

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

**MEETING MINUTES
NOVEMBER 16, 2022**

*Members of the public may watch the livestream of the meeting at:
<https://www.facebook.com/TippecanoeCountyIndiana> or
https://www.youtube.com/watch?v=JFz_X0zZg3Q*

VOTING MEMBERS PRESENT

Phillip S. Dunston	Joint Transportation Research Program
Jeromy Grenard	City of Lafayette
Ben Anderson	City of West Lafayette
Bill Smith	INDOT
Stu Kline	Tippecanoe County Highway
Scott Anderson	Lafayette Police Department
Adam Keyster (proxy for Adam Baxmeyer)	Purdue University
Bryan Smith	GLPTC
John "Woody" Ricks	Tippecanoe County Sheriff Department
Jason Philhower	West Lafayette Police Department

VOTING MEMBERS ABSENT

(none)

NON-VOTING MEMBERS PRESENT

David Hittle	Area Plan Commission
Greg Jones	Battle Ground Council ERC
David Griffiee	City of Lafayette
Dave Buck	BF&S
Jon Sheidler	LandWorx Engineering
Aria Staiger	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission
Michael Thompson	Area Plan Commission

Philip Dunston called the meeting to order at 2:00 PM.

I. APPROVAL OF MINUTES

Philip Dunston entertained a motion to approve the October 19, 2022 meeting minutes.

Stu Kline moved to approve the minutes from the October 19, 2022 meeting. Jeromy Grenard seconded, and the minutes, as submitted, were approved by unanimous voice vote.

II. ACCESS PERMITS

A: INDOT Permits

Bill Smith referred to the listing provided in the meeting packet. He offered to answer any questions.

B: Arby's

Bill Smith was unaware of a permit for Arby's, as it was not shown on his list. He will check with the permit manager and hoped to know more for the next meeting.

Tim Stroshine explained this project would require two access permits, one for SR 43 and one for 600 N.

Doug Poad referred to an aerial of the proposed site at the northeast corner of SR 43 and 600 N. The road itself is within the town of Battle Ground, but the town limits are on the northern right-of-way side, so the store is located within the county. A meeting occurred with representatives of the site developer and several town council members. The site proposal was examined, along with the traffic study that was conducted. Area Plan staff has had discussion as well, specifically regarding the driveway along 600 N. Currently the driveway is proposed as full access, with right and left ins and outs. The current proposed driveway is within the throat of 600 N, approximately 70-80 feet from the stop bars on 600 N. APC staff feel this proximity is going to pose a safety issue. At the meeting with the site developer and town council members, APC staff offered to put together visuals of how other locations have handled median barriers. Examples were shown on the screen of various locations in the city that have installed median curbs. In addition to the site plan, the developer also shared a second proposal that supports future development with the adjoining property to create a shared driveway. APC staff would like additional feedback from engineers and safety personnel in this group.

Jon Sheidler with LandWorx Engineering said they are the civil engineering consultant working with Arby's on the site plan. The site is very small and is zoned as highway business. The corner location is great, but does present challenges, such as access. They spoke with INDOT representatives in the summer and were asked to conduct a traffic study of the location. LandWorx Engineering worked with a consultant that specializes in traffic counts. The report deemed both driveway locations as full access, however, did show some PM conflicts in queuing at the westbound left turn lane. In earlier discussions, INDOT stated they would be fine with full access. There is a residential property just to the east of the proposed site. If at any time in the future the residential property would become commercial, the intent would be to have a commitment that a driveway would need to be installed where both properties would share access, moving the currently proposed entry further to the east, away from the intersection.

Doug Poad opened the floor to discussion.

Bill Smith with INDOT referred to the example shown on Creasy Lane at SR 38 when Speedway was developed. Speedway built the median islands as part of their restriction to access left turns. INDOT wants to protect the left turn lane. When an access point crosses a left-hand turn lane, near a traffic signal, that becomes a recipe for confusion and collisions. The preference is right-in, right-out restricted access with median islands, regardless of what a traffic study might say. The future idea to move the driveway further east, moves the drive from the footprint of the left turn lane. The aerial view shows the driveway along SR 43 located just out of the left turn lane footprint, although very close, it is out of the footprint. He concurs with the idea of median islands and right-in, right-out.

Stu Kline asked Bill Smith if that intersection was INDOT's traffic light.

Bill Smith confirmed that it is an INDOT traffic signal.

Stu Kline then asked if that gave INDOT governance over the 600 N entrance for it being the left turn lane onto SR 43.

Bill Smith said the county and INDOT would have to work together. It would concern INDOT that the access point could affect the operation of that traffic signal, from a safety standpoint. The end decision would be a local decision.

