

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY  
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES  
FEBRUARY 21, 2018**

|                                       |  |
|---------------------------------------|--|
| Jon Fricker                           | JTRP                                   |
| Sallie Fahey                          | Area Plan Commission                   |
| Jeromy Grenard                        | Lafayette City Engineer                |
| Travis Kohl                           | INDOT – Crawfordsville Division        |
| Stu Kline                             | Tippecanoe County Highway Engineer     |
| Marcus Smith (proxy for Ed Garrison)  | West Lafayette City Engineer           |
| Jim Knapp (proxy for Adam Baxmeyer)   | Purdue University Airport              |
| Capt. Terry Ruley                     | Tippecanoe County Sheriff's Department |
| Marcus Slifer (proxy for Troy Harris) | West Lafayette Police Department       |

**NON-VOTING MEMBERS PRESENT**

|               |                                      |
|---------------|--------------------------------------|
| Mike Spencer  | Tippecanoe County Highway Department |
| Bob Foley     | Lafayette Engineer's Office          |
| Doug Poad     | APC                                  |
| Tim Stroshine | APC                                  |
| Aria Staiger  | APC                                  |

**ALSO PRESENT**

|                |                   |
|----------------|-------------------|
| Jan Myers      | Citizen           |
| Margy Deverall | City of Lafayette |

Chair Jon Fricker called the meeting to order at 2:00p.m.

**I. APPROVAL OF MINUTES**

Stu Kline moved to approve the minutes of the January 17, 2018 meeting as submitted. Jim Knapp seconded and the minutes were approved by unanimous voice vote.

**II. ACCESS PERMITS**

None

**III. FY 2018-2021 TIP AMENDMENT  
US 52 Bridge Over Wabash River Patching**

Doug Poad said INDOT plans to patch a portion of US 52 ending at the bridge over the Wabash River in FY 2019 and funding for construction is already programmed in the *TIP*. The first part of this amendment will add \$64,000 in federal and state funds for railroad flagging for FY 2018 and 2019.

### **Wabash Center Van Replacement**

The second part of the amendment is a request from Wabash Center to program a project to replace three vans using FTA Section 5310 funds. The Center will use its capital assets and operating funds for the \$24,000 local match. The project will be programmed in Table 5: Unfunded Local Projects FY 2018 through FY 2021. When the grant is approved the project will be moved to Table 4: Funded Local Projects FY 2018 through 2021

Stu Kline moved to recommend approval of the **FY 2018-2021 TIP AMENDMENT** to the Policy Board. Travis Kohl seconded and the motion was approved by unanimous voice vote

#### **IV. ADMINISTRATIVE TIP MODIFICATIONS**

Sallie Fahey said the Committee just did a full-blown amendment to the *TIP*. She explained that she can do an administrative *TIP* modification to take away or add money to projects already in the *TIP* or change the year of a phase but she has to let everyone know what she has done. She referred to the two administrative modification letters that were included in the packet and said the January 16<sup>th</sup> administrative modification moves all the money around to include the borrowed money from NIRPC (\$1,200,000) and additional money had to be moved around to make the Klondike Road project work. The results of that modification are shown on the second page and it will allow the Klondike project to go to letting in March. She went on to say we added money to the North Street project in Battle Ground in August because of a change order. We recently learned that that change order was non-participating and that means we could not use Federal funds. On January 24<sup>th</sup> she made an administrative modification to take that money out the Battle Ground project and move the funds to the Klondike project. By doing that we will not lose the money. Two other administrative modifications were made in the last couple of days. The first modification, made on February 16<sup>th</sup>, takes \$50,000 in HSIP funds from the ROW phase of Concord Road at CR 430 South safety project and moves it to the ROW phase of the North River Road at CR 500 safety project. The administrative modification made on February 20<sup>th</sup> represents the work we did collectively to sharpen our pencils on future projects and deciding when we would really have funding to do those projects. Moving the money around allowed us to lock down our prior year balances for FY 2019 with a *TIP* amendment. She said she has the details and will email them to anyone who might be interested.

