

CITY OF BLOOMINGTON

EXECUTIVE SESSION

109 E. OLIVE ST.

MONDAY, MARCH 12, 2012, 5:00 P.M.

AGENDA

Settlement of Claims, Section 2 (c) (12) *(30 minutes)*

A light dinner will be available at 4:30 p.m.

CITY OF BLOOMINGTON
CITY COUNCIL WORK SESSION
109 E. OLIVE ST.
MONDAY, MARCH 12, 2012, 5:30 P.M.

AGENDA

- A. Single Stream Recycling (*30 minutes*)
- B. Motor Fuel Tax Revenue Analysis and Priority Major Street Projects (*45 minutes*)

FOR COUNCIL: March 12, 2012

SUBJECT: Request to Commence the Procurement Process for Recycling Carts

RECOMMENDATION: Recommend that staff proceed with the procurement process of blue 65 and 95 gallon recycling carts.

BACKGROUND: Single Stream Recycling Program Report prepared by Jim Karch, Director of Public Works.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Ecology Action Center and Town of Normal.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by:

Reviewed by:

Recommended by:

Jim Karch
Director of Public Works

Barbara J. Adkins
Deputy City Manager

David A. Hales
City Manager

Attachment: Attachment 1. Single Stream Recycling Report

Staff's goal for the Work Session is for the Council to reach a consensus regarding the procurement of blue 65 and 95 gallon recycling carts.

SINGLE STREAM RECYCLING PROGRAM

Date: March 7, 2012

Prepared by: Jim Karch, Public Works Director

Background

In the early 1980's several Bloomington/Normal residents organized the first unofficial recycling program within the communities. The volunteer group wanted to offer recycling opportunities to the residents. The local organizers coordinated the collected recycling materials by using pickup trucks and trailers. With the help of people that needed to work off their community service and others, recycling became a reality in Bloomington/Normal. Originally, the program was set up through a recycling block program where a block captain in the neighborhood would coordinate for the area. The goal was for the City of Bloomington to take over the recycling program throughout its corporate limits. Mid-State Community Action received a grant that allowed the hiring of unemployed or partially employed citizens to begin collection in Bloomington on a larger scale. Myra Gordon was the first Recycling Program Manager. Bloomington's recycling history was collected from Carol Reitan, Myra Gordon and Dennis Arnold, the original members of the citizen's volunteer group.

In 1990, the City of Bloomington formalized the recycling program and hired three employees to collect recycling materials throughout the City. The program was set up as a resident volunteer basis citywide. The program remains a volunteer program to this day. One of the City's first recycling employees was Robbie Henson, who now serves and Superintendent of Solid Waste in the Public Works Department.

Once the City of Bloomington set up its formal recycling program, the volunteer group dissolved and the Ecology Action Center was founded to assist the City with recycling education.

The City of Bloomington offers recycling collection to all of its citizens who participate in the Refuse Program, including Apartment Complexes. Bloomington has never had a standard for which apartment complexes it serves, therefore some owners/property managers have chosen to participate in the recycling program.

Bloomington started off as a dual stream recycling (all products had to be separated) program. The following pictures show the types of trucks used up until recently when new trucks were purchased for the Single Stream Automated Cart Program. These trucks were originally purchased in 2001 and were just recently replaced to upgrade the automation of the recycling collection for the City.



On December 8, 2008, a presentation was made to the Council on the benefits of converting to curbside single stream recycling.

Definition of Single Stream Recycling:

Single-stream recycling allows recyclable materials such as paper, glass, cardboard, and plastic to be mixed, or co-mingled, in one container without being separated.

From 2000 to 2010 Bloomington transported the material to the Town of Normal transfer station at 1301 Warriner Street, through a 10 year intergovernmental agreement. The City was paying an estimated \$60,000 to the Town annually for use of their transfer station and was not receiving payment for the recycling materials. The City of Bloomington had a contract with Phoenix Paper for the processing of co-mingled paper. The City of Bloomington also had a contract with Resource Management in Chicago Ridge for the co-mingled containers. Co-mingled paper is when all of the different types of paper are placed in one container and co-mingled containers is when the same is done for containers.

In May 2010, the contracts with Phoenix Paper, Resource Management and the Town of Normal expired. At that time, Staff recommended to the City Council to convert from a dual stream to a Single Stream Curbside Recycling Program. Accordingly, City staff solicited proposals from qualified vendors to accept and transfer their acceptable single stream recyclable materials starting Monday May 17, 2010. Any potential processing solutions for the City's single stream materials were considered in the selection process. Four firms were issued the proposal packet, including the Town of Normal which provided the existing transfer service. Two firms responded with proposals. The proposal from Henson Disposal, Inc. met all of the City's requirements and was approved as the contractor to coordinate with transferring the single stream material to Resource Management in Chicago Ridge as the MRF (Material Recovery Facility). Staff sought an outside Consultant to review the proposal packages and the Consultant concurred with the Staff recommendation. The contract to process the material expires May, 2012 and was on a variable market rate for the payment of the recycling material collected. Under this contract, the City began receiving payment for the recycling material on the average of \$12,000/month.

In August 2011, Henson Disposal notified the City of Bloomington that they could no longer provide transfer station processing under the current contract because of a conflict with the IEPA permit processes. In October 2011, the City Council approved a contract with Midwest Fiber for the processing of the single stream recycling material until May 2012.

The pricing received by the City for its recycling material is determined by subtracting Midwest Fiber's process fee of \$82.00 per ton from the Total Market Value for the material each month. The Total Market Value is based upon national industry publications reflecting the market value of community such as Waste News and The Official Board Markets. The following is an example of the calculation from July 2011:

Single Stream Total Market Value (\$141.91per ton) minus Processing Fee (\$82.00 per ton) = Net material Rebate to City of Bloomington (\$59.91 per ton)

Staff is placing a Request for Proposal (RFP) out to potential vendors to look at material transfer and/or processing the single stream material for (3) year period. This RFP is needed since the current contract expires in May 2012. The City is expecting to receive bids from Midwest Fiber and Resource Management for the processing of materials.

Current Program

The City currently employees four (4) recycling truck drivers using our newly acquired automated side load recycling trucks to collect curbside material from any container weighing less than 35 pounds when placed at the curb. The new trucks have a low entry side access panel where employees are able to still grab blue bins and other containers until the carts are in place for automated collection.

Another benefit of the new trucks is that there is a camera for the driver to see the recycling material before it is placed in the hopper. This helps prevent large amounts of non-recyclable material from being taken to the Material Recovery Facility. The following is a picture of the new recycling trucks:



Citizens can continue to use their 14 gallon blue bins that were distributed by the City during the previous dual stream recycling program or they can use any regular garbage can that is clearly marked as "RECYCLING" on the side of the container.

While the cart flexibility has been beneficial in some ways, there have been instances where cans have either been covered with snow because of the weather or turned away from the view of the driver and missed. In addition, the open 14 gallon blue bins allow the wind to blow the paper and containers around creating a litter problem.

The City does send recycling trucks back to any residential areas where staff is notified of a missed stop. The recycling material is collected on a bi-weekly (every other week) basis that coincides with the resident's regular garbage route.

Recycling truck drivers work a minimum six (6) hour a day throughout the week in accordance with the union contract. In contract negotiations, the City will work with the union to require a full eight (8) hour day once the routes are fully automated using carts.

The recycling material is collected at the curb and delivered to Midwest Fiber located on White Oak Road just outside of the Bloomington city limits in the Town of Normal. The following information is posted on Midwest Fiber's website:

As central Illinois' largest full-service recycler, Midwest Fiber Recycling constructed a new \$8 million state-of-the-art single-stream Materials Recovery Facility at its Normal, Illinois location. The 86,400 square foot facility serves as a single stream recycling hub for all of central Illinois.

