

2010 Long-Range Plan Update
INDOT Long-Range Plan Development Coordination Meeting Notes
Meeting with the Evansville Metropolitan Planning Organization
and the INDOT Vincennes District
Conducted at the Vincennes District Offices, March 17, 2010
10:30 A.M. to 12:00 Noon

In Attendance: *John Curry, Planning/Programming Director - Vincennes District*
 Calvin Evans, Vincennes District - Local Assistance
 Abby Mason, Program Director - Vincennes District
 Brent Schmitt, Operations Engineer - Vincennes District
 Bart Mueller, Consultant Services - Vincennes District
 Bradley G. Milles, Executive Director - Evansville MPO
 Seyed Shokouhzadeh, Deputy Director - Evansville MPO
 Craig Luebke, Transportation Planner - Evansville MPO
 Steve Smith, Manager – INDOT Long-Range Planning Section
 Jay Mitchell, Planner – INDOT Long-Range Planning Section
 Emmanuel Nsonwu – INDOT Long-Range Planning Section
 Laurence Brown, Transportation Modeler, INDOT Modeling Section

The meeting began with introductions and a quick overview of meeting’s purpose and the agenda. The purpose of the meeting was to provide coordination and input from the Evansville Metropolitan Planning Organization (EMPO) and the INDOT Vincennes District to the 2010 INDOT Long-Range Plan update. The five primary meeting components were:

1. An introduction and overview of the consultation process for the 2010 INDOT Long-Range Plan update;
2. A discussion of the long-term needs from the outer years (2020 and beyond) of the 2007 INDOT Long-Range Plan;
3. A discussion of long-range plan needs and priorities;
4. A review of the November 2009 information regarding adjustments to the Major Moves Program;
5. A review of the congestion needs from the Statewide Travel Demand Model and the MPO’s Travel Demand Model.

Major Moves Program Update – November 2009

In late 2009, adjustments were made to the Major Moves Program to reflect Indiana’s changing economic environment and to take advantage of more favorable construction pricing where project delivery costs had been declining. The lower construction costs have permitted INDOT to advance project construction and delivery schedules for many of its projects. However, a select few projects have also been delayed due to factors such as an overall reduction in the need for the project, a corresponding reduction in traffic volumes and, or changes to local economic conditions. The updated Major Moves Program has been published on INDOT’s website and

can be accessed under the Major Moves icon. Clicking on the Major Moves icon brings up an interactive corridor map which also has links to up-to-date fact sheets for each corridor.

The status of the Major Moves corridor projects in the Evansville metropolitan planning area were reviewed. It was noted that the SR 62 Lloyd Expressway interchange at Fulton Avenue was substantially complete and that the SR 66 added travel lanes project from SR 261 to Yankeetown Road had been let and was under construction. The final piece of the SR 62 added travel lanes project near Booneville was on schedule to be completed by 2011. When completed, this final piece of SR 62 will complete the corridor from I-164 through the Town of Chandler to Boonville. The SR 261 added travel lanes project from SR 66 to Jenner Road in Warrick County is scheduled to move forward by one year with a proposed completion date of 2012 instead of the former 2013 date. This is also the case for the US 41 interchange modification project at the Lloyd Expressway. However, the added travel lanes project on US 41 from SR62/SR66 to SR 57 and the SR 61 Booneville Bypass project have both been identified as projects that will be funded using traditional funding sources and will have later completion dates in the 2015 to 2020 time period.

The MPO pointed out that it felt that it had not been consulted on the changes to the program and that since a large portion of the Major Moves Program involves added capacity projects, changes to the program in the Evansville area could trigger the need for a new air quality conformity analysis. The MPO followed up with a recent case where it had been copied on an e-mail regarding the possible removal of the west side Lloyd projects from their plan. The MPO noted that there is still exists a strong need for the SR 66 west Lloyd Expressway projects and that a decision to eliminate the projects would indeed trigger the need for a new air quality conformity analysis. INDOT did note that the SR 66 West Lloyd Expressway projects would be delayed beyond 2020. The MPO is responsible for completing the air quality conformity analysis and that such an undertaking would result in the expenditure of significant MPO resources that are currently dedicated to other tasks in the Evansville metropolitan area. The MPO again reiterated the need for good communication linkages with INDOT regarding the State highway expansion projects in the Evansville Metropolitan Planning Area and its frustration with that communication process.

Indiana Transportation Improvement Program FY 2010 – FY 2013

The status of the most recently adopted Indiana Statewide Transportation Improvement Plan (INSTIP) FY 2010 – FY 2013 was discussed. It was noted that the INSTIP was approved by the Federal Highway Administration (FHWA) in January 2010 and that the TIP was conditionally approved for a period of one year.

