



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 301
Civic Center Complex – Administration Building
Evansville, Indiana**

January 7, 2010

ROLL CALL

Members Present:

Richard Meyer, Bill Harty, Pat Keepes, Kerry Kamp, Will Brodwater, John Stoll, Gina Boaz, Mary Raley, John Petkovsek, John Fields

Evansville MPO Staff Present:

Brad Mills, Craig Luebke, Laura Lamb, Vishu Lingala, Dave Stensaas, Rob Schaefer, Seyed Shokouhzadeh

Others Present:

APPROVAL OF MINUTES

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

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Oak Hill Road: Phase 1 (US 41 to Pigeon Creek)

Ms. Lamb: According to INDOT's website, this project was let for construction on December 9, 2009 to JH Rudolph & Co. of Evansville for a low bid of \$6,897,229.30. This was about a million dollars less than the engineer's estimate at \$7,846,000.

Pigeon Creek Greenway Passage Project: Phase 3C-2 (Franklin to Lamasco Park at Maryland Street)

Ms. Lamb: The letting date for this project was postponed to allow for the submittal of additional documentation. The city has indicated all necessary documents have been filed with INDOT and expects the project to be posted in February for bids.

VANDERBURGH COUNTY

University Parkway: Phase 1 (Upper Mt. Vernon Road to Marx Road)

Ms. Lamb: According to INDOT's website, this project was let for construction on November 4, 2009 to Weddle Bros. Highway Group for a low bid of \$6,105,492.10, which was more than a million dollars less than the engineer's estimate of \$7,330,000.

Green River Road – Millersburg Road:

Ms. Lamb: This project is essentially complete with only minor issues to be addressed. The traffic signal installed is currently set for an all-way stop flashing condition, but should be fully operational within the next couple of weeks.

Baseline Road, CSX Overpass:

Ms. Lamb: This project is now complete and open to traffic.

TOWN OF NEWBURGH

Rivertown Trail: Phase 2 (Old Lock and Dam Site to New Lock and Dam)

Ms. Lamb: According to INDOT's website, both sections A and B of this phase were let for construction on December, 9, 2009 to Ragle, Inc. of Newburgh for a low bid of \$2,594,204.08. This was significantly lower than the engineer's estimate of \$3,900,000.

WARRICK COUNTY

Oak Grove Road in Warrick County: (Section 1: County line at I-164 to Libbert Road)

Ms. Lamb: A preliminary field check meeting was held December 17, 2009. A public meeting is anticipated for this spring.

Bridge #43 and #44 Replacements:

Ms. Lamb: This is on Seven Hills Road over Pigeon Creek and the Wabash and Erie Canal. Completion of this project has been postponed and is expected to continue into the spring, though the roadway is currently open to traffic.

INDOT PROJECTS

SR 66 in Warrick County: (Phase II: SR 261 to French Island Trail)

Ms. Lamb: The contractor has requested an extension to the contract for completion of this project citing weather related delays. This request is currently under review at INDOT.

KYTC PROJECTS

US 41A/Green Street – KY 136/Sand Lane:

Ms. Lamb: This project was let for construction on December 10, 2009 to Hazex Construction, Inc. of Henderson for a low bid of \$1.02M. This was approximately \$52,188 higher than the engineer's estimate.

US 41 at Watson Lane:

Ms. Lamb: Bids received for this project at the December 10, 2009 letting have been rejected. The project will be posted again for letting later this month. Does anyone have any questions about any of those or any additions?

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

NEW BUSINESS

A. FY 2008-2011 TIP Administrative Modification

Mr. Luebke: The TIP administrative modification was for METS ARRA or stimulus projects. They were revising the project budget details when the lettings of bids went out for the work being done. So the dollar figures came in differently than what they had originally proposed, to stay within the exact budget that was allowed so they shuffled some of the funding numbers around. This is the only change we are making there, we do not have to have movement for approval on that. I will take any questions about that one.

Mr. Keepes: Any questions for Craig? If not, thank you Craig.