The following is an example of what the single stream material looks like going through a Single Stream Material Recovery Facility (MRF):



The following is a statement from Midwest Fiber outlining where the single stream material goes after it is processed:

"Material that is sorted out of the single stream plan is truly marketed all over the world and used to make new products. For example cardboard is mainly shipped to a paper mill in Iowa where it is re-pulped and turned back into cardboard medium which is the wavy middle in a cardboard box. Additionally, there is currently a huge demand for recycled cardboard in China which is used for the manufacturing of new boxes and chipboard. Material like PET plastic bottles are commonly shipped to a company in Georgia who washes, grinds them and turns them into carpet fiber. Aluminum cans are almost always shipped to a company called Alcoa which will reuse them to make new aluminum cans."

Town of Normal Meeting

On February 24, 2012, City staff met with staff from the Town of Normal to discuss their current options for their recycling program. Normal staff is looking to take the issue of recycling back to their Town Council for action in April. Town of Normal staff is anticipating on recommending the following recommendations:

- Moving to a curbside single stream program but keeping 7 or 8 roll-off containers (similar to the ones at Walmart) throughout the community
- Weekly recycle collection
- Increase refuse fee \$2/month to go from \$10/month to \$12/month

- Allow 65 and 95 gallon cart options to the residents
- Carts would need to be purchased by the residents
- Carts purchased within the first 30 days of the program would cost \$30 while carts purchased at a later date would be \$60
- The carts would have a black base and a green lid
- Delivery of carts will be made using in house staff as requested by the residents. A bulk amount of carts will be purchased and stored to be ready for delivery as requested by residents.
- Ordinance changes including increasing the refuse fee, where carts can be stored and that recycling will only be collected in Town purchased carts
- Normal will encourage residents to mark their property address on the cart

The notes from this meeting will be referred to throughout the rest of this report.

Database of residents participating in recycling program

City Staff is utilizing seasonal labor to drive on the recycle routes over the next two months to gather a database of addresses that currently participate in the Single Stream Recycling Program. Previously, staff used data gathered from recycling truck drivers to estimate that the recycling participation rate is about 40%. The participation rate is the percentage of overall potential households in the refuse program (25,500 total) who set out recycling material at least occasionally.

This database will be used in the following ways:

- Households currently participating in the recycling program will be contacted directly. By default, the households will receive a 95 gallon cart unless they notify the City by a specific date of a preference for a 65 gallon cart. The benefits of the larger cart will be provided in the direct mailer.
- Baseline for current participation rate to compare with future participation rates.

City Council Policy Direction

In 2012 fiscal year, the funding was allotted for the purchase of four (4) automated recycling trucks and 19,000 recycling carts. The recycling trucks have been recently delivered but the carts cannot be ordered until City Council direction is provided in the following areas:

Cart Size and Color

There are many options when it comes to automated carts. Cart sizes include 35, 65 and 95 gallon containers. Cart lids and bases can have either the same or different colors. Common colors are blue and black with the same or different colored lids.

Once the carts have been ordered and delivered, the picture to the left is what collection will look like with our new automated recycling trucks.



The issue of cart size is one that is very important to citizens but not often fully understood until one is owned and used for a period of time. Many times the perception of a 95 gallon cart is that it will be too large or that the cart won't fit in the garage or that citizens will be unable to maneuver the cart to the curb. Once citizens become accustomed to the larger sized carts, they are typically satisfied not only with the size but the amount of recycling material that can fit in the container. For example, when the Town of Normal converted their household refuse program to an automated cart system only 5% of their residents called to request a switch from the standard 95

gallon container to the 65 gallon container.

Most garbage cans used by citizens are 33 gallons in size and the older blue bins used previously in the Dual Stream Recycling Program were 14 gallon. Two blue bins placed side by side take up a larger footprint in the garage than a 95 gallon container. This is what many residents have had in their garage in the past during the previous dual stream recycling program.

The following is a chart with dimensions of the different cart options for comparison. Note the lack of significant size in the overall footprint between the choices.

Cart Size Chart

Size	Height	Width	Depth
Automated 95 gallon cart	46"	29"	34"
Automated 65 gallon cart	40"	26"	28"
Traditional 33 gallon can	33"	20"	24"
Old 14 gallon blue bins	14"	16"	20"

The picture to the right shows the difference in size between the 14 gallon, 65 gallon and 95 gallon containers

Whatever direction is provided, the City anticipates on having a sticker attached to the lid of the cart which would help citizens to understand what can and can't be recycled. The following is a picture of a sample sticker with this information:





When carts are purchased in bulk, there would be a savings for the City. 95 gallon carts cost an estimated \$50 per cart while 65 gallon carts are \$45 per cart. The pricing of carts is tied to the price of oil so the price typically rises each year in the fall. The price of oil is the largest factor in the pricing of carts. In addition, it typically costs in the range of \$7 per cart for delivery to specific addresses.

Options for the City on **cart selection** could include the following:

1. Offer 65 and 95 gallon carts with 95 gallon carts being the default cart size (Staff recommended) – This is standard industry practice to offer multiple size options and it would mirror the Town of Normal staff recommendation. The 95 gallon cart is recommended as the default because recycling should be the cornerstone of an effective solid waste program. Recycling best management practice encourages a larger recycling cart than the household garbage cart. Most recycling surveys show that 75% or more of household generated material can be recycled. The larger cart encourages a greater participation and allows for more material to be collected during those times of the year when more recycling material is generated.
2. Offer only 95 gallon carts to citizens – This would be significantly less administrative effort and the vast majority of program users would find that it met their needs. Citizens could potentially be given the choice to switch to a smaller 65 gallon container after a 60 or 90 day period as the Town of Normal did with their household refuse program.

Options for the City on **cart color** could include the following:

1. Blue base with blue lids (Staff recommended) – Bloomington residents are familiar with blue for recycling. Bloomington blue is the default for recycling in Bloomington. The distinct blue color would stand out for collection and promotion purposes.
2. Black base with green lids – If the City were to convert to an automated garbage collection program, it would be beneficial from a cost and storage perspective to have the same color base as the garbage carts. This could mean that to change a cart from garbage to recycle would only entail changing out the lid. The lid color would mirror the Town of Normal's recommendation which would increase the ability for the entire community to have consistent marketing and understanding of what the community recycling container would look like.

Weekly or bi-weekly collection

Currently the Bloomington recycling collection occurs on a bi-weekly (every other week) collection. This bi-weekly program has been in place since the citywide program began in 1990. A map of the current collection program is included in this report and can be viewed on the City's website.

If the program were to convert to a weekly collection program like the Town of Normal, it is estimated two additional staff and automated trucks would be required. Each truck is estimated to cost \$295,000 and each additional recycle truck driver is estimated to cost \$80,000 which includes labor and benefits. There is no current budget for these additional resources.

Apartments

Bloomington currently offers recycling service to apartments that participate in the refuse system. Participating apartment residents place their 14 gallon blue bins or other containers in the parkway for collection. As Bloomington switches to a carted system, it will be more difficult for apartments to participate in the recycling program. There are not convenient locations for residents to place these carts in their apartments and there are not always locations within the common area for a cart for all to use. In addition, many of the apartments are in the core part of Bloomington where parked cars will already be a difficulty for automated collection. The space for the automated arm to collect the cart is one of the limitations of an automated cart collection system. There needs to be three (3) feet of clearance on both sides of the arm to reach on both sides of the cart.

The Town of Normal does not provide refuse or recycling services to apartments throughout their town. It is common industry practice for municipalities to only provide refuse service including recycling to duplexes and single family dwellings. Apartment complexes are best typically served by common dumpster locations.

As the City considers moving toward automated refuse collection, the issue of serving apartments will again need to be considered. It is difficult to serve more dense housing units with automated collection. It can be done in some areas but there tend to be more difficult situations where collection cannot occur.



Roll-off Option

Staff has also considered the option of moving toward a roll-off system now to capture recycling from non-participating apartment complexes and adjacent communities. The Town of Normal currently provides 15 roll-off units for its community and is looking to recommend reduction of the units down to 7 or 8 if their Town Council approves automated recycling collection. The below vehicle is needed to place and empty the recycle materials.