The INDOT Long-Range Plan 2010 Update

A discussion followed concerning the development and structure for the 2010 INDOT Long-Range Plan. The INDOT planning staff explained the proposed structure for the 2010 plan update which is being driven by guidance provided from the INDOT Executive Offices. The Vincennes District wanted to know if the new plan would look like the old plan and how projects would be treated in the time frame after 2020. The Planning Staff explained that unlike past Long-Range Plans, the 2010 update will not be a project specific plan. The length of the plan will also be streamlined resulting in a much smaller document that will contain primarily

information regarding planning emphasis and related summary information. Larger technical reports which will not be made a part of the plan but rather, will be intended to supplement the plan will be published under hyperlinks on the INDOT 2010 Long-Range Plan Update webpage. From 2010 to 2020, the plan would list projects that are part of the Major Moves – Major New Program. Beyond 2020 to 2035, the plan will contain a listing of identified corridors where long-term needs and priorities will be identified. Needs are primarily congestion and safety related.

One of the representatives from the Vincennes District indicated that not listing specific projects and dates in the far outer years of the plan would help the District with its discussions with local officials. The Evansville MPO did however express concerns related to air quality. They noted that they are required to model specific projects for air quality conformity. The only projects that they can include in their plan and that can be included in the travel demand model network used for an air quality conformity analysis are those projects that have specific limits, design concepts and are fiscally constrained. They cannot model and conduct an air quality conformity analysis on an identified “need.” The MPO was greatly concerned that if INDOT were to adopt a plan update that did not include the specific projects listings in the outer years (2020 – 2035) of the plan, the action would trigger the need for a new air quality conformity analysis. The MPO reiterated that it was not in a position to quickly conduct a new conformity analysis. The demands on the MPO’s limited staff time and resources would preclude this. The INDOT Planning Staff responded that they did not believe that the adoption of the 2010 INDOT Long-Range Plan Update would immediately trigger a new air quality conformity analysis. Note: This was confirmed in later discussion with FHWA. While it was recognized that the removal of specific INDOT projects from the outer years of the plan would indeed represent new information that should be used in a new conformity analysis, the Planning Staff felt that this would be accomplished when EMPO next updates its own Long-Range Plan or, when the new transportation reauthorization bill is passed. That was the situation when the last reauthorization bill was passed.

It was pointed out that Indiana is one of a few states that currently use a project specific long-range plan. Many other states do not and the MPO’s in those other states are still able to satisfactorily conduct air quality conformity analyses. Since the Kentucky Transportation Cabinet (KYTC) does not have a long-range project specific plan, and since one of EMPO’s metropolitan planning area county is in the Commonwealth of Kentucky, INDOT’s Planning Staff asked how or what mechanism Kentucky employed to provide long-term project listings to EMPO. EMPO pointed out that most of Kentucky’s projects fall within the first five years of their (EMPO’s) plan. However, KYTC does supply EMPO with at least one long-term, outer year project on US 60 where it has been identified as a fiscally constrained project. The INDOT Planning Staff asked for KYTC contacts so that they could consult and see how Kentucky deals with issues of fiscal constraint for their projects. EMPO assisted with contact information.

The air quality conformity discussion continued. INDOT’s Planning Staff agreed to consult with KYTC, some of the other state DOTs and FHWA to help formulate an acceptable protocol that can be followed regarding concerns over air quality conformity.

A review of the congestion needs from the Statewide Travel Demand Model

Attention was then directed to a series of maps which represented the INDOT 2006 No-Build Travel Demand Model output which illustrated where the model was predicting congestion and less than desirable level of service (LOS) for the years 2020 and 2035. The MPO was asked to compare the INDOT maps with their own local knowledge and travel demand output for the area. EMPO confirmed and identified what they thought were future needs for US 41 north of Fort Branch near a new Vincennes University satellite, SR 62 East Lloyd Expressway and, the SR 66 interchange at the entrance to the University of Southern Indiana. In looking over the INDOT network, EMPO pointed out that INDOT had missed the new 4-lane University Parkway that was being constructed from SR 66 to SR 62. The Modeling Staff said that University Parkway would be coded into the future build scenario but that it had probably been left out because it was still under construction in 2006. While it did not show up on the INDOT model output, EMPO wanted to emphasize the need for a new interchange on I-164 at Millersburg Road. The Vanderburgh County Commissioners had recently contracted with a consulting firm to look into the possibilities of completing an Interchange Justification Report for the location.

The Modeling Section said that it would forward pdf versions of the maps to and TransCAD network and TAZ layers from the INDOT model to EMPO for review and comment. EMPO was asked to provide comment back to INDOT sometime before the end of the month of March.

Other items of discussion

US 41 reconstruction project from the Eagle Creek Slough to Virginia Avenue: The MPO said that it was trying to work with INDOT regarding a multi-use trail along US 41. The Planning Staff said that the MPO should contact the Project Manager directly and provided contact information to the EMPO.

EMPO provided an update regarding the work being conducted by Ratio Architects for the Evansville gateway from the new I-69 corridor. The study was funded under the I-69 Community Planning Program. Both the City of Evansville and Vanderburgh County teamed up to combine their portions of the program grant monies, plus some additional bonus funding, to complete the study. EMPO reported that Ratio Architects was nearly done with the study and that the study does emphasize the proposed interchange at Millersburg Road. The final document should soon be delivered to INDOT and the Office of Rural and Community Affairs (OCRA).

I-69 Henderson to Evansville: The I-69 Henderson to Evansville Bridge, Commission. Members from both Kentucky and Indiana have now been appointed. The work of the Commission to find a viable way to finance the project should be soon be getting underway.