

The  
**AREA PLAN COMMISSION**  
of Tippecanoe County

## **MPO Policy Board Meeting**

**Date.....May 13, 2021**

**Time.....2:00 PM**

**Place.....Tippecanoe Room  
County Office Building  
20 North 3rd Street  
Lafayette, Indiana**

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at [apc@tippecanoe.in.gov](mailto:apc@tippecanoe.in.gov). Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at

<https://www.facebook.com/TippecanoeCountyIndiana> and  
<https://www.youtube.com/channel/UCJleeA9ZQo9EIIgDzTdjurQ>

### **AGENDA**

#### **I. APPROVAL OF MINUTES FROM APRIL 08, 2021**

Documents:

[Policy Board 04.08.2021.pdf](#)

#### **II. RESOLUTION T 2021-05: RESOLUTION TO AMEND THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

A. Replacing the Wabash River bridge deck

Documents:

[TIP Amendment Policy Rpt May 2021 N 9th Street.pdf](#)

#### **III. RESOLUTION T 2021-06: RESOLUTION TO AMEND THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

A. Additional \$187,000 in federal funds for PE for Sagamore Pkwy Trail project

Documents:

[TIP Amendment Policy Rpt May 2021 West Lafayette.pdf](#)

IV. RESOLUTION T 2021-07: RESOLUTION TO ADOPT THE FY '22-'26 TRANSPORTATION IMPROVEMENT PROGRAM

Documents:

[Policy Board 2022 TIP Adoption Staff Report.pdf](#)

V. APC PROGRESS REPORT

- A. MPO Update
  - i. Thoroughfare Plan - Curb Design
  - ii. UPWP INDOT Approval
  - iii. Federal Funding Obligations
  - iv. Bike To Work Day
  - v. Big 4 Trail
- B. INDOT 18-Month Letting List

Documents:

[Pros and Cons of Non-Mountable Curbs.pdf](#)  
[2021 May Lettings.pdf](#)

VI. OTHER BUSINESS

VII. CITIZEN COMMENTS

VIII. ADJOURNMENT

Next meeting is June 10, 2021

Check the APC website at <http://tippecanoe.in.gov/378/Area-Plan-Commission-APC> for updates.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit [www.tippecanoe.in.gov/ada](http://www.tippecanoe.in.gov/ada)

**MPO POLICY BOARD**  
**Minutes**  
**April 08, 2021**  
**2:00 pm**  
**Tippecanoe County Office**

*Due to the public health emergency, the meeting was held virtually. Members of the public may watch the livestream of the meeting at <https://www.facebook.com/TippecanoeCountyIndiana> or <https://www.youtube.com/channel/UCJleeA9ZQo9E11GdZTdjurQ/featured>*

**Members Present**

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
Kevin Underwood	President, County Council
Tom Murtaugh	President, County Commissioners
Peter Bunder	President, West Lafayette Council
Jackson Bogan	Area Plan Commission
Shane Spears	INDOT
Cindy Murray	Lafayette Board of Works
Ron Campbell (proxy for Melissa Williamson)	President, Lafayette City Council
Ben Murray	Chair, GLPTC

**Absent Voting Members**

**Non-Voting Members Present**

David Hittle	Executive Director, Area Plan Commission
Doug Poad	APC
Tim Stroshine	APC
Aria Staiger	APC
Maureen McNamara	APC
Michael Grovak	Project Manager, Lochmeuller Group
Martin Sennett	GLPTC

Tony Roswarski called the meeting to order at 2:00pm and conducted a roll call of members present.

**I. APPROVAL OF MINUTES**

Ron Campbell moved to approve the minutes from the March 11, 2021 meeting. John Dennis seconded, and the minutes, with corrected scrivener's error, were approved by unanimous voice vote.

A scrivener's error was corrected to show that Ben Murray is the Chair of GLPTC and was present.

**II. GREATER LAFAYETTE NORTHERN CONNECTIVITY STUDY (US 231 CORRIDOR EXTENSION) – LOCHMEULLER GROUP/ MPO STAFF**

Michael Grovak said the study has been underway for a few months now. The study is a new approach to planning, called a Planning and Environmental Linkages (PEL) study. It allows for planning work before a formal National Environmental Policy Act (NEPA) is conducted, without having to be repeated. Michael Grovak added that PEL studies are used for projects that do not yet have identified funding. This type of study avoids duplicating effort in the future, because it provides products that can go into a NEPA study without further revision.