The estimated cost of each roll-off system is \$10,000 and the truck to pick up the roll-off units is approximately \$130,000. The City would need to hire additional staff to service adding a roll-off service to the solid waste program. The amount of staff and trucks would be dependent on the total number of roll-offs added to the program. The following are points of discussion provided by the Town of Normal in the recent meeting discussed earlier in this memo:

- Roll-off programs do collect material from residents who would not participate in the standard curb-side recycling program
- The roll-off units are well used and three of the units must be emptied twice a day and 365 days a year. There is increased overtime for staff on the weekends. The rest of the roll-off units vary on the amount of times collected. A few are only collected three times a week.
- It is difficult finding locations where the roll-offs are approved to be placed by the property owner.

Single Stream Marketing

In talking with other communities that have put a Single Stream Carted System Program in place such as the City of Decatur and the City of Peoria, the proper marketing of the implementation is critical for participation and volume increase. Staff is currently working with interns from Illinois State University to develop videos to promote single stream recycling. While this is beneficial, it is important to have a professional and comprehensive outreach marketing program for our citizens.



On April 1st, 2011, the City of Decatur went from a marginal recycling program (less than 15% participation) to a program with almost 60% participation. The Program Coordinators attribute this success to working directly with the schools during the cart sign up period. The students would bring the information home to the parents who in turn would sign up to participate in the program. Decatur used a combination of school rallies and prizes in a coordinated effort to reach the students. The picture to the left is of the mascot that was used in the Decatur schools for this promotion process.

An expansive market program would also include The City of Bloomington Website, direct mailers, emails, water bill inserts, promotions on WJBC and a sticker in the Pantagraph to let citizens know how they can sign up for a cart.

Staff sees this type of professional promotion as integral to a successful recycling program.

Staff is placing a Request for Proposal (RFP) out to potential vendors to assist with the marketing component of the single stream program.

Potential Issues of Concern

There are a few issues of concern that have come up with the logistics of implementing an Automated Single Stream Recycling Program that need to be brought to the City Council's attention.

With the addition of carts to the recycling program, there is the need for additional storage. The Public Works building where the Solid Waste Division is currently housed was originally built in the 1960's and no longer has the capacity to house all of the needed vehicles and equipment. There is not any additional room for storage of the needed carts during both the initial set out period and on an ongoing basis for future residents who want a cart to participate in the program. Staff will be looking into options on how to solve this storage issue.

With the delivery of the new automated trucks in the last two weeks, staff has been able to run the routes that our drivers will take and there are multiple alleys where the new vehicles are not able to fit. These alleys do have the ability to place recycling material along the main street in front of their house so Staff is looking at options on how to work with the residents to relocate recycling carts to the front of the house along the main road. This will also be an issue if the City moves toward automated garbage collection.

While the new automated trucks will allow for greater efficiency and increased safety for our employees resulting in lower workman's compensation claims, the trucks only collect from one side of the vehicle. For municipalities like the Town of Normal, where there are no one way streets, this does not present a problem. The city of Bloomington has multiple one way streets.

FOR COUNCIL: March 12, 2012

SUBJECT: Request to Commence the Procurement Process for Morris Ave. from Six Points Rd. to Fox Hills Apartments

RECOMMENDATION: Recommend that staff proceed with the procurement process for Morris Ave. from Six Points Rd. to Fox Hills Apartments. This project will be funded utilizing Motor Fuel Tax (MFT) funds.

BACKGROUND: MFT Financial Projection Report prepared by Tim Ervin, Performance Auditor/Budget Manager, and Priority Major Street Projects Report prepared by Jim Karch, Director of Public Works.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Staff has prepared a five (5) year analysis/projection of the MFT Fund. This analysis demonstrated a sufficient fund balance to include the Morris Ave. from Six Points Rd. to Fox Hills Apartments Street Reconstruction Project in the Fiscal Year 2013 budget.

Respectfully submitted for Council consideration.

Prepared by:

Jim Karch
Director, Public Works

Prepared by:

Tim Ervin
Performance Auditor/Budget Mngr.

Reviewed by:

Barbara J. Adkins
Deputy City Manager

Recommended by:

David A. Hales
City Manager

Attachment: Attachment 1. Priority Major St. Projects/ MFT Financial Projection Report

Staff's goal for the Work Session is for the Council to reach a consensus regarding use of MFT Funds for the Morris Ave. from Six Points Rd. to Fox Hill Apartments Street Reconstruction Project.

Motor Fuel Tax Presentation

City Council Meeting

March 12, 2012

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Motor Fuel Tax (MFT)

Background

- **Statutory** - The use of the funding from the Motor Fuel Tax Fund is regulated by Illinois Highway Code and the Illinois Department of Transportation (IDOT). Further information as to the use of these funds can be found at the following:
 - Illinois Compiled Statutes - Illinois Highway Code (605 ILCS 5/Art. 7 Div. 2)
 - Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets Manual (Chapter 4 – Section 3 – Use of MFT Funds)
- **Background** - Since October 1, 1977, Illinois has imposed a motor fuel use tax on fuel. Revenues collected from this tax help, in part, to build and maintain roads and highways. Each time an individual purchases gasoline in Illinois, a portion of the sales tax goes to the State of Illinois for distribution into the MFT program. Each unit of local government receives these tax dollars to provide improvements or maintenance to the roadways under their jurisdiction.
- **Allocation** - The state allocates MFT tax dollars based upon population in accordance with the MFT Fund Distribution statute. The allocation amount used for the City is 76,610.
- **Illinois rates** - Illinois' gasoline tax is 20.1¢ per gallon (19¢ per gallon plus a leaking underground storage tank tax of 0.3¢ per gallon and an environmental impact fee of 0.8¢ per gallon). The tax on diesel fuel is 22.6¢ per gallon (21.5¢ plus those levies).
- **Other States-** Illinois' motor fuel tax rates are in the middle among bordering states. Wisconsin's rates are by far the highest in this group. (Legislative Research Unit, March 2009 publication, <http://www.ilga.gov/commission/lru/Mar2009FirstRdg.pdf>)

Permitted Uses

- **Motor Fuel Tax (MFT) Funds can be used for the following items:**
 - Construction and maintenance of any municipal street designated as a part of the federal aid primary, or the federal aid urban system of streets within the municipality.
 - The construction and maintenance of municipal streets and alleys as may be designated by the corporate authorities and approved by Illinois Department of Transportation (IDOT).
 - The payment of engineering costs in connection with work described in this Division of this code. The municipality may contract for such services with any professional engineer.
 - The construction, maintenance, or repair of sidewalks in the municipality.

Management

- **Department** - The Engineering Division of the Public Works Department coordinates the bidding of projects which utilize this funding source. Additional bid requirements and time is needed when MFT funds are used for various projects. No personnel costs may be deducted from Motor Fuel Tax funds.
- **Past Practice** – The City through past practice has used MFT funds for major street projects.

Motor Fuel Tax Audited Financial Position as of April 30, 2011

- **Total Fund Balance** -- \$2,697,518
 - **Reserved** -- \$1,459,346
 - **Unreserved** - \$1,238,172

- **Annual revenue** averages \$1.9 million.

- **Supplemental Revenue** - The Illinois Capital bill provided for an annual payment of \$325,593 into the City's MFT fund from FY 2011 to FY 2015. The City has received two out of five payments and expects to collect the other three payments over the next three fiscal years.

