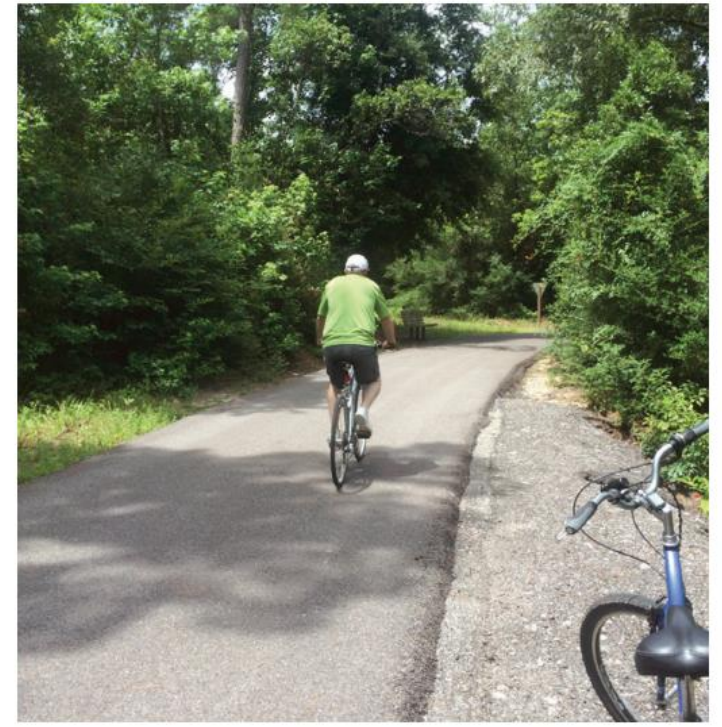


VANDERBURGH COUNTY – CAPITAL IMPROVEMENT PLAN AND PROGRAM

AMERICAN STRUCTUREPOINT – KEN OLSON P.E.

PURPOSE AND MISSION FOR VANDERBURGH CO. CIPP

- Develop a prioritized list of needed infrastructure projects based on a 20 year horizon that is not financially constrained.



CIPP DEVELOPMENT PROCESS

- Data collection and existing plan review
 - Met with multiple Countywide stakeholders to gather input
 - Discussed infrastructure needing improvement
 - Examples: safety issues, traffic congestion, key development areas, geometric issues, connectivity issues, pavement issues, drainage issues, etc.
 - Input from Road Hearing 8/3/17
 - Determine and estimate costs for projects
 - Evaluate and score projects to generate a priority list and develop high priority projects
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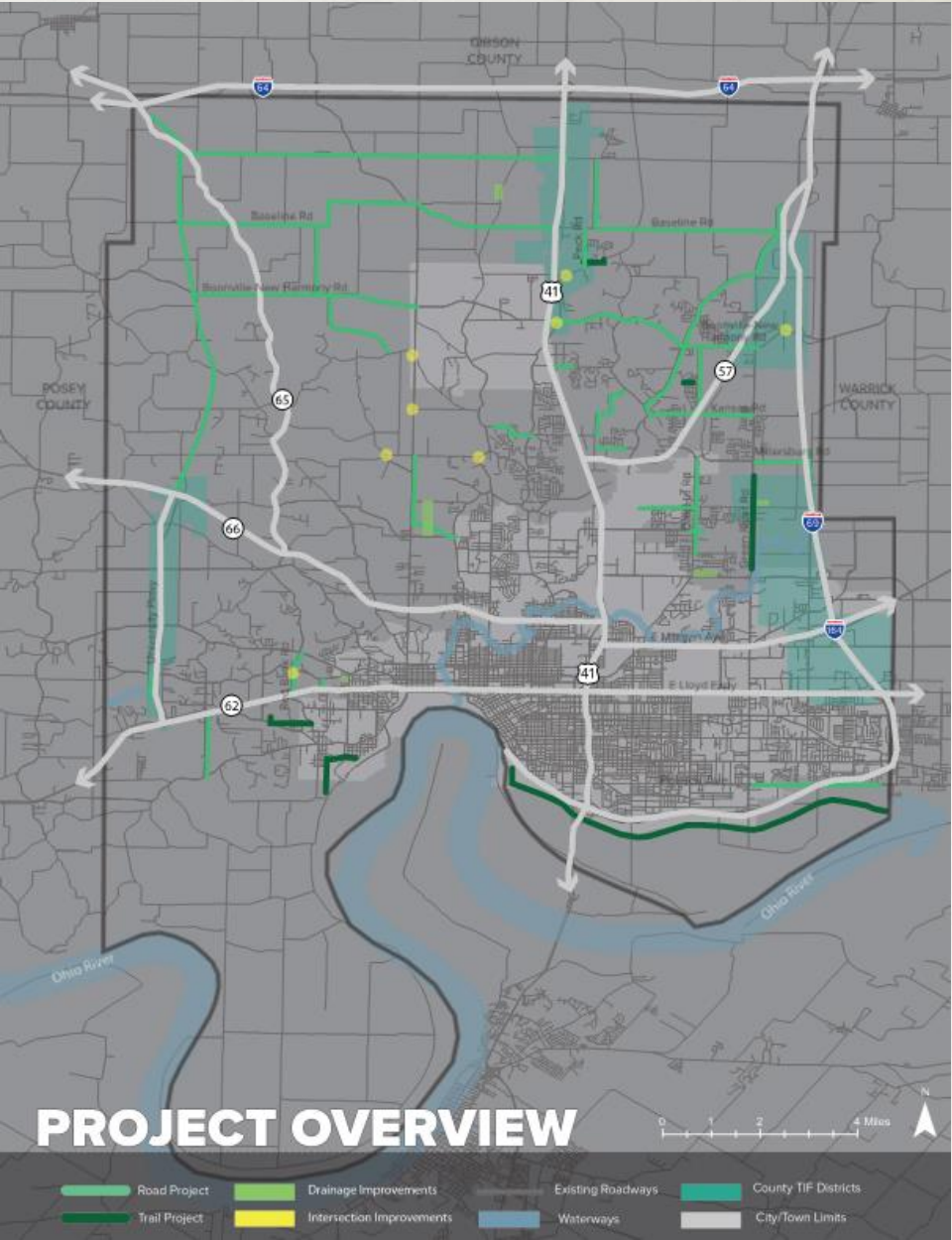
DRAFT CAPITAL IMPROVEMENT PLAN (20 YEAR)

- 51 road/bridge, 7 trails, 5 drainage, projects identified through project review and input

TABLE 1: CAPITAL TRANSPORTATION NEEDS BY PROJECT TYPE

PROJECT TYPE	TOTAL COST ESTIMATE
Road-Widen	\$254,553,000
Road-Reconstruct	\$91,219,000
Road-Intersection Improvement	\$23,009,000
Road-New	\$227,343,000
Road-Interchange	\$23,475,000
Road-Beautification	\$920,000
Bridge-Overpass or Underpass Improvement	\$9,612,000
Trailway	\$11,982,000
Stormwater Drainage Improvements	\$1,357,000

GRAND TOTAL **\$643,470,000**



DRAFT PROJECT SCORING ROAD/BRIDGE PROJECT

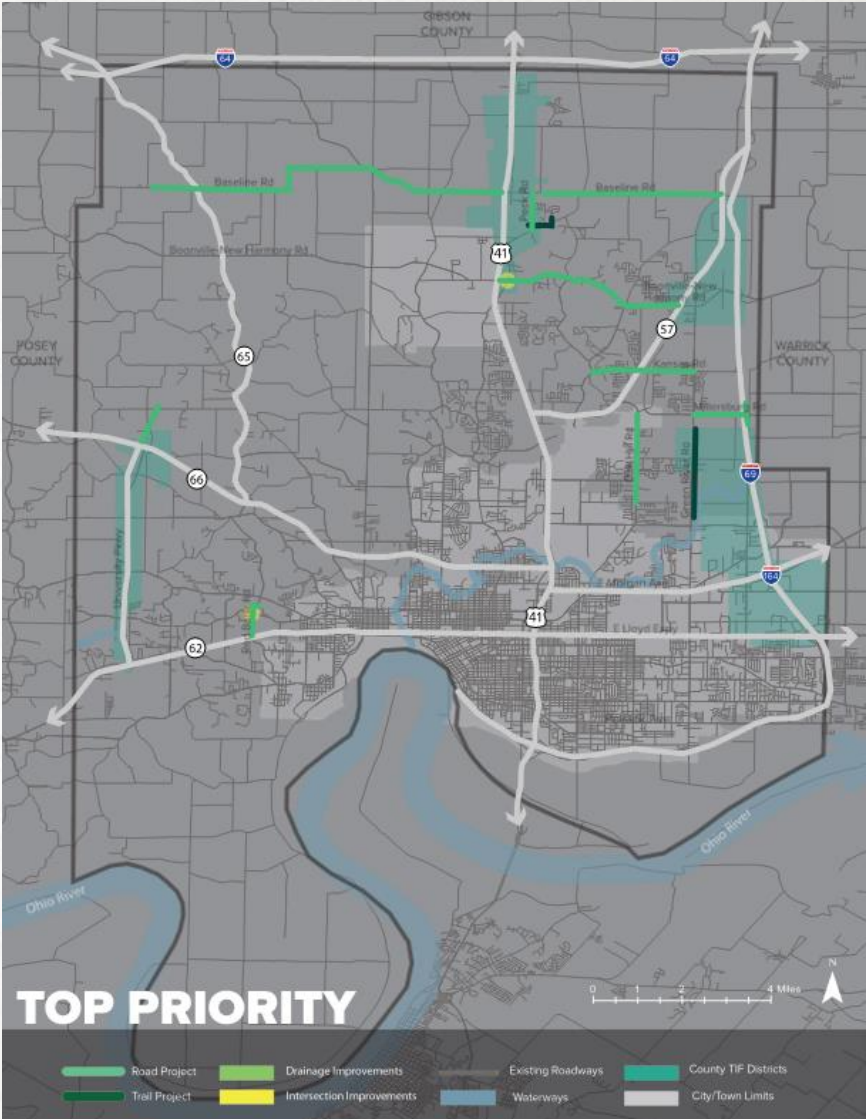
	CRITERIA	CRITERIA EXPLANATION	POINTS
SAFETY IMPROVEMENTS (40%)	Safety Improvements	Is there an accident history along the project site? (2012-2016 Accident Data)	10
		Road accident history include fatality or high injury rate? (2012-2016 Accident Data)	15
		Projects that will mitigate a hazard in locations. Does the project reduce conflicts and/or provides safety mitigation for any potential vehicular conflicts?	5
	Multi-Modal Benefit	Project adds bike and pedestrian facilities where none exist.	5
Project location identified in bike or pedestrian plan.		5	
DEVELOPMENT AND CONNECTIVITY (40%)	Contribution to Focus Areas (Land Use)	Project is located in or directly serving a regional TIF District.	15
		Project is located in or directly serves a development, industrial center, or employment core.	10
		Project serves an activity center (Park, University, K-12 school).	5
	Connectivity of Corridor	The project completes a gap in a corridor (i.e. is the roadway on either end of segment constructed to County standards?).	10
FUNDING AND SUPPORT (20%)	Non-county funding secured	Project is on the Statewide Functional Classification Roadway Network and eligible for Federal Funding.	5
