



Evansville Metropolitan Planning Organization

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EVANSVILLE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE MINUTES

Regular meeting held at 4:00 p.m. in Room 301
Civic Center Complex – Administration Building
Evansville, Indiana

January 4, 2007

ROLL CALL

Members Present:

Steve Melcher, Cheryl Musgrave, Bobby Howard, Lloyd Winnecke, Sam Sarvis, Ted Merryman, Greg Meyer, Ed Ziemer

Evansville MPO Staff Present:

Brad Mills, Laura Lamb, Craig Luebke, Kari Akin

Others Present:

Dave Franklin, Carter Keith, Byron Rohrig, Pam Drach, Emmanuel Nsonwu

ELECTION OF CHAIRPERSON

Mr. Winnecke: Welcome to the January 4, 2007 meeting of the Metropolitan Planning Organization Policy Committee. At this point, the chair would entertain a motion for nominations for a chairperson.

Mr. Melcher: I think you and Jack Corn did a good job. Since he is not here, I would like to nominate both of you to retain your positions as chairman and vice chairman.

Ms. Musgrave: I will second that.

Mr. Winnecke: There is a motion and second for the nomination of Mr. Corn to be chairperson and Mr. Winnecke to be vice chair. (Voice Vote.) Mr. Corn and Mr. Winnecke will continue.

APPROVAL OF MINUTES

Mr. Winnecke: We have an amendment to the minutes, page 3. There are a couple of name references that Greg pointed out about half way down the page. It should say Mr. Howard

instead of Mr. Meyer. And where Mr. Howard says “No it does not....” It should say “Mr. Meyer says...). Are there any other changes? If not, then I would entertain a motion to approve the minutes, as amended. (Motion was made by Mr. Meyer and seconded by Mr. Melcher.) Upon unanimous voice vote, the minutes of the November meeting are approved, as amended.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Surface Transportation Program (STP) Project

St. Joseph Avenue:

Ms. Lamb: The bids posted on December 13, 2006 for the construction phases III and IV were rejected. All bids came in over the engineer’s estimate.

Congestion Mitigation and Air Quality Project

Green River Road – Lincoln Avenue (CN FY’08 – Schneider Corporation):

Ms. Lamb: The consultant has received confirmation from INDOT’s Public Hearing Coordinator that no public hearing is required. The Right-of-way Services contract is still being negotiated.

INDOT PROJECTS

Surface Transportation Program (STP) Project

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

Ms. Lamb: This is an intersection improvement. The project is complete and open to traffic.

SR 62/Lloyd Expressway – Fulton Avenue Interchange (PE FY’06):

Ms. Lamb: A Preliminary Field Check meeting was held on November 29, 2006.

Corridor Assessments

I-69 Corridor Location and Ohio River Bridge Crossing (HNTB):

Ms. Lamb: INDOT, in cooperation with the FHWA, has issued a Tier 2 Draft Environmental Impact Statement for public review and comment. The prior Tier 1 study reviewed and recommended a preferred corridor. This Tier 2 study has increased the focus by recommending

a preferred route within the chosen corridor. Public comments regarding this document must be submitted by February 20, 2007. The document and details regarding comment submission is available in the MPO office. I was reminded at the Tech Meeting this morning that there is also a public hearing on January 18, 2007 at 5:00 p.m. at the Waldo J. Wood Memorial High School in Oakland City. This is for the section of I-69 from I-64 to Oakland City. Are there any questions about these projects or any other projects?

Mr. Winnecke: I have a question about the St. Joe Avenue project. What is the new time frame on that since the bid was rejected?

Ms. Drach: Pam Drach with the Vincennes District INDOT. We will have to check with the LPA to be certain that they have additional money for the bid to be able to go out to bid again because the engineer's estimate would be based on the amount of money that had been programmed for that project. We will be working with the LPA and the MPO to be sure that there are enough federal and local funds to go back out for bid.

Mr. Meyer: I have a question about the Oak Hill Road project. There weren't any changes, but I have a question. Is that too far along to consider bike routes on that section of Oak Hill Road from Highway 41 to Lynch Road?

