MPO Policy Board Meeting

Date...........................................Oct 10, 2019
Time..........................................2:00 PM
Place.........................................Lafayette City Hall
                                          Board of Works Room
                                          20 North 6th Street
                                          Lafayette, Indiana

AGENDA

I. APPROVAL OF MINUTES FROM SEPTEMBER 12, 2019

   Documents:


II. RESOLUTION T 2019-10: RESOLUTION TO AMEND THE FY 2020-2024
    TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

    A. INDOT project: Program small structure replacement at Goose Creek bridge on
       SR 26

    Documents:


III. APC PROGRESS REPORT

    A. MPO Update
       i. State St Ped Count Update
       ii. Sundial/Community Planning Month Celebration
       iii. CityBus Shelter & Sidewalk Project Update

    B. INDOT 18-Month Letting List

    Documents:

    2019 10 Lettings Map.pdf
    2019 October Lettings.pdf

IV. OTHER BUSINESS
V. CITIZEN COMMENTS

VI. ADJOURNMENT
   Next meeting is November 14, 2019

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
President Tony Roswarski called the meeting to order at 2:00 pm.

I. APPROVAL OF MINUTES

Ron Campbell moved to approve the minutes from the June 13, 2019 meeting. Peter Bunder seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. ADMINISTRATIVE MODIFICATIONS OF THE FY 2020-2024 TIP

Sallie Fahey said there was only one modification in the packet because yesterday there was an update done at INDOT’s request which asked to separate the dollar amount by specific bridge Des numbers. In addition to the modification in the packet, the modification to Bridge #64 is separated with it’s Des number for a total cost of $155,640 and Bridge #65 has a total cost of $59,200. It is shown in the TIP as Group IV money however it will instead be Local Bridge Funds. She said in the spirit of full disclosure, since there was not a July or August meeting, there were a few administrative modifications that wrapped up the prior FY. In June, the administrative modifications were done to transfer the remaining $290,266 to CityBus for the shelter and sidewalk project. The other request on July 11th from INDOT for three I-65 projects at the preliminary engineering stage was a total of $60,000.

Tony Roswarski said he would like an update on the sidewalk and shelter project.

Sallie Fahey said that she could get that to him, so he can see where the project stands.
Tony Roswarski said as a reminder that Sallie brings the administrative changes to the Board’s attention as she has the authority to make the changes.

III. QUARTERLY REPORTS

A. Quarterly Progress Report Summary

Doug Poad said he will briefly highlight some of the projects on the report. He said Klondike Road is still under construction and utilities are still an issue. The cost for the Lindberg Road project has increased by $450,000. North River Road and Concord Road at 430S have reopened; there has been positive feedback from both projects. He said the cost of the River Road at 500N safety project has increased by $300,000. There were no comments on the Bridge #64 and #65 projects or County Bridge Inspections. In Lafayette, the Twyckenham Boulevard project has a substantial amount done; stage 3 plans are completed with right-of-way at 95% complete and is ready for a December letting date. The Twyckenham Trail and Bicycle/Pedestrian Safety Awareness projects are progressing in closing out final invoices and purchase orders. Progress is being made on the environmental report for Park East Boulevard and the Concord Road Trail Lighting project. In West Lafayette, the Happy Hollow Neighborhood Trail and Cherry Lane Extension projects are under construction. The percentage of work completed has not changed since the third quarter of 2018 on the Sagamore Parkway Trail. He said there were no comments for the Town of Dayton Yost Drive project.

IV. ANNUAL LISTING 2019 PROJECTS

Doug Poad said the Annual Listing of Projects started in 2006 as a federal requirement to review projects that are federally funded to see if all funds have been spent or if there are any residual funds. He said most other MPOs simply put a list together; we have decided to include more information. The first section of the report gives a brief overview of the federal legislation and the gas tax. There is a discussion of the state projects. Each project is listed and includes an overview of the construction, total cost and federal dollar amount of each. Local projects are listed in the next section. The subsequent section details federal funding on transit. The next section extensively covers each project by detailing total cost showing construction and engineering costs, federal funds used, estimated completion date, the contractor the project was awarded to, a timeline, and pictures of the project. The next section outlines the completed projects with dates and before and after pictures. He said that the State Street project is listed in this report with pictures of all the changes that have been made. The final section is the list of projects provided by INDOT. He said the report this year is the largest that he has put together; there were quite a few projects.

