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# The 2013 Annual Report

of the City of Columbus – Engineering

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City of Columbus





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## **Table of Contents**

<b>Staff Overview</b>	p. 4
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### **Street Improvements**

Road 200 South	p.5
Carr Hill Road	p.5-6
Indiana Avenue	p.6
Rocky Ford Road	p.7
Taylor Road	p.7

### **Street Maintenance**

EDIT Overlay Phase Two	p.7-9
EDIT Overlay Phase Three	p.9-11
Crack Seal	p.11
Road 300W Improvements, Woodside Northwest	p.11
Long Road Repair	p.11
Indianapolis Road Repair	p.11-12

### **Sidewalks, Curbs, Ramps, Pedestrian Crossings**

Curb Ramps	p.12
Sidewalks/Ramps	p.13
Pedestrian Crossing Improvement Project	p.14

### **Drainage Repairs**

City Garage	p.14
Broadmoor North Quote	p.15
Miscellaneous Quote	p.15
Pintail Court Quote	p.15-16
Bartholomew County Highway Department	p.16

### **Stormwater**

Overview	p.16-17
Education	p.17
Outfall Screening	p.18

### **Streets/Infrastructure**

#### **Permits**

Request for Special Use of Right of Way	p.19
Permits to Excavate	p.19
Improvement in the Right of Way	p.19

### **Financials**

p. 20-21



*This Annual Report is prepared for the City of Columbus, Bartholomew County, the commissions and boards involved in city engineering, as well as the following 2013 elected community leaders:*

**Columbus Mayor:**

*The Honorable Kristen Brown*

**Columbus City Council:**

*Dascal Bunch*

*Ryan Brand*

*Frank Jerome*

*Frank Miller*

*Tim Shuffett*

*Aaron Hankins/Kenny Whipker*

*Jim Lienhoop*

**Metropolitan Planning (MPO/CAMPO) Members:**

*Kristen Brown, Mayor*

*Ryan Brand, City Council Liaison*

*Zach Ellison, Member*

*Paul Franke, Member*

*Larry Fisher, Member*

*Roger Lange, Member*

*Kathy Eaton-McKalip, Member*

**Columbus Plan Commission Members:**

*Roger Lang, Chairperson of Board*

*Frank Jerome, City Council Liaison*

*Dave Bonnell, Member*

*Jorge R. Morales, Member*

*Mike Harris, Member*

*Bryan Schroer, Member*

*Dave Fisher, Member*

*Nancy Ann Brown, Member*

*Dave Hayward, Member*

*John Hatter, Member*

*Dick Gaynor, Member*

*Tom Wetherald, Member*



## Staff Overview

- *Beth Fizel* - Effective December 2, 2013, Mayor Kristen Brown appointed Beth Fizel as City Engineer for the City of Columbus. Beth is a seasoned veteran in civil engineering with eight years of direct municipal experience that includes managing major projects and serving as a technical expert for city departments, boards and commissions. Beth has worked for eight years as an assistant engineer, assistant city engineer and an engineering assistant in Lafayette and West Lafayette. Her direct municipal experience includes overseeing several federally funded projects, writing specifications and plans for in-house projects and overseeing construction, and reviewing building permits for accessibility. She also has managed a city-wide right-of-way program and maintained ramp and street inventories. Beth, who is relocating to Columbus, is a licensed professional engineer and has a bachelor's degree in civil engineering from Purdue University. She was honored with the 2009 Young Engineer of the Year Award by the Indiana Society of Professional Engineers, and has participated annually in the Indiana Department of Transportation Local Public Agency Project Training.
- *Steve Rucker* - Assistant City Engineer for over 30 years. Responsible for plan review for new subdivisions, coordination with Planning Department and utility companies, and drainage plan reviews.
- *Randy Sims* - Senior Engineering Technician with over 30 years with the City. Works with engineers, architects and contractors to ensure compliance with specifications, policies and standards, manages the City's pavement management system. Inspects all new subdivisions. Oversees small infrastructure improvement projects.
- *Becky Douglas* - Engineering Technician with 25 years with the City. Responsible for budgets, accounts payable, WalkWorks program, Community Development Block Grant sidewalk projects, and serves as stormwater program coordinator.
- *Jason Perry* - Engineering Technician. CAD operator, GIS program coordinator for the City, and works with utility companies and their contractors to ensure that street cuts are repaired properly. Designs and coordinates drainage repair projects.
- *Aimee Morris* - Engineering Technician. First point of contact when people call or visit the office, public information officer and webmaster.



