting to work under the influence of controlled substances.

5. Safety Risk Management Process

CityBus uses the SRM process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. It is a process whereby hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to CityBus' leadership.

CityBus' SRM process allows us to carefully examine what could cause harm and determine whether we have taken sufficient precautions to minimize the harm, or if further mitigations are necessary. The Chief Safety Officer leads CityBus' SRM process, working with the Safety Committee to identify hazards and consequences, assess safety risk of potential consequences, and mitigate safety risk. The results of CityBus' SRM process are documented in our Safety Risk Register and referenced materials.

SRM process applies to all elements of our system including our operations, and maintenance departments; facilities and vehicles, personnel recruitment, training, and supervision. In carrying out the SRM process, CityBus uses the following terms:

- Event – Any accident, incident, or occurrence.
- Hazard – Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure belonging to CityBus; or damage to the environment.
- Risk – Composite of predicted severity and likelihood of the potential effect of a hazard.
- Risk Mitigation – Method(s) to eliminate or reduce the effects of hazards.
- Consequence – An effect of a hazard involving injury, illness, death, or damage to CityBus property or the environment.

Safety Hazard Identification:

The safety hazard identification process offers CityBus the ability to identify hazards and potential consequences in the operation and maintenance of our system. Hazards can be identified through a variety of sources, including:

- ESRP;
- Review of vehicle camera footage;

- Review of monthly performance data and safety performance targets
- Observations from supervisors
- Maintenance reports
- Comments from customers, passengers, and third parties, including CityBus' vendors
- Safety Committee, Drivers and Staff Member concerns
- Results of audits and inspections of vehicles and facilities
- Results of training assessments
- Investigations into safety events, incidents, and occurrences; and
- Federal Transit Administration (FTA) and other oversight authorities (mandatory information source).

When a safety concern is observed by CityBus' management or supervisory personnel, whatever the source, it is reported to the Chief Safety Officer. Procedures for reporting hazards to the Chief Safety Officer are reviewed during Staff Meetings and in the Safety Committee.

The Chief Safety Officer also receives employee reports from the ESRP, customer comments related to safety, and the dispatch daily Operations Log. The Chief Safety Officer reviews these sources for hazards and documents them in Citybus' Safety Risk Register. The Chief Safety Officer also may enter hazards into the Safety Risk Register based on review of operations and maintenance activities, from the results of audits and observations, and from information received from FTA and other oversight authorities, as well as the National Transportation Safety Board.

The Chief Safety Officer may conduct further analyses of hazards and events entered into the Safety Risk Register to collect information and identify additional consequences and to inform which hazards should be prioritized for safety risk assessment. In following up on identified hazards, the Chief Safety Officer may:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other departments that may have association with or technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and

- Evaluate tasks and/or processes associated with the reported hazard.

The Chief Safety Officer will then prepare an agenda to discuss identified hazards and consequences with the Safety Committee during quarterly meetings. This agenda may include additional background on the hazards and consequences, such as the results of trend analyses, vehicle camera footage, vendor documentation, reports and observations, or information supplied by FTA or other oversight authorities. Any identified hazard that poses a real and immediate threat to life, property, or the environment must immediately be brought to the attention of the Accountable Executive and addressed through the SRM process (with or without the full Safety Committee) for safety risk assessment and mitigation. This means that the Chief Safety Officer believes immediate intervention is necessary to preserve life, prevent major property destruction, or avoid harm to the environment that would constitute a violation of Environmental Protection Agency or State environmental protection standards. Otherwise, the Safety Committee will prioritize hazards for further SRM activity.

Safety Risk Assessment:

CityBus assesses safety risk associated with identified safety hazards using its safety risk assessment process. This includes an assessment of the likelihood and severity of the consequences of hazards, including existing mitigations, and prioritizing hazards based on safety risk. The Chief Safety Officer and Safety Committee assess prioritized hazards using CityBus' Safety Risk Matrix. This matrix expresses assessed risk as a combination of one severity category and likelihood level, also referred to as a hazard rating. For example, a risk may be assessed as "1A" or the combination of a Catastrophic (1) severity category and a Frequent (A) probability level. This matrix also categorizes combined risks into levels, High, Medium, or Low, based on the likelihood of occurrence and severity of the outcome. For purposes of accepting risk:

- "High" hazard ratings will be considered unacceptable and require action from CityBus to mitigate the safety risk,
- "Medium" hazard ratings will be considered undesirable and require CityBus' Safety Committee to make a decision regarding their acceptability,
- "Low" hazard ratings may be accepted by the Chief Safety Officer without additional review.

Using a categorization of High, Medium, or Low allows for hazards to be prioritized for mitigation based on their associated safety risk. The Chief Safety Officer schedules

safety risk assessment activities on the Safety Committee agenda and prepares a Safety Risk Assessment Package. This package is distributed at least one week in advance of the Safety Committee meeting. During the meeting, the Chief Safety Officer reviews the hazard and its consequence(s) and reviews available information distributed in the Safety Risk Assessment Package on severity and likelihood. The Chief Safety Officer may request support from members of the Safety Committee in obtaining additional information to support the safety risk assessment. Once sufficient information has been obtained, the Chief Safety Officer will facilitate completion of relevant sections of the Safety Risk Register, using the CityBus Safety Risk Assessment Matrix, with the Safety Committee.

The Chief Safety Officer will document the Safety Committee's safety risk assessment, including hazard rating and mitigation options for each assessed safety hazard in the Safety Risk Register. The Chief Safety Officer will maintain on file Safety Committee agendas, Safety Risk Assessment Packages, additional information collection, and completed Safety Risk Register sections for a period of three years from the date of generation.

Safety Risk Mitigation:

CityBus' Accountable Executive and Chief Safety Officer review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations from the Safety Committee. CityBus can reduce safety risk by reducing the likelihood and/or severity of potential consequences of hazards.

Prioritization of safety risk mitigations is based on the results of safety risk assessments. The Chief Safety Officer tracks and updates safety risk mitigation information in the Safety Risk Register and makes the Register available to the Safety Committee during bimonthly meetings and to CityBus staff upon request. In the Safety Risk Register, the Chief Safety Officer will also document any specific measures or activities, such as reviews, observations, or audits, that will be conducted to monitor the effectiveness of mitigations once implemented.

6. Safety Assurance

CityBus has many processes in place to monitor its entire transit system for compliance with operations and maintenance procedures, including:

- Safety audits,
- Informal inspections,
- Regular review of onboard camera footage to assess drivers and specific incidents,
- ESRP,
- Investigation of safety occurrences,
- Safety review prior to the launch or modification of any facet of service,
- Daily data gathering and monitoring of data related to the delivery of service, and,
- Regular vehicle inspections and preventative maintenance.

Results from the above processes are compared against recent performance trends quarterly and annually by the Chief Safety Officer to determine where action needs to be taken. The Chief Safety Officer enters any identified non-compliant or ineffective activities, including mitigations, back into the SRM process for reevaluation by the Safety Committee.

CityBus monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer maintains a list of safety risk mitigations in the Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation. The Chief Safety Officer establishes one or more mechanisms for monitoring safety risk mitigations as part of the mitigation implementation process and assigns monitoring activities to the appropriate department head, manager, or supervisor. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports; conducting job performance observations; or other activities.

The Chief Safety Officer will endeavor to make use of existing CityBus processes and activities before assigning new information collection activities. The Chief Safety Officer and Safety Committee review the performance of individual safety risk mitigations during quarterly Safety Committee meetings, based on the reporting schedule determined for each mitigation, and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Safety Committee will propose a course of action to modify the mitigation or take other action to manage the safety risk. The Chief Safety Officer will approve or modify this proposed course of action and oversee its execution. CityBus' Chief Safety Officer and Safety Committee also monitor CityBus's operations

on a large scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigations;
- Monitoring employee safety reporting;
- Reviewing results of internal safety audits and inspections; and
- Analyzing operational and safety data to identify emerging safety concerns.