#### **V. QUARTERLY PROJECT TRACKING**

##### **Tippecanoe County**

##### **Klondike Road**

Doug Poad said this project is still on a March letting.

Stu Kline said everything is good to go with this project. There was some confusion about the erosion control approval but that has been taken care of.

##### **Lindberg Road**

Doug Poad said he was able to figure out the PE cost issue. He said the project has been rescheduled to FY 2021 and asked Stu Kline if this project can go to letting in April 2018 if Klondike comes in substantially under the engineer's estimate.

Stu Kline said he is only at Stage 3 so it will not be ready in April. He has had a conversation with West Lafayette about bumping Cherry Lane up. He met with the consultant who told him he needs at least six months to hit a letting.

### **North River Road at River Bend Hospital**

Doug Poad asked if this project is still on target.

Stu Kline replied that he has already sent out the check for the last parcel so ROW will be clear and the plans are already there.

### **Concord Road at CR 430 South Intersection**

Doug Poad said we just did a TIP modification for this project. FMIS was requested for ROW purchase and the project is scheduled to be let in January 2019.

### **River Road at CR 500 North**

Doug Poad said right and left turn lanes have been added and the updated cost estimate includes this work. He stated the turn lanes were included in the HISP funding request.

Stu Kline said he does not quite understand why there is an issue with the turn lanes because they were in the cost estimate and also in the INDOT LPA coordination contract. He added that the environmental does not specifically talk about the turn lanes but the shaded area does cover it. The consultant is talking with the environmental reviewer to see if we can submit additional information that states the turn lanes are in the shaded area.

Sallie Fahey said she is not sure why suddenly the environmental reviewer has this issue.

Stu Kline is not sure how environmental sets project limits.

Travis Kohl suggested checking the document to be sure there are no additional impacts because of the turn lanes. It probably will only take a short time to clarify whether additional information is needed or not based on a shifting ditch line. Environmental just needs an opportunity to check what is there. He thinks the HSIP approval is still valid but we need to make sure we are running on the same certified scope.

Sallie Fahey said she thought the main issue was the "Trail of Tears".

Stu Kline said that was a huge deal and it took forever to cover. The turn lanes were not detailed on the archaeological report.

Travis Kohl agreed and said INDOT just needs to make sure.

Stu Kline said he is confused on the whole project limits. The main question is if NEPA covers what we are doing.

Travis Kohl said we need to make sure the change to include the turn lanes does not change the environmental impact even though it is approved for HSIP funding.

Stu Kline replied that the plans were done locally and that is part of the issue. The environmental is the only document that went through INDOT review.

Sallie Fahey thinks that means the plans were not available when the environmental was done.

Doug Poad thinks it will be okay if the turn lanes are in the Area of Potential Effects.

Travis Kohl said that is correct unless a specific wetland or archaeological site is being impacted. If that is the case, a one-page A.I. addressing that specific issue will be needed.

Stu Kline concurred. He added that there is a well that crosses the creek that was already covered.

Travis Kohl said the A.I. is done to clarify adverse effects and additional impacts.

Sallie Fahey asked Travis Kohl to explain "A.I".

Travis Kohl said it stands for "additional information".

Stu Kline said the consultant is working with the environmental reviewer to see if an A.I. is needed. He asked if the funding could be held up.

Travis Kohl does not think this issue will affect funding. INDOT is just formalizing a change.

### **Morehouse Road Reconstruction**

Doug Poad explained that the ROW for this project has been moved to FY 2020 because of all the *TIP* modifications we have had to do. He asked about the status of the Stage 1 design because it was supposed to be completed in December 2017.

Stu Kline said he met with the consultant recently and came up with a new schedule through ROW acquisition. He did not want to go any farther than he had to for acquisition without having an exact letting date.

Sallie Fahey said the Commissioners approved that contract yesterday.

Stu Kline said the Commissioners signed an extension with INDOT. He will have a new target list through environmental for the next quarterly report.

### **Yeager Road Reconstruction**

No Comments

### **McCutcheon Pedestrian Safety**

Doug Poad said construction for this project has been moved out to FY 2022 and a ROW phase has been added for FY 2021.

