

MPO POLICY BOARD

Minutes

September 13, 2018

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

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| John Dennis | Mayor, City of West Lafayette |
| John Basham | President, Tippecanoe County Council |
| Dave Byers (proxy for Tom Murtaugh) | President, Tippecanoe County Commissioners |
| Peter Bunder | President, West Lafayette Council |
| Cindy Murray (proxy for Gary Henriott) | Lafayette Board of Works |
| Julie Ginn | Chairman of the GLPTC |
| Shane Spears | INDOT |

Absent Voting Members

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| Tony Roswarski | Mayor, City of Lafayette |
| Tom Murtaugh | President, Area Plan Commission |
| Ron Campbell | President, Lafayette City Council |

Non-Voting Members Present

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| Stu Kline | Tippecanoe County Highway Engineer |
| Mike Spencer | Tippecanoe County Highway Department |
| Bob Foley | Lafayette City Engineer's Office |
| Ed Garrison | West Lafayette City Engineer |
| Brett Crutchfield | INDOT |
| Kevin Jasinski | INDOT |
| Travis Kohl | INDOT |
| Robert Dirks | FHWA |
| Sallie Fahey | APC Executive Director |
| Cat Schoenherr | APC Staff |
| Doug Poad | APC Staff |
| Tim Stroshine | APC Staff |
| Aria Staiger | APC Staff |

Vice President John Dennis called the meeting to order at 2:00pm.

I. APPROVAL OF MINUTES

Dave Byers moved to approve the minutes from the August 9, 2018 meeting. John Basham seconded and the minutes were approved by unanimous voice vote.

II. ADMINISTRATIVE MODIFICATION FOR FY 2018-2021 TIP

Sallie Fahey said on August 10th she administratively modified the *TIP* to increase funding by \$159,800 for the River Road at River Bend Hospital project by decreasing excess funding for the Concord Road project.

III. APC PROGRESS REPORT Annual Listing of Projects

Doug Poad distribute copies of the Annual Listing of Projects (ALOP) that can be used as a reference to show where our Federal gas tax dollars are going. The document also includes local projects that are funded with local money. General information about the Federal legislation is in the first part of the report. The first section shows INDOT projects followed by local projects and a section for CityBus. Individual information pages are included for each project that include a description of the project, what phase the project is in, letting results, Federal funding, estimated completion date, contractor, funding shortage/overage information, bicycle & pedestrian amenities, aerial photos, and actual photos of the project to date. Another section highlights the projects that were completed this fiscal year with before and after photos when available. A table provided by INDOT is included at the end of the report. We did our first ALOP in 2006 and have the most thorough document in the state.

John Dennis thinks this is good information to have because people often have questions about road projects.

John Basham agreed and plans to carry his copy with him in the car.

Doug Poad added that the document is posted on the APC transportation website on the Annual Listing page along with all the previous ALOPs.

Quarterly Report Summary

Cat Schoenherr referred to the Quarterly Listing summary that was included in the packet.

Tippecanoe County

Klondike Road is now in the construction phase and the *North River Road at River Bend Hospital* is scheduled to be let in October. *Concord Road at CR 430 South* is scheduled to be let in January 2019 and *River Road at CR 500 North* is scheduled to be let in January 2020. All three projects are currently moving through design/ROW phases. The *Morehouse Road* and *Yeager Road* projects are on hold due to funding constraints. The *McCutcheon Pedestrian Safety* project is scheduled to be let in 2022. The contracts for the *bridge inspections* are under development.

Lafayette

Myers/Riehle Plaza Bridge, *Sagamore Parkway Phase 1*, *South 18th Street*, and *South Street & Scott/Park Streets* are complete. *Twyckenham Trail* is under construction and *Twyckenham Boulevard* is scheduled to be let in 2019. *Park East Boulevard Extension* will enter the design phase soon.

West Lafayette

Happy Hollow Road and *Kingston Drive Trail* projects are complete. *Happy Hollow Road Trail* and *Cherry Lane Extension* are in the design phase and scheduled to be let in January 2019. Construction for *Sagamore Parkway Trail* and *Soldiers Home Road* is scheduled for FY 2020 and FY 2021.

Battle Ground

The *North Street* project is complete.

MPO Update

Sallie Fahey said we borrowed \$1,200,000 from NIRPC to let the Klondike project on time and we agreed to return the money in FY 2019. She made arrangements with INDOT to make the transfer and the financial transactions shows up in our latest FY 2019 financial report.

Sallie Fahey said she next wants to talk about two programs. TRAX is the program where locals apply for Federal money to do grade separation projects through INDOT to eliminate at-grade crossings. The county has applied for money to separate the grade for CR 800 South from the CSX tracks between US 231 and Mintoyne and the Southwestern Middle Schools.