Greg Jones, representing the town of Battle Ground, said the town has concerns that if two or three cars queue going west, cars could stop on 600 N, wanting to turn left into Arby's, and could cause a back-up onto SR 43. The town feels a median would be appropriate along 600 N.

Stu Kline asked Greg Jones for clarification that he's not saying the driveway needs to be moved against the next property, but is saying a right-in, right-out island is desired.

Greg Jones said the residential property was recently purchased and the homeowners have made extensive improvements to the exterior of the home. It appears they have children, making Greg doubt that the homeowners would agree to share a driveway with Arby's.

Woody Ricks said he believes eastbound traffic wanting to turn left into the business is going to cause traffic to slow and possibly cause cars to stop in the intersection, during a green light. Customers trying to turn left onto 600 N from the Arby's will be pulling out very close to an intersection. He foresees crashes happening, not that they would be severe with the speed limit in the area but could still result in crashes. This is not a good plan.

Stu Kline said if they install the median island for a right-in, right-out on 600 N, anyone traveling eastbound would have to go north on SR 43 to enter the site.

Wood Ricks said a left turn onto SR 43 is tough, as it requires the driver to attempt to turn left against two lanes. A similar circumstance is at the south side of Speedway, where crashes have occurred.

Doug Poad added if anyone has additional comments, please let his office know.

Jon Sheidler with LandWorx Engineering said he understands the concerns. The driveway permit has not formally been submitted and that is why it does not appear on the INDOT list. He said he will take these concerns to the team at Arby's for open discussion.

Stu Kline asked if there is timeframe for development.

Jon Sheidler said the site has presented many challenges. There was no sewer to the site, so they have had to do an offsite extension, which gave Arby's pause due to the increased cost. Now the median discussion will add costs.

Stu Kline again asked for a timeframe, or a proposed year to begin construction.

Jon Sheidler said ideally construction would start in the spring, but it all depends on how quickly they can navigate the challenges.

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

A. INDOT: Highway interchange wrong way signage installation

Doug Poad said his office received a request from INDOT's Central office to amend the TIP for the installation of highway interchange wrong way signage. The Office of Traffic Safety evaluated interstate wrong-way crashes. Over a ten-year period, 168 crashes occurred, with forty fatalities and 149 injuries reported. As a countermeasure to help reduce these occurrences, wrong way signage will be installed. The signs have flashing LED lights that will flash continually. An additional measure is a wrong way sign with detection devices that will activate if a vehicle is traveling in the wrong direction. Upon detection, the lights will activate and flash to alert the driver. There are three locations in Tippecanoe County that will receive the sign installation. The northbound I-65 exit ramp at SR 43 will have new signage that flashes continually. The interchange at SR 38, both northbound and southbound exit ramps, will receive the signage with wrong-way detection units. The project is slated for this fiscal year, with six months remaining to get the project finished.

Stu Kline asked if they resemble the new blinking stop signs.

Doug Poad said yes, that is his understanding.

Ben Anderson asked how many signs would be installed at each location.

Doug Poad said he did not have that information on hand.

Bill Smith said he would suspect one sign per each improvement location.

Stu Kline asked if there are any guidelines that would warrant the installation. The blinking stop signs have no clear guidelines to follow.

Bill Smith said there is no clear warrant. This is above and beyond engineering judgement.

Tim Stroshine asked if the NTSB would be changing or providing any guidelines.

Bill Smith said he did not know.

Stu Kline added that when stop signs started to have the flashing lights, there is no clear guideline to use to know when they are warranted, but everyone seems to want them.

Bryan Smith moved to recommend approval of this TIP amendment. Bill Smith seconded, and the motion carried by unanimous voice vote.

IV. APC PROGRESS REPORT

A. MPO UPDATE

i. New INDOT Project Manager for Teal Road

Tim Stroshine said there is a new project manager for the Teal Road project. He has asked the INDOT Central office to provide the contact information for this new manager. The APC staff would like to invite the project manager to a future Technical Transportation meeting and the MPO Policy Board meeting for updates on the road project.

ii. Thoroughfare Plan Amendment: New Collector Designation

Tim Stroshine said his team has looked at adjusting the comprehensive thoroughfare plan, which appears to be a bit outdated. The team has identified one location of interest, being the southern section of Lafayette near Veteran's Memorial Parkway.