Sallie Fahey agreed and said she was nervous about the construction date because of all the ROW parcels that must be purchased.

Stu Kline said he received a Notice to Proceed today so he can start design. A lot of the ROW issues will be settled once he gets the survey.

### **Harrison Safety Improvements**

#### **50 West County Farm Road at CR 500 North**

Doug Poad said both of these projects will be moved to local projects because the Federal funds have been removed through *TIP* modification.

Stu Kline asked if anything official can be done so he does not have to do any more quarterly reports on the projects.

Doug Poad said we will have to do a *TIP* modification and remove the projects.

Travis Kohl said both projects show up with zero funds. He added that once the modification is done the projects will be removed from the system. He suggested sending a quick note to Susie Kemp to get the projects off the quarterly reports.

Doug Poad said the modifications were sent in yesterday.

**Lafayette**  
**Myers Bridge**  
**Sagamore Parkway, Phase 1**

Doug Poad said all purchase orders have been closed and the project will no longer show up on the report.

**South 18<sup>th</sup> Street**

Doug Poad said there are still open purchase orders for this project but they should be closed soon unless there are issues.

Jeromy Grenard said he is not aware of any issues.

Doug Poad said there are three purchase orders still open.

Travis Kohl said he approved additional construction invoices last week. He is ready to start finalizing the paperwork but the invoices he approved were not marked "final".

Bob Foley said the construction invoice was a final invoice. He then asked if staff needs quarterly reports on the previous three projects that were discussed.

Doug Poad knows no reports will be need on Myers Bridge or Sagamore Parkway.

**South Street & Scott/Park Streets**

Doug Poad said all purchase orders are closed and this project will no longer appear on the quarterly report.

**Twyckenham Boulevard Reconstruction**

Doug Poad said staff needs a copy of the environmental.

Bob Foley said he will forward a copy of the environmental.

Doug Poad asked if there will be a public hearing for that project or just a request for a public hearing.

Jeromy Grenard said that has not been discussed yet but there probably will be a public hearing.

**Twyckenham Trail**

Doug Poad said this project was let and INDOT signed off on our letter requesting Federal funds for this project. He expects we will receive a Notice to Proceed for construction soon. He added that this is the part between Old Romney Road and Old US 231. When this project is complete we will be able to walk the trail along Old Romney Road and along Twyckenham all the way to Poland Hill Road. With the Twyckenham project this trail will connect to the existing trail system.

Bob Foley said Lafayette is in the process of sending its 20%.

**Bicycle/Pedestrian Safety Awareness**

Doug Poad said all the FY 2017 funds have been spent and asked if anyone has received notice for the FY 2018 funds.

Margy Deverall replied that she did receive notice regarding the FY 2018 funds.

**Park East Boulevard Extension**

Doug Poad said this project is scheduled pretty far out and staff has no comments at this time.

**West Lafayette**  
**Happy Hollow Road**

Doug Poad said there are two open POs for the main des #. All POs are closed for the other des #.

Marcus Smith said he is only waiting on inspection to wrap up this project and that should happen soon.

#### **Kingston Drive Trail Connection**

Doug Poad said this project was completed in September but there are four construction POs still open.

#### **Happy Hollow Neighborhood Trail**

Doug Poad asked who is the consulting firm for this project.

Marcus Smith replied that WSP is the consulting firm.

#### **Cherry Lane Extension (Road)**

Doug Poad said the completion date and completion percentage do not match. Phase 1 design was to be completed in July 2017 but the percentage completion is showing as 0%.

Marcus Smith said the scope for this project was just overhauled and earlier this week the new plan was okayed. The next quarterly will be updated to reflect the new plan.

#### **Soldiers Home Road, Phase 1**

Doug Poad asked if the \$400,000 shown for PE on the report is a reasonable estimate.

Marcus Smith thinks that number is fine for now.

#### **Sagamore Parkway Trail**

Doug Poad said construction is estimated for FY 2020 and even though there are a lot of obstacles and challenges, the project is moving forward.