Mandatory/Approved Projects

1. \$2,775,000 – Hershey Road from Hamilton Road to 750 feet South
2. \$1,702,000 – Lafayette & Maple Project

Potential Projects - (MFT Funds only)

1. \$1,140,000 - Morris Avenue Reconstruction from Fox Hill Apts to Six Points Road
2. \$1,150,000 - Washington Street Realignment Euclid to Brown
3. \$1,160,000 - Cottage Bridge Replacement
4. \$1,160,000 - Jersey Bridge Replacement
5. \$1,460,000 - Lutz Road Reconstruction Morris to Greenwood
6. \$1,850,000 – Woodrig Road Reconstruction Geneva to Breezewood
7. \$5,512,000 – Hamilton Road Reconstruction from Bunn to Commerce
8. \$5,884,000 - Fox Creek Road & Bridge Reconstruction

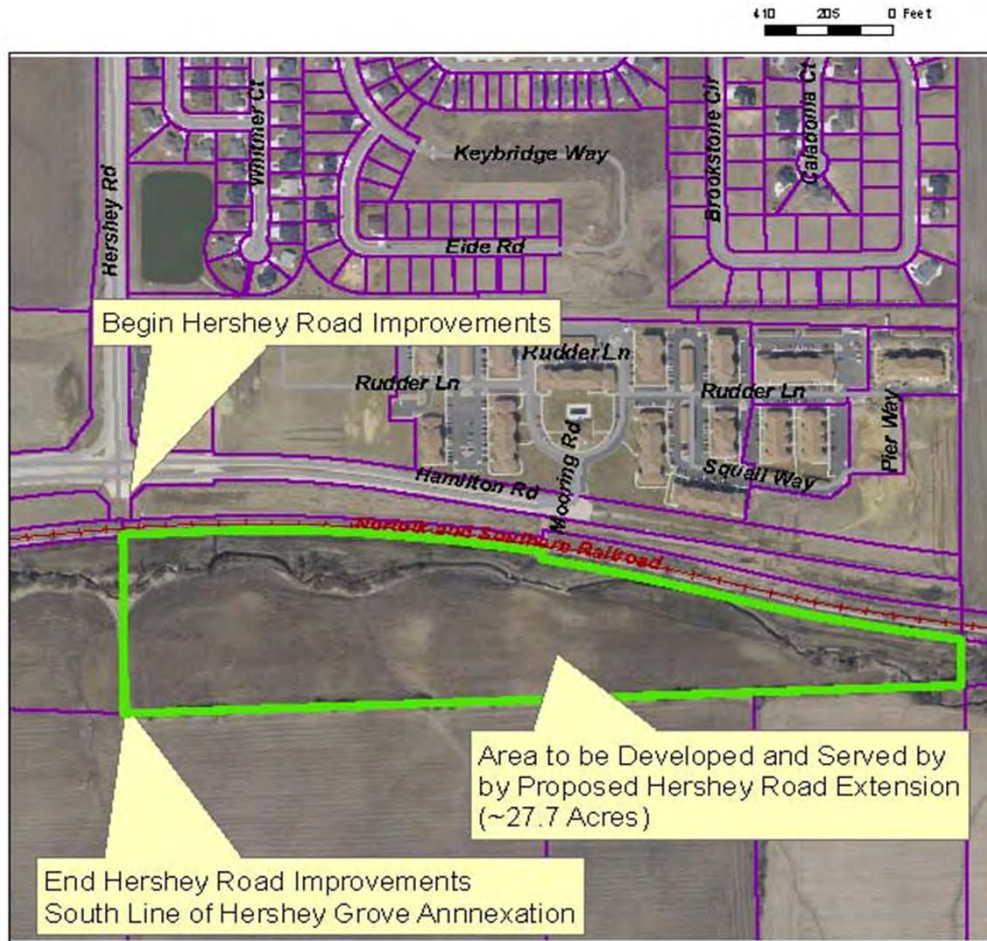
CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax	Public Works - Engineering Division		Ryan Otto		8	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Hershey Road from Hamilton Road to 750 ft South			2030-20300300-72530			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
<p>On February 11, 2002, Council approved an Annexation Agreement with Hershey Grove LLC regarding property on the southeast side of the City. Among the provisions of that Agreement was a requirement that the City extend Hershey Road to the southern perimeter of the annexed premises within ten (10) years of the making of the Agreement and apply to the Illinois Commerce Commission for a crossing permit for the Norfolk Southern railroad tracks which lie across the proposed Hershey Road extension within two (2) years from the making of the Agreement. For various reasons, including manpower and budget issues, the City was not able to comply with that portion of the Agreement. On August 22, 2011, Council approved an amended agreement requiring the City to file an ICC petition for an at-grade crossing by September 1, 2012, and complete the road extension within two years of receiving permission from the ICC for the railroad crossing. Council approved a contract with Hanson Professional Services on September 12, 2011, to design the road extension. The design contract with Hanson includes surveying, planning, and engineering design for the proposed road extension across the railroad to the southern limits of the Hershey Grove property. The road will be built to its full future width across the railroad right-of-way and then tapered down to two lane. The design is scheduled for completion in time to meet the ICC petition filing deadline in the amended annexation agreement. The construction schedule of the road is dependent on the length of the ICC petition and hearing processes which are anticipated to take between 6 and 18 months.</p>						
Projected start date:			Projected completion date:		<i>TYPE REQUEST</i>	
DESIGN BID:		DESIGN BID:				CONTINUATION
DESIGN:		DESIGN:	3/30/2012		X	REVISION
CONSTRUCTION BID:	1/1/2014	CONSTRUCTION BID:	2/1/2014			NEW
CONSTRUCTION:	3/1/2014	CONSTRUCTION:	12/31/2014			
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$0	\$0	\$0	\$0
LAND	\$100,000	\$0	\$0	\$0	\$0	\$100,000
CONSTRUCTION	\$0	\$2,675,000	\$0	\$0	\$0	\$2,675,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$100,000	\$2,675,000	\$0	\$0	\$0	\$2,775,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$100,000	\$2,675,000	\$0	\$0	\$0	\$2,775,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$100,000	\$2,675,000	\$0	\$0	\$0	\$2,775,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax	Public Works - Engineering Division	Ryan Otto	8
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Hershey Road from Hamilton Road to 750' South		X20300-72530	