Michael Grovak gave some background on the study. This particular study is connected with a 2003 corridor study which INDOT conducted, looking at US 231 from I-70 to I-65. That 2003 study identified 11 projects to improve the extent of US 231 along the entire corridor; the 11<sup>th</sup> recommendation was for a new road, from where US 231 currently intersects with Sagamore Pkwy W, up to a new interchange at I-65. This

project has been an illustrative (that is, unfunded) project in the Area Plan Commission's (APC's) Long Range Plan for some time.

Michael Grovak explained what a PEL is, and what it can do. It can be limited to just developing a purpose and needs statement; it can identify alternatives which may be used in the NEPA process; and it may include programmatic agreements with other agencies to deal with issues that may come up. A PEL study ends with a federal highway (FHWA) transition memorandum, by which the FHWA accepts that the results are applicable to a NEPA study and may be used without further analysis. Once the study is completed, there are 5 years for which it may be used without further analysis.

Michael Grovak said that this particular study is scheduled to run for 18 months, until the middle of 2022. Its goal is to identify a purpose and need, to create a screening matrix for cost impacts and cost benefits to identify alternatives, and to select or identify some alternatives that can be carried into NEPA, such as different termini.

Michael Grovak said that Lochmeuller Group is finalizing the study scope with Indiana Department of Transportation (INDOT), and that public involvement will be an important part of the study. There will also be two stakeholder groups of local officials and community leaders, one for Tippecanoe County and one for White County. There will be two public information meetings, and at least one workshop with resource agencies.

Tim Stroshine said that this study is still in the early stages, and so APC will keep the Board updated as the project develops and hits certain milestones.

Peter Bunder said that this project is important to the city of West Lafayette. He said it was the equivalent of Lafayette's Railroad Relocation project, but for West Lafayette. West Lafayette cannot connect its waterfront levee area to the hill where Purdue is for as long as there are four lanes of truck traffic going through town. This project is extraordinarily important to connect the city.

Michael Grovak said that this study may be the first significant PEL study that is conducted anywhere for INDOT, or is certainly among the first. Lochmeuller Group is learning about the process, and is excited to have the opportunity to address some long-standing needs in the region.

Shane Spears said that his team is managing this. He spoke with Sallie Fahey and some of the Board around one year ago about the funding for this study. APC and INDOT split the funding costs for this study. He said that everyone agrees that at a minimum, a corridor should be identified. This will allow APC to begin reserving right-of-way (ROW) for whatever road comes through that corridor. It is a first, important step to protect what that corridor could be given heavy planned future growth. The PEL study is an important process to engage the public and stakeholders.

John Dennis said that both cities have done a lot of work to get to this juncture, and that the PEL study is a continuation of that. This is good news.

Tony Roswarski took a moment to back up and introduce David Hittle. David Hittle is the new Executive Director for the APC.

David Hittle said that this is his first Policy Board meeting. He is happy to be here.

### **III. CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION ACT**

Doug Poad said that in last month's Board meeting, Sallie Fahey introduced the Act in which additional funding was being distributed by INDOT to various Metropolitan Planning Organizations (MPOs). APC received \$462,317, which APC can allocate to any project in the MPO area. The Technical Transportation

Committee looked at where to allocate funds during their March meeting. The Committee recommended that the full funding should go to the preliminary engineering (PE) phase for the Soldiers Home Road project during fiscal year (FY) 2022. When the Board was looking at projects in January, there was not enough funding to fully fund this phase in a single year, so it had to be split into two years. With the new Act funding, the project is funded in a single year again at about 90% of the original funding request.

Doug Poad said that APC was able to accomplish several other things as a result of this funding change. Additional federal funds were allocated to the Yeager Rd construction engineering (CE) phase in FY '23. \$283 was allocated for the ROW for the S 9<sup>th</sup> St project. The original S 9<sup>th</sup> St request for CE funding in FY '23 couldn't be funded until FY '24, but with the Act funds, it is able to be funded in FY '23 as originally requested. In FY '24 and '25, "domino-effect" funds were allocated between the CE phase for the Morehouse Rd project and the ROW phase of Soldiers Home Rd.

Doug Poad said that since that March Committee meeting, APC has had a request for a portion of these funds to go towards the Sagamore Pkwy Trail project. The engineering cost is a lot more than was originally allocated. The Committee will look at that request later this month. There may be some changes to the allocations. APC will update the Board next month.