Larry Aukerman, a senior planner with APC, provided the following written statement: *"As development continues to push farther south east of Lafayette, staff recognizes the need for an additional thoroughfare to move traffic north and south from VMP. The city has discussed expanding sewer in this area of the county and the County Surveyor recently completed a drainage study of the Dismal Creek, (the waterway between 500s and 600s)."*

Tim added that his team will continue to work with the committee to ensure a good plan is in place. Everyone knows this area is ripe for development. The team wants to have a transportation plan in place and documented ahead of any future development.

Stu Kline asked Tim for clarification on the area being discussed. Stu said prior conversations involved a north south thoroughfare near 300 S.

Tim Stroshine said they would be looking at multiple collectors, or one that extends the entire way. The drainage study took place in the 500 S and 600 S area.

B. INDOT 18-Month Letting List

Doug Poad referred to the letting list provided in the packet. Projects one, two and three are on the letting list with today's date. There is no status update to provide. The McCutcheon safety project is set for a December letting. This is the only project in the state of Indiana using safety money to build sidewalks. Project 9 is on a January bid letting. Project 11 is on US 52 with various accel and decel lanes being added from Lafayette to Lebanon. Project 15 is not in the TIP but will only be using state funds. Project 16 should read July 2023, as 2022 was entered in error. Project 23 is Morehouse Road phase one with a bid letting one year away. Project 24 is for Bridge 527 over Wea Creek, with a bid letting of December 2023.

V. QUARTERLY REPORTS

A. Quarterly Progress Report Summary

Tim Stroshine began with projects in Tippecanoe County.

- The Klondike Road project has been closed out and will not appear in future quarterly reports. Stu Kline added that the project is now waiting for the audit, as this is a project where we should receive some money.
- Lindberg Road is very close to being closed out and is awaiting final inspection.
- The North 9th Street Road bridge had some milestone dates change. Stu Kline added that this was an odd project with super structure in place with beams and deck, but the project is on track.
- River Road at CR 500 N is still seeing some cost fluctuations. Stu Kline added that they had the ribbon cutting earlier in the day. The estimate is an additional \$200,000 to get through the final exception punch list.
- Morehouse Road has a phase one and a phase two. Both projects have had changes in milestones and costs, but that is due to determining the exact split of the project and the funding needed for each phase.
- Yeager Road reconstruction has had a slight cost increase from last quarter. They did meet the Ready for Contract milestone and remains on track for the January letting.
- The McCutcheon Pedestrian Safety project is on schedule for a December letting.
- Bridge #64 and #65 are companion projects with the same consulting firm. There was concern if the environmental report would be completed by December. Stu Kline said the CE is still scheduled to be done by end of December. The bigger hold-up will be hydrology, where there have been some challenges, but the consultant believes they will be able to catch up.
- Bridge #527 over Wea Creek has had a small change in costs and is on schedule to meet the milestone for Stage 2 Design and Environmental. Stu Kline added he had no update for the geotechnical investigation, which was the hold-up in finalizing the CE.
- Bridge #80 and #83 over Flint Creek were recently amended into the TIP and the information was shared with INDOT. Stu Kline added that the STIP has been submitted, but the process is running slow. Doug Poad has the FMIS written and will submit when given the okay.
- County bridge inspections appear to be on track. INDOT fell behind on entering information into the report so that is why there are missing numbers in the scheduling portion. Stu Kline said they are catching up on the schedule.

Tim Stroshine moved to projects for the City of Lafayette.

- Park East Boulevard extension had its final inspection invoice received and processed. They are working on finalizing documentation and closing out purchase orders. Jeromy Grenard said there probably won't be a quarterly report next time for this project.
- South 9th Street saw a small change in costs due to a contract supplement for environmental services. Land acquisition will occur in FY 2024, as opposed to the originally planned FY 2023. This change was due to the potential historic neighborhood, which has now been resolved, but resulted in pushing the project timing back a bit.

Tim Stroshine moved to projects in West Lafayette.

- Soldiers Home Road phase one report did not list the percentage complete for any items in the project schedule, so the percentages were copied from the previous quarter. The accuracy of these percentages is in question and should be reviewed before the next report.
- The Westbound Special 52 ramp intersection stems from some modifications from the Soldiers Home Road project. This is a new report and is missing detailed information. The project will continue to be monitored.
- Sagamore Parkway Trail appears to be proceeding as planned. Ben Anderson added it is nice to see work happening and progress being made.

VI. OTHER BUSINESS

VII. CITIZEN COMMENTS

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

VIII. ADJOURNMENT

The next meeting will be December 21, 2022.

Stu Kline moved to adjourn. Bryan Smith seconded, and the meeting was adjourned by unanimous voice vote.

The meeting was adjourned at 2:51 PM.

Respectfully Submitted,
Kristina Lamb
Recording Secretary

Reviewed By,



David L. Hittle
Executive Director