Welcome to the I-69 – Section 6

Community Advisory Committee / Stakeholder Working Group
2nd Quarter Update
June 15, 2017
Introductions

Indiana Department of Transportation

Federal Highway Administration

Study Team and CAC / SWG Member
Meeting Agenda

• Introductions
• Local Project Funding Guidance
• Pedestrian and Bicycle Connectivity
• Kitchen Table Meetings
• DEIS Comment Summary
• Project Status and Funding Update
• Adjourn
2017 Local Road and Bridge Matching Grant Fund

Kathy Eaton-McKalip
Local Programs Director
Indiana Department of Transportation
Agenda

1. Community Crossings funding
   a. Population-based match
   b. Rule of “50”
   c. Local match funding sources
   d. Surtax/wheel tax

2. Project types
   a. Eligible and not eligible
   b. Multiple projects or communities

3. Application
   a. Shovel readiness
   b. Federal and state laws
   c. Required documents
   d. Program web page
   e. Schedule

4. After submission
   a. Scoring
   b. Receiving funding after award
   c. Close out after construction

5. Additional information
   a. Tips and lessons learned
   b. Summary
   c. Email and text updates
New: Population-based match

- 25% local/75% state match for counties with population less than 50,000 and cities and towns with population less than 10,000

- 50/50 match for counties with population of 50,000 or more and cities or towns with 10,000 or more

- INDOT uses Auditor of State population chart

- Local match is not capped, can be higher
**Rule of “50”**

- 50 percent of Community Crossings funds are for projects in counties with less than 50,000 in population.

- Cities, towns and counties must use at least 50 percent of Motor Vehicle Highway funds provided by State Auditor for construction, reconstruction, and maintenance of roads and bridges.

Unused Community Crossings funds do not revert to the state general fund.
New: Local match funding sources

- Any funds authorized for use on a local road or bridge project
- Funds received as a special distribution of local income taxes
- Rainy day fund
Surtax/wheel Tax changes

1. Fiscal body adopts an ordinance to impose, rescind or change the rate or amount of a surtax

2. Send copies of ordinance to Kathy Eaton-McKalip at kaeaton-mckalip@indot.in.gov and Cassandra Hudson’s at chudson1@indot.in.gov at INDOT

3. INDOT responds with letter approving asset management plan

4. Submit ordinance and INDOT letter to Bureau of Motor Vehicles and Indiana Department of Revenue by Sept. 1 to be effective Jan. 1 the following year
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<th>Eligible for grants</th>
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<td>✓ Local government owner</td>
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<td>✓ Repairs, replaces or increases the capacity of local roads and bridges</td>
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<td>✓ Part of the local unit’s transportation asset management plan</td>
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<th>Construction or maintenance of traffic for:</th>
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<td>+ Bridge and road preservation</td>
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<td>+ Road reconstruction</td>
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<td>+ Disabilities-accessible sidewalks and ramps, curbs and gutter associated with a road project</td>
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<td>+ Pipe and small structure replacements</td>
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<td>+ Replacement and new installation of guardrail</td>
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<td>+ Warning or regulatory signage</td>
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<td>+ Intersection improvements</td>
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<td>+ Roundabouts</td>
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<td>+ Existing contracts procured or materials</td>
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Materials for agencies that perform their own force account work, such as chip sealing and crack sealing.
Not eligible

- Preliminary engineering
- Land purchasing
- Utility relocation
- Construction inspection
- Labor or equipment costs for governments that perform their own force account work
- Railroad crossing upgrades
- Water and sanitary sewer line replacements
- Standalone sidewalk projects
- Trails and/or Bike paths
- Enhancement-type work, including:
  - Street lights
  - Street informational signs
  - Decorative pavers
  - Trees and plants
  - Trash receptacles
  - Gateway aesthetics
Multiple projects or communities

• Submit as many individual projects as you wish for the best chance to receive funding
• Governments can apply jointly for a project that crosses multiple jurisdictions
• $1 million cap per local government still applies
• Bundled projects must be of same work type or treatment
• INDOT scores each application separately
  • Rank separate applications
  • Prioritize bundled projects in the comments section of application
• Applications must provide:
  • A thorough description of project’s from and to points
  • A detailed, descriptive map for each project
• Applications with vague locations and descriptions will not be awarded
Shovel readiness

- Construction on last year’s grant must begin by **July 14, 2017** to receive 2018 funding
- Only submit this year’s applications for projects that will be under contract before **April 15, 2018**

- Awarded projects must be under contract and all documentation submitted by the dates above
- Unobligated funds will be forfeited and redistributed during the next call to other local governments with shovel-ready projects
Federal and state laws

✓ Federal laws that apply
  ✓ Permitting – DNR, IDEM, Corp of Army Engineers, etc.
  ✓ Americans with Disabilities Act
  ✓ Historic preservation

✓ State laws that apply
  ✓ I.C. 36-1-12 – Public works projects
  ✓ I.C. 8-23-10 – Qualifications of bidders for contracts
  ✓ I.C. 5-16-13 – Contractor requirements for public works projects

Look up Indiana Code at General Assembly website, http://iga.in.gov
Transportation Asset Mgmt. Plans

- Local government must have approved pavement plan to submit road projects and bridge plan to submit bridge projects
  - Includes planning for drainage systems and rights of way that affect transportation assets
- Local Technical Assistance Program (LTAP) at Purdue University assists locals in developing road and bridge asset management plans. Visit [www.purdue.edu/INLTAP](http://www.purdue.edu/INLTAP) or call toll free 1-800-428-7639
- INDOT and LTAP approve asset management plans
- Project(s) in application must be part of approved asset management plan(s)
- Asset plans are living documents and should be updated as improvements are made
- Transportation asset management plans must be completely updated every two years
Required documents in application

✓ Application
✓ Detailed preliminary estimate
✓ Approved asset management plan
✓ Project location map(s)
✓ Financial commitment letter
✓ Listing of “from and to” points
✓ Structure and inventory reports for bridge projects

Applications missing documentation are not eligible for a matching grant
Program web page

- Applications
- Program information
- Instructions

INDOT > Doing Business with INDOT > Local Public Agency Programs

www.in.gov/indot/2390.htm
Schedule

1. **Monday, June 5:** Applications open
2. **5 p.m. Eastern on Friday, July 14:** Applications due
3. **End of August:** Preliminary awards announced

✓ Application documents must be attached in email to **INDOTLPAMPO@INDOT.IN.gov**

No late applications will be accepted
Project scoring

+ Regional economic significance
+ Readiness for construction
+ Local support
+ Alignment with existing plans
+ Benefit
+ Need
+ Quality of project
+ Traffic counts
+ Bridge classifications
+ Safety
+ Alignment with asset management plans
In summary

• INDOT is here to help

• INDOT will make the process as easy as the law allows

• All cities, towns and counties should apply, even if it is for a small amount
### District LPA Directors

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<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
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<tr>
<td>Crawfordsville/West Central</td>
<td>Susie Kemp</td>
<td>765-361-5228</td>
<td><a href="mailto:skemp@indot.in.gov">skemp@indot.in.gov</a></td>
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<tr>
<td>Ft. Wayne/Northeast</td>
<td>David Armstrong</td>
<td>260-696-8277</td>
<td><a href="mailto:darmstrong@indot.in.gov">darmstrong@indot.in.gov</a></td>
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<td>Greenfield/East Central</td>
<td>Kim Bowdell</td>
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<td>Cassandra Hudson</td>
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<tr>
<td>LaPorte/Northwest</td>
<td>Marcia Blansett</td>
<td>219-325-7564</td>
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<tr>
<td>Seymour/Southeast</td>
<td>Karlei Metcalf</td>
<td>812-524-3969</td>
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<tr>
<td>Vincennes/Southwest</td>
<td>Brandi Mischler</td>
<td>812-895-7389</td>
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### Road Inventory

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<td>Mark McMahan</td>
<td>317-233-1057</td>
<td><a href="mailto:mmcmahan@indot.in.gov">mmcmahan@indot.in.gov</a></td>
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| Elliott Englert    | 317-233-8156   | eenglert@indot.in.gov
## Pedestrian and Bicycle Connectivity

### Policies
- “The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects …”

### Guidance
- AASHTO Guide for the Development of Bicycle Facilities
- Indiana Design Manual
- ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges
Pedestrian Connectivity

• **Multiuse path**
  Share with bikes adjacent to high-volume roads

• **Sidewalk**
  Most urban streets

• **Paved shoulder**
  Rural roads with lower volumes

• **Shared street**
  Short tie-ins with no adjacent facilities
# Pedestrian Connectivity

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<th>Multi-use Path</th>
<th>Sidewalk</th>
<th>Paved Shoulder</th>
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O – OVERPASS  U – UNDERPASS  LR – LOCAL ROAD  IC - INTERCHANGE
Bicycle Connectivity

- Multiuse path – share with pedestrians adjacent to high volume roads
- Bike lane – key urban routes with moderate volumes
- Paved shoulder – Most rural roads
- Shared lane – lower volume streets/roads
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O = OVERPASS  U = UNDERPASS  LR = LOCAL ROAD  IC = INTERCHANGE
Typical Sidewalk Cross Section

**Design Criteria**

- 5’ wide with grass buffer
- 6’ wide if adjacent to curb
Typical Paved Shoulder/Bike Lane Cross Section

Design Criteria

- 5’ if curbed
- Minimum 4’ shoulder width
- Bikes can use shoulders (4’-12’ wide) or share travel lanes
Typical Multi-use Path Cross Section

Design Criteria

- 10’ wide
- 5’-10’ grass buffer
Kitchen Table Meetings - KTM

- One-on-one meetings with property owners
- Review impacts to property
- Review land acquisition process
- Review field work yet to be completed
- Gather information from the property owner about their property and concerns from the project
Kitchen Table Meetings - KTM

• Previous Projects
  • How KTM started
  • Section 4 – 225
  • Section 5 – 325
  • Illiana – 100

• I-69 Section 6
  • Expect 800 Meetings
Project Funding Update

- HB1002
- Next Steps for Project Planning/Development
DEIS Comment Summary

Federal Agencies: 31
State Agencies: 29
Local Government: 71
Public Comments: 257
Public Organizations: 23
Total: 411
# DEIS Comment Summary

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Schedule

Environmental Studies and Analysis (2016 through first quarter 2018)

2016

- Preliminary Alternative Screening Report
- Public Information Meetings
- Real Estate Open House

2017

- Draft EIS Public Hearing
- Draft Environmental Impact Statement (DEIS)
- Community and Resident Survey/Neighborhood Gatherings

2018

- Final EIS (FEIS) and Record of Decision (ROD)
What’s Happened Since Hearing?

• Adopted I-69 Section 6 into the Indy MPO Long Range Transportation Plan
• Begin Re-establishing centerline of SR 37 and section corners
• Review and consideration of all comments
• Design and right of way refinements
• Utility Coordination
• Begin Preparation of Engineers Report
• Verification of traffic / lane determinations
• Local coordination
• Continue stakeholder meetings
What’s Next?

• Review and prepare responses to comments
• Incorporate revisions
• Additional fieldwork on revisions
• Publish FEIS/Final Decision/Record of Decision in early 2018
• Design
• Real estate acquisition
• Construction