#### **IV. PERFORMANCE MEASURES AND CONCURRENCE BY LAFAYETTE MPO**

Tim Stroshine said that the Board has seen these performance measures before. They are federally required. The MPO must decide whether to concur with INDOT's performance measures or decide to set their own. MPOs throughout the state have agreed to concur with INDOT's measures. APC will concur with INDOT. There are three types of performance measures with which APC will concur.

##### **a. Bridge Condition**

Tim Stroshine said this measure pertains to the physical condition of the bridge itself. This is outlined in the letter distributed in the packet.

##### **b. Pavement Condition**

Tim Stroshine said this measure is broken into interstate pavement and non-interstate national highway system (NHS) pavement.

##### **c. Freight Reliability**

Tim Stroshine said this measure is specifically for travel time for trucks on the interstate.

Tim Stroshine is asking the Board to affirm the APC's support letters to INDOT.

Ron Campbell moved to affirm the letters. John Dennis seconded, and affirmation of the letters were approved by unanimous voice vote.

#### **V. RESOLUTION T 2021-04: RESOLUTION TO ADOPT THE FY '22 UPWP**

Tim Stroshine said that APC has been discussing this at the past few Board meetings. First, APC worked on their Cost Allocation Plan (CAP), which has now been approved by INDOT. Next, APC submitted a draft version of the Unified Planning Work Program (UPWP) to INDOT and FHWA for comments; APC addressed all comments and has sent back a revised version to INDOT and FHWA.

Tim Stroshine said the UPWP captures our planning money and how we spend that in staff time. It includes how much funding APC has from different sources, and how it can recapture some money using direct cost rates and fringe rates to get an overhead rate in order to make some money back for the county.

Tim Stroshine pointed out the planning emphasis areas (PEAs). PEAs are set by FHWA and Federal Transit Administration (FTA) every year to guide APC's work items and planning topics that are important upon which to focus. How APC will cover this year's PEAs is described in the document.

Tim Stroshine said APC has other work that they will continue. APC will continue to work on the Transportation Improvement Program (TIP), a new Thoroughfare Plan and Metropolitan Transportation Plan (MTP), and the Annual Listing of Projects (ALOP).

Tim Stroshine said that one thing is unusual. In the TIP, it is stated that projects that use 5307 funds are included in the plan for completeness, however, they are not required to be included in the plan as a funding mechanism. APC seems to have missed a 5307-funded CityBus project, which was their upgrades to their Duncan Rd facility. APC will amend that in at a later date. APC would like to get approval at this meeting to make that amendment at a later date.

Martin Sennett said that the description of the CityBus project is 99% right. The 2800 Duncan Rd facility was the subject of a feasibility study to see if it would be useful to CityBus, not necessarily upgrades.

John Dennis moved to adopt Resolution T 2021-04. Cindy Murray seconded and the resolution was approved by unanimous voice vote.

**VI. APC PROGRESS REPORT**  
**MPO Update**  
**Planning Certification Review Update**

David Hittle said that APC was the subject of a once-every-5-year Planning Certification Review on March 22. The Review is conducted by INDOT, FHWA, and FTA. APC's MPO Staff were present (David Hittle, Sallie Fahey, Tim Stroshine, Aria Staiger, and Maureen McNamara), as well as Gary Schroeder, who David Hittle thanks for attending. David Hittle said it was safe to say that the APC made it through with flying colours, and that the presentation went very well. INDOT asked if they could use what APC put together as a model for other MPOs.

David Hittle said that APC has yet to receive feedback from INDOT. Once APC has feedback, they will make any changes, additions, or deletions and that will be the end of the Review.

Tim Stroshine said that APC is expecting comments in the next few weeks, and APC will let the Board know once they receive any.

Tony Roswarski congratulated APC staff for doing a wonderful job.

**Draft FY 22-26 TIP Status Update**

Doug Poad said APC has reported at previous Board meetings that APC is developing the draft TIP. Right now it is in the public comment period; it has received a few comments. APC is going to start the adoption process later this month and present the draft document to the Committee later this month. APC will be sticking to INDOT's timeline to have the document adopted by early May. APC has not officially received any INDOT or FHWA comments; APC had anticipated receiving those by March 15, but have not yet. APC will make any required changes when they receive those.

Doug Poad said that not only are MPOs required to develop a TIP, but INDOT is also required to develop a State Transportation Improvement Program (STIP). He did not see that draft STIP available on INDOT's website. Because there is not yet a draft STIP available, Doug Poad said his "crystal ball" is telling him that probably starting next month, APC will have to amend all the projects anticipating funding in FY '22 in the current existing TIP so that none of the projects expecting these funds will be delayed. APC will probably have a TIP amendment for that for the Board in May. APC will hopefully also have the draft to present to the Board in May as well.