Ms. Lamb: I believe they are doing a wide lane to provide not marked bike routes but additional space for bicyclists.

Mr. Mills: I can talk to that. The Mayor had asked me to look into that. The cost is going to be an additional \$880,000 to put those in. They are putting in 14 foot wide lanes rather than the normal 12 foot lanes. That will provide additional pavement. Plus, the center turn lane, will provide additional space for people to pull over if they feel uncomfortable passing a bicyclist.

NEW BUSINESS

1. AZTAR CONTRACT FOR THE 2007 STATEWIDE MPO CONFERENCE

Ms. Akin: The Evansville MPO is hosting the annual 2007 Statewide MPO Conference October 10-12, 2007 at the Aztar Conference Center. A \$250 deposit and a signed contract must be executed to reserve the meeting rooms. The \$250 will be taken out of the FY'07 contractual account which has been budgeted. The balance of the contract will be paid in FY'08 through a combination of PL funds, vendor sponsor fees, and registration fees. Approval is requested to execute the contract and submit the deposit.

Mr. Winnecke: Are there any questions? (None.) I would entertain a motion to approve the \$250 expenditure. (Motion was made and seconded.) Upon unanimous voice vote, the request is approved.

2. FY 2006-2008 TIP AMENDMENTS

Mr. Luebke: We have a number of TIP amendments today. This morning we went through everything in one sweep and then came back for questions. Is that reasonable for everyone?

Mr. Winnecke: Yes.

Mr. Luebke: We have several that INDOT is requesting in Warrick County.

DES#9802480 (and additional numbers) SR261:

Added Travel Lanes project from SR66 to Jenner Road (CR 150S). We are adding the right-of-way phases to the project at a cost of \$3,000,000 for FY 2007. The funding for the phase will be \$2,400,000 in federal STP funds with a \$600,000 INDOT match.

DES#8823156 - SR62:

Added Travel Lanes project from .15 miles East of the West Urban Area Boundary (UAB) of Boonville to Locust Street, which is phase III of the project. The cost estimate for the construction phase is being increased to \$5,042,872 and the fiscal year for construction moved to FY 2007. The project will be funded with \$4,034,298 in federal STP funds and a \$1,008,574 INDOT match.

DES#8823155 – SR62:

Added Travel Lanes project from Sixth Street in Chandler to 0.15 miles East of the West Urban Area Boundary (UAB) of Boonville, which is phase II of the project. Right-of-way phase is being added to the TIP in FY 2008 at a cost of \$5,300,000. Funding for this phase will be \$4,240,000 in federal STP funds and a \$1,060,000 INDOT match.

DES#0401295 - I-64:

This is a landscaping/beautification project on I-64 a half mile east of the Wabash and Erie Canal. This project is being added to the TIP for construction in FY 2007. The project cost of \$57,400 will be funded by \$45,920 in federal STP funds with an \$11,480 INDOT match.

DES#0500436 – I-69:

New road construction from I-64 via SR 57 corridor to 2.6 miles north of I-64. This amendment revises the right-of-way cost, changes the funding sources and fiscal years for the right-of-way and PE phases and also removes the construction phase from the TIP. The revised project is proposed to include PE at a cost of \$2,150,000 in FY 2007 funded by \$1,720,000 in federal STP funds and \$430,000 in INDOT funds. \$1,000,000 in right-of-way costs in FY 2007 will be funded 100% by INDOT.

DES#0500938 – I-164 (Vanderburgh County):

This is another landscaping/beautification project at the I-164 interchange at SR 62 (Morgan Avenue). This project is being added to the TIP for construction in FY 2007. The project cost of \$60,000 will be funded by \$48,000 in federal STP funds with a \$12,000 INDOT match.

Mr. Luebke: We have two Warrick County amendments.

DES#0101272 - Epworth Road phase I:

Road widening from Oak Grove Road to Telephone Road. This amendment split the existing single phase project into two phases for construction and updates construction cost and fiscal years. The new phase I will be constructed in FY's 2007 and 2008 at a total cost of \$6,350,315. Project costs will be \$3,175,158 in each fiscal year. Federal STP-Rural funds will pay \$2,540,126 in each fiscal year matched by \$635,032 in local funds. This represents an 80/20 split.

