



## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

Regular meeting held at 10:00 a.m. in Room 318  
Civic Center Complex – Administration Building  
Evansville, Indiana

August 9, 2018

The following are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at [www.evansvillempo.com](http://www.evansvillempo.com).

### ROLL CALL

#### Members Present:

Michael Vickers, Jeff Whitaker,Carolynn Pajoum, Dan Prevost, Shawn Hayden, Greg Wathen, John Stoll, Nick Hall, Jason Orange

#### Evansville MPO Staff Present:

Seyed Shokouhzadeh, Pam Drach, Erin Schriefer, Matt Schriefer, Laura Lamb, Kari Akin, Xinbo Mi

Greg Wathen directed the meeting.

### 1. APPROVAL OF MINUTES

*Michael Vickers made a motion for approval and John Stoll seconded the motion; motion carried.*

### 2. OLD BUSINESS

#### A. Project Update- presented by Pam Drach

#### CITY OF EVANSVILLE

Walnut Street: Two stakeholder meetings were held the week of July 30, 2018. A preliminary field check for Phase 1 and 2 is scheduled for August 16, 2018.

Washington Ave-2<sup>nd</sup> St-Parrett St Area: Three parcels are secured and have been sent to the City for payment. The City is splitting the project into two phases – Phase 1 to include the work at the 2<sup>nd</sup> Street/Washington Avenue intersection and along Washington Avenue to east of Parrett Street with Phase 2 including the work at the 2<sup>nd</sup> Street/Parrett Street/Jefferson Street intersection.

Weinbach Avenue: The project is scheduled to re-let on Sept. 12, 2018.

Pigeon Creek Greenway Passage

- Hi Rail Corridor: Stone subgrade treatment and subbase work is complete for the entire trail length. All pipe installations are complete. All light pole foundations are installed.
- Mid Levee Connection: Stage 3 plans are being finalized for submittal to INDOT for review and comment.

**VANDERBURGH COUNTY**

Green River Rd – Kansas Rd to Boonville New Harmony Rd: Project letting was moved to Friday, August 10, 2018.

**WARRICK COUNTY**

Bell Rd – High Pointe Dr to Telephone Rd: Pavement design was approved.

Lincoln Ave: Paving on Phases I, II, III is complete. Surface did not meet INDOT specifications and an agreement has been reached for observance, testing, and cost adjustments or replacement as appropriate.

Warrick Trails SRTS: A preliminary field check was held on July 26, 2018. The Section 106 report and a Level 2 design exception was approved.

**INDOT**

SR 61 Connector (Boonville Bypass) – Phase 2: Project opening expected in August 2018.

*This item was informational and did not require a committee action.*

**3. NEW BUSINESS**

**A. FY 2018-2021 TIP Amendment – presented by Pam Drach**

The Evansville MPO publicized a public review and comment period from July 25 to August 8 for the following TIP amendments:

The City of Evansville requested the following amendments to divide the Walnut Street Corridor project and the 2<sup>nd</sup> Street/Washington Avenue/Parrett Street project into phases:

Walnut St:

Des# 1700400: Walnut St: US 41 to Lincoln Park Dr. Increase Preliminary Engineering (PE) in FY 2019 to a total of \$1,081,000, add Right of Way (RW) in FY 2019 at a total of \$50,000, and revise the Construction (CN) costs and fiscal year to a total of \$2,976,000 in FY 2020. Costs will be funded with 80% federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation Air Quality (CMAQ) funds and a 20% local match.

Des# 1801726: Walnut St: Martin Luther King Jr. Blvd to US 41. Add corridor Phase for RW in FY 2019 and CN in FY 2021. RW costs of \$500,500 and CN costs of \$6,205,000 will be funded with 80% federal STBG/CMAQ funds and a 20% local match.

Des# 1801727: Walnut St: Lincoln Park Dr to Vann Ave. Add corridor Phase for RW in FY 2019 and CN in FY 2021. RW costs of \$450,000 and CN costs of \$3,153,000 will be funded with 80% federal STBG/CMAQ funds and a 20% local match.

2<sup>nd</sup> St/WashingtonAve/Parrett St:

Des# 1383066: 2<sup>nd</sup> St: Intersection of Washington Ave. Revise the project limits to reflect construction at the intersection of Washington Ave only.

Des# 1801725: 2<sup>nd</sup> St: Intersection of Parrett St/Jefferson Ave. Add second phase of the project for PE, RW and CN in outer years of the TIP. PE costs of \$110,000, RW costs of \$73,000 and CN costs of \$1,590,000 will be funded with 80% federal STBG/CMAQ funds and a 20% local match.

The Indiana Department of Transportation (INDOT) requested the following amendments:

Des# 1800142: SR 65: Bridge Replacement, Concrete over I-64 EB/WB Lanes, 02.61 miles south of SR 68. Add PE in FY 2019 at a cost of \$370,000, funded with 80% federal Surface Transportation Block Grant (STBG) funds and a 20% state match. Cost to complete includes construction at an estimate of \$4,271,000.

