

# Delaware-Muncie Metropolitan Plan Commission

## FY 2016-2019 Delaware Muncie Transportation Improvement Program



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*DMTIP*

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***Preface***

## **PUBLICATION NOTICE**

This program is the result of tax supported initiatives and as such is not subject to copyright. It has been financed in part through a grant from the United States Department of Transportation.

## **WORK PROGRAM FULFILLMENT**

The Fiscal Year 2016-2019 Delaware-Muncie Transportation Improvement Program (DMTIP) fulfills in part Work Element Number 500 of the Delaware-Muncie Metropolitan Plan Commission's Fiscal Year 2015-2016 Unified Planning Work Program. The purpose of this document is to provide a comprehensive program of federally subsidized transportation improvement projects within the Muncie Metropolitan Planning Area.

### **DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION STAFF**

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## **ACKNOWLEDGMENTS**

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James King ..... Vice President  
Sherry Riggan

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Mary Chambers ..... Vice-President

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		Amanda Dunnuck, Attorney

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Honorable Dennis Tyler

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Nora Powell          Brad Polk              Alison Quirk

**TRANSPORTATION COMMITTEES AND AFFILIATIONS**

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Marta Moody...Vice Chairman

Arron Kidder – City of Muncie  
Sherry Riggin - County Commissioners  
Julius Anderson - City Council  
Mike Jones - County Council  
Laura Vise - Yorktown Town Council  
Larry King - Muncie Indiana Transit System  
Kevin Kenyon - BSU Facilities & Planning  
Mike Smith - INDOT  
Marta Moody - DMMPC Executive Director

Cheryl McGairk ..... Recording Secretary

Advisors:  
Robert Dirks - Federal Highway Admin.  
Angie Moyer - County Engineering Dept.  
Hugh Smith – DMMPC Planner

**TECHNICAL ADVISORY COMMITTEE**

Marta Moody ..... Chairman

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Brad Fellers - AT&T  
Christy Foster - MITS (Transit System)  
MaryAnn Gervolino - DMMPC Planner  
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Robert Dirks- Federal Highway Administration  
Duke Campbell- Public Works, City of Muncie  
Brian Jones - INDOT Transit Section  
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Jim Lowe - Ball State University  
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Angie Moyer - County Engineering Dept.  
Pete Olson - Yorktown Town Manager  
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Tim Smith – Town of Selma  
Shane L. Drook - American Electric Power  
Larry Robinson - Chamber of Commerce  
Hugh Smith - DMMPC Planner  
Randy Walter - INDOT Urban Planning Sect.


Cheryl McGairk ..... Recording Secretary

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION**

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Delaware Muncie Metropolitan Plan Commission hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the MAP-21 (Pub. L. 112-41) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

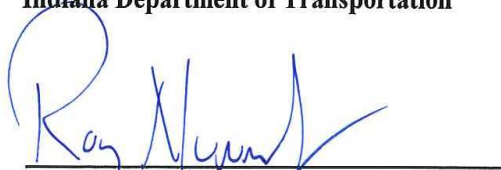
**Delaware Muncie Metropolitan  
Plan Commission**

  
**Name:** Marta Moody

Executive Director, Delaware-Muncie  
Metropolitan Plan Commission  
**Title**

3/23/2015  
**Date**

**Indiana Department of Transportation**

  
**Name:** Roy Nunnally

Division Director  
Engineering and Asset Management  
**Title**

3/31/15  
**Date**

*DMTIP*


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***Policy***



## **ENVIRONMENTAL JUSTICE ORDER FOR THE URBAN TRANSPORTATION PLANNING PROCESS**

Per signature, this agency assures compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. This compliance will be incorporated in the 20-Year Transportation Plan update, under separate section titled "Environmental Justice". This compliance follows guidelines established in the Executive order and the President's February 11, 1994 Memorandum on Environmental Justice. The goals of the Executive Order will be developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

Signature: 

Name: Marta Moody

Title: Executive Director, Delaware-Muncie Metropolitan Plan Commission

Date: 4/26/10



**DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION  
PUBLIC PARTICIPATION PLAN  
2007**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that all Metropolitan Planning Organizations shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the Transportation Plan and Transportation Improvement Program (TIP). This includes providing adequate notice, providing timely information to various organizations, providing reasonable public access to technical and policy information, and seeking and considering the needs of those traditionally underserved by the existing transportation systems.

The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization for the Muncie Urbanized Area (MPO), has developed a proactive public participation process in order to maximize community involvement in the transportation planning process. The process will involve citizens, freight shippers, airport authorities, transportation-related agencies (traffic/safety/enforcement), and the appropriate county, city and town officials. The process has been expanded to include new interested parties at the federal, state and local level so that those involved in matters such as wildlife habitat, land use, natural resources, conservation, historic preservation, non-emergency transportation, and regulatory actions have the opportunity to participate. The process has also been augmented to include appropriate consultations as a result of operating as an Air Quality Maintenance Area. The process is set up to include notices of document development, opportunities for input, presentation of draft plans at various public meetings and public hearings, public meetings to further develop draft plans, public notice of approval meetings for final plan documents, and submittal of the plan to the Indiana Department of Transportation (INDOT). The public comments received will be presented along with, and as a part of, the plans when they are considered at transportation subcommittee meetings and Plan Commission meetings for final approval.

The Public Participation Plan and process for the Delaware-Muncie Metropolitan Plan Commission is set forth in the following components.

**Section I. General Policy Statement.**

It is the policy of the DMMPC/MPO to allow access and input at all times from the general and transportation public on any transportation related plan or program. It is the policy of the DMMPC/MPO to assist the State of Indiana in achieving public participation as required by law for the State TIP and Transportation Plan and other components of transportation planning as set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) by utilizing our local database, committee structures, and procedures. It is the policy of the DMMPC/MPO to carry out the Public Participation Plan and the transportation planning process, including matters relating to Transportation Conformity, in consultation with all interested parties

**Section II. Public Participation Methodology**

**A. Database Development**

1. General Public: A listing of neighborhood organizations shall be maintained as provided by the organizations and/or the Office of Community Development. A listing of individual citizens wishing notification shall be maintained as compiled from requests by such citizens. These listings will be kept on file at the DMMPC Office.
  
2. Transportation Public: A listing of affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties, including elected officials, shall be maintained and kept on file at the DMMPC Office. Contacts on this listing shall be

in addition to Committee members representing transportation interests. Other interested parties will include Air Quality consulting partners (EPA, IDEM, FHWA, FTA, INDOT, MCCOG), Army Corps of Engineers, Fish and Wildlife Service, National Park Service, Natural Resources Conservation Service, Indiana Department of Natural Resources, the State Historic Preservation Officer, transit users, pedestrian & bicycle facility users, the disabled, and the Chamber of Commerce.

## **B. Transportation Committees**

1. Transportation and Planning Involvement Council (TAPIC): An existing committee comprised of citizens who are not a part of local government and who volunteer or are recruited by the DMMPC Office. Input from TAPIC members is forwarded to the other transportation committees and implementing agencies as applicable.
2. Technical Advisory Committee (TAC): An existing committee representing local government, private industry, transportation interest groups (i.e. airport, transit, freight) and others with technical expertise needed to provide input into the transportation planning process. Action from this committee provides the 1st step in a 2-step local approval process for Transportation Plans and Transportation Improvement Programs.
3. Transportation Policy Committee (TPC): An existing committee representing implementing agencies and decision makers whose input is needed to formulate policy for transportation planning. Action from this committee provides the 2nd step in a 2-step local approval process for Transportation Plans and Transportation Improvement Programs. This is the Policy Committee.
4. Ad-Hoc/Special Task Force Committees: An existing forum for creating a project specific committee to provide input for the 2-step local approval process. The membership would vary and would be geared toward the task at hand.

## **C. Notification Mediums**

1. Web Site: The DMMPC/MPO developed a Delaware County internet web site ([www.co.delaware.in.us](http://www.co.delaware.in.us)) which will be enhanced and expanded. The web page will contain information related to planning efforts including transportation planning documents and the dates and times for meetings in the local input and approval process. Links will be added to other websites that serve the transportation public such as the Muncie Indiana Transit System site and the Cardinal Greenway site.
2. PLAN NEWS: A quarterly newsletter is produced by the MPO staff and distributed by mail to over 200 individuals and agencies throughout Muncie and Delaware County, Indiana, and is made available to the general public at the MPO office which is located in the Delaware County Building. The newsletter is on the office web page and has articles with summary information from transportation planning documents and lists a schedule of meetings for the planning process. Distribution of PLAN NEWS will be expanded to include electronic media – email and the website.
3. Newspapers: There is 1 newspaper of general circulation (as defined by law) for the Muncie, Delaware County, and east central Indiana communities - The Star Press. It publishes upcoming meetings as a regular feature and will list meetings from the transportation planning process. A regional minority newspaper, The Muncie Times, based in Muncie will be used to further inform the public of upcoming meetings in the planning process.
4. Public Posting: The DMMPC/MPO Office is located in the Delaware County Building, which contains all of the local governmental offices for Delaware County, Indiana. Notices and information dealing with transportation will be posted on the public bulletin board at the DMMPC/MPO Office and at City Hall.
5. Legal Notices: Legal notices, with date, time, place and subject matter information for Plan Commission meetings concerning Transportation Plans or TIP's, will be published in The Star Press, being a newspaper of general circulation and authorized to publish legal notices for the Muncie/Delaware County area.
6. Individual Mailings: Notices will be mailed/emailed to individuals, by request and per the notification databases, specifying the dates and times for committee and Plan Commission meetings

where Transportation Plans or TIP's are to be considered.

#### **D. Annual Update Activities**

1. Database Updates: The General Public and Transportation Public listings are updated on an annual basis in December/January of each year through contact with other governmental agencies and by research of various inventories and resources (phone book, city directory, Hill-Donnelly Cross Reference Directory, etc.).
2. Membership Drive for TAPIC: A membership drive is conducted in January/February of each year by contact with Community Development, the Citizens Action Coalition, other governmental offices, and other available sources.
3. Meeting Schedules: Annual meeting schedules for each committee are prepared in December of each year.
4. PLAN NEWS Mailing List: The mailing list for PLAN NEWS is updated in December/ January of each year to reflect changes in elected officials, appointments to committees, additions to the database, and individual requests.
5. Minority, Low-Income, and Traditionally Underserved Involvement Effort: In December/January of each year, an extra effort will be made to identify the minority, low-income, and traditionally underserved portions of Delaware County citizens using the most up to date census data and GIS technology; and to design strategies to involve them in the transportation planning process. That effort will continue to include providing information on meetings, the TIP and Transportation Plan documents in the Muncie Times and to applicable neighborhood associations.

### **Section III. Public Participation Procedures**

#### **A. TIP's and Transportation Plans**

1. Distribution of Annual Meeting Schedules: Annual meeting schedules for all committees and the DMMPC will be forwarded to all members and all persons listed in the database at the beginning of the calendar year using the various notification mediums listed herein. Schedules are also posted in the Plan Commission Office at the Delaware County Building and on the Web Site. This component is aimed at early consultation and continuing involvement.
2. Requests for Public Input: Requests will be distributed near the beginning of the process through the Web Site, PLAN NEWS, individual mailings, public postings and the newspaper. The content of the requests will identify the document and specify the meetings and/or presentations that will be used to gather input. Public input may be presented at the meetings, in written or verbal form, or at the MPO Office in written form at any time. This component is aimed at ensuring early consultation for the TIP and Transportation Plan documents.
3. Notice of Public Meetings & Presentations: A specific notice will be forwarded to all members and persons in the General Public and Transportation Public database at least 10 days prior to the presentations and the series of meetings at which the Transportation Plan or TIP will be under consideration.
4. Notice of Public Hearing: A notice of public hearing will be published in The Star Press for the DMMPC meeting at which the Transportation Plan or TIP will be presented for final consideration. This meeting may also be used as an additional opportunity for public comment if the final documents differ significantly from the version that was made available for public comment (as set forth in Item 3) and raises new material issues which interested parties could not reasonably have foreseen.
5. Public Involvement Documentation: Public input and comment will be on record in the Plan Commission Office and will be included in the TIP and Transportation Plan documents. Where significant comments are received, a summary, analysis and report on the disposition of comments will be included in the documents.
6. Legislative Process: When a component of the Transportation Plan is a part of the Delaware-Muncie Comprehensive Plan of the DMMPC, the public hearing process will be extended to include action by the legislative body (Board of Commissioners, City Council) with all of the

normal notification required by law for a public hearing.

**B. Major Amendments for Non-Exempt Projects**

The standard process for major amendments adding non-exempt projects to the Transportation Plan and/or the TIP, requiring air quality conformity determinations, shall be the same as presented above in Section III-A(2-5).

**C. Minor Amendments**

Transportation Plan and/or TIP amendments adding an exempt project shall be accomplished through the TAC and the Transportation Policy Committee public meetings. Emergency exempt Transportation Plan and/or TIP project amendments may be faxed, emailed or hand delivered to Committee members for approval and documentation.

**D. Administrative Amendments**

Transportation Plan and/or TIP amendments involving changes to existing projects shall be accomplished through approval by the TAC and the Transportation Policy Committee members which may be obtained by fax, email or hand delivery.

**E. General Guidelines for Public Events/Participation**

1. During development of Transportation Plan updates, the DMMPC/MPO will provide at least one open house presentation extending into evening hours to maximize attendance, at an accessible location, and utilizing an interactive GIS viewing station.
2. Public meetings will be held at locations accessible to users of wheelchairs. Interpreters or other auxiliary aids will be arranged if requested 10 days in advance.
3. Information and final documents will be made available on the DMMPC/MPO website.
4. GIS technology and other visualization techniques will be used during public meetings and events, and in Transportation Plan and TIP documents.
5. Should Delaware County become a non-attainment area, the DMMPC/MPO will hold an annual meeting to review planning assumptions and the plan development process with interested parties and the general public.
6. Information involving both major and minor amendments will be forwarded to the DMMPC/MPO air quality partners for consultation.

**Section IV. Evaluation of Public Involvement Process**

The Public Participation Plan will be evaluated at the end of each year to determine its effectiveness in assuring that the process provides full and open access to all. The strategies to encourage participation from citizens from minority, low-income and traditionally under-served portions of the population will be adjusted as needed to best assure their access to the process. If a lack of input is deemed the result of flaws within the public participation process, an amendment will be prepared and processed to upgrade the Public Participation Plan so it will provide public comment and involvement.