The Chief Safety Officer works with the Safety Committee and Accountable Executive to carry out and document all monitoring activities.

CityBus maintains documented procedures for conducting safety investigations of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of the event (see CityBus Safety Event Investigation Procedures Manual for specific procedures for conducting safety investigations).

These procedures also reflect all traffic safety reporting and investigation requirements established by Indiana Department of Motor Vehicles. The Chief Safety Officer maintains all documentation of CityBus investigation policies, processes, forms, checklists, activities, and results. As detailed in CityBus' procedures, an investigation report is prepared and sent to the Accident/Incident Review Committee for integration into their analysis of the event. CityBus Accident/Incident Review Committee consists of operations supervisors, a safety committee member and a maintenance representative.

The Chief Safety Officer chairs the board. CityBus' Accident/Incident Review Board determines whether

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

The Chief Safety Officer and Safety Committee routinely review safety data captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, the Chief Safety Officer and Safety Committee ensure that the concerns are investigated or analyzed through CityBus' SRM process. The Chief Safety Officer and Safety Committee also conduct internal and external reviews, including audits and assessments, with findings concerning CityBus' safety performance, compliance with operations and maintenance procedures, or the effectiveness of safety risk mitigations.

7. Safety Promotion

CityBus' comprehensive safety training program applies to all CityBus employees directly responsible for safety, including

- Bus vehicle operators,
- Dispatchers,
- Maintenance technicians,
- Managers and supervisors,
- Agency Leadership and Executive Management,
- Chief Safety Officer, and
- Accountable Executive

CityBus dedicates resources to conduct a comprehensive safety training program, as well as training on SMS roles and responsibilities. The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the SMS. Basic training requirements for CityBus employees, including frequencies and refresher training, are documented in CityBus' Safety Training Matrix and the CityBus Employee Handbook

Operations safety-related skill training includes the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training,
- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers,
- Classroom and on-the-job training for operations supervisors and managers, and
- Accident investigation training for operations supervisors and managers.

Vehicle maintenance safety-related skill training includes the following:

- Ongoing vehicle maintenance technician skill training,
- Ongoing skill training for vehicle maintenance supervisors,
- Accident investigation training for vehicle maintenance supervisors,
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and
- Training provided by vendors.

CityBus' Accountable Executive and Agency Department Heads must complete FTA's SMS Awareness online training.

Safety Communication:

CityBus' Chief Safety Officer and Manager of Operations coordinate CityBus' safety communication activities for the SMS. CityBus' activities focus on the three categories of communication activity established in 49 CFR Part 673 (Part 673):

- Communicating safety and safety performance information throughout the agency: CityBus communicates information on safety and safety performance in its quarterly newsletter and during quarterly Staff Meetings.
- Communicating by establishing a permanent agenda item in all weekly Staff Meetings dedicated to safety. Information typically conveyed during these meetings includes safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact CityBus' service or safety performance, and updates regarding SMS implementation.
- Communicating by soliciting information from drivers during training meetings.
- Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency: As part of new-hire training, CityBus distributes safety policies and procedures, included in the CityBus Employee Handbook, to all employees
- CityBus provides training on these policies and procedures and discusses them during safety talks between supervisors and bus operators and vehicle technicians. For newly emerging issues or safety events at the agency, CityBus Chief Safety Officer issues bulletins or messages to employees that are reinforced by supervisors in one-on-one or group discussions with employees.
- Informing employees of safety actions taken in response to reports submitted through the ESRP: City Bus provides targeted communications to inform employees of safety actions taken in response to reports submitted through the ESRP, including handouts and flyers, safety talks, updates to bulletin boards, and one-on-one discussions between employees and supervisors.

Additional Information:

CityBus will maintain documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this ASP; and the results from its SMS processes and activities for three years after creation. They will be available to the FTA or other Federal or oversight entity upon request.

Thoroughfare Plan Update

Tim Stroshine

Current Plan

- 2 Considerations
 - Urban vs Rural
 - Street Design
- Fits elements into Right-of-Way

Updated Plan- Three Considerations

- Development Intensity
- Land Use
- Street Design

Development Intensity

- How much has been built on the land?
- 4 categories
 - Urban Downtown
 - Urban
 - Town
 - Rural

Land Use

- How do people spend time in this place?
- 4 categories
 - Commercial/Industrial
 - Mixed Use
 - Residential
 - Rural

Street Design

- How many vehicles, bicycles, pedestrians, and transit users on a street?
- Classifications
 - Primary Arterials
 - Divided Primary Arterial
 - Secondary Arterials
 - One-Way Pair Arterial
 - Major Collectors
 - Minor Collectors
 - Local Roads

Classification of Existing Roads

- To be reviewed (see maps)
- Arterials= longer roads, higher volumes
- Collectors= shorter roads, connect two other classified roads

Design Standards by Classification

- Each Classification Requires Standards for:
 - Pavement Width
 - Lane Width
 - Sight Distance
 - Bike Lanes/Bike Lane Width
 - Trails/Trail Width
 - Sidewalks/Sidewalk Width
 - Several Other Design Considerations
- Right-of-Way Width is determined by elements required/included

Example of Using This Plan

Urban-Downtown



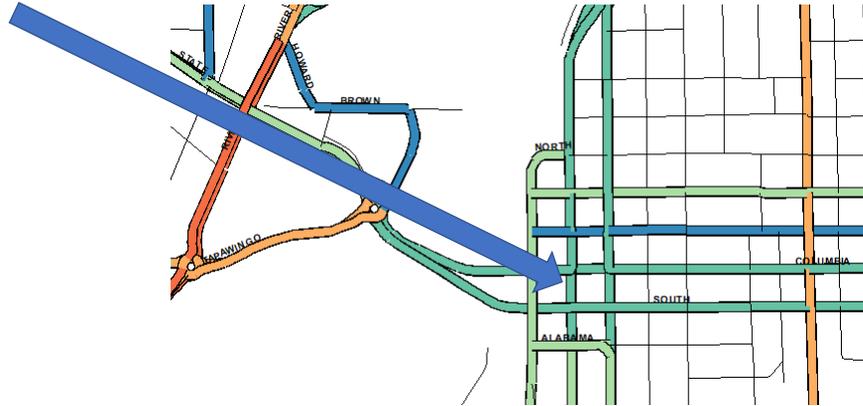
Example of Using This Plan

Mixed Use



Example of Using This Plan

3rd Street: One-Way Pair Primary Arterial
 Columbia Street: One-Way Pair Primary Arterial



Example of Using This Plan

DESIGN STANDARDS FOR PUBLIC ROADS

URBAN-DOWNTOWN: MIXED-USE

Roadway Type	Min Pavement Width	Lane Width (Range)	Max Grade	Min Radius of Curve	Min Length of Tangent	Min Sight Distance	Min Corner Radius	Min Turn-Around	Min On-Street Parking Width	Loading Zone Width	Transit Put-Off Width	Bike Lane Width	Min Sidewalk Width	Min Trail Width	Min Shoulder Width	Min Side Ditch Width	ROW Width - Calculated
Divided Primary Arterial	54	11.5-12	Design	Design	Design	Design	Design	N/A	N/A	N/A	11	5	6	10	N/A	N/A	Varies
Primary Arterial	50	11.5-12	Design	Design	Design	Design	Design	N/A	N/A	N/A	11	5	6	10	N/A	N/A	Varies
Secondary Arterial	50	11.5-12	Design	Design	Design	Design	Design	N/A	N/A	N/A	11	5	6	10	N/A	N/A	Varies
One-Way Pair Arterial	26	11-12	Design	Design	Design	Design	Design	N/A	N/A	N/A	11	5	6	10	N/A	N/A	Varies
Major Collector	36	11-11.5	6%	200	200	250	40	N/A	8	9	11	5	6	10	N/A	N/A	Varies
Minor Collector	36	11-11.5	7%	100	Design	200	25	N/A	8	9	11	5	6	10	N/A	N/A	Varies
Local Road	34	10.5-11	7%	100	Design	200	25	80	8	9	11	5	5	10	N/A	N/A	Varies