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

Doug Poad said there were five projects being let in April. He couldn't find the first project, so he will have to do more "detective work" on that. There was a low bidder for the debris removal project. It has not been awarded, but the low bid was a little over \$263,000 and the engineer's estimate was just under \$730,000. For the State Rd 38 overlay project, Reith Riley was the low bidder at 1,550,000, and the engineer's estimate was 1.8mm. For pavement patching on US 231, the low bid was Reith Riley at a pinch over \$146,000, but all bids were above the engineer's estimate. Likewise for the I-65 pavement patching project, the low bid was \$1,540,000 and all the bids were above the engineer's estimate. Project 13 is a district-wide bridge maintenance project. It slipped from a July bid to a November bid letting. Project 14, Sagamore Pkwy Trail, it shows a November bid letting, but it has actually been moved to January. That change will be visible next month. Projects 17 through 27, the I-65 widening is still on a November 17 bid letting.

Tony Roswarski asked if the project that Doug couldn't find was project 1 about the sidewalk ADA ramps on SR 38. He would be very interested in what Doug finds out about that.

Doug Poad said he will dig into that, and when he gets the information, he will let the Board know.

Shane Spears said that he doesn't see any official results on project 1. It may not be visible because if INDOT didn't get any bids below the engineer's estimate or something.

#### **VII. OTHER BUSINESS**

There was none.

#### **VIII. CITIZEN COMMENTS**

There was a thirty second pause to allow for public comments. There were none.

#### **IX. ADJOURNMENT**

Ron Campbell moved to adjourn. John Dennis seconded. Adjournment was approved by unanimous voice vote.

The meeting adjourned at 2:39pm.

Respectfully Submitted,

Aria Staiger  
Transportation Planner

Reviewed By,

David L. Hittle  
Executive Director

**BACKGROUND AND REQUEST:**

Tippecanoe County is requesting an amendment to program a new project that is located on North 9<sup>th</sup> Street Road. This project involves replacing the Wabash River bridge deck. The project des number is 2003019.

On September 1, 2020, the Indiana Department of Transportation (INDOT) released a notice of funding availability for local rural projects (Group IV Federal funds). Like STBG Federal funds, these funds can be used for bridge, road, safety, sidewalk or any type of eligible project under the FAST Act. Funding will cover construction costs in state fiscal year 2026.

Tippecanoe County requested funding for four projects which target improvements to North 9<sup>th</sup> Street Road. The projects would rehabilitate the road from just north of Sagamore Parkway to just north of Burnetts Road, and the Wabash River bridge deck would be replaced. A new sidewalk would be built from the Davis Ferry Park and connect to the Wabash Heritage Trail north of the Wabash River. To the south, a trail would be constructed between the City of Lafayette trail and the County's Community Correction Facility.

On March 3<sup>rd</sup>, 2021, INDOT announced the awards, and Tippecanoe County received funding for one of the four projects: replacing the Wabash River Bridge Deck. The County was awarded \$5,998,736 in Federal funds for construction and construction engineering. An additional \$533,306 was awarded for preliminary engineering.

The specific project details are as follows:

*North 9<sup>th</sup> Street Road Bridge, bridge over the Wabash River (des #2003019)  
Bridge Deck Replacement*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2022	Group IV	\$533,224	\$133,306	\$666,530
New	CN	2026	Group IV	\$5,998,736	\$1,499,684	\$7,498,420

The Technical Transportation Committee reviewed the amendment request at its April 21, 2021 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-05.



Resolution T-21-05

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, Tippecanoe County requested an amendment to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year	Federal Funding	Federal Share	Local Share	Total Cost
<i>North 9<sup>th</sup> Street Road, bridge over the Wabash River (des # 2003019)</i>						
<i>Bridge Deck Replacement</i>						
	PE	2022	Group IV	\$533,224	\$133,306	\$666,530
	CN	2026	Group IV	\$5,998,736	\$1,499,684	\$7,498,420

**WHEREAS**, the Technical Transportation Committee reviewed the request at its April 21, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 13<sup>th</sup> of May, 2021.

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Tony Roswarski  
President

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David Hittle  
Secretary

**BACKGROUND AND REQUEST:**

West Lafayette requested an amendment to the FY 2020 TIP for an additional \$187,000 in federal funds for the Sagamore Parkway Trail project. They will be used for preliminary engineering (PE).