**Section V. Participation Plan Amendment Process**

1. Notice: Notice of any proposed amendment to this Public Participation Plan shall be given by the methods set forth in Section 3 with the notice to include specific information that written comments on the amendment may be filed in the DMMPC/MPO Office for 45 days from the date of the notice.
2. Approval Process: Any proposed amendment to this Plan will go through the 2-step local approval process (TAC and Transportation Policy Committee).

## **Section VI. Definitions/Abbreviations**

1. DMMPC: The Delaware-Muncie Metropolitan Plan Commission.
2. EPA: The Environmental Protection Agency.
3. Exempt Project: A project that does not add capacity to the surface transportation network.
4. FHWA: The Federal Highway Administration.
5. FTA: The Federal Transit Administration.
6. GIS: Geographic Information System.
7. IDEM: The Indiana Department of Environmental Management.
8. INDOT: The Indiana Department of Transportation.
9. MAP-21: The federal authorization act known as Moving Ahead for Progress in the 21<sup>st</sup> Century
10. MCCOG: The Madison County Council of Governments, the Anderson Metropolitan Planning Organization.
11. MPO: Metropolitan Planning Organization, the agency charged with carrying out federal requirements for transportation planning.
12. Non-Exempt Project: An improvement project that adds capacity to the surface transportation network.
13. SAFETEA-LU: The federal authorization act known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users.
14. TAC: The Technical Advisory Committee.
15. TAPIC: The Transportation and Planning Involvement Council.
16. TIP: Transportation Improvement Program.
17. TP: Transportation Plan.
18. TPC: Transportation Policy Committee.

## **Section VII. Effective Date**

The Public Participation Plan set forth herein will be in full force and effect from the day after the date of approval by the Delaware Muncie Metropolitan Plan Commission (DMMPC) onward until such time as the Plan is amended again by the DMMPC.

# DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

## **Policy Statement Regarding Private Sector Participation In the Transportation Planning Process**

Overview. The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization (MPO) for the Muncie Indiana Urbanized Area is charged with administering a comprehensive transportation planning process. In conjunction with this role, it is the responsibility of the DMMPC to assure that there is private sector participation in this process, especially as it relates to the provision of public transportation. This assurance can best be successful if there is an established policy. The following is a modest yet effective method of meeting the requirements of the initial UMTA, now Federal Transit Administration (FTA), guidelines for private sector participation as outlined in the Federal Register of January 24, 1986.

Statement of Initiatives: The primary initiative of this process as it regards the DMMPC is the dissemination of information. The DMMPC will therefore strive to educate, or keep aware, the private sector through the following two main activities:

- assuring private sector representation and participation on the Technical Advisory Committee and any DMMPC citizen participation mechanism or committee, and

- placing private sector participants on the DMMPC office newsletter, PLAN NEWS, mailing list.

The second major initiative will be the input solicitation process. This process will be comprised of the following:

- encouragement and promotion of an ideas exchange between private sector participants and the DMMPC staff, and

- active solicitation and promotion of opportunities for private sector participants to compete for service provisions if qualified and/or capable, and

- active encouragement and solicitation of comments and opinions on the transportation planning process and planning activities, specifically as they relate to the provision of public transportation.

The third major initiative will be achieved by the successful completion of the first two initiatives on an ongoing basis. However, a mechanism needs to be in place by which problems can be solved. The activity will allow for expeditious, yet effective and fair, resolution of complaints or charges associated with the total process. It will also aid in assuring that the ongoing planning process has input from the private sector. The initiative will be as follows:

- creation of a review mechanism of any policy deemed uncompetitive or unfair to the private sector, and

-allowance for the monitoring of the total process to assure that the proper mix of actors are invited to participate when necessary.

Conclusion: Private sector participation will be encouraged and solicited on a case-by-case basis also, as time passes. For instance, a private sector company prepared the last Transit Development Program (TDP) for the Muncie Indiana Transit System.

Initially, those private sector participants who will be notified and solicited for input include representatives of limousine services, taxi companies, and private bus companies. Representation will be sought from this initial group. Then, as time passes or the need arises, additional representation and involvement will be solicited.



**MUNCIE PUBLIC TRANSPORTATION CORPORATION  
PRIVATE ENTERPRISE POLICY**

It shall be the policy of the Muncie Public Transportation Corporation, to involve the private sector in the planning and provision of transit/paratransit service in the City of Muncie, Indiana. This policy shall include:

I. The early involvement of private operators in planning for new or restructured service;

A. Early notification to private transportation providers of proposed services and opportunities;

B. Early consultation opportunities for participating in the development of transit/paratransit programs;

C. Reasonable opportunity for private operators to offer their own service proposals for consideration;

II. Consideration will be given as to whether private carriers could provide new or restructured service consistent with these policies and with reduced public subsidy. Movement towards involvement of the private sector in the planning and provision of transit service shall be accomplished consistent with the following policies:

A. Fixed Route/Demand Responsive Services

1. The Muncie Public Transportation Corporation will explore the potential and feasibility of private sector involvement in any new or restructured transit service.

2. The Muncie Public Transportation Corporation will assess the private sector's interest and capabilities for providing any new or restructured transit service.

3. If the interest and capabilities exist, the Muncie Public Transportation Corporation will utilize a formal, competitive bidding process to determine the most efficient and effective provider of any new or restructured transit service.

B. Secondary Maintenance

1. The Muncie Public Transportation Corporation will explore the feasibility of competitively bidding Secondary Departmental services (e.g., cleaning of bus shelters, caretaking of maintenance facility grounds, etc.)

C. Planning

1. The Muncie Public Transportation Corporation will encourage and support the MPO to include private sector providers on all appropriate planning advisory committees.

#### D. Other Considerations

1. Quality of service issues will be maintained by the private sector as measured by the performance standards in the Request for Proposal.

2. Since the successful competitive bidder will be the sole proprietor, non-compliance with the provisions of the service contract will result in penalties being levied on the private operator (e.g., Performance Bond).

3. All service contracts will be approved by the Muncie Public Transportation Corporation's Board of Directors.

4. The provisions imposed by the Federal government as terms of the grant agreement between the Corporation and UMTA to include but not be limited to the following provisions: 13C, 504, Title VI of the Civil Rights Act of 1964 and all other Applicable Federal Assurances shall be adhered to.

III. When comparing service proposals, the Muncie Public Transportation Corporation will ensure that non-profit proposals, including the Muncie Public Transportation Corporation's proposal, will include taxes, operating subsidies, capital grants, use of public facilities and insurance in the cost comparisons.

IV. The Muncie Public Transportation Corporation's private sector policy process, Requests For Proposals (RFP) and contract negotiations with the private sector will ensure the following planning procedures have been met.

A. Notification of all private sector firms of the Muncie Public Transportation Corporation's intent to involve them in the planning and provision of transit/paratransit service in the City of Muncie, Indiana;

B. Reasonable time for comment will be provided once the process has been developed;

C. Public hearings will be conducted as required by Muncie Public Transportation Corporation policy and State and Federal Law;

D. Consideration will be given to all reasonable comments and views expressed as a result of the above stated participation;

E. The State's open records law will be followed to ensure public access to the final program.

V. An appeals process to resolve complaints and disputes with private sector firms will involve Muncie Public Transportation Corporation Counsel and the Board of Directors.

A. A majority vote of the Muncie Public Transportation Board of Directors shall determine the final decision.

# DMTIP

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## *Introduction*

## INTRODUCTION

### PURPOSE

The Delaware-Muncie Transportation Improvement Program (DMTIP) is developed annually by the Delaware-Muncie Metropolitan Plan Commission for two specific reasons:

(1) To develop a document that will guide local officials: (a) in the implementation of long-range transportation plans, (b) in setting forth a schedule to coordinate project implementation, (c) in the implementation of projects which will increase the efficiency of existing transportation resources, and (d) in the financial programming and administration of such projects.

(2) To meet the requirements of Federal regulations as contained in 23 C.F.R. 450.

These regulations require that a four-year transportation improvement program, including an annual element, be developed by the metropolitan planning organization, the State and publicly owned operators of mass transportation services in cooperation with recipients authorized under Section 5, 9, or 9A of the Urban Mass Transportation Act (49 U.S.C. 1604, 1607a, or 1607a-1). The early regulations also required that a transportation improvement program cover a period of not less than 3 years; indicate the area's priorities; and include realistic estimates of the total costs and revenues for the program period. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) changed the required frequency of TIP's to four years and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) continued the requirement. MAP-21 added performance measurements, standards and analysis to the process. These new items will be developed by INDOT with guidance from FHWA and FTA and in consultation with the MPOs, who will comply with the process.

### DEFINITION

As defined in the federal regulations, a transportation improvement program is "a staged multi-year program of transportation improvements". Also required is the inclusion in the transportation improvement program of a transportation systems management element.<sup>1</sup> The intent of this regulation is the identification of those projects that emphasize maximizing the efficiency of the existing transportation system but do not involve new transportation facilities or major changes in existing facilities.

### RESPONSIBLE AGENCY

Federal regulations require that the transportation improvement program be developed and annually updated under the direction of the Metropolitan Planning Organization (MPO) in cooperation with state and local officials and local transit operators.<sup>2</sup> The Delaware - Muncie Metropolitan Plan Commission has been designated by the Governor of the State of Indiana as the recognized MPO for the Muncie Urbanized Area. As such, the Commission is responsible for seeing that the continuing, cooperative and comprehensive long-range transportation planning process is maintained.

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<sup>1</sup>Federal Register, June 30, 1983, Subpart A. Section 450.104 (b)5 <sup>2</sup>. Ibid., Section 450.104 (b) 4.

Commission staff personnel, with the assistance of staff members of other public agencies and government offices, conduct much of the technical work required to prepare transportation plans and programs. This report serves as an example. Such work must also be endorsed by the Technical Advisory Committee and approved by the Transportation Policy Committee for local approval to be complete.

## **DMTIP FRAMEWORK**

It is important to note that the DMTIP fits into both a planning and fiscal framework. The planning framework, of which DMTIP is a part, is based upon the *2009-2030 Delaware Muncie Transportation Plan*. Overlapping this planning framework is the fiscal framework, which supports the DMTIP. The proposed projects listed in this draft document are reviewed, revised and prioritized into a fiscally constrained program before being approved as part of the final version. The inclusion of a proposed project in an approved final DMTIP allows that project to be included in the INSTIP (state TIP). Then a project must meet all federal aid requirements and be selected for implementation by the Indiana Department of Transportation (for certain funds) and the Muncie Indiana Transit System (where urban transit projects are involved) in cooperation with the Delaware-Muncie Metropolitan Plan Commission.

*DMTIP*

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***Financial  
Considerations***

## FINANCIAL CONSIDERATIONS

### LOCAL REVENUE FORECASTS

Realistic cost estimates, apportioned by funding source, are supplied for each agency. These estimates when compared to revenue forecasts give insight to the DMTIP Coordinating Committee on the financial feasibility of attaining implementation of the DMTIP. Forecasts of anticipated revenues for use in providing an efficient transportation system were developed using multi-year funding information from each local public agency that implements projects. The tables below show the projected funding available for the local match portion of the bridge and surface transportation projects of Delaware County, Muncie, and Yorktown, Indiana in the DMTIP.

#### FY 2016-19 Delaware County Revenue

Fund	CUMBR	LRS	Wheel Tax
2016	1,656,100	493,000	1,029,200
2017	1,678,400	495,000	1,034,500
2018	1,701,000	497,000	1,039,900
2019	1,723,800	499,000	1,045,300
<b>Total</b>	<b>\$ 6,759,300</b>	<b>\$ 1,984,000</b>	<b>\$ 4,148,900</b>

Delaware County uses its MVH funds, averaging over \$2,000,000 per year, for the salaries, operation and maintenance costs for its highway department. The County's projects in the DMTIP will usually use LRS, Wheel Tax, or Cumulative Bridge funds, which will also be used for local repaving and road/bridge repair costs. The County will also receive an estimated \$2,000,000 of EDIT funds per year, some of which could be used toward its transportation improvement projects.

#### FY 2016-19 Muncie Revenue

Fund	LRS	Wheel Tax
2016	583,100	1,126,100
2017	593,900	1,131,900
2018	604,900	1,137,700
2019	616,100	1,143,600
<b>Total</b>	<b>\$ 2,398,000</b>	<b>\$ 4,539,300</b>

The City of Muncie uses its MVH funds, averaging about \$1,900,000 per year, for the salaries, operation and maintenance costs for its highway department. Muncie's projects in the DMTIP will usually use LRS and/or Wheel Tax funds, which will also be used for repaving and road repair costs. Muncie will also receive an estimated \$1,300,000 of EDIT funds per year, some of which could be used toward its transportation improvement projects.

#### FY 2016-19 Yorktown Revenue

Fund	LRS	Wheel Tax
2016	81,700	168,800
2017	83,400	169,700
2018	85,100	170,600
2019	86,800	171,400
<b>Total</b>	<b>\$ 377,000</b>	<b>\$ 680,500</b>

The Town of Yorktown uses its MVH funds, averaging about \$700,000 per year, for the salaries, operation and maintenance costs for its highway department. The LRS funds are available for use as local funds matching federal funds toward road and transportation enhancement improvement.

\*Abbreviations: CUMBR - Cumulative Bridge Fund, LRS - Local Road & Street Account, MVH - Motor Vehicle/Highway Account, EDIT is Economic Development Income Tax.



## MITS FINANCIAL CAPACITY ASSESSMENT

The DMMPC, in accordance with the requirements of Federal Transit Administration (FTA) Circular 7008.1, has made an assessment of the financial capacity of the Muncie Indiana Transit System (MITS). The following narrative and tables show that MITS clearly has sufficient capacity to undertake its projects programmed within this document.

The tables below show the estimated cash flow for MITS, indicating that its projects in this program are financially constrained. The local matching required is within available funds. The utility and material costs are expected to increase at 3 percent per year in the future due to inflation. The future transit revenues are expected to keep pace with inflation. The growth in future MITS expenses was calculated using anticipated economic patterns.