Example of Using This Plan

- For a re-development of 20 N 3rd St, the project would need to meet the design standards for **BOTH** Columbia St and 3rd St
- For some projects, exceptions may be desired, or make more sense for that individual case
 - Currently, the plan states that exceptions from the standards are at the discretion of the local government engineer
 - An appeal process will be allowed, but has not been finalized

18 Month Letting List - August 1, 2020

(INDOT update: July 15, 2020)

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
1	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB over Bridge Creek; 10.50 mi N of I-65	1800455 B-41001	
2	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB @ Bridge Creek;10.50 mi N of I-65	1800443 B-41001	
3	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB @ CR 900N; 10.80 mi N of I-65	1800442 B-41001	
4	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB @ CR 900N; 10.80 mi N of I-65	1800440 B-41001	
5	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	11.30 mi N of I-65 (SB)	1800439 B-41001	
6	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB @ County Line Rd; 11.30 mi N of I-65	1800438 B-41001	
7	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	NB over N&S RR; 11.10 mi N of I-65 (NB)	1800421 B-41001	
8	S	10/7/2020	SR 25	Bridge Thin Deck Overlay	SB over N&S RR; 11.10 mi N of I-65	1800418 B-41001	
9	S	11/10/2020	SR 25	Replace Superstructure	Bridge over Big Shawnee Creek 3.05 miles S of SR 28	1298419 B-39761	
10	S	11/10/2020	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-39961	
11	S	11/10/2020	I-65	Bridge Deck Replacement (<i>TIP shows project as Deck Replacement/Widening</i>)	SB Bridge over SR 43, 3.13 mi N of SR 25	1601090 B-39961	
12	S	11/10/2020	I-65	Bridge Deck Replacement (<i>TIP shows project as Deck Replacement/Widening</i>)	NBL, .77 N SR 43, at Burnett Creek	1601091 B-39961	
13	S	11/10/2020	I-65	Bridge Deck Replacment (<i>TIP shows project as Deck Replacement/Widening</i>)	0.77 mi N of SR 43 at Burnett Creek (SBL)	1601092 B-39961	
14	S	11/10/2020	I-65	Bridge Maintenance And Repair	I-65 NB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	1900665 B-39961	
15	S	11/10/2020	I-65	Bridge Maintenance And Repair	I-65 SB over CSX, N 9TH ST, BURNETT CR, 00.58 S SR 43	1600664 B-39961	
16	S	11/10/2020	I-65	Bridge Painting	NBL over Wildcat Creek; 01.04 mi S of SR 25	1800399 B-40942	
17	S	11/10/2020	I-65	Bridge Painting	SBL over Wildcat Creek; 01.04 mi S of SR 25	1800400 B-40942	
18	S	11/10/2020	I-65	Bridge Painting	NB over SR 26 EB/WB; 03.04 mi S of SR 25	1800401 B-40942	
19	S	11/10/2020	I-65	Bridge Painting	SB over SR 26 EB/WB; 03.04 mi S of SR 25	1800402 B-40942	
20	S	11/10/2020	I-65	Bridge Painting	Swisher Road @ I-65 NBL/SBL; 00.92 mi S of SR 43	1800431 B-40942	
21	S	12/9/2020	I 65	Bridge Thin Deck Overlay	CR 100S/McCarty Ln @ I- 65 NB/SB; 01.32 mi S of SR 26	1800451 B-41003	

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
22	S	12/9/2020	US 231	Bridge Thin Deck Overlay	SB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800433 B-41003	
23	S	12/9/2020	US 231	Bridge Thin Deck Overlay	NB @ Big Wea Cr, Elliott Dt; 01.28 mi S of SR 25	1800432 B-41003	
24	S	12/9/2020	US 52	Bridge Thin Deck Overlay	WBL @ NS RR; 01.92 mi E of SR 25	1800430 B-41003	
25	S	12/9/2020	US 52	Bridge Thin Deck Overlay	EBL @ NS RR; 01.92 mi E of SR 25	1800425 B-41003	
26	S	12/9/2020	SR 38	Bridge Thin Deck Overlay	over S Fork Wildcat Creek; 01.70 mi E of I-65	1800452 B-41003	
27	S	12/9/2020	SR 28	HMA Overlay, Structural (TIP shows project as Road Rehabilitation)	From US 231 to US 52 W Jctn	1592968 R-38772	
28	S	1/13/2021	Lindberg Road	Road Reconstruction (3R/4R Standards)	Lindberg road from Klondike to McCormick	1173627 R-35297	
29	S	1/13/2021	N. River Road	Intersect. Improv. W/ Added Turn Lanes	CR 500 N approach in Tippecanoe County	1401279 R-37908	
30	S	1/13/2021	Park East Boulevard	New Road Construction	New Road between Haggerty Lane and SR 38	1700405 R-40125	
31	S	1/13/2021	SR 26	Concrete Pavement Preservation (CPP)	From I-65 SB Ramps to 1.49 mi E of I-65	1800569 RS-40964	
32	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	SB over Buck Creek; 05.00 mi N of I-65	1800413 R-41002	
33	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	NB over Buck Creek; 05.00 mi N of I-65	1800414 R-41002	
34	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	NB over Sugar Creek; 08.10 mi N of I-65	1800419 R-41002	
35	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	SB over Sugar Creek; 08.10 mi N of I-65	1800420 R-41002	
36	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	NB over No Name Creek; 09.80 mi N of I-65	1800437 R-41002	
37	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	SB @ No Name Creek; 09.80 mi N of I-65	1800441 R-41002	
38	S	2/10/2021	SR 25	Bridge Thin Deck Overlay	CR 300N @ SR 25 SB/NB, N&S RR, 01.30 mi N of I-65	1800445 R-41002	
39	S	3/10/2021	SR 38	Debris Removal	1.70 mi E of I-65, over S Fork Wildcat Creek	1801353 R-42548	
40	S	3/10/2021	SR 38	ADA Sidewalk Ramp Construction	From 3.85 mi W of I65 to 0.94 mi E of I65	1900494 R-41002	
41	S	4/7/2021	SR 38	HMA Overlay, Structural (TIP shows project as Road Rehabilitation)	From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	1601073 R-39959	
42	C	11/17/2021	Sagamore Parkway Trail	Bike/Pedestrian Facilities	from Happy Hollow to the bridge over the Wabash River Bridge	1401287 R-37915	3/10/2021
43	C	12/8/2021	I-65	Concrete Pavement Restoration (CPR)	At SR 38 Interchange, Ramp Pavement	1900647 R-42039	7/14/2021

Same, New, Change, Not Listed, Relisted

Bid Letting Results

None to Report

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
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Tippecanoe County

Klondike Road, Des #1173626

Contract # R-35296

Consulting Firm: Strand Associates, Inc.