	Project Support	Project is included in a local plan (transportation plan, corridor plan, etc.).	5
		Project has received stakeholder support (project discussed in stakeholder meeting; 1 person =5, >1 person = 10)	10
Total points possible			100

TRAIL PROJECT

	CRITERIA	CRITERIA EXPLANATION	POINTS
LOCATION IMPROVEMENTS (30%)	Compliment Recent or Future Project	Project compliments or enhances a recently completed or near-term future project. Project that have benefit to phases of completed or future projects.	15
	Project Utility	Project serves a need/be well used once it is complete. Project improves access to priority destinations mixed use centers, large employment areas, schools, and essential services.	15
DEVELOPMENT AND CONNECTIVITY (45%)	Contribution to Focus Areas (Land Use)	Project is located in or directly serving a regional TIF District.	20
		Project is located in or directly serves a development, industrial center, or employment core.	10
		Project serves an activity center (Park, University, K-12 school).	5
	Connectivity of Corridor	Project completes a gap in the systems; compliments adjacent facilities; significantly improves an existing facility that is well-used. Projects that significantly help to complete a pedestrian or bicycle corridor will receive top scores.	10
FEASIBILITY AND SUPPORT (25%)	Feasibility	Factors exist within or outside the scope of the project that make it impractical. Projects receive negative points if concerns about right-of-way, topography, or construction timing make them impractical.	ROW/ TOPO issues; -10-0 points
	Project Support	Project is included in a local plan (transportation plan, corridor plan, etc.). Project has received stakeholder support (project discussed in stakeholder meeting; 1 person =5, >1 person = 10)	15 10
Total points possible			100