### MITS OPERATING EXPENSES FORECAST

EXPENSE ITEMS	2015	2016	2017	2018	2019
Salaries	\$ 3,191,341	\$ 3,287,081	\$ 3,385,694	\$ 3,487,265	\$ 3,591,883
Fringe Benefits	1,801,709	1,855,760	1,911,433	1,968,776	2,027,839
Contract Services	519,719	535,311	551,370	567,911	584,948
Materials & Supplies	1,060,110	1,091,913	1,124,671	1,158,411	1,193,163
Utilities	115,831	119,306	122,885	126,572	130,369
Casualty/Liability	299,645	308,634	317,893	327,430	337,253
Purchased Transport.	0	0	0	0	0
Other	169,790	174,884	180,130	185,533	191,100
<b>Total Eligible Expenses</b>	<b>\$ 7,158,145</b>	<b>\$ 7,372,889</b>	<b>\$ 7,594,076</b>	<b>\$ 7,821,898</b>	<b>\$ 8,056,555</b>

### MITS OPERATING REVENUE FORECAST

REVENUE ITEMS	2015	2016	2017	2018	2019
Local Assistance	\$ 3,643,281	\$ 3,752,579	\$ 3,865,157	\$ 3,981,112	\$ 4,100,545
State Assistance	1,830,117	1,885,021	1,941,571	1,999,818	2,059,813
Federal FTA (5307/HI)	1,684,747	1,735,289	1,787,348	1,840,968	1,896,197
<b>Total Revenues</b>	<b>\$ 7,158,145</b>	<b>\$ 7,372,889</b>	<b>\$ 7,594,076</b>	<b>\$ 7,821,898</b>	<b>\$ 8,056,555</b>

The following table displays the anticipated use of federal funding for transit projects by year. It should be noted that Federal Transit Administration (FTA) Section 5309 funds are discretionary and will require that the Muncie Indiana Transit System pursue obtaining them.

**FEDERAL TRANSIT ADMINISTRATION FUNDS AVAILABLE (Cash Flow)**

<b>Federal Transit Funds</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Beginning Balance (Carryovers)</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Federal Apportion (FTA 5307/HI)</b>	<b>1,684,747</b>	<b>1,735,289</b>	<b>1,787,348</b>	<b>1,840,968</b>	<b>1,896,197</b>
<b>Federal Award (FTA 5309)</b>	<b>808,000</b>	<b>1,120,000</b>	<b>284,000</b>	<b>5,888,000</b>	<b>2,400,000</b>
<b>Federal Award (FTA 5317)</b>		<b>100,000</b>			
<b>Total Federal Funds Available</b>	<b>\$ 2,492,747</b>	<b>\$ 2,955,289</b>	<b>\$ 2,071,348</b>	<b>\$ 7,728,968</b>	<b>\$ 4,296,197</b>
<b>Operating Expenses</b>	<b>1,684,747</b>	<b>1,735,289</b>	<b>1,787,348</b>	<b>1,840,968</b>	<b>1,896,197</b>
<b>17 Hybrid-electric buses (1,0,11,5)</b>	<b>472,000</b>	<b>480,000</b>		<b>5,280,000</b>	<b>2,400,000</b>
<b>12 Paratransit vans (8,3,1,0)</b>	<b>336,000</b>	<b>640,000</b>	<b>240,000</b>	<b>80,000</b>	
<b>1 Building &amp; Grounds vehicle</b>			<b>44,000</b>		
<b>Accessible Transp Voucher Progrm</b>		<b>100,000</b>			
<b>Passenger-Waiting Shelters</b>				<b>48,000</b>	
<b>Replace roof: MITS Headquarters</b>				<b>480,000</b>	
<b>Total Projects</b>	<b>\$ 2,492,747</b>	<b>\$ 2,955,289</b>	<b>\$ 2,071,348</b>	<b>\$ 7,728,968</b>	<b>\$ 4,296,197</b>
<b>Ending Balance</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>

*DMTIP*  
***Process***

## **DMTIP COORDINATING COMMITTEE**

The principal mechanism used for developing the Delaware-Muncie Transportation Improvement Program (DMTIP) is a special advisory committee of the Delaware-Muncie Metropolitan Plan Commission called the DMTIP Coordinating Committee. The committee also assists in the development of transportation system management strategies, thus creating continuity in the planning process and implementation. The committee membership is comprised of the following:

- Muncie Board of Works
- Delaware County Engineering Office
- Representative, Town of Selma
- Town Manager, Town of Yorktown
- Manager, Muncie Indiana Transit System
- Executive Director, Delaware-Muncie Metropolitan Plan Commission
- Principal Planner, Delaware-Muncie Metropolitan Plan Commission
- Transportation Planner, Delaware- Muncie Metropolitan Plan Commission

Since the committee does not include local decision makers in the development stages of the DMTIP, it is an implied responsibility of the individual members to obtain input from this group throughout the process. This does not exempt the established planning procedures for review and endorsement; but is intended to ensure the policy-makers an active role in the DMTIP development process from its inception.

The primary input of the committee is in the annual preparation of the three-year transportation improvement program/annual element, which describes all proposed transportation systems development in the Delaware-Muncie area. In order to accomplish this task in a fashion that addresses the area's needs and fulfills all federal requirements, it is necessary to:

(1) determine area-wide goals and objectives; (2) identify area-wide priorities for the program period; (3) determine appropriate actions to fulfill area-wide priorities; (4) identify transportation improvements to be implemented during the program period; (5) indicate the area's priority on each improvement; (6) group improvements of similar urgency and anticipated staging into appropriate staging periods; and (7) indicate realistic estimates of total cost and revenues for the program period.

### **GOALS AND OBJECTIVES**

To ensure that the annual development of the DMTIP is consistent with the ends to which the Delaware-Muncie area aspires, a set of transportation goals and objectives was adopted by the DMTIP Coordinating Committee. The goals and objectives are intended to help establish policy guidelines for planning implementation and identify specific community needs as a focal point for project selection.

The goals and objectives adopted by the committee were developed and approved as a part of the 2013-2040 Delaware-Muncie Transportation Plan. They are as shown on the next page:

**Goals:**

- Ensure the continued provision of bus service throughout the City of Muncie including purchase of replacement transit vehicles.

-Provide a safe, well-maintained, functional multi-modal transportation system that is compatible with planned community growth and minimizes traffic congestion.

-Develop cost-effective, environmentally sound plans, programs, standards, and enforcement procedures for the maintenance and extension of public and private facilities.

-Promote the development of land, parking facilities and effective movement of people and goods within the Central Business District (also known as City Center), while improving the aesthetic character and environmental quality of downtown Muncie.

-Promote the community's ability to improve the surface transportation system by means of an improved economic base resulting from orderly economic development encompassing all industries - housing, retail, manufacturing and tourism.

**Objectives:**

-Assure a cost-effective transportation system.

-Use the existing transportation facilities to their maximum efficiency.

-Decrease transportation related fatalities and accidents.

-Reduce congestion and improve circulation, particularly for the City Center, University and major activity areas.

-Provide satisfactory access/connectivity from developed areas to the regional highway system.

-Increase intermodalism to promote energy and environmental conservation.

-Improve accommodation of non-motorized travel and the elimination of conflict between modes of travel.

-Improve and increase the role of transit services to improve overall transportation system efficiency.

-Improve and promote pedestrian and bicycle facilities and circulation.

-Ensure that transportation planning efforts consider citizen needs for all modes of transportation and concerns for impacts of the transportation system on other elements such as neighborhoods and businesses.

## **AREA-WIDE PRIORITIES**

Throughout the planning year, input is sought from neighborhood groups, civic organizations, business leaders, private citizens, elected officials, and other government officials who relay their feelings on the area's transportation needs. From this input and the area's surveillance activities, priority transportation issues are identified. Although not a rigidly structured procedure, this step in the DMTIP development process provides the foundation, in conjunction with the area's goals and objectives, for project selection, project staging, and the efficient employment of available fiscal resources.

Area-wide transportation priorities identified for the Fiscal Year 2016-2019 DMTIP program period are:

- Provide proper geometric design features to expedite safe, efficient traffic movement on the major street system.
- Increase capacity and/or decrease travel times on the major street system.
- Reduce rail/highway accidents at crossings of the Conrail and Norfolk Southern Railroads by: (1) improving crossing surface; (2) installation of standard signs and markings; and (3) installation of train-activated warning devices.
- Ensure transportation availability for the elderly, mobility limited, and disadvantaged through a demand responsive transit system and purchase of replacement vehicles for special transit providers.
- Reduce road users costs on the major street system.
- Make all necessary improvements at locations with a high accident history to reduce fatalities, injuries and damage.

## **PROJECT DEVELOPMENT**

The projects are chosen, proposed, and developed by the implementing agencies to meet the major transportation improvement needs of their jurisdictions. Many needs are identified through major documents such as the biennial County Bridge Re-inspection Report, the Transportation Plan, and the MITS Transit Development Program. These reports contain detailed analysis and specify the improvements that are most needed and will have the greatest impact in upgrading and maintaining a transportation system that functions well. Other needs are identified through public input, traffic data collection, and committee discussions concerning short-range concerns. The Transportation Plan includes long-range needs that have already been identified through public input, traffic data collection, and committee discussions. The Plan Commission staff encourages the implementing agencies to submit projects from the major documents on a timely basis appropriate for meeting projected travel demands and maintaining the integrity of the transportation system.

The combination, timing, and priority of projects in the TIP are the result of discussions on proposed projects within the Coordinating Committee, the Technical Advisory Committee and the Transportation Policy Committee. In the past, TIP projects subject to local prioritization have not been rated to determine priority. The proposed Urban STP projects with local match funds available have not exceeded the federal funds available for programming, but that is expected to change.

The Urban STP funds, Congestion Mitigation/Air Quality (CMAQ) funds, Transportation Alternatives Program (TAP) funds and HSIP (safety) funds are the locally prioritized federal funds that have two or more agencies submitting projects. CMAQ and TAP projects have a formal rating system and it is anticipated that the Urban STP projects will soon have one. They will have a rating system as soon as they start being selected for consideration locally.

The Federal Transit Administration (FTA) Section 5310 fund projects are prioritized by transit TAC's. The Delaware-Muncie Metropolitan Plan Commission has a staff member on a regional TAC coordinated by the LifeStream Services. This TAC prioritizes FTA Section 5310 projects submitted by human services agencies within a multi-county area including Delaware County and the projects within Delaware County are submitted for inclusion in the DMTIP.

The New InterUrban Transit TAC meets quarterly to discuss the coordination of rural transit resources to meet the needs of clients of the human service agencies in a six county area, to plan shared transit driver training, and to discuss solutions to transit service problems common to human service agencies within Blackford, Delaware, Grant, Henry, Jay, and Randolph Counties.

### **STAGING PERIODS**

Here, improvements of similar urgency are grouped by phase (Preliminary Engineering, Right-Of-Way, and Construction or Purchase) into appropriate time periods. Although each agency implementing a project is responsible for this step, efforts are made to ensure that proposed expenditures during the program period correspond to anticipated revenues. If revenue availability changes, the shifting of improvements into earlier or later time periods are a natural part of the process.

### **DMTIP DOCUMENT PROCESS**

This step begins with the implementing agencies submitting the necessary information to adequately explain the improvements and costs for each phase. This information is reported by the State to the federal government. The implementing agencies develop the improvement projects using the steps outlined in the DMTIP process. The DMTIP Coordinating Committee reviews the project information and determines the project priorities concerning federal funding sources. The DMMPC staff compiles project descriptions, priorities, and funding information into one cohesive document.

The DMTIP draft document is presented in public meeting in the County Commissioners' Courtroom. The draft DMTIP goes to the Technical Advisory Committee and the Transportation Policy Committee for public input, review and some revision. A final DMTIP goes before the Technical Advisory Committee and the Transportation Policy Committee for local approvals. The DMTIP document is then submitted to the state for incorporation into the Indiana State Transportation Improvement Program (INSTIP), which guides the distribution of all federal transportation improvement funds in Indiana.

### **PUBLIC PARTICIPATION PROCESS**

The public participation process focuses on encouraging public direct input in the transportation planning process during the local review of the Transportation Plan (TP) and Transportation Improvement Program (TIP). Notification of transportation committee meetings that involve the TP or TIP is done by letter to private transportation providers, by DMMPC newsletter articles for those involved with the DMMPC, and by public notice in the local newspapers for the general public. The DMMPC accepts verbal public comments at committee meetings and written comments at its office.



*DMTIP*

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***Projects***

***FY 2016-19***

## INTRODUCTION

Detailed in this section are the transportation improvement projects programmed for implementation during the DMTIP program period. Projects are illustrated in tabular form and grouped according to the governmental unit or agency responsible for implementation: City of Muncie, Delaware County, etc. The projects submitted for Enhancement Activities, Rural Bridges, Rural Roads and Rail Crossing Protection are not listed here until selected among similar projects statewide. Such projects, pending selection, are listed in the Illustrative Projects Chapter.

The projects submitted for the DMTIP are listed in the tables that follow. More project detail is listed on project pages in the Appendix with information concerning: aerial view, location, description, and planning support.

### FUNDING SOURCE ABBREVIATIONS

Federal Funds: Hi Priority – Federal Earmarks from TEA-21 and SAFETEA-LU legislation

STP – Surface Transportation Program (U - Urban, R - Rural), IM – Interstate Maintenance, HSIP – Safety, TA – Transportation Alternatives, CMAQ – Congestion Mitigation Air Quality

Local Funds: CBR - Cumulative Bridge Fund (County) LRS - Local Road & Street Funds

CGI - Cardinal Greenways Incorporated

MVH - Local Motor Vehicle / Highway Funds

EDIT - Economic Development Income Tax

YGF - Yorktown General Fund

TIF - Downtown Tax Increment Financing District funds

Other Definitions: ITS – Intelligent Transportation System (for projects tied to ITS Architecture).

\*(State) Fiscal Year – July 1<sup>st</sup> of previous year to June 30<sup>th</sup> of year Example: FY 2017 is 7/1/16 to 6/30/17.

