

FY-2013

Carroll County Transportation Planning Annual Report



*Prepared by the Metropolitan Planning
Organization staff of the Area Plan
Commission of Tippecanoe County*

Prepared by the Area Plan Commission of Tippecanoe County in cooperation with Carroll County, the towns of Delphi, Camden, and Flora, the Indiana Department of Transportation, and the Federal Highway Administration.

This document has been financed in part by funds from the Federal Highway Administration. Matching funds were provided by Carroll County, the towns of Delphi, Camden, and Flora. The contents of this report do not necessarily reflect the official views or policies of the US Department of Transportation.

June 28, 2013

Table of Contents

| | | |
|------|------------------------------------|---|
| I. | Summary of Activities | 5 |
| II. | Project Tracking | 5 |
| III. | Traffic Counting | 5 |
| IV. | Functional Classification | 6 |
| V. | Additional Transportation Planning | 6 |

Figures

| | | |
|----|--|----|
| 1. | 2011-2013 Traffic Counts | 7 |
| 2. | 2011-2013 Mean Traffic Speeds | 9 |
| 3. | 2011-2013 85 th Percentile Traffic Speeds | 11 |
| 4. | Proposed Functional Classification System | 13 |

Appendices

| | | |
|----|---|----|
| 1. | INDOT-APCTC Contract | 15 |
| 2. | Administrative Transportation Committee 2012 Roster, Agenda and Minutes | 25 |
| 3. | Technical Transportation Committee 2012 Roster, Agenda and Minutes | 43 |
| 4. | Quarterly Project Tracking | 69 |
| 5. | Traffic Count Locations and Tracking Database | 73 |

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I. Summary of Activities

The Area Plan Commission of Tippecanoe County (APC) entered into an agreement with the Indiana Department of Transportation (INDOT) on March 4, 2013 to conduct transportation planning activities in Carroll County as part of INDOT's Small Urban and Rural Transportation Planning (SUPTP) program (**Appendix 1**). This is the third year APC has conducted transportation planning activities in Carroll County. The Technical and Administrative Committees met quarterly in August and November of 2012, and February and May of 2013 (see **Appendix 2 and Appendix 3** for rosters, agendas and minutes).

The APC staff provided planning support to participating jurisdictions that included: traffic counting, mapping of 3 years of traffic counts and vehicle speeds, quarterly tracking of projects for timely implementation, review of local projects in the State's Transportation Improvement Program (STIP), review of INDOT's 18 month letting list, Functional Classification revisions for Carroll County roads, review of the SURTP grant for Fiscal Year 2014, and quarterly meetings to facilitate greater coordination. 60 traffic counts were taken throughout the County this year, with a total of 177 taken over the last three years. The APC staff has continued to work closely with the Technical and Administrative Committees to develop and execute the transportation planning activities in FY 2013.

II. Project Tracking

In cooperation with the INDOT LaPorte District, MPO staff continued to review INDOT's Local Public Agency (LPA) Quarterly Report forms at each Technical and Administrative Committee meeting (**Appendix 4**). The status of each project was summarized and compared to previous quarters for schedule adherence. To improve coordination between local jurisdictions and INDOT, the APC and INDOT staff reviewed projects in the new STIP to ensure that the local jurisdictions knows what INDOT will be doing in their community in the near term. Additionally, INDOT's 18 month letting list was also reviewed so local jurisdictions are aware of upcoming contracts and construction activity.

III. Traffic Counting

APC staffed worked closely with the Carroll County Highway Engineer to develop the traffic counting plan for FY 2013. A total of 60 locations were identified and mapped, and their associated road segments and attributes entered into the geodatabase.

In the third year of traffic counting in Carroll County over 60 traffic counters were set at 60 locations. While some counters needed to be reset because of flooding and counter malfunctions, staff worked with the County Highway Engineer to adjust for road closures associated with construction of the Hoosier Heartland and county road work. A total of sixty (60) traffic counts were accepted after quality control review. The counts were taken between in May and June of 2013. Staff conducted QAQC on the information and ensured that the data was in the format supplied by INDOT. The methodology used to collect the traffic count information followed the "INDOT Traffic Counting Standards for Small Urban and Rural Planning Traffic Counting Program" requirements Counts were then adjusted for seasonal variations, mapped and submitted to committee members and INDOT (**Figure 1 and Appendix 5**).

As part of the information collected through the traffic counting program, data was also compiled and mapped showing the mean vehicle speeds and the 85 percentile speeds (**Figure 2 and 3**). Both data sets are useful in evaluating safety issues on Carroll County roads and to assist the community in establishing more accurate speed limits.

IV. Functional Classification

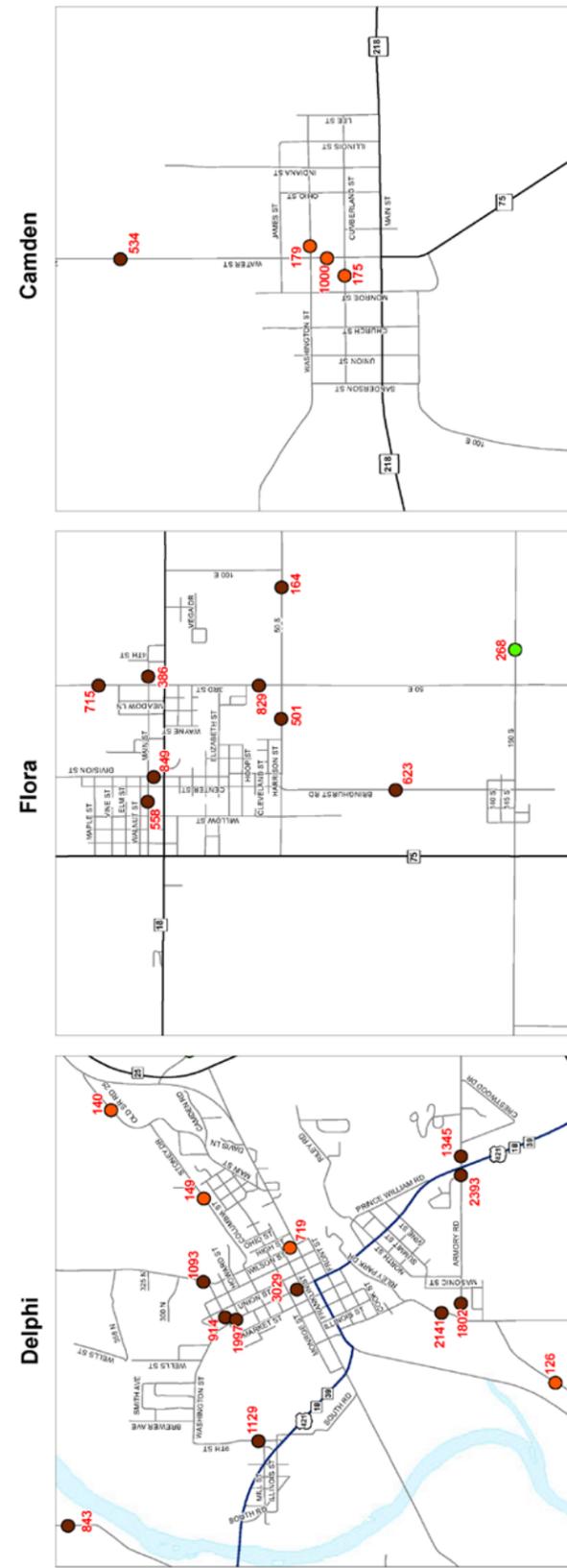
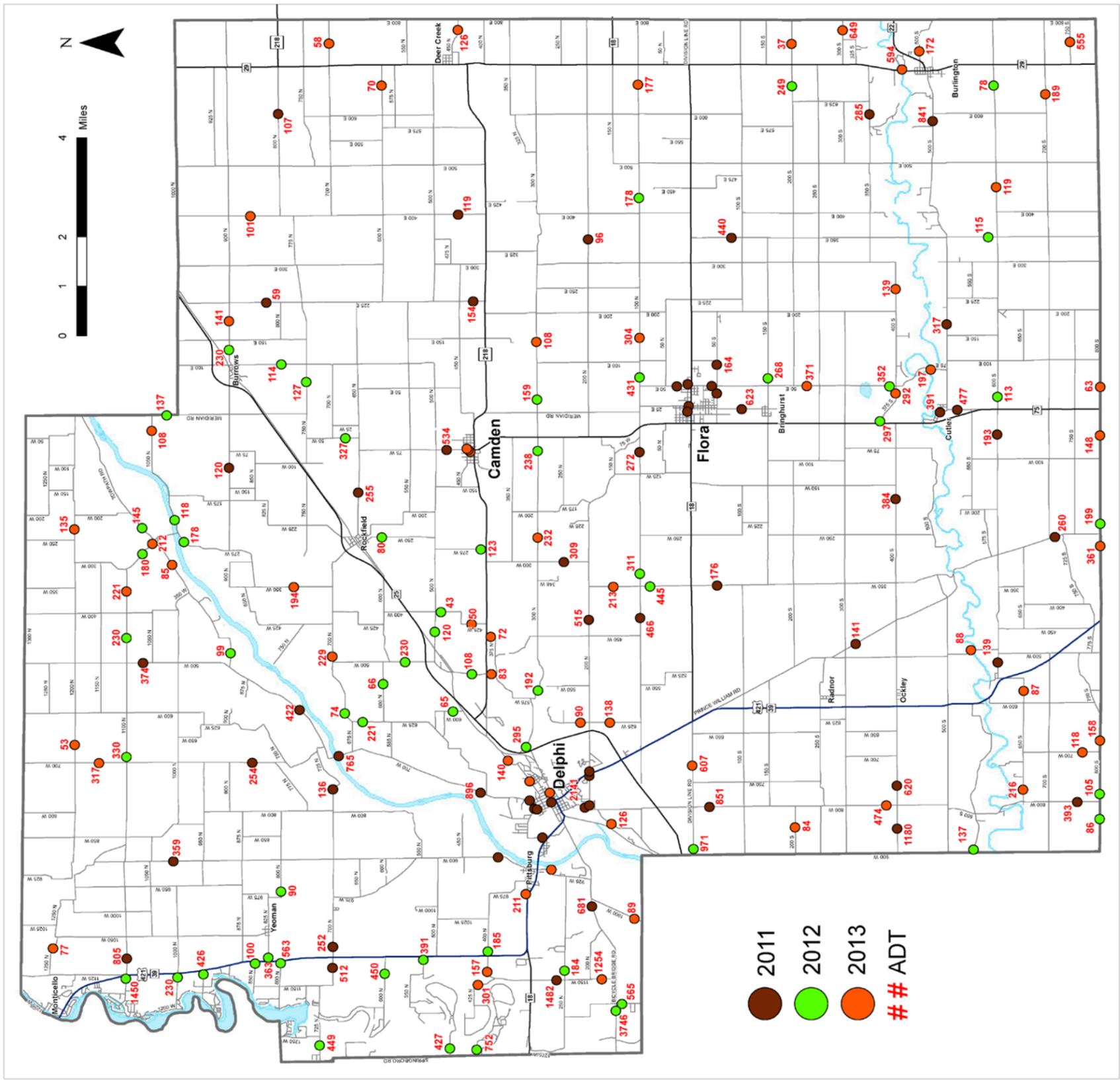
MAP-21 requires updating Functional Classification systems and staff reviewed the current Functional Classification system for Carroll County and proposed revisions. Working initially with the County Engineer and then with the Administrative Committee a new Draft Functional Classification system was developed (**Figure 4**).

V. Additional Transportation Planning

The Staff of the APC also briefed the committees on upcoming changes that will affect the community because of MAP-21, issues with Toll Road Credits as a part of relinquishment agreements and access to INDOT's State Project Management System (SPMS) by local jurisdictions. Additionally, issues of local importance that were reviewed and discussed include: formal notification processes for road name changes particularly for emergency services, Employee of Responsible Charge guidelines and certification, police department use of the new "Point and Click" functionality on crash reporting, local truck routes and the impact of the Hoosier Heartland Highway.

Figure I

2011-2013 Average Daily Vehicle Count



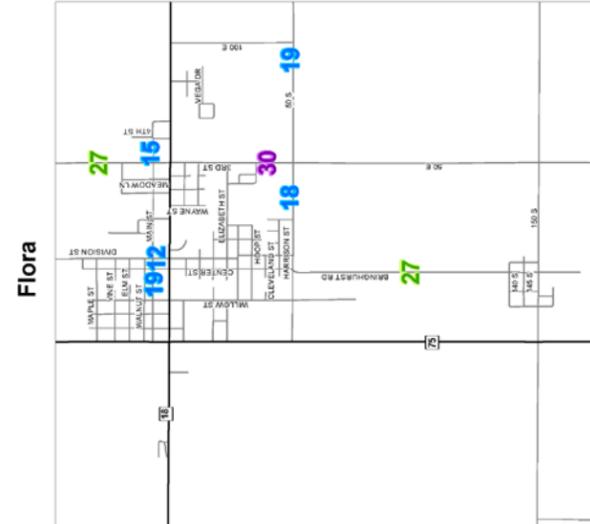
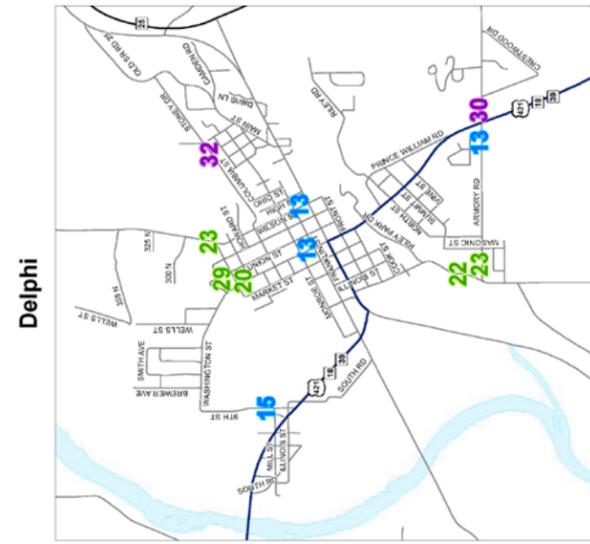
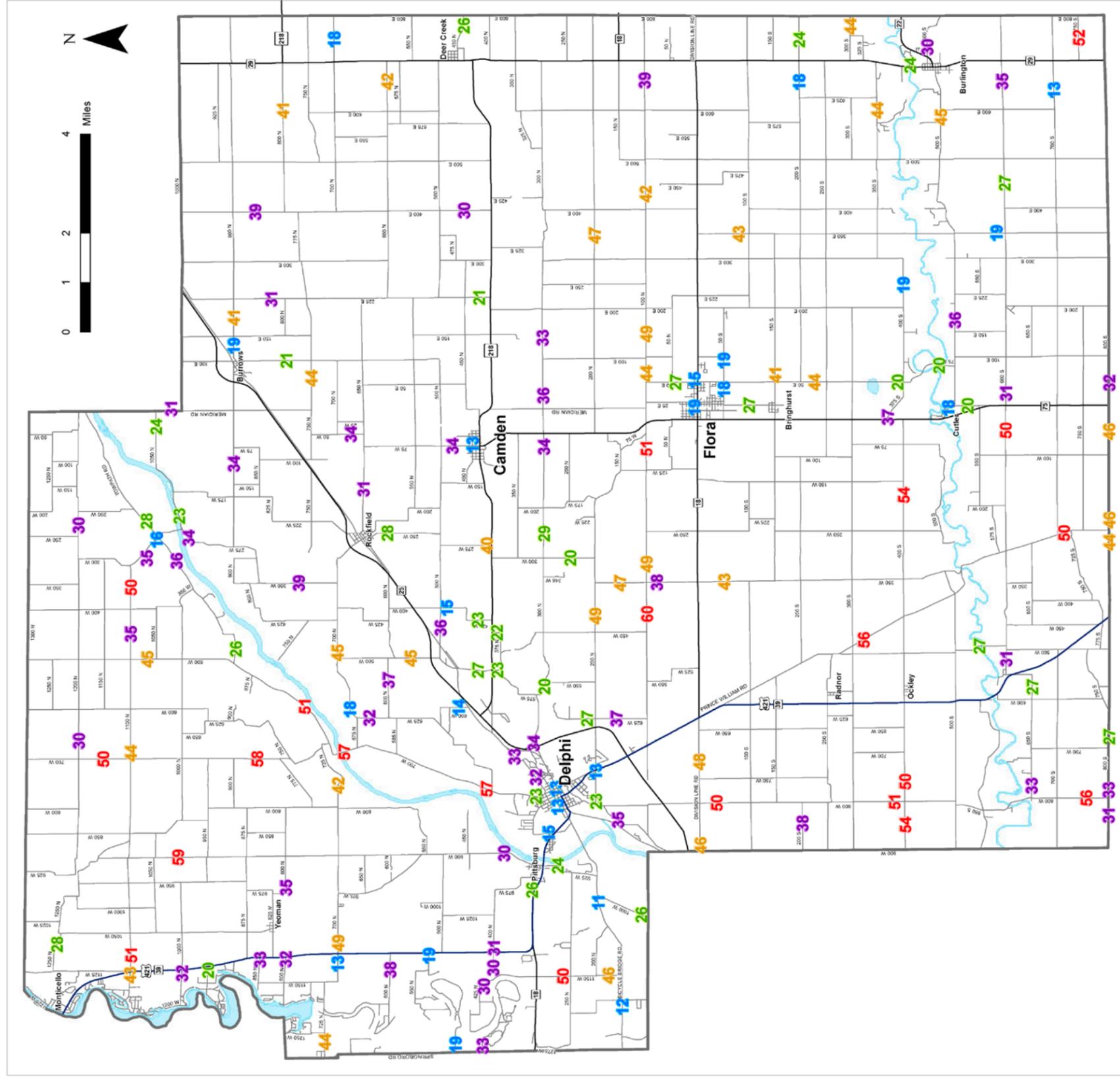
The Area Plan Commission of Tippecanoe County
 Date: June 2013