Hershey Road Extension: Hamilton to 750' South



City of Bloomington
Public Works
08/18/11

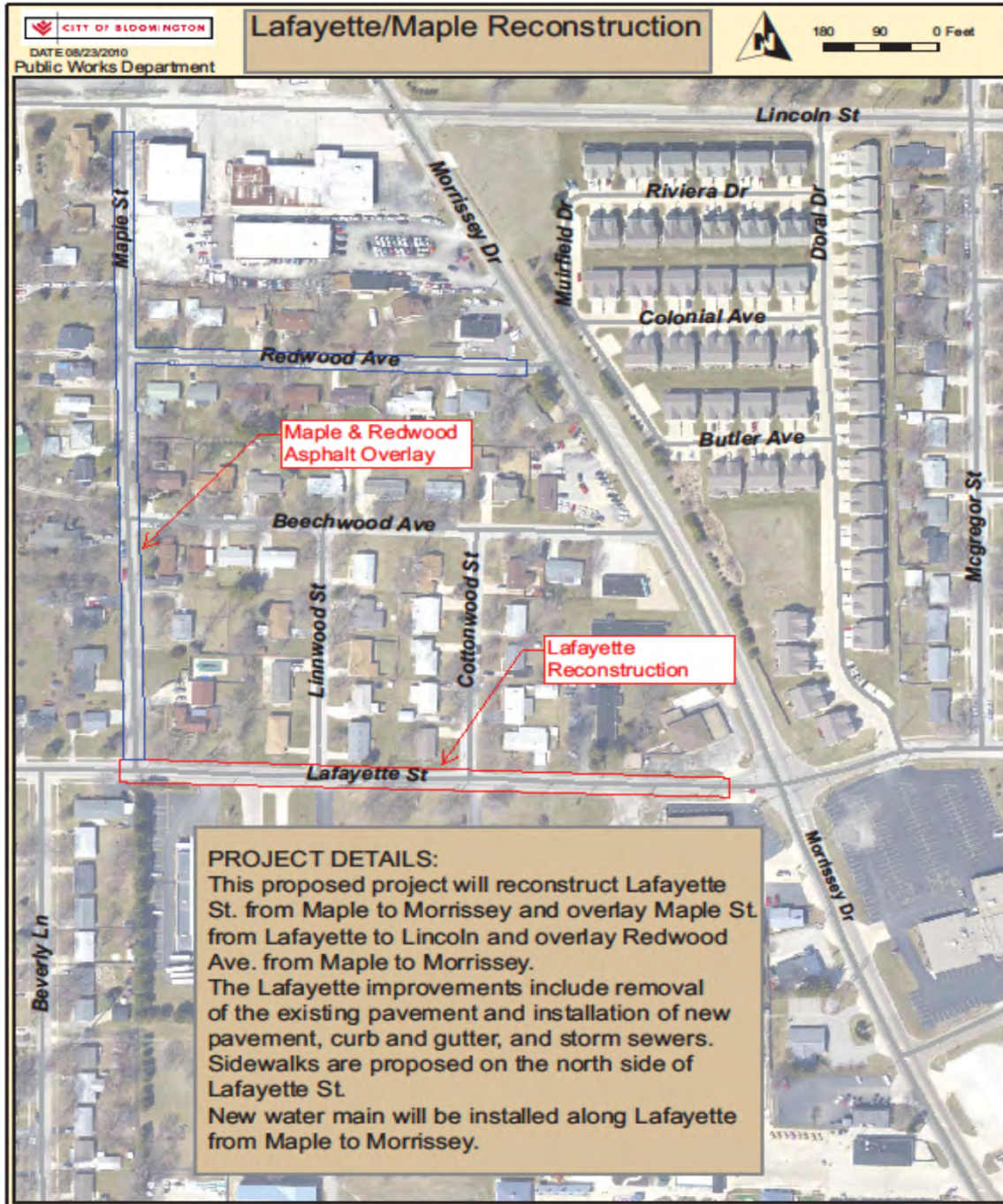


CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax Water	Public Works - Engineering Division		Greg Kallevig		4	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Lafayette St. Reconstruction and Maple/Redwood Mill & Overlay			2030-20300300-72530, MFT (Street) 5010-50200200-72540, (Water)			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
Lafayette St., from Maple to Morrissey, is currently a rural cross section roadway, where storm flow is carried in an open ditch, there is no sidewalk and no curb and gutter. The existing pavement rating is 4 out of 10 (Fair -). The project will reconstruct Lafayette with new pavement, sidewalk, curb and gutter, and storm sewers. Water main within the Lafayette project limits will also be replaced. The proposed Lafayette St. pavement typical section is two travel lanes with a center bi-directional turn lane. Additionally, pavement resurfacing will be performed on Maple St. from Lafayette to Lincoln, and Redwood Ave. from Maple to Morrissey. Construction costs are based on 95% plans with the final cost estimate yet to be compiled. MFT Funding=\$1,702,000, Water Funding=\$223,000						
Projected start date:Sept. 2011		Projected completion date:April 2012		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		x	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PLANNING/DESIGN	\$0	\$0	\$0	\$0	\$0	\$0
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,925,000	\$0	\$0	\$0	\$0	\$1,925,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,925,000	\$0	\$0	\$0	\$0	\$1,925,000
REVENUES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$1,702,000	\$0	\$0	\$0	\$0	\$1,702,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$223,000	\$0	\$0	\$0	\$0	\$223,000
SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$1,925,000	\$0	\$0	\$0	\$0	\$1,925,000
OPERATING	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

<i>FUNDING SOURCE(S)</i> Motor Fuel Tax	<i>DEPARTMENT</i> Public Works - Engineering Division	<i>CITY CONTACT PERSON</i> Greg Kallevig	<i>WARD</i> 4
<i>PROJECT TITLE</i> Lafayette St. Reconstruction and Maple/Redwood Mill & Overlay		<i>ACCOUNT NUMBER</i> X20300-72530, X50110-72540	




CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water Storm Water	Public Works - Engineering Division		Russ Waller		1 & 2	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Morris Ave Reconstruction: Fox Hill Apts - Six Points Rd			20300300-72530			
			53103100-72550, 50100110-72540			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
<p>This section of Morris Avenue is currently a two lane rural cross section with shoulders and ditches. The existing pavement rating is 4 out of 10 (Fair -). This project will reconstruct Morris Avenue as a three lane urban section with curb and gutter. New storms sewers and water main will also be installed. This is the last section of Morris Avenue to complete between Veterans Parkway and Washington Street. The Planning/Design for the project is being performed in-house by the Engineering Division. Right-of-Way and easement acquisition will begin once the design is 80% complete. Land and Construction cost estimates are based on a 50% complete design.</p>						
Projected start date:			Projected completion date:		<i>TYPE REQUEST</i>	
DESIGN BID:			DESIGN BID:		X	CONTINUATION
DESIGN:			DESIGN:			REVISION
CONSTRUCTION BID:			CONSTRUCTION BID:			NEW
CONSTRUCTION:			CONSTRUCTION:			
EXPENSES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PLANNING/DESIGN	\$0	\$0	\$0	\$0	\$0	\$0
LAND	\$60,000	\$0	\$0	\$0	\$0	\$60,000
CONSTRUCTION	\$0	\$1,550,000	\$0	\$0	\$0	\$1,550,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$60,000	\$1,550,000	\$0	\$0	\$0	\$1,610,000
REVENUES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$60,000	\$1,140,000	\$0	\$0	\$0	\$1,200,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$200,000	\$0	\$0	\$0	\$200,000
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$210,000	\$0	\$0	\$0	\$210,000
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$60,000	\$1,550,000	\$0	\$0	\$0	\$1,610,000
OPERATING	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax, Water	Public Works - Engineering Division	Russ Waller	1 & 2
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Morris Ave Reconstruction: Fox Hill Apts - Six Points Rd			

 **CITY OF BLOOMINGTON**
Public Works Department
2/3/2011

Morris Avenue Reconstruction Fox Hill Apts to Six Points Rd

200 100 0 200 400 Feet



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

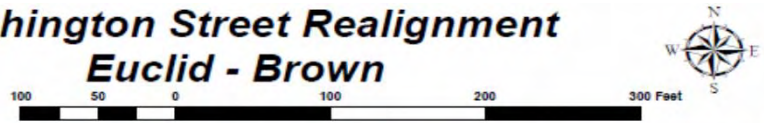
<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water Storm Water	Public Works - Engineering Division		Kevin Kothe		2 & 6	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Washington Street Realignment: Euclid-Brown			X20300-72530, X50110-72540 X55100-72550			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
This section of Washington Street is currently a two lane section with two "T" intersections at Euclid Avenue and Brown Street. This project will align Euclid Avenue with Brown Street. Washington Street will be rebuilt as a four lane urban section with curb and gutter. Traffic signals will also be installed.						
Projected start date:			Projected completion date:		<i>TYPE REQUEST</i>	
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PLANNING/DESIGN	\$0	\$0	\$0	\$550,000	\$0	\$550,000
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$600,000	\$600,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$550,000	\$600,000	\$1,150,000
REVENUES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$0	\$550,000	\$600,000	\$1,150,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$0	\$550,000	\$600,000	\$1,150,000
OPERATING	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2012- FY 2016

<i>FUNDING SOURCE(S)</i> Motor Fuel Tax, Water	<i>DEPARTMENT</i> Public Works - Engineering Division	<i>DIVISION/PROGRAM</i> Kevin Kothe	<i>WARD</i> 2 & 6
<i>PROJECT TITLE</i> Washington Street Realignment: Euclid-Brown		<i>ACCOUNT NUMBER</i>	

CITY OF BLOOMINGTON
Public Works Department
2/7/2011

Washington Street Realignment Euclid - Brown



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax CIF	Public Works - Engineering Division		Greg Kallevig		7	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Cottage Avenue Bridge Replacement			2030-20300300-72530			
			4010-40100100-72530			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
<p>The Cottage Avenue Bridge over Sugar Creek is 44 years old, built in 1968. This structure is a continuous reinforced concrete slab bridge built on precast concrete piles. In 1993 approximately 22% of the deck surface was repaired by removing and replacing 2"-3" of delaminated surface concrete. Another +/-25% of the deck is again now in need of repair. It is requested that a structural engineering firm be retained to evaluate the bridge and provide a recommendation as to repair or replacement of the bridge.</p>						
Projected start date:		Projected completion date:		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$160,000	\$0	\$0	\$160,000
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