### SUMMARY OF FEDERAL FUNDS AVAILABLE AND PROGRAMMED (for Projects of Local Public Agencies)

Fiscal Year	Available				Total
	Urban STP	CMAQ	STP-TA	HSIP	
2016	\$ 1,694,773	\$ 737,077	\$ 129,880	\$ 392,378	\$ 2,954,108
2017	\$ 1,555,524	737,077	129,880	392,378	\$ 2,864,709
2018	\$ 1,555,524	737,077	129,880	392,378	\$ 2,814,859
2019	\$ 1,555,524	737,077	129,880	392,378	\$ 2,814,859
<b>Total</b>	\$ 5,954,643	\$2,910,902	\$ 512,074	\$1,686,323	\$ 11,398,685

Fiscal Year	Programmed				Total
	Urban STP	CMAQ	STP-TA	HSIP	
2016	\$ 141,765	\$1,258,505	\$ 347,500	\$1,206,338	\$ 2,954,108
2017	\$ 1,488,922	1,353,164	0	0	\$ 2,842,086
2018	\$ 1,964,800	0	0	0	\$ 1,964,800
2019	\$ 2,646,968	240,000	0	0	\$ 2,886,968
<b>Total</b>	\$ 7,299,540	\$2,834,505	\$ 347,500	\$1,206,338	\$10,620,659

Available Prior Year Balance (PYB)	Fiscal Year	Programmed Prior Year Balance
\$ 1,640,000	<b>2016</b>	\$ 1,640,000
\$ 1,987,507	<b>2017</b>	\$ 1,987,507
\$ 708,476	<b>2018</b>	\$ 708,476
\$ 1,745,064	<b>2019</b>	\$ 1,745,064
\$ 6,081,047	<b>Total</b>	\$ 6,081,047

**TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des #0501031 LU#775,4134 City of Muncie	New Road and Enhancement	Extend Everbrook Lane from SR 332 to Bethel Avenue, including new sidewalks.					\$ 719,919 Project Closed
Des #0501033 LU#3320,4176 City of Muncie	Safety and Enhancement	Reconstruct local streets to provide pedestrian friendly upgrades: Neely Ave from New York Ave to Wheeling Avenue.	PE	114,624	Earmark	Prev.	\$ 2,347,650 PE: 186,150 RW: 60,000 CN: 1,511,887 CE: 188,986
			"	34,296	STP-U	Prev.	
			"	37,230	Local	Prev.	
			RW	48,000	STP-U	Prev.	
			"	12,000	Local	Prev.	
CN/CE	722,284	Earmark	2016				
"	638,415	PYB	2016				
"	340,174	Local	2016				
Des #0501039 LU#1786,4148 Delaware Co. (Joint Partnership with City of Muncie and Yorktown)	Intersection Improvements	Intersection and enhancement improvements for Nebo Road at SR 332 and the Nebo corridor from SR 332 to Jackson Street. Construction for Phase 1 – Intersection and Phase 2 – Nebo Corridor.	PE	115,385	EarmarkC	Prev	\$3,774,528 PE: 592,195 RW: 50,000 CN:2,784,300 CE: 348,033
			"	358,371	STP-U	Prev	
			"	118,439	Local	Prev	
			RW	40,000	Earmark	2018	
			"	10,000	Local	2018	
CN1/CE	2,503,865	Earmark	2019				
"	628,468	Local	2019				
Des # 0710098 Delaware Co.	Rehabilitation	Bridge #141, Tiger Drive over White River: bridge rehabilitation and bicycle/ pedestrian path.	PE	250,948	STP-U	Prev	\$ 2,931,059 PE: 313,685 RW: 29,300 CN:2,310,774 CE: 277,300
			"	62,737	CBR	Prev	
			RW	23,440	PYB	2017	
			"	9,860	CBR	2017	
			Constr.	1,140,143	STP-U	2018	
			"	708,476	PYB	2018	
			"	462,155	CBR	2018	
CE	221,840	STP-U	2018				
"	55,460	CBR	2018				
Des. #0800295 City of Muncie	Bike/Ped. Trail	Kitselman Trailhead Phase 1: bicycle/ pedestrian trail work near White River and SR 32.	PE	162,616	STP-TE	Prev	\$ 525,020 PE: 203,270 CN: 344,571 CE: 43,071
			"	40,654	CGI	Prev	
			CN	211,428	CMAQ	2017	
			"	64,229	earmark	2017	
			"	68,914	CGI	2017	
CE	34,457	CMAQ	2017				
"	8,614	CGI	2017				
Des. #0900596 Yorktown	Bike/Ped. Trail	River Road along White River from Morrison Road to Nebo Road: bicycle /pedestrian trail.	ROW	406,404	CMAQ	Prev	\$ 996,165 PE: 315,000 RW: 508,005 CN: 898,815 CE: 97,350
			"	101,601	Local	Prev	
			Constr.	347,500	TAP	2016	
			"	336,441	CMAQ	2016	
			"	35,111	PYB	2016	
			"	179,763	Local	2016	
Cn. Eng.	77,880	CMAQ	2016				
"	19,470	Local	2016				
Des # 1006111 Delaware Co.	Traffic Flow	Jackson Street at Nebo Road: construct roundabout.	PE	192,176	CMAQ	Prev	\$1,640,220 PE: 240,220 RW: 50,000 CN: 969,982 CE: 117,248
			"	48,044	Local	Prev	
			RW	40,000	CMAQ	Prev	
			"	10,000	Local	Prev	
			CN/CE	844,184	CMAQ	2016	
			"	211,046	Local	2016	
CN	25,600	PYB	2017				
"	6,400	Local	2017				

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction.

**TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS (Continued)**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des. #1006333 City of Muncie	SAFETY	Sign replacement for FHWA retro-reflectivity requirements in the City of Muncie, Indiana.	PE	176,490	HSIP	Prev	<u>\$ 1,212,163</u> PE1: 196,100 PE2: 113,400 CN:1,077,478 CE: 134,685
			"	<u>19,610</u>	Local	Prev	
			PE2	102,060	HSIP	2016	
			"	<u>11,340</u>	Local	2016	
			CN/C.E.	1,090,946	HSIP	2016	
"				121,217	Local	2016	
Des # 9786020 City of Muncie	Reconstruction	Wheeling Avenue from Centennial Avenue to McGalliard Road: reconstruct.	PE	260,584	STP-U	Prev	PE: Previous
			"	<u>65,146</u>	Local	Prev	
Des # 1173228 City of Muncie	Reconstruction	Wheeling Avenue from Riverside Avenue to Centennial Avenue: reconstruct to current 3 lanes with bicycle/ pedestrian features.	PE	232,000	STP-U	2019	<u>\$ 5,354,500</u> PE: 290,000 RW: 970,500 CN: 3,560,000 CE: 534,000
			"	<u>58,000</u>	Local	2019	
Des # 1173229 City of Muncie	Reconstruction	Wheeling Avenue from Centennial Avenue to McGalliard Road: reconstruct to current 3 and 5 lanes.	PE	172,489	PYB	2016	<u>\$ 3,927,380</u> PE: 215,611 RW1: 282,835 RW2: 206,000 CN: 3,094,560 CE: 386,820
			"	<u>43,122</u>	Local	2016	
			RW	189,710	Earmark	2017	
			"	<u>34,278</u>	PYB	2017	
			"	<u>2,290</u>	STP-U	2017	
			"	<u>56,567</u>	Local	2017	
			RW	164,800	STP-U	2018	
			"	<u>41,200</u>	Local	2018	
			CN/C.E.	689,353	Earmark	2019	
			"	1,004,000	STP-U	2019	
"	1,091,750	PYB	2019				
"	696,277	Local	2019				
Des. #1173234 City of Muncie Prairie Creek Trail Phase 1	Recreational Trails	Crushed limestone trail of 0.85 mile for a bike/ped. path. Will also include a trailhead, boardwalk, an ATV area, and trail amenities at Prairie Creek Reservoir.	ROW	4,000	STP-RTP	Prev	<u>\$ 248,750</u> PE: 50,000 RW: 5,000 CN: 193,750
			"	<u>1,000</u>	Local	Prev	
			CN	155,000	STP-RTP	2016	
			"	<u>38,750</u>	Local	2016	
Des # 1382332 Delaware Co.	BRIDGE	Bridge #516, Tillotson Avenue over White River: Bridge Replacement.	PE	219,200	STP-U	Prev	<u>\$ 4,334,760</u> PE: 274,000 PE2: 32,760 RW: 2,000 CN: 3,054,630 CE: 379,763
			"	<u>54,800</u>	CBR	Prev	
			PE2	26,208	PYB	2016	
			"	<u>6,552</u>	CBR	2016	
			ROW	<u>2,000</u>	CBR	2017	
			CN.	1,180,493	STP-U	2017	
			"	1,131,973	PYB	2017	
			"	<u>742,164</u>	CBR	2017	
			CE	289,058	STP-U	2017	
			"	<u>90,705</u>	CBR	2017	
Des. #1401122 City of Muncie	Recreational Trail Program	Development and construction of 1.24 mi recreational trail on Muncie Central H. S. (1.06) & Ontario Systems property (.18).	PE	56,000	RTP	Prev	<u>\$ 196,738</u> PE: 70,240 CN: 126,498
			"	<u>14,240</u>	Local	Prev	
			CN	94,000	RTP	2016	
			"	<u>32,498</u>	Local	2016	

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction, and C.E. is construction engineering. The information listed next to "Prev" is FYI as part of the previous DMTIP.

**TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS (Continued)**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des#1592343 Delaware Co.	PLANNING	FY 2016 Portion of the Delaware Muncie Unified Planning Work Program.	PE "	286,386 71,597	PL Local	2016 2016	\$ 357,983 PE: 357,983
Des#1600639 Delaware Co.	PLANNING	FY 2017 and 2018 funds in the Unified Planning Work Program. The PYB & STP came from FY 2016 funds.	PE " " " " "	263,600 326,046 139,249 30,000 185,558 225,986 56,497	PL PYB STP-U HSIP Local PL Local	2017 2017 2017 2017 2017 2018 2018	\$ 1,226,936 17PE: 944,453 18PE: 282,483
Des#1592996 City of Muncie	Bike/Ped. Trail	Kitselman Trailhead Phase 2: bicycle/ pedestrian trail connecting White River Corridor & Cardinal Greenway Trails.	PE " PE " CN/CE "	172,000 43,000 461,754 115,438 1,004,000 251,000	PYB CGI PYB CGI PYB CGI	2016 2016 2017 2017 2019 2019	\$ 3,047,192 PE: 792,192 CN: 1,115,600 CE: 139,400
Des#1592998 Yorktown	Pedestrian	Nebo Road, from SR 32 to River Road: new sidewalk one side.	PE " CN/C.E. "	60,000 15,000 240,000 60,000	CMAQ Local CMAQ Local	2017 2017 2019 2019	\$ 350,000 PE: 75,000 CN: 300,000
Des. #1600652 City of Muncie	Bike/Ped. Trail Bridge	Kitselman Trailhead Phase 1: install historic bridge for bicycle/ pedestrian traffic over White River south of SR 32.	CN " " CE	507,050 79,922 146,743 84,122 21,031	CMAQ PYB Local PYB Local	2017 2017 2017 2017 2017	\$ 825,429 CN: 733,715 CE: 91,714
Des # Delaware Co.	BRIDGE	Bridge #501, Cowan Road over Buck Creek at 150S: Bridge Replacement.	PE " CN "	160,000 40,000 480,000 120,000	STP-U CBR STP-U CBR	2017 2017 2019 2019	\$ 800,000 PE: 200,000 CN: 600,000
Des # Yorktown	Reconstruction & Bike/Ped.	CR 500W from, from River Road to Isanogel Road: road reconstruction and bicycle /pedestrian trail extension.	PE " CN/C.E. "	280,000 70,000 960,000 240,000	STP-U Local STP-U Local	2018 2018 2020 2020	\$ 1,550,000 PE: 350,000 CN: 1,200,000

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction, and C.E. is construction engineering. The information listed next to "Prev" is FYI as part of the previous DMTIP.

**TRANSPORTATION IMPROVEMENT PROGRAM  
RURAL BRIDGE, RURAL STP & SAFETY  
FISCAL YEARS 2016 THRU 2019**

BRZ > Rural Bridge Funds (federal),  
STP-R > STP-Rural Funds (federal),  
HSIP awarded by INDOT to rural LPA's

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete
Des. #9680560 Delaware Co. 2/7	BRIDGE Rehabilitation	BR #161, CR 170S over White River: replace bridge.	Constr. "	2,320,000 580,000	BRZ CBR	2019 2019	2,900,000
Des. #0500078 Delaware Co.	BRIDGE RE-PLACEMENT	BR #85, Strong-800E over Mississinewa River.	Constr. "	1,610,400 402,600	BRZ CBR	2016 2016	2,013,000

FY 2016-19 Delaware Muncie Transportation Improvement Program Excerpt

Des. #0900990 Delaware Co.	BRIDGE REMOVAL	BR #226, CR 419E over Cardinal Greenway Bicycle / Pedestrian Trail.  <b>Note:</b> CBR is Delaware County Cumulative Bridge (local funds)	PE	100,720	BRZ	Prev	\$ 1,080,400  PE: 188,150 RW: 10,000 CN: 882,250
			"	25,180	CBR	Prev	
			PE	49,800	BRZ	2016	
			"	12,450	CBR	2016	
			ROW	8,000	BRZ	2017	
"	2,000	CBR	2017				
CN/CE	705,800	BRZ	2018				
"	176,450	CBR	2018				
Des. #1173510 HSIP3	Safety - Signing	Sign replacement for the Town of Eaton to meet FHWA sign retro-reflectivity requirements.	PE	12,150	IHSIP	2016	\$ 100,814  PE: 29,814 CN: 124,104 CE: 11,000
			"	13,332	HSIP	2016	
			"	4,332	Local	2016	
			CN	53,550	IHSIP	2017	
			"	58,144	PYB	2017	
			"	12,410	Local	2017	
CE	9,900	PYB	2017				
"	1,100	Local	2017				
Des. #1400281 Delaware Co.	BRIDGE RE- INSPECTION	Delaware County Reinspection Study & Report Phase 1 (FY 2015) and Phase 2 (FY 2017 & 2018).	PE	199,440	BRZ	Prev	\$ 456,900  PE15: 249,300 PE17: 173,000 PE18: 34,600
			"	49,860	CBR	Prev	
			PE	138,400	BRZ	2017	
			"	34,600	CBR	2017	
			PE	27,680	BRZ	2018	
"	6,920	CBR	2018				
Des. #1590279 Delaware Co.	BRIDGE RE- INSPECTION	Delaware County Reinspec- tion Study & Report Phase 1	PE	209,280	BRZ	2019	\$ 261,600 PE19: 261,600
			"	52,320	CBR	2019	

**Note:** IHSIP is district safety funds from INDOT, HSIP is federal safety funds for Muncie Urban Area.

**TRANSPORTATION IMPROVEMENT PROGRAM: URBAN STUDIES FY 2016 THRU 2019**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 9981920 Demo #1325 IN044	STUDY City of Muncie	Muncie Downtown rail crossings feasibility study.	Study	50,596	Earmark	2016	\$ 63,245
				12,649	Local	2016	
Des #0501105 LU#1083,4138	STUDY Delaware Co.	Conduct Muncie Bypass parallel routes study: from SR 32 to McCalliard.Road.	Study "	112,560	Earmark	2016	\$ 140,700
				28,140	Local	2016	
Des #0710547 LU#2726,4168	STUDY Delaware Co.	Conduct railroad relocation study for Muncie, Indiana.	Study	150,000	Earmark	2016	\$ 187,500
				37,500	Local	2016	

**INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS**

**MOST COMMONLY USED FUND CODES**

**INSTIP WORK PROGRAM FY 2016-19**

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
0500183 STP Rural	Paving	HMA overlay for SR 67 from SR 28 S junction to SR 167	PE	80,000	NHS	2017	\$ 1,639,538  PE: 100,000 CN: 1,539,538
			"	20,000	906	2017	
			CN	1,231,630	NHS	2017	
			"	307,908	906	2017	
0800946 INDOT	Bridge Replacement	SR 38, 1.6 miles west of SR 109 over Lick Creek: wetland mitigation located 0.4 mile north of SR 32 and Priestford Road.	CN	701,578	STP-BR	2019	CN: 876,972
			"	175,394	906	2019	

FY 2016-19 Delaware Muncie Transportation Improvement Program Excerpt

0800958 STP Urban	Bridge Replacement	SR 32 Bridge over White River, 1.43 miles W of US35/SR3/SR67.	PE " RW " Constr. "	16,000 4,000 60,000 15,000 1,538,330 384,582	STP 906 STP 906 STP 906	Prev Prev 2016 2016 2017 2017	<u>\$ 1,922,912</u> PE: 20,000 RW: 75,000 CN: 1,922,912
1006446 1006447	Bridge Rehabilitation	US 35 N/SB, 0.71 miles S of SR 67, over Muncie Creek	Constr. "	510,110 127,528	STP 906	2016 2016	<u>\$ 637,638</u>
1006470 INDOT	Bridge - Painting	SR 332 over I-69, clean, blast & repaint structural steel	CN "	196,826 49,204	BR 906	2017 2017	<u>\$ 246,032</u> CN: 246,032
1296515 BRIDGE	Small Structure Bridge	SR 32, 4.656 miles E of US 35: small structure work.	RW " Constr. "	20,000 5,000 64,742 16,185	STP 906 STP 906	2016 2016 2018 2018	<u>\$ 105,927</u> RW: 25,000 CN: 80,927
1296434 INDOT	Bridge Small Structure Replacement	US 35 Culvert SS-35-18-49.43 at 2.237 miles north of SR 67.	PE " PE " RW " CN "	44,000 11,000 26,072 6,518 48,000 12,000 437,714 109,428	STP 906 STP 906 STP 906 STP 906	Prev. Prev. 2016 2016 2016 2016 2017 2017	<u>\$ 639,732</u> PE: 32,590 RW: 60,000 CN: 547,142
1296538 STP	Bridge Pipe Lining	US 35 Culvert SS-35-18-41.82 at 0.835 miles north of SR 3 / SR 67 south junction.	CN "	86,522 21,630	STP 906	2017 2017	<u>\$ 108,152</u> CN: 108,152
1296720 IM	Bridge Bridge Deck Overlay	I-69 over Pleasant Run Creek, Bridge I-69-39-04744 SB at 0.2 miles south of SR 332.	PE1 " PE2 " PE3 " CN "	101,448 25,362 1,827 203 5,200 1,300 161,742 17,971	IM 906 NHS 906 IM 906 IM 906	Prev Prev 2016 2016 2017 2017 2017 2017	<u>\$ 315,053</u> PE1: 126,810 PE2: 2,030 PE3: 6,500 CN: 179,713
1296722 INDOT	Bridge Bridge Deck Overlay	I-69 over Pleasant Run Creek, Bridge I-69-39-04744 NB at 0.2 miles south of SR 332.	CN "	176,465 19,607	IM 906	2017 2017	<u>\$ 196,072</u> CN: 196,072
1296734 INDOT	Bridge Bridge Deck Overlay	CR 100S over I-69, Bridge I-69- 36-04743 at 4.2 miles north of SR 32.	CN "	175,222 19,469	IM 906	2017 2017	<u>\$ 194,691</u> CN: 194,691
1296744 INDOT	Bridge Raise Bridge	Burlington Drive over US 35 Bridge (35)3-18-05463 B at 0.85 miles north of SR 3.	Constr. "	714,482 178,620	STP 906	2017 2017	<u>\$ 893,102</u>
1296846 INDOT	Safety	SR 28 at SR 67 (south junction): intersection improvements and signal modernization.	PE " RW Constr. "	52,640 13,160 1,900 103,891 25,972	HSIP 906 HSIP NHS 906	Prev. Prev. 2016 2017 2017	<u>\$ 197,563</u> PE: 65,800 RW: 1,900 CN: 129,863
1298106 INDOT	Small Struc- ture Bridge	Structure pipe lining for US 35 at 0.111 mile N of SR 32.	Constr. "	279,558 66,889	BR 906	2018 2018	<u>\$ 349,447</u>
1298228 INDOT	Intersection Improvement	Added turn lanes for SR 332 at CR 500W.  2020 construction.	PE15 " PE " Constr. "	21,440 5,360 12,000 3,000 162,880 40,720	STP 906 STP 906 STP 906	Prev Prev 2016 2016 2017 2017	<u>\$ 1,672,919</u> PE15: 26,800 PE16: 15,000 PE: 203,600 CN: 1,469,319



FY 2016-19 Delaware Muncie Transportation Improvement Program Excerpt

1298598 INDOT	Bridge Pipe Lining	SR 32, 1.306 miles E of I-69.	PE " CN "	80,000 20,000 686,813 171,703	STP 906 STP 906	2017 2017 2018 2018	\$ 958,516 PE: 100,000 CN: 858,516
1382748 INDOT	Rail Safety	Muncie Bypass-SR 67 at Norfolk Southern Railroad: cantilevered signals & gates at rail crossing.	PE Constr.	30,000 564,000	S130 S130	Prev. 2016	\$ 564,000
1400043 INDOT	Bridge Program CN: future FY	US35/SR28, 3.85 miles east of I-69: bridge deck replacement (E of 525W).	PE " RW "	110,680 27,670 16,000 4,000	NHS 906 NHS 906	2017 2017 2018 2018	\$ 684,251 PE: 138,350 RW: 20,000 CN: 525,901
1401437 INDOT	Rail Safety	Safety improvements approaching NSRR on SR 67 east of Cowan Rd.	PE Constr.	30,000 145,000	S130 S130	Prev. 2016	\$ 145,000
1500004 INDOT	Raise Bridge Lower Pavement	SR 67 0.65 mile south of SR 3 at Old SR 3/Walnut Street.	PE " RW " CN "	198,000 22,000 9,000 1,000 1,964,286 218,254	STP 906 STP 906 STP 906	2017 2017 2018 2018 2019 2019	\$ 2,412,540 PE: 20,000 RW: 10,000 CN: 2,182,540
1500034 INDOT	Preventative Maintenance	SR 3 HMA Overlay paving: from 0.2 mile south of Henry CR 300N to SR 67.	PE " CN "	148,110 37,028 9,319,564 2,329,891	STP 906 STP 906	2017 2017 2017 2017	\$ 11,834,593 PE: 185,138 CN: 11,649,455
1500037 STP Rural	Pavement Replacement	US 35 CRC pavement at the Muncie Bypass, 1.053 miles. 2020 construction.	PE " PE "	45,200 11,300 96,000 24,000	STP 906 STP 906	2017 2017 2018 2018	\$ 1,698,097 PE: 176,500 CN: 1,521,597
1500176 INDOT	Railroad Protection	Rail Crossing Upgrades for Lincoln ST at CSX and NS Railroads in Muncie, IN.	PE CN	40,000 450,000	HSIP HSIP	2017 2018	\$ 490,000 PE: 40,000 CN: 450,000
1500813 INDOT	Preventative Maintenance	I-69, SR 9 to SR 67: paving for HMA overlay.	PE " CN "	230,256 57,564 4,376,907 486,323	NHS 906 NHS 906	2017 2017 2018 2018	\$ 5,151,050 PE: 287,820 CN: 4,863,230
1500821 INDOT	Preventative Maintenance	SR 67 HMA Overlay paving from 0.1 mile east of I-69 to 3.76 miles west of SR 3.	PE " CN "	27,200 6,800 3,149,722 787,430	NHS 906 NHS 906	2017 2017 2018 2018	\$ 3,971,152
1592285 INDOT	Bridge - Painting	I-69 NB over N&S RR, and CR 275W clean, blast & repaint structural steel	PE " CN " CN-RR "	12,191 1,355 80,805 8,978 45,000 5,000	BR 906 BR 906 BR 906	2016 2016 2017 2017 2017 2017	\$ 148,329 PE: 13,546 CN: 89,783 CN: 50,000
1592286 INDOT	Bridge - Painting	I-69 SB over N&S RR and CR 275N, clean, blast & repaint structural steel	PE " CN " CN-RR "	4,500 500 80,805 8,978 45,000 5,000	BR 906 BR 906 BR 906	2016 2016 2017 2017 2017 2017	\$ 633,932 PE: 5,000 CN: 89,783 CN: 50,000
1592287 INDOT	Bridge - Painting	I-69 NB over US35/SR28, clean blast & repaint structural steel	CN "	39,954 4,439	BR 906	2017 2017	\$ 44,393 CN: 44,393
1592288 INDOT	Bridge - Painting	I-69 SB over US35/SR28, clean blast & repaint structural steel	CN "	39,954 4,439	BR 906	2017 2017	\$ 44,393 CN: 44,393



FY 2016-19 Delaware Muncie Transportation Improvement Program Excerpt

1592434 INDOT	Preservation	HMA overlay on State Road 3 east of Meeker Avenue.	PE " CN "	8,800 <u>2,200</u> 308,778 77,195	STP State STP State	2017 2017 2017 2017	\$ 396,973 PE: 11,000 CN: 385,973
1592435 INDOT	Preservation	HMA overlay on State Road 3 south from 29 <sup>th</sup> Street to south of Fuson Road.	CN "	267,051 66,763	STP State	2017 2017	\$333,814
1592542 INDOT	Preventative Maintenance	US 35/SR 28 HMA Overlay: from SR 3 to I-69.	PE "	33,600 8,400	NHS 906	2017 2017	PE: 42,000
1592543 INDOT	Preventative Maintenance	US 35/SR 3 HMA Overlay: from SR 28 to 29 <sup>th</sup> Street.	PE " CN "	52,000 <u>13,000</u> 5,359,310 1,339,827	NHS 906 NHS 906	2017 2017 2018 2018	\$ 6,764,137 PE: 65,000 CN: 6,699,137
1592566 1592567 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over Broadway-SR 67 north of Riggin Road: painting.	CN "	215,767 53,942	BR 906	2018 2018	\$ 269,709
1592569 1592570 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over CSX Railroad 2.26 miles south of SR 32: painting.	PE " CN "	16,000 <u>4,000</u> 243,983 60,996	BR 906 BR 906	2017 2017 2018 2018	\$ 224,979 PE: 20,000 CN: 304,979
1592571 1592572 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over Norfolk Southern Railroad 0.1 mile south of SR 32: painting.	PE " CN "	16,000 <u>4,000</u> 235,352 58,838	BR 906 BR 906	2017 2017 2018 2018	\$ 214,190 PE: 20,000 CN: 294,190
1592573 1592574 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over SR 32: painting.	CN "	202,822 50,705	BR 906	2018 2018	\$ 253,527
1593198 INDOT	Preventative Maintenance	SR 32, CR 650E to SR 1: paving with HMA Overlay.	PE " CN "	41,800 <u>10,450</u> 1,838,462 459,616	STP 906 STP 906	2016 2016 2017 2017	\$ 2,350,328 PE: 52,250 CN: 2,298,078
1593199 INDOT	Preventative Maintenance	SR 32, SR 9 to US 35 (Muncie Bypass): paving with HMA Overlay.	PE "	200,000 50,000	STP State	2018 2018	\$ 10,854,424 PE: 250,000 CN: 10,604,424
1600463 INDOT	Pavement	Statewide On-call Pavement Designs	PE "	1,704,174 426,044	STP 906	2017 2017	\$ 2,130,218
1600479 INDOT	Pavement	Statewide On-call Geotechnical Investigations	PE "	1,862,327 465,582	STP 906	2017 2017	\$ 2,327,909
1601838 INDOT	Safety	Structure pipe lining for US 35 at 0.111 mile N of SR 32.	PE CN	<u>29,500</u> 1,000,000	HSIP HSIP	2017 2017	\$ 1,029,500
1700402 INDOT	Environmental Mitigation	SR 38, 1.6 miles west of SR 109 over Lick Creek: wetland mitigation located 0.4 mile north of SR 32 and Priestford Road.	CN "	92,000 23,000	STP State	2019 2019	\$ 115,000 CN: 115,000
1700608 INDOT	Bridge Maintenance	IDIQ Bridge maintenance and repair at various locations in Delaware County.	PE " CN "	12,000 <u>3,000</u> 400,000 100,000	STP State STP State	2018 2018 2018 2018	\$ 515,000 PE: 15,000 CN: 500,000
1700609 INDOT	Traffic & Other	IDIQ Project: traffic and other controls at various locations in Delaware County.	PE " CN "	12,000 <u>3,000</u> 400,000 100,000	STP State STP State	2018 2018 2018 2018	\$ 515,000 PE: 15,000 CN: 500,000

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, and Constr. is construction.

**Muncie Indiana Transit System  
Planning Support/Justification of Projects**

The planning support and justification for transit improvement projects come from the MITS Major Equipment Replacements/Procurements Schedule and analysis of the need for upgrading equipment or facilities. The table on the next page outlines the costs and timing of each project. This page of the Delaware Muncie Transportation Improvement Program is for justifying the combination of projects selected and providing reference to planning support for each improvement.

1. MITS Operating assistance: operating assistance is an eligible item for federal transit funds and is needed to supplement passenger fares and local and state subsidies toward maintaining a functioning public transit system in Muncie, Indiana.

2. Purchase of up to 18 Hybrid-electric Buses: MITS has grants toward purchasing one (1) bus in FY 2016, one (1) bus in FY 2017, eleven (11) buses in FY 2018, and five (5) buses in FY 2019. These buses are heavy-duty hybrid electric-diesel buses. This project is on the Equipment Replacement Schedule.

3. Purchase of up to 12 MITS Plus transit vans: MITS will purchase up to eight (8) transit vans in FY 2016, three (3) vans in FY 2017, and one (1) van in 2018 to replace vans with more than the 4-year normal transit service life. MITS will apply for FTA grants toward the costs. This project is on the MITS Equipment Replacement Schedule.

4. New Freedom operating assistance via vouchers. MITS will apply for an FTA Section 5317 grant in FY 2016 for the subsidy of Accessible Transport fares via the existing voucher program.

5. Passenger Shelters: MITS will purchase and install passenger-waiting shelters in FY 2018 to supplement its transit amenities along its fixed routes.

6. Replacement of roof on MITS Headquarters: MITS is applying for an FTA discretionary grant toward the cost of replacing the roof on the administration/garage building in FY 2018.