Des# 1593068: I-64: Replace Superstructure over Plum Creek, 3.92 miles west of SR 61, EBL & WBL (includes Des# 1593069). Add PE in FY 2019 at a cost of \$288,600, funded with 90% federal National Highway Performance Program (NHPP) funds and a 10% state match. Cost to complete includes construction at an estimate of \$3,646,000.

Des# 1601066: US 41, Pavement Replacement, from N of SR 66/ SR 62 (Lloyd) to 3.2 miles north of SR 57. Add PE in FY 2019 at a cost of \$2,500,000, funded with 80% federal NHPP and a 20% state match. Cost to complete includes right of way and construction at an estimate of \$22,120,000.

*Shawn Hayden made a motion for approval and John Stoll seconded the motion; motion carried.*

**B. FY 2018-2021 TIP Modification – presented by Pam Drach**

The Evansville MPO has processed the following administrative modifications to the FY 2018-2021 Transportation Improvement Program:

The Indiana Department of Transportation (INDOT) requested the following modifications:

Des# 1800176: SR 61: From 0.14 mi S of I-64 to 0.88 mi N of SR 68, HMA Overlay, Preventative Maintenance (Grouped Project: Pavement Preservation). Add Preliminary Engineering (PE) in FY 2019. PE costs of \$137,500 will be funded with \$110,000 federal STBG and a \$27,500 state match. Cost to complete at an estimate of \$751,000 includes right of way and construction.

Des# 1602160: Various locations in the Vincennes District: District Pavement Marking Project, RPM's (Grouped Project: (Signing, marking, striping and rumble strips). Add Construction (CN) in FY 2019. CN costs of \$212,000 will be funded with \$190,800 federal STBG and a \$21,200 state match.

*This item was informational and did not require a committee action.*

**C. I-69 ORX Update – presented by Dan Prevost, Parsons**

Dan Prevost of Parsons provided the Technical Committee with an update to the I-69 Ohio River Crossing project. The presentation that was given is attached, and can also be heard at <http://www.evansvillempo.com/Meetings.html>

*This item was informational and did not require a committee action.*

#### **4. OTHER BUSINESS**

*Erin Schriefer, Evansville MPO, announced that the MPO will be holding a Call for Projects for Indiana jurisdictions for fiscal years 2021 and later. The call will be opened on August 24, 2018. Any project needing federal funding (excluding FTA funding) will be eligible to apply. The application will be sent to the Employee of Responsible Charge (ERC). The call information and application will also be posted on the Evansville MPO website. Applications are due back to the MPO office by August 31.*

#### **5. PUBLIC COMMENTS**

None.

Meeting adjourned.

# EMPO BRIEFING

AUGUST 9, 2018



# COMMUNITY CONVERSATIONS

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## Promotion

- 6,000 direct-mail postcards sent to residents in EJ block groups
- Fliers sent home with students in Evansville and Henderson public school
- Media relations
- Social media
- Project website
- E-newsletters and texts
- Fliers sent to advisory groups and local churches and posted throughout both cities

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**Community Conversations**  
Talk with the Project Team about preliminary alternatives and tolling for a new I-69 Ohio River Crossing.  
We want to hear what you think.

<b>Tuesday</b> April 3 C.K. Newsome Community Center 4 - 7 p.m.	<b>Wednesday</b> April 11 Henderson Public Library 5 - 7 p.m.	<b>Tuesday</b> April 17 Red Bank Library Branch 4 - 5 p.m.
<b>Wednesday</b> April 18 The Gathering Place Senior Center 10 a.m. - 2 p.m.	<b>Monday</b> April 23 McCullough Library Branch 5:30 - 7:30 p.m.	<b>Tuesday</b> May 1 Housing Authority of Henderson 5:30 - 7:30 p.m.

Open house format, drop in when you can

Evansville Project Office | Henderson Project Office

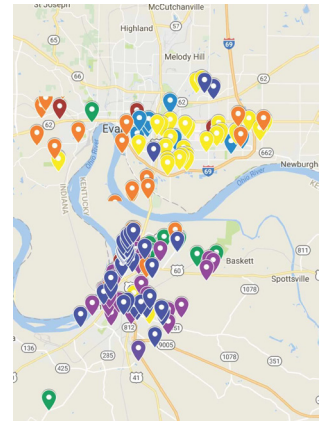
## Attendance

### Meeting Locations

- Red Bank Library
- McCullough Library
- Henderson Public Library
- C.K. Newsome Community Center
- The Gathering Place
- Housing Authority of Henderson
- TOTAL**

### Color

- 29
- 54
- 60
- 14
- 57
- 41
- 255



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## What We've Heard

### Tolling/Funding:

- People believe taxes should cover the cost of constructing the new bridge and I-69
- Many residents in Henderson are concerned they will be shouldering more of the burden than Evansville residents
- Most accept a tolled I-69 crossing if one US 41 bridge remains free and in service
- Some attendees in Henderson live on a limited income and could not afford a toll of any amount, even for occasional trips
- A few residents might consider moving if they had to pay a toll to get to work
- Some believe that low-income individuals should receive a discounted toll rate