Project Schedule

Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design (not req. by INDC)	---	---	---	---	---	---	---	---
Environ. Report Complete	1/17	1/17	1/17	1/17	1/17	100%	1/17	100%
R/W Clear	11/17	11/17	11/17	11/17	11/17	100%	11/17	100%
Stage 3 Design	10/17	10/17	10/17	10/17	10/17	100%	10/17	100%
Ready for Contract	1/18	1/18	1/18	1/18	1/18	100%	1/18	100%
Letting	3/18	3/18	3/18	3/18	3/18	100%	3/18	100%

Project Funding

<i>PE Updated Estimate</i>	\$879,800	\$879,800	\$879,800	\$879,800	\$879,800		\$879,800	
Awarded Federal Funds PE	\$143,840	\$143,840	\$143,840	\$143,840	\$143,840		\$143,840	
TIP PE Amount (Fed \$)	\$509,640	\$509,640	\$509,640	\$509,640	\$509,640		\$509,640	FY '14,'15,'18
<i>RW Updated Estimate</i>	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064	\$2,554,064		\$2,554,064	
Awarded Federal Funds RW	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762		\$2,068,762	
TIP RW Amount (Fed \$)	\$2,161,217	\$2,068,762	\$2,068,762	\$2,068,762	\$2,068,762		\$2,068,762	FY '15-'18
<i>CN Updated Estimate (w/ CE)</i>	\$10,034,722	\$10,034,722	\$10,034,722	\$10,034,722	\$10,124,020		\$10,355,000	
Awarded Federal Funds CN	\$8,050,788	\$8,050,788	\$8,050,788	\$8,050,788	\$8,122,226		\$8,440,104	
TIP CN Amount (Fed \$)	\$8,282,631	\$8,287,620	\$8,287,620	\$8,287,620	\$8,582,276		\$8,582,276	FY '18-'20
Total All Phases	\$13,468,586	\$13,468,586	\$13,468,586	\$13,468,586	\$13,557,884		\$13,788,864	

Permits Required

401	1/17	1/17	1/17	1/17	1/17		1/17	
404	1/1	1/1	1/1	1/1	1/1		1/1	
Rule 5	5/17	5/17	5/17	5/17	5/17		5/17	

LPA Comment: Email sent to MPO.

APC Comment: Cost increased due to additional costs associated with the nearby railroad. Is construction still on schedule for a November completion?

Lindberg Road, Des #1173627

Contract # R-35297

Consulting Firm: Strand Associates, Inc.

Project Schedule

Stage 1 Design	4/14	4/14	4/14	4/14	4/14	100%	4/14	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	5/14	5/14	5/14	5/14	5/14	100%	5/14	100%
R/W Clear	11/17	11/17	11/17	11/17	11/17	100%	11/17	100%
Stage 3 Design	10/17	10/17	10/17	10/17	10/17	100%	10/17	100%
Ready for Contract	3/20	4/20	4/20	4/20	12/20	0%	12/20	0%
Letting	4/20	7/20	7/20	7/20	1/21	0%	1/21	0%

Project Funding

<i>PE Updated Estimate</i>	\$402,000	\$402,000	\$402,000	\$402,000	\$402,000		\$402,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>RW Updated Estimate</i>	\$410,134	\$410,134	\$410,134	\$410,134	\$410,134		\$410,134	
Awarded Federal Funds RW	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860		\$319,860	
TIP RW Amount (Fed \$)	\$319,860	\$319,860	\$319,860	\$319,860	\$319,860		\$319,860	FY '16 & '17
<i>CN Updated Estimate (w/ CE)</i>	\$4,018,838	\$4,468,838	\$4,468,838	\$4,367,827	\$3,917,827		\$4,118,778	
Awarded Federal Funds CN	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692		\$2,850,050	
TIP CN Amount (Fed \$)	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692	\$2,650,692		\$2,650,692	FY '21
Total All Phases	\$4,830,972	\$5,280,972	\$5,280,972	\$5,179,961	\$4,729,961		\$4,930,912	

Permits Required

401	no information		7/20					
404	no information		6/20					
Rule 5	no information	no information	no information	no information	5/17		5/17	

LPA Comment: Email sent to MPO.

APC Comment: CN cost updated again.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
North River Road at River Bend Hospital, Des #1401047						<i>Contract # R-37686</i>		
Consulting Firm: Beam, Longest and Neff, LLC								
<i>Project Schedule</i>								
Stage 1 Design	4/15	4/15	4/15	4/15	4/15	100%		100%
Stage 2 Design	---	---	---	---	---	---		---
Environ. Report Complete	3/17	3/17	3/17	3/17	3/17	100%		100%
R/W Clear	6/18	6/18	6/18	6/18	6/18	100%		100%
Stage 3 Design	5/18	5/18	5/18	5/18	5/18	100%		100%
Ready for Contract	7/18	7/18	7/18	7/18	7/18	100%		100%
Letting	10/18	10/18	10/18	10/18	10/18	100%		100%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$231,000	\$231,000	\$231,000	\$231,000	\$231,000			
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0			
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0			
<i>RW Updated Estimate</i>	\$95,116	\$95,116	\$95,116	\$95,116	\$95,116			
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0			
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0			
<i>CN Updated Estimate (w/ CE)</i>	\$1,101,949	\$1,101,949	\$1,101,949	\$1,101,949	\$1,101,949			
Awarded Federal Funds CN	\$659,800	\$832,160	\$832,160	\$832,160	\$832,160			
TIP CN Amount (Fed \$)	\$659,800	\$832,160	\$832,160	\$832,160	\$832,160			FY '19
Total All Phases	\$1,428,065	\$1,428,065	\$1,428,065	\$1,428,065	\$1,428,065			
<i>Permits Required</i>								
401	approved	approved	5/18	5/18	5/18			
404	5/18	5/18	5/18	5/18	5/18			
DNR	5/17	5/17	5/17	5/17	5/17			
Rule 5	5/18	5/18	5/18	5/18	5/18			

LPA Comment: Email sent to MPO.

APC Comment: No report received. All Purchase Orders closed. Will remove from list next quarter.

Concord at CR 430S Intersection, Des #1401282 *Contract # R-37912*

Consulting Firm: Butler, Fairman and Seufert, Inc.								
<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	8/17	8/17	8/17	8/17	8/17	100%	8/17	100%
R/W Clear	12/18	12/18	12/18	12/18	12/18	100%	12/18	100%
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Ready for Contract	12/18	12/18	12/18	12/18	12/18	100%	12/18	100%
Letting	3/19	3/19	3/19	3/19	3/19	100%	3/19	100%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$225,355	\$225,355	\$225,355	\$225,355	\$225,355		\$225,355	
Awarded Federal Funds PE	\$202,820	\$202,820	\$202,820	\$202,820	\$202,820		\$202,820	
TIP PE Amount (Fed \$)	\$202,820	\$202,820	\$202,820	\$202,820	\$202,820		\$202,820	FY '16
<i>RW Updated Estimate</i>	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		\$200,000	
Awarded Federal Funds RW	\$165,420	\$165,420	\$165,420	\$165,420	\$165,420		\$165,420	
TIP RW Amount (Fed \$)	\$165,420	\$165,420	\$165,420	\$165,420	\$165,420		\$165,420	FY '18
<i>CN Updated Estimate (w/ CE)</i>	\$823,605	\$823,605	\$823,605	\$823,605	\$823,605		\$823,605	
Awarded Federal Funds CN	\$893,931	\$741,244	\$741,244	\$832,732	\$832,732		\$832,732	
TIP CN Amount (Fed \$)	\$758,751	\$758,751	\$758,751	\$758,751	\$758,751		\$758,751	FY '19
Total All Phases	\$1,248,960	\$1,248,960	\$1,248,960	\$1,278,406	\$1,248,960		\$1,248,960	
<i>Permits Required</i>								
Rule 5	7/18	7/18	7/18	7/18	7/18		7/18	

LPA Comment: Email sent to MPO.