Disclaimers and copyright restrictions apply to this map and data. Complete disclaimer can be viewed at www.in.gov/indot. Road segment data provided by WTH Technology, Inc. NOTE: Counts are factored using INDOT functional class seasonal adjustment factors.

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Figure 2

2011-2013 Mean Vehicle Speed



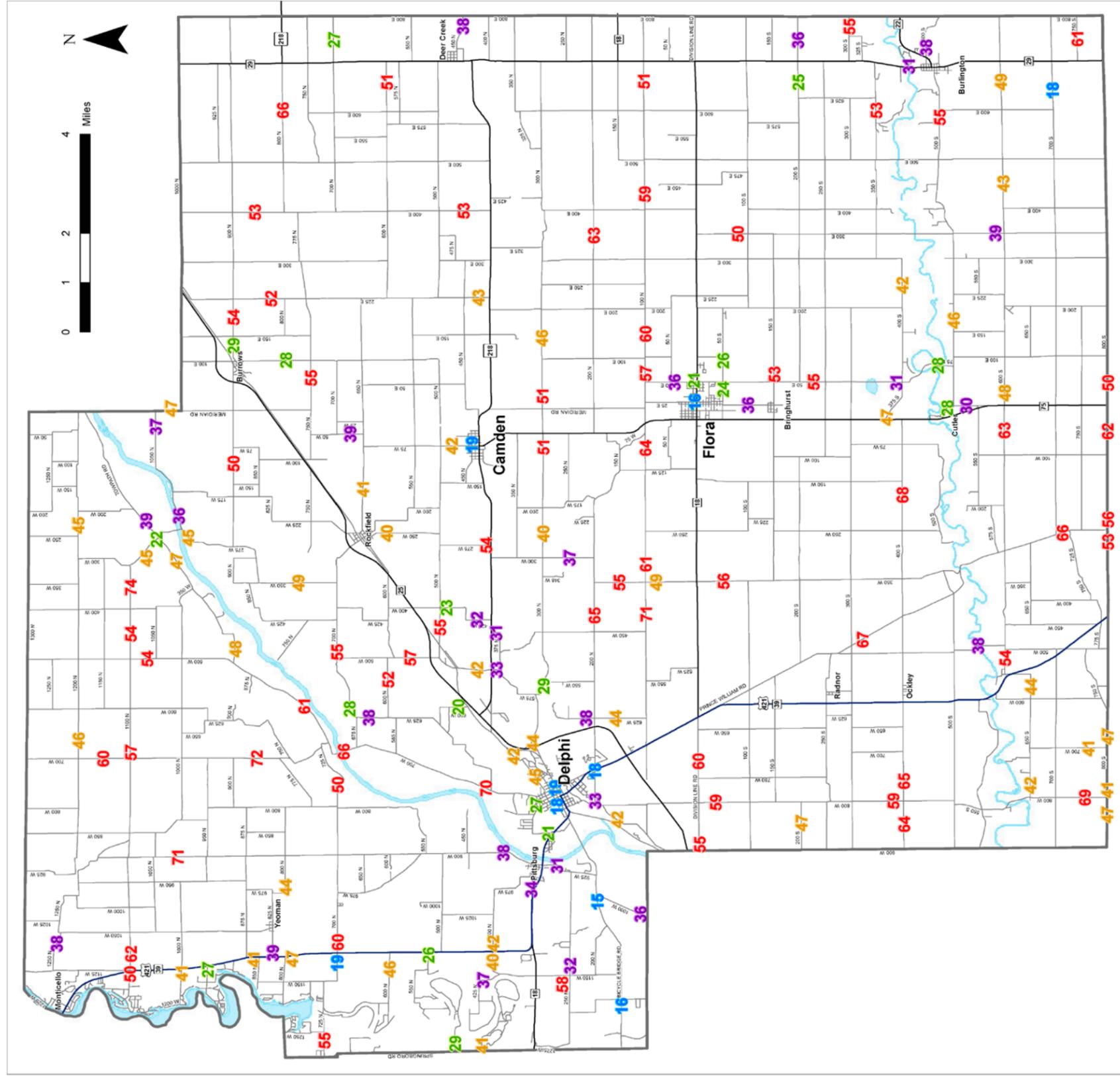
The Area Plan Commission
of Tippecanoe County
Date: June 2013

Disclaimers and copyright restrictions apply to this map and data. Complete disclaimer can be viewed at: <http://www.tippecanoe.in.gov/arcgis/Disclaimer.htm>
Road segment data provided by WITB Technology, Inc.
NOTE: Counts are factored using JACOBS functional class seasonal adjustment factors.

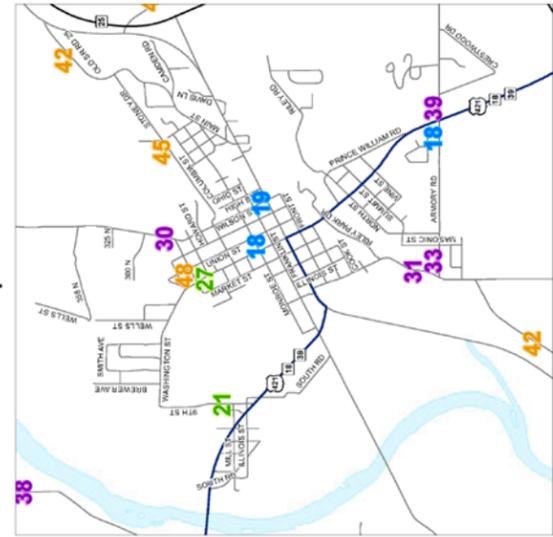
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Figure 3

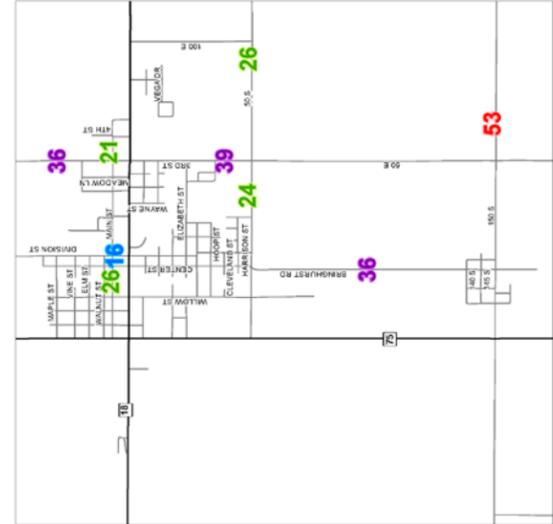
2011-2013 85th Percentile Vehicle Speed



Delphi



Flora



Camden



The Area Plan Commission
of Tippecanoe County
Date: June 2013

Disclaimers and copyright restrictions apply to this map and data. Complete disclaimer can be viewed at: <http://www.tippecanoein.gov/areaPlan/Disclaimer.htm>
Road segment data provided by WTH Technology, Inc.
NOTE: Counts are factored using INDOT functional class seasonal adjustment factors.

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Appendix 1, INDOT-APCTC Contract

CONTRACT EDS #A249-13-320428

This contract is made and entered into as of the date of the Indiana Attorney General signature affixed to this Contract by and between the State of Indiana, acting by and through the **Indiana Department of Transportation** (hereinafter referred to as "INDOT") and The Area Plan Commission of Tippecanoe County, acting by and through its proper officials (hereinafter referred to as "TAPCTC").

WITNESSETH

Whereas, the TAPCTC and INDOT desire to provide planning assistance for small urban and rural areas in the State of Indiana;

Whereas, INDOT desires TAPCTC to provide traffic counting activities required for such planning; and

Whereas, INDOT is willing to pay TAPCTC for counts completed.

Therefore, in consideration of the premises and the following mutually dependent covenants, the parties agree as follows:

Section 1 Regulation

The parties shall comply with applicable provisions set forth in (1) Title 23 of the U.S. Code, (2) the regulations issued pursuant thereto, and (3) the policies and Procedures of INDOT and the Federal Highway Administration relative to the Project.

Section 2 Information and Services to be Furnished

1. TAPCTC will conduct 60 traffic counts on non-state jurisdictional roads including at-grade railroad crossing as part of a rural countywide traffic counting program. Traffic count data shall be classification counts based on the thirteen (13) vehicle types as defined within the Federal Highway Administration's "Traffic Monitoring Guide". The counts shall be hourly, per lane, by direction, for a minimum of forty-eight (48) hours;
2. INDOT agrees to pay TAPCTC eighty percent (80%) of one hundred thirty-five dollars (\$135.00) which shall be one hundred eight dollars(\$108.00) per station for properly collected and reported traffic data to be billed on a quarterly basis for counts inside TAPCTC's home county;
3. INDOT agrees to pay TAPCTC eighty percent (80%) of one hundred fifty-five dollars (\$155.00) which shall be the amount of one hundred

twenty-four dollars (\$124.00) per station for properly collected and reported traffic data to be billed on a quarterly basis for counts outside TAPCTC's home county;

4. TAPCTC will provide 20 FTE hours towards the development of a traffic count program, the coordination of this program with INDOT Central Office, Crawfordsville District Office, and local governments, creation and maintenance of the county-wide traffic count database, LOS analysis of all highways counted, and other technical planning activities required for this task;
5. INDOT agrees to pay TAPCTC no more than eight hundred forty-two dollars (\$842.00) towards this traffic count program activity;
6. TAPCTC will provide 275 FTE hours of technical planning to local governments upon request;
7. TAPCTC will collect traffic count data for INDOT at 5 HPMS sites off the state jurisdictional highway system and outside any metropolitan planning area in accordance with accepted INDOT practices;
8. INDOT will provide a list of site locations to be counted by TAPCTC;
9. INDOT agrees to pay TAPCTC the amount of one hundred thirty-five dollars (\$135.00) per station for properly collected and reported traffic data to be billed on a quarterly basis for counts inside TAPCTC's home county;
10. INDOT agrees to pay TAPCTC the amount of one hundred fifty-five dollars (\$155.00) per station for properly collected and reported traffic data to be billed on a quarterly basis for counts outside TAPCTC's home county;
11. TAPCTC will spend 20 FTE hours updating HPMS Sample Data Fields# 5, 14, 34, 37, 38, 39, 41, 42, 43, 45, 46, 49, 54, 55, 56, 57, 58, 59, and 60 for each HPMS site;
12. INDOT agrees to pay TAPCTC no more than one thousand one hundred dollars (\$1,100.00) towards this HPMS Field Data Collection and Submittal;
13. TAPCTC agrees to provide INDOT with regional GIS files of its count program;
14. INDOT agrees to pay TAPCTC no more than one thousand fifty-two dollars and fifty cents (\$1,052.50) towards this activity;
15. This Agreement may be declared null and void if:

- A. Either party fails to abide by the intent of this Agreement or;
 - B. Both parties mutually agree to end this data partnering.
16. The effective dates for this Agreement will be July 1st, 2012 through June 30th, 2013;

Section 3 Notice to Proceed

The term of this Contract shall be from July 1st, 2012 until June 30th, 2013.
 INDOT will send a Notice to proceed to TAPCTC.

Section 4 TAPCTC shall receive as payment for the work performed under this Contract,
 the total fee not to exceed \$30,529.50.

Section 5 INDOT reserves the right to reallocate the funds set aside for the carrying out of
 this Contract and to use such funds elsewhere upon the failure of the TAPCTC to
 perform the acts so required by this contract. If, for any reason, INDOT is
 required to repay to the Federal Highway Administration the sum or sums of
 federal funds paid through INDOT under the terms of this Contract, then the
 TAPCTC will repay to INDOT such sum or sums upon receipt of a billing from
 INDOT.

Section 6 Compliance with Laws

A. The TAPCTC shall comply with all applicable federal, state and local laws, rules, regulations and ordinances, and all provisions required thereby to be included herein are hereby incorporated by reference. The enactment of any state or federal statute or the promulgation of rules or regulations thereunder after execution of this Contract shall be reviewed by the State and the TAPCTC to determine whether the provisions of this Contract require formal modification.

B. The TAPCTC and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the State as set forth in IC § 4-2-6 et seq., IC § 4-2-7, et. seq., the regulations promulgated thereunder, and Executive Order 04-08, dated April 27, 2004. If the TAPCTC is not familiar with these ethical requirements, the TAPCTC should refer any questions to the Indiana State Ethics Commission, or visit the Indiana State Ethics Commission website at <http://www.in.gov/ethics/>. If the TAPCTC or its agents violate any applicable ethical standards, the State may, in its sole discretion, terminate this Contract immediately upon notice to the TAPCTC. In addition, the TAPCTC may be subject to penalties under IC §§ 4-2-6 and 4-2-7.

