



Evansville Metropolitan Planning Organization

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Bradley G. Mills, P.E., Executive Director

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**

November 2, 2006

ROLL CALL

Members Present:

Brandon Sheridan, Emmanuel Nsonwu, Jim Holderread, Nick Hall, Marci Spray, Pamela Drach, Shirley James, David Matthews, Doug Boom

Evansville MPO Staff Present:

Brad Mills, Seyed Shokouhzadeh, Kari Akin, Craig Luebke, Laura Lamb, Erik Llewellyn, Vishu Lingala

Others Present:

Lauren Ramsey, U of E; Kyle Shatto, U of E

APPROVAL OF MINUTES

Motion was made by Mr. Nsonwu and seconded by Mr. Holderread to approve the minutes of the October meeting. MOTION CARRIED.

OLD BUSINESS

PROJECT UPDATE

VANDERBURGH COUNTY

Surface Transportation Projects:

Oak Hill Road (American Consulting):

Ms. Lamb: Title research has begun for Phase 1, from U.S. Highway 41 to Pigeon Creek. Currently, there are 48 parcels listed for review with no relocations expected.

Transportation Enhancement Projects:

The Greenway Passage Project – Phase 3 (3C, PE, BLA; 3C-1, CN FY'06, Ragle, Inc.)

Ms. Lamb: Construction of this phase began in July, 2006 at the Franklin Street Bridge and will proceed to the south. A revised completion date has been issued by INDOT for October, 2007.

Local Projects from the Transportation Plan

Green River Road – Lynch Road (PE Beam, Longest and Neff, LLC; CN FY'06)

Ms. Lamb: This project is complete and all lanes are open to traffic.

WARRICK COUNTY

Surface Transportation Projects

Epworth Road (CN FY'06, Crossroad Engineers)

Ms. Lamb: The right-of-way for this project is now secure and a proposed letting of February, 2007 is being projected.

INDOT PROJECTS

Surface Transportation Projects

U.S. Highway 41 – Lloyd Expressway Interchange (PE FY'05, Beam, Longest & Neff)

Ms. Lamb: Issues brought to light after the environmental documents were originally submitted have been addressed and the document has again been submitted to INDOT for review and approval.

U.S. Highway 41, S.R. 66/Diamond Avenue to Boonville-New Harmony Road (RW FY'07, BLA)

Ms. Lamb: Just a little background on this project. It started out as a widening project from Diamond all the way to Boonville-New Harmony Road that has subsequently been divided with the major moves into a widening project from Diamond to Mt. Pleasant and then a preservation project from Mt. Pleasant to Boonville-New Harmony. The consultant has submitted a request for changes in the scope of this project. For the widening phase, the consultant is recommending a complete replacement of the overpass superstructure at S.R. 66/Diamond Avenue in order to meet the minimum vertical clearance for traffic under the overpass. This change along with the other minor changes will increase the cost of this segment of the project by \$2,819,200. For the preservation phase, the consultant proposes to reconstruct and elevate a 1.3 mile portion of the southbound lanes, which include the intersection at Hillsdale Road and U.S. 41. This change will improve the approach grades at the intersection as well as the site distanced at the rail crossing just west of the intersection, but will require the replacement of two bridge structures

south of the intersection. The estimated cost increase for these changes is \$1,676,000. INDOT has approved the proposed changes.

SR 65 – Boonville-New Harmony Road (CN FY'07, INDOT)

Ms. Lamb: Work at this intersection began by constructing a temporary bypass east of and parallel with SR 65 while improvements to SR 65 were made. Traffic is again running on the improved SR 65 and crews are now concentrating on improvements to the Boonville-New Harmony Road approaches. The project is on schedule to meet the contract completion date of November 30, 2006.

NEW BUSINESS

METS 2007 Indiana Public Mass Transportation Fund Grant Application

(Approval requested)

Ms. Akin: In your packets, you should find a memo that has the costs split out. I do have to make an adjustment to the agenda. Approval is not needed for this item. The METS 2007 Indiana Public Mass Transportation Fund Grant Application has been developed. The PMTF grant amount is the State of Indiana's matching portion of the federal grant which will soon be approved. Public Mass Transportation Funds are based on operating and financial data from the previous three years, statewide annual reports. Calendar Year 2007 granted amount is \$1,407,813 of which \$15,165 will be used as the State's match towards the purchase of 3 para-transit vehicles for replacement. The remaining \$1,392,648 will go towards the State's match of operation expenditures. The completed application is available to view at the Evansville MPO or METS offices. This is for information purposes.

