

**CARROLL COUNTY ADMINISTRATIVE TRANSPORTATION COMMITTEE  
MEETING MINUTES**

**February 14, 2023**

*Members of the public may watch the livestream of the meeting at  
<https://www.facebook.com/TippecanoeCountyIndiana> or <https://www.youtube.com/c/TippecanoeCountyGovernment>*

**MEMBERS PRESENT**

Anita Werling	Mayor of Delphi
Shannon Telfer (for Jake Adams)	Carroll County EDC
Josh Plue	Carroll County Council
Pam Beck	Town of Flora

**MEMBERS ABSENT**

Bill Brown	President Carroll County Commissioners
Marcia Blansett (proxy for Matt Deitchley)	INDOT District Director
Mike Isley	Delphi City Council Representative
JT Doane	City of Delphi
Jackie Hockaday	INDOT PM

**ALSO PRESENT**

Tim Stroshine	Area Plan Commission of Tippecanoe County
Aria Staiger	Area Plan Commission of Tippecanoe County

Anita Werling began the meeting at 3:02 PM.

**I. APPROVAL OF MINUTES from November 09, 2021, February 08, 2022, May 10, 2022, August 09, 2022, and November 15, 2022.**

There was not a quorum, thus no minutes were approved. Therefore, these minutes are notes and not minutes of an official meeting.

**II. TRAFFIC COUNTS**

**A. Proposed CY 23 Traffic Count Stations**

Aria Staiger began by saying that traffic counts occur every year in Carroll County and the locations rotate on a three-year cycle. Sixty-five counts are conducted each year. Slight changes are made to the lists based on projects taking place in the county. Feedback was provided prior to this meeting. Some changes have been made for the upcoming year's planned count stations. Locations were added near City Park and Clay Street. Counts along Armory Road will take place again this year to build data for comparison from year to year. Any additional comments or suggestions can be shared with Aria. Counts are planned to start after April 2023, beginning with the locations near the school.

Josh Plue said back in 2018-2019 they had been working on truck size and velocity. He observes many areas where there are CAFO's and major rutting around the entrances of the facilities. He asked what data is collected during the traffic counts.

Aria Staiger said the counts collect volume data, as in how many vehicles, and they can also collect classification data, identifying a truck, bicycle, semi, and how many trailers the truck was hauling. Speed data can be collected to find the average speed of traffic in that area.

Josh Plue asked if the primary data that is collected is enough to make a recommendation for frost laws. Frost laws are seasonal restrictions on traffic weight limits and speeds on roadways subject to thaw weakening. He asked what needs to be determined to make a good recommendation.

Aria Staiger was not sure what the requirements would be for frost laws. Traffic counts take place for forty-eight hours, the timeframe recommended by the state, so the data should be worthwhile for projects.

Tim Stroshine added that they are working on a long-range transportation plan for the community. Recurring issues could be added into the plan. Funding for transportation projects is very uncertain. There is potential for new grants and unique programs. If there are projects and recommendations that are already established in an adopted plan, it makes it easier to get access to some of the potential funding when it becomes available. Having data to back-up a project's plan, makes it a stronger case for funding sources.

Josh Plue said he has seen a lot of green initiatives and things of that nature coming from INDOT. He wants to look at funding that may be available for road repairs that have been caused by traffic re-routing due to construction. He used the example of 600 S being used heavily during a closure. The road was blacktopped and the next year it had to be chip and sealed.

Anita Werling said this brings up an interesting question. She wonders if there is any funding from the state to mitigate issues caused by state construction re-route.

Tim Stroshine suggested they reach out to the INDOT district office to ask more about the topic.

Aria Staiger added that our traffic counts do not take place on state roads, interstates, or arterials, as those are completed by INDOT.

Josh Plue added as part of the redevelopment commission, an additional lane of traffic was added on SR 39, coming out of Indiana Packers. The premise of the project was to move traffic, with no stop lights, onto the Hoosier Heartland, as 35-40% of the workforce lives northeast of the plant. He asked if there was anything that could be learned from a traffic count taking place in this area.

Tim Stroshine said it sounded like they were looking at a specific turning movement count. He wasn't sure if there was a provision for a special request for that from INDOT.

Josh Plue asked if our traffic counts tell us which lane the cars were in.

Aria Staiger said they can set-up the counts to do lane by lane counting, but typically don't because it is more complicated to do it that way.

Josh Plue said the lane information would be the most important datapoint from this site, measuring the traffic on CR 100 N and the turn lane; how many people are utilizing the turn lane versus how many people they anticipate leaving the plant at shift change.

Anita Werling suggested adding a lane-by-lane count on CR 100 N, between the IPC plant and the intersection with US 42.

Tim Stroshine said this could become a special study, maybe with other locations to check. A focused study would break out the lane-by-lane counts and allow for them to take place at different times of the year. An example of fall harvest season was used. Another option would be to set counters all around Indiana Packers to capture all the approaches.

Josh Plue would like to count east and west of Indiana Packers on CR 100 N, before mid-summer or wait until late fall. This count should provide validation if the new lane is doing what it supposed to do.

Tim Stroshine said they will finalize the details and send those out via email. Part of the reason this is important to him, is because this work is funded through a grant. The timing of when the counts take place affect which fiscal year it falls in. He would need to account for those details.

Anita Werling added that information on Packett Avenue would be useful, particularly in the spring and summer months, because that is an access road for the canal. This would let them see how many people are using the area. She said it would be helpful to add a count location on Adams Street, past the town side, for next year.

Josh Plue said he noticed a traffic count on the north side of Camden. He said the County was awarded \$6.5 million in aid last July for the SR 75 extension up to the Hoosier Heartland. Any data that is available for this area would be helpful for the County staff to have.

### **III. OTHER BUSINESS**

#### **A. 18-Month Letting List**

Tim Stroshine began by pointing out two projects shown with an 'NL' notation. These are projects that were previously listed on the report but were not shown this time. A reason this can happen is that the project may have been part of a bundle or may be impacted by some of the issues we are seeing with sophisticated projects. In general, around the state and country, projects are coming in greatly over the engineer's estimates. Local projects can still make up the difference, but these two are INDOT projects, so INDOT has rules about when they can and cannot fund projects that are out of engineer's estimates. The SR 18 project was on a February 10<sup>th</sup> bid-letting date but was moved to May 2023. INDOT does not typically do May lettings, but a guess for this change is some of the bids were coming in overestimate, so they are moving it out to try to get more favorable bids. Most of the listings remain on the same schedule as previous reported.

### **IV. ADJOURNMENT**

Tim Stroshine asked the committee if there were any other topics to discuss.

Aria Staiger said there continues to be a problem getting a quorum for this meeting. It has been more than a year. She proposed a virtual option or meeting rotation.

Josh Plue suggested emailing a list of the group and allow them to brainstorm. He wants to see the list and see if there are new appointments. Virtual meetings would help.

Aria Staiger said the technical set-up used for meetings can only accommodate entirely virtual or entirely in person. When trying to mix a virtual presence on the audio with the livestream, feedback occurs. It is difficult to set the audio for a mixed presence meeting.

Tim Stroshine said they would email some proposed meeting options to get an idea of what might work best for all parties.

The remaining meeting dates for 2023 are May 09, August 08, and November 14.

Tim Stroshine ended the meeting at 3:45 PM.

Respectfully submitted,  
Kristina Lamb  
Recording Secretary