FUNDING SOURCE(S)	DEPARTMENT	DIVISION/PROGRAM	WARD
Motor Fuel Tax	Public Works - Engineering Division	Greg Kallevig	7
PROJECT TITLE		ACCOUNT NUMBER	
Cottage Avenue Bridge Replacement			

 CITY OF BLOOMINGTON
Public Works Department

Cottage Avenue Bridge over Sugar Creek



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax CIF	Public Works - Engineering Division		Greg Kallevig		5	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Jersey Avenue Bridge Replacement			2030-20300300-72530			
			4010-40100100-72530			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
<p>The Jersey Avenue Bridge over Sugar Creek is 48 years old, built in 1964. This structure is a continuous reinforced concrete slab bridge built on precast concrete piles. In 1992 an engineering study was conducted which found chloride contamination throughout the depth of the deck, which leads to degradation of the structure. At this time, nearly the entire deck surface is experiencing delamination of the concrete surface. An asphalt overlay was applied in 2011 to improve ride quality, but this is not expected to lengthen service life. It is requested that a structural engineering firm be retained to evaluate the bridge and provide a recommendation as to repair or replacement of the bridge.</p>						
Projected start date:		Projected completion date:		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$160,000	\$0	\$0	\$160,000
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$160,000	\$1,000,000	\$0	\$1,160,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax	Public Works - Engineering Division	Greg Kallevig	5
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Jersey Avenue Bridge Replacement			



Jersey Avenue Bridge over Sugar Creek



Jersey Avenue Bridge over Sugar Creek
Bridge Replacement
 Engineering Evaluation Cost Estimate: \$10,000
 Engineering Design Cost Estimate: \$150,000
 Construction Cost Estimate: \$1,000,000

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water Storm Water	Public Works - Engineering Division		Kevin Kothe		2	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Lutz Road Reconstruction: Morris - Greenwood			X20300-72530, X50110-72540 X55100-72550			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
This section of Lutz Road is currently a two lane rural cross section with shoulders and ditches. This project will reconstruct Lutz Road as a three lane urban section with curb and gutter. New storms sewers and water main will also be installed.						
Projected start date:		Projected completion date:		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$360,000	\$0	\$0	\$360,000
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$360,000	\$1,100,000	\$0	\$1,460,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$360,000	\$1,100,000	\$0	\$1,460,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$360,000	\$1,100,000	\$0	\$1,460,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax, Water	Public Works - Engineering Division	Kevin Kothe	2
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Lutz Road Reconstruction: Morris - Greenwood			



**Lutz Road Reconstruction
Greenwood to Morris**

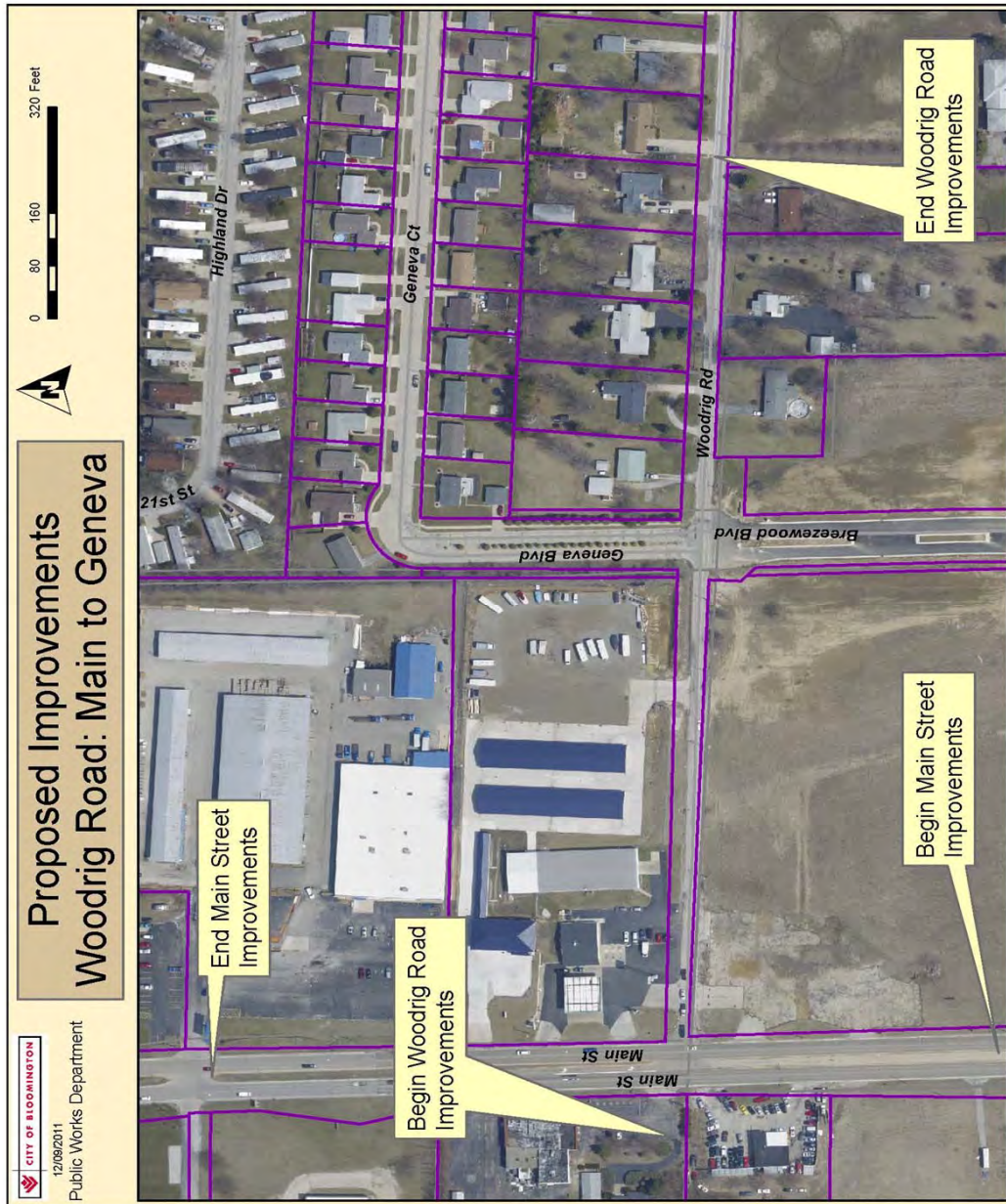


CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water Storm Water	Public Works - Engineering Division		Ryan Otto		1	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Woodrig Road Reconstruction: Main - Geneva/Breezewood			2030-20300300-72530, 5010-50200200- 72540, 5310-53103100-72550			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
This section of Woodrig Road is currently a deteriorating two lane rural cross section (pavement rating 4) with shoulders and ditches. This project will reconstruct Woodrig Road as a four lane urban section with curb and gutter. Traffic signals and turn lanes will be installed at Main Street. Main Street will be improved with northbound right and left turn lanes and a southbound left turn lane. New storms sewers and water main will also be installed.						
Projected start date:			Projected completion date:		<i>TYPE REQUEST</i>	
DESIGN BID:	1/1/2015		DESIGN BID:	2/1/2016		CONTINUATION REVISION NEW
DESIGN:			DESIGN:			
CONSTRUCTION BID:	5/1/2016		CONSTRUCTION BID:	12/31/2017		
CONSTRUCTION:			CONSTRUCTION:			
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$250,000	\$0	\$0	\$250,000
LAND	\$0	\$0	\$0	\$100,000	\$0	\$100,000
CONSTRUCTION	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$250,000	\$100,000	\$1,500,000	\$1,850,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$250,000	\$100,000	\$1,500,000	\$1,850,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$250,000	\$100,000	\$1,500,000	\$1,850,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