## Street Improvements

### Road 200 South

Road 200 South is a suburban collector street and is the main thoroughfare to Southside Elementary School, the county fairgrounds and many residential subdivisions. The Road 200 South improvement project was completed this spring/summer in four stages. Construction began in April 2013 and was finished prior to the start of school on August 5, 2013.

The new roadway provides one lane in each direction, as well as left turn lanes. A sidewalk was constructed along the north side of the street and a new storm sewer system was also included. The City worked with INDOT and the Louisville and Indiana Railroad to complete the design of the required railroad crossing protection devices, which were also upgraded. The funding source for the project was 80% federal funds and 20% local (thoroughfare fund).

#### Project Data:

- Traffic Volume: 2,400 vehicles per day 2010
- Future Traffic Volume: 5,200 vehicles per day 2030
- Project Length: 0.977 miles
- Right-of-Way: 30 parcels
- Designer: Hannum Wagle and Cline
- Construction Engineering: United Consulting
- Estimated Construction Cost: \$5,700,000



### Carr Hill Road

Carr Hill Road is a suburban collector street on the southwest side of Columbus. What once was a quiet county road, now serves as a thoroughfare in a growing residential area. The improved street will provide one lane in each direction, as well as bicycle lanes. Sidewalks will be constructed along both sides of the street. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund). Work for the Carr Hill Road improvement project began in September 2013 with utility relocation expected to continue through the winter months of 2014. Waterline relocation may begin as early as March 2014. Road closure and actual site work will resume after April 2014 as the weather permits. The goal of the contractor for 2014 is to complete the entire project and open the road to the general public by the end of the 2014 construction season.



Project Data:

- Traffic Volume: 2,439 vehicles per day 2008
- Future Traffic Volume: 3,500 vehicles per day 2028
- Project Length: 0.561 miles
- Right-of-Way: 1.52 acres
- Designer: Janssen and Spaans Engineering
- Construction Engineering: Janssen and Spaans Engineering
- Estimated Construction Cost: \$1,800,000



## Indiana Avenue

Indiana Avenue is an urban collector street and is a main artery serving Columbus East High School. The existing street is bordered by random parking areas for individual homes. Sidewalks exist in some areas but they are not continuous. The new street will provide one lane in each direction, in addition to bicycle lanes and parking lanes along most of the project area. Sidewalks will be constructed along both sides of the street. Storm water filtration areas and a storm sewer system are also included. The City of Columbus has completed acquiring the right-of-way required for the improvement of this section of street and construction plans have been completed. Construction is scheduled to begin in the fall of 2014 and is expected to be complete by October 2015. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund).

Project Data:

- Traffic Volume: 2,400 vehicles per day 2010
- Future Traffic Volume: 5,200 vehicles per day 2030
- Project Length: 0.977 miles
- Right-of-Way: 30 parcels
- Designer: Hannum Wagle and Cline
- Construction Engineering: United Consulting
- Estimated Construction Cost: \$5,700,000





## Rocky Ford Road

Rocky Ford Road is a major east-west thoroughfare across the northern section of the city. It is classified as a suburban collector street. The City has improved two other sections of Rocky Ford from Central Avenue to Taylor Road. The design of this section was revised from a four lane section to one lane in each direction, a two-way left turn lane, and bicycle lanes. Sidewalks will be constructed along both sides of the street. A storm sewer system is also included. Pedestrian crossings will be constructed at key locations. As part of the project, the county will also be replacing the bridge over Sloan Branch. Right-of-way acquisition for the improvement of this section of street is complete. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund). Construction is scheduled to begin in the spring of 2016. Construction is expected to last two construction seasons.