APC Comment: What is the status of purchase orders that need to be closed out to finalize this project?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
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River Road at CR 500N, Des #1401279 Contract # R-37908

Consulting Firm: VS Engineering, Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	3/17	3/17	3/17	3/17	3/17	100%	3/17	100%
R/W Clear	10/19	10/19	10/19	4/20	5/20	93%	8/20	93%
Stage 3 Design	6/20	6/20	6/20	6/20	6/20	75%	8/20	90%
Ready for Contract	9/20	9/20	9/20	9/20	9/20	0%	11/20	0%
Letting	11/20	11/20	11/20	11/20	1/21	0%	1/21	0%

Project Funding								
PE Updated Estimate	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		\$200,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	---
RW Updated Estimate	\$396,180	\$396,180	\$396,180	\$396,180	\$396,180		\$396,180	
Awarded Federal Funds RW	\$382,201	\$382,201	\$382,201	\$382,201	\$382,201		\$382,201	
TIP RW Amount (Fed \$)	\$382,201	\$382,201	\$382,201	\$382,201	\$382,201		\$382,201	FY '17/'18
CN Updated Estimate (w/ CE)	\$2,575,000	\$2,875,000	\$2,875,000	\$2,875,000	\$3,600,000		\$3,815,000	
Awarded Federal Funds CN	\$1,839,470	\$2,311,767	\$2,311,767	\$2,311,767	\$2,311,767		\$2,450,511	
TIP CN Amount (Fed \$)	\$2,311,767	\$2,311,767	\$2,311,767	\$2,311,767	\$2,311,767		\$2,311,767	FY '21
Total All Phases	\$3,171,180	\$3,471,180	\$3,471,180	\$3,471,180	\$4,196,180		\$4,411,180	

Permits Required								
401	*not listed until q3 2020*				no information		no information	
404	not issued	not issued	no information	no information	no information		6/19	
Rule 5	not issued	not issued	no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: Several changes in expected completion dates for different project milestones. Utility costs increased, causing increase in total project cost. How close is R/W to being complete?

Morehouse Road Reconstruction, Des #1401280 Contract # R-37909

Consulting Firm: DLZ Indiana, LLC

Project Schedule								
Stage 1 Design	6/18	6/18	6/18	6/18	6/18	100%	6/18	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	12/19	12/19	12/19	5/20	5/20	80%	5/20	80%
R/W Clear	8/21	8/21	6/23	6/23	6/23	0%	6/23	0%
Stage 3 Design	8/21	8/21	6/23	6/23	6/23	0%	6/23	0%
Ready for Contract	11/21	11/21	9/23	9/23	9/23	0%	9/23	0%
Letting	1/22	1/22	1/22	11/23	11/23	0%	11/23	0%

Project Funding								
PE Updated Estimate	\$898,920	\$898,920	\$914,690	\$914,690	\$914,690		\$914,690	
Awarded Federal Funds PE	\$576,983	\$576,983	\$576,983	\$576,983	\$576,983		\$576,983	
TIP PE Amount (Fed \$)	\$576,983	\$576,983	\$576,983	\$576,983	\$576,983		\$576,983	FY '17-'19
RW Updated Estimate	\$906,000	\$906,000	\$906,000	\$1,181,420	\$1,181,420		\$1,181,420	
Awarded Federal Funds RW	\$321,603	\$679,347	\$679,347	\$679,347	\$679,347		\$679,347	
TIP RW Amount (Fed \$)	\$679,347	\$679,347	\$679,347	\$679,347	\$679,347		\$679,347	FY '22 & '23
CN Updated Estimate (w/ CE)	\$7,387,500	\$7,387,500	\$7,387,500	\$8,127,974	\$8,446,370		\$8,346,370	
Awarded Federal Funds CN	\$0	\$4,159,304	\$4,159,304	\$4,159,304	\$4,159,304		\$4,159,304	
TIP CN Amount (Fed \$)	\$4,159,304	\$4,159,304	\$4,159,304	\$4,159,304	\$4,159,304		\$4,159,304	FY '24
Total All Phases	\$9,192,420	\$9,192,420	\$9,192,420	\$10,224,084	\$10,542,480		\$10,442,480	

Permits Required								
401	no information		no information					
404	no information		no information					
Rule 5	no information		no information					
DNR	no information		no information					

LPA Comment: Email sent to MPO.

APC Comment: Was environmental report completed? Shows 5/20 as estimated completion, but only 80% complete. CN estimate went down by 1.2 million, but construction engineering and utilities went up by 1.1 million (combined).

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Yeager Road Reconstruction, Des #1401281						Contract # R-37907		
Consulting Firm: CrossRoads Engineers, PC								
<i>Project Schedule</i>								
Stage 1 Design	4/17	4/17	4/17	4/17	4/17	100%	4/17	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	12/19	12/19	12/19	2/20	3/20	100%	3/20	100%
R/W Clear	5/21	6/21	6/21	6/21	6/21	0%	5/22	0%
Stage 3 Design	6/21	6/21	6/21	6/21	6/21	30%	5/22	5%
Ready for Contract	9/21	9/21	9/21	9/21	9/21	0%	8/22	0%
Letting	11/21	11/21	10/22	10/22	10/22	0%	10/22	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$433,160	\$487,860	\$487,860	\$487,860	\$487,860		\$487,860	
Awarded Federal Funds PE	\$346,528	\$390,288	\$390,288	\$390,288	\$390,288		\$390,288	
TIP PE Amount (Fed \$)	\$346,528	\$390,288	\$390,288	\$390,288	\$390,288		\$390,288	FY '17
<i>RW Updated Estimate</i>	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$500,000	
Awarded Federal Funds RW	\$169,524	\$659,118	\$659,118	\$644,051	\$644,051		\$453,156	
TIP RW Amount (Fed \$)	\$335,587	\$659,118	\$659,118	\$644,051	\$644,051		\$644,051	FY '20
<i>CN Updated Estimate (w/ CE)</i>	\$4,700,000	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000		\$6,187,500	
Awarded Federal Funds CN	\$0	\$3,573,668	\$3,573,668	\$3,573,668	\$3,573,668		\$3,573,668	
TIP CN Amount (Fed \$)	\$3,573,668	\$3,573,668	\$3,573,668	\$3,573,668	\$3,573,668		\$3,573,668	FY '23
Total All Phases	\$5,633,160	\$6,237,860	\$6,237,860	\$6,237,860	\$6,237,860		\$7,175,360	
<i>Permits Required</i>								
401	no information		no information					
404	no information		no information					
DNR	no information		no information					
Rule 5	no information		no information					

LPA Comment: Email sent to MPO.

APC Comment: CN and CE costs increased from last quarter. What caused all the schedule changes?

McCutcheon Pedestrian Safety, Des #1601028

Contract # R-39582

Consulting Firm: Butler, Fairman and Seufert, Inc.

<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	6/20	6/20	6/20	11/19	11/19	100%	11/19	100%
R/W Clear	6/21	6/21	6/21	6/21	6/21	0%	6/21	0%
Stage 3 Design	6/21	6/21	6/21	6/21	6/21	15%	6/22	15%
Ready for Contract	9/21	9/21	9/21	9/21	9/21	0%	9/22	0%
Letting	11/21	11/21	11/21	11/21	11/21	0%	11/22	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$205,100	\$316,870	\$316,870	\$316,870	\$316,870		\$316,870	
Awarded Federal Funds PE	\$285,183	\$285,183	\$285,183	\$285,183	\$285,183		\$285,183	
TIP PE Amount (Fed \$)	\$295,183	\$295,183	\$295,183	\$295,183	\$295,183		\$295,183	FY '18 & '19
<i>RW Updated Estimate</i>	\$500,000	\$500,000	\$500,000	\$500,000	\$300,000		\$300,000	
Awarded Federal Funds RW	\$450,000	\$450,000	\$450,000	\$450,000	\$298,162		\$263,732	
TIP RW Amount (Fed \$)	\$450,000	\$450,000	\$450,000	\$450,000	\$263,732		\$263,732	FY '20
<i>CN Updated Estimate (w/ CE)</i>	\$990,500	\$990,500	\$990,500	\$990,500	\$990,500		\$990,350	
Awarded Federal Funds CN	\$769,750	\$769,750	\$769,750	\$874,291	\$874,291		\$874,291	
TIP CN Amount (Fed \$)	\$874,291	\$874,291	\$874,291	\$874,291	\$874,291		\$874,291	FY '23
Total All Phases	\$1,695,600	\$1,807,370	\$1,807,370	\$1,807,370	\$1,607,370		\$1,730,970	
<i>Permits Required</i>								
None Required	---	---	---	---	---		---	

LPA Comment: Email sent to MPO.

