

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

**MEETING MINUTES  
MARCH 22, 2023**

<https://www.facebook.com/TippecanoeCountyIndiana> or  
<https://www.youtube.com/c/TippecanoeCountyGovernment>

**VOTING MEMBERS PRESENT**

Ben Anderson	City of West Lafayette
John "Woody" Ricks	Tippecanoe County Sheriff Department
David VanVactor	West Lafayette Police Department
Bill Smith	INDOT
Stu Kline	Tippecanoe County Highway
Bryan Smith	GLPTC

**VOTING MEMBERS ABSENT**

Phillip S. Dunston	Joint Transportation Research Program
Jeromy Grenard	City of Lafayette
Adam Baxmeyer	Purdue University Airport
Scott Anderson	Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

Jessica Miller	INDOT Project Manager
David Hittle	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission
Aria Staiger	Area Plan Commission

Tim Stroshine called the meeting to order at 2:04 PM.

**I. APPROVAL OF MINUTES**

Stu Kline moved to approve the minutes from the February 15, 2023 meeting. Ben Anderson seconded, and the minutes, as submitted, were approved by unanimous voice vote.

**II. ACCESS PERMITS**

**A: INDOT Permits**

Bill Smith referred to the report in the meeting packet and reviewed three newer projects. The first is a small development by Gothra Family Companies on State Road 38, west of Creasy Lane in a lot on the south side. In Tippecanoe County, at the US 52 and SR 28 intersection, there is a development there that has some access issues. INDOT has placed a temporary traffic signal there due to I-65 construction, however, this location will receive a permanent signal and INDOT is working through the details with the developer. The third project is at US 52 and CR 450 S and involves permit application for the work in INDOT's right-of-way. In addition to these three, he called attention to the Sagamore Commons permit. There is a pre-construction meeting scheduled for March 23, 2023 to discuss a brand-new traffic signal at Sagamore Parkway and Sagem Boulevard. They will start construction of the signal in the Spring but will not be allowed to hang the heads or turn on the signal until development is underway on certain pieces of property within the site.

Stu Kline asked if the Sagamore Commons project was near Culvers. Bill Smith confirmed.

Tim Stroshine asked if the traffic signal would be pole mounted or wire mounted. Bill Smith said he believes it to be a span and catenary design, or boxed signal. INDOT is allowing them to install the poles and span and run the wiring, but no heads until construction is underway on a hotel or two. From the traffic impact study, it is specific about what needs to be there to generate traffic.

Doug Poad asked a question regarding the development on Special 52. When it was presented multiple times at the Technical Transportation meetings and when the outcome was approved, one of the conditions was to have a coordination system between the signal to the north and the signal to the south, and the developer was to pay for that. The concern was the lights are close, and without coordination, there would be significant congestion going both north and southbound.

Bill Smith said they have talked about that and does not know the answer. He knows INDOT's expectation but asked for time to verify that Doug's expectation and Bill's expectation are happening. He added that the expectation is that preemption will be part of this but is not within the permit. The traffic engineer said preemption should be a natural part of installing the signal, but Bill will work to clear up the details during the pre-construction meeting.

### **III. AMEND THE FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

#### **A. INDOT: Increased project costs for I-65, SR 28, US 52 and two SR 38 projects**

Doug Poad provided an update from INDOT's Crawfordsville district office. Five projects have been identified with increased construction costs. The I-65 project has increased by \$19,625 and the construction date has moved from fiscal year 2023 to FY 2024. The SR 28 project has increased by \$44,444. Two SR 38 projects have increased substantially with the eastbound portion up \$355,412 and the westbound project up \$383,115. The US 52 scour project increased by \$164,000. Two projects are new to the TIP, one being on SR 26 and the other on US 52. A new traffic signal will be installed at the US 26 and McCarty Lane intersection in FY 2025. Safety funds will be used to build the signal and for engineering. A dynamic wireless charging system test site will be installed on US 52 from 5.17 miles to 5.42 miles north of SR 25, with construction in FY 2024. A total of \$500,000 in federal funds will be used. Staff has reviewed this request and asks for recommendation of approval of this amendment to the MPO Policy Board.

Ben Anderson moved to recommend approval of the proposed amendment to the FY 2022-2026 TIP. Bill Smith seconded, and the motion carried by unanimous voice vote.