On January 31, 2017, a FMIS request was submitted to INDOT for \$229,856 in federal funds for the PE phase. Throughout plan development, various design challenges arose which included the variable terrain, designing a bridge over a creek, and maintaining an ADA compliant surface slope. These issues have required additional engineering and thus increased the engineering cost. The additional work has nearly doubled the initial cost, causing an increase of \$233,750.

All the FY 2021 Surface Transportation Block Group and Transportation Alternative Federal funds have been obligated. With this project scheduled for a January 2021 construction bid letting, it will not be possible to delay the design work in order to use FY 2022 funding. The only available federal funds are from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). This MPO received \$462,317 in CRRSAA funding. On March 17, 2021, the Technical Transportation Committee allocated all the CRRSAA funds to the Soldiers Home Road PE phase. By proceeding with this amendment, the Technical Transportation Committee will need to revisit the proposed FY 2022- 2026 TIP allocation.

There is also a minor change in the project description. Currently the TIP and STIP states that the project limits are "Happy Hollow to Wabash River Bridge". The new description will be "800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River." This change matches the TIP and STIP description to the description in the NEPA documentation.

The specific project details are as follows:

*Sagamore Parkway Trail, 800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River (des #1401287)  
New Trail Construction*

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Phase	Year	Federal Funds	Federal	Local	Total
PE	2021	CRRSAA	\$187,000	\$46,750	\$233,750

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-06.

Resolution T-21-06

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the City of West Lafayette requested an amendment to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year	Federal Funding	Federal Share	Local Share	Total Cost
<i>Sagamore Parkway Trail, 800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River (des 1401287)</i>						
<i>New Trail Construction</i>						
	PE	2021	CRRSAA	\$187,000	\$46,750	\$233,750

**WHEREAS**, the Technical Transportation Committee reviewed the request at its April 21, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 13<sup>th</sup> of May, 2021.

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Tony Roswarski  
President

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David Hittle  
Secretary

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**Resolution T-21-07**

**FY 2022-2026 Transportation Improvement Program**

**Staff Report**  
**May 5, 2021**

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The draft FY 2022-2026 Transportation Improvement Program (TIP) is available online through the APC Transportation Improvement Program web page, which can be accessed at: <http://www.tippecanoe.in.gov/DocumentCenter/View/30343/FY-2022-2026-Draft-TIP>  
If you would like a paper copy, please call 765-423-9242 and we will mail it to you before the meeting.

**BACKGROUND AND REQUEST:**

Federal regulations require all Metropolitan Planning Organizations to develop a Transportation Improvement Program (TIP). In compliance with this requirement, the staff of the Area Plan Commission, in cooperation with local jurisdictions, developed a TIP for Fiscal Years 2022 through 2026. It is a capital budgeting tool that shows all transportation projects anticipated by both cities, the towns of Battle Ground, Clarks Hill and Dayton, Tippecanoe County, the Purdue University Airport, Greater Lafayette Public Transportation Corporation (CityBus), and the Indiana Department of Transportation. It includes estimated costs, type of federal funds, local funds, location termini, and type of work for each project. All local projects can be found in Tables 4 and 5 in the document; INDOT projects are listed in Tables 6 and 7.

All local STBG, HSIP, TA and CRRSAA federal funds have been allocated and are shown in Tables 8 through 24 in the document. The document shows that the annual allocations for each year are programmed and that there are no balances carried over to future years. The draft document demonstrates fiscal constraint with a detailed explanation in Chapter 7. The Technical Transportation Committee allocated our local federal funds on January 20<sup>th</sup>, March 17<sup>th</sup>, and April 21<sup>st</sup>.

The remainder of the TIP highlights the project selection process, environmental justice, red flag environmental project review, a financial summary and plan, financial capacity analysis for the major member jurisdictions and CityBus, participation by the public and private transportation providers, and a short narrative reviewing the status of projects programmed in the previous TIP. The project performance review section addresses the anticipated effect of the TIP toward achieving the performance targets established in the current 2045 Metropolitan Transportation Plan and with national and state goals.

In June of 2012, the Area Plan Commission adopted the 2040 Metropolitan Transportation Plan. As part of the Plan, 10% of this community's federal STBG funds are set aside for independent non-motorized projects. This TIP continues the implementation of that policy. The City of West Lafayette will use these funds to construct the Sagamore Parkway Trail.