7. Purchase of a building and grounds vehicle: MITS will purchase a replacement building and grounds vehicle in FY 2017. This project is on the MITS Equipment Replacement Schedule.

**MUNCIE INDIANA TRANSIT SYSTEM PROJECTS  
DELAWARE MUNCIE PLANNING AREA TIP  
FISCAL YEARS 2016 THROUGH 2019**

MOST COMMONLY USED FUND CODES:  
FTA7, 39, 16, 17 > FTA Section 5307, 5339, 5316, 5317  
PMTF > Public Mass transportation Fund (State); PTC> Local

PROJECT DES. #	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	FY / Total Cost
1383140	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal years 2016 through 2019.	Operating	1,735,289	FTA7/HI	<u>2016</u>
1383141	Operating Assistance		Operating	1,885,021	PMTF	7,372,889
1592360	Operating Assistance		Operating	3,752,579	PTC	
1592361	Operating Assistance		Operating	1,787,348	FTA7/HI	<u>2017</u>
				1,941,571	PMTF	7,594,076
				3,865,157	PTC	
				1,840,968	FTA7/HI	<u>2018</u>
				1,999,818	PMTF	7,821,898
				3,981,112	PTC	
				1,896,197	FTA7/HI	<u>2019</u>
				2,059,813	PMTF	8,056,555
				4,100,545	PTC	
1383144	ROLLING STOCK	2. Purchase of up to ten (10) heavy-duty buses to replace ten (10) buses in MITS's fleet: one (1) hybrid bus in FY 2016, one (1) hybrid bus in FY 2017, three (3) buses (diesel, hybrid, or electric) in FY 2018, and five (5) buses in FY 2019 for fixed route service.	Purchase	480,000	FTA5309	<u>2016</u>
1601112	ROLLING STOCK		Purchase	120,000	PTC	600,000
1592362	ROLLING STOCK		Purchase	480,000	CMAQ	<u>2017</u>
1592363	ROLLING STOCK		Purchase	120,000	PTC	600,000
				1,440,000	FTA5309	<u>2018</u>
				360,000	PTC	1,800,000
				2,400,000	FTA5309	<u>2019</u>
				600,000	PTC	3,000,000

FY 2016-19 Delaware Muncie Transportation Improvement Program Excerpt

1383145	ROLLING STOCK	3. Purchase of up to sixteen (16) replacement transit vans: eight (8) vans in FY 2016, and four (4) vans in FY 2017, and four (4) vans in FY 2018 for paratransit service.	Purchase	640,000 160,000	FTA5309 PTC	<u>2016</u> 800,000
1172739	ROLLING STOCK		Purchase	328,000 82,000	FTA5310 PTC	<u>2017</u> 410,000
1592364	ROLLING STOCK		Purchase	328,000 82,000	FTA5310 PTC	<u>2018</u> 410,000
1172745	OTHER	4. New Freedom operating assistance via vouchers.	Expense "	100,000 100,000	FTA5317 Private	<u>2016</u> 200,000
1172746	OTHER	5. Purchase and installation of passenger-waiting shelters.	Expense "	52,000 13,000	FTA5307 PTC	<u>2018</u> 65,000
1172747	OTHER	6. Replacement of roof at MITS Headquarters in FY 2018.	Expense "	480,000 120,000	FTA5309 PTC	<u>2018</u> 600,000
1172740	SUPPORT EQUIPMENT	7. Purchase of replacement building & grounds vehicle.	Purchase "	32,000 8,000	FTA5307 PTC	<u>2017</u> 40,000

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5311 PROJECTS

**Hillcroft Services Purchase of Two Transit Vans:**

An FTA Section 5310 Grant was awarded to Hillcroft Services to purchase two (2) small ADA accessible transit vans in FY 2016 at an estimated cost of \$98,000 of which up to \$78,400 will come from said grant and up to \$19,600 in local match will be provided by Hillcroft Services. The small transit vehicles that these vans will replace have the VIN numbers A68901 and A68902.

**Project Des #1382393** INDOT awarded FY 2017 FTA Section 5310 grants for 9 transit vehicles:

**Hillcroft Services** was awarded \$76,000 toward the \$95,000 cost of two small transit vans replacing vehicles with VIN #s 1FDEE3FS5BDB05318 and 1FDEE3FS8BDB05314,

**LifeStream Services** was awarded \$152,000 toward the \$190,000 of four small transit vans replacing vehicles with VIN #s 1FTSS34L47DA82374 1FTSS34L27DA82373 1FD3E35S78DB59639 and 1FD3E35S38 DB56785,

**Muncie Public Transportation Corporation** was awarded \$259,200 toward the \$324,000 cost of three compressed natural gas (CNG) BOVC transit vehicles.

There are no projects programmed for FTA Section 5311 in Delaware County in FY 2016-19 at this time. LifeStream Services operates a rural transit service for residents in the counties surrounding, but not in, Delaware County.

**IDENTIFICATION OF ITS PROJECTS**

There are no FY 2016-19 ITS projects programmed for Delaware County at this time.

## **DMTIP CHANGES BY MODIFICATION OR AMENDMENT**

The following are changes to the FY 2016-2019 Delaware Muncie Transportation Improvement Program (DMTIP) by modification or amendment after the original DMTIP was approved in 2015:

- 7/15/2015 – Added PE funds in FY16 to Des #1006333, added FY16 CN funds to INDOT Project Des #1382748.
- 7/15/2015 – Amend to add Hillcroft Services FTA Section 5310 Purchase of 2 vans project in FY 2016.
- 8/27/2015 – Modify Des #1173510, Eaton Signs, to include PE in FY 2016 to supplement FY 2012 PE.
- 9/16/2015 - Modify Des #1296434 PE; Des 1006470 split adding #1592285, 1592286, 1592287, 1592288.
- 10/20/2015 – Modify Des #1006333 PE increasing it by adding \$8,730 HSIP, \$970 Local.
- 10/26/2015 – Modify CN FY for Des #0501039 and RW FY for Des #0710098 and 1173229.
- 12/11/2015 – Modify funding PE: 9786020/1173229, CN: 0501033/1296846/Nebo Sidewalks (CMAQ).
- 12/22/2015 – Add Des #1592996 using PE & CN from #0800295, add FY 17 CMAQ CN to Des #0800295.
- 1/25/2016 – Modify Des# 0501039 & 1382332 RW FY, Lower #1006111 CN cost, Split #1400281 PE: FY 17&18.
- 2/3/2016 – Modify Des #1296434 increasing FY 2016 PE for required hydraulics report.
- 2/17/2016 – Amend to add Projects: 1592434, 1592435, 1500176 (Rail), 1500279 (Co. FY 19 BR Inspections).
- 2/17/2016 – Modify Des #1006333: lower CN, #9680560: higher FY18 CN, #0900990: FY17 RW/FY18 CN.
- 3/07/2016 – Modify Des #0900596: increasing CN and CE to bid CN and signed CE agreement.
- 3/11/2016 – Amend to add projects: 1592308 replace I-69 bridge FY17 PE, 1593198 SR 32 HMA overlay FY16 PE.
- 3/16/2016 – Modify Des #1592285: more FY16 PE, #1382332: lower FY16 PE & more FY17 CN/CE, #1592998.
- 3/16/2016 – Amend to transfer \$326,046 of PYB funds & \$139,249 of STP-U funds from FY16 to UPWP for FY17.
- 4/08/2016 – Amend to add projects: 1400043 replace bridge deck FY17 PE FY18 RW, 1500813 FY17 PE/CN pave.
- 4/11/2016 – Modify Des #1296720: add \$2030 PE in FY 2016 using \$1827 NHS funds.
- 4/13/2016 – Amend to add Project Des #1500043 SR 3 HMA Overlay Paving S of SR 67: FY 2017 PE & CN.
- 4/20/2016 – Amend to add Project Des #1600639 FY 2017 federal funds in FY 2017-18 UPWP.
- 5/18/2016 – Modify Projects Des #0501039 (FY18CN), 0710098, and CR 500W Reconstruct Project (PE18/CN20)
- 5/18/2016 – Amend to add Project Des #1382392: FY17 FTA Section 5310 for Hillcroft, LifeStream, and MPTC.
- 5/23/2016 – Amend to add Project Des #1601112: FY17 CMAQ hybrid bus purchase for MITS.
- 6/1/2016 – Modify Project Des #1296846, SR 28 at SR 67, to lower FY 2016 RW to \$1,900 HSIP.
- 6/15/2016 – Modify Des #0800295 and amend to put FY17 bridge-related construction in new Des #1600652.
- 6/15/2016 - Amend to add Project Des #1592543, 9 miles of US 35 HMA Overlay construction in FY 2018.
- 7/15/2016 – Amend Projects #1592434 & 1592435 to add \$11,000 FY 2017 PE
- 8/17/2016 – Amend for Des #1400043, 1500004, 1592308, 1592310, 1592542, 1592543, 1593191, 1593223 .
- 8/23/2016 – Modify Des #0500183 for \$100,000 PE in FY 2017.
- 9/27/2016 – Amend to add Project Des #1298598, SR 32 pipe-lining for \$100,000 PE in FY 2017.
- 10/25/2016 – Modify moving \$8000 PYB from Des #1382332 RW to Des #1173510 CN.
- 11/16/2016 – Modify Projects Des #1296115, 1296720,1298106, 1298598, 1500034,1500813, 1592542.
- 11/16/2016 – Amend to add Projects Des #1500821, 1592566-67, 1592569-74, 1601838.
- 11/16/2016 - Modify Project Des #1600639, FY 2017-18 UPWP & amend UPWP to add \$30,000 HSIP.
- 11/21/2016 – Modify Project Des #1400281, Bridge Inspections, for FY 2017 & 18 PE to match contract.
- 12/08/2016 – Amend to add CN to Des #1593198 and wetland mitigation to Des #0800946 CN: INDOT.
- 12/08/2016 – Modify to close Des #0501031, move earmarks to Des #1592996 PE, 1600652 CN, move CMAQ.
- 12/22/2016 – Modify Project Des #1500034, SR 3 HMA Overlay, to increase FY 2017 PE
- 12/22/2016 – Amend Projects Des #1592569-1592572, bridge painting over railroads, to add PE/increase CN.
- 12/22/2016 – Amend to add Projects Des #1600463 & 1600479 for statewide on-call services: FY 2017 PE.
- 1/20/2017 – Modify Projects: move \$7,440 of earmark from Des #0501105 to Des #0710098 to increase RW.
- 1/24/2017 – Modify Projects: move \$60,044 of federal PYB from Des #1382332 to Des #1173510 for CN/CE.
- 1/31/2017 – Modify Project Des #1382332 to reduce CN/CE federal funds to match bid amount and free funds.
- 2/13//2017 – Amend to add Des 1500037, decrease CN for INDOT paving projects 0500183 & 1296846.
- 2/15/2017 – Modify Projects Des #0710098, 1173229 to add funds to FY 17 RW, and 1298228 (add FY 17 PE).
- 2/24/2017 – Modify Project Des #1500037to increase PE and spread over FY 17 and 18.
- 3/15/2017 – Modify funds for Projects Des #1298598 (INDOT), 0800295, 1592996, 1600652 (Kitselman).
- 3/21/2017 - Modify Des #1006111 to add \$32,000 CN in FY 2017 for change order using \$25,600 PYB.
- 4/19/2017 – Add UPWP FY 2018 funds, move Des #1173229 CN to FY19, add Des #1593199: FY18 PE.
- 5/17/2017 – Modify Des 0501039 & 9680560 CN FY, 0500183 CN cost. Amend add 1700402,1700608,1700609.

DMTIP

***Illustrative  
Projects***

## Illustrative Projects

This section is for information purposes and lists projects that are not an official part of the Transportation Improvement Program (TIP) either because they have work postponed beyond the years of this TIP or because they need to secure funding before they can be included. The projects in the following table will be amended into the TIP after funding is secured.

### PENDING PROJECTS AWAITING FUNDING OR SELECTION PROCESS

DES. NO.	PROGRAM	DESCRIPTION	Air Quality Conformity	PHASE	COST	FY YEAR
1173228 City of Muncie	Reconstruction	Wheeling Avenue reconstruction from Riverside to Centennial Avenue.	Exempt	Constr.	3,500,000	future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Ontario Drive to SR 67 with bike/pedestrian upgrades.	Exempt	Constr.	1,800,000	future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Wheeling Avenue to Ontario Drive with bike/ped upgrades.	Exempt	Constr.	750,000	future
# _____ City of Muncie	Reconstruction	Riverside reconstruction from Tillotson to Wheeling with pedestrian safety upgrades.	Exempt	Constr.	5,000,000	future
# _____ Delaware County	Reconstruction	Wheeling Avenue from Muncie City Limits to SR 28: reconstruction to 3R standards.	Exempt	Constr.	600,000	future
# _____ Yorktown	Reconstruction	Cornbread Road from Bridge to Broadway: 3R reconstruction & sidewalks both sides.	Exempt	Constr.	650,000	future
# _____ City of Muncie	Reconstruction	Wheeling Avenue from Muncie City Limits to McGalliard Road .	Exempt	Constr.	300,000	future
# _____ City of Muncie	Reconstruction	Hoyt Avenue from Muncie City Limits to Liberty St.: upgrade to 3R standards.	Exempt	Constr.	1,000,000	future
# _____ Delaware County	Bridge Replacement Rural Br.	Replacement of Bridge 45, Gregory Road over the Missis-sinewa River & adjustment to approaches.	Exempt	Constr.	2,500,000	future
# _____ Delaware County	Intersection Improvement Safety	Wheeling Avenue at Moore Road intersection safety improvements.	Exempt	Constr.	400,000	future
# _____ City of Muncie	Bike/Ped. Trail	Kitselman Trailhead Phase 2, joining White River Corridor & Cardinal Greenway bicycle /pedestrian trails.	Exempt	Constr.	2,000,000	future
# _____ City of Muncie	Bike/Ped. Improvements	Sidewalk/Safe Routes to Scholl improvements.	Exempt	Constr.	350,000	future
	Safety	Small town sign inventories and replacements at various locations.	Exempt	Constr.	300,000	future
	Road Resurfacing	The resurfacing of various road according to pavement management programs under approved plans.	Exempt	Constr.	1,000,000	future