Tony Roswarski said that the report is fantastic and that he appreciates Doug’s extra effort on transparency to the community and creating a great reference document.

Sallie Fahey clarified that if the project has a yellow banner, the project started this fiscal year, and if the project has a blue banner, that project was completed this fiscal year.

V. APC PROGRESS REPORT

A. MPO Update

i. Next Level Trails

Doug Poad said Next Level Trails has funding provided by the state through DNR for trail construction. The first round of funding was approved earlier this year and the state is opening the second round of applications for funding. He said the applications can be submitted on October 1st, 2019 with a closing date of November 1st, 2019. The funding is similar to the previous submittal. This round, for regionally significant projects, up to $25 million is available with a minimum request of $250,000 and a maximum request of $5 million per application. For locally significant projects, up to $5 million is available with a minimum request of $200,000 and a maximum request of $2 million per application.
Sallie Fahey said she thought the joint project that was submitted previously would be resubmitted because it was not approved. This proposed project is for the bridge trail as a joint application from Lafayette and West Lafayette.

ii. APC Bike and Pedestrian Webpage Update

Doug Poad said that staff is in the process of updating the Bike and Pedestrian Plan. He said staff realized that there is a significant amount of information regarding bicycling and pedestrians that the community has put quite a bit of effort into. However, there is not a place to find all the information collectively. He said he has decided to put everything on the Transportation Planning section of the APC webpage under the title “Biking & Walking”. The page details Bike Walk Greater Lafayette and the Safety Plan with links to the Bicycle and Pedestrian Comfort Maps. Lafayette has a Bicycle/Pedestrian Concern form that is available on their webpage. He said he added a concern page for each community in Tippecanoe County. If a concern form is received, it will be forwarded to the appropriate agency.

Tony Roswarski asked if this webpage is complete right now or if they are working on getting it complete.

Doug Poad said they are working to complete it.

Sallie Fahey said the webpage has as much on it as possible at this time. The community wide Bike and Pedestrian plan is still in development.

iii. Thoroughfare Plan Revisions Update

Tim Stroshine said this is a significant revision as compared to the past. The new plan will have three different components to determine what needs to go in the right-of-way; development intensity, lane use, and street design. When these three components are combined, it allows more flexibility and options for multimodal types of transportation. The old plan is outdated in terms of sidewalk width, trails and transit stops. These are becoming more important in more development intense areas because youth today are less interested in personal vehicles. This revision is to accommodate these changes and allow more flexibility with development. The Land Use component is almost completed. After this is finished, the third component, Street Design, will begin. Once finalized, this plan will be amended into the Comprehensive Plan.

Tony Roswarski asked if the 11-foot lanes on the Street Design is a general regulation for all roads. He said he has been looking to make some roads narrower to slow traffic in certain urban areas.

Sallie Fahey said this is one example of how this new process will look.

John Dennis said the roads were narrowed down on State Street.

Tony Roswarski asked what width the street was narrowed down to.

Ed Garrison said the roads were 10.5-feet.

Tim Stroshine said they anticipate seeing roads ranging from 10.5 to 12-feet depending on the location. There will be many different street designs for different situations to allow flexibility.

Sallie Fahey said once the plan is adopted, the same requirements will be attached to the subdivision ordinance, so this can be enforced through subdivision requests. This would also be negotiated with planned developments. She said the plan will also give guidance to other departments with road reconstructions.

Tim Stroshine said regarding multimodal transit, staff is looking to improve the areas around subdivisions. Often, there are some with poor sidewalk connectivity and this plan is looking to improve that.
iv. West Lafayette Vehicle Miles Traveled Project

Tim Stroshine said staff was approached to provide an estimate on vehicle miles traveled in West Lafayette. This estimate was completed by using traffic count data from 2018 and INDOT’s coverage count data that is done every three years. If it is desired to be done more frequently, more data will be needed to prepare this type of estimation. Calculating crash rates for the City of Lafayette has been a side project that has stemmed from this. In order to do this, we need both the crash data and vehicle miles data. Lafayette has agreed to start taking more counts. He said he has been working with Jeromy Grenard and the Street Department to get this project underway.

Sallie Fahey said she is pleased that the City of Lafayette staff is ramping up the vehicle traffic counts, so this type of analysis can be done.

B. INDOT 18-Month Letting List

Doug Poad said he will briefly speak on the projects listed in the report. Project 4 on Twyckenham Boulevard is still moving forward however, the letting date has moved to December. Projects 5 through 14 are all on one contract with various types of bridge maintenance on state roads in Tippecanoe County. Projects 15 through 19 are on December letting dates with two new projects on US 231. Projects 20 through 22 are for new traffic signals on US 231 and State Road 26. He said Projects 23 through 31 are all similar except for Project 25 which is debris removal from underneath the bridge on South Fork on the Wildcat on State Road 38.

C. Teal Road Letting

Sallie Fahey said Bill Smith came prepared to talk about the letting for the Teal Road Project.

Bill Smith said Teal Road has gotten to letting. There is a low bid, under the engineer’s estimate, but since letting was just the previous day, we will not know the award yet.

Tony Roswarski asked if this bid was for the scaled back version of the project.

Sallie Fahey said she believes it is for the full project.

Ed Garrison said the engineer’s estimate was raised.

Tony Roswarski said when he spoke with Shane that he talked about just doing the utility work ahead of time.

Bill Smith said this is the actual $16 million project.

Sallie Fahey said the original estimate was around $9 million when the first bidding failed because each bid was over the engineer estimate. She said she thinks the engineer’s estimate then went up to the $16 million amount.

Bill Smith said there is a bid at $15.6 million and $17 million so we are in good shape. We have the letting and a bid that looks like it will work.

Ed Garrison asked who was under the engineer estimate.

Bill Smith said it was Reith Riley and the other bidder was Milestone.

Sallie said there would be two phases; the first of which would be the 4th Street intersection.
Bill Smith said the plan was to do the 4th Street intersection and other parts of the west end early, to help with Maintenance of Traffic issues later.

Sallie Fahey asked if there is a possibility the intersection would be closed during the entire length of the project.

Bill Smith said that would not be the expectation.

Doug Poad said he has been in contact with the project manager who said it would be a two-month closure in June and July. If it does go over the two-month closure, there is a $2,000 a day penalty for the contractor.

Bill Smith said the goal of the project is to get it done early and during the summer.

Ed Garrison said this is around the same time they are targeting to do State Road 26 and Newman Road, but it looks like they will not conflict with each other.

Tony Roswarski asked when they think they will mobilize and if the intersection be the first mobilization seen.

Bill Smith said there are some utility relocation issues that have not been started yet. There have been talks to let it separately to go early.

Tony Roswarski asked if they would start early or possibly this winter.

Bill Smith said he does not know the specific timeline yet.

Tony Roswarski said that the lines of communication will need to stay open because there are a lot of people and businesses that will need to know in advance.

Sallie Fahey asked in terms of the timing on the intersection for the 4th Street project, what the expectation is for completely reopening 4th Street.

Jeromy Grenard said the end of October is the current plan.

Ed Garrison asked about the 4-H Fairgrounds.

Bryan Metzger said as that project moves along, it would be helpful to consider because of the satellite parking at Central Catholic and Edgelea. If there is construction in the loop around 18th Street, 9th Street, Teal Road, and Brady Lane, that could complicate things.