C. The TAPCTC certifies by entering into this Contract that neither it nor its principal(s) is presently in arrears in payment of taxes, permit fees or other statutory, regulatory or judicially required payments to the State. The TAPCTC agrees that any payments currently due to the State may be withheld from payments due to the TAPCTC. Additionally, further work or payments may be withheld, delayed, or denied and/or this Contract suspended until the TAPCTC is current in its payments and has submitted proof of such payment to the State.

D. The TAPCTC warrants that it has no current, pending or outstanding criminal, civil, or enforcement actions initiated by the State, and agrees that it will immediately notify the State of any such actions. During the term of such actions, the TAPCTC agrees that the State may delay, withhold, or deny work under any supplement, amendment, change order or other contractual device issued pursuant to this Contract.

E. If a valid dispute exists as to the TAPCTC's liability or guilt in any action initiated by the State or its agencies, and the State decides to delay, withhold, or deny work to the TAPCTC, the TAPCTC may request that it be allowed to continue, or receive work, without delay. The TAPCTC must submit, in writing, a request for review to the Indiana Department of Administration (IDOA) following the procedures for disputes outlined herein. A determination by IDOA shall be binding on the parties.

F. Any payments that the State may delay, withhold, deny, or apply under this section shall not be subject to penalty or interest under IC § 5-17-5.

G. The TAPCTC warrants that the TAPCTC and its subcontractors, if any, shall obtain and maintain all required permits, licenses, registrations, and approvals, as well as comply with all health, safety, and environmental statutes, rules, or regulations in the performance of work activities for the State. Failure to do so may be deemed a material breach of this Contract and grounds for immediate termination and denial of further work with the State.

H. The TAPCTC affirms that, if it is an entity described in IC Title 23, it is properly registered and owes no outstanding reports to the Indiana Secretary of State. 30 2/2006

I. As required by IC 5-22-3-7:

- (1) The CONTRACTOR and any principals of the CONTRACTOR certify that (A) the CONTRACTOR, except for de minimis and nonsystematic violations, has not violated the terms of (i) IC 24-4.7 [Telephone Solicitation Of Consumers], (ii) IC 24-5-12 [Telephone Solicitations] , or (iii) IC 24-5-14 [Regulation of Automatic Dialing Machines] in the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and (B) the CONTRACTOR will not violate the terms of IC 24-4.7 for the duration of the Contract, even if IC 24-4.7 is preempted by federal law.
- (2) The CONTRACTOR and any principals of the CONTRACTOR certify that an affiliate or principal of the CONTRACTOR and any agent acting on behalf of the CONTRACTOR or on behalf of an affiliate or principal of the CONTRACTOR (A) except for de minimis and nonsystematic violations, has not violated the terms of IC 24-4.7 in the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and (B) will not violate the terms of IC 24-4.7 for the duration of the Contract, even if IC 24-4.7 is preempted by federal law.

Section 7 **Non-Discrimination**

Pursuant to I.C. 22-9-1-10 and the Civil Rights Act of 1964, the TAPCTC and any Contractors, shall not discriminate against any employee or applicant for employment, to be employed in the performance of work under this Agreement, with respect to hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of race, color, religion, sex, disability, national origin, ancestry or status as a veteran. Breach of this covenant may be regarded as a material breach of this Agreement. Acceptance of this Agreement also signifies compliance with applicable federal laws, regulations, and executive orders prohibiting discrimination in the provision

of services based on race, color, national origin, age, sex, disability or status as a veteran.

The TAPCTC understands that INDOT is a recipient of federal funds. Pursuant to that understanding, the TAPCTC and its Contractors, if any, agree that if the TAPCTC employs fifty (50) or more employees and does at least \$50,000.00 worth of business with INDOT and is not exempt, the TAPCTC will comply with the affirmative action reporting requirements of 41 CFR 60-1.7. The TAPCTC shall comply with Section 202 of executive order 11246, as amended, 41 CFR 60-250, and 41 CFR 60-741, as amended, which are incorporated herein by specific reference. Breach of this covenant may be regarded as a material breach of Agreement.

Section 8

Indemnification

The TAPCTC agrees to indemnify, defend, exculpate and hold harmless INDOT from any liability due to loss, damage, injuries, or other casualties of whatever kind, to the person or property of anyone on or off the right-of-way arising out of, or resulting from the work covered by this Contract or the work connected therewith, or from the installation, existence, use, maintenance, condition, repairs, alteration, or removal of any equipment or material, to the extent of negligence of the TAPCTC, including any claims arising out of the Workmen's Compensation Act or any other law, ordinance, order, or decree. The TAPCTC agrees to pay all reasonable expenses and attorney fees incurred by or imposed on INDOT in connection herewith in the event the TAPCTC shall default under the provisions of this Section. Notwithstanding the proceeding provisions of this Section, the obligation of the TAPCTC to indemnify, defend, exculpate, and hold harmless shall only arise if the TAPCTC also would be liable under I.C. 34-13-3. Further, the liability of the TAPCTC shall be limited by the provisions of I.C.34-13-3-4.

Section 9

Drug-Free Workplace Certification

The TAPCTC hereby covenants and agrees to make a good faith effort to provide and maintain a drug-free workplace, and that it will give written notice to the Indiana Department of Transportation and the Department of Administration within ten (10) days after receiving actual notice that an employee of the TAPCTC in the State of Indiana has been convicted of a criminal drug violation occurring in the TAPCTC workplace. False certification or violation of the certification may result in sanctions including, but not limited to, termination of the Contract, and/or debarment of contracting opportunities with the State of Indiana for up to three (3) years. In addition to the provisions of the above paragraphs, if the total Contract amount set forth in this contract exceeds \$25,000.00, the TAPCTC hereby further agrees that this Contract is expressly subject to the terms, conditions and representations of the following certification: This certification is required by Executive Order No. 1 90-5, April 12, 1990, issued by the Governor of Indiana. Pursuant to its delegated authority, the Indiana Department of Administration is requiring the inclusion of this certification in all contracts with and grants from the State of Indiana in excess of \$25,000.00. No award of a contract shall be made, and no contract, purchase order or agreement, the total amount of which exceeds \$25,000.00, shall be valid

unless and until this certification has been fully executed by the TAPCTC and made a part of the contract or agreement as part of the contract documents. The TAPCTC certifies and agrees that it will provide a drug-free workplace by:

- A. Publishing and providing to all of its employees a statement notifying their employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the TAPCTC workplace and specifying the actions that will be taken against employees for violations of such prohibition; and
- B. Establishing a drug-free awareness program to inform their employees of (1) the dangers of drug abuse in the workplace;
(2) the TAPCTC policy of maintaining a drug-free workplace;
(3) any available drug counseling, rehabilitation, and employee assistance programs; and
(4) the penalties that may be imposed upon an employee for drug abuse violations occurring in the workplace.
- C. Notifying all employees in the statement required by subparagraph, (a) above that as a condition of continued employment the employee will (1) abide by the terms of the statement; and (2) notify the TAPCTC of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction; Notifying in writing the INDOT within ten (10) days after receiving notice from an employee under subdivision (c)(2) above, or otherwise receiving actual notice of such conviction;
- D. Within thirty (30) days after receiving notice under subdivision (c)(2) above of a conviction, imposing the following sanctions or remedial measures on any employee who is convicted of drug abuse violations occurring in the workplace; (1) take appropriate personnel action against the employee, up to and including termination; or (2) require such employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency; and
- E. Making a good faith effort to maintain a drug-free workplace through the implementation of subparagraphs (a) through (e) above.

Section 10 Severability

The invalidity of any section, subsection, clause or provision of the Contract shall not affect the validity of the remaining sections, subsections, clauses or provisions of the Contract.

Section 11 Funding Cancellation Clause

When the Director of the State Budget Agency makes a written determination that funds are not appropriated or otherwise available to support continuation of performance of a Contract, the Contract shall be canceled. A determination by the Budget Director that funds are not appropriated or otherwise available to support continuation of performance shall be final and conclusive.

Section 12 Ethics Clause

The TAPCTC and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the State, as set forth in Indiana Code § 4-2-6 et seq., the regulations promulgated there under, and Executive

Order 04-08, dated April 27, 2004. If the contractor is not familiar with these ethical requirements, the TAPCTC should refer any questions to the Indiana State Ethics Commission, or visit the Indiana State Ethics Commission website at <<<<http://www.in.gov/ethics/>>>>.

If the TAPCTC or its agents violate any applicable ethical standards, the State may, in its sole discretion, terminate this contract immediately upon notice to the TAPCTC. In addition, the TAPCTC may be subject to penalties under Indiana Code § 4-2-6-12.

Section 13 **Ineligible Activities**

TAPCTC will not use state or federal funds to lobby or attempt to influence any FHWA or INDOT employee or elected official. TAPCTC will not use funds from this program for grant writing, grant administration, or any activity that is not related to transportation planning.

Section 14 **Payment**

All payments shall be made in arrears in conformance with State fiscal policies and procedures and, as required by IC 4-13-2-14.8, by electronic funds transfer to the financial institution designated by the Contractor in writing unless a specific waiver has been obtained from the Indiana Auditor of State. No payments will be made in advance of receipt of the goods or services that are the subject of this Contract except as permitted by IC 4-13-2-20.

Section 15 **Employment Eligibility Verification**

The Consultant affirms under the penalties of perjury that he/she/it does not knowingly employ an unauthorized alien.

The Consultant shall enroll in and verify the work eligibility status of all his/her/its newly hired employees through the E-Verify program as defined in IC 22-5-1.7-3. The Consultant is not required to participate should the E-Verify program cease to exist. Additionally, the Consultant is not required to participate if the Consultant is self-employed and does not employ any employees.

The Consultant shall not knowingly employ or contract with an unauthorized alien. The Consultant shall not retain an employee or contract with a person that the Consultant subsequently learns is an unauthorized alien.

The Consultant shall require his/her/its subconsultants, who perform work under this contract, to certify to the Consultant that the subconsultant does not knowingly employ or contract with an unauthorized alien and that the subconsultant has enrolled and is participating in the E-Verify program. The Consultant agrees to

maintain this certification throughout the duration of the term of a contract with a subconsultant.

The State may terminate for default if the Consultant fails to cure a breach of this provision no later than thirty (30) days after being notified by the State.

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Non-Collusion

The undersigned attests, subject to the penalties for perjury, that he/she is the contract party, or that he/she is the representative, agent, member, or officer of the TAPCTC that he/she has not, nor has any other member, employee, representative, agent, or officer of the firm, company, corporation, or partnership represented by him/her, directly or indirectly, to the best of his/her knowledge, entered into or offered to enter into any combination, collusion or agreement to receive or pay, and that he/she has not received or paid, any sum of money or other consideration of this agreement other than that which appears upon the face of the Contract.

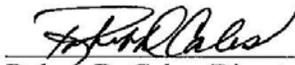
In Witness Whereof, TAPCTC and the State of Indiana have, through duly authorized representatives, entered into this Contract. The parties having read and understand the forgoing terms of the Contract do by their respective signatures dated below hereby agree to the terms thereof.

The Area Plan Commission of
Tippecanoe County


Name: SALLIE DELL FAGHEY, EXEC. DIRECTOR

Date: 12.3.12

Recommended for Approval:
INDOT Contract Administration


Robert D. Cales, Director

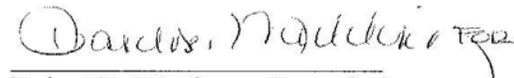
Date: 2/16/2013

Approved:
State Budget Agency


Christopher D. Atkins, Director (For)

Date: 2/28/2013

Department of Administration


Robert D. Wynkoop, Commissioner

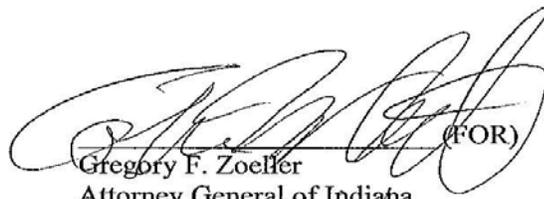
Date: 2.21.13

STATE OF INDIANA
Indiana Department of Transportation


Jim Stark
Deputy Commissioner for Capital
Program Management

Date: 2/19/2013

Approved as to Form and Legality:


Gregory F. Zoeller (FOR)
Attorney General of Indiana
Date Approved: 3/4/13

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Appendix 2, Administrative Transportation Committee
2013 Roster, Agenda and Minutes

CARROLL COUNTY

ADMINISTRATIVE COMMITTEE
2013 ROSTER

Voting

| | |
|--|--------------------------|
| President Carroll County Commissioners | Patrick Clawson |
| President Carroll County Council | Ann Brown |
| | James R. Hancock (proxy) |
| Mayor of Delphi | Randy Strasser |
| Delphi City Council President | Carolyn Pearson |
| Camden Town Council President | Peter Wagoner |
| Flora Town Council President | Vince Seward |
| | Joshua Ayers (proxy) |
| INDOT District Director | Robert Alderman |
| | Marcia Blansett (proxy) |
| | Chris Reynolds (proxy) |

Ex Officio

| | |
|-------------------------|-------------------|
| MPO Executive Director | Sallie Dell Fahey |
| FHWA – Indiana Division | Larry Heil |
| Carroll County EDC | Laura Walls |

THE

Area Plan Commission

of TIPPECANOE COUNTY

CARROLL COUNTY ADMINISTRATIVE COMMITTEE MEETING NOTICE

DATE.....Monday, May 13, 2013
TIME.....3:00 pm
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I. Approval of minutes from February 11, 2013
- II. FY 2014 Grant Request - *Sallie Fahey*
- III. 2013 Traffic Count Locations - *Anna Burman*
- IV. INDOT's Transportation Improvement Program - *Marcia Blansett*
- V. Quarterly Project Tracking Reviews - *Doug Poad*
- VI. INDOT's 18 Month Letting List - *Doug Poad*
- VII. Other Business
 - A. Old Business Update
 1. Delphi Truck Route - *John Thomas*
 2. Road Name Changes - *Pat Clawson*
 3. SPMS Access - *Sallie Fahey*
 4. Relinquishment Agreement Update - *Randy Strasser*
 5. Old SR 25 Connection to the Hoosier Heartland Highway - *Sallie Fahey*

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

CARROLL COUNTY ADMINISTRATIVE COMMITTEE

MINUTES
MAY 13, 2013
3:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|--|--|
| Ann Brown | Carroll County Council Representative |
| Pete Wagoner | Camden Town Council Representative |
| Pat Clawson | President Carroll County Commissioners |
| Chad Everett (proxy for Vince Seward) | Flora Town Council President |
| Marcia Blansett (proxy for Bob Alderman) | INDOT District Director |

Non-Voting Members

| | |
|--------------|------------------------|
| Sallie Fahey | MPO Executive Director |
|--------------|------------------------|

Also Present

| | |
|-------------|----------------------------|
| Anna Burman | Area Plan Commission Staff |
|-------------|----------------------------|

President Ann Brown called the meeting to order at 3:00pm.

I. APPROVAL OF MINUTES

Pete Wagoner moved to approve the minutes from the February 11, 2013 meeting. Pat Clawson seconded and the motion passed by unanimous voice vote.

II. FY 2014 GRANT REQUEST

Sallie Fahey said we have to apply every year for the grant in order to provide Small Urban and Rural Transportation Planning Assistance for Carroll County. She hopes we receive the contract for FY 2014 in a timelier manner because we just recently received the FY2013 Contract. We will continue to provide traffic counts, planning support, assistance with special projects, a capital improvement program, information to INDOT, Federal Functional Classification maps to INDOT and FHWA, and quarterly project tracking. Carroll County will be responsible for the 20% local match. She explained that the Tippecanoe County Auditor says we cannot bill Carroll County until we can determine if there are any funds left over from the previous year. We will bill Carroll County for FY 2012 and FY 2013 but we will delay the FY 2014 billing until calendar year 2014.