APC Comment: Total cost went up due to \$123,750 being added as funding for construction engineering. Schedule moved back 1 year due to funding?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Bridge # 64, Des # 1802907						<i>Contract # B-41940</i>		
Consulting Firm: Butler, Fairman and Seufert. Inc.								
<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	---	---	---	---	---	---	---	---
R/W Clear	---	---	---	---	---	---	---	---
Stage 3 Design	---	---	---	---	---	---	---	---
Ready for Contract	---	---	---	---	---	---	---	---
Letting	7/23	7/23	7/23	7/23	7/23	0%	7/23	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$0	\$0	\$59,200	\$59,200	\$59,200		\$59,200	
Awarded Federal Funds PE	\$0	\$0	\$47,360	\$47,360	\$47,360		\$47,360	
TIP PE Amount (Fed \$)	---	---	---	---	---		---	
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	---	---	---	---	---		---	
<i>CN Updated Estimate (w/ CE)</i>	\$1,676,674	\$1,525,174	\$1,525,174	\$1,677,674	\$1,677,674		\$1,677,674	
Awarded Federal Funds CN	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139		\$1,342,139	
TIP CN Amount (Fed \$)	---	\$1,342,139	\$1,342,139	\$1,342,139	\$1,342,139		\$1,342,139	FY '24
Total All Phases	\$1,677,674	\$1,677,674	\$1,677,674	\$1,736,874	\$1,736,874		\$1,736,874	
<i>Permits Required</i>								
401	no information		no information					
404	no information		no information					
DNR	no information		no information					
Rule 5	no information		no information					

LPA Comment: Email sent to MPO.

APC Comment: No comment.

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Bridge # 65, Des # 1802905						<i>Contract # B-41940</i>		
Consulting Firm: Butler, Fairman and Seufert. Inc.								
<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	---	---	---
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	---	---	---	---	---	---	---	---
R/W Clear	---	---	---	---	---	---	---	---
Stage 3 Design	---	---	---	---	---	---	---	---
Ready for Contract	---	---	---	---	---	---	---	---
Letting	7/23	7/23	7/23	7/23	7/23	0%	7/23	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$0	\$0	\$155,640	\$149,640	\$149,640		\$149,640	
Awarded Federal Funds PE	\$0	\$0	\$124,512	\$119,712	\$119,712		\$119,712	
TIP PE Amount (Fed \$)	---	---	---	---	---		---	
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	---	---	---	---	---		---	
<i>CN Updated Estimate (w/ CE)</i>	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386		\$1,889,386	
Awarded Federal Funds CN	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509		\$1,511,509	
TIP CN Amount (Fed \$)	---	\$1,511,509	\$1,511,509	\$1,511,509	\$1,511,509		\$1,511,509	FY '24
Total All Phases	\$1,889,386	\$1,889,386	\$1,889,386	\$1,889,386	\$2,039,026		\$2,039,026	
<i>Permits Required</i>								
401	no information		no information					
404	no information		no information					
DNR	no information		no information					
Rule 5	no information		no information					

LPA Comment: Email sent to MPO.

APC Comment: No comment.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Bridge # 527 over Wea Creek, Des # 1902754								Contract # B-42752

Consulting Firm: ---

Project Schedule								
Stage 1 Design					---	---	---	---
Stage 2 Design					---	---	---	---
Environ. Report Complete					---	---	---	---
R/W Clear					---	---	---	---
Stage 3 Design					---	---	---	---
Ready for Contract					---	---	---	---
Letting					12/23	0%	12/23	0%
Project Funding								
<i>PE Updated Estimate</i>					\$204,000		\$204,000	
Awarded Federal Funds PE					\$0		\$0	
TIP PE Amount (Fed \$)					---		---	
<i>RW Updated Estimate</i>					\$146,000		\$146,000	
Awarded Federal Funds RW					\$0		\$0	
TIP RW Amount (Fed \$)					---		---	
<i>CN Updated Estimate (w/ CE)</i>					\$2,700,000		\$2,700,000	
Awarded Federal Funds CN					\$2,160,000		\$2,160,000	
TIP CN Amount (Fed \$)					---		---	FY '24
Total All Phases					\$3,050,000		\$3,050,000	
Permits Required								
401					no information		no information	
404					no information		no information	
DNR					no information		no information	
Rule 5					no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: No comment.

County Bridge Inspections, Des # 1500252	Contract # PLC-38268
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Consulting Firm: VS Engineering, Inc.

Project Schedule								
Start Plan Development	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
State/LPA Contract	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Notice to Proceed	9/18	9/18	9/18	9/18	9/18	100%	9/18	100%
Inspection Report Ph. 1	12/18	12/18	12/18	12/18	12/18	100%	12/18	100%
Inspection Report Ph. 1A	12/19	12/19	12/19	12/19	12/19	100%	12/19	100%
Inspection Report Ph. 2	12/20	12/20	12/20	12/20	12/20	100%	12/20	100%
Inspection Report Ph. 2A	12/21	12/21	12/21	12/21	12/21	0%	12/21	0%
Project Funding								
Inspection Report Ph. 1 (Total C					\$548,727		\$548,727	
Awarded Federal Funds PE					\$438,982		\$438,982	
TIP PE Amount (Fed \$)					\$438,981		\$438,981	
Inspection Report Ph. 1A					\$57,969		\$57,969	
Awarded Federal Funds					\$46,375		\$46,375	
TIP PE Amount (Fed \$)					\$46,376		\$46,376	FY '20
Inspection Report Ph. 2					\$338,476		\$338,476	
Awarded Federal Funds					\$270,781		\$270,781	
TIP PE Amount (Fed \$)					\$0		\$270,781	FY '21
Inspection Report Ph. 2A					\$23,960		\$23,960	
Awarded Federal Funds					\$19,168		\$19,168	
TIP PE Amount (Fed \$)					\$0		\$19,168	FY '22

LPA Comment: No comment.

APC Comment: No comment.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Lafayette								

Twyckenham Boulevard Reconstruction, Des #1401285

Contract # R-37906

Consulting Firm: Butler, Fairman and Seufert, Inc.

Project Schedule								
Stage 1 Design	---	---	---	---	---	0%	---	0%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	7/18	7/18	7/18	7/18	7/18	100%	7/18	100%
R/W Clear	7/19	8/19	8/19	8/19	8/19	100%	8/19	100%
Stage 3 Design	7/19	7/19	7/19	7/19	7/19	100%	7/19	100%
Ready for Contract	7/19	10/19	10/19	10/19	10/19	100%	10/19	100%
Letting	10/19	12/19	12/19	12/19	12/19	100%	12/19	100%

Project Funding								
PE Updated Estimate	\$522,920	\$522,920	\$522,920	\$522,920	\$522,920		\$522,920	
Awarded Federal Funds PE	\$418,336	\$418,336	\$418,336	\$418,336	\$418,336		\$418,336	
TIP PE Amount (Fed \$)	\$418,336	\$418,336	\$418,336	\$418,336	\$418,336		\$418,336	FY '17
RW Updated Estimate	\$250,000	\$107,866	\$156,866	\$156,866	\$156,866		\$156,866	
Awarded Federal Funds RW	\$200,000	\$86,293	\$125,493	\$125,493	\$125,493		\$125,493	
TIP RW Amount (Fed \$)	\$151,000	\$151,000	\$151,000	\$151,000	\$151,000		\$151,000	FY '19
CN Updated Estimate (w/ CE)	\$3,674,664	\$4,115,795	\$4,147,713	\$3,879,807	\$3,879,807		\$3,879,807	
Awarded Federal Funds CN	\$2,939,731	\$3,292,636	\$2,779,726	\$3,103,845	\$3,103,845		\$3,103,845	
TIP CN Amount (Fed \$)	\$3,323,555	\$3,323,555	\$3,323,555	\$3,323,555	\$3,323,555		\$3,323,555	FY '20
Total All Phases	\$4,447,564	\$4,746,581	\$4,827,499	\$4,559,593	\$4,559,593		\$4,559,593	

Permits Required								
Rule 5	no information	5/19	5/19	5/19	5/19		5/19	

LPA Comment: Construction is progressing nicely. First phase of construction was the south side of Twyckenham Blvd from 9th Street to Poland Hill Road. Storm sewers have been constructed, curb and gutters poured, paving through the intermediate course is complete, and the trail has been paved. Traffic is scheduled to be shifted to the south side, with north side construction commencing on 7/16/2020.

APC Comment: No comment.

Park East Blvd. Extension, Des # 1700405

Contract # R-40125

Consulting Firm: American Structurepoint Inc.

Project Schedule								
Stage 1 Design	6/19	6/19	6/19	6/19	6/19	100%	6/19	100%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	11/19	11/19	11/19	6/20	6/20	80%	6/20	90%
R/W Clear	11/20	11/20	11/20	11/20	11/20	10%	11/20	25%
Stage 3 Design	3/20	3/20	3/20	3/20	8/20	30%	8/20	90%
Ready for Contract	11/20	11/20	1/21	1/21	1/21	0%	1/21	0%
Letting	1/21	1/21	1/21	1/21	1/21	0%	1/21	0%

Project Funding								
PE Updated Estimate	\$253,125	\$253,125	\$253,125	\$253,125	\$253,125		\$253,125	
Awarded Federal Funds PE	\$202,500	\$202,500	\$202,500	\$202,500	\$202,500		\$202,500	
TIP PE Amount (Fed \$)	\$336,886	\$336,886	\$336,886	\$336,886	\$0		\$0	FY '19
RW Updated Estimate	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000		\$135,000	
Awarded Federal Funds RW	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000		\$0	
TIP RW Amount (Fed \$)	\$108,000	\$108,000	\$108,000	\$108,000	\$0		\$0	FY '20
CN Updated Estimate (w/ CE)	\$1,944,000	\$1,944,000	\$1,944,000	\$1,944,000	\$2,409,000		\$2,409,000	
Awarded Federal Funds CN	\$1,555,200	\$1,555,200	\$1,555,200	\$1,555,200	\$1,555,200		\$1,555,200	
TIP CN Amount (Fed \$)	\$1,725,755	\$1,725,755	\$1,725,755	\$1,725,755	\$1,725,755		\$1,725,755	FY '21
Total All Phases	\$2,332,125	\$2,332,125	\$2,332,125	\$2,332,125	\$2,797,125		\$2,797,125	

Permits Required								
Rule 5	not issued		not issued					

LPA Comment: Traffic analysis reviewed and approved by INDOT. RW appraisals complete. CN estimate updated to coincide with latest estimate. Environmental document approved for public comment. Stage 3 plans to be submitted approx. 7/31/20 for INDOT review.

APC Comment: Is there an estimate for when environmental report will be completed? Ready for Contract Date is the same as Letting Date, please double check.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Concord Road Trail Lighting, Des # 1900477								<i>Contract #</i>
Consulting Firm: Butler, Fairman and Seufert, Inc.								
<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	0%	---	0%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	10/19	9/19	9/19	9/19	9/19	100%	9/19	100%
R/W Clear	9/19	---	---	---	---	100%	---	100%
Stage 3 Design	9/19	9/19	10/19	10/19	10/19	100%	10/19	100%
Ready for Contract	1/20	2/20	12/19	12/19	12/19	100%	12/19	100%
Letting	2/20	5/20	3/20	3/20	3/20	50%	3/20	100%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$115,000	\$115,000	\$115,000	\$115,500	\$115,500		\$115,500	
Awarded Federal Funds PE	\$55,000	\$55,000	\$92,400	\$92,400	\$92,400		\$92,400	
TIP PE Amount (Fed \$)	\$92,400	\$92,400	\$92,400	\$92,400	\$92,400		\$92,400	FY '19
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	\$267,500	\$267,500	\$525,000	\$575,750	\$449,486		\$449,486	
Awarded Federal Funds CN	\$214,000	\$214,000	\$214,000	\$460,600	\$359,589		\$359,589	
TIP CN Amount (Fed \$)	\$214,000	\$214,000	\$214,000	\$575,750	\$575,750		\$575,750	FY '20
Total All Phases	\$383,000	\$383,000	\$640,500	\$691,250	\$564,986		\$564,986	
<i>Permits Required</i>								
	None	None	None	None	None		None	

LPA Comment: Held preconstruction meeting on 5/22/2020. Construction to commence in August 2020.

APC Comment: No comment.

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
South 9th Street, Des # 1900482								<i>Contract #</i>
Consulting Firm:								
<i>Project Schedule</i>								
Stage 1 Design	---	---	---	---	---	0%	---	0%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	---	---	---	---	---	0%	9/21	0%
R/W Clear	---	---	---	---	---	0%	8/24	0%
Stage 3 Design	---	---	---	---	---	0%	8/24	0%
Ready for Contract	---	---	---	---	---	0%	11/24	0%
Letting	---	---	---	---	---	0%	---	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>				\$600,000	\$726,580		\$726,580	
Awarded Federal Funds PE				\$0	\$581,264		\$581,264	
TIP PE Amount (Fed \$)	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000		\$480,000	FY '20
<i>RW Updated Estimate</i>				\$300,000	\$300,000		\$300,000	
Awarded Federal Funds RW				\$0	\$240,000		\$240,000	
TIP RW Amount (Fed \$)	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000		\$240,000	FY '23
<i>CN Updated Estimate (w/ CE)</i>				\$5,936,000	\$5,936,000		\$5,936,000	
Awarded Federal Funds CN				\$0	\$0		\$0	
TIP CN Amount (Fed \$)								
Total All Phases				\$5,936,000	\$5,936,000		\$6,962,580	
<i>Permits Required</i>								
Rule 5	No Information	No Information	No Information	No Information	No Information		No Information	

LPA Comment: PE NTP received. Kickoff meeting held. Survey underway. Utility coordination kicked off.

APC Comment: No comment.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
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West Lafayette

Happy Hollow Neighborhood Trail, Des #1401288 Contract # R-37916

Consulting Firm: WSP

Project Schedule								
Stage 1 Design	1/18	1/18	1/18	1/18	1/18	100%	1/18	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%
R/W Clear	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Ready for Contract	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%
Letting	2/19	2/19	2/19	2/19	2/19	100%	2/19	100%

Project Funding								
PE Updated Estimate	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000		\$150,000	
Awarded Federal Funds PE	\$0	\$0	\$0	\$0	\$0		\$0	
TIP PE Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
RW Updated Estimate	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
CN Updated Estimate (w/ CE)	\$689,000	\$689,000	\$689,000	\$689,000	\$689,000		\$689,000	
Awarded Federal Funds CN	\$551,200	\$551,200	\$551,200	\$551,200	\$551,200		\$657,305	
TIP CN Amount (Fed \$)	\$657,305	\$657,305	\$657,305	\$657,305	\$657,305		\$657,305	FY '19
Total All Phases	\$689,000	\$689,000	\$689,000	\$689,000	\$689,000		\$689,000	

Permits Required								
Rule 5	11/18	11/18	11/18	11/18	11/18		11/18	

LPA Comment: The 634 report has been issued to INDOT. Waiting on their final approval to close out the project. Line e: Construction Engineering (CE) has been adjusted to reflect the accurate awarded federal funds/local match. Prior to this Quarterly Report, the awarded amount had incorrectly listed \$0 and the local match had incorrectly listed \$150,000.

APC Comment: No comment.