Another rail fund project is the Section 130 Program to improve at-grade crossings. Locals cannot apply for that program because it is a program INDOT's Central Office staff select where the improvements need to be made throughout the state based on how hazardous a crossing is. Often cross-bucks or signals & bars are installed. When INDOT selects a crossing the locals have to come up with the 10% match. The good part is INDOT has taken those programs out of the rail section of INDOT and put it into the Local Public Agency section. She wants everyone to be aware that INDOT may select one of our rail crossings to work on if we have an at-grade rail crossing that is considered to be a high hazard but we will have to pay 10% of the cost.

Peter Bunder asked if we supply INDOT a list of our high hazard crossings.

Sallie Fahey explained that INDOT has access to all the crash data and traffic counts just like we do.

Cindy Murray asked how much one of these railroad projects cost.

Stu Kline said there was about \$136,000,000 in the Section 130 pot for railroad crossings when he made his TRAX application.

Ed Garrison asked if that includes railroad crossings on state roads or are the funds strictly for local road.

Sallie Fahey thinks the Section 130 funds are for everybody. She added that the LPA would not have to pay the 10% match if the crossing is on a state road.

Stu Kline said he was told there is \$420,000,000 in the TRAX fund.

Sallie Fahey said thinks the county put together a strong TRAX application to construct a bridge over the CSX railroad tracks on CR 800 South west of US 231 because law enforcement heavily supported it and it is for the kids.

John Basham said traffic can back up quite a bit at that location. Cars can sit at that location for 30 to 45 minutes when a train is passing.

Sallie Fahey said the property owner from whom right-of-way will have to be purchased also supported the request and wrote a letter to that effect. CSX also supports the request.

John Basham said he is very familiar with that road and has received calls from the five owners in the area. He asked if Welch is supporting the request. He asked if the project will go over the hill and to the grain company.

Stu Kline replied that right-of-way will only have to be purchased from one owner. The project will go north over the tracks where a retaining wall will be used. The project is far enough north so the houses will be on cul-de-sacs, the road will go over the tracks, head north, and then back down. The approaches will be off the new road. There will not be much of an impact on Welch Grain. Welch is happy to trade-off some land for the ability to get in and out his facility. The project is scheduled for construction in 2024. He thinks things are much worse at that location since the storage track was installed.

John Dennis thinks the second track was installed for Cargill in Linden.

IV. OTHER BUSINESS 18-Month Letting List

Doug Poad referred to the Letting List that was distributed in the packet. Not much has changed since last month even though the list is two pages long. The Cherry Lane project (#13) has been moved up to a December 2018 letting. The I-65 northbound and southbound bridge over Lauramie Creek deck replacement and widening projects (#25 & #26) were moved from a November 2018 to a May 2019 letting. The only new project on the list is the North River Road at CR 500 North intersection improvement and turn lane addition project (#29) is scheduled for a January 2020 letting. US 52 patch and pavement project (#1) was let in August and awarded to Rieth Riley for slightly above the engineer's estimate. The SR 38 and SR 28 patch and pavement projects (#2 & #3) were also let in August and also awarded to Rieth Riley.

Sallie Fahey said the Teal Road project that recently let is the temporary fix to hold the road together until the full reconstruction can happen. The project runs on Teal Road from Poland Hill back to South 30th Street. She advised John Basham that he can tell people there will be patching and temporary pavement replacement.

Cindy Murray said she noticed all three of the projects that were let came in under the engineer's estimate. She asked if that is a common occurrence.

Shane Spears explained that the estimate is what INDOT allocates for a project and hopes the project will come in at or less than the estimate. The extra money gives INDOT or the MPO more money for other projects.

INDOT Update on Teal Road Project

Shane Spears introduced Brett Crutchfield, INDOT's project manager for the Teal Road project and also the repair project on Teal Road.