The Board of Directors for CityBus endorsed the transit portion on January 27, 2021. The Technical Transportation Committee reviewed the TIP at its April 21, 2021 meeting and recommended approval. The Citizen Participation Committee (CPC) also reviewed the projects and priorities at its March 10, 2021 meeting. The CPC meeting was the official public hearing.

**STAFF RECOMMENDATION:**

Approval of Resolution T-21-07.

RESOLUTION T-21-07  
RESOLUTION TO ADOPT THE  
FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Policy Board of the Metropolitan Planning Organization is responsible for transportation planning in Tippecanoe County, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the FY 2022-2026 Transportation Improvement Program has been developed by staff with the assistance of local jurisdictions and INDOT and has been recommended for approval by the Technical Transportation Committee, and

**WHEREAS**, the Board of Directors of the Greater Lafayette Public Transportation Corporation endorsed the transit portion of the Five-Year Program of Projects on January 27, 2021, and

**WHEREAS**, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, transportation systems management plans, transit development plans, ITS Architecture, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization (MPO) hereby adopts the FY 2022-2026 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 13<sup>th</sup> of May 2021.

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Tony Roswarski  
Chair, MPO Policy Committee

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David Hittle  
Secretary

# Pros of Using Non-Mountable Curb

## Safety

- Non-mountable curbs have the potential to redirect errant vehicles and limit vehicle encroachment.

## Design

- Non-mountable curbs make it more difficult for a homeowner to extend or widen a drive entrance without proper permitting.
- Provides access control by causing the locations of curb cuts for driveways to be determined during subdivision design.
- The bottom of low-clearance vehicles is less likely to scrape the curb when entering driveways.
- From a streetscape design perspective, a non-mountable curb with greenspace gives a sense of space. Having these greenspace areas allows for separated pedestrian and cycle traffic. This can be tied to local businesses looking for people to walk and shop—it creates a more enjoyable space to be in.

## Sustainability

- Where there is high foot traffic, bike path traffic, or long stretches of other impervious surfaces, non-mountable curbs prevent soil compaction from those types of traffic crossing over into the greenspace. Compaction prevents water from moving through the soil.
- Non-mountable curbs prevent the build-up of winter salts in the soil. If these salts get into the soil in greenspace areas, it will eventually lead to a decline in tree/plant health.
- Non-mountable curbs increase soil volume per planting, which is the most important aspect for healthy plantings in urban environments.
- Allows for more continuous soil volumes (therefore, there is more room for roots). For any planting, if you can increase continuous soil volumes, either in a raised planting bed or tree lawns in a sub-division, the project will be more sustainable—especially if the greenspace infrastructure is properly maintained.

## Drainage

- Non-mountable curbs provide better drainage control. With mountable curbs, homeowners often illegally modify the curb line by paving it to meet the edge of the travel lane, and then install a small pipe to allow drainage. These small pipes often clog, causing water to pond, which creates icing in the winter and stagnant water in warmer months. The pipes and the pavement above it often fail, causing extra service calls to the city engineers office.
- Non-mountable curbs can be used in combination with specialized soils that provide long term nutrients and good drainage. (Specialized soils would need to be used instead of construction soils, which are typically sub-soil with poor nutrients and drainage).
- If the planting beds are designed to bring in stormwater, you can increase stormwater-soil infiltration and percolation rates. This will prevent storm runoff from entering the storm sewer system. This is the number one reason we plant trees in urban environments—for tree canopies to prevent or slow down stormwater from hitting the ground and entering storm drains. Non-mountable curbs allow for a higher volume of stormwater runoff to enter the greenspace during a rain event, if the greenspace is designed to accept stormwater runoff.

## Maintenance

- Replacement of pavement adjacent to non-mountable curbs is likely to be less expensive. To keep pavement flush with the edge of mountable curbs, more milling of pavement is required, which increases costs.

## Cons of Using Non-Mountable Curb

### Safety

- Non-mountable curbs are a potential tripping and falling hazard for pedestrians.

### Design

- Creates parking issues, as most drivers avoid parking close to the non-mountable curb to avoid vehicle damage.
- Non-mountable curbs take up more space, especially when trying to fit in furnishings, signage, etc. into the right-of-way. This can be worked out in the design phase, but it takes more time and resources.
- Knowledge is required to select the best species for the greenspace at both the design and local level, as roots for some tree species are more invasive than others, which will create a maintenance issue in the future.
- Overall loss of livability in smaller lot, dense R1B subdivisions.
- It can be challenging for developers to meet maximum slope requirements when building pads are significantly higher than the curb line. This can lead to driveways being much steeper than desired.