Cherry Lane Extension (Road) , Des #1401290 Contract # R-37913

Consulting Firm: John Bowen - WSP

Project Schedule								
Stage 1 Design	7/17	7/17	7/17	7/17	7/17	100%	7/17	100%
Stage 2 Design	---	---	---	---	---	---	---	---
Environ. Report Complete	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%
R/W Clear	10/18	10/18	10/18	10/18	10/18	100%	10/18	100%
Stage 3 Design	8/18	8/18	8/18	8/18	8/18	100%	8/18	100%
Ready for Contract	11/18	11/18	11/18	11/18	11/18	100%	11/18	100%
Letting	2/19	2/19	2/19	2/19	2/19	100%	2/19	100%

Project Funding								
PE Updated Estimate	\$423,930	\$423,930	\$423,930	\$423,930	\$423,930		\$423,930	
Awarded Federal Funds PE	\$339,144	\$339,144	\$339,144	\$339,144	\$339,144		\$339,144	
TIP PE Amount (Fed \$)	\$339,144	\$339,144	\$339,144	\$339,144	\$339,144		\$339,144	FY '17 & '19
RW Updated Estimate	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
CN Updated Estimate (w/ CE)	\$2,146,602	\$2,146,602	\$2,146,602	\$2,146,602	\$2,146,602		\$2,146,602	
Awarded Federal Funds CN	\$2,155,087	\$2,155,087	\$2,155,087	\$2,155,087	\$2,155,087		\$2,155,087	
TIP CN Amount (Fed \$)	\$2,329,697	\$2,329,697	\$2,329,697	\$2,329,697	\$2,329,697		\$2,146,602	FY '19

Trail Construction								
Total All Phases								

Permits Required								
Rule 5	12/18	12/18	12/18	12/18	12/18		12/18	

LPA Comment: NOT accepted by IDEM; final inspection to be performed.

APC Comment: No comment.

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Soldiers Home Road Phase 1, Des #1401291						<i>Contract # R-37911</i>		
Consulting Firm: ---								
<i>Project Schedule</i>								
Stage 1 Design	1/22	1/22	1/22	1/22	1/22	0%	1/22	0%
Stage 2 Design	5/22	5/22	5/22	5/22	5/22	0%	5/22	0%
Environ. Report Complete	6/22	6/22	6/22	6/22	6/22	0%	6/22	0%
R/W Clear	6/20	6/20	6/20	6/20	6/20	0%	6/20	0%
Stage 3 Design	9/20	9/20	9/20	9/20	9/20	0%	9/20	0%
Ready for Contract	4/21	4/21	4/21	4/21	4/21	0%	4/21	0%
Letting	7/21	7/21	7/21	7/21	7/21	0%	7/21	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>			\$0	\$0	\$1,057,750		\$1,057,750	
Awarded Federal Funds PE	\$846,200	\$846,200	\$846,200	\$846,200	\$846,200		\$846,200	
TIP PE Amount (Fed \$)	\$846,200	\$846,200	\$846,200	\$846,200	\$846,200		\$846,200	FY '22
<i>RW Updated Estimate</i>	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$500,000	
Awarded Federal Funds RW	---	---	---	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	---	---	---	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	TBD	TBD	TBD	TBD	TBD		TBD	
Awarded Federal Funds CN	TBD	TBD	TBD	TBD	TBD		TBD	
TIP CN Amount (Fed \$)	---	---	---	---	---		---	
Total All Phases	TBD	TBD	TBD	TBD	TBD		TBD	
<i>Permits Required</i>								
Not Yet Determined	---	---	---	---	---		---	

LPA Comment PE amount has been updated. Our estimate for PE matches the total of awarded funds and the match amounts.

APC Comment: Double-check project schedule. For example, why is stage 3 design 9/20 but stage 1 design is 1/22? Need to check other dates for consistency as well.

Sagamore Parkway Trail, Des # 1401287 *Contract # R-37915*

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Consulting Firm: VS Engineering Inc.								
<i>Project Schedule</i>								
Stage 1 Design	2/20	2/20	2/20	9/20	9/20	70%	9/20	80%
Stage 2 Design	---	---	---	---	---	0%	---	0%
Environ. Report Complete	6/20	6/20	6/20	9/20	9/20	30%	9/20	60%
R/W Clear	---	---	---	---	---	0%	---	0%
Stage 3 Design	6/21	6/21	6/21	6/21	6/21	0%	6/21	0%
Ready for Contract	9/21	9/21	9/21	9/21	9/21	0%	9/21	0%
Letting	11/21	11/21	11/21	11/21	11/21	0%	11/21	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$287,320	\$287,320	\$287,320	\$287,320	\$287,320		\$287,320	
Awarded Federal Funds PE	\$229,856	\$229,856	\$229,856	\$229,856	\$229,856		\$229,856	
TIP PE Amount (Fed \$)	\$0	\$229,856	\$229,856	\$229,856	\$229,856		\$229,856	FY '17
<i>RW Updated Estimate</i>	\$0	\$0	\$0	\$0	\$0		\$0	
Awarded Federal Funds RW	\$0	\$0	\$0	\$0	\$0		\$0	
TIP RW Amount (Fed \$)	\$0	\$0	\$0	\$0	\$0		\$0	
<i>CN Updated Estimate (w/ CE)</i>	\$3,475,000	\$3,754,000	\$3,754,000	\$3,754,000	\$3,754,000		\$3,754,000	
Awarded Federal Funds CN	\$1,155,963	\$3,003,200	\$3,003,200	\$3,003,200	\$3,003,200		\$3,003,200	
TIP CN Amount (Fed \$)	\$1,155,963	\$3,003,200	\$3,003,200	\$3,003,200	\$3,003,200		\$3,003,200	FY '22
Total All Phases	\$3,762,320		\$4,041,320	\$4,041,320	\$4,041,320		\$4,041,320	
<i>Permits Required</i>								
401		no information	no information	no information	no information		no information	
404		no information	no information	no information	no information		no information	
Rule 5		no information	no information	no information	no information		no information	

LPA Comment: No comment.

APC Comment: Can Environmental Report and Stage 1 Design both be completed by September?

Quarterly Progress Review of Local Highway Projects - March 2020

Project	January 2019	April 2019	September 2019	December 2019	March 2020	Percent Complete	June 2020	Percent Complete
Town of Dayton								
Yost Road, Des #1900483						Contract # PLC-41917		
Consulting Firm: ---								
<i>Project Schedule</i>								
Stage 1 Design				2/22	2/22	0%	2/22	0%
Stage 2 Design (not req. by INDOT)				3/23	3/23	0%	3/23	0%
Environ. Report Complete				7/22	7/22	0%	7/22	0%
R/W Clear				12/23	12/23	0%	12/23	0%
Stage 3 Design				1/24	1/24	0%	1/24	0%
Ready for Contract				11/24	11/24	0%	11/24	0%
Letting			5/25	5/25	5/25	0%	5/25	0%
<i>Project Funding</i>								
<i>PE Updated Estimate</i>	\$450,000	\$450,000	\$450,000	\$439,000	\$439,000		\$439,000	
Awarded Federal Funds PE	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000		\$351,200	
TIP PE Amount (Fed \$)	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000		\$360,000	FY '20
<i>RW Updated Estimate</i>	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		\$100,000	
Awarded Federal Funds RW	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000		\$80,000	
TIP RW Amount (Fed \$)	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000		\$80,000	FY '24
<i>CN Updated Estimate (w/ CE)</i>	---	---	---	---	---		---	
Awarded Federal Funds CN	---	---	---	---	---		---	
TIP CN Amount (Fed \$)	---	---	---	---	---		---	
Total All Phases	---	---	---	\$539,000	\$539,000		\$539,000	
<i>Permits Required</i>								
Rule 5			no information	no information	no information		no information	

LPA Comment: Email sent to MPO.

APC Comment: No comment.

<p>Notes:</p> <ul style="list-style-type: none"> - "Ready for Contracts" date is 13 weeks before bids are opened. - Information in this summary is from INDOT Quarterly Reports prepared by the city engineers, the County Highway Director consultants and FA3's. - TBD = To Be Determined - NI = No Information <div style="float: right; text-align: right;"> <ul style="list-style-type: none"> - NOA = Notice of Authorization - NTP = Notice to Proceed - FMIS = Financial Management Information System </div>	
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