

MPO POLICY BOARD

Minutes

August 9, 2018

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
John Basham	President, Tippecanoe County Council
Dave Byers (proxy for Tom Murtaugh)	President, Tippecanoe County Commissioners
Tom Murtaugh	President, Area Plan Commission
Ron Campbell	President, Lafayette City Council
Peter Bunder	President, West Lafayette Council
Cindy Murray (proxy for Gary Henriott)	Lafayette Board of Works
Julie Ginn	Chairman of the GLPTC

Absent Voting Members

Shane Spears	INDOT
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Non-Voting Members Present

Stu Kline	Tippecanoe County Highway Engineer
Jeromy Grenard	Lafayette City Engineer
Bob Foley	Lafayette City Engineer's Office
Ed Garrison	West Lafayette City Engineer
Sallie Fahey	Area Plan Commission Executive Director
Cat Schoenherr	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Aria Staiger	APC Staff

President Tony Roswarski called the meeting to order at 2:00pm.

I. APPROVAL OF MINUTES

John Dennis moved to approve the minutes from the June 14, 2018 meeting. Ron Campbell seconded and the minutes were approved by unanimous voice vote.

II. FY 2018-2021 TIP AMENDMENT

RESOLUTION T-18-08

Add Six New Bridge Projects and Update Sixteen Existing Projects

Doug Poad said INDOT has requested this amendment to add six new bridge projects and to update sixteen existing bridge projects. Three of the new bridge projects will involve removing debris at the US 231 and Sr 38 bridges over the big Wea Creek/Elliott Ditch and the South Fork of the Wildcat Creek.. The SR 28 bridge over the Haywood Ditch will receive an overlay and a bridge on the Hoosier Heartland will receive a thin deck overlay. Also, the eastbound Sagamore Parkway bridge at the Northwestern junction will be repaired. Fifteen projects are thin deck overlays on SR 25, SR 28, SR 38, and US 52. The construction phase for pipe lining a small structure under I-65 will be added to FY 2020. The staff report included in the packet provides detailed information on each project. He said the Tech Committee reviewed this request at its July meeting and recommended approval.

Ron Campbell moved to approve **RESOLUTION T-18-08--FY 2018-2021 TIP AMENDMENT**. John Dennis seconded and the motion was approved by unanimous voice vote

III. ADMINISTRATIVE TIP MODIFICATION

Sallie Fahey said she administratively modified the *TIP* on August 3rd to allow the county to move ahead with its bridge inspection program. For September there is \$438,981 in Federal funds for Phase 1 with a total cost of \$548,727. In FY 2020, Phase 1A has \$40,074 in Federal funds for a total cost of \$50,092. We are not sure whether Phase 1 interim will be done at the end of FY 2019 or the beginning of FY 2020 so it was optionally put in both years. That phase had \$6,302 in Federal funds for a total cost of \$7,877.

Stu Kline said he is ready to start inspecting bridges.

IV. APC PROGRESS REPORT Bicycle Counting Data Update

Tim Stroshine said the map distributed prior to the meeting contains some of the 2018 bicycle counts taken by the Bicycle Lafayette volunteers and compares them to the counts taken in 2017 at the same locations. He explained that the top numbers are the 2018 counts and the numbers on the bottom are the 2017 counts. He pointed out that the 2018 counts were generally lower than the 2017 counts with few exceptions. He thinks some of the lower counts in the campus area were due to the unseasonably cold spring we experienced. Even the volunteers mentioned that they had to bundle-up to be out taking the counts for a couple of hours.

Tim Stroshine said the second handout he distributed prior to the meeting is an aerial photo with a table showing more specific, intersection-focused counts that were taken at State and Northwestern. He pointed out that a very low number of cyclists were wearing helmets and that most of the cyclists were riding on the sidewalks. The diamonds on the aerial show the direction from which the cyclists were coming and the circles on the aerial are where the cyclist would stop and choose the path they would take to continue their trip. In this area, we are seeing cyclists as pedestrians and he believes that is the case because that is how the cyclists feel the safest. He would like to take the same counts again in the fall. He said the aerial photo shows the ongoing construction and staff feels the construction may have affected some of the movements. The data includes information on how the cyclists navigated the intersection.

Tim Stroshine said he is interested in collecting more of this type of information. The first data collected are related to safety issues and the other data collected was route choice information showing where cyclists feel they are the safest whether that is the case or not. He said the counts used for this table were taken in late June. He went on to say he has had conversations with the Bicycle Lafayette volunteers and they have offered to help out by talking counts this fall when the student population is greater.

Tony Roswarski asked when the data was collected.

Tim Stroshine replied that the counts were taken the last couple of weeks in April 2018.

John Basham asked if the bullet indicates where the bikes are being parked.

Tony Roswarski thinks the bullets are where the counters are stationed.