### Cost

- Added cost to the developer during subdivision construction and to the home builder when installing the driveway.

### Construction

- It is harder to maintain a smooth curb flowline when cutting the curb. Additionally, raw aggregate can be exposed when making cuts in the curb.
- Non-mountable curbs require additional inspections because of the curb cuts. The County Highway Department estimates an average of two additional site visits per driveway cut.
- Non-mountable curbs are very hard to re-locate. When new drive entrances are constructed or drive entrances are relocated, non-mountable curbs have to be fully removed and rebuilt, which requires a substantial amount of material, time, and money.

### Maintenance

- Potential added maintenance cost to the county caused by curb strikes that leave damage.
- Mountable curbs in urban sites allow for maintenance vehicles to pull out of the way from other traffic easily and quickly. When non-mountable curbs are installed, it is not as easy for maintenance vehicles to pull out of the way quickly.

## Notes

- Run off the road crashes, which are the most dangerous to pedestrians, are not common in county subdivisions. Non-mountable curbs help to protect against this crash type, but with the small number of run off the road crashes, there is not much safety benefit to this.
- Parking issues are the source of most of the concerns received by the County Highway Department, with speeding in county subdivisions also being a prevalent issue.
- The use of non-mountable curbs gives the most benefit in locations where sidewalks or trails abut the curb; on internal collector streets without driveway connections, streets with restricted parking, streets with trees, and locations of platted No Vehicular Access.

# 18 Month Letting List - May 3, 2021

(INDOT update: April 15, 2021)

		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
1	S	4/7/2021	SR 38	ADA Sidewalk Ramp Construction	From 3.85 mi W of I65 to 0.94 mi E of I-65	1900494 R-41942	
2	S	4/7/2021	SR 38	Debris Removal	1.70 mi E of I-65, over S Fork Wildcat Creek	1801353 B-42548	
3	S	4/7/2021	SR 38	HMA Overlay, Structural (TIP shows project as Road Rehabilitation)	From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	1601073 R-39959	
4	S	4/7/2021	US 231	Pavement Patching	At CR 350S intersection NB outside shoulder	2001719 R-43128	
5	C	5/5/2021	I-65	Pavement Patching	From 3.44 mi S of SR 38 to 0.5 mi S of SR 38	2002577 R-43521	4/7/2021
6	S	5/5/2021	Various Locations	Traffic Signals Modernization	Crawfordsville District Traffic Signal Modernization FY21	1801404 T-41261	
7	S	7/14/2021	SR 26	Small Structure Replacement	5.75 mi W of US 231, Over Southworth Branch	1500121 R-40569	
8	N	8/11/2021	District Wide	Bridge Maintenance	Various locations within Crawfordsville District	2001643 R-43118	
9	S	9/15/2021	US 52	Bridge Thin Deck Overlay	0.08 miles S of SR 26, over UNT Wabash River	1900666 B-42038	
10	S	9/15/2021	SR 25	Bridge Painting	1.01 mi S of US 231, over Wea Creek	2001070 B-42920	
11	S	9/15/2021	SR 38	Bridge Painting	1.37 mi W of I-65, EB over N&S RR	2001073 B-42920	
12	S	9/15/2021	SR 38	Bridge Painting	1.37 mi W of I-65, WB over N&S RR	2001074 B-42920	
13	S	10/14/2021	US 52	Bridge Replacement	Over Indian Creek	1701596 B-40579	
14	S	11/17/2021	District Wide	Bridge Maintenance	Various locations within Crawfordsville District	2001644 B-43121	
15	S	11/17/2021	SR 43	Intersection Improvement	At I-65 interchange, NB exit/entrance ramp terminus	1700188 R-42909	
16	S	11/17/2021	SR 43	Intersection Improvement	At I-65 interchange, SB exit/entrance ramp terminus	1700189 R-42909	
17	S	11/17/2021	I-65	Bridge Deck Replacement (TIP shows project as Deck Replacement/Widening)	NB Bridge over SR 43, 3.13 mi N of SR 25	1601088 B-42909	
18	S	11/17/2021	I-65	Bridge Deck Replacement	0.23 mi S of SR 43; SB over Prophets Rock Rd	2002117 B-42909	
19	S	11/17/2021	I-65	Bridge Deck Replacement	2.50 mi N of SR 43; CR 725N over I-65 SB/NB	2002364 B-42909	
20	S	11/17/2021	I-65	Added Travel Lanes	0.8 mi N of SR 43 to 2.43 mi N of SR 43	2100049 B-42909	
21	S	11/17/2021	I-65	Added Travel Lanes	1.33 mi N of SR 25 to 0.8 mi N of SR 43	2001172 B-42909	
22	S	11/17/2021	I-65	Bridge Deck Replacement	0.58 mi S of SR 43; NB over CSX, N 9TH ST, Burnett Cr	2002114 B-42909	