### Project Data:

- Traffic Volume: 2,829 vehicles per day 2011
- Future Volume: 3,810 vehicles per day 2031
- Project Length: 0.909 miles
- Right-of-Way: 35 parcels
- Designer: Strand Associates
- Estimated Construction Cost: \$5,300,000



## Taylor Road

The City of Columbus is reconsidering the design and the timing of the improvement of this section of street. This street is a suburban collector street. The funding source for the project would be 80% federal funds and 20% local (thoroughfare fund).

## Street Maintenance

### EDIT Overlay Phase Two

EDIT Overlay Phase One included overlay of 4.16 miles and was completed in the fall of 2012. In July 2013, Dave O'Mara Contractor was awarded Phase Two of the City EDIT Overlay project. The total cost of Phase Two was \$1,958,248 and included overlay of 10.45 miles of City street listed below:



- Washington Street between 11<sup>th</sup> Street and 25<sup>th</sup> Street
- 7<sup>th</sup> Street between Lafayette Street and Werner Street
- 8<sup>th</sup> Street between California Street and Maple Street
- 10<sup>th</sup> Street between Central Avenue and Reed Street
- Chestnut Street between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street
- Home Avenue between 16<sup>th</sup> Street and 25<sup>th</sup> Street
- 17<sup>th</sup> Street between Lafayette Street and Sycamore Street
- 18<sup>th</sup> Street between Haw Creek and CRH bridge
- 19<sup>th</sup> Street between Central Avenue and Haw Creek
- 22<sup>nd</sup> Street between Central Avenue and Home Avenue
- 27<sup>th</sup> Street between Home Avenue and Maple Street
- 27<sup>th</sup> Street between Central Avenue and Maple Street



### **EDIT Overlay Phase Two continued**

- Maple Street between 25<sup>th</sup> Street and Tipton Lane
- Talley Road between 25<sup>th</sup> Street and Sloan Branch Bridge
- Marr Road between 25<sup>th</sup> Street and 30<sup>th</sup> Street
- 25<sup>th</sup> Street between Marr Road and Taylor Road
- 7<sup>th</sup> Street between Pleasant Grove and Cherry Street
- McKinley Avenue between SR46 and Mapleton Street
- McKinley Avenue between Gladstone and Marr Road
- Christopher Court from Marr Road to the end



- Mapleton Street between SR46 and Railroad
- Champion Drive between Tipton Lakes Blvd. and Timber Ridge Drive
- County Road 200S between I65 and Crossing Lane
- Goeller Blvd between Oak Brook boundary and Westlake Hills boundary
- County Road 325W between SR46 and Carlos Folger Road
- Terrace Lake Road between Goeller Blvd and Shields Drive
- Goeller Blvd between SR46W and Terrace Lake Road
- Carl Miske Drive between Lindsey Street and Indianapolis Road
- Noblitt Park Drive
- Blackwell Park Lot, Whitney Court off of Central Avenue
- Lincoln Center Parking Lot West



### **EDIT Overlay Phase Three**

Milestone Contractors was awarded Phase Three of the City EDIT overlay project in August. The total cost of Phase Three was \$1,476,802 and included overlay of 9.06 miles of City streets listed below:

- Elm Street between 17<sup>th</sup> Street and 22<sup>nd</sup> Street
- County Road 200S between Cross Creek and I65
- Reeves Way between 6<sup>th</sup> Street and 7<sup>th</sup> Street
- Wilson Street between 7<sup>th</sup> Street and 10<sup>th</sup> Street
- Chestnut Street between 8<sup>th</sup> Street and 16<sup>th</sup> Street
- California Street between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street
- California Street between 6<sup>th</sup> Street and 11<sup>th</sup> Street



- Pearl Street between 25<sup>th</sup> Street and 27<sup>th</sup> Street
- Luse Drive between Coles Drive and the end
- Shoreview Drive between Coles Drive and the end
- Mallard Point between Coles Drive and the end
- Shields Drive between Coles Drive and Terrace Lake Road
- Bramblewood Court between Champion Drive and the end
- Northwood Drive between Tipton Lakes Boulevard and Champion Drive