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## What We've Heard

### US 41 Bridges:

- Residents in both cities feel strongly that both US 41 bridges should remain in service
- But, they believe keeping only one US 41 bridge in service is acceptable if it is not tolled
- People in both cities believe redundancy is needed in case the I-69 bridge is closed
- Some asked whether trucks can be prohibited from using the US 41 bridges
- Others believe the states should toll only truck traffic on US 41



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## What We've Heard

### Alternatives:

- Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing
- Residents in Henderson are passionate about which alternative is selected:
  - Some are concerned that West Alternative 1 and West Alternative 2 would hurt the character and quality of life in Henderson
  - Many residents do not believe any road project should impact homes or businesses, so they favor Central Alternative 1
  - Some believe the Central Alternative 1 would negatively affect US 41 corridor by creating a bypass, and motorists to miss Henderson
- Most are against West Alternative 2 because it would remove both US 41 bridges from service
- A few expressed concerns about congestion along US 41 during construction

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# UPDATED ALTERNATIVES

## Updated DEIS Alternatives

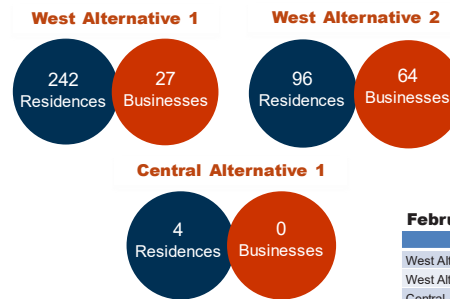
DEIS alternatives were updated based on public input and additional engineering and environmental analyses:

- West Alternative 1 and West Alternative 2:
  - Connection between US 41 and US 60 modified to reduce ROW impacts
  - Retaining wall added to avoid impacts to a small cemetery in the Merrill Place development
- West Alternative 2:
  - Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange
- Central Alternative 1:
  - Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip

## Updated Cost Estimates

	No Build	West Alternative 1	West Alternative 2	Central Alternative 1
Design, approvals, right of way, mitigation, procurement, construction inspection	\$17 M	\$312 M	\$352 M	\$200 M
Construction cost (roadway, bridge, toll system, utilities)				
Construction (2017\$)	\$0	\$879 M	\$874 M	\$807 M
Construction inflation	\$0	\$367 M	\$347 M	\$255 M
<b>Subtotal - construction</b>	<b>\$0</b>	<b>\$1,245 M</b>	<b>\$1,221 M</b>	<b>\$1,062 M</b>
Roadway and bridge operations and maintenance (35 years)	\$270 M	\$252 M	\$107 M	\$234 M
<b>Total</b>	<b>\$287 million</b>	<b>\$1.81 billion</b>	<b>\$1.68 billion</b>	<b>\$1.497 billion</b>

## Updated Relocation Estimates

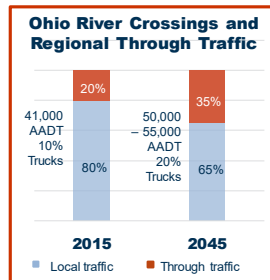


**February 2018 Estimates**

	Residences	Businesses
West Alternative 1	213	21
West Alternative 2	119	58
Central Alternative 1	2	0

## Paying for I-69 ORX

- Requires multiple funding sources:
  - Traditional federal and state funding
  - Toll revenues
- More than 80% cross-river traffic today is local, forecasted to be 65% in 2045
- NEPA must consider consequences and mitigation for possible tolling policies
  - No scenarios pay for 100% of the project
  - What we know today:
    - I-69 will be tolled
    - With W1 and C1, tolling US 41 may be necessary
  - Final toll policies determined with funding plan before construction



## Modern Tolling

- System is 100% automated
- No booths, slowing down or money exchanged
- Cameras and sensors are mounted on gantries across the roadway
- Drivers with prepaid accounts and transponders pay the lowest rates
- Cameras capture license plates
  - Using BMW/KYTC records, bills are mailed



## For Discussion: Louisville Toll Rates

- I-69 ORX DEIS and FEIS will address impacts and potential mitigation of tolling
- In DEIS, Team will refer to Louisville's Ohio River Bridges project because of similarities
- Examples only, toll rates HAVE NOT been determined
- Indiana and Kentucky will establish a bi-state body to set toll policy and rates after this process and prior to construction

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL with TRANSPODER	TOLL with REGISTERED PLATE	TOLL with UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7 1/2 feet in height	\$2	\$3	\$4
	2-axle more than 7 1/2 feet in height			
Medium Vehicle	All 3-axle	\$5	\$6	\$7
	All 4-axle			
Large Vehicle	5-axle or more	\$10	\$11	\$12

*Example*



## What's Next

### Fall 2018:

- Preferred alternative identified
- DEIS published
- Public hearings held on both sides of the river

### Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



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# QUESTIONS?



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