		Letting Date	Road	Type of Work	Location	Des & Contract Number	Previous Letting Date
23	<b>S</b>	11/17/2021	I-65	Bridge Deck Overlay	0.58 mi S of SR 43; SB over CSX, N 9th St, Burnett Cr	2002115 B-42909	
24	<b>S</b>	11/17/2021	I-65	Bridge Deck Replacement	0.23 mi S of SR 43; NB over Prophets Rock Rd	2002116 B-42909	
25	<b>S</b>	11/17/2021	I-65	Bridge Deck Replacement	SB Bridge over SR 43, 3.13 mi N of SR 25	1601090 B-42909	
26	<b>N</b>	11/17/2021	I-65	Small Structure - New	Various locations	2100623 B-42909	
27	<b>S</b>	12/8/2021	I-65	Concrete Pavement Restoration (CPR)	At SR 38 Interchange, Ramp Pavement	1900647 R-42909	
28	<b>S</b>	12/8/2021	SR 38	HMA Overlay, Minor Structural	1.16 mi E of I-65 to US 421	1601074 R-40528	
29	<b>C</b>	12/8/2021	SR 26	HMA Overlay, Minor Structural	0.33 mi E of SR 55 to E jct to 8.57 mi E of SR 55	1700114 R-40577	11/17/2021
30	<b>C</b>	12/8/2021	SR 26	Small Structure Replacement	8.70 mi E of SR 55	1800130 R-40577	11/17/2021
31	<b>C</b>	1/12/2022	Sagamore Parkway Trail	Bike/Pedestrian Facilities	from Happy Hollow to the bridge over the Wabash River Bridge	1401287 R-37915	11/17/2021
32	<b>S</b>	1/12/2022	SR 25	Scour Protection (Erosion)	4.01 mi N of SR 28, over Flint Creek	2001069 B-42056	
33	<b>N</b>	2/9/2022	District Wide	Centerline & Edge Line Rumble Stripes Installation	Various locations within Crawfordsville District	2002396 T-43377	
34	<b>N</b>	3/9/2022	District Wide	ITS Program Equipment	Various locations within Crawfordsville District	2002493 T-43395	
35	<b>S</b>	4/6/2022	US 52	Auxiliary Lanes, Accel & Decel or Turn Lanes	Various intersection locations (9) from Lafayette to Lebanon	1902679 T-42602	
36	<b>S</b>	4/6/2022	US 52	Auxiliary Lanes, Accel & Decel or Turn Lanes	CR 400 S in Tippecanoe County to CR 700 S in Clinton County	2002394 T-42602	

Same, **New**, **Change**, **Not Listed**, **Relisted**

## Bid Letting Results

4/7/2021	SR 38	ADA Sidewalk Ramp Construction	From 3.85 mi W of I65 to 0.94 mi E of I-65	1900494 R-41942
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Project awarded to Milestone Contractors LP for \$416,785.00

Engineer's estimate: \$435,071.34

Four bids submitted

Estimated completion date: September 25, 2021

4/7/2021	SR 38	Debris Removal	1.70 mi E of I-65, over S Fork Wildcat Creek	1801353 B-42548
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Project awarded to Crackers Demo LLC for \$263,453.00

Engineer's estimate: \$729,125.47

Three bids submitted

Estimated completion date: April 15, 2021

## Bid Letting Results Continued

4/7/2021	SR 38	HMA Overlay, Structural (TIP shows project as Road Rehabilitation)	From 0.95 mi to 1.16 mi E of I-65 within the Town Limits of Dayton	1601073 R-39959
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*Project awarded to Rieth Riley Construction for \$1,553,612.00*

*Engineer's estimate: \$1,817,402.11*

*Three bids submitted*

*Estimated completion date: October 1, 2023*

4/7/2021	US 231	Pavement Patching	At CR 350S intersection NB outside shoulder	2001719 R-43128
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*Project awarded is Pending. Low bid is from Rieth Riley Construction for \$146,503.01*

*None Below Engineers Estimate*

*Three bids submitted*

*Estimated completion date: June 26, 2021*