Cindy Murray asked if cyclists are allowed to ride on the sidewalk at Purdue.

John Dennis said West Lafayette has a trail network incorporated in the university so there are other options but cyclists are allowed to ride on sidewalks at Purdue and in West Lafayette.

Ed Garrison pointed out that we have an ordinance that says cyclists cannot ride on the sidewalks. He added that it makes a difference how wide the sidewalk/trail is. He said Purdue may have its own policy for all the avenues that are not city streets.

Tony Roswarski said some of the counts went up a lot and some of the counts were significantly down. He agrees that a lot of the counts differences might be construction related.

Tim Stroshine said some counts were taken on State Street with the new side paths and even though some of those counts increased it was not enough to make up the difference. Overall, we are looking at lower volumes. He went on to say Dr. Jon Fricker at Purdue plans to have his students collect some data and that will give us two separate groups of data collectors.

John Dennis said he hopes we can eventually find a way to check the speed of the bikes.

Peter Bunder reminded everyone that the scooters are coming.

Tom Murtaugh joined the meeting in progress.

Bridge and Pavement Performance Targets

Sallie Fahey said last year we adopted a resolution stating that instead of us developing our own Safety Performance Measures and Targets we, along with all the other MPOs in Indiana, are supporting the state's safety targets. The next performance measure coming up is the bridge and pavement performance measure and she thinks it is likely we will again adopt the state's performance measures. The state adopted its targets in May and we have 120 days to decide if we are going to adopt the state's targets or develop our own. At the last MPO Director's meeting she learned there is not one MPO in the state that is going to develop their own bridge and pavement performance measures and a committee is working on developing language for the new resolution. Before November 16th, she will bring a resolution supporting the state's bridge and pavement performance measures for the Policy Board to adopt. She went on to say bridges will be based on percent "good" and percent "poor" with no "fair" ratings and all the pavement data will show up in square meters.

The County has tight control on bridge maintenance, so she thinks we can easily demonstrate our support there. She said we will start developing a new *TIP* late fall. We will get projects from INDOT and make a call for local projects and the *TIP* will be adopted into the State *TIP*.

Tom Murtaugh asked how the bridge performance measures will differ from the annual bridge inspections.

Stu Kline said the county has an asset management plan for the roads and the money was just approved for the bridge inspections.

Sallie Fahey said she thinks counties and MPO areas around the state should be using their bridge money by targeting the bridges that are most in need of work or the bridges that carry the most traffic volumes. Doing that should help the state's bridges move into the "good" range.

Stu Kline said the county has a 1-year program that coordinates traffic and sufficiency ratings.

Sallie Fahey does not think we will have to do anything differently but there are probably counties who are not planning that well in prioritizing their bridge money based on data.

The Tech Committee will be thinking about projects that support the state's safety targets, how we are using our HSIP money to do that, and what projects we will have in the *TIP* that help meet the state's targets for paving and bridge reliability.

Stu Kline asked if we just report what the county is doing if we adopt the resolution adopting the state's bridge and performance measure or if this is a whole new level of reporting.

Sallie Fahey replied that reporting has not been discussed. She said staff will be recommending that we do not create our own performance measure and targets in these two areas.

Tom Murtaugh asked if this is different from the Asset Management Plan everyone has to do.

Sallie Fahey said INDOT may be using the Asset Management Plan, but these are Federal requirements for setting targets. She added that right now only the states have consequences if they do not meet their targets or at least show progress toward meeting their targets. MPOs are being asked to do the same thing either in support of INDOT's target setting or to develop their own. She knows there are no MPOs in Indiana interested in developing their own targets and performance measures. We will be showing our support for the state's performance measures through local projects which support their targets for pavement and bridge reliability. We might put projects in the *TIP* that show that support, but we may not have enough money to do everything we want to do because we have used our backlog of prior year balance funds.

New 5-Year Plan and *TIP/STIP*

Sallie Fahey said INDOT would like all MPOs to do another 5-Year Plan and we are in good shape because we have kept our plan rolling forward and it is up-to-date. The *TIP* is the document that puts money to projects. Our *TIP* is incorporated into the state's STIP to be officially adopted.

We will start the *TIP* process in early October and have a draft ready in February with adoption no later than May 2019. The *TIP* will be rolled into the STIP and everything will have to be approved by FHWA by July 1st. Staff will be doing a local call for projects in October and start the prioritization process.

Functional Classification Maps

Sallie Fahey said we have periodically reported on the functional classification maps we do after every census. We submitted the maps after the last census to INDOT and made the changes INDOT recommended. INDOT had several personnel changes and finally in April the year the maps were approved by INDOT and submitted to FHWA. We received a letter from FHWA approving our Functional Classification Maps. She added that we were the first MPO to have our maps filed but one of the last MPOs to get them approved.

