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## Section 5: 2006-2008 Transportation Improvement Program

This section includes descriptions of the programs and projects scheduled in the 2006-2008 TIP. The TIP is divided into two sections: the long and short range programs. Projects or programs in the long range program must be consistent with the transportation plan, while those in the short range element are supported by the Transportation Systems Management Element. Costs shown represent the amount of funding programmed for each project in this 2006-2008 TIP.

The Fiscal Year 2006-2008 TIP calls for the advancement of a variety of projects and programs for FY 2006-2008 at a total cost of approximately \$323 million. The federal share of the total is approximately \$236 million, the state share is approximately \$54 million, and the local government share is approximately \$33 million.

### **Long Range Program:**

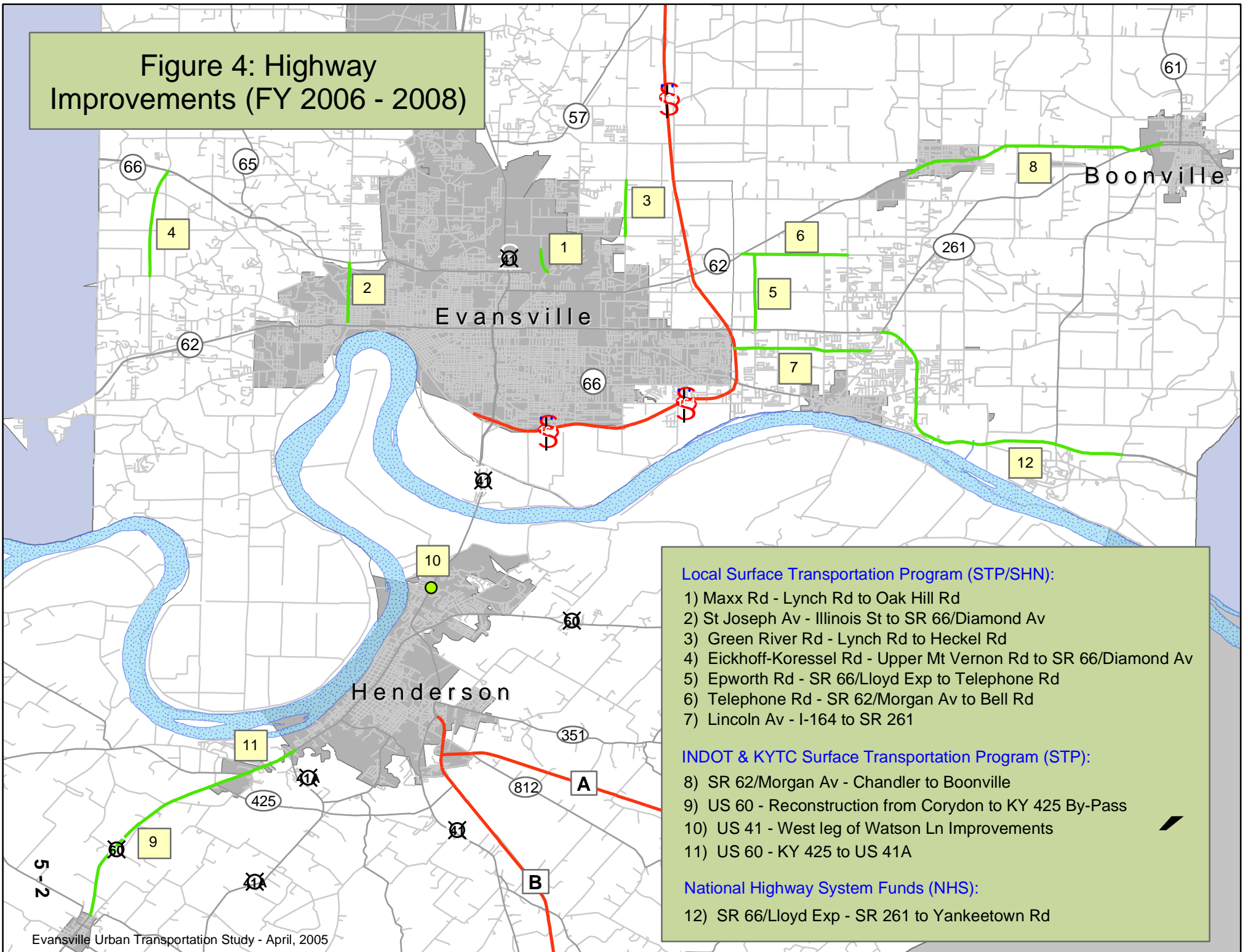
The following transportation improvements are consistent with the Year 2005 Amendment to the EUTS 2030 *Transportation Plan* as required by federal regulations. The transportation plan project identification number is provided in parentheses.

### **Highway Improvements** *see Figure 4*

Local Surface Transportation Program (STP) Projects: programmed for construction during FY 2006-2008