FUNDING SOURCE(S)	DEPARTMENT	DIVISION/PROGRAM	WARD
Motor Fuel Tax, Water	Public Works - Engineering Division	Ryan Otto	1
PROJECT TITLE		ACCOUNT NUMBER	
Woodrig Road Reconstruction: Main - Geneva/Breezewood			



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water Sewer, Storm Water	Public Works - Engineering Division		Russ Waller		1, 4 & 8	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Hamilton Road: Bunn - Commerce			X20300-72530, X50110-72540 X52100-72550/X55100-72550			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
This is the last section of Hamilton Road needed to complete this four lane arterial from Veterans Parkway to Hershey Road. This project includes crossing the Norfolk Southern Railroad at grade. Rhodes Lane will redirected to "tee" into the new Hamilton Road. Rhodes Lane will have new cul-de-sac that will cut off access to Morrissey Drive.						
Projected start date:			Projected completion date:		<i>TYPE REQUEST</i>	
DESIGN BID:			DESIGN BID:		X	CONTINUATION
DESIGN:			DESIGN:			REVISION
CONSTRUCTION BID:			CONSTRUCTION BID:			NEW
CONSTRUCTION:			CONSTRUCTION:			
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$0	\$0	\$0	\$0	\$0
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$2,300,000	\$4,012,000	\$0	\$6,312,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$2,300,000	\$4,012,000	\$0	\$6,312,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$2,300,000	\$3,212,000	\$0	\$5,512,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$250,000	\$0	\$250,000
SANITARY SEWER	\$0	\$0	\$0	\$250,000	\$0	\$250,000
STORM WATER	\$0	\$0	\$0	\$300,000	\$0	\$300,000
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$0	\$2,300,000	\$4,012,000	\$0	\$6,312,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax, Water	Public Works - Engineering Division	Russ Waller	1, 4 & 8
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Hamilton Road: Bunn - Commerce			

HAMILTON ROAD - BUNN TO COMMERCE



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
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PROJECT TITLE

Hamilton Road: Bunn - Commerce

ACCOUNT NUMBER

X20300-72530, X50110-72540



HAMILTON ROAD OVERVIEW



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax	Public Works - Engineering Division		Ryan Otto		2	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Fox Creek Road Reconstruction: Danbury to Union Pacific Railroad			2030-20300300-72530			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
This section of Fox Creek Road is currently a two lane rural cross section with shoulders and ditches. This project will reconstruct Fox Creek Road as a four lane urban section with curb and gutter along with a recreation trail on the north side. Traffic signals and turn lanes will also be installed at Danbury Drive to aid traffic coming and going from Pepperidge Elementary. The project, along with the replacement of the Fox Creek Road Bridge over the UPRR, will eliminate a traffic bottle neck between the four-lane roadway sections constructed over the last decade on either side of this location. New storms sewers and water main will also be installed.						
Projected start date:		Projected completion date:		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$150,000	\$0	\$0	\$0	\$150,000
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$1,450,000	\$0	\$0	\$1,450,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$150,000	\$1,450,000	\$0	\$0	\$1,600,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$150,000	\$1,450,000	\$0	\$0	\$1,600,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$150,000	\$1,450,000	\$0	\$0	\$1,600,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>	<i>DIVISION/PROGRAM</i>	<i>WARD</i>
Motor Fuel Tax	Public Works - Engineering Division	Ryan Otto	2
<i>PROJECT TITLE</i>		<i>ACCOUNT NUMBER</i>	
Fox Creek Road Reconstruction: Danbury to Union Pacific Railroad			



CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
Motor Fuel Tax, Water	Public Works - Engineering Division		Ryan Otto		2	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER</i>			
Fox Creek Road Bridge over UPRR			2030-20300300-72530, 5010-50200200-72540			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
The current Fox Creek Road Bridge over the Union Pacific Railroad is currently two lanes with no pedestrian accommodations. The proposed bridge will have a four lane section to match the roadway east of the bridge and accommodations for the recreation trail along the north side of Fox Creek Road and a 5' sidewalk on the south side. A pedestrian underpass will also be constructed near the bridge to connect neighborhoods north of Fox Creek Road to Pepperidge Elementary. New storm sewers and water main will also be installed.						
Projected start date:		Projected completion date:		<i>TYPE REQUEST</i>		
DESIGN BID:		DESIGN BID:		X	CONTINUATION	
DESIGN:		DESIGN:			REVISION	
CONSTRUCTION BID:		CONSTRUCTION BID:			NEW	
CONSTRUCTION:		CONSTRUCTION:				
EXPENSES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PLANNING/DESIGN	\$0	\$262,000	\$0	\$0	\$0	\$262,000
LAND	\$0	\$0	\$20,000	\$0	\$0	\$20,000
CONSTRUCTION	\$0	\$0	\$0	\$4,062,000	\$0	\$4,062,000
EQUIPMENT/FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$262,000	\$20,000	\$4,062,000	\$0	\$4,344,000
REVENUES	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$262,000	\$20,000	\$4,002,000	\$0	\$4,284,000
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$60,000	\$0	\$60,000
SANITARY SEWER	\$0	\$0	\$0	\$0	\$0	\$0
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS/OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$0	\$262,000	\$20,000	\$4,062,000	\$0	\$4,344,000
OPERATING	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2013- FY 2017

FUNDING SOURCE(S)	DEPARTMENT	DIVISION/PROGRAM	WARD
Motor Fuel Tax, Water	Public Works - Engineering Division	Ryan Otto	2
PROJECT TITLE		ACCOUNT NUMBER	
Fox Creek Road Bridge over UPRR		X20300-72530, X50110-72540	



Motor Fuel Tax Multi-Year Analysis & Projection

Motor Fuel Tax April 30, 2011	
Reserved	\$ 1,459,346
Unreserved	\$ 1,238,172
	\$ 2,697,518

Beginning Unreserved Fund Balance \$ **1,238,172**

May 2011 Deposit	\$ 151,808
June 2011 Deposit	\$ 141,255
July 2011 Deposit	\$ 167,397
August 2011 Deposit	\$ 164,383
IL Capital Bill 2nd pymt	\$ 325,593
September 2011 Deposit	\$ 147,271
Hershey Road Design Extension	\$ (248,376)
October 2011 Deposit	\$ 163,623
November 2011 Deposit	\$ 172,861
December 2011 Deposit	\$ 161,138
High Growth Allotment	\$ 64,546
Country Club Road Project	\$ (711,860)
January 2012 Deposit	\$ 154,948
Nicor Settlement	\$ (200,000)
February 2012 Deposit	\$ 157,917
March 2012 Deposit (est.)	\$ 159,744
Lafayette & Maple Project	\$ (1,702,000)
April 2012 Deposit (est.)	\$ 154,742
Veterans Parkway Traffic Signal UPS	\$ (7,500)
Land Purchase Morris Street Project	\$ (60,000)
Ending Balance FY 2012	\$ 595,663
May 2012 Deposit (est.)	\$ 168,234
June 2012 Deposit (est.)	\$ 165,205
July 2012 Deposit (est.)	\$ 169,071
August 2012 Deposit (est.)	\$ 148,008
IL Capital Bill 3rd pymt	\$ 325,593
September 2012 Deposit (est.)	\$ 164,441
October 2012 Deposit (est.)	\$ 161,943
Hershey Road Land Purchase	\$ (100,000)
November 2012 Deposit (est.)	\$ 159,941
December 2012 Deposit (est.)	\$ 155,723
High Growth Allotment	\$ 64,546
January 2013 Deposit (est.)	\$ 159,596
February 2013 Deposit (est.)	\$ 141,367
March 2013 Deposit (est.)	\$ 160,543
April 2013 Deposit (est.)	\$ 155,516
Ending Balance FY 2013	\$ 2,795,390