III. 2013 TRAFFIC COUNT LOCATIONS

Anna Burman said she has been working with Paul Coutts. He provided FY2013 count locations on May 7; our count technician began setting counters shortly thereafter. She also displayed a map showing the traffic count locations for the last three years. She then displayed the Average Daily Traffic map that shows the count total at each location for the first two years.

Sallie Fahey said she will notify Tony Burns of the locations where the counts will be taken every week.

IV. INDOT'S TRANSPORTATION IMPROVEMENT PROGRAM

Sallie Fahey displayed a map showing all INDOT projects for the next four years. She then pointed out the location of the big state project on SR 18. She explained that the dots on the map represent small replacement projects. She then pointed out the Stellar Community projects that are shown in the STIP even though they are local federally funded projects. She added that the STIP changes and is amended to reflect funding and calls for projects.

V. QUARTERLY PROJECT TRACKING REVIEWS

Sallie Fahey updated the following projects:

- Delphi Freedom Bridge project is still on schedule and was let early April;
- Deer Creek Trail project has been delayed into 2015 because buildings that will be part of the right-of-way taking require a full Section 106 environmental evaluation;
- Safe Routes to School project was let, but the contract has not yet been awarded;
- Downtown Streetscape, Phase I project received its notice to proceed with design on April 16th, but the project timeline was not developed in time for this quarterly tracking meeting; and
- Washington Street Trail Gateway projects either have a design contract approved or have been issued a notice to proceed.

She went on to say that we are following the projects very closely because the Map21 legislation ends September 30, 2014. We likely will need to obligate the funds by the end of the bill or lose them.

Marcia Blansett said Des#1297745 is the Downtown Streetscape project, not the Washington Street Gateway project.

VI. INDOT LETTING LIST

Sallie Fahey said the SR 22 small structure pipe lining project has been added to the list and has a December 2013 letting date. The Gateway Trail Phase I project (Stellar Community Project) has also been added to the list with a May 2014 letting date. The Bike/Ped Trail project has been moved back from a February 2014 letting date to a July 2014 letting date. She went on to say that the Delphi Elementary and Middle School SRTS project and the small structure replacement project over Ayers Ditch have both been let.

VII. OTHER BUSINESS

Delphi Truck Route

Sallie Fahey said there is no new information and asked if Carroll County should be involved in the process.

Road Name Changes

Pat Clawson had nothing additional to report.

SPMS Access

Sallie Fahey said MPO staff is receiving training to input LPA projects into SPMS; design consultants will not have the access to do this. This is the first STIP INDOT has put together by downloading from SPMS. Hopefully after the STIP is approved MPO staffs will have greater access. Until then the LPAs will have to do that themselves through the jurisdiction engineers. She offered APC help adding Carroll County projects to the SPMS database.

Ann Brown asked what happens if a project is completed locally by the LPA before the project comes up in the STIP.

Sallie Fahey replied that if a project has been awarded it can be de-obligated and notification to INDOT should be sufficient. She went on to say that a lot of local Tippecanoe County projects are done to federal standards but the initial phases often are done with local money to speed up the process. We then use federal money for the construction phase when the federal funds become available.

Relinquishment Agreement Update

Pat Clawson said he has heard nothing from INDOT and has no news.

Old SR 25 Connection to the Hoosier Heartland Highway

Sallie Fahey said she received an email from Dr. Thomas Brown who had a crash at the Old SR 25 connection to the Hoosier Heartland. She said she contacted Debbie Calder at INDOT – Crawfordsville who had already been contacted by the Tippecanoe County Highway Department. Debbie Calder then forwarded the information to the Traffic Management section at the Crawfordsville District.

INDOT has put up better signs but Sallie says she favors routing cars to use the US 421 interchange to keep them away from the trucks that are routed on Old SR 25.

Pat Clawson thinks people are relying more and more on GPS for directions and GPS directs them to use Old SR 25. He added that people who follow the signs use US 421. He likes the new solar flashers.

Ann Brown does not understand why drivers cannot figure it out.

Sallie Fahey believes the incident occurred during nighttime hours.

VIII. ADJOURNMENT

Pat Clawson moved to adjourn. Chuck Everett seconded.

The meeting adjourned at 3:45pm.

Ann Brown announced that the next meeting will be August 12 and the November meeting is Tuesday, November 12 as the regular meeting date falls on Veteran's Day.

Respectfully Submitted,



Sallie Dell Fahey
MPO Director

SDF/lmu

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
Lafayette, IN 47901-1209

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Sallie Dell Fahey
Executive Director

CARROLL COUNTY ADMINISTRATIVE COMMITTEE MEETING NOTICE

DATE.....Monday, February 11, 2013
TIME.....3:00 pm
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I) Approval of minutes from August 13 and November 13, 2012
- II) Questions About Items from November Meeting
- III) Functional Classification of Carroll County Roads
- IV) Quarterly Project Tracking Reviews
- V) INDOT's 18 Month Letting List
- VI) Other Business

CARROLL COUNTY ADMINISTRATIVE COMMITTEE

MINUTES
FEBRUARY 11, 2013
3:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|--|--|
| Ann Brown | President Carroll County Council |
| Randy Strasser | Mayor of Delphi |
| Pete Wagoner | Camden Town Council President |
| Pat Clawson | President Carroll County Commissioners |
| Marcia Blansett (proxy for Bob Alderman) | INDOT District Director |

Non-Voting Members

| | |
|--------------|------------------------|
| Sallie Fahey | MPO Executive Director |
| Laura Walls | Carroll County EDC |

Also Present

| | |
|--------------|----------------------------|
| John Thomas | Area Plan Commission Staff |
| Anna Burman | Area Plan Commission Staff |
| Doug Poad | Area Plan Commission Staff |
| John Chapman | Delphi Police |

President Ann Brown called the meeting to order at 3:00pm.

I. APPROVAL OF MINUTES

Ann Brown said the minutes from the August meeting need to be approved but the November meeting was cancelled because there wasn't a quorum.

Pete Wagoner and Randy Strasser said they did not bring their copy of the August minutes to today's meeting but neither had a problem with them.

John Thomas said the date on the August minutes has already been corrected.

Randy Strasser moved to approve the minutes from the August 13, 2013 meeting. Pete Wagoner seconded and the motion passed by unanimous voice vote.

II. ITEMS FROM NOVEMBER MEETING

Ann Brown asked if anyone has any question about any of the items on the November agenda.

Sallie Fahey said we could forward the minutes from the November Technical Committee meeting because many of the agenda items were the same. The minutes from the November meeting will provide some of the detail of what was discussed.

III. FUNCTIONAL CLASSIFICATION OF CARROLL COUNTY ROADS

John Thomas referred to the map that was mailed in the packet and said the map is the product of discussions with Paul Coutts and some of the County Commissioners concerning the Thoroughfare Plan designation of several roads in Carroll County. At the Technical Committee meeting this afternoon we discussed additional locations where we need clarification. The continuation of the primary arterials through the towns and along the Hoosier Heartland were on the old alignment of SR 25 but now will be nothing more than cul-de-sacs. There are other things we plan to look at and take back to the Technical Committee for refinement.

Sallie Fahey said we do not have a defined process to make these changes with INDOT. We do not have that for our MPO core area either. She believes the process will involve sit-downs with INDOT and FHWA personnel at some point.

Pat Clawson asked if the roads in red (SR 25) will stay primary arterials or be abandoned and go back to secondary roads.

John Thomas said we will take a look at the old alignment of SR 25 through Delphi and the northeast corner of the county. That road will probably be reclassified as a minor or major arterial collector.

IV. QUARTERLY PROJECT TRACKING

Doug Poad referred to the Quarterly Report that was included in the packet and said it provides the status of all projects in the county. We originally thought there were three new projects but learned at the Tech meeting that there are actually four new projects. The fourth new project is Phase 2 of the Downtown Streetscape project. The first new project is the Downtown Streetscape and it is targeted for a December 2014 letting. The Washington Street Gateway Trail Project, Phase 1 is scheduled for a May 2014 letting with Phase 2 scheduled to be let in November 2014. He said the Safe Routes to School Infrastructure Project (SRTS) has slipped from a March 2013 letting date to an April 2013 letting date. The Historic Interurban/Deer Creek Trail Project seems to be moving forward and is scheduled to be let tomorrow (February 12th). It appears to him that additional funding may be needed for that project. The Freedom Bridge Project was scheduled to be let in December 2012 but more work needs to be done. He said he was unable to find more information on that project. Overall he thinks it is good that all the existing projects seem to be advancing and four new projects were added to the list.

V. INDOT LETTING LIST

Doug Poad said INDOT's 18 Month Letting List was also included in the packet. Four projects are listed and the SR 75 project is scheduled for a May letting. The letting date for the Delphi SRTS Infrastructure Project had been moved from a March to an April letting date. The Bike/Ped Trail in Delphi has been moved up from an April 2014 letting date to February 2014. The new project appearing on the list is a SR 18 bridge maintenance and repair project scheduled for a March 2014 letting date. The summary on the page shows that the Monon High Bridge Trail project over the Hoosier Heartland was let in December 2012 and as of this morning, the award for the SR 29 project is pending.

Randy Strasser said he will try to get an answer on the Freedom Bridge project.

VI. OTHER BUSINESS

Employees of Responsible Charge Classification

Sallie Fahey said INDOT has come out with new guidelines for Employees of Responsible Charge (ERC) for each jurisdiction as well as the certification that has to be obtained and maintained. She forwarded that information to the local engineers.

SPMS

Sallie Fahey said SPMS is INDOT's database of projects. Consultants will not have access to that database so local jurisdictions will be adding projects, especially those using federal funds, to the database in the future. LPAs will either need to input the projects themselves or the LPAs will need to give us access so we can assist with making those applications. She would like an answer to that by the March meeting. By that time we all will have completed the all-day training. Two hour training will also be provided at Road School but she is not sure if any additional training will be needed.

Point-n-Click

Sallie Fahey said the Indiana Criminal Justice Institute has deployed software that will allow officers to do point-n-click for the latitude and longitude of crash sites on a map. We are trying to make sure that all the local police departments that we work with are using that because it will make the data much more accurate. It is a lot easier to make a typographical error when putting in latitude and longitude and it will save staff a lot of time scrubbing and correcting data. She said she does not know a lot about it because it was just mentioned to MPO Directors in January.

John Chapman said some of the Delphi officers said that when you go into the program to click the crash location there is a couple other steps that have to be taken or the report will be rejected. He said he has brought this issue to the attention of the ARIES people but he believes it might just be a training issue.

Sallie Fahey asked if he will learn whether additional training will be provided or if she should follow up on that.

John Chapman replied that he took the information he was provided and typed out the directions for his officers. All the steps have to be completed or the program will not allow you to save the crash. That is very irritating.

Sallie Fahey asked if the Criminal Justice Institute deployed the software to everybody and indicated that it is time to start using it.

John Chapman said he had not heard that but his department is using it now.

Randy Strasser asked if we should send this information out to the three police agencies in Carroll County.

Sallie Fahey believes that is a good idea and she will get the information to the three law enforcement agencies in Carroll County. She said she will ask the same question of the Tippecanoe County police departments when the Technical Committee meets next Wednesday. If collectively we feel there is a need for training we might be able to do it jointly.

Randy Strasser said there will be a road name change coming and it has already been passed by the city and the county. The Hoosier Heartland closed down the sections of SR 25 that were relinquished back to the county and we changed the way Main Street actually ties into it. There will be a section of East Main Street that will be named Samuel Milroy Road and he would like to see that the maps are changed. The Post Office and 911 have already been notified of the change so it is just a matter of notifying everyone of the change.

Pat Clawson said he is trying to get some input on changing the names of other areas of the road that will be abandoned. We want to make sure there is no confusion with 911 when the names change.

John Thomas does not think INDOT will care that the road names have been changed but they should be contacted anyway.

Sallie Fahey wants to be sure that everyone knows that when the Tippecanoe County Commissioners polled property owners on SR 25 about a new name the property owners overwhelmingly voted to change the name of the road to Old SR 25. That has now officially happened.

Pat Clawson thinks that will be the case in Carroll County also but the owners will be offered the choice.

Pete Wagoner added that in Brown County when the new SR 46 came through the name of the old road was changed to Old SR 46.

Randy Strasser said he spoke with John Thomas because several citizens in Delphi were concerned about the relinquishment of SR 25 from 421/39 area on the west edge of Delphi all the way to the Tippecanoe County line.

Pat Clawson said there have not been any relinquishment meetings with the state for three years. He hopes that would all be worked out during his first term. The plan was that the section from the Tippecanoe County line to Delphi would stay with the county but several thousand dollars was spent on a study that determined \$1,800,000 in repairs and maintenance is needed. At that point we decided to try to get the state to keep that section of road.

Randy Strasser said he does not know what is happening there but he knows that section of the road will continue to get a tremendous amount of traffic because of the design of the connection out there even after the four-lane is completed. Right now, even in the winter, there are not a lot of trucks on the road. He said he sent an email to Marcia Blansett about that but he has not heard back from anybody. There are accidents on the road because INDOT is not maintaining the road and he needs to know what is going to happen. He thinks maybe there should be a cul-de-sac on the east side of Deer Creek. We need to look at the long-term function of that segment and see what the state, the city, and the counties are going to do about that from a transportation standpoint.

John Thomas asked who we should talk with at INDOT about this issue.

Marcia Blansett replied that she is not sure. There is a person in charge of all the relinquishments and she will take this issue back to him to see if he has a feel for what is going on and what direction things are headed.

Randy Strasser said everything Delphi deals with goes through LaPorte but that particular segment of road is in the Crawfordsville District. He thinks that may be part of the problem. LaPorte was taking care of all the Carroll County relinquishments.

Sallie Fahey agrees that that may be the problem. That new connector at the county line is Crawfordsville. She added that she has a meeting in Crawfordsville this Thursday and she will bring it up so we can talk about that segment.

Randy Strasser said that is posted right now and there was a discussion that when the four-lane gets done that that would be the truck route and the trucks could run straight through without doing a lot of damage.

Until the relinquishment happens that is still INDOT's road to maintain. He does not know what is happening with the segment of SR 25 just inside Tippecanoe County.

John Thomas added that INDOT is still plowing that road until the end of this season.

Sallie Fahey has always assumed that all the relinquishment in Tippecanoe County is complete except INDOT is still doing some improvement projects to Old SR 25. She thinks the road will be resurfaced this summer. The road that was built for the Heartland between the Heartland and Old SR 25 is where all the accidents have been. She does not know whose jurisdiction that new construction piece falls under.

John Thomas said the Tippecanoe County Engineer has worked with the INDOT project managers as well as Crawfordsville. The Engineer has expressed frustration with how long things, like the signs, have taken.

Randy Strasser thought INDOT was pretty responsive on the issues he has brought to their attention. He is not sure there was communication between Tippecanoe County police agencies and the Crawfordsville District Office. When he talked with INDOT they were not aware of some of the issues and concerns.

John Thomas said the County Highway Engineer has had several conversations with Crawfordsville INDOT and they were responsive with quick-fix, obvious signage.

Pat Clawson said that before the signs were installed people would miss the cut off and drive right through the intersection and up the hill even though there wasn't a road.

John Chapman said the reflectors help a lot because he has not seen many accidents out there since they were put up. He went on to say that Tippecanoe County Highway was out there Friday taking pictures of the intersection.

John Thomas thinks additional signs are going to go up there.

Randy Strasser said it is blind when you come off the Hoosier Heartland and attempt to turn left to get onto the spur. At one time you could not tell where the road is but now they have marked the edge of the road and it has helped.

Laura Walls said she has never seen a sign like that but she thinks for our laymen the sign is a little bearded because her husband did not understand what the sign was saying the first time he saw it.

John Thomas agrees that the area is undersigned because the first time he went through there he just kept right on going straight through and missed the cutoff.

Randy Strasser said that relinquishment issue is now a safety issue and hopefully this afternoon he will get a response from INDOT to his emails and voice mail.

Sallie Fahey again said we will follow up on that issue at our meeting with Crawfordsville on Thursday.

Ann Brown said the next meeting of the Carroll County Administrative Committee will be May 13th at 3:00p.m.

VII. ADJOURNMENT

Randy Strasser moved to adjourn. Pat Clawson seconded.

The meeting adjourned at 3:35pm.

Respectfully Submitted,



Sallie Dell Fahey
MPO Director

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
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(765) 423-9242
(765) 423-9154 [fax]

Sallie Dell Fahey
Executive Director

CARROLL COUNTY ADMINISTRATIVE COMMITTEE MEETING NOTICE

DATE.....Tuesday, November 13, 2012
TIME.....3:00 pm
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I) Approval of minutes from August 13, 2012
- II) Quarterly Project Tracking Reviews
- III) MAP-21, National Highway System
- IV) INDOT Letting List
- V) Other Business

CARROLL COUNTY ADMINISTRATIVE COMMITTEE
MINUTES
NOVEMBER 13, 2012
3:00PM
CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|-----------------|----------------------------------|
| Ann Brown | President Carroll County Council |
| Marcia Blansett | INDOT |

Non-Voting Members

| | |
|--------------|------------------------|
| Sallie Fahey | MPO Executive Director |
|--------------|------------------------|

Also Present

| | |
|----------------|----------------------------|
| John Thomas | Area Plan Commission Staff |
| Doug Poad | Area Plan Commission Staff |
| Chris Reynolds | INDOT |

Ann Brown called the meeting to order at 3:00pm and noted that there is not a quorum. She said members that are present attended the Technical Committee meeting and they have all the information from that meeting. She went on to say that the minutes from the August 13th meeting will be approved at the February 11, 2013 meeting and the other items listed on the agenda for this meeting will be discussed at that time.

Respectfully Submitted,



Sallie Dell Fahey
MPO Director

SDF/lmu

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
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Sallie Dell Fahey
Executive Director

CARROLL COUNTY ADMINISTRATIVE COMMITTEE MEETING NOTICE

DATE.....MONDAY, August 13, 2012
TIME.....3:00 pm
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I) Approval of minutes from June 11, 2012
- II) Quarterly Project Tracking Reviews
- III) MAP-21, Federal Transportation Bill
- IV) Delphi Traffic Crash Summary, 2008-2010
- V) FY-2012 Traffic Count Update
- VI) INDOT's Project Applications – ITAP
- VII) Relinquishment – Toll Road Credits
- VIII) INDOT Letting List
- IX) Other Business
 - Community Wide Comprehensive Short Range Project List

CARROLL COUNTY ADMINISTRATIVE COMMITTEE

MINUTES
AUGUST 11, 2012
3:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|--|----------------------------------|
| Ann Brown | President Carroll County Council |
| Randy Strasser | Mayor of Delphi |
| Pete Wagoner | Camden Town Council Appointee |
| Vince Seward (proxy for Joshua Ayres) | Flora Town Council President |
| Marcia Blansett (proxy for Bob Alderman) | INDOT District Director |

Non-Voting Members

| | |
|--------------|------------------------|
| Sallie Fahey | MPO Executive Director |
|--------------|------------------------|

Also Present

| | |
|------------------|--|
| Anna Burman | Area Plan Commission Staff |
| Doug Poad | Area Plan Commission Staff |
| Marcia Blansett | INDOT District LPA Coordinator |
| Kevin Kologinsky | City of Delphi Community Development |
| Wayne Truex | DLZ |
| Chris Reynolds | INDOT LaPorte District Project Manager |

Ann Brown called the meeting to order at 3:00pm.

She said the first order of business is to appoint Vince Seward as the proxy for Joshua Ayres.

Randy Strasser moved to appoint Vince Seward as the proxy for Joshua Ayres. Pete Wagoner seconded and the motion carried by unanimous voice vote.

I. APPROVAL OF MINUTES

Pete Wagoner moved to approve the minutes from the June 11, 2012 meeting. Randy Strasser seconded and the motion passed by unanimous voice vote.

II. QUARTERLY PROJECT TRACKING REVIEWS

Doug Poad referred to the report that was distributed prior to the meeting and pointed out that this is a new format than we have used in the past. One side of the report shows the four Delphi projects and the reverse side shows the two county projects. He went on to say that in addition to seeing the individual projects, we are also able to see the dates and funding information as well as comments that were submitted with the reports. He said there is also information on the report from the past two reports. That will enable us to see and track changes to the project over the last year or so.

Delphi

Doug Poad said that the letting date for the Historic Interurban/Deer Creek Trail project has been moved from April 2013 to February 2014 due mostly to Flood Plain issues within the project area. Those issues have set the project back almost a year.

He said the Safe Routes to School project has slipped to a February 2013 letting.

The other two projects are on track.

Carroll County

Doug Poad said the Carroll County Bridge and Sign Replacement projects were let in July.

Pete Wagoner said he likes the new form.

III. MAP 21

Sallie Fahey referred to the Power Point presentation, put together by FHWA, which was mailed in the packet. She said this bill aggregates 120 programs into seven. National Highway Performance Program is the largest one followed by the Surface Transportation Program. The Highway Safety Improvement Program is the pot of money that allows us to do the sign replacement programs. The Rail Highway Crossing is not too applicable to locals. She said CMAQ is Congestion Management and Air Quality. Tippecanoe is still in attainment for air quality so we do not receive any CMAQ money and that is a good thing. Transportation Alternatives is a repackaging of Transportation Enhancement, Recreational Trail Program, and Safe Routes to School. Metropolitan Planning is what comes back to MPOs for their planning efforts. She gave details at the Tech meeting and said Indiana did very well in this transportation bill. Early on we thought Indiana would get less of a share than it had been getting but that is not the case. Indiana is getting about the same national share it got under SAFETEA-LU.

Pete Wagoner asked Sallie Fahey to explain the National Highway Performance Program.

Sallie Fahey said the thing that affects us is bridge funds because that used to be a separately funded program. All the interstate construction comes out of that also.

VI. CRASH REPORT SUMMARY

Anna Burman referred to the handout that was distributed prior to the meeting and said when we were presented the crash data for Carroll County we were asked to zoom in on Delphi. She said the first couple of pages of the handout are maps of Delphi. Each dot on the map is a crash and there are about 100 crashes per year within the city limits of Delphi. On the next map, the blue dots show injury crashes and the red dots indicate the two fatality crashes. The third map shows the number of deer crashes that occurred within the city limits. Usually deer crashes do not occur within the city limits but there were about 20 over the three year period. She said the first table shows the type of crash (data comes from ARIES, the state police database) and the number of crashes for that type. She then compared Delphi's mean crash numbers with the state's. She went on to say that the number of backing crashes really stood out. The mean percentage of backup crashes for Delphi for that 3-year period is 19% while the state mean for the same time period was only 10%. A large majority of those crashes was people pulling out of angled parking spaces. Rear- ending, right angles, backing, and running off the road crashes make up 74% of the total number of crashes in Delphi. The next page shows the data on the primary cause of accidents. 56% of the total crashes were concentrated into four categories. She pointed out that there are more crashes during the day because there are more vehicles on the road and there are more crashes when the roads are wet than when they are dry.

Sallie Fahey said we can do the same thing for Flora and Camden if it will be helpful.

V. TRAFFIC COUNTS

Anna Burman said we were in the middle of doing the FY 2012 counts when we met last so the maps were not complete. All FY 2012 counts were completed by July 1. She explained that all of the average daily traffic numbers on the maps have been factored for Federal Functional Classification and the seasons the counts were taken. She said 60 count sites were selected in FY 2011 and FY 2012. Another 60 count sites will be selected for 2013. She then said that the data will be sent to INDOT and to the jurisdictions.

Ann Brown asked how we got this information and what are we going to do with it.

Anna Burman explained that we place traffic counters on the roads to take counts. The counts are used to obtain Federal funding.

Sallie Fahey said the data will be used to create the new Functional Classification Maps and the maps will help determine Federal funding. We use the information internally but we also send the data to INDOT. She added that next year we will do different 60 counts and when we have the three year data we will determine which sites will remain on the 3-year counting cycle. Locations where traffic is likely to change up or down over a long period of time will be kept on the 3-year rotation. She said we will be taking classification counts

that will tell us what type of vehicle is using the road. Today's map has the complete traffic count information for 2011 and 2012 so any previous maps can be discarded.

VI. ITAP

Sallie Fahey notified the Committee that ITAP is a part of INDOT's website where project applications will be made in the future. She said we will have the ability to help Carroll County with those applications but we have no idea how that will be done. She went on to say that at some point in the future if any LPAs in Carroll County would like us to do that they will have to authorize APC's availability to review the applications on the website. She will keep everyone up to date on this.

VII. RELINQUISHMENTS

Sallie Fahey said this issue of relinquishment negotiations was brought up by some LPAs around the state. The documentation from INDOT mentions "special federal funds" and no one knew what that meant. The MPO Directors discovered that that means toll road credit. She distributed a handout and explained that the credit is actually a credit against a payment. That means that if in a relinquishment someone is being offered 20% in credits (theoretically that would cover the local 20% match for a federal aid project) it is not actually money that is being offered but just a credit. The problem is that the credit is not cash but a contractor still needs to get paid. The actual money to pay the contractor needs to come from somewhere. She went on to say that if in the negotiations there is not 100% of the money in the relinquishments we would be in competition with everyone in the state for the 80% money and then there is no cash to pay a contractor and somehow get a credit. This is a little confusing and she said she is not saying in a relinquishment that you cannot accept the credits but she just wants everyone going in to the relinquishment negotiations understanding what it really means. She added that she is not entirely sure the financial people at INDOT Central Office understand that a project will be short because the credit is not money. These credits do not have an expiration date but INDOT may want to put a timeline on that so the credits do not hang out there forever. She wants everyone to be sure to negotiate far enough so you will be able to actually use the credit.

Vince Seward asked if each INDOT district gets so many dollars in credit.

Sallie Fahey replied that she is not sure how that works but she feels if LaPorte has to negotiate some relinquishments then they will probably look to Central Office to find out what INDOT can offer. She said that is an internal INDOT decision.

Vince Seward asked if Carroll County has any credits right now.

Sallie Fahey said that there are no Carroll County credits at this time.

Randy Strasser pointed out that the only way to get the credit is through a relinquishment.

Sallie Fahey said the Hoosier Heartland has the only active set of relinquishments on the table at the moment.

Randy Strasser feels you would have to do a Federal aid project to be able to use the credits.

Sallie Fahey added that if there are no Federal aid projects coming up in the next couple of years the credit would be of limited utility. She went on to say that in the past a credit would be used for something that has already been paid but in this situation the credit is for something that has not been paid. She added that it may work if there is a Federal Aid project where the construction and engineering for the right-of-way has already been paid because then the credit could be used against what has already been paid. In that case the LPA would still have to pay the 20% construction match up front.

Ann Brown asked how all of this started.

Sallie Fahey explained that she does not know the origin but she thinks that when the toll road was leased the Federal money that used to come to pay for toll road maintenance went away except that it did not reduce Indiana's total share of the Federal pot. She thinks Indiana got credits instead of money. She asked Chris Reynolds if that is correct.

Chris Reynolds said he cannot comment on that because he does not know.

Doug Poad said that there was an issue with INDOT about ownership of a property underneath a road.

Sallie Fahey said that came up with US 52. We think that in the relinquishment agreement for Tippecanoe County for current SR 25 and US 52, when Lafayette agreed to take over the urban part of US 52 and a

stretch of SR 26, it says that INDOT keeps the land but is turning over maintenance. We have not looked into that yet. She thinks that it is very strange if that is the case because she thinks INDOT would relinquish the right-of-way. It is possible it is worded that way because there may be stretches of road the state never had the fee simple title to. They may have only had a prescriptive easement and that would mean there is nothing to give up.

Randy Strasser said that was the case with the canal. There was an easement but no ownership. He added that if the easement goes away the property goes back to the owners.

Pete Wagoner feels there also may be underlying ownership like there is on railroad crossings.

Sallie Fahey made it clear that she is not saying that credits should not be accepted but she wants it made clear what we can and can't do with the credits.

VIII. INDOT LETTING LIST

Doug Poad referred to the INDOT list that was mailed with the packet and shows the projects coming up for construction letting. He said not much has changed since the last meeting but he pointed out that the last item on the list moved from a November 2012 to an April 2013 letting date. He went on to say this list is small but the remaining projects are on track.

Ann Brown asked where the Lake Freeman project is located.

Doug Poad replied that the project is in the northwest corner.

IX. OTHER BUSINESS

Comprehensive Project List

Sallie Fahey said last month we finalized this list to date but since then we have had four projects added to the list along with the cost for three of those projects. We also added the Camden, Delphi, and Flora project maps. Along with using this list for a community-wide transportation plan, the list is submitted to be part of a document MPO Directors are putting together for the Indiana Transportation and Infrastructure Study Committee. For two years the Committee has been looking at transportation and infrastructure needs in Indiana and trying to figure out what all that will cost. Every MPO submitted its Long Range Transportation Plan and its estimated costs. She added that everyone's bridges will be part of the needs list, especially if they are structurally obsolete or deficient.

Ann Brown said she received an email yesterday from Joshua Ayres saying he has some projects to add to the list. She asked if it is too late to add those projects.

Sallie Fahey said we have not received any new project requests.

Ann Brown asked if the list is on-going or if it closed for now.

Sallie Fahey thinks that until we get the list established and everyone gets a sense of what they need to provide staff she has no objection to keeping this list open for a while.

Vince Seward said some additional needs for the park plan were discussed this morning. He will make sure APC gets the new projects to add to the list.

Sallie Fahey said that at the next quarterly meeting in November we can finalize the list for the year. If there are any additional we will have a new version of the list for the November meeting.

2010 Urban Cluster

Sallie Fahey said after every decennial census the Census Bureau produces an urbanized area boundary for every metropolitan area. In this census they also identified smaller urban areas that they call urban clusters. She explained that one of the things we have to do with our urban area is take the census boundary and "smooth" it out. The whole point of doing that in a metropolitan area is to determine what projects are eligible for urban funds and what projects are eligible for rural funds. She went on to say Delphi is the only community in Carroll County that is large enough to qualify as an urban cluster. We are not sure what INDOT would like us to do with this but INDOT is asking MPOs who do rural transportation planning to look at the urban clusters in their rural planning area. She then distributed a map showing the boundary of the urban cluster.

Functional Classification Map

Sallie Fahey referred to the map that was distributed and said in this map roads are classified as shown in the legend on the lower right corner. If a road is a major collector or higher it is eligible for Federal funding. She went on to say the Carroll County Functional Classification Map has not been reviewed in at least ten years and some of the data we have been collecting will go into determining the appropriate classification for roads in Carroll County as well as those in the cities and towns. We will work on Delphi first because of the Stellar Communities Grant. Delphi's consulting firm contacted us and asked us to take a look at functional classification. Once we get that done we will continue on with the larger project. The map shows the roads as they are existing today.

Randy Strasser said the data that is collected sets up how the roads are classified.

Sallie Fahey said that is correct. She said Doug Poad will be working on this project. She added that we also look at traffic generators like industries, schools, etc.

Randy Strasser said that if a road does not have the right classification, any work done on that road is basically a local project.

Sallie Fahey said we did a one-road reclassification for the county road that will connect to the Hoosier Heartland.

Vince Seward said the map that was distributed today is the map that is currently shown on the Carroll County web page.

Ann Brown informed the Committee that the next Administrative Committee meeting will be held Tuesday, November 13th.

Sallie Fahey said the meeting was moved from Monday to Tuesday because of Veterans Day.

Chris Reynolds introduced himself as the new INDOT LaPorte District LPA Project Manager and he said he looks forward to working with everybody in the future.

Pete Wagoner asked if Carroll County is staying in the LaPorte District or moving to the Crawfordsville District.

Sallie Fahey explained that she talked several months ago with Audra Blaisdel who is in charge of MPO and LPA coordination. Since then Audra Blaisdel has given her notice and Ann Bishop is the new/interim person in that position. Because of that change she said she will have to start the process all over again. She added that Stellar Communities will stay with LaPorte because they are geared up to do that.

X. ADJOURNMENT

Randy Strasser moved to adjourn and Vince Seward seconded.

The meeting adjourned at 4:00pm.

Respectfully Submitted,



Sallie Dell Fahey
MPO Director

SDF/lmu

Appendix 3, Technical Transportation Committee
2013 Roster, Agenda and Minutes

CARROLL COUNTY
TECHNICAL TRANSPORTATION COMMITTEE

2013 ROSTER

| | | |
|---------------------------------|-------------------|---------------------|
| Carroll County Highway Engineer | Paul Coutts | |
| Delphi Street Commissioner | Aaron Lyons | |
| Camden Street Commissioner | Jerry Snavely, Jr | |
| Flora Street Commissioner | Chuck Everett | |
| Flora Airport | | (Debbie Lowe proxy) |
| Delphi Airport | Brian Stirm | |
| Carroll County Sheriff | Tony Burns | |
| Delphi Police Department | John Chapman | |
| Flora Police Department | Paul Redmon | |
| Camden Town Marshall | Steve Mullin | |
| Area Plan Commission Staff | Kathy Mylet | |
| MPO Executive Director | Sallie Dell Fahey | |
| INDOT District LPA Coordinator | Marcia Blansett | |

THE

Area Plan Commission

of TIPPECANOE COUNTY

100 NORTH 3RD STREET
MARIETTA, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE MEETING NOTICE

DATE.....Monday, May 13, 2013
TIME.....2:00 PM
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I. Approval of minutes from February 11, 2013
- II. INDOT's New Pavement Design Software - *Dave Holtz, INDOT (tentative)*
- III. FY 2014 Grant Request - *Sallie Fahey*
- IV. 2013 Traffic Count Locations - *Anna Burman*
- V. INDOT's Transportation Improvement Program - *Marcia Blansett*
- VI. Quarterly Project Tracking Reviews - *Doug Poad*
- VII. INDOT's 18 Month Letting List - *Doug Poad*
- VIII. Other Business
 - A. Old Business Update
 - 1. Delphi Truck Route - *John Thomas*
 - 2. Carroll County Website - *Kathy Mylet*
 - 3. SPMS Access - *Sallie Fahey*
 - 4. Training for ARIES Point and Click - *John Chapman*
 - 5. Old SR 25 Connection to the Hoosier Heartland Highway - *Sallie Fahey*

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

MAY 13, 2013

2:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|-------------------------------------|---------------------------------|
| Paul Coutts | Carroll County Highway Engineer |
| Chuck Everett | Flora Street Commissioner |
| Debbie Lowe (proxy for Steve Ashby) | Flora Airport |
| Kathy Mylet | Area Plan Commission Staff |
| Sallie Fahey | MPO Executive Director |
| Marcia Blansett | INDOT District LPA Coordinator |
| Tony Burns | Carroll County Sheriff |

MEMBERS ABSENT

| | |
|---------------------|----------------------------|
| Aaron Lyons | Delphi Street Commissioner |
| Jerry Snavelly, Jr. | Camden Street Commissioner |
| Brian Stirn | Delphi Airport |
| John Chapman | Delphi Police Department |
| Paul Redmon | Flora Police Department |
| Steve Mullin | Camden Town Marshall |

ALSO PRESENT

| | |
|-------------|---|
| Anna Burman | Area Plan Commission of Tippecanoe County |
|-------------|---|

Paul Coutts called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Kathy Mylet moved to approve the minutes from the February 11, 2013 meeting. Chuck Everett seconded and the motion passed by unanimous voice vote.

II. INDOT'S NEW PAVEMENT DESIGN SOFTWARE

Sallie Fahey said Dave Holtz was not able to attend today, but she wants everyone to know that there is new pavement design software now being promoted by INDOT. It will make the approval process for pavement design much faster. LPAs need to include the use of this software, called DARWin M-E or AASHTO Paveware M-E, in their RPFs for project design work.

III. FY 2014 GRANT REQUEST

Sallie Fahey said the FY 2014 grant proposal for Small Urban and Rural Planning was submitted March 1st. As part of the 'Core Planning Activities' the MPO will provide 60 traffic counts, planning support, capital improvement programming, railroad quiet crossing issues, and truck route planning. As part of the "Planning Support to INDOT's Central Office the MPO will provide GIS information for traffic count locations, functional classification revisions, and crash data review. The MPO will also coordinate project programming and quarterly tracking of projects.

Paul Coutts asked if Carroll County will need to pay a 20% local match.

Sallie Fahey said that is correct. The grant will pay 80% with a 20% local match.

Debbie Lowe pointed out that there is not a #2 on the list.

Sallie Fahey said the staff report follows INDOT's numbering but we are not proposing to do that activity. #2 is "Level of Service Analysis".

Kathy Mylet asked if these are new work areas for FY 2014.

Sallie Fahey replied that some are on-going and some are new work items.

Paul Coutts said he looks forward to working with APC again. He believes APC's help has benefitted Carroll County.

Sallie Fahey added that APC needs to catch up on the billings because we have not billed since FY 2011. She explained that Tippecanoe County says we cannot bill Carroll County until we determine if there are any funds left over from the previous year.

Debbie Lowe asked where the 20% match money comes from.

Paul Coutts believes that it comes from the Carroll County Commissioner's budget and appears as a line item.

Sallie Fahey said we plan to bill Carroll County for FY 2012 and FY 2013 soon but we will wait until calendar year 2014 to bill for FY 2014.

IV. 2013 TRAFFIC COUNT LOCATIONS

Anna Burman said she has been working with Paul Coutts. He provided FY2013 count locations on May 7; our count technician began setting counters shortly thereafter. She also displayed a map showing the traffic count locations for the last three years. She then displayed the Average Daily Traffic map that shows the count total at each location for the first two years.

Paul Coutts said that the realignment of SR25 necessitates taking counts in some of the locations. He also said that before we finalized the count locations for this year he invited the towns to submit locations where they would like traffic counts taken.

Kathy Mylet said the Commissioners also added some count locations.

Tony Burns said Sallie Fahey plans to notify him weekly where the counts are being taken. He and Sallie hope that will reduce vandalism of the counters.

Paul Coutts added that Carroll County will provide the larger bright pink stakes for each traffic count location.

V. INDOT'S TRANSPORTATION IMPROVEMENT PROGRAM (FY2014-2017 STIP)

Sallie Fahey displayed the map showing the INDOT projects in Carroll County for the next four years. She said the MPOs produce a *TIP* every year; INDOT usually does one every 4 years. INDOT has been holding District meetings to inform the public of upcoming projects to get comments and address any concerns.

Paul Coutts said the SR 18 project is the big one.

Sallie Fahey said work on SR 18 east of Flora will start in FY 2015.

Check Everett asked if there are any projects scheduled in the Town of Flora.

Sallie Fahey replied that at this point the map is not very clear.

Marcia Blansett said she is not aware of any state projects in Flora.

Chuck Everett said the bridge east of Flora is being worked on.

Sallie Fahey asked Marcia Blansett what the dots on the map mean.

Marcia Blansett said she will find out whether the dots on the map are bridges, intersections, etc.

Paul Coutts replied that all the dots on the map are state projects.

Chuck Everett said there is a 7.2 mile SR 18 overlay project that will cost \$2,400,000.

Debbie Lowe asked where the match for that project will come from.

Sallie Fahey said the match will come from the state. She added that the bridges are over the Middle Fork Wildcat Creek and Little Rock Creek.

Marcia Blansett noted that the last four projects on the list are Stellar Community projects and those projects are federally funded using Transportation Enhancement funds.

Chuck Everett believes the dot on SR 18 indicated a bridge maintenance project.

Kathy Mylet asked why all districts included in the scope of a project are not listed.

Sallie Fahey explained that when a project covers multiple districts one district will take the lead on the project.

Check Everett thinks Brookston is in two districts.

Debbie Lowe asked about the Gateway Trail Ph. 2 project.

Marcia Blansett said it is also a Stellar Communities project.

VI. QUARTERLY PROJECT TRACKING

Sallie Fahey said the **Freedom Bridge** project was let on April 3rd. The **Historic Deer Creek Trail** project has been delayed into 2015 because buildings that will be part of the right-of-way taking require a full Section 106 environmental evaluation. For the **Safe Routes to School - Infrastructure Project** bids were opened but the project has not yet been awarded. She said staff will follow up on the **Ph. 1 Downtown Streetscape** project because the notice to proceed with design was issued April 16th, but the project timeline was not developed in time for this quarterly tracking meeting. The design contract for **Phase I Washington Street Gateway Trail (Des # 1297746)** was approved by INDOT in early April and the project is moving ahead earlier than was projected. The dates might need to be moved up. Notice to proceed with design was issued by INDOT in early April for the **Phase II Washington Gateway Trail (Des# 1297745)** project. **Phase II Washington Trail Gateway (Des# 1297747)** was also issued a notice to proceed with design. Its design schedule is also expected for the next quarterly meeting.

Marcia Blansett said Des#1297745 is the Downtown Streetscape project, not the Washington Street Gateway project.

Sallie also said that MPOs believe that Map 21 and SAFETEA-LU funds must be obligated by July 1, 2014 for calendar year 2014. At this time we do not know if any funds will be lost but APC staff is working with Delphi and the consultants to try to use all the available funds.

VII. INDOT LETTING LIST

Sallie Fahey said the SR 22 small structure pipe lining project has been added to the list and has a December 2013 letting date. The Gateway Trail Phase I project (Stellar Community Project) has also been added to the list with a May 2014 letting date. The Bike/Ped Trail project has been moved back from a February 2014 letting date to a July 2014 letting date.

Debbie Lowe asked why the letting list shows the Safe Routes to School being awarded but the quarterly review does not.

Sallie Fahey agreed that there is a discrepancy and explained that the quarterly review was put together before the letting list came out.

VIII. OTHER BUSINESS

Delphi Truck Route

Sallie Fahey said she does not have any additional information at this time.

Kathy Mylet asked if some of the new truck route will pass through the county.

Paul Coutts replied that the county is not too concerned about that because the trucks will have less of an impact on county roads.

Debbie Lowe said the Delphi City Council approved rerouting the trucks.

Carroll County Website

Kathy Mylet said the website has been set up but it is not yet available.

Sallie Fahey asked if the MPO can administrator the transportation portion of the website or can there be a link on the Carroll County website for the Transportation Planning website on our APC/MPO website.

Lathy Mylet said she likes that idea.

Debbie Lowe added that the Delphi School Corporation is hosting and training Carroll County staff to be administrators for the Carroll County site.

SPMS Access

Sallie Fahey said consultants will not be able to enter projects into SPMS. The software will be tweaked by INDOT after the STIP is entered and hopefully MPO staffs will have the ability to enter information for the LPAs. Tippecanoe County APC staff is willing to enter the information but we cannot do that until we have access.

Marcia Blansett said there will not be any information to enter until there is a new call for projects.

Training for ARIES Point and Click

Sallie asked whether there was an update on the ARIES software the police officers can use to enter crash data.

Tony Burns said the program is not user-friendly. Not all roads are even on the map and the viewing window is tiny.

Anna Burman said the responders use OSSI

Tony Burns said Crime Star is the Carroll County records CAD system. He then described the process. He added that not all vehicle types are listed.

Old SR 25 Connection to the Hoosier Heartland Highway

Sallie Fahey said she received an email from Dr. Thomas Brown who had a crash at the Old SR 25 connection to the Hoosier Heartland. She said she contacted Debbie Calder at INDOT – Crawfordsville who

had already been contacted by the Tippecanoe County Highway Department. Debbie Calder then forwarded the information to the Traffic Management section in the Crawfordsville District.

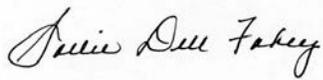
Paul Coutts said they would like trucks to use old SR 25, which is how the road is marked, and cars to access via US 421.

Sallie Fahey said that when truck and car routes were discussed it was suggested that there be more signage with better reflectors for night driving at that intersection.

IX. ADJOURNMENT

Debbie Lowe moved to adjourn the meeting. Kathy Mylet seconded.

The meeting adjourned at 3:00p.m.



Sallie Dell Fahey
Secretary

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
Lafayette, IN 47901-1209

(765) 423-9242
(765) 423-9154 [fax]

Sallie Dell Fahey
Executive Director

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE MEETING NOTICE

DATE.....Monday, February 11, 2013
TIME.....2:00 PM
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I. Approval of minutes from November 13, 2012
- II. Functional Classification of Carroll County Roads
- III. Quarterly Project Tracking Reviews
- IV. INDOT's 18 Month Letting List
- V. Other Business
 - a) Law Enforcement Crash Reports – Point-n-Click Crash Locating
 - b) INDOT Representative for Quarterly Project Tracking
 - c) INDOT Letting Prep Schedule

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

February 11, 2013

2:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|-------------------------------------|---------------------------------|
| Paul Coutts | Carroll County Highway Engineer |
| Aaron Lyons | Delphi Street Commissioner |
| Chuck Everett | Flora Street Commissioner |
| Debbie Lowe (proxy for Steve Ashby) | Flora Airport |
| Kathy Mylet | Area Plan Commission Staff |
| Sallie Fahey | MPO Executive Director |
| Marcia Blansett | INDOT District LPA Coordinator |

MEMBERS ABSENT

| | |
|---------------------|--------------------------------|
| Tony Burns | Carroll County Sheriff |
| Jerry Snavelly, Jr. | Camden Street Commissioner |
| Brian Stirn | Delphi Airport |
| John Chapman | Delphi Police Department |
| Paul Redmon | Flora Police Department |
| Steve Mullin | Camden Town Marshall |
| Chris Reynolds | INDOT District LPA Coordinator |

NON-VOTING MEMBERS PRESENT

ALSO PRESENT

| | |
|----------------|---|
| John Thomas | Area Plan Commission of Tippecanoe County |
| Doug Poad | Area Plan Commission of Tippecanoe County |
| Anna Burman | Area Plan Commission of Tippecanoe County |
| Randy Strasser | Mayor of Delphi |

Aaron Lyons called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Kathy Mylet moved to approve the minutes from the November 13, 2012 meeting. Chuck Everett seconded.

Kathy Mylet said the "landing" Paul Coutts talked about on page 2 should be capitalized.

The minutes, as corrected, were approved by unanimous voice vote.

II. FUNCTIONAL CLASSIFICATION OF CARROLL COUNTY ROADS

John Thomas said the mailed packet included a map based on the discussions we had at the last Tech meeting. He asked Paul Coutts about the northwest corner where CR 825 truncates into Yeoman. He is not sure if there needs to be a network connection all the way over to CR 900/CR 800 West.

Paul Coutts said the intent of the Commissioners was to only connect to Yeoman.

John Thomas asked about south by the redundant system on the purple major collector because he believes the Thoroughfare Plan has both routes shown on it. If you are coming from the east you have to go north and south and he is not sure if both systems on both sides need to be there. He wonders if the south leg can be gotten rid of.

Paul Coutts replied that he is not sure which one is used more. He thinks that can be determined when we look at the traffic counts next year.

John Thomas reminded everyone that the map is a work in progress. He then said that the primary arterials (the red lines) are still being shown around the two communities.

Paul Coutts said right now those are dead-end cul-de-sacs.

John Thomas feels if that is the case those roads do not need to be collectors at all.
Paul Coutts agreed that they should be local roads.

John Thomas went on to say that he is not sure about the old alignment of SR 25 northeast through town where there are some figure eight maneuvers going on. He feels that may be a minor arterial and not a major arterial. We can monitor that as we go forward.

Sallie Fahey asked if we are thinking that Old SR 25 might be the minor.

Kathy Mylet asked if we are referring to the existing SR 25 that will become Old SR 25 when talking about CR 825.

Sallie Fahey said we never refer to Old Old SR 25.

John Thomas clarified by saying that we are talking about the existing alignment through town. He said we will revisit this map at a later date.

III. QUARTERLY PROJECT TRACKING

Doug Poad referred to the quarterly report that was mailed with the packet and said there are three new projects in the City of Delphi. The first project is the Downtown Streetscape and it is targeted for a December 2014 letting. The Washington Street Gateway Trail Project, Phase 1 is scheduled for a May 2014 letting with Phase 2 scheduled to be let in November 2014. He said he had trouble finding information on the Freedom Bridge Project because the project was let in December but it did not show up on the Letting List. The Historic Interurban/Deer Creek Trail Project seems to be moving forward and scheduled to be let tomorrow (February 12th). It appears to him that additional funding may be needed for that project. He said the Safe Routes to School Infrastructure Project (SRTS) has slipped from a March 2013 letting date to an April 2013 letting date. Over all he thinks it is good that all the existing projects seem to be advancing and three new projects were added to the list.

Marcia Blansett said Des#1297745 is another part of the Stellar Communities Project (Downtown Streetscape Project, Phase 2). She does not know why that is not showing up on the quarterly report. Everything is programmed exactly the same so she is not sure why that happened.

Doug Poad said that means four projects have been added to the list.

John Thomas asked if the Freedom Bridge project was let.

Marcia Blansett replied that it was not let.

Randy Strasser said FHWA had some questions on the whole process and wanted to back that project up.

Marcia Blansett asked Randy Strasser if he has any idea when that project will be let.

Randy Strasser replied that he is not sure.

John Thomas asked if there were any issues with that project.

Marcia Blansett said the project manager for this project is out of Indianapolis and she does not get a lot of information on the project because her name is not on it.

Sallie Fahey said the SRTS project is not scheduled for an April letting. She asked if the consultants are on course so the project does not slip again.

Randy Strasser said the state and federal regulations changed and it forced him to make big changes to the specifications before the letting. That backed the project up six months already. He added that he thinks the project is solid now and will be ready to go in April.

Sallie Fahey hopes that is the case because we are facing the new issue about changing letting dates.

Randy Strasser said it was unfortunate that the regulations changed from December to January and all that additional work had to be done.

IV. INDOT LETTING LIST

Doug Poad said the Letting List is also included in the packet. Four projects are listed with the letting date for the Delphi SRTS Infrastructure Project moving from a March to an April letting date and the Bike/Ped Trail in Delphi slipping from an April 2013 letting date to February 2014. The new project appearing on the list is a SR 18 bridge maintenance and repair project scheduled for a March 2014 letting date. The summary on the page shows that the Monon High Bridge Trail project over the Hoosier Heartland was let in December 2012 and the award for the SR 29 project is pending as of this morning.

V. OTHER BUSINESS

Law Enforcement Crash Reports, Point-n-Click Location

Sallie Fahey said she does not know a lot about this and there are not any law enforcement folks here today. At the January 24th MPO Directors' meeting all the directors were informed that all the law enforcement agencies can use the Point-n-Click version of the crash report software instead of having to enter the latitude and longitude. This is something that is being deployed and used by law enforcement agencies and it came from the Criminal Justice Institute. MPOs are interested in this because when we go into the ARIES Crash Reports we have to spend a lot of time scrubbing the data because the latitude and longitude are not always correct. This software will reduce the number of errors that go into ARIES and subsequently reduce our staff time to make sure things are correct. She would like to know if the local law enforcement agencies are using that technology. She said she would be happy to look around if the agencies need more information.

Paul Coutts asked if a GIS map comes up when trying to pinpoint a crash location.

Sallie Fahey said that is her understanding.

Kathy Mylet asked if software is needed to use this program or is there something that has to be downloaded.

Anna Burman replied that officers have a GPS unit with this software already in their cars.

Sallie Fahey thinks this is something that was deployed by the Criminal Justice Institute to all police departments in the state. She added that she is not sure.

INDOT Representative for Quarterly Tracking

Sallie Fahey was told at the MPO Directors' meeting that we will need to add the name of the INDOT District Representative to our quarterly tracking meetings to our work program for FY 2014. She added that we need to provide that by position and name.

Marcia Blansett said she officially takes care of all the quarterly tracking for the LaPorte District.

INDOT Letting Prep Schedule

John Thomas said some of the local jurisdictions in the Lafayette area want to get a better handle on keeping projects on track. He has learned that INDOT puts together a letting prep schedule that is a spread sheet with dates and milestones along the way toward a letting date. He plans to use the same form for Carroll County if it will work.

Sallie Fahey said that will help when working with different consultants. We want to make sure that consultants are not holding up projects and if it is not the consultants we want to know where the hold ups are.

Randy Strasser thinks state and federal elections might make a difference.

Delphi Truck Route

Randy Strasser said there was local discussion over the past year and he would like input from this group on changing the truck route downtown from CR 700 (Carrollton Road). The current truck route takes Carrollton Road from Adams Street west to Washington Street. It then goes from Washington Street south to the traffic light. He wants a discussion about having the route turn north where it comes onto Adams Street and then go north on Washington Street to 9th Street. He explained that when Delphi has festivals downtown there are semis and trucks out in the residential areas. Rerouting through the industrial area back onto the highways puts the trucks where they need to be.

Sallie Fahey said Randy Strasser's email indicated that a change to the truck route would have to go to the Delphi City Council to make it official. She thinks that makes it a local decision on local streets.

John Thomas asked if the roads on the proposed new route will be able to handle the truck traffic.

Paul Coutts replied that through a cooperative effort a couple of years ago, 9th Street was beefed up and is in pretty good shape right now.

Randy Strasser said that is right in the middle of the TIF District so any improvements will have to be done through the District.

Chuck Everett asked about 9th Street's path.

Randy Strasser said Washington Street goes by Peters Remington and Globe Valve and makes a left turn onto 9th Street. Rerouting the trucks will be a big part of the downtown revitalization.

John Thomas said we can take a look at it.

Sallie Fahey said we can do a crash report for the existing two routes. She asked if we have a traffic count for with each of the sections.

Paul Coutts thinks there is a traffic count on Washington Street but he does not know how much further out it goes. He thinks Carrollton Road also has a traffic count. He is not sure about any of the other streets.

Kathy Mylet asked where the route will go if it is changed.

Randy Strasser said the trucks will be taken out SR 421 and then cut back around the stop light. At that point, depending on where they are headed, they will take a turn.

Chuck Everett asked if we are talking about rerouting grain trucks.

Randy Strasser replied that he is talking about all kinds of trucks – grain, freight, livestock. He added that some of the trucks are using US 24 and cutting through the Century instead of following state routes.

Sallie Fahey said we can provide some background information data for the next meeting.

Randy Strasser realizes this is a local issue but he just wanted some input from this group. He thinks he has all the data he needs and he would like the data to substantiate the decision. He realizes it is a simple decision to make but he wants to make sure it is worth doing.

Kathy Mylet said the scenic byway is coming through there now so decisions will have to be made.

Website

Sallie Fahey said we would like to add the agendas, minutes, and work product for our rural transportation planning to the transportation part of our website. It would make it more usable for Carroll County people if there was a link on the Carroll County website to that information. No one is going to go to the Tippecanoe County website for transportation planning information in Carroll County. She asked if that is something that can be added to the Carroll County website.

Kathy Mylet said she is working on a website with a website developer at Purdue. She will add that to the list of things she wants on the website.

Sallie Fahey said we will post all the material but she wants to be able to get to that information through a link on the Carroll County website. We can do the same thing on the Delphi website. We will host the site.

SPMS

Sallie Fahey said the state's SPMS system is where information on every project in the state is located. INDOT has made it so that MPOs and ultimately LPAs will be able to access the system for their own projects. We already have access and there is going to be more training for us because at some point we will be able to input projects into the system. In our area, Lafayette, West Lafayette, and Tippecanoe County will probably input their own projects. She added that consultants will not have access to this. Carroll County can either do it themselves or give us authority to help make those applications and input projects into SPMS. She does not need an answer today but it is something she would like everyone to think about. We will put this issue on the agenda for the next meeting and try to make a decision then. By that time we will have had more training and have a better sense of what is involved as well as the benefits and the downsides.

Paul Coutts already knows how he will vote.

Marcia Blansett said she is scheduled for training on the SPMS website this Thursday and it is scheduled for all day. She does not understand how we only got two hours of training. There is also a two-hour training class scheduled at Road School.

Sallie Fahey said MPO Directors get trained on the 26th and then INDOT will set up training for everyone else. She thinks the training session will last all day.

John Thomas said this is sounding like the traffic counting certification where it took three days to explain to people how to set up traffic counting.

Marcia Blansett said LPAs can actually sit down at Road School and learn how to do it.

Randy Strasser said several folks from Carroll County will be at Road School all day.

Sallie Fahey said she sent the additional questions about the ERC training out to the engineers and received answers but she did not get the initial letters. She then sent them out to Aaron Lyons and he forwarded them on to Paul Coutts. She then asked who the Employee of Responsible Charge for INDOT projects is.

Chuck Everett said he is the person because he is on the Council.

Sallie Fahey said she will forward him the material because it will take some training.

Kathy Mylet referred to the letting list and asked where the SR 29 project is located.

Paul Coutts replied that the project goes from SR 218 to US 24 and clear to Logansport.

Randy Strasser said Delphi is applying for more grant funds for the airport runway extension with the FAA.

Sallie Fahey asked John Thomas to add that to the projects list.

Randy Strasser added that the grant documents have been drafted and will go to the Board of Works on February 18th. He will make sure APC gets a copy when approved.

VI. ADJOURNMENT

Paul Coutts moved to adjourn the meeting. Kathy Mylet seconded.

The meeting adjourned at 3:40p.m.



Sallie Dell Fahey
Secretary

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

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Sallie Dell Fahey
Executive Director

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE MEETING NOTICE

DATE.....Tuesday, November 13, 2012
TIME.....2:00 PM
PLACE.....Employees Lounge
Carroll County Courthouse

AGENDA

- I. Approval of minutes from August 13, 2012
- II. Quarterly Project Tracking Reviews
- III. MAP-21, National Highway System
- IV. INDOT Letting List
- V. Other Business

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES
NOVEMBER 13, 2012
2:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|-------------------------------------|---------------------------------|
| Paul Coutts | Carroll County Highway Engineer |
| Chuck Everett | Flora Street Commissioner |
| Debbie Lowe (proxy for Steve Ashby) | Flora Airport |
| Kathy Mylet | Area Plan Commission Staff |
| Sallie Fahey | MPO Executive Director |
| Marcia Blansett | INDOT District LPA Coordinator |

MEMBERS ABSENT

| | |
|---------------------|--------------------------------|
| Tony Burns | Carroll County Sheriff |
| Jerry Snavelly, Jr. | Camden Street Commissioner |
| Brian Stirm | Delphi Airport |
| Tony Burns | Carroll County Sheriff |
| John Chapman | Delphi Police Department |
| Paul Redmon | Flora Police Department |
| Steve Mullin | Camden Town Marshall |
| Chris Reynolds | INDOT District LPA Coordinator |

NON-VOTING MEMBERS PRESENT

| | |
|-----------|------------------------|
| Ann Brown | Carroll County Council |
|-----------|------------------------|

ALSO PRESENT

| | |
|-------------|---|
| John Thomas | Area Plan Commission of Tippecanoe County |
| Doug Poad | Area Plan Commission of Tippecanoe County |

Sallie Fahey said that since the Chairman is not present tonight, she called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Paul Coutts moved to approve the minutes from the June 11, 2012 meeting. Debbie Lowe seconded and the motion passed by unanimous voice vote.

II. QUARTERLY PROJECT TRACKING REVIEWS

Doug Poad distributed copies of the Quarterly Progress Review of Local Highway Projects as well as the project sheets from INDOT that were not on the review sheets. He said he received the information very late and quickly put the report together. He said the Delphi Freedom Bridge project is scheduled to be let on December 12th. The plan for the Delphi Safe Routes to School – Non-Infrastructure project was submitted to INDOT in September. The dates for the Delphi Historic Interurban/Deer Creek Trail did not change but additional funds will be requested for construction and construction engineering. He went on to say the Delphi Safe Routes to School – Infrastructure project slipped a little and now has a ready for contract date of December 12, 2012 with a March 2013 letting.

He said he received additional project sheets from INDOT regarding six projects. The following four of those projects appear to be new enhancement projects:

- Phase 1 and Phase 2 of the Gateway Trail project,

- Delphi downtown streetscape; and
- Washington, Franklin, and Market Streets.

Marcia Blansett pointed out that these four projects are Stellar Communities Grant projects.

Doug Poad said there was a little over \$1,000,000 in enhancement funds for the Burnett's Creek Arch rehabilitation project. The Flora – Camden Corridor Connection project has \$1,200,000 in Federal STP funds. He said the Bridge over Lake Freeman project has already been awarded to Davis Construction.

Chuck Everett asked what bridge over Lake Freeman are we talking about.

Paul Coutts said the bridge is down at the landing.

Debbie Lowe thinks that is #147. She asked if the information about the new bridge is written down anywhere.

Doug Poad said he received a sheet too late to be able to type all the information in before the meeting.

John Thomas said we can provide copies of the INDOT form we are operating off of.

Debbie Lowe said she would like to have that information for the newspaper.

III. MAP 21 – FEDERAL TRANSPORTATION BILL

Kathy Mylett joined the meeting in progress.