#### **B. CityBus: Add \$495,080 bus stop improvements project with construction phase in 2024**

Doug Poad explained that in 2019, STBG funds were flexed to improve six bus stops. In the current TIP, this is shown in Appendix 9 as information only. The information needs to be moved from Appendix 9 to Table 4 which is the fiscally constrained project table. In 2011, when our self-certification review occurred, the representative from the Federal Transit Administration, said to list the project information in the Appendix, and a simple modification could be done later. Staff followed that procedure and applied for the modification earlier this month. Transit staff then said it needed to be processed as a full amendment. The project is in the TIP, and the federal funds are there, and the first portion of those federal funds need to be obligated by the end of this fiscal year. The six bus stops include three in Lafayette, two in West Lafayette and one in the county. The Lafayette stops include a significant improvement to the SR 38 stop near the Payless grocery with sidewalks installed from the stop to the intersection, another near Jefferson High School and 22<sup>nd</sup> Street and the last on Fanon Drive. In West Lafayette, improvements will occur on Northwestern Avenue and on Yeager Road. The county stop with improvements is on Klondike Road between Horizon Street and Pemberly Court. Doug stated this amendment will move the project from the information only section to the fiscally constrained table so that when this project is ready for construction, CityBus can obligate the federal funds.

*Bryan Smith joined the meeting at 2:14pm.*

Stu Kline asked what improvements were included. Doug Poad said most involve constructing new pads. The Payless pad will be large because there are a lot of people that use the location. It will include shelters, in various sizes, and other amenities such as benches and trash cans. All must be ADA compliant.

Stu Kline said it appears the improvements are mainly to the facility but asked if there would be a bus pull-out lane added or anything similar at these sites. Doug Poad said there is no curb construction planned for pull-off areas.

Ben Anderson asked if they would all be on rights-of-way. Doug Poad said he believes so. The National Environmental Policy Act (NEPA) process was completed and approved with the footprint of the pad and the pad between the sidewalk and curb, all being in the right-of-way.

Ben Anderson moved to recommend approval of the proposed amendment to the FY 2022-2026 TIP. Bill Smith seconded, and the motion carried by unanimous voice vote.

#### **IV. APC PROGRESS REPORT**

##### **A. MPO UPDATE**

###### **i. SS4A and RAISE Funding**

David Hittle provided an update on two grant applications. The Safe Streets 4 All (SS4A) grant was applied for alongside partners, notably the Wabash River Enhancement Corporation (WREC) last year and we did not receive the award. As a first-time applicant, it is tough to push through on first time proposals. Another attempt will occur toward the end of this year. A second application, using RAISE funding, would allow for development of 2.5 miles of new trails to create a 4.9-mile loop created by River Road, Sagamore Parkway and Ninth Street. This loop would connect parks, the two cities and residential and commercial areas. The notification date for this grant is early to mid-April. He hopes to have good news next month.

###### **ii. Transportation Improvement Program (TIP) Update**

Doug Poad said the draft document was completed in February and is available on the APC website for review. The INDOT Central office, specifically the planning section, has reviewed the draft and provided three rounds of minor comments. Staff has responded to those comments and awaits additional information that has been promised. A review from the Federal Highway Administration was received and asked for minor clarifications. Additional words were added to address these clarifications. INDOT Central office asked for a complete project list so that it can be checked against their list. At the next month's Technical Transportation Committee meeting, the formal adoption process will begin with the draft copy being presented for recommended approval. In May, the recommendation will go before the MPO Policy Board.

###### **iii. US Bike Route (USBR) 37**

Doug Poad provided an update regarding US Bike Route 37, a bike route connection between Indianapolis and Chicago that runs through our community. The INDOT Central office intends to complete the AASHTO application by April 14, 2023. APC staff, as well as the national organization Adventure Cycling, offered to assist with putting the application together. Once the application is received and reviewed by AASHTO, a determination will be made to decide if it becomes an official route or not.

###### **iii. Teal Road / Norfolk & Southern Railroad Discussion**

Doug Poad said an early coordination letter was received from INDOT regarding a bridge project on US 52 over the Norfolk & Southern Railroad. The Teal Road project does not include sidewalk construction on the north and south sides of the bridge over the railroad. The project is expensive, and to keep project costs down, sidewalks were not included in this area. APC staff submitted a letter, asking for discussion regarding sidewalks. The project is a super-duty concrete deck overlay and will include a full-width approach slab construction with new deck drains and new curbs. The project will extend the lifespan of the bridge for approximately twenty years. When the Teal Road project was being developed, staff was informed that no sidewalks would be constructed at the railroad bridge. However, when the work for the bridge project comes online, sidewalks will be constructed at that time. Staff wanted to bring this to the attention of this committee, as it may need to be figured out how to get sidewalks in this area much sooner than twenty years from now.