May 2013 Deposit (est.)	\$	152,567
June 2013 Deposit (est.)	\$	141,961
July 2013 Deposit (est.)	\$	168,234
August 2013 Deposit (est.)	\$	165,205
IL Capital Bill 4th pymt	\$	325,593
September 2013 Deposit (est.)	\$	148,008
October 2013 Deposit (est.)	\$	164,441
November 2013 Deposit (est.)	\$	173,725
Fox Creek Road & Bridge Design	\$	(412,000)
December 2013 Deposit (est.)	\$	161,943
High Growth Allotment	\$	80,519
January 2014 Deposit (est.)	\$	160,394
February 2014 Deposit (est.)	\$	141,367
March 2014 Deposit (est.)	\$	160,543
Hershey Road Construction	\$	(2,675,000)
April 2014 Deposit (est.)	\$	155,516
Ending Balance FY 2014	\$	2,008,407
May 2014 Deposit (est.)	\$	153,330
Lutz Road Design	\$	(360,000)
June 2014 Deposit (est.)	\$	142,671
July 2014 Deposit (est.)	\$	169,075
August 2014 Deposit (est.)	\$	166,031
IL Capital Bill 5th pymt	\$	325,593
September 2014 Deposit (est.)	\$	148,748
October 2014 Deposit (est.)	\$	165,263
Fox Creek Rd Bridge Land Purchase	\$	(20,000)
November 2014 Deposit (est.)	\$	174,594
December 2014 Deposit (est.)	\$	162,753
High Growth Allotment	\$	80,741
Woodrig Road Design	\$	(250,000)
January 2015 Deposit (est.)	\$	161,196
February 2015 Deposit (est.)	\$	142,074
Cottage Bridge Replacement Design	\$	(160,000)
Jersey Bridge Replacement Design	\$	(160,000)
March 2015 Deposit (est.)	\$	161,346
April 2015 Deposit (est.)	\$	156,294
Ending Balance FY 2015	\$	3,368,115

May 2015 Deposit (est.)	\$	154,097
June 2015 Deposit (est.)	\$	143,384
July 2015 Deposit (est.)	\$	169,920
August 2015 Deposit (est.)	\$	166,861
September 2015 Deposit (est.)	\$	149,491
October 2015 Deposit (est.)	\$	166,090
November 2015 Deposit (est.)	\$	175,467
December 2015 Deposit (est.)	\$	163,567
High Growth Allotment	\$	80,964
Woodrig Road Land Purchase	\$	(100,000)
January 2016 Deposit (est.)	\$	162,002
February 2016 Deposit (est.)	\$	142,784
March 2016 Deposit (est.)	\$	162,152
April 2016 Deposit (est.)	\$	157,075
Ending Balance FY 2016	\$	5,261,970
May 2016 Deposit (est.)	\$	154,867
June 2016 Deposit (est.)	\$	144,101
July 2016 Deposit (est.)	\$	170,770
August 2016 Deposit (est.)	\$	167,696
September 2016 Deposit (est.)	\$	150,239
October 2016 Deposit (est.)	\$	166,920
November 2016 Deposit (est.)	\$	176,344
December 2016 Deposit (est.)	\$	164,385
High Growth Allotment	\$	81,187
January 2017 Deposit (est.)	\$	162,812
February 2017 Deposit (est.)	\$	143,498
March 2017 Deposit (est.)	\$	162,963
April 2017 Deposit (est.)	\$	157,860
Ending Balance FY 2017	\$	7,265,613

**CITY OF BLOOMINGTON
COUNCIL MEETING AGENDA
109 E. OLIVE
MONDAY, MARCH 12, 2012, 7:00 P.M.**

- 1. Call to order**
- 2. Pledge of Allegiance to the Flag**
- 3. Remain Standing for a Moment of Silent Prayer**
- 4. Roll Call of Attendance**
- 5. Public Comment**
- 6. Recognition/Appointments**
- 7. “Consent Agenda”**
 - A. Council Proceedings of February 27, 2012. (Recommend that the reading of the minutes of the previous Council Meeting of February 27, 2012, be dispensed with and the minutes approved as printed.)**
 - B. Bills and Payroll. (Recommend that the Bills and Payroll be allowed and the orders drawn on the Treasurer for the various amounts as funds are available.)**
 - C. Amendment to the Banner Software Maintenance Contract. (Recommend that the Amendment to the Banner Software Maintenance Contract from January 1, 2012 through April 30, 2012, in the amount of \$21,651.95, be approved, and the Resolution adopted.)**
 - D. Amendment to Brush Disposal Contract. (Recommend that the Amendment to the Brush Disposal Contract with T. Kirk Brush, Inc., (TKB) be approved, and the Resolution adopted.)**

- E. Purchase Spray Park Play Apparatuses Through the National Joint Powers Alliance (NJPA) Member #25014. (Recommend that the purchase of five (5) water spray features for McGraw Park from Water Odyssey through the NJPA in the amount of \$31,240 be approved and the Purchasing Agent be authorized to issue a Purchase Order for same.)**
- F. Purchase Spray Park Surfacing for McGraw Park Through U.S. Communities Government Purchasing Alliance (USCGPA). (Recommend that the purchase of a two inch (2") thick poured in place rubber surface from Kompan Inc. through USCGPA, be approved in the amount of \$37,411.20, and the Purchasing Agent be authorized to issue a Purchase Order for same.)**
- G. Analysis of Bids Installation of Two (2) Rotating Elements for Two (2) Booster Pumps at the Fort Jesse Road Pump Station. (Recommend that the bid for installation of two (2) rotating elements for two (2) booster pumps at the Fort Jesse Road Pump Station be awarded to George Gildner, Inc. in the amount of \$54,200, and the Purchasing Agent be authorized to issue a Purchase Order for same.)**
- H. Application of Ragucci's Italian Cafe, Inc., d/b/a Ragucci's Italian Cafe, located at 1804 S. Hershey Rd., #10, (previous location of Café Italia) for an RBS liquor license, which will allow the sale of beer and wine only by glass for consumption on the premises seven (7) days week. (Recommend that an RBS liquor license for Ragucci's Italian Cafe, Inc., d/b/a Ragucci's Italian Cafe, located at 1804 S. Hershey Rd., #10, be created, contingent upon compliance with all applicable health and safety codes.)**
- I. Application of PATH for a fundraiser to be held on April 5, 2012 from 4:00 p.m. until 12 a.m., (midnight), at the Bloomington Center for the Performing Arts, located at 600 N. East St., for a Limited Alcoholic Liquor License, Class LA, which will allow the selling and serving of all types of alcohol by the glass for consumption on the premise. (Recommend that a LA liquor license for PATH for a fundraiser to be held on April 5, 2012, from 4:00 p.m. until 12 a.m., (midnight), at the Bloomington Center for the Performing Arts, (BCPA), located at 600 N. East St., be created, contingent upon compliance with all applicable health and safety codes.)**
- J. Suspension of Ordinances to Allow Consumption of Alcohol at Miller Park Pavilion on November 10, 2012. (Recommend that the Ordinance suspending Section 26(d) of Chapter 6 and Section 701 of Chapter 31 to allow the suspension and consumption of alcohol at the Miller Park Pavilion on November 10, 2012 be approved.)**

K. Permanent Easement to McLean County for Parcel of Land located at Lake Bloomington. (Recommend that the Easement Agreement be approved and the Mayor and City Clerk be authorized to execute the necessary documents.)

8. “Regular Agenda”

**A. Purchase of Two (2) 2012 International Navistar 4300 Medtec Additional Duty Type I Ambulances. (Recommend that the purchase of two (2) 2012 International Navistar 4300 Medtec Additional Duty Type I Ambulances from Foster Coach, Sterling, IL, through the Northwest Municipal Conference (NWMC) in the amount of \$390,636, be approved, and the Purchasing Agent be authorized to issue a Purchase Order for same.)
(15 minutes)**

B. An Ordinance Amending the Operating Structure of the Bloomington - Normal Public Transportation System. (Recommend that the Ordinance be passed.) (30 minutes)

9. City Manager’s Discussion

10. Mayor’s Discussion

11. City Aldermen’s Discussion

12. Executive Session - cite section

13. Adjournment

14. Notes