

March 20, 2008



Redevelopment Commission
Attn: Doug Fry
City of Greensburg
314 West Washington Street
Greensburg, Indiana 47240

Re: Lincoln Street Project Cost Alternatives
INDOT Des. No. 0500530, 0710999
INDOT Project No. STP-9916 (021)
HNTB Job No. 40291-DS-001 thru 004/.1A

Dear Board Members:

On February 28, 2008, the Redevelopment Commission (RDC) requested HNTB develop cost saving scenarios for the above referenced project. These alternatives considered:

1. various levels of surface transportation (STP) improvements which include pavement, drainage and utility infrastructure
2. various levels of transportation enhancement (TE) applications which include street lighting, community signing and special pavement treatments at intersections

Currently the federal funding amount secured for this project is approximately \$6.1 M. Of that, approximately \$5.1 M may be used toward STP improvements and \$1.0 M may be used toward TE improvements. The cost saving alternatives developed assume the RDC desires to utilize, at a minimum, the STP funds which require adherence to pavement, hydraulic, geometric and safety design standards as approved by the Indiana Department of Transportation (INDOT).

The overall project intent, as depicted in the federal funding application process, is to achieve the following objectives:

- Reconstruct Lincoln Street Pavement
- Increase Traffic Capacity
- Update Drainage & Waterline
- Improve Safety
- Elevate Aesthetics

Six (6) cost scenarios were developed. Alternative 3 is the recommended scenario based on the following:

- Achieves project objectives along Lincoln Street from First Street to SR 3
- Leverages over \$6 M in federal contributions
- Reduces the bonding amount needed to preserve the RDC's future cash flows
- Avoids creation of the Redevelopment Authority

The detailed estimates of probable costs for six (6) alternatives are supplied in Attachments 1 and 2 and were provided to Umbaugh on March 10, 2008 for consideration into the RDC's financial plan. The following is a summary of major construction items for each alternative.

Alternative 1 - Lincoln Street (First Street to SR 3) All TE w/ TE Award	
Pavement	<ul style="list-style-type: none"> ▪ Reconstruct Lincoln Street from the intersection of First Street to SR 3 ▪ Reconstruct 1250 feet of Barachel Lane to reconfigure the Lincoln Street & Barachel Lane intersection and accommodate storm sewer
Drainage	<ul style="list-style-type: none"> ▪ Replace existing box culvert located 300 feet south of Kessing Drive ▪ Construct 4 storm sewer systems to capture runoff from Lincoln Street drainage area and drainage area northwest and northeast of the Barachel Lane & Lincoln Street intersection
Utilities	<ul style="list-style-type: none"> ▪ Replace existing waterline from the intersection of First Street to SR 3
TE	<p>Along Lincoln Street from the intersection of First Street to SR 3 provides</p> <ul style="list-style-type: none"> ▪ Corridor lighting ▪ ADA compliant curb ramps & sidewalks w/ brick edging ▪ Landscaping where right-of-way allows ▪ Community signing at SR 3 intersection ▪ Pedestrian node at First Street intersection ▪ Brick paved cross walks at 4 signalized intersections ▪ Colored concrete at 4 signalized intersections

Alternative 2 - Lincoln Street (First Street to SR 3) No TE w/ No TE Award	
Pavement	<ul style="list-style-type: none"> ▪ Same as Alternative 1
Drainage	<ul style="list-style-type: none"> ▪ Same as Alternative 1
Utilities	<ul style="list-style-type: none"> ▪ Same as Alternative 1
TE	<ul style="list-style-type: none"> ▪ None

Alternative 3 - Lincoln Street (First Street to SR 3) Reduced STP & TE w/ TE Award	
Pavement	<ul style="list-style-type: none"> ▪ Reconstruct Lincoln Street from just north of the intersection of First Street to SR 3 ▪ Reconstruct 550 feet of Barachel Lane to reconfigure the Lincoln Street & Barachel Lane intersection and accommodate storm sewer
Drainage	<ul style="list-style-type: none"> ▪ Replace existing box culvert located 300 feet south of Kessing Drive ▪ Construct 2 storm sewer systems to capture runoff from Lincoln Street drainage area
Utilities	<ul style="list-style-type: none"> ▪ Replace existing waterline from just north of the intersection of First Street to SR 3
TE	<p>Along Lincoln Street from just north of the intersection of First Street to SR 3 provides</p> <ul style="list-style-type: none"> ▪ Corridor lighting ▪ ADA compliant curb ramps & sidewalks (no brick edging) ▪ Landscaping where right-of-way allows ▪ Brick paved cross walks at 3 signalized intersections

Alternative 4 - Lincoln Street (Montgomery Rd to SR 3) All TE w/ TE Award	
Pavement	<ul style="list-style-type: none"> ▪ Reconstruct Lincoln Street from Montgomery Road to SR 3 ▪ Reconstruct 1250 feet of Barachel Lane to reconfigure the Lincoln Street & Barachel Lane intersection and accommodate storm sewer
Drainage	<ul style="list-style-type: none"> ▪ Replace existing box culvert located 300 feet south of Kessing Drive ▪ Construct 3 storm sewer systems to capture runoff from Lincoln Street drainage area and drainage area northwest and northeast of the Barachel Lane & Lincoln Street intersection
Utilities	<ul style="list-style-type: none"> ▪ Replace existing waterline from Montgomery Road to SR 3
TE	<p>Along Lincoln Street from the intersection of Montgomery Road to SR 3 provides</p> <ul style="list-style-type: none"> ▪ Corridor lighting ▪ ADA compliant curb ramps & sidewalks w/ brick edging ▪ Landscaping where right-of-way allows ▪ Community signing at SR 3 intersection ▪ Brick paved cross walks at 3 signalized intersections ▪ Colored concrete at 3 signalized intersections

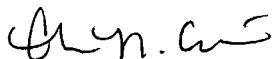
Alternative 5 - Lincoln Street (Montgomery Rd to SR 3) No TE w/ No TE Award	
Pavement	▪ Same as Alternative 4
Drainage	▪ Same as Alternative 4
Utilities	▪ Same as Alternative 4
TE	▪ None

Alternative 6 - Lincoln Street (Montgomery Rd to SR 3) Reduced STP & TE w/ TE Award	
Pavement	<ul style="list-style-type: none">▪ Reconstruct Lincoln Street from Montgomery Road to SR 3▪ Reconstruct 550 feet of Barachel Lane to reconfigure the Lincoln Street & Barachel Lane intersection and accommodate new storm sewer
Drainage	<ul style="list-style-type: none">▪ Replace existing box culvert located 300 feet south of Kessing Drive▪ Construct 2 storm sewer systems to capture runoff from Lincoln Street drainage area
Utilities	<ul style="list-style-type: none">▪ Replace existing waterline from Montgomery Road to SR 3
TE	Along Lincoln Street from the intersection of Montgomery Road to SR 3 provides <ul style="list-style-type: none">▪ Corridor lighting▪ ADA compliant curb ramps & sidewalks (no brick edging)▪ Landscaping where right-of-way allows▪ Brick paved cross walks at 3 signalized intersections

If you have any questions, please contact me at (317) 636-4682.

Very truly yours,

HNTB Indiana, Incorporated



Christina N. Colón
Project Manager

CNC/cnc

Cc: Mr. Gary Herbert, Mayor, City of Greensburg
Mr. Darren Burkhart, P.E., Client Manager, HNTB Corporation