D. State Bike Trail Task Force Report

Doug Poad said the Task Force was created by the Indiana Legislature and started in July 2017. The Task Force met over a two-year period and finished up a few months ago. The Task Force put together a report with visionary state-wide off-road bicycle trails. In Tippecanoe County, there are three of these trails; one that follows River Road heading southwest, the other is northeast connecting Delphi and Logansport, and the third follows the Farm Heritage Trail or the Big Four Trail. In addition to the establishment of the visionary trails, the Task Force report also discusses funding for these trails. There are seven different options that the State Legislature could do to raise this money. The report also discusses branding in terms of economic development and how to sell this to those outside of our state. The Task Force discussed safety in their report. This report could be of interest with the upcoming application for the Next Level Trail.

VI. OTHER BUSINESS

Sallie Fahey said Tom Murtaugh was unable to make it to this meeting due to a meeting in Indianapolis. He had a concern that the next MPO meeting on October 10th, 2019 would be during State Chamber of
Commerce Washington DC trip. She asked if there were enough people going on the trip that we would need to cancel or reschedule. If there are proxies available, the meeting will still be held. Based on member feedback, holding the meeting on the regular date will not be a problem.

VII. CITIZEN COMMENTS

None.

VIII. ADJOURNMENT

Ron Campbell moved to adjourn. Peter Bunder seconded.

The meeting adjourned at 2:38 pm.

Respectfully Submitted,

Chyna R. Lynch
Recording Secretary

Reviewed By,

Sallie Fahey
Executive Director
BACKGROUND AND REQUEST:
The Indiana Department of Transportation requests an amendment to program a new project. The scope involves replacing a small structure with a bridge on SR 26. The small structure is over Goose Creek which is approximately five miles west of US 52/231. Preliminary engineering will begin in FY 2020 at an estimated cost of $110,000. INDOT plans to use STBG federal funds. Construction is scheduled for FY 2024 with an estimated cost just over $4.5 million. INDOT will use a combination of STBG federal funds and state funds.

As a point of interest, this small structure was constructed in 1993 as part of SR 26 realignment.

The following tables provide the detailed information for each individual project.

<table>
<thead>
<tr>
<th>SR 26, bridge over Goose Creek, 4.98 miles west of US 52/231 (des #1900333) Contract # B-42243 Small Structure Replacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
</tr>
<tr>
<td>New</td>
</tr>
<tr>
<td>New</td>
</tr>
</tbody>
</table>

The Technical Transportation Committee reviewed the amendment at its September 18, 2019 meeting and recommended approval.

RECOMMENDATION:
Staff recommends approval of this amendment to the FY 2020-2021 TIP by adoption of the attached Resolution T-19-10.
Resolution T-19-10

RESOLUTION TO AMEND THE
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

WHEREAS, it is required that a Transportation Improvement Program be developed that includes all local and state transportation projects for which US Department of Transportation funds are being requested, and

WHEREAS, the Indiana Department of Transportation requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

<table>
<thead>
<tr>
<th>Project &amp; Location</th>
<th>Year</th>
<th>Federal Funding</th>
<th>Phase</th>
<th>Federal Share</th>
<th>State/Local Share</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract # R-42243, Des #1900333</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 26</td>
<td>2020</td>
<td>STBG PE</td>
<td></td>
<td>88,000</td>
<td>22,000</td>
<td>110,000</td>
</tr>
<tr>
<td>Bridge over Goose Creek</td>
<td>2024</td>
<td>STBG CN</td>
<td></td>
<td>3,617,366</td>
<td>904,342</td>
<td>4,521,708</td>
</tr>
</tbody>
</table>

WHEREAS, the Technical Transportation Committee reviewed the requests at its September 18, 2019 meeting and recommended their inclusion in the FY 2020-2024 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization does hereby adopt these amendments to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 10th of October, 2019.

Tony Roswarski  
Chairman

Sallie Dell Fahey  
Secretary
<table>
<thead>
<tr>
<th>1</th>
<th>S</th>
<th>9/11/2019</th>
<th>US 52</th>
<th>From .21 mi N of US 231 to 3.21 mi N of US 231</th>
<th>Road Reconstruction (3R/4R Standards)</th>
<th>0800132 R-31319</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>S</td>
<td>9/11/2019</td>
<td>US 52</td>
<td>At 9th St, 18th St, 22nd St, 26th St, Elston Rd, and Old US 231/Carter Lumber</td>
<td>Traffic Signals Modernization</td>
<td>1172176 R-31319</td>
</tr>
<tr>
<td>3</td>
<td>S</td>
<td>9/11/2019</td>
<td>US 52</td>
<td>At 4th Street/Poland Hill Road Intersection</td>
<td>Intersect. Improv. W/ New Signals</td>
<td>1500277 R-31319</td>
</tr>
<tr>
<td>4</td>
<td>S</td>
<td>11/14/2019</td>
<td>US 52</td>
<td>Bridge Thin Deck Overlay</td>
<td>Bridge over Lauramie Creek, 2.33 mi W or SR 28</td>
<td>1601992 40267</td>
</tr>
<tr>
<td>5</td>
<td>S</td>
<td>11/14/2019</td>
<td>SR 38</td>
<td>Bridge Thin Deck Overlay</td>
<td>EB Bridge over N&amp;S Railroad, 1.37 mi W of I-65</td>
<td>1601997 40267</td>
</tr>
<tr>
<td>7</td>
<td>S</td>
<td>11/14/2019</td>
<td>US 52</td>
<td>Bridge Thin Deck Overlay</td>
<td>Bridge over Branch of Elliot Ditch, 4.60 miles east of US 231/US 52/SR25 Intersection</td>
<td>1602042 40267</td>
</tr>
<tr>
<td>8</td>
<td>S</td>
<td>11/14/2019</td>
<td>SR 38</td>
<td>Bridge Thin Deck Overlay</td>
<td>WB Bridge over N&amp;S Railroad, 1.37 mi W of I-65</td>
<td>1602057 40267</td>
</tr>
<tr>
<td>9</td>
<td>S</td>
<td>11/14/2019</td>
<td>SR 25</td>
<td>Bridge Thin Deck Overlay</td>
<td>Bridge over Flint Creek, 4.01 mi N of SR 28</td>
<td>1602069 40267</td>
</tr>
<tr>
<td>10</td>
<td>S</td>
<td>11/14/2019</td>
<td>SR 28</td>
<td>Bridge Thin Deck Overlay</td>
<td>Bridge over Wea Creek, 0.13 mi W of US 231</td>
<td>1602094 40267</td>
</tr>
<tr>
<td>11</td>
<td>S</td>
<td>11/14/2019</td>
<td>US 231</td>
<td>Bridge Thin Deck Overlay</td>
<td>Elston Road over US 231</td>
<td>1702078 40267</td>
</tr>
<tr>
<td>12</td>
<td>S</td>
<td>11/14/2019</td>
<td>SR 28</td>
<td>Bridge Deck Overlay</td>
<td>over Haywood Ditch; 01.79 W US 231</td>
<td>1801298 40267</td>
</tr>
<tr>
<td>13</td>
<td>S</td>
<td>11/14/2019</td>
<td>US 52</td>
<td>Bridge Maintenance And Repair</td>
<td>over Sagamore Pkwy EB(OLD 52), 00.31 S E JCT US 52</td>
<td>1801299 40267</td>
</tr>
<tr>
<td>14</td>
<td>S</td>
<td>12/11/2019</td>
<td>Twyckenham Boulevard</td>
<td>From Poland Hill road to South 9th street</td>
<td>Road Reconstruction (3R/4R Standards)</td>
<td>1401285 R-37906</td>
</tr>
<tr>
<td>15</td>
<td>S</td>
<td>12/11/2019</td>
<td>I-65</td>
<td>Bridge Maintenance And Repair</td>
<td>0.23 mi S of SR 43 (SB)</td>
<td>1901580 42092</td>
</tr>
<tr>
<td>16</td>
<td>S</td>
<td>12/11/2019</td>
<td>I-65</td>
<td>Bridge Maintenance And Repair</td>
<td>0.23 mi S of SR 43 (NB)</td>
<td>1901578 42092</td>
</tr>
<tr>
<td>17</td>
<td>S</td>
<td>12/11/2019</td>
<td>I-65</td>
<td>Bridge Deck Patching</td>
<td>0.58 mi S of SR 43</td>
<td>1901585 42095</td>
</tr>
<tr>
<td>18</td>
<td>S</td>
<td>12/11/2019</td>
<td>US 231</td>
<td>Debris Removal From Channel</td>
<td>over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25</td>
<td>1801344 41411</td>
</tr>