B. New Congestion Mitigation Air Quality Project Review and Selection

Mr. Luebke: You may recall that we were here recently to look at a process for selecting new CMAQ projects. We did have a project call that went out to all our local public agencies in coordinating with them. We had one project that came back. It was a request from METS. The total request is for \$84,000 in CMAQ funding for a transit awareness and free fare program day, as well as route map improvements for this coming year. The project includes free fare date promotions during the summer, air quality alerts to increase awareness in ridership, and also printing of new revised route maps. Maps riders can take with them and one large map displayed at the downtown transfer terminal. Total project cost is \$105,000. That is federal participation of 80% for that \$84,000 figure, and a local match of \$21,000. We went through the project scoring. We did note that the CMAQ prioritization process, as we developed it, of course tends to want to score for road projects, so transit projects come out a little

funny there. The project point total of 12 out of 51 was due to a number of categories really being applicable to road projects and not being transit oriented. This is the only project proposal so we can't rank them based on relative air quality of multiple projects being done right now. But you do see the raw emissions data, and for the CMAQ reduction program you will see carbon monoxide and nitrous oxide there for the program project. Does anyone have any questions or comments?

Mr. Keepes: Any questions for Craig? I would like to say for the record that when we were talking about new CMAQ projects, I did speak with Craig and Seyed about the intersection of Weinbach and Washington Avenues. We did look at that and thought it would be a good candidate at the time. As we analyzed it though, we did see that the improvements that we were proposing did not significantly affect the level of service. So that is one of the reasons why we don't have a competing project there. At the time we thought that was a good one. But the numbers just didn't bear that out.

Mr. Luebke: If I could follow up on that, you do see the program list of projects there and the available budget we have this year and moving into the future fiscal years for projects, and we are going to be working with other local public agencies.. We will have an additional CMAQ call in the fall because we probably are going to have some additional money. So we will work with Pat and try to look at an additional project that might work to be a better solution. Right now in fiscal 2010, we have about a million dollars in the budget currently, so we are looking at a small component of what the actual funding available this year is for this program.

Mr. Keepes: Any questions on the METS project? If not, we need a motion for approval. (Motion was made by Mr. Stoll and seconded by Mr. Brodwater.) SO ORDERED.

C. Intelligent Transportation System (ITS) Architecture Update: Addition of Downtown Evansville Signal Modernization Project

Mr. Luebke: We also have an update to the Intelligent Transportation System Architecture. The ITS architecture essentially addresses technologically oriented projects here in the project area that addresses the transportation system. There is a traffic signal modernization project that is moving forward in the near downtown region area. That was not in the initial architecture. The update is essentially to add that project listing to the architecture that is existing. Our office worked with a signal group, Dave Savage, the City, and Metropolitan Development is working on that project to make sure that the various components that are required for the architecture were added for this project amount to move forward. Having added that project to the list is one of the checkmarks along the way that will allow federal highway funds to be allocated to that project. My understanding is the project is going to move forward in the spring, is my understanding at this point. There is a description, if you scan through to the last page, the description of the signal modernization project in Evansville. It is for economic development in the downtown central business district to reduce travel time and reduce pollution caused by idling vehicles, and implement facilities to make downtown more accessible to the handicapped and provide an aesthetically pleasing facelift to an aging intersection infrastructure.

Mr. Keepes: Any questions for Craig? If not, I will entertain a motion for approval. (Motion was made by Mr. Meyer and seconded by Mr. Harty.) SO ORDERED.

OTHER BUSINESS

A. 2010 EMPO Policy and Technical Schedule

Mr. Mills: We typically meet the first Thursday. So this basically reflects that.

B. EMPO Open House Meeting (January 13th 4:00-6:00 p.m., Civic Center Room 301

Mr. Stensaas: This is pretty self-evident. But for the record, I would say that we are opening a meeting here in Room 301 on Wednesday, January 13th from 4-6 p.m. for the general public to come in and ask us about any of the projects that are in the TIP, or any other projects. We are going to bring some information on different proposed projects, such as the Evansville rideshare project, bike routes, things of that nature. The public can come in and talk to our staff. So this is just an informational item.

Mr. Keepes: Thank you Dave. I look forward to seeing everybody at the open house.

PUBLIC COMMENTS

Mr. Keepes: Are there any guests today or anybody in the audience who would like to make a public comment? (None.)

Meeting adjourned.