Bill Smith said INDOT is re-evaluating. He said he thought the reason sidewalks were not part of the Teal Road project was because there were some design restrictions with getting the sidewalk across the

bridge. INDOT is double-checking from the previous design, and/or have the designer do a quick check to see if restrictions were known. If there are not design reasons for not being able to put sidewalks on the bridge, then INDOT will revisit the idea of how to get the sidewalks and connectivity. If it is a design restriction, then this is a rigid overlay, and the scope of the project would not allow for additional width. INDOT is checking into that.

Jessica Miller introduced herself as a Project Manager for INDOT. She provided an in-depth update of the Teal Road project:

- Week of March 20 - On the south side of Teal Road, the contractor is performing sub grade treatment, drainage installation, and driveway removals.
- Week of March 27 - pavement widening, curb/gutter installs and pouring back driveways on Teal Road
- April 18<sup>th</sup> – Jessica will attend the Saw Mill Run Homeowners Association meeting to discuss the project and the 4th Street intersection closure
- Utilities have been an issue during most of the project
  - Metronet- between Bennett and 9th Street- relocations underway and then they will relocate between Edgelea to 18<sup>th</sup> Street
  - Frontier- conflicts at 22nd Street, Edgelea, 26th Street and various driveways. INDOT Utilities group has bi-weekly calls with Frontier to push them on relocations and to make them a bit more cooperative
  - Windstream- conflict at 9th Street
  - Unknown utility conflict- Bennett to 9th Street- no one is claiming, under determination
- June 1, 2023 – 4th Street intersection will close until August 1st to rebuild the roadway down to the subgrade.
  - State Detour- US 231to SR 28 to US 52
  - Local Detour- Beck Lane to 9th Street to Kossuth Street
- June - Remaining work on 9th Street and 18<sup>th</sup> Street is planned, pending utility relocations.
  - 9<sup>th</sup> Street - Completing the east side of reconstruction; sidewalks and ADA ramps, resurface and striping, signal loops and detector housings.
  - 18<sup>th</sup> Street - South side of reconstruction; Subgrade treatment and widening, drainage structures, curb and gutter, sidewalks, and ADA ramps. HMA resurface and striping, signal loops and detector housings. Hold-over work from last year due to utility poles still in the way which will be completed when conflicts are resolved.
- August - 4th Street intersection re-opens, contractor will pour remaining driveway approaches and sidewalks throughout the job.
- October- remaining HMA Resurface to be completed. After completion of resurface, permanent striping, traffic loops and monuments will be installed.

Jessica concluded that the hope is to be done with all substantial work by the end of the season. Anything next year will be waiting for grass to grow to finish the contract.

Bill Smith added that there are handouts available on the table that illustrate the state and local detours.

Stu Kline questioned that substantial completion was anticipated this fall with notice of termination (NOT) next year. Jessica Miller confirmed and said that is the plan.

Stu Kline asked what the original completion date was and if utility delays resulted in extensions. Jessica Miller said she believes utility delays resulted in extensions and is sure it's costing INDOT a lot of money.

Stu Kline said someone, like INDOT, needs to go to the legislature about that kind of thing. Jessica Miller added that she's hoping for that too.

Tim Stroshine said he would like to give CityBus an opportunity to comment on this area.

Bryan Smith said it significantly impacts one of their routes. He anticipates having to short turn the bus around on one side of the closure and have it turn around and head back the other way, and vice-versa on the other side of the detour. They will need to notify passengers of the need to get through another way because of the intersection closure. The state detour is the one CityBus would want to follow for the size of the roads, however, it would take too much time to stay on schedule. They may consider placing a shuttle in the area. He added that they have twelve operators taking tests next week, their largest class, so they hope to have the personnel available.

Tim Stroshine said he believes this area to be a highly utilized transit area under normal operations. This underscores the importance of getting this done and is one of many reasons why sidewalks would be a big benefit, if the engineering can be sorted out.

Bryan Smith added that every person that gets on or off the bus is, by definition, a pedestrian. He is willing to entertain partnering with a bit of money to get sidewalks completed, because they are an important part of the infrastructure. A bus stop with a stick in the mud has an effective range of 400 feet compared to a fully improved stop having 1000 feet to a quarter-mile effective range if there is a way to get to it. Sidewalks are important to CityBus.

Stu Kline asked Bryan about the licensing of bus operators. Stu said the ads say CDL is not required. He asked if they are training for CDL's or if they drive a bus with a chauffeur's license.

Bryan Smith said they train for a CDL. They have done the new federal requirements for training for a CDL, and they have scheduled with a tester in Indianapolis. Beginning next week, groups of three trainees go to Indianapolis with busses for four days of testing.

Stu Kline asked Bryan if they set-up their own classroom agreement. Bryan Smith said yes. Stu asked if Bryan was aware that the Local Technical Assistance Program (LTAP) is providing the classroom training now as well. They have a simulator, and they do the train-the-trainer for the ride-alongs. Stu asked if CityBus was eligible for LTAP. Doug Poad said he believes so.