No DES# - Epworth Road phase II:

This is the remainder of what was the single phase of Epworth Road. Road widening from SR 66 to Oak Grove Road. This amendment updates the cost estimate, revises funding sources and moves the construction phase to the illustrative section of the TIP (proposed construction in FY 2009) the second phase of construction created by amending DES#0101272. The new phase II cost of \$3,450,000 will be funded by \$1,567,748 in federal STP-Rural funds and \$1,882,252 in local funds.

Mr. Luebke: Henderson County is requesting the following amendment to the TIP.

No ITEM# - KY 2183 (Holloway Lane):

Road widening from KY 351 to 0.7 miles north of KY 351 to improve safety. The project is being added to the TIP for utilities and construction phases in FY 2007. Construction cost of \$310,000 will be funded by \$215,000 in federal STP (SHN) funds matched by \$95,000 in local funds. Utilities cost of \$140,000 will be funded entirely by STP (SHN) funds. The total project sharing represents 78.9% SHN and 21.1% local. This is a road widening project that is currently a 16-17 foot wide facility and they are widening it out to a standard 24 foot section for safety reasons.

Mr. Meyer: I have a question about the landscaping and beautification on I-64. I am having a hard time visualizing where a half mile east of that Wabash and Erie Canal is.

Mr. Luebke: My understanding is that that is somewhat similar to what most people refer to as the beaver pond.

Mr. Meyer: Right. I know where that is.

Mr. Luebke: Sam, do you have additional information on that?

Mr. Sarvis: I think that is the area, and what we are doing there is some wildflower plantings for improved safety for not only our employees, but the contractors we use on the slopes. Those areas that are difficult to mow, we are looking for opportunities to use the wildflowers to beautify the interstate as well as provide some safety for our employees.

Mr. Meyer: What about the landscaping/beautification on Morgan Avenue and I-164. What are the plans for that?

Mr. Sarvis: I am not positive, but I believe that is some wildflowers and some tree plantings as well.

Mr. Winnecke: Wildflowers is a great idea. I don't know where beaver pond is.

Mr. Luebke: As you head east on I-164, in the median, there is an area that has a big beaver lodge in the middle and a pond and some trees, a swampy area.

Mr. Winnecke: I got it. Are there any other questions?

Mr. Sarvis: One of the northern districts with INDOT has a greenhouse and they have really ramped up their production of seed and, over the last year, we have made some headway and we are going to be doing some similar projects in the southwest corner of the state. We are going to try to reach out and do some more beautification.

Mr. Winnecke: Thanks Craig. Nice job.

OTHER BUSINESS

CITIZEN REQUESTS

Complaint #206081701

Mr. Mills: I have a request for us to look at the intersection of Red Bank Road and Upper Mt. Vernon Road. This is to analyze the intersection for a multi-way stop. Currently, there is a hazard elimination project planned for that area to put in flashing red and yellow lights. We went out and took some traffic counts at that location. Based on the traffic counts and the conditions from the MUTCD, it shows that the intersection does warrant a four-way stop control at this time. So it is our recommendation to implement a four-way stop control condition at the intersection and make the arrangements to adjust the proposed flashing beacon to support the all-way stop condition.

Complaint #106100201

Mr. Mills: This at the intersection of Vann Avenue and Fickas Road/Rheinhardt Avenue intersection. This is a T intersection and we were asked to review it for the appropriate right-of-way condition. This is an intersection located south of Riverside Drive and east of Boeke Road in the City of Evansville. The existing land use in the area is generally single family residential. We also went out and took traffic counts at those locations. Based on the traffic counts, a stop condition installation is recommended that we have the stop sign posted on Vann Avenue and that the Fickas Road/Rheinhardt Avenue should be the through right-of-way.

Mr. Ziemer: That is currently what is there now, is that right?

Mr. Mills: I believe so.

Complaint #106081001

Mr. Mills: The next one is at the Governor Street and Bellemeade Avenue intersection. This is a three-way intersection for a three-way stop control to see if that would be appropriate. Currently there are stop signs on Bellemeade from both approaches. If you remember Governor Street is a one way going south at that location. We did a traffic count at that location. Based on the counts, we recommend that no change be made at this time.