Project Cost Increases

Sallie Fahey said she learned at the last MPO Director's meeting that INDOT is saying we all need to be really careful about cost estimates on projects because INDOT is seeing asphalt prices go up as much as 30%. She said everyone needs to be careful now and when they develop estimates for the new *TIP* that we put in enough money to account for cost increase. The Indianapolis MPO Director announced that their costs are up 18% in all recent lettings.

Tony Roswarski said steel prices are up and we all are feeling that pinch.

Ed Garrison explained that concrete prices will go up because of all the steel that is needed for the roads.

IV. OTHER BUSINESS

18-Month Letting List

Doug Poad said the five new projects on the list are all on I-65 (#14, 15, 25, 26, & 27). Projects #14 & 15 are bridge deck replacement and widening projects on the bridge over Lauramie Creek. #25 & 26 are overlay projects on the bridge over Burnett's Creek and #27 is an overlay and preventative maintenance project from north of SR 43 to US 231. He went on to say our local projects are still on track. The Teal

Road project is still on a January 2019 letting. The SR 28 overlay project was let in July and awarded to Rieth Riley with significant savings. A US 52 (#2), a SR 28 (#3), and a SR 38 (#4) patch project were scheduled to be let August 8th. Project #2 is a pavement patch and rehab project from 4th Street (Poland Hill Road) to 30th Street.

John Basham said project #20 (4th Street at Poland Hill) was supposed to be a roundabout at one time. He asked how the intersection will be leveled-out so people do not fall into the ravine when they go up the hill.

Doug Poad said he does not recall the project specifics and said that is more of an INDOT District question. He thinks the intersection will be designed so that the main movement will be the curve as you go to the south and up the hill. The road will not be as curved as what it is today. He thinks the intersection will be moved to the north to fix the alignment issue.

Cat Schoenherr said she spoke to Shane Spears the other day and said he plans to send the project manager for the Teal Road project to the Technical Transportation meeting on August 15th to provide an update on the project. Hopefully, we can have the project manager provide the same update for the Policy Board at its September meeting. Either way we will have a lot more information on that project as well as the US 52 paving project after the Tech meeting next week.

Tony Roswarski asked how the US 52 asphalt tests came back.

Cat Schoenherr said Shane Spears did not talk much about that project but she learned the main reason for the delay is that they had to do a lot more milling than was originally planned. Shane Spears said the asphalt is coming along and will be happening soon.

Tony Roswarski recalls that TV-18 ran a story that said the 1.5" of asphalt is not up to standard.

Cat Schoenherr said the project manager for the US 52 project will talk about that issue also at the Tech meeting and hopefully the Policy Board.

John Basham asked if they are going to try to widen and/or build up Teal Road by Three Sons.

Sallie Fahey said staff has not seen a new set of plans in over a year. Staff will try to get a new set of plans so we can answer some of the questions locally.

Doug Poad added that the plans in the APC office still show the roundabout.

Tom Murtaugh asked if the concrete will be torn up and asphalt put in its place for the Twyckenham Boulevard road reconstruction project (#29).

Bob Foley said that road project is a complete reconstruction and both asphalt and concrete will be used.

Tom Murtaugh referred to project #29 and asked what "3R/4R Standards" means.

Stu Kline explained that "3R" is rehabilitation and "4R" is all new to a different standard of construction.

Sallie Fahey added that that is just shorthand terminology for different types of projects.

John Basham asked if they plan to put asphalt over the concrete like it is in front of Soller-Baker.

Tony Roswarski said the city plans to totally reconstruct the road by digging out and starting all over.

John Basham asked why you just can't put blacktop over it.

Tony Roswarski said that cannot be done because whatever you blacktop will be cracked in a year or less. The concrete and sub-base underneath are cracked and settling.

Ron Campbell asked when Teal Road construction should start.

Doug Poad replied that once the project is let they will have to go through negotiations for the contract, finalize the contract, and have the pre-construction meetings. That process usually takes four to eight weeks. Construction should start in spring 2019 if the project lets in January as scheduled.

John Basham reminded everyone that demolition at the Fairgrounds starts in August 2019.

Ron Campbell asked if all the right-of-way has been acquired for the Teal Road project.

Tony Roswarski said he knows right-of-way was the major reason the project has been delayed. He thinks maybe INDOT has all the land it needs because the date has not changed in a while.

Sallie Fahey said Bob Foley told her that INDOT is doing project #2 to keep the pavement alive until the actual project goes through next year.

Stu Kline said typically the first day of construction for spring projects is April 1st.

V. CITIZEN COMMENTS

None

The next meeting is September 13, 2018.

IX. ADJOURNMENT

Ron Campbell moved to adjourn.

The meeting adjourned at 2:35pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu