

**Kokomo MPO-INDOT
Consultation Meeting Notes
Draft Long Range Plan
Review Meeting
April 6, 2010
9:30 A.M. to 11:00 A.M.
Frankfort Subdistrict Office**

In Attendance: Larry Ives, Director - Kokomo MPO
Doug Eytcheson, Planner - Kokomo MPO
Larry Heil, Federal Highway Indiana Division
Steve Smith, Manager INDOT Long-Range Planning Section
Roy Nunnally, Manager INDOT Office of Modeling
Bill Flora, INDOT Office of Urban & Corridor Planning

The meeting began with a review of the agenda for the meeting by Steve Smith.

1. Overview of INDOT's Long Range Plan development
2. Overview of the Travel Demand Model (TDM)
3. Local issues and problems

It is anticipated that the 2010 update of INDOT's Long Range Plan will be approximately 40 pages long and provide an overview of INDOT's goals, objectives, and policy initiatives for the next 25 years. Major Moves project information out to the year 2020 will be provided. Long term needs are those areas in which problems have been identified but no solutions have been fully identified. Improvements beyond 2020 will be shown as long term needs as to opposed to specific projects.

Major Moves projects within the Kokomo MPO were reviewed. There were 3 Major Moves projects in the MPO area.

Roy Nunnally provided an overview of the statewide travel demand model (TDM). The travel demand model has some challenges in the modeling of commercial traffic. The model showed too much growth in certain commodities which translated into higher commercial traffic. The growth of certain commodity classes are being revised to show more moderate levels of commercial traffic.

1. US 31 Freeway Construction – Kokomo Bypass: Started in late 2009 and scheduled to be completed by 2013 at an approximate cost of \$240 million. It is phased in three sections around the east side if Kokomo. The MPO is concerned with the pavement type and the use of both concrete and asphalt pavement. They would prefer that the pavement be all asphalt as the concrete pavement is believed to be noisy. The main concern is with the area near Walton Lake. The area has a high end residential area the road noise is a concern.
2. US 35 – Added Travel Lanes: From Goyer Road to CR 300E. The project has been divided into two sections. The first section goes from Goyer Road to CR 300E and will

be constructed as a part of the US 31 bypass. The second section goes from CR 300E to Wildcat Creek and is scheduled to be let in late 2015 with completion scheduled in 2017. The estimate for the project is \$34 million. The MPO wants this project to be completed earlier due to safety issues. The MPO said this area is one of their higher crash rate area with several fatalities occurring in the area.

Local improvements are required on Tobey Pike to tie into the new bypass interchange. The project needs a local match. The MPO is looking into scheduling the project for 2014.

With the construction of the Kokomo bypass, the MPO has started a land use study in the area of the bypass. The area is mainly rural at the present time and the MPO is for ways to deal with the anticipated growth. The study is contracted out to American Structurepoint at a cost of \$100,000. Glenn Boise is managing in the study and a final report anticipated to be completed in late June, 2010.

Larry Ives noted that the MPO would like to see the current US 31 route to be reconstructed more as an urban boulevard with landscaping. INDOT delayed earlier reconstruction work due to the US 31 bypass NEPA study. There are issues with US 31 in terms of pavement condition and mobility.

The MPO proposes to improve North Dixon Road (CR 200W) north to the US 35 interchange with Davis Road. This would require the construction of a new section of Dixon Road from where Dixon Road ends at Colored Pike to the Davis Road US 35 interchange. SR 22 would be relinquished between Justin Road and US 35.

The meeting ended at 11:40 am.