



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**

January 3, 2008

ROLL CALL

Members Present:

William Harty, Richard Meyer, Glenn Boberg, Emmanuel Nsonwu, Pat Keepes, Jim Holderread, Brandon Sheridan, Nick Hall, Kevin McClearn, Gina Boaz, Mike Felz, Ryan Meyer

Evansville MPO Staff Present:

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

Others Present:

ELECTION OF OFFICERS

Mr. Keepes: I would like welcome everybody to our first Technical Committee meeting of 2008. The first item on our agenda is election of Committee chairperson and vice chairperson. With that, we will entertain motions for chairperson. Would anybody like to make a nomination? We have a motion for Pat Keepes and a second. (Motion was made by Mr. Nsonwu and seconded by Mr. Holderread.) SO ORDERED. Thank you for that vote of confidence.

Mr. Keepes: Even though our current vice chairperson is not present, we will entertain motions for that position. We have a motion and second for Brad Mills. (Motion was made by Mr. Holderread and seconded by Mr. Harty.) SO ORDERED.

APPROVAL OF MINUTES

Mr. Keepes: The next item on the agenda is approval of minutes for the last meeting. Is there a motion for approval? Voice vote. SO ORDERED.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Surface Transportation Program (STP) Projects

Oak Hill Road:

Ms. Lamb: The Board of Public Works approved a supplemental agreement with the existing consultant American Structure Point, Inc. at their November 15, 2007 meeting for the additional right-of-way work required to add bike lanes to this project. The cost of the additional services is not to exceed \$89,379.

Pigeon Creek Greenway Passage Project-Phase 3 Phase 3C-1 (Casino Aztar to Franklin Street along Pigeon Creek):

Ms. Lamb: This is the Joan Marchand Bridge rehabilitation project and overlook trail spur. The letting date for this project has been pushed back to November 19, 2008 according to the INDOT website. This delay is due in large part to an increase in the cost estimate for this project. The plans are being reviewed for potential cost reduction options.

VANDERBURGH COUNTY

Green River Road – Millersburg Road:

Ms. Lamb: The County Commissioners approved a supplemental agreement with the existing consultant Clark Dietz at their December 18, 2007 meeting. The agreement will provide an additional \$12,800 for design changes needed to maintain traffic on Green River Road during construction.

Oak Hill Road – Bergdolt Road:

Ms. Lamb: Utility coordination is underway, and the consultant is working toward a spring 2008 letting for construction.

Green River Road:

Ms. Lamb: The County Commissioners agreed to pay an additional \$4M to maintain traffic on Green River Road during the construction of this project. A supplemental agreement with consultant DLZ was signed at the December 18, 2007 meeting. A supplemental agreement with consultant BLA is pending.

Upper Mt. Vernon Road – Red Bank Road:

Ms. Lamb: The letting date for the construction of this project has been pushed to May 8, 2008 to give the consultant Savage Engineering additional time to prepare the required Ready for Contract information packet.

INDOT PROJECTS

SR 57 – SR 68:

Ms. Lamb: This project has been added to INDOT's website with a proposed letting date of August 6, 2008.

SR 57 – Boonville-New Harmony Road:

Ms. Lamb: Construction of this project was completed in November, 2007, and the intersection has been fully opened to traffic.

SR 62, Warrick County

Section II (6th Street in Chandler to just west of Boonville):

Ms. Lamb: This is a clarification because the last update we had was in January 2007, and at that time, construction was in 2008 at a cost of \$25,035,000. With the adoption of the current 2008-2011 TIP in June 2007, construction of this project was moved back to 2010 with an estimated cost of \$36,337,665. I still don't have an answer as to the \$10M cost increase.

Mr. Mills: Richard, do you know anything on that?

Mr. Meyer: No.

Mr. Mills: I heard that they had some gas main issues in the area. I didn't know if it was related to that.

Mr. Meyer: The only thing I did hear, was that there were some issues there with the Community Natural Gas of Boonville.

SR 66, Warrick County

Phase II (SR 261 to French Island Trail):

Ms. Lamb: The construction letting date has been pushed to February 6, 2008. The delay is due to issues raised concerning the constructability of the current set of plans. So this went up to basically the December 12th letting and then they withdrew it.