Brett Crutchfield displayed a map of the Teal Road corridor. The Teal Road project starts between US 231 and Old Romney Road and goes about three miles west of 30th Street to tie in with the new pavement that was recently put down. The project is scheduled to be let in January 2019 and will run two construction seasons. The project will start with utility relocation in 2019. Season one work will start at the top of the Teal Road hill just east of 4th Street (5 Points) down to the 30th Street area. The work will be split in half in season two and start with the west end between Old Romney Road and US 231 and end just before going down the hill. Intersection construction and improvements will start the second half of the second construction season. The plans are about 75% complete and the project has been challenging as everyone knows. INDOT is estimating the construction costs at \$7,700,000 for the entire project. The pavement on the east and west ends will be a rehab with about a 4" thick HMA overlay. There will be deep patching at the highly distressed areas. The Poland Hill intersection will be completely reconstructed. The plans are to elevate the intersection and shift it a bit to the northwest. Medians will be constructed to help with the traffic flow on Teal Road. The traffic signals will be modernized all through the corridor and some will be moved around. He heard that the signal at the Poland Hill intersection will go from a 5-phase to a 3-phase signal to make it smoother getting through the intersection and to shorten the wait time. There are a lot of pedestrian issues at that intersection and the intersection upgrade should alleviate that because sidewalks and guardrails will be installed along the hill up to Windy Hill. Sidewalks will also be installed throughout the corridor, except for a portion of the hill on 4th Street to get up to 9th Street because it is not wide enough. There will be CityBus pull-offs installed in front of Midwest Rentals, just east of Elston Road, two in the fairgrounds area, and in front of the old Marsh supermarket. ADA ramps will be upgraded throughout the corridor and he pointed out where an island will be installed at the Poland Hill intersection to make crossing the road easier. All the ADA ramps in place now will have to be brought up to the new ADA standards. All driveways throughout the corridor will be replaced to the back of the sidewalk in most cases. He said right now you can turn right or left coming off Summerfield onto Teal Road but a median will be installed making the intersection will be right-turn only. He said access to all businesses and residences will be open during both construction seasons. The plans are for the contractor to communicate with individual property and business owners to let them know what is

happening and what is coming up. He said the Poland Hill intersection will have to be closed and that is where maintenance of traffic comes into play. The intersection will be closed halfway down both hills and 4th Street as well. The official truck detour will be on SR 28 so truck traffic will go down US 231 to SR 28 and across. He does not anticipate local detours being as big a problem as the truck detour will be. INDOT is talking with the Lafayette Engineer's office to make sure there is no adjacent construction at 9th Street and Beck Lane for the two construction years.

Ed Garrison asked how long the Poland Hill intersection will be closed.

Brett Crutchfield said he is anticipating the intersection will be closed for 60 days. Businesses will have the opportunities to put signs up during the closure. He added that the plans are to close the Poland Hill intersection the second half of the second construction season. Mr. DeFouw has reached out to him to see if his dealership will be able to use the fairgrounds for his annual tent sale during road construction. He again said traffic will be maintained throughout construction. He knows the fairgrounds is undergoing upgrades starting in August 2019. He thinks the rear entrance off 18th Street has to be how people get to the County Fair during construction. The fairground entrance farthest west will be widened because of all the trailers that use that entrance.

Dave Byers asked if the east drive will be relocated.

Brett Crutchfield said that drive is getting pushed east a bit, but it will still be the same size. He has been in touch with the high schools about their activities and he will continue to keep those communication lines open. He hopes to have some pre-phase, by-invitation meetings with elected officials and property owners. There will also be a pedestrian MOT (maintenance of traffic) for much of the area, especially around 4th Street. He said he is available to answer any questions.

John Basham said he went down the Teal Road hill when he attended Lafayette Jeff in 1965 and lost the hood to his car. He always thought about moving the intersection toward Three Sons and constructing a wall and making the intersection 4-lane.

Brett Crutchfield said that is somewhat happening because the whole intersection is moving west. He added that there is no room to make the intersection 4-lane. He thinks once construction is done the traffic will move much better through the intersection.

Stu Kline wants to make sure that while the Poland Hill intersection from Three Sons to 9th Street will be two lanes, everything else will be four lanes.

Brett Crutchfield explained that Teal Road will be basically three lanes.

John Basham asked if some of the tress on the hill will be cleared out.

Brett Crutchfield replied that as of right now INDOT will not be doing any work on the trees because there is no sidewalk work being done.

John Basham said the Poland Hill intersection was a big project back in the 1960's by John Benson. Semis would come down the hill and flip over on the curve. He asked if a wall on the northwest side just south of the filling station will be built up.

Brett Crutchfield said there is no work scheduled for the creek. The guardrail will be upgraded and a sidewalk will be installed. He added that there will be curbs and gutters throughout. INDOT wants to channelize all the stormwater but there have been a lot of issues on the west end because it is so flat. The plans are to install a pipe that will help with the stormwater and tie down into the one of the city's trunk lines to alleviate some of the sitting water up on the hill. The plans for that are being reviewed right now and INDOT hopes to coordinate with Lafayette to find an outlet.

Cindy Murray asked if there will be sidewalks on both sides.

Brett Crutchfield said for the most part there will be sidewalks on both sides. There will not be sidewalks on both sides on the hill. He hopes pedestrian traffic will open up in that area.