- 1. Maxx Road: Oak Hill Road to Lynch Road (06-1) ..... \$350,000**  
Maxx Road will be extended from its current termini south of Lynch Road to Oak Hill Road. Construction of this new two lane facility will be funded using 100% local funds. Construction is programmed to begin in the FY 2006. (*Estimate for CN only*)
- 2. St. Joseph Avenue, Phases 3 & 4: Illinois St. to SR 66/Diamond Avenue (06-2, 06-3) ... \$5,867,000**  
St. Joseph Avenue will be widened from 2 lanes to 5 lanes from Illinois Street to Mesker Park Drive (Phase 3) and then from 2 lanes to 4 lanes from Mesker Park Drive to SR 66/Diamond Avenue (Phase 4). The construction phase of this project is programmed to begin in FY 2006, by the City of Evansville. (*Estimate for CN only*)
- 3. Green River Road, Sections C1 & C2: Lynch Road to Heckel Road (06-5, 15-7) ..... \$14,693,000**  
These projects will continue the widening of Oak Hill Road, from two to four travel lanes, from Lynch Road to Hirsch Road (Section C1) and from Hirsch Road to Heckel Road (Section C2). Section C1 will be funded using 100% local funds and is programmed for construction in FY 2006. Section C2 is programmed for construction in FY 2007 using STP, bridge and local funds. (*Estimate for CN only*)
- 4. Eickhoff-Koressel Road – Phase 1: Upper Mt. Vernon Road to Marx Road (06-4) ..... \$6,978,000**  
Eickhoff-Koressel Road will be a new, four lane arterial that will provide a needed north-south corridor for the western part of the EUTS Study Area. Construction of Phase 1, from Upper Mt. Vernon Road to Marx Road, is programmed to begin in FY 2007. This phase will include the construction of a new bridge (Bridge 2) over the Little Pigeon Creek (*Estimate for CN of Section A2- Phase 1, including 1 bridge*).

**Figure 4: Highway Improvements (FY 2006 - 2008)**



**Local Surface Transportation Program (STP/SHN):**

- 1) Maxx Rd - Lynch Rd to Oak Hill Rd
- 2) St Joseph Av - Illinois St to SR 66/Diamond Av
- 3) Green River Rd - Lynch Rd to Heckel Rd
- 4) Eickhoff-Koressel Rd - Upper Mt Vernon Rd to SR 66/Diamond Av
- 5) Epworth Rd - SR 66/Lloyd Exp to Telephone Rd
- 6) Telephone Rd - SR 62/Morgan Av to Bell Rd
- 7) Lincoln Av - I-164 to SR 261

**INDOT & KYTC Surface Transportation Program (STP):**

- 8) SR 62/Morgan Av - Chandler to Boonville
- 9) US 60 - Reconstruction from Corydon to KY 425 By-Pass
- 10) US 41 - West leg of Watson Ln Improvements
- 11) US 60 - KY 425 to US 41A

**National Highway System Funds (NHS):**

- 12) SR 66/Lloyd Exp - SR 261 to Yankeetown Rd

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5. **Epworth Road: SR 66/Lloyd Expressway to Telephone Road (15-13) ..... \$8,310,000**  
 The Epworth Road improvements include the widening of an existing two lane facility to a four-lane divided roadway connecting SR 66/Lloyd Expressway with SR 62 just east of the I-164 corridor. The proposed median will aid in access management as the land use changes from agricultural use to more traffic intensive development. The construction of this project is programmed for the FY 2006.  
*(Estimate for CN only)*
  
  6. **Telephone Road, Phase I: SR 62/Morgan Avenue to Bell Road (06-9)..... \$5,925,000**  
 This project will widen Telephone Road to provide an improved two-lane facility to carry traffic from the Lynch Road Extension at SR 62/Morgan Avenue to Bell Road. The road is presently in poor condition and the improvement will result in safer accessibility to Warrick County and Newburgh. The construction of this project is programmed for FY 2006, and includes the replacement of a bridge.  
*(Estimate for CN only)*
  
  7. **Lincoln Avenue – Section 1: County Line to Grimm Road (15-14)..... \$2,150,500**  
 This project involves widening Lincoln Avenue to an improved two-lane facility and addressing the safety issues along the existing corridor. Six foot wide shoulders are proposed for bicycle use. This project is programmed for construction in the FY 2007. *(Estimate for CN only)*

INDOT and KYTC Surface Transportation Program (STP): projects programmed for construction during FY 2006-2008

8. **SR 62, Phases I, II, & III: Chandler to Boonville (15-17, 15-18, 15-19) ..... \$55,642,000**  
 This project will widen the existing two lane roadway to a four lane facility. A continuous left turn lane will be provided between 6<sup>th</sup> Street in Chandler and Boonville. Construction for Phase I, from the western city limits of Chandler to 6<sup>th</sup> Street, and Phase III, from 0.15 miles west of the Boonville city limits to Locust Street, is programmed to begin in the FY 2006. Construction for Phase II, from 6<sup>th</sup> Street in Chandler to 0.15 miles west of the Boonville city limits, is programmed to begin in the FY 2008. All Phases include signals and/or signs. Phase III includes one bridge replacement. Phase II includes four bridge replacements and one railroad crossing improvement. Capacity expansion is necessary to relieve congestion, which is currently being experienced along the corridor. *(Estimate for CN of all three Phases)*
  
9. **US 60, Henderson: Reconstruct from Corydon to Henderson By-Pass (15-26) ..... \$11,000,000**  
 KYTC will widen the existing two lane roadway to four lanes from Corydon to the Henderson by-pass. This project is programmed to begin construction in FY 2008. *(Estimate for CN only)*
  
10. **US 41, Henderson: Reconstruct the West Leg of Watson Lane (06-15) ..... \$250,000**  
 The City of Henderson and the KYTC are partnering on this intersection improvement project. The west leg of Watson Lane at the US 41 intersection will be improved to accommodate two approach lanes and one receiving lane to alleviate congestion. This project is programmed to begin construction in the FY 2008. *(Estimate for CN only)*

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- 11. US 60, Henderson: KY 425 to US 41A (06-16)..... \$12,000,000**  
 US 60 will be widened from KY 425 to US 41A in Henderson from a two lane roadway to a five lane facility with bicycle lanes and sidewalks. The project will alleviate traffic flow problems near an existing industrial area. This project is programmed for construction in the FY 2007. *(Estimate for CN only)*

National Highway System (NHS) Funds: projects programmed for construction during the FY 2006-2008

- 12. SR 66/Lloyd Exp., Phases II & III: SR 261 to Yankeetown Road (15-20 & 15-21)..... \$37,561,000**  
 SR 66 will be widened from two to four lanes between SR 261 and Yankeetown Road. Phase II, from SR 261 to French Island Trail (formerly SR 662), includes signs, signals, and flashers. Phase III, from French Island Trail to Yankeetown Road, includes signs, signals, and five bridge replacements. Both phases are programmed for construction in the FY 2006. This capacity expansion will reduce congestion and provide a safer corridor. *(Estimate for CN of Phases II & III)*

## **Bridge Funds**

Federal bridge funding is applied for on a competitive basis and may be used to replace, or rehabilitate bridges. Local bridge projects are under the responsibility of the County.

1. Green River Road Bridge over Pigeon Creek ..... \$4,444,000
2. Vanderburgh County Bridge Inspections ..... \$100,000
3. Warner Road Bridge over Cypress Creek..... \$521,000
4. Seven Hills Road Bridge # 43 over Pigeon Creek and Wabash Erie Canal ..... \$1,200,000
5. Seven Hills Road Bridge # 44 over Pigeon Creek and Wabash Erie Canal ..... \$750,000
6. Yankeetown Road Bridge # 271 over Pigeon Creek..... \$4,151,400
7. Warrick County Bridge Inspections ..... \$118,000

## **Short Range Program (Transportation Systems Management):**

The Transportation Systems Management (TSM) Element, which describes the short range program of improvements, has been developed in accordance with the requirements of the Federal Highway Administration & Federal Transit Administration (23CFR A, 23CFR C, & 49CFR). Through wise management, the existing transportation system may be efficiently utilized without the building of new facilities or the expansion of existing facilities. The TSM Element considers more than highway improvements; it seeks to increase the efficiency of the entire multi-modal transportation system. Projects and programs from the TSM Element include CMAQ, safety, enhancement, transit, bridge rehabilitation, and railroad crossing improvements.

EUTS commonly undertakes special studies and develops recommendations for improving the existing transportation system. As the transportation plan provides the basis for the long range program, these special studies provide the planning support for the short range programs & projects included in the TIP.

## **Congestion Mitigation & Air Quality (CMAQ)**

CMAQ funded projects, as identified in Section 3, seek to contribute to attainment of national air quality standards. Projects in the county that aid in maintaining air quality are eligible for CMAQ funding.

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Local CMAQ Projects: Costs for construction/implementation

- 1. Compressed Natural Gas (CNG) Conversion Program..... ongoing**  
The City of Evansville will utilize CMAQ funding to purchase or convert 40 fleet vehicles to CNG, due to the emissions benefits of this alternative fuel. This program is a Transportation Control Measure (TCM) in the State Implementation Plan (SIP).
- 2. Traffic Signal Control System Upgrade..... ongoing**  
The City of Evansville will replace the existing traffic control central computer system and install additional vehicle counting detector loops at congested intersections. This project is expected to result in substantial reductions in vehicle delay, fuel consumption, and air pollution.
- 3. Public Facilities Bike Racks ..... \$10,000**  
Bike racks will be installed at various public facilities throughout the City of Evansville.
- 4. Boeke Road & Walnut Street..... \$100,000**  
The project includes the installation of a traffic control signal and dedicated left-turn lanes on Walnut Street.
- 5. Green River Road & Lincoln Avenue Intersection Improvement ..... \$1,200,000**  
This project consists of the installation of new left and right-turn lanes on west bound Lincoln Avenue and right-turn lanes on the north and south bound Green River Road.
- 6. Maxx Road & Lynch Road Intersection Improvement..... \$500,000**  
The Maxx Road approach to the intersection will be reconstructed to include separate left-turn and right-turn lanes. An eastbound to southbound right-turn lane will be constructed on Lynch Road.
- 7. Ohio Street ITS System ..... \$50,000**  
The City of Evansville will install advanced warning ITS system that will inform motorists when a train is utilizing the Ohio Street railroad crossing. Motorists will then be able to choose another route and avoid the delay at the crossing.
- 8. Ozone Education Program ..... \$50,000**  
The program is designed to educate the public on the prevention of harmful pollution through transportation related methods.
- 9. Vann Avenue & Lincoln Avenue ..... \$1,000,000**  
The City of Evansville will construct north and southbound left-turn lanes on Vann Avenue and a westbound right-turn lane on Lincoln Avenue.
- 10. Weinbach Avenue at Lincoln and Walnut Intersection Improvements.....**  
The City of Evansville will construct north and southbound left turn-lanes on Weinbach Avenue at the Lincoln Avenue and Walnut Street intersections.
- 11. Burkhardt Road & Virginia Street Intersection Improvements..... \$1,000,000**  
Vanderburgh County will construct east and westbound double left-turn lanes on Virginia Street and extend the turn lanes on the northbound approach on Burkhardt Road.

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- 12. Green River Road & Heckel Road Intersection Improvement ..... \$1,000,000**  
The efficiency of the intersection will be improved by Vanderburgh County through the installation of turn lanes.
  - 13. Green River Road & Lynch Road Intersection Improvement ..... \$500,000**  
The installation of north and southbound double left-turn lanes on Green River Road and an eastbound right-turn lane on Lynch Road will aid in addressing the congestion experienced at this intersection.
  - 14. Green River Road & Millersburg Road Intersection Improvement..... \$1,492,000**  
Vanderburgh County will install a traffic control signal at the intersection, northbound and southbound dedicated left-turn lanes, and an eastbound right-turn lane on Millersburg Road. This project should improve the delay currently being experienced at the minor street approaches and the overall efficiency of the intersection.
  - 15. Oak Hill Road & Bergdolt Road Intersection Improvement ..... \$1,000,000**  
Vanderburgh County will construct north and southbound left-turn lanes on Oak Hill Road and install a traffic control signal at the intersection. This project should improve the delay currently being experienced at the minor street approaches and the overall efficiency of the intersection.

INDOT CMAQ Projects:

- 1. SR62/Morgan Avenue & Oak Hill Road Intersection Improvement ..... \$200,000**  
This project will include the construction of an additional southbound left-turn lane on Oak Hill Road and a westbound right-turn lane on SR 62. *(Estimate for RW only)*
- 2. SR 62/Morgan Avenue & Green River Road Intersection Improvement ..... \$1,494,000**  
This project will include the construction of dual left-turn lanes on all approaches and an eastbound right-turn lane on SR 62. *(Estimate for CN only)*
- 3. SR 66/Lloyd Expressway at Wesselman Park/Millennium Park ..... \$1,100,000**  
The INDOT is proposing the construction of a pedestrian overpass connecting Wesselman Park on the north side of SR 66/Lloyd Expressway and the proposed Millennium Park on the south side of the SR 66/Lloyd Expressway. The pedestrian overpass will eliminate the need for a pedestrian signal phase at the high volume intersection of Vann Avenue & SR 66/Lloyd Expressway. *(Estimate for PE & CN)*
- 4. SR 66/Lloyd Expressway & Stockwell Road Intersection Improvement ..... \$1,235,000**  
This project will include construction of an additional eastbound left turn lane on SR 66 and intersection geometric improvements on Stockwell Road. *(Estimate for RW & CN)*

On April 15, 2004, the US EPA designated Vanderburgh County and Warrick County as Basic non-attainment areas for the 8-hour ozone standard. EUTS continues to work with INDOT, IDEM and the US EPA to address the air quality conformity requirements under the new ruling. Should CMAQ funding become available for Warrick County, the CMAQ projects will be amended into the TIP upon approval.

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## Hazard Elimination Safety (HES)

The Hazard Elimination Safety funds are intended to implement safety improvement projects to reduce the number and severity of crashes at hazardous locations on any public road which may constitute a danger to motorists, pedestrians, and bicyclists. Typical projects include intersection improvements; pavement and shoulder widening; guardrail and barrier improvements; modification of roadway alignment; signing, pavement marking, and delineation; pavement grooving and skid resistant overlays; and shoulder rumble strips. Local projects that have received approval for HES funding are as follows:

- 1. Upper Mt Vernon Road – Red bank Road Intersection ..... \$35,000**  
Vanderburgh County will utilize HES funding to install flashing beacons at the intersection of these two county roads. (*estimate for RW & CN*)
- 2. Main Street, Jennings Street & Plum Street Intersection ..... \$297,000**  
The Town of Newburgh will improve the safety of this multi-leg intersection by realigning the minor street approaches to the intersection and by the construction of traffic channelization features. (*estimate for RW & CN*)

## Transit

**Metropolitan Evansville Transit System (METS) see Table 3**

**Operating Assistance ..... \$5,543,728**

In the next five years, METS will continue to require operating assistance grants from the FTA. Maintenance of existing services will require expenditures greater than the increasing revenue levels. The service for which operating assistance is sought will be designed not only to provide transportation for transit-dependent riders but also to provide an alternative to the choice rider. Figure 5 shows the current METS bus route system and the minority areas served.

The primary benefits of operating assistance to the users of the system would be: (1) the addition of transit service to areas not being served and (2) the provision of half-fares for the elderly and individuals with disabilities in off-peak hours. During FY 2006, \$5,710,040 is being sought in transit operating assistance. Of that amount, 5% will be funded by the FTA Section 5307 grant, 17% will be funded from the State Public Mass Transit Fund (from sales tax) and 77% will be funded by the City of Evansville's General Fund.

**Capital Assistance (Section 5307)..... \$1,322,350**

Capital projects for fiscal year 2006 include:

### Section 5307 Funds

- **Replace 4 Transit Buses.....\$1,000,000**  
Four transit buses will be purchased to replace vehicles that have exceeded their useful life in terms of mileage and years of service.
- **Replace 5 BOC Minibuses ..... \$300,000**  
Five BOC minibuses will be purchased to replace vehicles that have exceeded their useful life in terms of mileage and years of service.

**Table 3: Metropolitan Evansville Transit System (METS) Expenses/Revenues****Actual Operating Expense**

Expense Summary	2000	2001	2002	2003	2004	Total
Operator's Salaries & Wages	1,877,292	2,055,908	1,997,869	2,057,926	2,153,185	\$ 10,142,180
Other Salaries & Wages	523,766	524,815	776,949	761,151	796,383	\$ 3,383,064
Fringe Benefits	919,788	955,303	993,934	1,150,164	1,192,541	\$ 5,211,730
Contract Services	76,117	95,657	60,780	46,010	45,526	\$ 324,090
Materials & Supplies	660,789	729,964	687,967	729,023	859,688	\$ 3,667,431
Utilities	46,122	60,648	52,919	55,386	57,606	\$ 272,681
Casualty/Liability	45,497	58,662	67,923	78,111	91,397	\$ 341,590
Purchased Transportation						\$ -
Other	10,873	11,550	18,208	18,383	3,261	\$ 62,275
<b>Total Expenses</b>	<b>4,160,244</b>	<b>4,492,507</b>	<b>4,656,549</b>	<b>4,896,154</b>	<b>5,199,587</b>	<b>\$ 23,405,041</b>

**Operating Expense Forecast**

Expense Summary	2004	2005	2006	2007	2008	Total
Operator's Salaries & Wages	2,737,331	2,835,000	2,920,050	3,007,651	3,097,880	\$ 14,597,912
Other Salaries & Wages						\$ -
Fringe Benefits	1,181,612	1,400,000	1,442,000	1,485,260	1,527,260	\$ 7,036,132
Contract Services	62,909	75,000	77,250	79,567	81,750	\$ 376,476
Materials & Supplies	916,671	1,000,000	1,030,000	1,060,900	1,092,700	\$ 5,100,271
Utilities	115,492	150,000	154,500	159,135	163,909	\$ 743,036
Casualty/Liability	93,197	70,000	72,100	74,263	77,233	\$ 386,793
Purchased Transportation						\$ -
Other	25,870	13,728	14,140	14,564	15,000	\$ 83,302
<b>Total Expenses</b>	<b>5,133,082</b>	<b>5,543,728</b>	<b>5,710,040</b>	<b>5,881,340</b>	<b>6,055,732</b>	<b>\$ 28,323,922</b>

**Actual Operating Revenue**

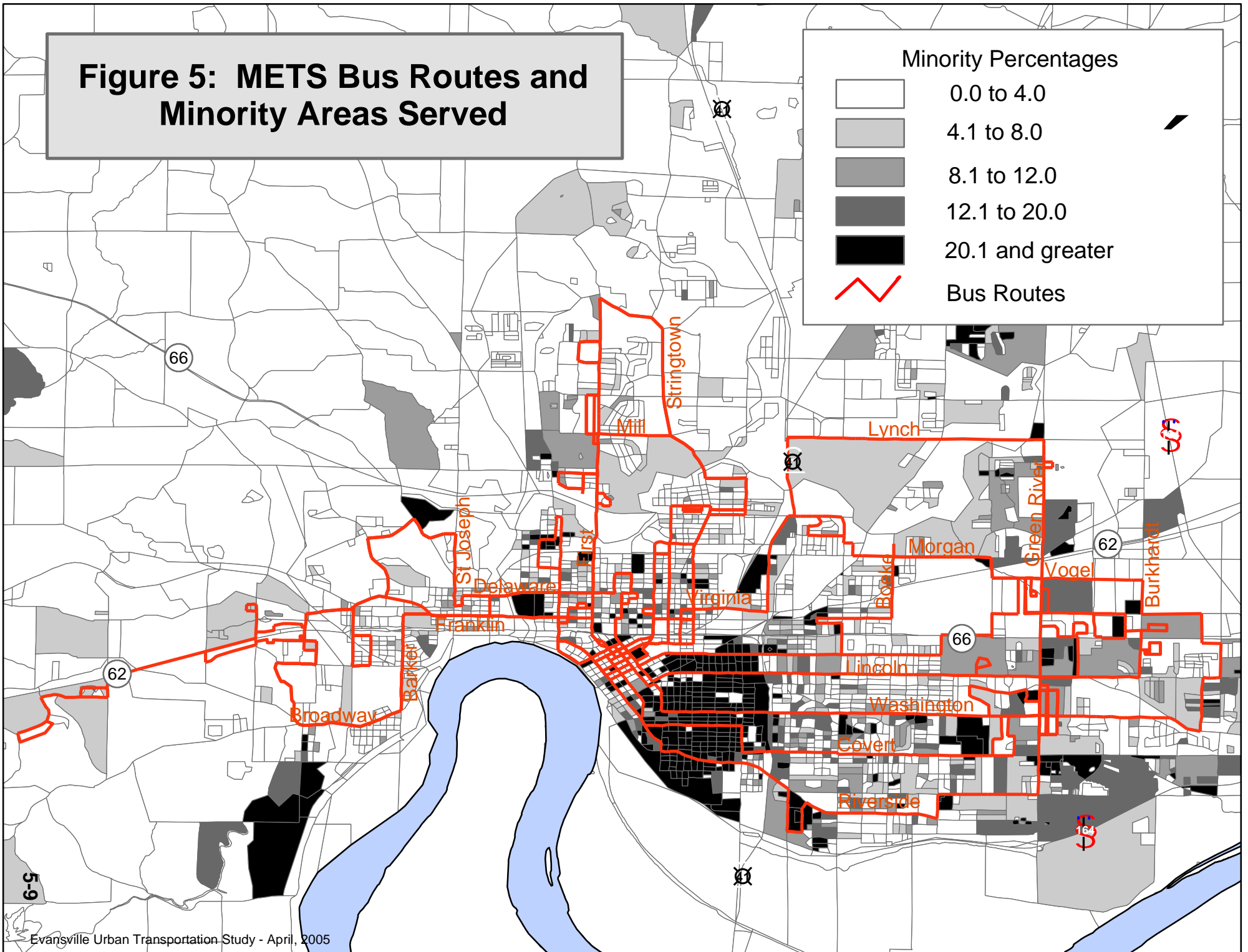
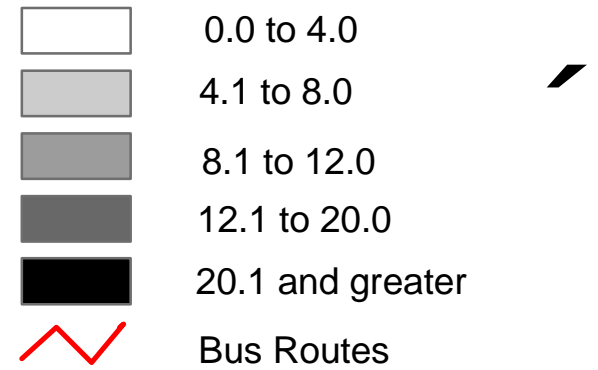
Revenue Description	2000	2001	2002	2003	2004	Total
Fare Revenue	849,853	681,695	901,730	854,069	805,395	\$ 4,092,742
Charter/Other	12,883	204,765	51,812	49,248	22,369	\$ 341,077
Contra & Other	37,443	70,931	92,967	5,427	99,193	\$ 305,961
Local Assistance	1,717,929	1,515,235	1,594,017	1,130,383	2,378,287	\$ 8,335,851
State Assistance (PMTF)	855,951	1,048,748	1,018,792	1,200,617	1,174,678	\$ 5,298,786
Federal Assistance (FTA)	686,185	971,133	997,231	1,656,410	719,665	\$ 5,030,624
<b>Total Revenue</b>	<b>4,160,244</b>	<b>4,492,507</b>	<b>4,656,549</b>	<b>4,896,154</b>	<b>5,199,587</b>	<b>\$ 23,405,041</b>

**Operating Revenue Forecast**

Revenue Description	2004	2005	2006	2007	2008	Total
Fare Revenue	989,078	950,000	990,000	1,029,600	1,035,000	\$ 4,993,678
Charter/Other	25,000	25,000	25,000	25,000	25,000	\$ 125,000
Contra & Other						\$ -
Local Assistance	2,557,329	2,713,672	3,427,453	2,326,740	2,395,732	\$ 13,420,926
State Assistance (PMTF)	875,490	1,202,205	1,000,000	1,500,000	1,450,000	\$ 6,027,695
Federal Assistance (FTA)	686,185	652,851	267,587	1,000,000	1,150,000	\$ 3,756,623
<b>Total Revenue</b>	<b>5,133,082</b>	<b>5,543,728</b>	<b>5,710,040</b>	<b>5,881,340</b>	<b>6,055,732</b>	<b>\$ 28,323,922</b>

**Figure 5: METS Bus Routes and Minority Areas Served**

Minority Percentages



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- Transit Enhancement Activities ..... \$22,350  
Landscaping and other scenic beautification projects will be done in conjunction with the bus terminal renovation at the 6<sup>th</sup> Street and Vine Street terminal.

**Henderson Area Rapid Transit (HART) see Table 4**

**Operating Assistance..... \$647,570**

The City of Henderson during FY 2006 will seek \$647,570 in transit operating assistance for HART. Of that amount, 32% will be funded by the FTA Section 5307 grant and 68% will be funded by the City of Henderson General Fund. Figure 6 shows the current HART bus route system and the minority areas served.

**Capital Assistance..... \$319,630**

Capital projects for fiscal year 2006 include:

- Shop Equipment (tools)..... \$10,000  
The HART garage tools have become obsolete and will be updated.
- Surveillance Cameras ..... \$24,000  
The FTA requires that a portion of funds be spent on security. Nine surveillance cameras for the buses and a viewing station will be purchased with these funds.
- Computer ..... \$3,500  
A new computer will be purchased to replace the existing outdated computer.
- Rehab Transit Garage..... \$55,000  
The front of the HART garage is deteriorating and needs to be repaired. The building will be repaired and partially bricked. The remaining exterior area will be painted.
- Preventative Maintenance..... \$216,130  
Preventative maintenance activities including a 90-point inspection maintenance check, fluids and filters, and other routine maintenance procedures will be required.
- Transit Enhancement..... \$11,000  
A pedestrian/bicycle path, 10 feet wide and 250 feet long will be constructed to connect the southeast corner of Hays Boat Ramp access to the Atkinson Park access near the ball field parking area. This area is located at the North Elm Street bus shelter.

**Financial Capacity**

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2006 & 2007.

**Private Transit Projects**

FTA Section 5310 funds may be used by private non-profit organizations to deliver transportation services to the elderly & persons with disabilities.

**1. Evansville ARC van purchase..... \$76,000**

Evansville ARC is purchasing two vehicles. A four to six passenger modified mini-van with wheelchair lift will be purchased to transport participants of the expanded Connections for Life Program to integrate individuals with developmental disabilities into the mainstream of community life.

## Table 4: Henderson Area Rapid Transit (HART) Expenses/Revenues

### Actual Operating Expense

Expense Summary	2000	2001	2002	2003	2004	Total
Operator Salaries & Wages	278,440	298,585	299,308	313,274	358,887	\$ 1,548,494
Other Salaries & Wages	30,800	10,000	12,000	4,758	0	\$ 57,558
Fringe Benefits	141,770	117,460	153,019	163,803	188,562	\$ 764,614
Contract Services	17,300	40,500	27,317	60,575	34,342	\$ 180,034
Materials & Supplies	47,650	46,150	46,610	60,571	85,251	\$ 286,232
Utilities	7,200	6,200	6,486	8,231	8,450	\$ 36,567
Casualty/Liability	40,000	35,000	21,694	24,000	26,155	\$ 146,849
Purchased Transportation			58,376			\$ 58,376
Other	131,400	125,085	91,904	38,776	5,854	\$ 393,019
<b>Total Expenses</b>	<b>694,560</b>	<b>678,980</b>	<b>716,714</b>	<b>673,988</b>	<b>707,501</b>	<b>\$ 3,471,743</b>

### Operating Expense Forecast

Expense Summary	2004	2005	2006	2007	2008	Total
Operator Salaries & Wages	285,170	235,231	311,016	450,000	500,000	\$ 1,781,417
Other Salaries & Wages	4,000	7,878	29,624	12,677	16,500	\$ 70,679
Fringe Benefits	145,920	112,818	197,728	275,000	302,500	\$ 1,033,966
Contract Services		24,304	2,500	0	0	\$ 26,804
Materials & Supplies	28,900	31,904	48,000	75,000	82,000	\$ 265,804
Utilities	3,000	3,250	3,000	10,000	11,000	\$ 30,250
Casualty/Liability	25,000	25,550	40,000	30,000	33,000	\$ 153,550
Purchased Transportation			0	0	0	\$ -
Other	14,690	98,369	15,702	40,000	44,000	\$ 212,761
<b>Total Expenses</b>	<b>506,680</b>	<b>539,304</b>	<b>647,570</b>	<b>892,677</b>	<b>989,000</b>	<b>\$ 3,575,231</b>

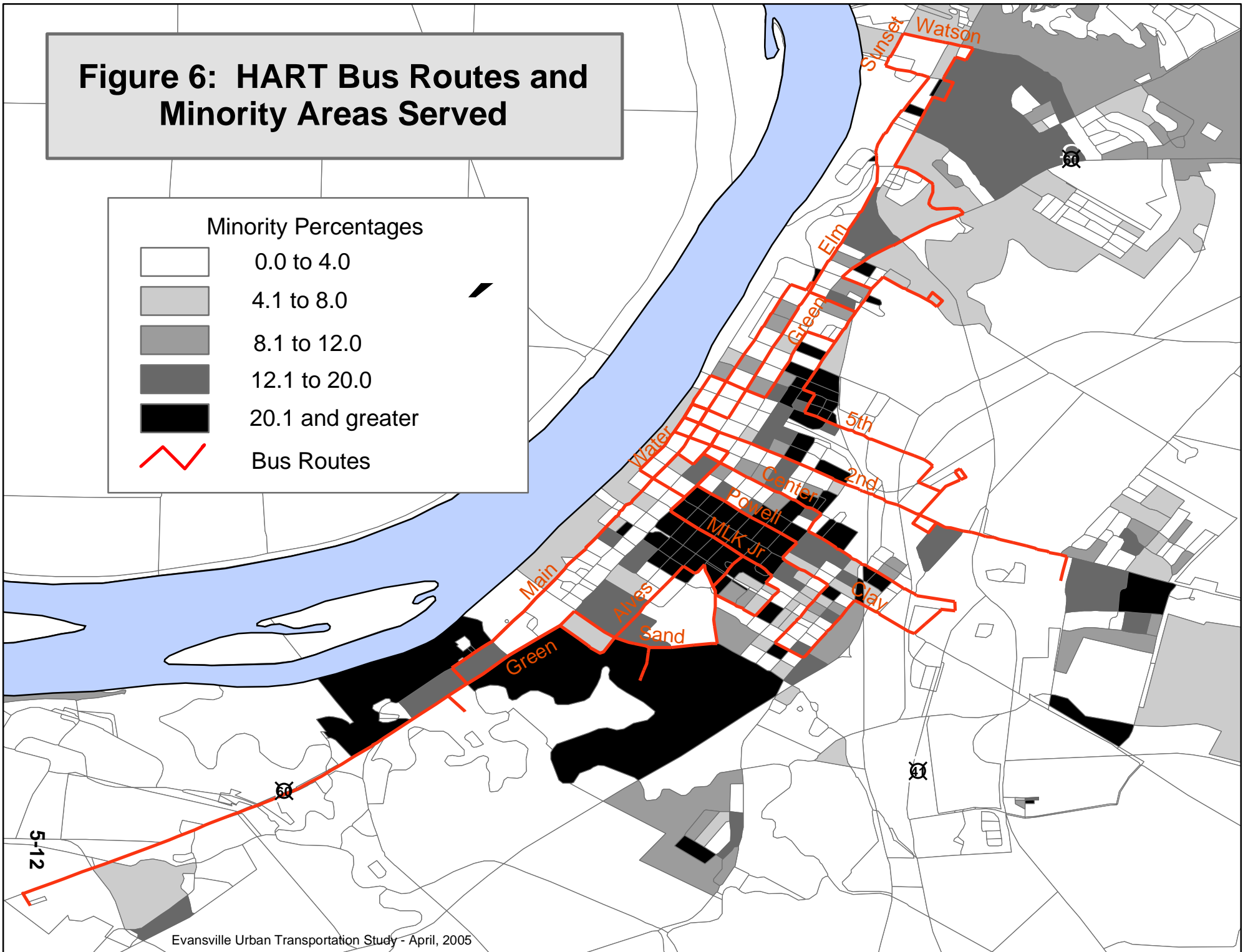
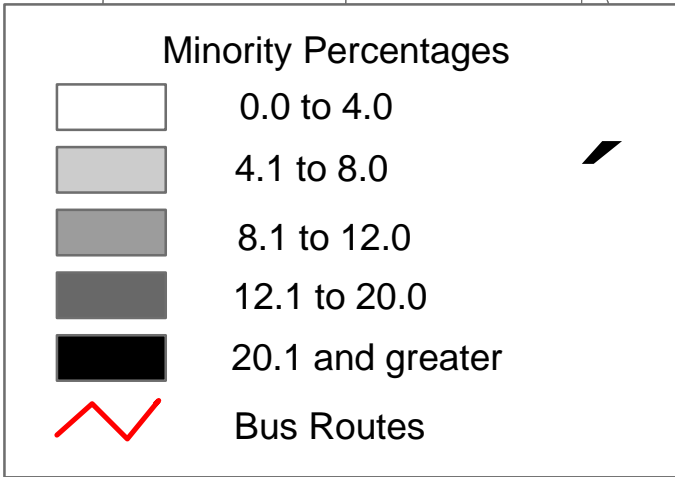
### Actual Operating Revenue