Marcus Smith said there are funding concerns and he is trying to get answers right now.

Doug Poad asked if the challenge is funding the design.

Marcus Smith said the challenge will be funding for construction.

Doug Poad thinks maybe the cost has doubled or tripled.

Marcus Smith thinks that estimate is accurate.

Marcus Slifer asked if that project will be done on the north side or the south side.

Marcus Smith said the trail will be on the north side because there is a partial trail by the apartment complex on Nighthawk.

#### **Battle Ground Street Lighting**

Doug Poad said this project will drop off the list because all the purchase orders are closed.

#### **North Street Reconstruction**

Doug Poad said staff will need to contact Battle Ground regarding the reconstruction project because all the POs are open

#### **IDNR**

#### **Prophetstown State Park Trail**

Doug Poad thinks part of this project is being constructed along with another INDOT project and will probably be around for a while.

Travis Kohl said the project will be around at least until the end of this year. He has to be sure all the other commitments are met before closing out this project.

## **VI. APC PROGRESS Prior Year Balance Update**

Sallie Fahey said all the MPOs in Indiana had project balances INDOT wanted us to catch up on by getting projects to letting. We are nearing the end of that money and every year at this time we have to commit to how much of that money we have left we plan to use in the next fiscal year. After staff met with the engineers from the county, Lafayette, and West Lafayette we sent in our lock-down numbers of \$1,168,032 for the STP program, \$279,362 for HSIP funds, and \$329,487 in TA funds. The TIP modification she mentioned earlier takes care of locking down those PYB funds.

## **VII. OTHER BUSINESS Safety Target Update**

Tim Stroshine said as part of the recent Federal legislation, the state is required to set up some performance measures in order to monitor how well the state is doing in terms of monitoring the following data:

- Number of Fatalities;
- Rate of Fatalities per 100 Million Miles Traveled;
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 Million Miles Traveled; and
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

The state has set targets indicating where we want to be in each category going forward. Our job as an MPO is to support the state targets or set our own. Last month the Policy Board authorized Sallie Fahey to send a letter to INDOT saying we concurred with the performance targets established by the state. Along with data from 2012 through 2016, the chart also shows the five-year average and the target that was established. He pointed out that the 5-year averages are a little below the targets because the metrics have been increasing over the last couple of years. INDOT is taking a conservative approach while leveling off the rate of increase and with the hope that someday we will be able to lower the targets. A chart showing fatality data for Tippecanoe County for the same 5-year period is also shown on the report and shows the numbers all over the place. He said the Tippecanoe County graph, included in the staff report, illustrates why 5-year rolling averages are used to set targets because the number can be very different from one year to another. Numbers like ours make it hard to commit money because there are a lot of factors outside our control. We are going to try to find good uses for our funding.

## **INDOT 18-Month Letting List**

Doug Poad referred to the list that was distributed in the packet and said the US 52 traffic signal installation project (Tate & Lyle South Plant) was awarded for Signal Construction for slightly above the engineer's estimate. There were seven bidders and the project is scheduled to be complete in June 2018. The Twyckenham Trail project (#3) was let for construction. The results for the SP 52 westbound bridge over the Wabash River deck replacement project (#1) and the eastbound and westbound SP 443 bridges over Sagamore Parkway deck replacement project (#2) lettings are pending because additional time is required for detailed bid analysis by the Contract Administration Division.

Travis Kohl said it looks favorable but there were a number of bids this month and it is taking longer than normal to get through them.

Stu Kline asked if the projects will have delayed starts.

Travis Kohl said maybe a little bit. It might be possible to start on the Soldiers Home Bridge around June but he is not sure about a possible delay to the start of the Sagamore Parkway bridge project.

Stu Kline asked if those projects will be delayed.

Travis Kohl said INDOT will start work on the Soldiers Home Road bridge probably in June of this year and start on the SP 52 bridge next year. If the Sagamore Parkway bridge replacement projects gets done earlier than expected the other two projects can be escalated and may even overlap a bit.