<tr>
<td>19</td>
<td>S</td>
<td>12/11/2019</td>
<td>US 231</td>
<td>Debris Removal From Channel</td>
<td>over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25</td>
<td>1801338 41411</td>
</tr>
<tr>
<td>20</td>
<td>S</td>
<td>2/5/2020</td>
<td>US 231</td>
<td>New Signal Installation</td>
<td>at CR-800 S intersection; 2.95 mi N of SR-28</td>
<td>1802809 41836</td>
</tr>
<tr>
<td>Letting Date</td>
<td>Road</td>
<td>Type of Work</td>
<td>Location</td>
<td>Des &amp; Contract Number</td>
<td>Previous Letting Date</td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>----------</td>
<td>----------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>------------------------</td>
<td>-----------------------</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>SR 26</td>
<td>New Signal Installation</td>
<td>at CR-900 E intersection, 4.71 mi E of I-65</td>
<td>1802820</td>
<td>41836</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>I-65</td>
<td>ITS Traffic Management Systems</td>
<td>CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)</td>
<td>1800572</td>
<td>41233</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>SR 38</td>
<td>Debris Removal From Channel</td>
<td>over S Fork Wildcat Creek; 01.70 mi E of I-65</td>
<td>1801353</td>
<td>41400</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>I-65</td>
<td>Small Structure Pipe Lining</td>
<td>over Unnamed Ditch/Creek; 2.87 mi N of SR 43</td>
<td>1701549</td>
<td>40527</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>SR 225</td>
<td>Bridge Deck Overlay</td>
<td>over Burnett Creek; 1.24mi S of SR 43</td>
<td>1702137</td>
<td>40523</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>SR 225</td>
<td>Bridge Deck Overlay</td>
<td>over Burnett Creek; 1.95 mi S of SR 43</td>
<td>1701548</td>
<td>40523</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Concord Road</td>
<td>Lighting</td>
<td>from Maple Point Drive Extension to Veterans Memorial</td>
<td>1900477</td>
<td>41911</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Lindberg Road</td>
<td>Road Reconstruction (3R/4R Standards)</td>
<td>Lindberg road from Klondike to McCormick</td>
<td>1173627</td>
<td>35297</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>N. River Road</td>
<td>Intersect. Improv. W/ Added Turn Lanes</td>
<td>CR 500 N approach in Tippecanoe County</td>
<td>1401279</td>
<td>37908</td>
<td></td>
</tr>
</tbody>
</table>

Same, New, Change, Not Listed, Relisted

**Bid Letting Results**

<table>
<thead>
<tr>
<th>Date</th>
<th>Project Description</th>
<th>Bid Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/11/2019</td>
<td>US 52 From .21 mi N of US 231 to 3.21 mi N of US 231</td>
<td>Road Reconstruction (3R/4R Standards)</td>
</tr>
<tr>
<td>9/11/2019</td>
<td>US 52 At 9th St, 18th St, 22nd St, 26th St, Elston Rd, and Old US 231/Carter Lumber</td>
<td>Traffic Signals Modernization</td>
</tr>
<tr>
<td>9/11/2019</td>
<td>US 52 At 4th Street/Poland Hill Road Intersection</td>
<td>Intersect. Improv. W/ New Signals</td>
</tr>
</tbody>
</table>

*Project Awarded to Milestone Contractors LP for $15,640,800.00*

*Engineer's Estimate: $16,555,475.00*

*Two bids submitted*

*Estimated completion date: September 30, 2024*