Ed Garrison asked if there will be any multi-use trails, sharrows, or bike lanes.

Brett Crutchfield said those features are not included in the project.

John Dennis said our community has had some experience ripping up major arterials and laying new stuff down. He asked if INDOT has a communication plan.

Brett Crutchfield said INDOT will release any and all changes to social media in addition to having the information on the INDOT website. A lot of that burden will be put on the contractor as well, so he hopes to double-up on communication.

Sallie Fahey asked if INDOT was able to take advantage of its Access Management Plan to either combine or close some driveways during the design phase.

Brett Crutchfield said INDOT is getting rid of a couple of driveways but none of those drives will be on private property. He knows the plans are to close a drive at 22nd Street (Amoco Gas Station) and another one at 26th Street. The plan is to eliminate a lot of stops and turns.

Ed Garrison asked if the drive that is being kept open at the Amoco will be a right-in, right-out with a median.

Brett Crutchfield said the drive will be right-in, right-out.

Doug Poad asked if there will be separate pads where the bus patrons can wait with sidewalk connections back to the curb.

Brett Crutchfield said he is not sure but will find out and get back to him. He is not sure what the bus pads will look like. He knows there are looking for locations for pads with shelters throughout the corridor.

Sallie Fahey said INDOT's ADA and Title VI folks are having MPOs, in cooperation with public transit agencies, do a complete inventory of all bus stops to determine if they are accessible, have pads, and are sheltered. She urged Brett Crutchfield to make sure there will be concrete pads at the bus stops.

Cindy Murray asked if the information shared with this Board today will be available to the public soon.

Travis Kohl said Structurepoint put this presentation together for to be presented to at this meeting. He plans to leave the presentation.

Brett Crutchfield said he can't believe no one asked about the sink hole in the center of the 4th Street and Teal Road intersection.

Travis Kohl said INDOT is working on a temporary fix right now. Right now, there is a pipe that goes up underneath and they are not sure yet how to fix it temporarily.

Cindy Murray said the sink hole is huge.

Brett Crutchfield said there is a 30" pipe that runs directly under the flower shop at the intersection and it ties into INDOT's 36" pipe located under the road. From the 36" pipe the water goes onto a manhole, crosses over, and spills out into the creek. The 36" pipe needs to be replaced and we will not know exactly what the issue is until they get down in there. He went on to say that grassy areas will be created in front of the businesses when the intersection is pushed out.

Cindy Murray asked if the sink hole fix is included in the total price for the project.

Brett Crutchfield said INDOT recently learned about the sink hole but the preliminary engineering was done a long time ago. The cost of the fix is not included in the price.

John Basham asked if there will be sidewalks installed past Auto Specialties and up the hill. He thinks the topography through there is transitional. He also wants to know if the bridge will be widened.

Brett Crutchfield explained that the sidewalks will only be on the north side of the road. No bridge work will be done as part of this project.

Robert Dirks Introduction

Sallie Fahey introduced our primary colleague at Federal Highway, Robert Dirks. She said he is willing to answer any questions the Board may have.

US 52 Paving

Cat Schoenherr asked INDOT to update the Committee on the US 52 paving project.

Ed Garrison knows a new type of concrete is being used.

Shane Spears explained that INDOT is having testing issues and is in the process of trying to make the asphalt a little bit better. He learned today that the contractor has changed because of the testing issues and everyone in the city is aware this is a long, drawn out process. INDOT hopes to get the specifications approved so construction can resume next week. The hope is to meet the October completion date.

New Signal at the Intersection of US 231 & US 52 in Montmorenci

Dave Byers said it would be nice to have signs alerting drivers of the new traffic signal because it will be difficult to see when traveling around the bend coming from the west or coming in US 231 in Montmorenci. He was traveling from Benton Central High School the other day and he knew the traffic signal was there but the signal was not visible until you traveled around the corner. The signal was right there when you came around the corner and there was no advanced notice.

Shane Spears said he will take a look at it.

Sallie Fahey pointed out that there has already been a death at that location.

Twyckenham Boulevard

John Basham asked if Twyckenham Boulevard will be re-asphalted in front of Soller-Baker.

Bob Foley said that section of road will be completely reconstructed. All the concrete out there will be removed.

John Basham asked when that project will start.

Sallie Fahey said that project is barely on the 18-Month Letting List so we are looking at work beginning in FY 2020.

V. CITIZEN COMMENTS

None

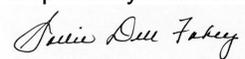
The next meeting is October 11, 2018.

IX. ADJOURNMENT

Dave Byers moved to adjourn. John Basham seconded.

The meeting adjourned at 2:55pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu