



Evansville Metropolitan Planning Organization

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EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

**Regular meeting held at 10:00 a.m. in Room 301
Civic Center Complex – Administration Building
Evansville, Indiana**

September 3, 2009

ROLL CALL

Members Present:

Richard Meyer, Patrick Keepes, W.R. Brodwater, Glenn Boberg, Kerry Kamp, Nick Hall, Gina Boaz
Teleconference: Emmanuel Nsonwu and Jay Mitchell

Evansville MPO Staff Present:

Brad Mills, Craig Luebke, Laura Lamb, Dave Stensaas, Rob Schaefer, Kari Akin, Seyed Shokouhzadeh

Others Present:

APPROVAL OF MINUTES

Mr. Keepes: The first item on the agenda is approval of minutes for the August meeting. Is there a motion for approval? (Motion was made by Mr. Meyer and seconded by Mr. Boberg.) SO ORDERED.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Oak Hill Road (STP-U/local funded):

Phase 1 (US 41 to Pigeon Creek):

Ms. Lamb: Final tracings have been submitted to INDOT and the city is anticipating the bid letting for construction to be held this fall.

Phase 2 (Pigeon Creek to Lynch Road):

Ms. Lamb: American Structure Point, Inc. has been selected as the consultant to provide right-of-way services.

Lincoln Avenue Conversion (Hazard Elimination Safety funding):

Ms. Lamb: This is between Rotherwood Drive and Hebron Avenue. Construction of this project began on August 24, 2009 and is scheduled to be complete by October 7, 2009.

Vann Avenue – Lincoln Avenue (CMAQ/local funded):

Ms. Lamb: Construction of this project is now complete.

Lincoln Avenue Reconstruction (local funded):

Ms. Lamb: This is from Martins Lane to Kirkwood Drive. Construction of the project is complete.

TOWN OF NEWBURGH

Main Street, Jennings Street and Plum Street (HES/local funded):

Ms. Lamb: Right-of-way acquisition is now complete and the consultant is preparing the final tracing documents for submittal.

KYTC PROJECTS

US Hwy. 41A/Green Street widening (STP funded):

Ms. Lamb: The MPO has submitted comments to the KYTC regarding issues of particular concern that may require special consideration and/or review. These issues include appropriate traffic sign location for advance warning; prohibiting through traffic at particularly hazardous offset intersections; closure of median openings near the US 41 interchange; relocation or removal of accident-prone private access drives; improving capacity issues at signalized intersections; improving intersection site distance; improving vertical clearance for freight trucks under the CSX overpass; and maintaining or improving bicycle and pedestrian functionality along the corridor.

I-69 CORRIDOR

I-69 Indiana: Evansville to Indianapolis

Ms. Lamb: A preliminary field check meeting for was held August 13, 2009 at the INDOT Evansville sub-district office. The field check plans, which cover the section from SR 168 to SR 64 in Gibson County, are available in the MPO office for review. That is all I have. Are there any questions about those?

Mr. Keepes: If there are no questions, thank you Laura.

TIP STP and CMAQ PROJECT PRIORITIZATION

Mr. Luebke: This is back for the second time. If you were here last month, you have seen this once before. The recent Transportation Planning Certification Review, Federal Highway was adamant that they wanted us to develop a formal and written project prioritization process for our locally allocated funding. We have brought forward a draft last month and are presenting a final review based on comments received over the last month for the STP funded projects and the CMAQ funded projects. It is required by federal regulations that it will serve as guidance to the Policy Committee but does not directly indicate project selection. We hope that it will document the process of project development as a partnership between local agencies and the MPO. Do keep in mind that each of the funding sources will be reviewed separately. What you see in the attachments is the project application for the surface transportation program process as well as the CMAQ project application and then the scoring factors that are applied to both of those projects. They are essentially the same with the exception of the CMAQ process, then goes on past additional CMAQ prioritization factors layered on top of the STP process. If you have any questions, I'd be more than willing to answer them about this. I will point out that this process will be used to score projects moving forward when we request new projects from our local part project partners.

Mr. Keepes: Any questions for Craig? (None.) We will need a motion for approval. (Motion was made by Mr. Boberg and seconded by Mr. Meyer.) SO ORDERED.

NEW BUSINESS

FY 2008-2011 TIP AMENDMENTS

Mr. Luebke: We have one TIP amendment this month. That has been requested by INDOT.

DES #0901622

Mr. Luebke: This is a district paving project on I-164 from 4.9 miles south of SR 66 to I-64. They are adding the project for construction in FY 2010. Total project cost of \$2,000,000 will be funded with \$1,600,000 in federal STP funds and a \$400,000 INDOT match.

Mr. Keepes: Any questions? I will entertain a motion for approval. (Motion was made by Mr. Boberg and seconded by Mr. Hall.) SO ORDERED.