DRAFT CAPITAL IMPROVEMENT PROGRAM (5 YEAR): TOP SCORING PROJECTS

PROJECT NAME	PROJECT LIMITS	COST ESTIMATE	TOTAL SCORE
Road/Bridge Projects			
University Pkwy	SR 66 to #6 School Rd	\$11,008,000	90
Baseline Rd	Korff Rd to Old State Rd	\$5,641,000	85
Baseline Rd	Bridge 0.15 mi. west of Petersburg Rd	\$545,000	83
Boonville-New Harmony Rd	Petersburg Rd to Green River Rd	\$8,945,000	80
Kansas Rd	Petersburg Rd to Green River Rd	\$8,503,000	80
Baseline Rd	Old State Rd to SR 57/I-69	\$17,137,000	78
Millersburg Rd	Green River Rd to I-69	\$7,942,000	75
Boonville-New Harmony Rd	US 41 to Petersburg Rd	\$17,371,000	70
Oak Hill Rd	Lynch Rd to St. George Rd	\$9,289,000	70
Peck Rd	Old State Rd to Baseline Rd	\$4,497,000	70
Boonville-New Harmony Rd and Old State Rd	Intersection Improvement	\$2,341,000	65
Oak Hill Rd	St. George Rd to Millersburg Rd	\$14,482,000	65
Baseline Rd	University Pkwy to US 41	\$41,054,000	63
Red Bank Rd	Lloyd Expy to Upper Mt. Vernon Rd	\$7,121,000	62
Red Bank Rd and Hogue Rd	Intersection Improvement	\$3,014,000	62
Millersburg Rd and I-69	Interchange	\$23,475,000	60
Trailway Projects			
Green River Rd Trail	Millersburg Rd to Heckel Rd	\$839,000	85
Green River Rd Trail	Lynch Rd to Heckel Rd	\$1,288,000	80
North HS Trail	North HS to Kingsmont Subdivision	\$391,000	70
GRAND TOTAL =		\$184,883,000	



PAST PROJECT COST DATA

PROJECT	PROJECT LIMITS	PROJECT LENGTH (LFT)	NUMBER OF LANES	FUNDING SOURCE	ROAD/BRIDGE	CONSTR. BID LETTING	*TOTAL PROJECT COST - VAND. CO.
University Parkway	SR 62 to Upper Mt. Vernon Rd	10400	4	INDOT 80-LPA 20	Road	3/23/2004	\$3,662,483
Baseline Rd. Bridge #201	over CSX RR; 0.4 mi. W. of US 41	1750	2	Vand. Co.	Bridge	9/1/2008	\$3,808,896
University Parkway	Upper Mt. Vernon Rd to Marx Rd	6680	4	INDOT 80-LPA 20	Road	12/4/2009	\$1,799,885
First Ave. Bridge	Rehab; bridge over Pigeon Creek	400	4	Vand. Co.	Bridge	3/1/2010	\$1,618,650
University Parkway	Marx Rd to SR 66	8510	4	INDOT 80-LPA 20	Road	12/8/2010	\$2,420,008
Millersburg Rd	Oak Hill Rd to Green River Rd	4435	3	Vand. Co.	Road	2/7/2012	\$3,784,105
Old Boonville Hwy. Br. #1530	0.33 miles west of Burkhardt Rd	125	2	Vand. Co.	Bridge	6/1/2013	\$240,310
Green River Rd Ph V	Millersburg Rd to Kansas Rd	5174	5	Vand. Co.	Road	2/11/2014	\$7,816,037
Maryland St. Br. #1330	over Pigeon Creek; 0.18 mi. W. of Wabash Ave	300	2	Vand. Co.	Bridge	10/1/2014	\$2,474,957
Broadway Ave. Bridge #271	at Johnson Lane	140	2	Vand. Co.	Bridge	5/1/2015	\$1,216,402
Heckel Rd	Oak Hill Rd to Green River Rd	5845	3	Vand. Co.	Road	2/16/2016	\$5,181,909
St. Joseph Ave. Bridge 1923	0.5 mi. N. of Mohr Rd	100	2	Vand. Co.	Bridge	1/1/2017	\$248,556
Green River Rd Ph VI	Kansas Rd to Boonville-New Harmony Rd	7656	3	INDOT 80-LPA 20	Road	7/11/2018	\$1,885,502
Green River Rd Ph VII	Boonville-New Harmony Rd to SR 57	2798	3	Vand. Co.	Road	8/11/2018	\$4,064,796
Baseline Rd	Fenway Dr to Korff Rd	1550	3	Vand. Co.	Road	8/1/2018	\$2,574,975

CAPITAL PROJECT SPENDING

VANDEBURGH CO. - PAST PROJECT SPENDING 2004-2018

TOTAL	\$42,797,476
TOTAL YEARS	15
AVG \$/YEAR	\$2,853,165

	Total Cost Estimate	Plan/Program Duration	\$/Year Need	Years to Complete at Current Spending Trends
CIP (Plan - 20 YR)	\$643,470,000	20	\$32,173,500	226
CIP (Program - 5 YR)	\$184,883,000	5	\$36,976,600	65
Next 5 Year Estimated Project Spending	\$14,700,268			