### **EDIT Overlay Phase Three continued**

- Progress Park between Progress Park Drive and US31
- Popular Drive between 26<sup>th</sup> Street and 29<sup>th</sup> Street
- Timbercrest Drive between Eastgate Drive and Waycross Drive
- High View Way between #3850 and County Road 300 North
- Monterey Drive between High View Way and Greenbriar Drive
- Premier Drive between #3892 and Monterey Drive
- Newton Street between 19<sup>th</sup> Street and 22<sup>nd</sup> Street
- Tipton Lane between Franklin Street and Sycamore Street
- 14<sup>th</sup> Street between Central Avenue and Hutchins
- 19<sup>th</sup> Street between Elm Street and Chestnut Street
- Kinney Lane between Harrison Ridge Road to end
- 23<sup>rd</sup> Street between California Street and Home Avenue
- 24<sup>th</sup> Street between Home Avenue and Chestnut Street
- Pennsylvania Street between 19<sup>th</sup> Street and 25<sup>th</sup> Street
- Covert Street between Indiana Avenue and Kentucky Avenue
- Illinois Avenue between SR46 and Gladstone Avenue



- Illinois Avenue between Brooks and Coover
- Mapleton between McKinley Avenue and Indiana Avenue
- Cherry Street between McKinley Avenue and Indiana Avenue
- Catalina Drive between County Road 200S to end
- Pine Hill between Carr Hill Road and the end
- Ridgeview Lane between Reece Lane and #711

### **Crack Seal**

Dave O'Mara Contractor was awarded the 2013 crack sealing contract in April with a low quote of \$44,939. Crack sealing consists of cleaning, preparing and sealing pavement joints and random pavement cracks on selected streets throughout the city. Dave O'Mara crack sealed 11 lane miles to add longevity to the City's streets. Sealing cracks in city streets increases pavement life, allowing a longer time between more intense street construction, such as overlay.

### **Road 300W Improvements, Woodside Northwest**

In May, Milestone was awarded a contract to make improvements along approximately 2800' of Road 300W, Woodside Northwest. Milestone added 3' of lane widening and a 2' curb and gutter along the east side of 300 West, as well as installing 2365' linear feet of storm sewer. The project took longer than expected due to utility relocation work that was scheduled for 3 weeks but turned into months. The entire contract cost was paid by the Woodside Northwest Development and an Economic Development Grant.

### **Long Road Repair**

In November, Robertson Paving was awarded a quote to make repairs at 4412 North Long Road. The low quote was \$16,780.

### **Indianapolis Road Repair**

Indianapolis Road, also known as State Road 11 from the 8<sup>th</sup> Street Bridge to where it intersects on the north end with US31, is considered a composite pavement. This means that originally the road was constructed with concrete and then overlaid with several inches of asphalt. As the concrete expands and contracts, it causes the "bumps" at the joints in the concrete. By again



joining forces, the Bartholomew County Highway Department milled over 50 joints, with the City cleaning up the millings. This helped to improve the ride on this pavement and several citizen compliments were received.

## Sidewalks, Curbs, Ramps, Pedestrian

### Curb Ramps

In April, CASE Construction was awarded the Curb Ramp quote with a low quote of \$83,846. CASE installed 42 ramps, 31 landings, 40 feet of vertical curb, 312 feet of new curb and gutter and 275 feet of new sidewalk. This work was done at the following locations:

- Home Avenue and 27<sup>th</sup> Street
- 19<sup>th</sup> Street and Washington Street
- 19<sup>th</sup> Street and Lafayette Avenue
- Lafayette Avenue and 22<sup>nd</sup> Street
- 7<sup>th</sup> Street and Jackson Street
- Chestnut Street and 25<sup>th</sup> Street
- Central Avenue and 18<sup>th</sup> thru 23<sup>rd</sup> Streets
- Central Avenue and 25<sup>th</sup> & 26<sup>th</sup> Streets





## Sidewalk/Ramps

In 2013, the City Garage crew installed sidewalk along the south side of 25<sup>th</sup> Street between Pennsylvania Street and the Columbus Signature Academy New Tech campus. Installing this portion of new sidewalk, connected existing sidewalk along Lincoln Park to existing sidewalk from Pennsylvania Street to Central Avenue, allows for safer travels for students along 25<sup>th</sup> Street.



In April, Excavation Plus was awarded a quote of \$8,200 to remove deteriorating, non-compliant ramps at the corners of Brown Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street and at the post office.

In early 2013, the City Engineering office and the City Traffic department worked with Signal Construction Company to improve the pedestrian accessibility at 7<sup>th</sup> Street and Central Avenue.

- Video monitors were adjusted to accommodate bicyclists.
- Pedestrian push button controllers were installed, along with countdown timers.
- 2 ramps on the west side were reconstructed to meet ADA requirements.
- New crosswalk striping was installed on the entire intersection.



## Pedestrian Crossings Improvement Project

The rapid rectangular flashing beacon (RRFB), which was installed in 2010 at the intersection of Parkside Drive and Central Avenue, has been a successful pedestrian solution. After installation of the RRFB, the compliance rate for vehicles yielding to pedestrians in the crosswalk and crossing guards has risen to over 95%. Feedback from parents, non-school related pedestrians, school crossing guards, and motorists has been very positive. In 2012, the City of Columbus was awarded Highway Safety Improvement Program funds to improve the following pedestrian crossings:

- Marr Road at East High School
- Home Avenue at North High School (2 locations)
- 27<sup>th</sup> and California Street by Schmitt Elementary
- Lindsey Street and Fifth Street
- River Road and Royal Street



The crossing improvements are expected to include newer versions of RRFB's at each location, in addition to improved signage, pavement markings, and pedestrian refuge areas. The approved funds are 90% federal and 10% city. A July 2014 letting is expected.

*Designer:* Strand Associates

*Estimated Construction Costs:* \$390,000

## Drainage Repairs

The Engineering department supervised 48 drainage repair projects completed by the City Garage employees. Inlet repairs consisted of curb replacement, inlet structure repair & replacement, installation of new castings, asphalt repair & replacement.



Total cost \$86,489.56

Average cost per job \$1801.86

*Right: The City Garage repaired the gutter and replaced the ramp at Rocky Ford Road and Downing Place.*



In late November 2013, the Broadmoor North Drainage Repair quote was awarded to Excavation Plus with a low quote of \$53,425. The repairs will begin in Spring 2014, when asphalt is available. The repairs will consist of patching 231 square yards of asphalt, installing 912 linear feet of curb and resealing 39 inlets. The drainage system in this neighborhood consists of interconnected drywells. The #2 stone that surrounds the drywells has settled over time causing curb and pavement failures.

In July 2013, as part of Phase 3 Overlay, a Miscellaneous Drainage Quote was awarded to Lawyer Excavating with a low quote of \$46,799. Lawyer Excavating installed 1 new drywell, and removed and replaced 4 combination inlets with new drywells. Removing combination inlets helps reduce the storm intake at the wastewater treatment plant. Along with the drywell installations, Lawyer installed 75' of new 12" HDPE pipe and replaced 35'. They also installed 130' of various types of curb.

In July 2013, Gehring Underground was contracted to directional bore a 12" pipe from the inlet at Pintail Court to the lake. Due to the close proximity to the houses at this location, excavating to remove and replace this pipe was not an option. The single wall pipe had joint failure and separation was starting to occur. The existing pipe was abandoned by blocking it at the lower end and filling it with grout.



The Columbus City Garage and Bartholomew County Highway Department joined forces in July to improve drainage at the Woodside Business Center. The Bartholomew County Highway Department re-graded approximately 1500' feet of roadside swales along both sides of Inwood Drive, and also along the eastside of Old Lane Drive. The project was completed in 2 days and saved the City thousands of dollars from having to bid out these improvements.



## Stormwater

### Stormwater Overview

EPA's Clean Water Act of 1972 introduced the National Pollutant Discharge Elimination System (NPDES) which addressed sources of pollution including Municipal Separate Storm Sewer Systems (MS4). Phase II NPDES regulations issued in 1999 regulated Columbus and urbanized areas in Bartholomew County. The Clean Water Act NPDES is an unfunded mandate.

The NPDES permit contains elements called minimum control measures (MCM) that, when implemented, should result in a significant reduction in the discharge of pollutants.



Columbus continues to implement the following MCM's:

- \*Public Education and Outreach
- \*Public Input on Key Issues
- \*Illicit Discharge Detection & Elimination
- \*Construction Erosion & Sediment Control
- \*Post Construction Best Management Practices
- \*Good Housekeeping at City Facilities

In 2013, the City received and reviewed 14 storm water permit requests (for sites over one acre). We continue to conduct site visits as necessary, to ensure the developers and contractors comply with the permit requirements.

In 2013, Public Education and Outreach Requirements were met in several ways including:

- The MS4 Coordinator attended Senior Project Fairs at both Columbus East and Columbus North High Schools.
- The Cummins Health, Safety & Environmental Fair was also attended by the MS4 Coordinator. Educational brochures and volunteer opportunities were offered.

### **Stormwater Education**

On April 2, Becky Douglas participated in an Outdoor Lab for 175 second graders at Tangeman Woods. The Outdoor Lab for Second Graders was sponsored by the Bartholomew Soil & Water Conservation District office. Five stations were set up for 7 classes of second graders. Columbus MS4 conducted a presentation on the water cycle. The following words were introduced: Evaporation, Transpiration, Condensation, and Precipitation. A terrarium was used to demonstrate the water cycle.

On September 10-12, Becky also participated in an Outdoor Lab for 4<sup>th</sup> graders. Columbus' MS4 demonstrated the distribution of Earth's water using different sized lab beakers.



## **Dry Weather Outfall Screening**

IDEM requires an MS4 Operator to develop a Storm Water Quality Management Plan which includes a commitment to develop and implement a strategy to detect and eliminate illicit discharges to the MS4 conveyance. This requirement includes screening all storm water outfalls with a pipe diameter of 12 inches or larger during dry weather. Limited staff necessitates use of an outside consultant to complete IDEM's requirement of dry weather screening. In late 2013, a contract for \$6,700 was signed with Butler, Fairman and Seufert, out of Indianapolis, to screen the City's outfalls during 2014.

## **Acceptance of Streets and Related Infrastructure**

The City added 3,382' = 0.65 miles of new street in 2013.

### Fox Ridge Subdivision, Phase 1

1772' new street

14 residential lots

### Fox Ridge Subdivision, Phase 2

458' new street

16 residential lots

### Princeton Park, Section 4

1152' new street

25 residential lots





## Permits Overview

The City Engineer's Office administers several types of permits to control day to day impacts to infrastructure and traffic. Applications for permits can be picked up in the Engineering office or accessed online. There is no charge for making these permit applications to the Engineering office.

[www.columbus.in.gov/engineering/permit-and-application-forms](http://www.columbus.in.gov/engineering/permit-and-application-forms).



A **Request for Special Use of Right-of-Way** is required any time the right-of-way is going to be encumbered. Typical requests are for street closures, sidewalk closures, or parking spaces. In 2013, **233** requests were processed, including requests for benefit walks and runs, and events on Fourth Street. Also requests were approved for parking the Indiana Bloodmobile, window cleaning at The Commons and the inaugural Mill Race Marathon race and associated festivities.

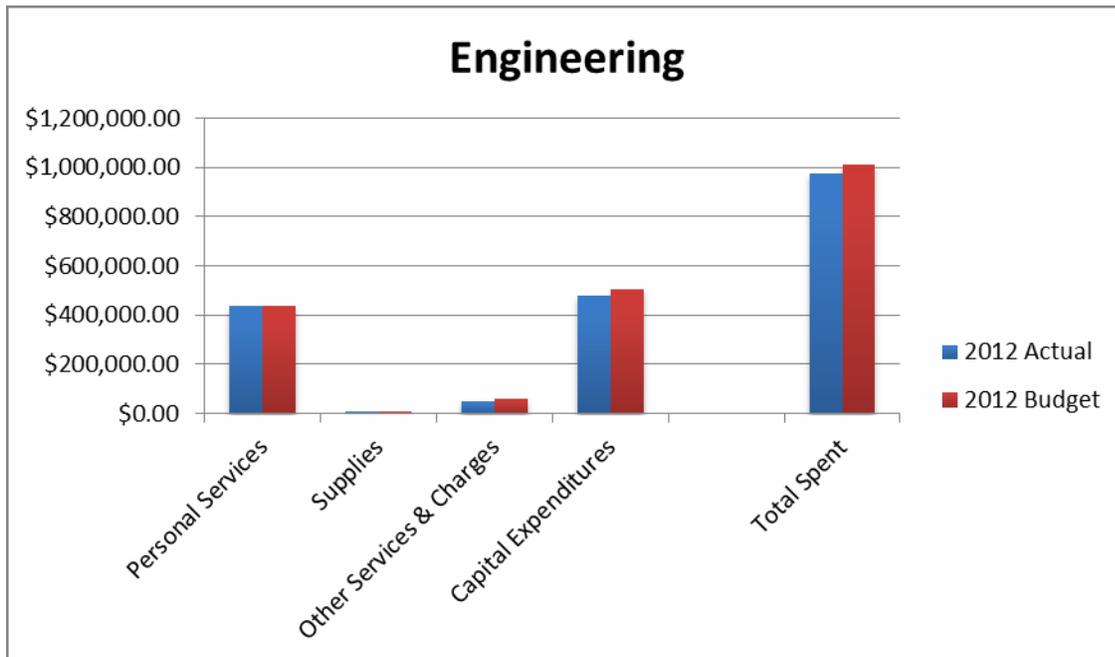
A **Permit to Excavate in a Public Street, Alley or Right-of-Way** is self explanatory. Applicants for this type of permit are generally accessing utilities that reside within the right-of-way of a City street. Some utilities lie under pavement necessitating a street cut to access the utility. Although there is no cost to make the permit application, contractors are required to bond their work for a period of three years to protect the City infrastructure which they have impacted. The City Engineer's Office processed **266** permits to excavate in a public street, alley or right-of-way in 2013.

**Improvement in the Right-of-Way Permits** are required for work performed in the right-of-way that does not fall under the Permit to Excavate in Public Street, Alley or Right-of-Way. Typical applications are for driveway or curb repairs. Improvements are required to meet City standards and the Engineer's Office inspects all work. In 2013, **83** Improvement in the Right-of-Way Permits were processed by the City Engineer's Office.



# Financials

<b>Engineering</b>	2012 Actual	2012 Budget	%
Personal Services	\$437,983.91	\$439,809.85	99.58%
Supplies	\$8,658.54	\$10,544.00	82.12%
Other Services & Charges	\$52,042.57	\$58,960.00	88.27%
Capital Expenditures	\$476,658.74	\$503,000.00	94.76%
<b>Total Spent</b>	<b>\$975,343.76</b>	<b>\$1,012,313.85</b>	<b>96.35%</b>





<b>Engineering</b>	2013 Actual	2013 Budget	%
Personal Services	\$428,044.75	\$444,862.00	96.22%
Supplies	\$8,929.04	\$9,490.00	94.09%
Other Services & Charges	\$60,074.45	\$61,250.00	98.08%
Capital Expenditures	\$3,500,000.00	\$3,500,000.00	
<b>Total Spent</b>	<b>\$3,997,048.24</b>	<b>\$4,015,602.00</b>	<b>99.54%</b>
Year Over Year- 2012/2013	\$3,021,704.48	\$3,003,288.15	
Year Over Year- 2012/2013	309.81%	297%	