SR 66, Warrick County

Phase III (French Island Trail to Yankeetown Road):

Ms. Lamb: A final field check meeting was held December 4, 2007 at the INDOT field office on Spry Road. Issues raised include the maintenance of traffic at the ALCOA/Vectren entrances which serve 600+ trucks and vehicles per day.

I-69 CORRIDOR

I-69 Kentucky:

Ms Lamb: The results of a study to prioritize improvements needed to upgrade the E.T. Breathitt and Wendel H. Ford Parkways to interstate standards were presented at three public meetings held in November and December 2007 by KYTC. I have included the KYTC flyer that gives information on this project. Under the Master Plan, it says the Master Plan provides a prioritized list of features that need to be fixed in order for the parkways to meet interstate standards. It also includes information about environmental impacts and cost estimates. To construct the recommendation from the Master Plan, it would cost around \$145,000,000 and I think this is roughly split 50/50 between the Wendel H. Ford and the E.T. Breathitt. Some features are not recommended for improvement at this time, but may be required later as traffic volumes increase. The total cost to fix everything along both parkways would be near \$300M. With the results of the study, KYTC can apply for interstate status for this portion of I-69. It also includes all the information necessary to begin allocating funding for the Henderson to Eddyville segment and planning construction projects to upgrade the corridor.

Mr. Holderread: Laura, I have a question or comment concerning the upgrade of 62 into Boonville. My question is, what is the future planning status of continuing the extension or the improvement of 62 to the east? Another question is, taking a four-lane highway into the very limited capacity streets of Boonville is like putting a fire hose in a two-gallon bucket. There seems to be a more urgent need now to consider the bypass project on 61 to the north and the upgrade of 61 to a super tube from Boonville to I-64. Those are a couple observations or questions.

Mr. Mills: I attended a meeting a couple weeks ago over in Warrick County that specifically addressed the 61 bypass. INDOT has started a project that is going to be studying that again. They are taking the work that Bernardin Lochmueller had done and are moving forward with it. Who is the consultant? I don't remember right now.

Mr. Shokouhzadeh: Corradino.

Mr. Mills: Corradino is doing that work. They are in the process of studying it. They are aware of it. Warrick County was looking at some options to have a northern connection from 62 up to Boonville-New Harmony. They were looking at things that might peel off near the new Wal-mart and seeing how that might tie into the 61 bypass when that gets constructed. There were questions and concerns about how far north can they take that. Obviously they would want it to go all the way to 64. I don't think it is in their scope at this time to do that. But that is a concern. So it is a project that has been worked on.

Mr. Holderread: Just another footnote comment. I noted the traffic concerns about the 600 trucks going in and out of Alcoa/Vectren. Most of those trucks come down through Boonville. So I think there is a pressing need to upgrade 61 from Boonville to I-64 as a super tube too.

Mr. Keepes: Are there any other questions or comments? If not, thank you Laura.

NEW BUSINESS

FY2008-2011 TIP Amendments

Mr. Luebke: The Evansville MPO is seeking approval of the following six TIP amendments for the FY 2008-2011 TIP. The changes are summarized below and the revised TIP pages are here today. The MPO is requesting an amendment to add the administration of FTA 5316 job access and reverse commute program. Activities included solicitation of projects, competitive selection process, and updates to the Coordinated Public Transit Human Service Plan and activities as described in the FY 2008 Unified Planning Work Program. The project total cost is \$9,933 and that is 100% federally funded with FTA 5316 funding. We have a similar amendment also for FTA 5317 New Freedoms program. Again, activities include solicitation of projects, competitive selection process, and updates to the Transit Human Service Plan as in the FY 2008 UPWP. The total project cost of this is \$5,954 and will also be 100% federal funded with FTA 5317 funds.

Mr. Luebke: INDOT has two amendments.

DES#0100957

Mr. Luebke: This is US 41 North. This is an added travel lane project from 0.3 miles north of Diamond Avenue to 0.65 miles north of SR 57. That is Mt. Pleasant Road. They are adding preliminary engineering in FY 2008 at a cost of \$601,235. This will be funded by \$480,988 in federal STP funds and \$120,247 in INDOT funding. They also added right-of-way in FY2008, \$100,000. It will be 80% federal STP funds and \$20,000 INDOT funds.