DMTIP

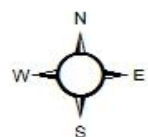
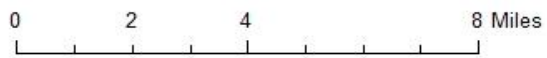
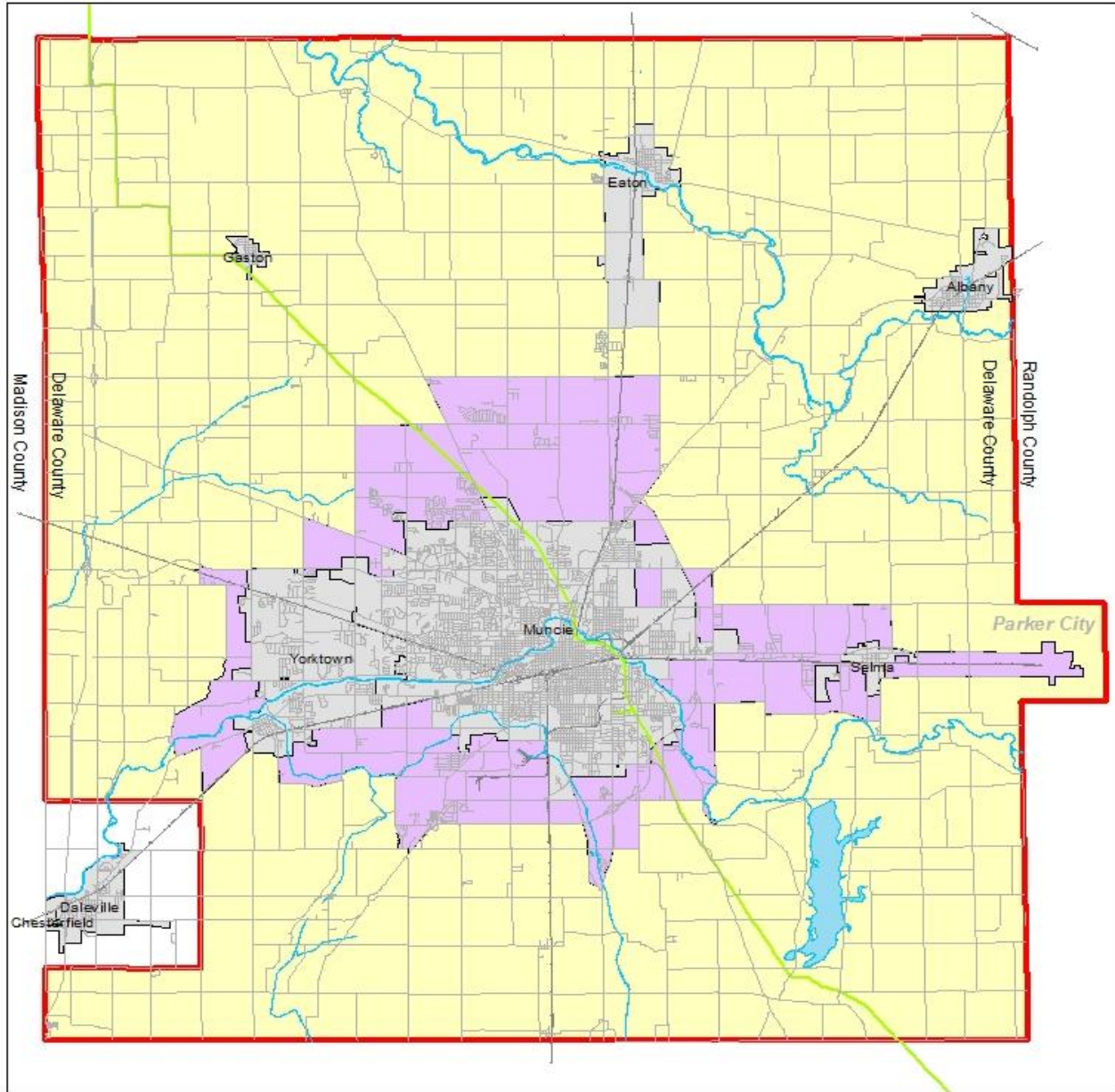
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***Summary***

# SUMMARY

## INTRODUCTION

The summary chapter of the DMTIP provides a map of the Muncie Metropolitan Planning Area and Environmental Justice analysis of the local projects in the Transportation Improvement Program (TIP). The appendix at the end of this document will provide greater detailed project information including aerial view, location, description, and planning support.





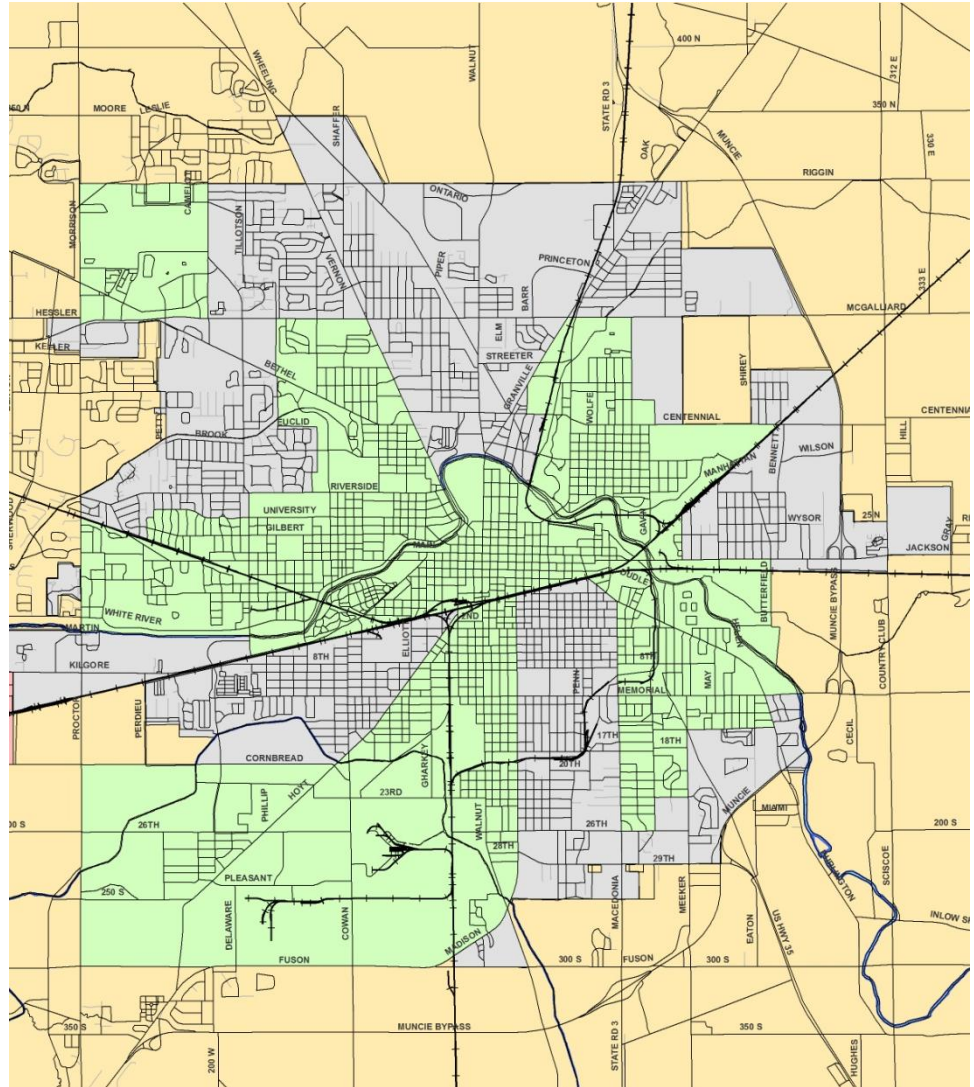
## Environmental Justice Analysis of Local TIP Projects

This section of the summary chapter provides environmental justice analysis concerning the program of local projects in the Muncie Urbanized Area and concerning low-income and minority areas. The two analyses of these areas are separate.

### Low-Income Areas

The census tract data for all of Delaware County was analyzed and the low-income areas highlighted in green on this map are the 2010 Census Tracts with at least 30 percent of the individuals living below the poverty level in 2009. The 2010 Census indicates that 22,465 people or 19.1 percent of Delaware County's population lived below the poverty level. The low-income areas north of White River and west of Wheeling Avenue contained university students who qualified by their individual income level.

Six of the nine local projects in Muncie in the FY 2012-2015 Delaware Muncie Transportation Improvement Program



*2010 Census Low-Income Areas Shown in Green*

(DMTIP) are within the low-income area. Three projects include traffic safety, bike/pedestrian and enhancement improvements for Neely Avenue west of Wheeling and Wheeling Avenue in two segments from McGalliard Road south to the downtown. The other three projects will enhance the downtown: the Sign Retro-reflectivity Project for Muncie, the Kitselman Trailhead Project (connecting two bike/pedestrian paths & crossing White River) and the Levee Trail Bicycle/Pedestrian Path Project. These projects will benefit the low-income areas and all of Muncie.

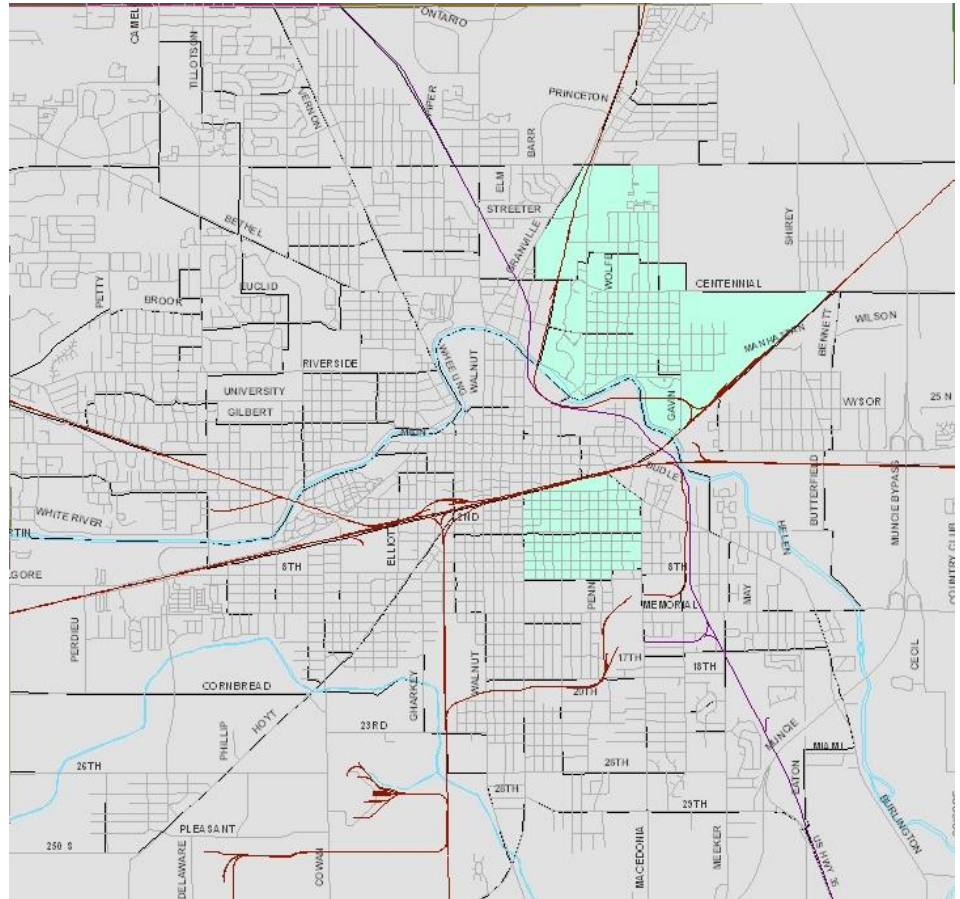
## Environmental Justice Analysis of Minority Areas

The Minority Areas, as shown on the map below, are the 2010 Census Tracts with over half of the population as minorities. The population of 2010 Census Minority Areas totaled 4,136 people, or 5.9 percent of the City of Muncie population of 70,085. The minority areas (highlighted in light green) are comprised of the Whiteley Neighborhood in the northeast and the Industry Neighborhood south of the downtown.

There is one safety federal-aid project, the Sign Retro-reflectivity Project for Muncie, planned within the minority areas. The other five projects within the low-income areas are close enough to the minority areas to provide their residents with access to new bicycle/pedestrian facilities in and near the downtown.

### *2010 Census Minority Areas Shown in Green*

This program of projects will benefit both the minority and the low-income areas.



# 2013-2040 DELAWARE MUNCIE TRANSPORTATION PLAN EXCERPTS

## LONG RANGE PROJECTS

The long range program of projects is shown on the following pages. There is one group of projects shown, but this list previously showed expansion projects and air quality conformity exempt projects separately to indicate which improvements (expansion projects) were included in the Air Quality Conformity emissions analysis. The requirement to prepare emissions analysis by traffic model phase ended July 20, 2013. The listing is sorted by jurisdiction and by funding phase. There are five funding phases: 2014-2015, 2016-2020, 2021-2025, 2026-2030 and 2031-2040. The listing also does not include the bicycle and pedestrian projects which are shown in Section VI. Transportation systems preservation is a priority of our Transportation Plan, so it is understood that this document supports bridge improvements whenever the Delaware County Bridge Inspection Report suggests them and that it supports road improvements that don't expand road traffic capacities on an as needed basis. These improvements along with bicycle and pedestrian projects were classified as air quality conformity exempt when that was a concern of this document. While we are not required to do air quality conformity analysis, projects that support cleaner air efforts are an important part of our transportation improvement effort.