2006 HART On-board Passenger Survey Results

Mr. Llewellyn: Included in your packets is a memo called Executive Summary. It provides a general summation of the survey results. Also included are a series of three maps which show the three alternative route modifications that were developed for HART based on the results of the survey. Map 7-3 displays the preferred route alternative that was selected by HART. Also, there is a series of recommendations on the last page that was developed based on the results of this survey. The complete document of the survey will be posted on line at the MPO's website. A hard copy is available to you on request. I would warn you that it is fairly long. So if you have some spare time, please feel free to look at that. The survey was conducted over three days in early November, 2005. We did this survey in order to gather information on demographic and travel characteristics of HART riders. We also wanted to evaluate HART services and collect comprehensive ridership data so that comparisons with past HART surveys could be made for identifying any changes within the HART system. We wanted to carry out the federal monitoring requirements of Title VI of the Civil Rights Act of 1964 and to create a detailed data base which can be used to assist in any future modifications of the HART system. I would like to focus on Map 7-3. This was the preferred alternative that was selected by HART and, just for reference purposes, in Map 7-1, is HART's current structure, you can flip between these two

maps and see what changes would be made should this alternative be implemented. Some notable changes would be the elimination of the college route and the addition of a new route which is labeled as the Wal-mart Alternative 2 route. It would provide service to the northeastern portion of the City of Henderson. This would be a brand new service area for HART. In addition, in the recommendation section, Service Improvements, I would like to focus on a recommendation that we had made, the third line, either provide or contract with a transit company or agency in order to provide transit services to Evansville. This recommendation is from our last certification review in which federal officials had recommended to us looking into the possibility of connecting the two transit providers in Henderson and Evansville. In our survey, we asked a question to HART riders whether or not they would be interested in such a service. The majority of HART riders were interested in that. If there any questions or comments about the survey, please feel free to ask me.

Kentucky Draft Long Range Statewide Transportation Plan

Mr. Mills: I have a copy of the draft plan with me. It was sent to us by KYTC. This document is also on our website electronically for viewing. We also have a hard copy in our office. KYTC is accepting comments from October 16 to November 14, 2006. So if you have any comments, you can send them to us and we will forward them to KYTC. Or, you can contact KYTC directly. Basically, it appears that Kentucky is pretty much like everybody else. They are short on funds but high on needs. They are struggling to try to provide services for the transportation community. They are doing the best they can with limited funds. If you have any comments please forward them. If not, you can go to our website and view the draft. Thank you.

FY 2006-2008 TIP Amendments (Approval requested.)

Mr. Luebke: We have three TIP amendments today. They are all essentially different segments of the University Parkway Project, which is on Eickhoff-Korressel.

DES#8138090 University Parkway Phase I (Formerly Eickhoff-Korressel Road Project):
This is new road construction from Upper Mt. Vernon Road to Marx Road. The ROW phase is being added to FY 2007 at a cost of \$570,900 funded 100% federally through FY'06 House Appropriations LY6 funds.

DES#0500143 University Parkway Phase 2 (Formerly Eickhoff-Korressel Project):
This is new road construction from Marx Road to New Harmony Road. The ROW phase is being added in FY 2007 at a cost of \$852,525 funded 100% federally through FY'06 House Appropriations LY6 funds.

DES#0500144 University Parkway Phase 3 Formerly Eickhoff-Korressel Project:
This is new road construction from New Harmony Road to S.R. 66. The ROW phase is being added in FY 2007 at a cost of \$154,800 funded 100% federally through FY'06 House Appropriations LY6 funds.

Mr. Luebke: Are there any questions? If not, then we will need a motion for approval.

Mr. Keepes: Motion was made by Ms. James and seconded by Mr. Nsonwu. MOTION CARRIED.

OTHER BUSINESS

Ms. James: I did take the suggestion I made at the last meeting to my Advisory Board. They were open but they wanted to meet with Brad and Dave and discuss it further. So we are meeting with them on November 14th at 2: p.m.

Mr. Keepes: For the benefit of those who may not have been here at the last meeting, could you briefly describe what was discussed then?

Ms. James: Money, of course, is the basis of everything. It happened that the State plan, although it is not definite yet and not in final form, looks like it is very much going to Regional Plan. The Mayor's goal for the Greenway is to make the connection between the two parts at Franklin and Uhlhorn. You know we don't have staff. If we don't get into the regional planning, we will lack there, and yet we have to make the tie in. It is mandated. So my thought was, in looking at Indianapolis, their MPO is INAUDIBLE... regional plan. I think that is the way to go. Then our regional planning would be done. Then the Greenway Advisory Board could devote its time to looking at grants and everything that would tie into the connection. We also can partner on this. We publish a newsletter. We are initiating a public safety program. So there are various areas where we can partner. I would suggest that we do that also. So after we meet with Brad and I take it back to the Advisory Board, we will let you know by letter.

Mr. Mills: For your information, in your packets you have a calendar for our meetings next year.

Public Comments

Mr. Mills: This is something we have added to try to meet our public participation comments. We have two students here from U of E. Do you have any questions you would like to ask?

Ms. James: I have something else. We did a user status study in coordination with USI. We are getting excellent results that will be available at the end of this month. They had students that were trained and closely supervised. They also had a Master's program that is analyzing the data. We thought that would be very important maybe in getting grants and to give us an idea of what we needed on the Greenway. We are getting excellent results from it.

Mr. Keepes: That is good. Thank you, Shirley. Is there anything else? If there is nothing else, then we are adjourned.

Meeting adjourned.