Bryan Smith said CityBus' newest board member, Tino Atisso, works for LTAP and said when the simulator was purchased, they bought it with the transit package. He said they have not partnered yet on training but is sure they will. Stu Kline added that LTAP is a great cost saver, even just providing the classroom portion.

Ben Anderson asked when the 4-H fair was scheduled to run. Woody Ricks said he was thinking the same thing and says it will be a busy week. The fair is scheduled July 21 through July 29. Last year, work was suspended in the area and INDOT made things as accessible as possible.

Jessica Miller added that is believed to be the plan for this year as well. Bill Smith said, except that the road will be closed, most likely, because of the intersection construction at Fourth Street.

Bryan Smith asked if there is a remote lot where a public bus shuttle would be helpful for the fair. He said picking up passengers is not out of the realm of possibility.

Woody Ricks said they have allowed parking at Jeff High School. The lot to the south of the fairgrounds is privately owned and they are not in favor of having anything fair related in the lot. There are a lot of people that get to the fair by other ways than a vehicle.

Stu Kline asked with Ninth Street and Teal Road would be fully functional. Jessica Miller replied it would be around August, after the fair. Stu Kline said that is too late. He added that the intersection and those restrictions are the most detrimental to the fair traffic because that is where traffic bottlenecks.

#### iv. **Federal Funding Obligation**

Doug Poad referred to the Federal Funding Status Report that was provided in the packet. It shows a balance of approximately \$5.6 million. As of last Friday, those funds were obligated for the Yeager Road

project that was awarded to Atlas Excavating. They were the low bidder at just over \$8.7 million. Normally these projects are funded at an 80%, 20% split, but this project is closer to a 65%, 35% split. All federal funds have been obligated for this federal fiscal year.

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

Doug Poad began with the projects on the February bid letting list. These three projects are in one contract and was awarded to Milestone Contractors for \$2.632 million. The estimated contract completion date is May 15, 2024. The Yeager Road project was the only project to let in March. That project will be underway soon. There are two projects on the April letting. Project nine, concrete pavement restoration on SR 38, has moved from a July letting to a November 15, 2023 letting. Project 13, the institutional funds project, has moved from fiscal year 2024 to 2026, so that should drop off the 18-month letting list. Project 14, the traffic signal modernization, is moving from the July letting up to the May letting list. Project 19, Bridge 527 on Old US 231, is scheduled for a December 2023 letting. Bridges 64 and 65 on Lilly Road are showing for July 2024 bid-letting.

Bill Smith added that there should be expectation of future movement, for many reasons, but inflation being the last and final straw. INDOT is going through a rebalancing process right now and as they figure things out, some projects will be moving out of necessity due to funding shortages. There will be more to come as they work through the process.

Stu Kline said Bridge 527 had some environmental holdups. After speaking with Kathy Eaton-McKalip, the project will be moving to fiscal year 2025.

Tim Stroshine thanked Stu for the update and explained that the changes have not been reflected on INDOT's SPMS report. That is why the project is still shown on the 18-month letting list.

#### **V. OTHER BUSINESS**

Bill Smith brought up a past conversation that involved discussion on how the MPO could communicate detours within the city and county. He had suggested that INDOT was piloting an application (app) where they are trying to do some of that monitoring, active detours and avoiding conflicts. He has found out that the MPO can have access to the pilot to see if it might help meet the needs of the MPO. Bill will provide Doug Poad with a contact person in INDOT to get access to pilot the app with them.

Tim Stroshine thanked Bill and said they would certainly be happy to work with INDOT.

Bryan Smith said he would be going before his Board that evening to ask for their formal approval to approach the Lafayette City Council to extend CityBus' service area for van pool. This is something Fort Wayne has already done, and Bryan is following their example, to institute a van pool to help people get to work. CityBus would use 5307 funds to fund the program and that will need to go through the amendment process. CityBus is partnering with Greater Lafayette Commerce and have had meetings with IU Health, Wabash, and other large employers in the area.

#### **VI. CITIZEN COMMENTS**

There were none.

#### **VII. ADJOURNMENT**

The next meeting will be April 19, 2023.

Bill Smith moved to adjourn. Stu Kline seconded, and the meeting was adjourned by unanimous voice vote. The meeting was adjourned at 2:48 PM.

Respectfully Submitted,  
Kristina Lamb  
Recording Secretary

Reviewed By,

A handwritten signature in black ink, appearing to read 'D. Hittle', with a horizontal line underneath the letters.

David L. Hittle  
Executive Director