DES#0710889

Mr. Luebke: The second amendment is I-69. This is new road construction from I-64 via the SR 57 corridor to 1.77 miles north of I-64. This is to add preliminary engineering in FY2008 at a cost of \$15,000. That would be \$12,000 federal NHS funds and \$3,000 in INDOT funds. And also adding FY2008 construction at a cost of \$300,000. Construction funding will be \$240,000 in NHS funds and \$60,000 in INDOT funds. I can add a note to that. That amendment actually is splitting out a discrete portion of the I-69 project that is currently in the TIP for I am presuming project accounting measures. They needed to set that separately. That is the way it has been explained to me. Although it says we are adding a DES# and project, it really is splitting a portion of the existing project.

Mr. Luebke: We also have one amendment from the KYTC.

Item#02170

Mr. Luebke: This is Watson Lane at US 41. We are adding right-of-way funding totaling \$240,000 in FY 2008. That will be funded by \$192,000 in Henderson dedicated STP funds and \$48,000 in KYTC funds. One note on this, when you go to your amendment pages, KYTC has the following update of their program of projects. So you have replacement pages for your TIP amendment. But this TIP amendment is in the modification pages which will come next.

Mr. Luebke: The Henderson Area Rapid Transit is our last amendment. There is no item number for this. They are requesting that we add 5307 Capital Assistance Program funding for the purchase of a replacement transit bus in FY 2008. The replacement cost of \$165,000 will be funded by \$148,500 in FTA 5307 funds and a \$16,500 match from KYTC. You do have replacement pages for these various amendments in this packet. There are quite a few there. So if there are any questions or comments on that, I would be happy to answer those.

Mr. Keepes: Any questions for Craig? If not I would entertain a motion for approval of those six TIP amendments. (Motion was made by Mr. Nsonwu and seconded by Mr. Harty.) SO ORDERED.

FY2008-2011 TIP Administrative Modifications

Mr. Luebke: We have two administrative modifications to the current TIP. These are informational items and we do not have approval by this body or the Policy Committee. It is just to keep you advised of these changes to the TIP. KYTC has requested both of these modifications. The first is the Henderson Riverfront Development Project. Funding was not authorized in FY 2007 so they have asked that we push those projects forward into 2008-2010. Again, it is to reflect unauthorized funding for FY 2007. If you look on page 6-28, you see that the FY 2008 fundings, those were in the prior TIP and we are basically pulling them forward to pushing the two years in the current TIP out.

Mr. Luebke: The second amendment is actually a batch amendment. There is a new federal requirement for cost estimates to be in year of cost construction. KYTC's project estimates did not meet that standard when we developed the original TIP. They were able to provide us with the information updating their cost estimates. So anywhere where we have Kentucky projects, we have updated the costs to the year of expenditure for any phase that is in the TIP. I believe they moved two projects shifted one fiscal year within the TIP. I know that is quite a bit to digest, but each of those pages basically reflects those changes and you will see all the tabular data in the TIP, we also updated those to reflect a large number of changes to their fiscal numbers. Those are the two modifications. Does anyone have any questions?

Mr. Keepes: Thank you Craig.

OTHER BUSINESS

None.

PUBLIC COMMENTS

Mr. Harty: I think this should go on record since I represent the west side. The St. Joe Avenue project is abomination. I don't think there have been plans for emergency lanes. Am I right, going up the hill? It is just two lanes and not an emergency pull off lane?

Mr. Keepes: That is correct. There will be two lanes in each direction.

Mr. Harty: But there will be no emergency lane?

Mr. Keepes: That is correct.

Mr. Harty: I have had several questions from W. Franklin Street businessmen. They want to know why they closed it. And for days on end, you do not see anybody working in that intersection. I can't tell them why. But I said in the beginning when this project was scheduled for completion in 2009, somebody doesn't know how to let contracts, or something is wrong. They did not even start on the hill at Mesker going down to Diamond Avenue. That could have been worked on the same time as any other part of that walkway. I am just saying it is a poorly let project according to time, dates and progress. It is causing a big headache for a lot of people. A lot of people are asking questions why. That is all I have to say. Thank you.

Mr. Keepes: Thank you. Is there anybody else who would like to comment?

Meeting adjourned.