**Table 10: *Transportation Plan Projects by Jurisdiction and Funding Phase***

<b>Jurisdiction</b>		<b>City of Muncie</b>			
<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015	#1 Southside Gateway	0401076	0.44	Reconstruction/Roundabout	\$ 2,260,000
2014-2015	#2 Neely (New York to Wheeling)	0501033	0.37	Reconstruction/Safety	\$ 1,700,000
2014-2015	#3 Walnut/Riggin Roundabout	0710089	0.91	Roundabout	\$ 2,500,000
2014-2015	#4 Macedonia Ave. (26 <sup>th</sup> to 29 <sup>th</sup> ) Sidewalk	0800089	0.25	Bike/Pedestrian	\$ 181,500
2014-2015	#5 Lyndenbrook Area Sidewalks	0901916	1.11	Bike/Pedestrian	\$ 320,500
2014-2015	#6 Sign Replacement (Safety)	1006333	0.00	Safety Improvement	\$ 1,512,000
2016-2020	#40 Everbrook Extension (SR 332-Bethel)	0501031	0.20	New Road	\$ 720,000
2016-2020	#41 Kitselman Trailhead	0800295	0.00	Bike/Pedestrian	\$ 1,100,000
2016-2020	#42 Wheeling (Riverside to Centennial)	1173228	1.00	Reconstruction	\$ 2,750,000
2016-2020	#43 Wheeling (Centennial to McGalliard)	1173229	1.00	Reconstruction	\$ 2,800,000
2021-2025	#51 Barr Extension (Princeton-Riggin)		0.61	New Road	\$ 2,000,000
2021-2025	#52 Bethel/New York Intersection		0.00	Intersection Improvement	\$ 3,000,000
2021-2025	#53 Centennial (Wheeling to Broadway)		0.77	Reconstruction/Turn Lanes	\$ 2,200,000
2021-2025	#54 Riggin Widening (Wheeling to Walnut)		1.40	Center Turn Lane	\$ 4,000,000
2021-2025	#55 Riverside (New York to Wheeling)		0.60	3-R Reconstruction	
2021-2025	#56 Walnut (Memorial to 23 <sup>rd</sup> )		0.75	Reconstruction/Turn Lanes	\$ 2,100,000
2026-2030	#57 Jackson Widening (Celia to White River)		0.80	Center Turn Lane	\$ 2,500,000
2026-2030	#58 Morrison Widening(Jackson to River Rd.)		0.90	Center Turn Lane	\$ 3,500,000
2026-2030	#59 Evermore Extension(Marleon to Morrison)		0.43	New Road	\$ 1,800,000
2026-2030	#60 Morrison (Bethel to Evermore)		0.24	Median/Center Lane	\$ 1,000,000

Note: the projects highlighted above were funded via a previous Transportation Improvement Program and their construction was completed or is occurring now.

## Jurisdiction Delaware County

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #7	Br# 85 Strong-800E over Mississinewa	0500078	0.00	Bridge Replacement	\$ 4,680,000
2014-2015 #8	Nebo Road at SR 332	0501039	0.00	Enhancement	\$ 3,570,000
2014-2015 #9	Morrison (Jackson to Keller Rd.)	0710092	1.05	Center Turn Lane	\$ 6,256,000
2014-2015 #10	Br# 226 over Cardinal Greenway	0900990	0.00	Bridge Removal	\$ 1,080,000
2014-2015 #11	Sign Replacement (Safety)	1006112	0.00	Safety Improvement	\$ 1,092,330
2014-2015 #12	Jackson Street at Nebo Road	1006111	0.00	Roundabout	\$ 2,050,000
2016-2020 #44	Br#141 Tiger Dr over White River	0710098	0.00	Bridge Rehabilitation	\$ 2,050,000
2016-2020 #45	Br# 516 Tillotson over White River	1382332	0.00	Bridge Rehabilitation	\$ 2,000,000
2016-2020 #46	Br#161 CR 170 S over White River	9680560	0.00	Bridge Rehabilitation	\$ 2,115,000

## Jurisdiction Yorktown

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #13	River Road Trail (Morrison to Nebo)	0900596	1.00	Bike/Pedestrian	\$ 839,000
2016-2020 #47	Nebo (Jackson to SR 332)		1.12	Center Turn Lane	\$ 2,500,000
2016-2020 #48	Nebo (River Rd. to Jackson)		1.11	Center Turn Lane	\$ 2,500,000
2021-2025 #49	Sutherland (Broadway to CR 600W)		0.52	New Road	\$ 750,000
2021-2025 #61	CR 600W Ext. (SR 32 to River Rd.)		1.00	New Road	\$ 5,750,000
2026-2030 #62	CR 200S Ext. (CR 500W to CR 600W)		1.00	New Road	\$ 4,700,000
2031-2040 #63	Nebo (River Rd. to SR 332)		2.23	Added Travel Lanes	\$ 11,750,000

## Jurisdiction Selma

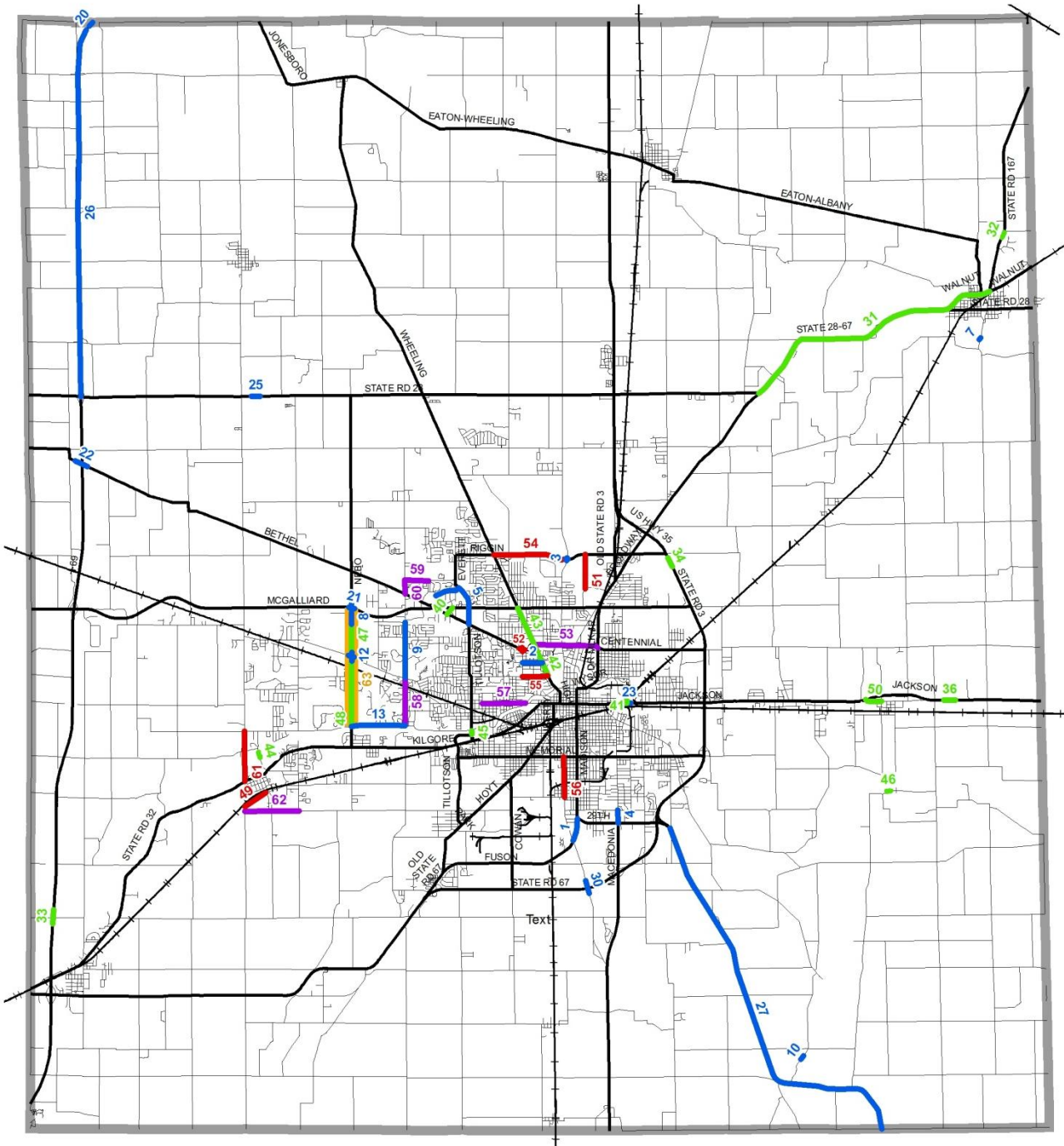
<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2016-2020 #50	Jackson from SR 32 to Pittenger Rd.		0.33	Repaving	\$ 75,000

## Jurisdiction State

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #20	I-69 bridges over abandoned RR-1300N	0014000	0.00	Bridge Repair & Maintenance	\$ 1,370,000
2014-2015 #21	SR 332 at Nebo	0201140	0.00	Safety	\$ 1,500,000
2014-2015 #22	Bethel Av. Bridge over I-69	0800039	0.00	Bridge Repair & Maintenance	\$ 60,400
2014-2015 #23	SR 32, W of Bunch Blvd.	0800958	0.00	Bridge Replacement	\$ 1,867,000
2014-2015 #24	Passive Rail Crossing upgrades	1005821	0.00	Safety	\$ 390,000
2014-2015 #25	SR 28, 0.3 mile E of CR 600W	1006337	0.00	Slide ErosionCorrection	\$ 533,000
2014-2015 #26	I-69 (SR 28 north 9 mi.) cable rail	1173659	9.00	Safety	\$ 911,000
2014-2015 #27	US 35, US 36 to SR 3	1296768	0.00	District Pavement	\$ 1,820,000
2014-2015 #28	SR 3, US 35: 11 Bridges near Muncie	1297865, etal.	0.00	Bridge Repair & Maintenance	\$ 382,000
2014-2015 #29	SR 32: 9 Signals in downtown Muncie	1298478, etal.	0.00	Safety: signal modernizations	\$ 603,000
2014-2015 #30	Walnut St. over SR 67, S of SR 3	1382337	0.00	Bridge Repair & Maintenance	\$ 200,000
2016-2020 #31	SR 67, SR 28 S Junction to SR 167	0500183	5.10	Preservation/Safety	\$14,800,000
2016-2020 #32	SR 167, 1.01 mi. N of SR 67	0800957	0.00	Bridge Replacement	\$ 740,000
2016-2020 #33	I-69 over CR 400S	1006267	0.00	Bridge Rehabilitation	\$ 192,000
2016-2020 #34	US 35 over Muncie Creek (S of Riggins)	1006446-7	0.00	Bridge Rehabilitation	\$ 468,000
2016-2020 #35	SR 332 bridges: clean/paint	1006470	0.00	Bridge Maintenance	\$ 452,000
2016-2020 #36	SR 32, 0.3 miles E of CR 700E	1296515	0.00	Small Structure Bridge	\$ 113,000

Note: the projects highlighted above were funded via a previous Transportation Improvement Program and their construction was completed or is occurring now.





# Transportation Plan Proposed Projects

Figure 22

### Legend

#### Projects

- 2014-2015
- 2016-2020
- 2021-2025
- 2026-2030
- 2031-2040

- Major Roads
- Railways
- Streets
- County Boundary

map not to scale



Source:



August, 2013

*DMTIP*

***Public  
Comment***

This section is for information pertaining to public comment that has been received concerning the FY 2016-2019 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice of public hearing was placed in the Muncie Star on June 22, 2013 for public input on the draft FY 2016-2019 DMTIP on April 9, 2015. The April 2015 meetings of the Technical Advisory Committee and Transportation Policy Committee, transportation subcommittees of the Delaware Muncie Metropolitan Plan Commission, were also open to the public for input.

A copy of the public meeting notice is listed below:

### **NOTICE OF PUBLIC MEETING**

PLEASE TAKE NOTICE that on April 9th, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) will hold a public meeting/call for projects for the draft Fiscal Year (FY) 2016-2019 Delaware Muncie Transportation Improvement Program (DMTIP) affecting transportation in the Muncie Metropolitan Planning Area.

The public meeting will take place on the above date beginning at 5:00 p.m. in the Commissioner's Courtroom, 3<sup>rd</sup> Floor of Delaware County Building, 100 W. Main Street in Muncie, Indiana. Other meetings open for public comment on the FY 2016-19 DMTIP include the April 9<sup>th</sup> meeting of the Technical Advisory Committee at 10 a.m. in the Plan Commission Office, Room 206 of the Delaware County Building and the April 15<sup>th</sup> meeting of the Transportation Policy Committee at 1:30 p.m. in the Mayor's Conference Room, 3<sup>rd</sup> Floor, City Hall, 300 N. High Street in Muncie. Input is requested from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and any other interested parties. The DMTIP document is on file for public inspection at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, from 8:30 a.m. to 4:00 p.m., Monday through Friday (phone: 765-747-7740). The draft DMTIP document will be on Plan Commission website at [www.dmmpc.org](http://www.dmmpc.org). Written comments may be filed with the Plan Commission Office or emailed to [hsmith@co.delaware.in.us](mailto:hsmith@co.delaware.in.us) through May 15, 2015 for the FY 2016-2019 DMTIP.

The Transportation Improvement Program sets out a 4-year listing of roadway, bridge, railroad crossing, enhancement, and public transit projects to be funded in part with federal funds.

The Transportation Policy Committee of the DMMPC will take final action to approve, modify all, or a part of, said DMTIP at its meeting on May 20, 2015. The final FY 2016-2019 DMTIP will then be forwarded to the Indiana Department of Transportation (INDOT) for final approval and processing.

Marta Moody, MPO Director

DMMPC

One person attended the public meeting and no comment was recorded. The April meetings of the Technical Advisory Committee and the Transportation Policy Committee were held as published, but no-one came from the public.

A Request for Public Input (RPI) letter was sent to the people on our transportation participation list. The RPI was as follows:

### **REQUEST FOR PUBLIC INPUT**

PLEASE TAKE NOTICE that the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is requesting public input on the matter of the Fiscal Year (FY) 2016-2019 Delaware-Muncie Transportation Improvement Program (DMTIP) for the Muncie Metropolitan Planning Area from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and other interested parties. The Metropolitan Planning Area is comprised of Delaware County excluding Daleville, but including Parker City in Randolph County. The Air Quality Area covered by the DMTIP is Delaware County including Daleville. The available federal transportation funds are committed to existing projects through FY 2017 so new projects would compete for FY 2018 and 2019 funds.

The following meetings are also open to the public for receiving comment on the DMTIP: public meeting at Plan Commission meeting in the Commissioners' Court Room at 5:00 pm on April 9, 2015; the Technical Advisory Committee, Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana at 10:00 a.m. on Thursday, April 9, 2015; and the Transportation Policy Committee, Mayor's Conference Room, 3rd Floor, City Hall, 300 North High Street, Muncie, Indiana, at 1:30 p.m. on Wednesday, April 15, 2015. Public comment may also be forwarded to the Plan Commission Office through May 15, 2015 for the FY 2012-2015 DMTIP (DMMPC FAX number: 747-7744). The Transportation Policy Committee is scheduled to act on the DMTIP at its monthly meeting on May 20, 2015.

Specific information on the draft FY 2016-2019 DMTIP document can be reviewed now at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, 8:30 a.m. to 4:00 p.m., Monday through Friday, 765-747-7740. The draft DMTIP document will be on the Plan Commission page of the county website at [www.dmmpc.org](http://www.dmmpc.org) and comments may be e-mailed to [hsmith@co.delaware.in.us](mailto:hsmith@co.delaware.in.us).

Marta Moody  
Executive Director

Hugh Smith  
Principal Planner