FIGURE 1: Funding Analysis - Lincoln Street in Greensburg, Indiana

Description: Street Improvements from First Street to S.R. 3	Alt. 1 - HNTB Base Estimate (2009 Dollars)	Alt. 1 - Lincoln Street (First Street to SR 3) All TE w/ TE Award		Alt. 2 - HNTB Base Estimate (2009 Dollars)	Alt. 2 - Lincoln Street (First Street to SR 3) No TE w/ No TE Award		Alt. 3 - HNTB Base Estimate (2009 Dollars)	Alt. 3 - Lincoln Street (First Street to SR 3) Reduced STP & TE w/ TE Award		Alt. 4 - HNTB Base Estimate (2009 Dollars)	Alt. 4 - Lincoln Street (Montgomery Rd to SR 3) All TE w/ TE Award		Alt. 5 - HNTB Base Estimate (2009 Dollars)	Alt. 5 - Lincoln Street (Montgomery Rd to SR 3) No TE w/ No TE Award		Alt. 6 - HNTB Base Estimate (2009 Dollars)	Alt. 6 - Lincoln Street (Montgomery Rd to SR 3) Reduced STP & TE w/ TE Award	
		Federal Share (80%)	Greensburg Share (20%)		Federal Share (80%)	Greensburg Share (20%)		Federal Share (80%)	Greensburg Share (20%)		Federal Share (80%)	Greensburg Share (20%)		Federal Share (80%)	Greensburg Share (20%)		Federal Share (80%)	Greensburg Share (20%)
Engineering & Design:			\$ 1,767,500		\$ 1,767,500		\$ 1,767,500		\$ 1,767,500		\$ 1,767,500		\$ 1,767,500		\$ 1,767,500		\$ 1,767,500	
Right-of-Way (ROW) Acquisitions:																		
Perm. ROW			\$ 1,536,000		\$ 1,536,000		\$ 1,383,315		\$ 1,132,300		\$ 1,132,300		\$ 1,132,300		\$ 1,104,615		\$ 1,104,615	
Temp. ROW			\$ 189,000		\$ 189,000		\$ 189,000		\$ 189,000		\$ 189,000		\$ 189,000		\$ 189,000		\$ 189,000	
			\$ 1,725,000		\$ 1,725,000		\$ 1,572,315		\$ 1,321,300		\$ 1,321,300		\$ 1,321,300		\$ 1,293,615		\$ 1,293,615	
Construction:																		
Roadway and Storm Sewer	\$ 6,075,960	\$ 3,645,576	\$ 2,430,384	\$ 6,075,960	\$ 3,645,576	\$ 2,430,384	\$ 5,254,763	\$ 3,152,858	\$ 2,101,905	\$ 5,095,851	\$ 3,057,510	\$ 2,038,340	\$ 5,095,851	\$ 3,057,510	\$ 2,038,340	\$ 4,851,248	\$ 2,910,749	\$ 1,940,499
Water Line	\$ 627,000	\$ 501,600	\$ 125,400	\$ 627,000	\$ 501,600	\$ 125,400	\$ 583,863	\$ 467,090	\$ 116,773	\$ 566,206	\$ 452,964	\$ 113,241	\$ 566,206	\$ 452,964	\$ 113,241	\$ 539,028	\$ 431,222	\$ 107,806
HazMat Trucking & Landfill	\$ 176,000	\$ 140,800	\$ 35,200	\$ 176,000	\$ 140,800	\$ 35,200	\$ 176,000	\$ 140,800	\$ 35,200	\$ 176,000	\$ 140,800	\$ 35,200	\$ 176,000	\$ 140,800	\$ 35,200	\$ 176,000	\$ 140,800	\$ 35,200
Construction Inspection	\$ 1,044,120	\$ 835,296	\$ 208,824	\$ 859,870	\$ 687,896	\$ 171,974	\$ 868,490	\$ 694,792	\$ 173,698	\$ 889,358	\$ 711,487	\$ 177,872	\$ 729,757	\$ 583,806	\$ 145,951	\$ 803,021	\$ 642,417	\$ 160,604
Transportation Enhancements (80/20 Split)	\$ 1,474,000	\$ 1,179,200	\$ 294,800	\$ -	\$ -	\$ -	\$ 933,298	\$ 746,639	\$ 186,660	\$ 1,276,810	\$ 1,021,448	\$ 255,362	\$ -	\$ -	\$ 857,894	\$ 686,315	\$ 171,579	
	\$ 9,397,080	\$ 6,302,472	\$ 3,094,608	\$ 7,738,830	\$ 4,975,872	\$ 2,762,958	\$ 7,816,414	\$ 5,202,179	\$ 2,614,235	\$ 8,004,225	\$ 5,384,210	\$ 2,620,015	\$ 6,567,813	\$ 4,235,080	\$ 2,332,733	\$ 7,227,191	\$ 4,811,503	\$ 2,415,688
INDOT Approved STP Federal Funding		\$ 5,134,920	\$ -	\$ 5,134,920	\$ -	\$ -	\$ 5,134,920	\$ -	\$ -	\$ 5,134,920	\$ -	\$ -	\$ 5,134,920	\$ -	\$ -	\$ 5,134,920	\$ -	\$ -
INDOT Approved TE Federal Funding		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -
Federal Funding Surplus or Overage/Credit		\$ (167,552)	\$ 167,552	\$ 159,048	\$ (159,048)	\$ 932,741	\$ (932,741)	\$ 750,710	\$ (750,710)	\$ 899,840	\$ (899,840)	\$ 1,323,417	\$ (1,323,417)	\$ 686,315	\$ 171,579	\$ 2,415,688	\$ -	\$ -
Monies Needed at Time of Construction		\$ 6,134,920	\$ 3,262,160	\$ 5,134,920	\$ 2,762,958	\$ 6,134,920	\$ 2,614,235	\$ 6,134,920	\$ 2,620,015	\$ 5,134,920	\$ 2,332,733	\$ 5,134,920	\$ 2,332,733	\$ 4,811,503	\$ 2,415,688	\$ 4,811,503	\$ 2,415,688	
Total Project Costs		\$ 12,889,580	\$ 6,754,660	\$ 11,231,330	\$ 6,096,410	\$ 11,156,229	\$ 5,021,309	\$ 11,093,025	\$ 4,958,105	\$ 9,656,613	\$ 4,521,693	\$ 10,288,306	\$ 4,153,386	\$ 10,288,306	\$ 4,153,386	\$ 10,288,306	\$ 4,153,386	
City's Total Cost		\$ -	\$ -	\$ 658,250	\$ 1,733,351	\$ 1,796,555	\$ 2,232,967	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	\$ 2,601,274	
City's Cost Savings		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

FIGURE 2: LINCOLN STREET RECONSTRUCTION PROJECT

Date: 3/10/08

This is an estimate of the probable project costs moving forward (i.e. potential cost remaining)

Description:	Alt. 1 - Lincoln Street (First Street to SR 3) All TE w/ TE Award	Alt. 2 - Lincoln Street (First Street to SR 3) No TE w/ No TE Award	Alt. 3 - Lincoln Street (First Street to SR 3) Reduced STP & TE w/ TE Award	Alt. 4 - Lincoln Street (Montg. Rd to SR 3) All TE w/ TE Award	Alt. 5 - Lincoln Street (Montg. Rd to SR 3) No TE w/ No TE Award	Alt. 6 - Lincoln Street (Montg. Rd to SR 3) Reduced STP & TE w/ TE Award
Engineering & Design:	\$ 413,594	\$ 413,594	\$ 413,594	\$ 413,594	\$ 413,594	\$ 413,594
Right-of-Way Acquisitions:	\$ 1,725,000	\$ 1,725,000	\$ 1,572,315	\$ 1,321,300	\$ 1,321,300	\$ 1,293,615
2009 Construction:	\$ 9,397,080	\$ 7,738,830	\$ 7,816,414	\$ 8,004,225	\$ 6,567,813	\$ 7,227,191
INDOT Federal Funding	\$ 6,134,920	\$ 5,134,920	\$ 6,134,920	\$ 6,134,920	\$ 5,134,920	\$ 6,134,920
Lincoln Street CITY's Costs <u>moving forward</u>	\$ 5,400,754	\$ 4,742,504	\$ 3,667,403	\$ 3,604,199	\$ 3,167,788	\$ 2,799,480