Doug Poad said the US 231 NB and SB bridge over the Wabash River scour protection projects (#13 & 14) have been moved from a March to an August letting due to permitting issues with the Army Corps of Engineers. The projects should be good to go now. The Klondike project is #4 on the list and scheduled to be let in March. The Lindberg Road project is still not showing up on the list because it is outside the 18 month time period. The three Teal Road projects (#17, 18, & 19) are still scheduled for a January 2019 letting.

### **Rebuilding Infrastructure in America**

Sallie Fahey said all the Indiana MPOs belong to the National Association of Regional Councils (NARC). She attended the organization's national policy conference in Washington earlier this month. The meeting is held in Washington D.C. to be close to other similar national associations as well as Federal agency and department staffers. She said she mentioned this because on the first day of the conference the Executive Office released its infrastructure ideas in a package called Rebuilding Infrastructure in America. All the national associations and some Federal departments provided first-crack analysis. The bad news is there is very little for locals unless the locals can come up with the money themselves. The Executive Branch of the Federal government is saying the local will have to fund at least 80% for additional infrastructure money. The good news is that the Administration said this is the place to begin the discussion and there is no one in the National Associations or USDOT who support the ideas and US House speaker who says it will never pass in its current form. One of the speakers on this topic was from Building America's Future and she said the \$200,000,000,000 proposed over ten years will not be new money and may be coming from existing programs. She also said the bill will need to contain new money, a strong Federal partner, allow us to repair what we have, and have money to prepare for automated vehicle tech infrastructure before the bill will pass. A speaker from the U.S. Chamber of Commerce thinks there needs to be an adjustment in the gas tax, including indexing, so that we would get to \$0.25 cents a gallon over a five-year period. The Chamber's four-point plan includes increasing the Federal gas tax, enhancing credit options for all forms of transportation, permitting streamlining in rail, airport & transit projects, and expand the work force in the construction industry, including guest workers and DACA eligible persons. The last speaker, from the National Governor's Association, said the governors want to modernize and expand the infrastructure program like the FAST Act for maintaining the existing and future infrastructure while including water and air projects. She went on to say governors believe the new legislation should be supplemental and intended for future innovation and not just take care of what we already have. We need to prepare for technologies of the future. NARC also believes that key points for a future infrastructure investment plan need to be outlined and also include funding the shortfall in the Highway Trust Fund, increase direct funding for the nation's infrastructure, insure a portion of new funding flows directly to local areas via their regional planning organizations, support multi-modal investments, ensure new funding provides flexibility in the types of projects it supports (transit rail, bike, pedestrian, etc.) that have Federal priorities. She added that this is not a reauthorization bill so it does not replace the FAST Act.

### **VIII. CITIZEN COMMENTS**

Jan Myers said the Sunday J & C included the CityBus brochure and said is not readable according to ADA standards. She pointed out the brochure is printed in black ink on white paper and print is over a photograph.

Sallie Fahey added that it does not pass the old-age test either.

Jan Myers said this is the time of year each of the cities and the county update their maps and upload them to the website. The last couple of years the maps have been done in solid lines and in color, eventually transferring to shades of gray. There has to be a way to see red differently once the maps are transferred to black and white.

Jon Fricker said he tells his students that color maps and diagrams cannot be read by people who are color-blind or when they are printed on a black and white printer.

Sallie Fahey asked Jan Myers what gets transferred to black and white.

Jan Myers replied that it is mostly the Journal & Courier but the yellows, pinks, and light blues on the County website has to be transferrable to gray for those who are color blind. People need to be able to use the website as we get more trails and streets. She received an email from the Transportation Research Board (TRB) regarding an article about all ages and all abilities' bike trails. She distributed copies that list nine different types of ages and disabilities.

Jon Fricker thinks Tim Stroshine would be a good road drawer because of the all the different lines and dashes he uses on his maps.

Jon Fricker said that the next Technical Transportation Committee meeting will be March 21, 2018.

## **IX. ADJOURNMENT**

Stu Kline moved to adjourn the meeting. Bob Foley seconded.

The meeting adjourned at 3:00p.m.



Sallie Dell Fahey  
Secretary