

2010 Long-Range Plan Update
INDOT Long-Range Plan Development Coordination Meeting Notes
Meeting with the Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
and the INDOT Seymour District
Conducted at INDOT Central Office – Room N755B, March 25, 2010
1:30 P.M. to 2:30 P.M.

In Attendance: *Bob Koehler, Deputy Executive Director - OKI*
Mark Paine, Transportation Improvement Program Manager – OKI
Jim Ude, Planning/Production Director – INDOT Seymour District
Roy Nunnally, Manager – INDOT Forecasting & Modeling Section
Steve Smith, Manager – INDOT Long-Range Planning Section
Jay Mitchell, Planner – INDOT Long-Range Planning Section
Emmanuel Nsonwu, Planner – INDOT Long-Range Planning Section
Laurence Brown, Transportation Modeler, INDOT Modeling Section

The meeting began with introductions and a quick overview of meeting purpose. The purpose of the meeting was to provide coordination and input from the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the INDOT Seymour District to the 2010 INDOT Long-Range Plan update. There were five primary agenda items:

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 for the 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.

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

A discussion regarding the INDOT Statewide Travel Demand Model, its overall traffic analysis zone (TAZ) and network structure, its output as displayed on future 2020 and 2035 “no-build” congestion maps, and a comparison with the outputs from the OKI Travel Demand Model output took place first. The INDOT Traffic Modeling staff led the discussion by providing a brief overview of the Statewide Travel Demand Model’s network, its socio-economic data and the planning assumptions that went into the TAZ development. The OKI staff noted that their own travel demand model was also based on a traditional four-step process. When comparing the model output maps, OKI staff pointed out that their model did not show the same levels of congestion along the SR 1 corridor – OKI model showed congestion, but to a lesser extent. INDOT’s representative from the Seymour District confirmed that the District had observed some limited congestion on SR 1, heading north out of Greendale.

The Seymour District also said that with the recent opening of the new US 50 Bridge over Tanner's Creek, the congestion levels in that vicinity have improved. There should be further improvements after the Doughty Road intersection project is completed. That project is currently scheduled for a summer 2010 letting. After the Doughty Road intersection project is completed, the final stages in that vicinity will be the rehabilitation of the old US 50 Bridge and the Conservancy District's project to install new levy gate/walls on tracks within the pavement.

In looking over the congestion maps, OKI staff noted projects that they believed still had merit and that they would like to see to kept in the program. One project was the I-275 connector. The Seymour District confirmed that the project was still on track and would be let in the summer (2010). Another project that the OKI staff mentioned was the US 50 added travel lanes project. This corridor was studied in 2006/2007 with a recommendation for improvement from SR 48 to Arch Street.

The OKI staff suggested that the INDOT Travel Demand Model should incorporate the same TAZ structure and socio-economic data that was used in the OKI travel demand model. OKI explained that the benefits to INDOT would be a TAZ structure with a socio-economic data set that had been carefully compiled, checked and vetted for accuracy with local officials and institutions. By using the OKI TAZ structure and socio-economic data, INDOT could improve the overall precision of its model output. INDOT's Traffic Modeling staff responded favorably to the suggestion and the OKI staff said that they would copy and forward their TAZ layers to INDOT for its use.

The INDOT Long-Range Plan 2010 Update

The INDOT Planning Staff provided a brief overview concerning the development of the 2035 Long-Range Plan. The target date for the adoption of the plan will be in July of 2010. Unlike past INDOT Long-Range Transportation Plans, the 2010 update will no longer be a project specific plan. Instead, the document will be streamlined, concentrating on the identification of future congestion needs and the corridors where those needs are located. The corridors and projects from the Major Moves (Major New) Program will continue to be listed in the plan, but those projects will only be projected out to 2020. Exceptions would be the few major new corridors such as the I-69 corridor. More specific, detailed information related to plan development will be made available through technical and supporting reports. Those reports would be made available through hot-links on the INDOT Long-Range Transportation Planning web page. From 2020 to 2035, the plan will contain a listing of identified corridors where long-term needs and priorities will be identified. Long-term needs will be locations and corridors where congestion and safety issues have been identified.

The OKI staff commented that the direction that INDOT had outlined for its Long-Range Transportation Plan update did appear to be sound and that the plan update should not pose a problem for OKI.

Review of the November 2009 adjustments to the Major Moves Program

The INDOT Planning staff provided an update regarding the Major Moves Program. 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 cost 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. There were no affects to Dearborn County from the adjustments to the Major Moves Program.

Long-Range Transportation Needs and Priorities

A review of the recommendations from INDOT's US 50 Environmental Assessment/Corridor Study in Dearborn County took place. The Gateway Study conducted by OKI was also discussed. Both OKI and the Seymour District confirmed that the findings and recommendations from the US 50 study remain valid. The need for future added capacity on US 50 in Lawrenceburg remains. While the opening on the new bridge over Tanner's Creek has resulted in traffic improvements on US 50, the long-term need will continue to exist. The Seymour District noted that it was working with Lawrenceburg regarding opportunities for access management applications along US 50. The City of Lawrenceburg has been receptive to suggestions for access management applications. OKI staff also pointed to the importance of the I-275 connector project; their recommendation was to continue to proceed with the project. The District confirmed that the planned I-275 and US 50 connector project was progressing and that it would be ready to be let by summer.

A brief discussion took place regarding the use of air quality analysis years and the standard INDOT treatment of the term "open-to-traffic." The OKI staff stated that running an air quality conformity analysis for new added capacity projects did not impose a significant added workload for the MPO. Due to its size and the fact that its Metropolitan Planning Area (MPA) covers many political jurisdictions and parts of three states, OKI is well positioned and prepared to conduct air quality determinations for plan changes.

The Seymour District did confirm for the INDOT Planning staff that the new SR 48 roadway from US 50 north out of Lawrenceburg to Wilson Creek Road, a distance of approximately two miles, had been finished and open to traffic and was operating well. Planning staff was aware that the project had been let, but it was uncertain that the project had been fully completed and open-to-traffic. It was unclear looking at aerial photos of the region.

Other items of discussion

The OKI staff did express concern regarding funding for local Indiana federal-aid transportation projects that fall within the OKI Metropolitan Planning Area. OKI pointed out that while its Metropolitan Planning Area encompasses parts of three states, including multiple counties and political jurisdictions, only a small portion of the population served by OKI is located in Indiana, in Dearborn County. OKI receives transportation planning funds from INDOT, no significant funding is provided for local projects in Indiana. OKI noted that it receives many calls from Dearborn County applicants for federal-aid transportation projects and believes that INDOT needs to continue to play a role in project funding and implementation throughout Dearborn County including the urban area of Greendale and Lawrenceburg for on-system (state road) improvements. INDOT tends to direct the applicants from Dearborn County to OKI and OKI has very limited funding for those applicants. The INDOT Planning staff replied that most likely

the applicants were being directed to OKI for purposes of coordination and inclusion in the OKI Transportation Improvement Program (TIP).