Revenue Description	2000	2001	2002	2003	2004	Total
Fare Revenue	30,000	36,000	37,510	35,706	35,482	\$ 174,698
Charter/Other						\$ -
Contra/Other						\$ -
Local Assistance	318,512	303,490	363,081	318,242	295,554	\$ 1,598,879
Federal Assistance (FTA)	346,048	339,490	316,123	320,040	376,465	\$ 1,698,166
<b>Total Revenue</b>	<b>694,560</b>	<b>678,980</b>	<b>716,714</b>	<b>673,988</b>	<b>707,501</b>	<b>\$ 3,471,743</b>

### Operating Revenue Forecast

Revenue Description	2004	2005	2006	2007	2008	Total
Fare Revenue	36,000	36,000	36,000	39,000	39,000	\$ 186,000
Charter/Other						\$ -
Contra/Other						\$ -
Local Assistance	235,340	264,652	402,974	407,339	455,500	\$ 1,765,805
Federal Assistance (FTA)	235,340	238,652	208,596	446,338	494,500	\$ 1,623,426
<b>Total Revenue</b>	<b>506,680</b>	<b>539,304</b>	<b>647,570</b>	<b>892,677</b>	<b>989,000</b>	<b>\$ 3,575,231</b>

**Figure 6: HART Bus Routes and Minority Areas Served**



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The second modified mini-van will be purchased to replace an ageing van used for transporting clients to ARC Industries and the Evansville ARC Training Center. This van will also be used to provide State required community habilitation trips. ARC Industries provides meaningful employment to approximately 250 individuals with disabilities, and the Evansville ARC Training Center provides day habilitation to 100 individuals with the most severe disabilities. The 20% match will be provided by the Evansville ARC Foundation.

## Transportation Enhancement (TE)

Transportation Enhancement projects are intended to enhance the transportation system through the development of non-traditional projects. These projects tend to focus on improvements to bicycle and pedestrian facilities, landscaping, and historical facilities.

### Pigeon Creek Greenway Passage Project

The Evansville Greenway Passage Master Plan proposed a 42-mile bicycle and pedestrian corridor encompassing the urbanized core of Evansville. The project will create a linear park following the open space continuum created by the Ohio River/Pigeon Creek flood protection levees and the Interstate 164 corridor. The Greenway Passage will not only provide recreational opportunities to the residents of the Evansville-Henderson Urbanized Area, but will provide opportunities for the use of alternative transportation modes. This project is being led by the Evansville Department of Parks & Recreation and has been broken into several phases for construction:

1. **Phases 1 & 2**..... **completed 1998**  
This section of the project begins at the Heidelbach Canoe Launch, passes through historic Garvin Park, and ends at the Animal Control facility near First Avenue & Uhlhorn Street. (TE Amount: \$826,837)
2. **Phase 3A-1**.....  
This phase will extend from the new Sunrise Park east to Glenwood School on Kentucky Avenue.
3. **Phase 3A-2**.....  
The remainder of Section A will extend from the US 41 & I-164 interchange east to Angel Mounds Historical Site.
4. **Phase 3B**..... **completed 2003**  
The downtown section begins at the new Sunrise Park and passes through the Evansville Museum grounds and the newly constructed Ohio Riverfront project. (TE Amount: \$2,359,789)
5. **Phase 3C-1**..... **\$2,780,335**  
This phase will extend from Phase 3B, north of the Ohio Riverfront at Fulton Avenue, to Franklin Street. Enhancement funds have been awarded for the construction and an application for additional enhancement funding has been submitted. The rehabilitation of the Joan Marchand Bridge (formerly the Ohio Street Bridge) is part of the overall plans for this phase of the Greenway. The General Waste property was acquired (TE Amount: \$761,600) for use as part of this phase of the Greenway.

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- 6. **Phase 3C-2**.....  
 This phase will start at Franklin Street (end of Phase 3C-1) and continue north following the contour of the Pigeon Creek to the termini in Lamasco Park at the Delaware/Columbia Bridge. This section of the Greenway will require a pedestrian bridge to be installed across a ravine north of Franklin Street. This Phase is estimated at \$1,504,151.
  
  - 7. **Phase 3D**.....  
 Construction of the corridor that follows US Highway 41 between Walnut Street and Veteran's Memorial Parkway, is estimated at \$1,200,000.

**Newburgh/Warrick County Rivertown Trail**..... **\$2,905,000**  
 This joint effort by the Town of Newburgh and Warrick County will enhance bicycle and pedestrian access to the historic areas in Warrick County and Newburgh and will serve as an extension of the regional bicycle and pedestrian system under development in Vanderburgh County through the Pigeon Creek Greenway Passage. This project trail begins at the Angel Mounds State Historic Site, concludes at Overlook Park, and includes the rehabilitation of a historic iron truss bridge #273. INDOT has awarded a \$3.5M grant towards the total costs of the project development and construction.

**Henderson Historic Downtown Enhancement** ..... **\$250,000**  
 This project is Phase IV of Downtown Henderson Historic Preservation, RK Streetscape.

## **Railroad Funds**

Federal rail-highway crossing improvement funding is limited and must be applied for on a state-wide competitive basis. Federal accident prediction formulas are used to evaluate dangerous crossings. These formulas produce a predicted annual accident rate at a crossing based upon specific characteristics such as daily train and vehicle counts, train speed, existing warning & protection devices, and historical accident data. The INDOT utilizes this rate in determining eligible project locations. Currently, there are no railroad projects to be included in the FY 2006-2008 TIP.