FY 2008-2011 TIP ADMINISTRATIVEMODIFICATIONS

Mr. Luebke: I have four administrative modifications to the TIP. The first two are related. They are to revise the funding sources for Oak Hill Road Phase 1 project, as well as the downtown Evansville traffic signal modernization. Due to ARRA timing constraints, we are swapping the ARRA funding for STP funding for both of those projects.

DES # 0101271

Mr. Luebke: This is Oak Hill Road Ph. 1. This is reconstruction with added bike lanes from Pigeon Creek to Lynch Road. The project is being revised to reflect the updated cost estimate, FY construction and funding sources. The total FY 2010 project cost of \$8,650,587 will be split with \$2,618,496 in ARRA funds, \$4,825,673 in federal STP funds and \$1,206,418 in local funds.

DES # 0900622

Mr. Luebke: This is the downtown Evansville traffic signal modernization and access revisions downtown. We are revising the funding sources for that project which is a total cost of \$2,989,746 and that will be funded with \$2,094,797 in federal STP funds and \$894,949 in local funds.

Mr. Luebke: The second two amendments are requested by the KYTC. A new requirement Federal Highway in Kentucky is requesting is that mile point information must be present on projects that are in the TIP. These two are moving forward that meet that information quickly and will be moving forward with that and this project information to all KYTC projects in the TIP, these two needed to get out ahead so they can move forward is my understanding.

ITEM #02-710.00:

Mr. Luebke: US 41: widening Watson Lane on the west leg to accommodate two approach lanes and one receiving lane. They are adding the mile point information to the project description.

ITEM#02-966.00:

Mr. Luebke: US 41A: widening of US 41A at KY 136 to construct two-way left turn lane, also adding mile point information. If you go to the very last page in the packet, those mile points are listed in the project description. So from mile point 1.098 to 1.167 for the US 41 project; and mile point 14.48 to mile point 14.66 for US 41A project over on the left hand side of your project description. Any questions?

Mr. Keepes: If there are no questions, thank you Craig.

LONG RANGE TRANSPORTATION PLAN AMENDMENT

Mr. Stensaas: Last month we had an informational item that we were in the process of amending the Long Range Transportation Plan. This month we have given you an executive summary showing what the major changes to the plan are with this amendment. I won't read all this. You can read through it and provide us with any comments that you may have. We are going to open a public comment period for this tomorrow running through September 18th. Real quickly, I will go over these four things that are the major changes. We have added a vision statement, as recommended by the federal certification review team. In the long range plan projects, there have been several changes, most of which have been projects that have been completed and taken out. Some of the projects that have moved to horizon years 2015 and beyond, there are several of those projects split, not by any means the majority, a very small percentage of them. But there were several that were split. Only two projects were added projects in

Kentucky. Then we have a transportation survey update which we combined the survey data results from 2006 with the 2009 survey. We included an updated list of congestion management traffic counts and turning movement areas and then the list under item 5 shows you where we made other changes, but they are too numerous for us to list. But they are basically minor changes such as updating tables and graphics and projects like bikeway projects that have been done in Evansville. So if anybody has any questions, I would be glad to answer them. Let us know if you have any comments.

Mr. Mills: We do have the plan online.

Mr. Stensaas: Yes, we have the draft plan on the website if anybody wants to look at it in its entirety, and of course the existing one.

Mr. Luebke: I want to point something out which was pointed out to me. On the Oak Hill Road project, I realize I had the Phase 2 project limits listed there as opposed to the Phase 1, so that reconstruction project for Phase 1 is US 41 to Pigeon Creek, not Pigeon Creek to Lynch Road. So that is a clarification.

Mr. Keepes: Thank you Craig. Thank you Dave.

DRAFT TRANSPORTATION CONFORMITY ANALYSIS FOR THE OZONE AND PM2.5 AIR QUALITY DSTANDARDS

Mr. Shokouhzadeh: In your packet, you have a copy of the Draft Transportation Conformity Analysis for 2035 Transportation Plan for your review and comments. Conformity determination is a federal requirement for adoption of the Transportation Plan and the TIP. There are two separate sections in that draft document; one is for ozone which covers Vanderburgh and Warrick counties. The second section is for PM2.5 which covers the six county area listed in the document. For conformity analysis, we have included all regionally significant projects regardless of the funding when we were modeling all the projects. This document requires a public comment period of 15 days which will run from September 8th to the 22nd. We would appreciate any comments that you might have and get them to us by the 22nd or before. One more thing, there is an attachment to this document that is over 4,100 pages. We couldn't print them they are online on our website that you can take a look at. It is mostly supporting documentation for all the numbers.

Mr. Keepes: Thank you Seyed. Any questions? (None)

OTHER BUSINESS

None.

PUBLIC COMMENTS

None.

Meeting adjourned.