Mr. Melcher: It seems like when they changed it, there were accidents there left and right. I always thought it should stay a stop light. If you go down there now, people run it. And you can't see because of the church. It is a blind sight. It may not make the counts, but it is a dangerous intersection. I would suggest that you investigate the number of accidents there because I think, even I, I make sure I stop. You have to creep out. You can't pull out because it happens every day. This is one that I fought when we took it out, and I lost. I really think it needs to go back in.

Mr. Mills: We will take a look at it and look at the accident data and see if it would meet the warrants based on that information.

Mr. Winnecke: When you look at these, you look strictly at the counts?

Mr. Mills: Unless we have other information known that it is a high accident area, there are a number of different requirements that could be met to qualify for a traffic signal. But typically for stop conditions, we just look at the traffic counts. We don't look at the accidents. But we would be happy to take a look at that.

Mr. Winnecke: I think we would be interested to know what that says next month.

Mr. Mills: Next in your packet is a letter to Bobby Howard, Warrick County Engineer. This is in regard to reviewing the intersection of Triple Crown Drive and Ruffian Lane in Warrick County. This intersection is located south of SR 66 between Frame and Bell Roads. The current sign configuration requires that Ruffian Lane stop while Triple Crown Drive is uninterrupted. We took traffic counts at that location. Based on that information, it is our recommendation that the stop condition be changed, that Triple Crown be stopped and that Ruffian Lane would be able to be the free-flowing through-movements.

REZONINGS

Docket No: R-2006-24
Address: 5018 N. Fares Avenue
Owner: Nikolay Kulikovich

Mr. Mills: This is a request to rezone the property from R-1 to R-2. This is at the dead end of Fares Avenue, just south of St. George Road in Evansville. The proposed rezoning will allow the current vacant lot to be used for a residential duplex. Based on that information, and that it's

a dead-end road, we do not see that it will have any significant impact on the transportation system.

Docket No: R-2006-23
Address: 401 S. New York Avenue
Owner: William D. Ball

Mr. Mills: This is a request to rezone the property from CO-2 to C-2 with a use and development commitment. This is at the southwest corner of New York Avenue and Walnut Street in Evansville. The proposed rezoning would allow a currently vacant building to be used for medical sales. Walnut Street at that location is classified as a minor arterial and carries about 18,000 vehicles a day. We recommend that the access be limited to the alley only.

Docket No: R-2006-25
Address: 4300 Spring Valley Road
Owner: William E. Mullen, Jr.

Mr. Mills: This is a request to rezone the CO-2 property to C-1. This is on the north side of Spring Valley Road, just to the west of Green River Road near the new Schnucks on Lynch Road. The existing access that goes to the, what used to be a home there, is inadequate for access. Traffic would be backing in and out off of Spring Valley Drive. Part of the development proposes construction of a parking lot to the east of the lot. Based on that information, we would recommend that the existing access be closed and that access be through the new parking lot that is proposed.

Docket No: R-2006-26
Address: 205-215 W. Franklin Street
Owner: Schneider Properties, LLC

Mr. Mills: This is a request to rezone the property from R-4 to C-4. There had been a number of single family homes in the area that have been demolished. It is my understanding Schneider Heating and Air is supposed to be going in there. They want to build a new shop at that location. They own the lot next to the far east of the site at Garfield. They would have access from Garfield and Franklin. We took a look at the site plan they submitted to us and based on our review of that, we have some concerns about access for truck traffic and we ask them to review that and redesign as necessary to provide maneuvering on-site for large trucks that may be taking supplies to the site.

Mr. Melcher: You are talking about trucks. But Franklin Street is not a truck route.

Mr. Mills: That is correct. But a business that is located at a location, you can't have a truck traffic that would go from the nearest truck route to that location. So that is a destination, not a through traffic.

Mr. Melcher: Okay.

Docket No: R-2007-1
Address: 6328 E. Lloyd Expressway
Owner: MOTO, Inc.

Mr. Mills: This is at the northwest corner of the Lloyd and Burkhardt in front of the new Best Buy area. The applicant wants to rezone the property from C-2 to C-4 to allow the installation of a car wash. After review of the proposed site plan, it was our recommendation that they redesign the building in order to allow traffic to enter from the north to the south, which would have the traffic being on the right side of the road as opposed to the left side of the road, which would cause confusion.

Mr. Melcher: How is that going to affect with the interchange?

Mr. Mills: If the proposed car wash is on the west side of the property, it would not impact the proposed right-of-way that would be required for the interchange.

Docket No: VC-1-2007
Address: 5103 Spring Valley Road
Owner: Warren W. Spurling

Mr. Mills: This is on the opposite side of the road from the other Spring Valley rezoning I mentioned earlier. This is a request for rezoning from agricultural to C-2 and from C-4 down to C-2 for multi-family housing. The part that shows ag to C-2 on the map, shows a multi-family unit that was just constructed. This is an expansion of the development. Based on that, we do not see any significant impact on the transportation network.

Docket No: R-2007-2
Address: 7000 Lincoln Avenue
Owner: St. John's East UCC

Mr. Mills: This is a request to rezone a small parcel of ground from R-1 to C-1. This is for St. John's East UCC to allow them to put up a variable message sign which has to be in a C-1 or higher zoning. We do not see any significant impact to the transportation network.

Mr. Winnecke: Could you define variable message center?

Mr. Mills: It would be like a Wal-mart or CVS sign that has the red lettering and changes electronically.

Mr. Winnecke: Would there be neighborhood issues?

Mr. Mills: It is possible. The property owner has had to notify the abutting property owners and they will have the opportunity to express their concerns at the Area Plan Commission meeting.

Mr. Mills: Next in your packets, you will see a letter to Peggy Wood in Henderson regarding property owned by Harding Heirs Development. There are two letters. The first letter dated

November 2nd was in response to a particular design that was submitted for review. We did make some recommendations. Henderson wasn't really happy with the plans, so they asked the developer to redesign the project. They did redesign it and I responded to that in a letter dated November 21st. Basically, we took a look at the project and one of the main concerns we had was for the decel lane on Kimsey Lane, that we have a separate right turn lane going to that development. I believe the developer was agreeable to that. How did that go? Were you more pleased with that plan or do you still have issues.

Mr. Hubiak: I was not at that meeting with the City.

SUBDIVISIONS

Paradise Gardens - Warrick County

Mr. Mills: Next in your packets is a subdivision for proposed Paradise Gardens in Warrick County. They are proposing a residential subdivision at that location with access off of Oak Grove Road and off Anderson Road. Based on the two points of access, we didn't feel there was going to be any major concerns. We just ask that they consider the decel lanes or taper lanes as appropriate. Bobby, did you have any comments on this one?

Mr. Howard: Actually, Brad, they did away with the Anderson Road access. They have two access points on Oak Grove Road.

Docket No: 24-MS-2006
AREM Minor Subdivision

Owner: Scott Anderson

Mr. Mills: Next we have a proposed minor subdivision for Scott Anderson. This is on the west side of Boehne Camp between Hogue and Upper Mt. Vernon Road in Vanderburgh County. The existing structures are to remain. This is a parcel that is taken out of a much larger parcel. There is property remaining. If you look at the site map on the back of the memo, the property remains to the north towards CSX. Then there is also property to the east of the site on Boehne Camp Road. On this project, we are asking that the existing access driveway, which is about 80 feet, be narrowed to 24 feet to help eliminate any kind of confusion from people driving in and out of the property.

Mr. Winnecke: Is that near the site of the old hospital?

Mr. Mills: Yes. That was the last subdivision.

DISCUSSION OF 2007 EVANSVILLE MPO POLICY MEETING TIMES

Mr. Mills: I was asked to take a look at what might be available if the Board wanted to consider changing their meeting times. Looking at the first Thursday of the month, which we typically meet, there is a meeting in this room between 1:30 and 3:00 for the Board of Public Works. There are no other meetings in the morning scheduled. So if the Board wished to stay on this

day that we typically meet, there would be time available in the morning. The Technical Committee typically meets at 10:00 in the morning. That time could be adjusted. I wouldn't want to push it up too much because we have folks that have to come from Kentucky. I don't believe that they all come up and stay the night. I know that INDOT members from the central office come down and stay the night. So if it is something that the Board wanted to consider and keep it on that day. Or if not, if there are other days we want to consider, I did get a copy of the schedule for the month of January, which isn't complete. I don't believe the Building Authority has received all the updates from the other boards. But I would open that up for your discussion.

Mr. Melcher: I think we kind of discussed a little bit earlier when we were talking about adding more to our Board. Now making sure that everybody can make these meetings, and I think it was understood at that time that this time was good for everybody. Is that right? When we discussed adding Kentucky and Indiana as voting members, we said as long as they could make the meetings, I didn't trust Indiana. I knew Kentucky would. If we try to change the times off and on, but there are a lot of meetings in this room and I prefer the time staying where it is. I would rather make it at 5:00. But 4:00 is the earliest. This is a public hearing and should be open to the public.

Mr. Winnecke: I personally like 4:00. But I only have four blocks to go.

Mr. Sarvis: I certainly hope we've changed that distrust. I haven't made all the meetings, but either myself or Pam have been here for every meeting. I hope you don't feel that same way.

Mr. Melcher: I don't feel that way any more. But I did when we discussed it. That is why I wanted to make sure because I didn't believe that you would be here and we couldn't get anybody else, no matter what the administration was.

Ms. Musgrave: I wanted to thank INDOT on an entirely different subject. You all are working with the Centre to put up directional signs on the Lloyd. I know that you had to kind of push the envelope to get a sign up there by the end of the year. I appreciate the effort that you all made to get the sign up there. I know there is a replacement time in the future that it will all be on one board rather than separate boards. But I appreciate the efforts you made. And as for the meeting time, I would prefer it to be earlier. Even 3:30 would work for me.

Mr. Hubiak: Speaking for myself, and Mr. Stroud is not present, but the meeting time is adequate right now. I would prefer it to be INAUDIBLE, and keeps me on schedule to get over here for the meeting. I have enough INAUDIBLE meetings. I understand Melcher's concern about the public. I feel that if the issue is important enough that at 4:00, people would take off work to be here to express their concerns.

Mr. Melcher: I think so too. That is why we kept it 4:00. They know it is 4:00. Nobody has a question when it is, and they know it is a first Thursday. All of us have busy calendars. I know we are all already filled up. But it is kind of hard to find a spot that we are going to get everybody agreeing to. Since all of us agreed to serve on this Board, up to now, I can't see any reason in changing it now. If we are going to change it, we need to talk about changing it for

next year at a certain time because some of us just got reappointed again. It would be kind of foolish to change it at this time.

Mr. Winnecke: I will use the prerogative of the chair and announce and declare that we will continue to meet at 4:00 on the first Thursday. If that becomes an issue during the year, we can look at it for next year. I did forget one thing on the TIP amendments. We need to approve those. My apologies. At this time, I would entertain a motion to approve the TIP amendments as Craig presented. (Motion was made by Mr. Melcher and seconded by Mr. Hubiak.) Voice vote. Upon unanimous voice vote, the TIP amendments are approved, as presented.

APPROVAL OF BILLS

Mr. Winnecke: We did this electronically. But we need to do it for the record. So I would entertain a motion to approve the bills as we previously approved electronically. (Motion was made and seconded.) Voice vote. The bills are approved.

Mr. Winnecke: Any other business to come before us?

Ms. Akin: January's docket also needs to be approved for this meeting, please.

Mr. Winnecke: I would entertain a motion to approve January's.

Mr. Mills: Kari, we have two of those to be signed. One is the old one and one is this month's.

Mr. Winnecke: I will pass the December one around so everybody can take a look at it. We have a motion by Mr. Melcher and seconded by Mr. Meyer. (Voice vote.) Upon unanimous voice vote, the dockets are approved.

PUBLIC COMMENTS

Mr. Winnecke: Are there any public comments before we adjourn? (No comments)

Meeting adjourned.