Sallie Fahey explained that Map 21 is the new Federal transportation bill that will be in effect for two years. She referred to the map that was mailed with the packet and said one of the big changes in the bill is that the bulk of the money goes to the national Highway System. Prior to Map 21, all the National Highway money went to INDOT for interstates and roads on the National Highway System. Now, any road that was a local road, but had a Federal Functional Classification of principal arterial or higher, automatically was dropped into the National Highway System on October 1, 2012. She had Doug Poad prepare the Functional Classification Map for Carroll County to show what roads are principal arterials and any roads that were off the National Highway System that are locally maintained but are now on the System and locally maintained. Fortunately that is not the case because everything in Carroll County that is on the National Highway System is an INDOT facility. She added that we do not know what happens to Old SR 25 because that is a road that was on the National Highway System of October 1st. She guesses that we will be working with INDOT to determine what happens with Old SR 25 and whether or not it gets changed in the Federal Functional Classification to something below a principal arterial. IF that is the case, Old SR 25 will come out of the National Highway System and the Hoosier Heartland will become part of the System because it is SR 25. She said she thinks the preference is that OLD SR 25 not be on the National Highway System because there is no guarantee at this point there will be any money attached to it.

Kathy Mylett asked about Old Old SR 25 because there are two Old SR 25s.

Sallie Fahey replied that Old Old SR 25 is not on the National Highway System.

Paul Coutts asked if that means Carroll County is not eligible for any Federal funds for highway projects on Old SR 25.

Sallie Fahey said only roads on the National Highway System are eligible for Federal funds. She said the issue of Old SR 25 has not been worked out in the “sharing agreement”. She added that until Map 21 there never were any locally maintained roads that qualified in the national Highway System. It needs to be determined how that money will be shared. There is an INDOT process with MPOs, IAC, and the Association of Counties. She knows the meetings have started but she has not heard the results yet. She said we provided this information to give everyone advanced notice of what we do and do not know.

Kathy Mylett asked if US 420 qualifies for Federal funding.

Sallie Fahey said US 420 does qualify for Federal money because it is a US highway. She added that a lot of roads qualify for Federal money but it just depends what pot the money comes out of and whether there is any guaranteed amount.

Kathy Mylett asked if you need approval from the state to apply for the Federal funds.

Sallie Fahey said that that is usually the case. She pointed out that in the Tippecanoe County situation we get an allocation but rural counties do not get their own allocations. Rather the rural counties have to compete with everybody else in the state or district for funds.

Kathy Mylett asked if the funds for the Scenic Historic Highway come out of a different pot of money.

Sallie Fahey said the Scenic Byway program is gone under the new legislation. There was money for signage and the management plan but he is not sure there was any road improvement money.

IV. INDOT LETTING LIST

Doug Poad referred to the list that was mailed in the packet and said the list is very short. The Bike/Pedestrian Facilities project was moved from an October, 2012 to a December 2012 letting date. The Safe Routes to School Project for Delphi Elementary and Middle School has been moved from a November, 2012 letting date to March, 2013. The Ayres Ditch project has slipped from a January, 2013 letting date to a May, 2013 letting date.

V. OTHER BUSINESS

Functional Classification System

John Thomas said we have not made new Functional Classification Maps for Carroll County. One of the challenges is the INDOT maps that were included in the packets do not show future roads, the Hoosier Heartland, or local roads that are below a minor collector. We hope to be able to complete the maps in a short period of time.

Paul Coutts said he spoke with the Carroll County Commissioners about doing some more analysis on what roads we would like to see on the map and how those roads should be classified. He asked how he should go about that.

John Thomas said staff will put together a first cut of the map for review. He also offered to meet with everyone to discuss the proposed map.

Paul Coutts thinks it might be a good idea to have a joint meeting. He said there are traffic counts for the last two years and they should serve as indicators as to what some of the roads are. He knows Pat Clawson is interested in getting the map updated.

John Thomas suggested setting a date after the meeting.

Paul Coutts said he cannot speak for everyone else so he offered to talk with all of the interested parties and come up with some dates that will work.

MPO

Sallie Fahey said she mailed out the Tippecanoe County/Carroll County portion of a massive document that was prepared for and at the request of the Indiana Legislature's Transportation and Infrastructure Summer Study Committee. We were asked to do this last year about this time and we took a first cut at it. We were then asked to do so again this year and the document represents a huge wealth of information about infrastructure needs in the State of Indiana. She pointed out that not every county is represented because only counties that are either in an MPO or are part of a rural planning initiative by an MPO are represented. Bridges for Bothe Tippecanoe and Carroll County are on the map and they came from the FHWA's database

of bridges in the country. If the deficiency ratings are different it is because not every state does its efficiency rating the same way. When the data gets to FHWA there is a system by which they equalize deficiency ratings all across the country. The road projects that are listed come from the financially constrained portion of our Tippecanoe County Long Range Transportation Plan and they represent projects that this group put on the first cut of the short term projects list. She went on to say that the graphs are quite illuminating because it includes industry standards on how long pavement maintenance work, resurfacing, reconstruction, bridge rehab, and bridge reconstruction should last. As an example, she said in our two counties a pavement reconstruction project should last 25 years. With the amount of money available to use, it would take us 302 years to resurface every pavement that should be resurfaced. That shows the kind of shortfalls there are in available monies to keep our Indiana infrastructure in good shape. A copy of this report has been sent to all our legislators. She suggested using this document when taking with state legislators about what the needs are.

Paul Coutts asked when this was mailed out.

Sallie Fahey said that was done about three weeks ago. She said she brought a few printed copied of the report if anyone is interested.

Several people said they did not get copies of the report and would like copies.

Sallie Fahey said she would email the document again by email but pointed out that the file is quite large. She pointed out that we are a medium sized MPO in the state. She went on to say she emailed the link to the full report if anyone is interested.

Paul Coutts said that Carroll County is very grateful to have a surtax and a wheel tax. There are a lot of counties that do not have them.

Sallie Fahey said part of the point of this in the beginning was to learn what funding is available to communities, what the state has authorized communities to do in way of options like the wheel tax, as well as ideas about what the state can do to generate more infrastructure money or what the state can do to authorize local governments to do to capture more money for infrastructure. In the opening pages of the document you will find primary and secondary funding sources, a discussion of the local option taxes, the funds the local taxes generate, other options available to local communities, and some things that may have not been done yet.

Paul Coutts mentioned the page that refers to a local bridge map that shows the rehab needs. He asked if all those projects are coming out of the bridge inspection reports.

Sallie Fahey said it starts with the Carroll County bridge inspection report that goes to the state. The state then sends the report to FHWA. FHWA takes those reports and equalizes the deficiency ratings so that everything is equalized all across the country. She said the information in the report came out of the Federal Highway database but it did start with the reports.

Paul Coutts said he likes it because it is a good graphic presentation.

Sallie Fahey said that Sandy Seanor, Director of the South Bend MPO, authorized her staff to compile all the data and create the format. All the MPOs are grateful that the South Bend MPO was willing to do all that work. The graphics and data are good.

Kathy Mylett asked if bridges on Old SR 25 qualify for any Federal funds.

Sallie Fahey said that is another thing that needs to be sorted out with INDOT because there is no dedicated Federal Bridge fund in Map 21. Those decisions will also have to be part of the shared agreement to determine what funds will be used.

Kathy Mylett asked if Federal funds paid for all bridge rehabilitation projects.

Sallie Fahey said that FHWA did not necessarily pay for the bridge repairs. It just means that those bridges are listed on the Federal Highway database as a bridge that went through rehabilitation. She added that the primary way local bridges are maintained, rehabbed, and reconstructed is through the county cumulative bridge fund.

Kathy Mylett asked if the county designates the bridge classification.

Paul Coutts said that is done by the county through bridge assessment. When bridge use gets to a certain level it means it needs rehabbing or replacement. In some cases the bridge might just need a minor repair. Usually we need a 20% match to use Federal funds.

Aerials

Kathy Mylett asked staff if they have a contact to obtain aerials. She noticed that APC staff has real time stamps on some of the project photos. Carroll County has a very difficult time keeping up.

Sallie Fahey said that in Tippecanoe County we have a pretty aggressive schedule for aerial photography. The County has a six-year contract with a company called Techtonometry. The Assessor's office paid for part of the most recent flight with reassessment funds because they wanted scalable oblique photos in addition to the aerial photos. That will save the Assessor time because now they will not have to go out into the field for every property. The justification was that they could pay for the oblique aerial photography by saving staff costs. Part of the contract is we determine an urbanized area and both aerials are flown at a different scale. There is much more detail in rural areas. For the County Surveyor, the county decided to hook onto the state's three years of flights and get the Lydar. She said she does not know enough about Lydar to explain exactly what it is. She suggested anyone interested in aerial photography talk with Mark Ehle. She said his email is www.mehle@tippecanoe.in.gov.

Sallie Fahey said that Wednesday, November 14th is GIS DAY and everyone in Tippecanoe County has tied in with Purdue. There are events going on all day in the Purdue ballrooms with all kinds of vendor tables, displays, student poster displays, and workshop/seminar opportunities and it is all free.

Kathy Mylett asked who to contact at Purdue about the event.

Sallie Fahey replied that she is not sure.

VI. ADJOURNMENT

Kathy Mylett moved to adjourn the meeting. Chuck Everett seconded.

The meeting adjourned at 3:40p.m.



Sallie Dell Fahey
Secretary

AREA PLAN COMMISSION
OF TIPPECANOE COUNTY

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Sallie Dell Fahey
Executive Director

**CARROLL COUNTY
TECHNICAL TRANSPORTATION COMMITTEE
MEETING NOTICE**

DATE.....**MONDAY, August 13, 2012**
TIME.....**2:00 PM**
PLACE.....**Employees Lounge
Carroll County Courthouse**

A G E N D A

- I. Approval of minutes from June 11, 2012
- II. Quarterly Project Tracking Reviews
- III. MAP-21, Federal Transportation Bill
- IV. Delphi Traffic Crash Summary, 2008-2010
- V. FY-2012 Traffic Count Update
- VI. INDOT's Project Applications - ITAP
- VII. INDOT Letting List
- VIII. Other Business
 - Community Wide Comprehensive Short Term Project List

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

CARROLL COUNTY TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

AUGUST 13, 2012

2:00PM

CARROLL COUNTY COURTHOUSE EMPLOYEES LOUNGE

MEMBERS PRESENT

| | |
|--|---------------------------------|
| Paul Coutts | Carroll County Highway Engineer |
| Debbie Lowe (proxy for Steve Ashby) | Flora Airport |
| Randy Strasser (proxy for Aaron Lyons) | Delphi Street Commissioner |
| Sallie Fahey | MPO Executive Director |
| Marcia Blansett | INDOT District LPA Coordinator |
| Chuck Everett | Flora Street Commissioner |

MEMBERS ABSENT

| | |
|---------------------|----------------------------|
| Tony Burns | Carroll County Sheriff |
| Paul Redmon | Flora Police Department |
| Jerry Snavelly, Jr. | Camden Street Commissioner |
| Brian Stirm | Delphi Airport |
| Tony Burns | Carroll County Sheriff |
| Steve Mullin | Camden Town Marshall |
| Kathy Mylet | Area Plan Commission Staff |
| John Chapman | Delphi Police Department |

ALSO PRESENT

| | |
|------------------|---|
| Doug Poad | Area Plan Commission of Tippecanoe County |
| Anna Burman | Area Plan Commission of Tippecanoe County |
| Chris Reynolds | INDOT Project Manager LPA |
| Kevin Kologinsky | City of Delphi Community Development |
| Wayne Truex | DLZ |

Sallie Fahey called the meeting to order at 2:00p.m.

She said the first order of business is to approve Randy Strasser as the proxy for Aaron Lyons.

Paul Coutts moved to approve Randy Strasser as the proxy for Aaron Lyons. Chuck Everett seconded and the motion was approved by unanimous voice vote.

I. APPROVAL OF MINUTES

Chuck Everett moved to approve the minutes from the June 11, 2012 meeting. Debbie Lowe seconded and the motion passed by unanimous voice vote.

II. QUARTERLY PROJECT TRACKING REVIEWS

Doug Poad referred to the report that was distributed prior to the meeting and pointed out that there is a new format. One side of the report shows the four Delphi projects and the reverse side shows the two county projects. He went on to say that in addition to seeing the individual projects, we are also able to see the dates and funding information as well as comments that were submitted with the reports. He said there is also information from the past two reports. That will enable us to see and track changes to the project over the last year or so.

Delphi

Doug Poad said that the letting date for the Historic Interurban/Deer Creek Trail project has been moved from April 2013 to February 2014 due mostly to Flood Plain issues within the project area.

He said the other three projects are on track.

Carroll County

Doug Poad said the Carroll County bridge and sign replacement projects were let in July.

Chris Reynolds said he really likes the new format.

Debbie Lowe thanked Doug for explaining the new format because when she first looked at it it was very confusing.

Doug Poad said the new format allows us to see where we are with regard to the critical milestones in every project.

Sallie Fahey asked Marcia Blansett if she has any additional information or if there is anything that is different than what was reported.

Marcia Blansett replied that there is nothing new.

III. MAP 21 – FEDERAL TRANSPORTATION BILL

Sallie Fahey said the Power Point presentation included in the packet was presented by Larry Heil, FHWA Indiana Division, at the Tippecanoe County Technical Committee meeting last month. She said she is not going to review the information but added that she has some new information that was provided at the July MPO Council meeting. She said Indiana's share is about the same as it was under the prior transportation bill (SAFETEA-LU). She referred to the pie chart on page 5 that shows the big chunk of the money Indiana will receive in Federal FY 2013, beginning October 1, (\$542,000,000) is from the National Highway Performance Program. That goes up to \$546,000,000 in Federal FY 2014. Indiana expects to receive \$249,000,000 in FY 2103 and \$251,000,000 in FY 2014 from the Surface Transportation Program. She went on to say that the expenditure on safety was increased significantly (almost doubled) in the bills and out of the HSIP money Indiana expects \$60,000,000 in FY 2013 and again in FY 2014. CMAQ is Congestion Management and Air Quality. She said the Lafayette part of the MPO is still air quality attainment so we do not receive any CMAQ money. She added that that is OK because when you have to do air quality mitigation with a transportation project it is a reduction in your surface transportation allocation. She explained that Transportation Alternatives is where they lumped all the Transportation Enhancement, Safe Routes to School, and the Recreational Trails money. Indiana expects about \$22,000,000 in FY 2013 and again in FY 2014. That amount is about the same as the TE and Safe Routes to School money combined in past years. All these are tied to the state program where they share with locals and some money is taken off the top with everything else split 75% state to 25% local. She thinks that the sharing agreement may have to be renegotiated because before the money was in different funds rather than all lumped together. She added that all the earmarks came out but she thinks that is a good thing because we are not a state that went after earmarks. In a prior version of *Map 21*, part of the formula for divvying up the money between states included the amount that states got in earmarks so that put Indiana way down on the list. She referred to the section on projects with national and regional significance, and said that that is similar to the TIGER funds in the prior bill. She went on to say that there will be some of those funds in FY 2013 but not in FY 2014 but that money has not been allocated yet. She is expecting to get some draft guidance on how to use the money and what the planning requirements will be by October 1st.

Randy Strasser thinks everyone was shocked that the state's return was as high as it is.

Sallie Fahey concurred and added that there was a lot of speculation that Indiana would be way down on the list this time. Fortunately that is not what happened.

IV. 2008-2010 DELPHI CRASH SUMMARY

Anna Burman referred to the handout that was distributed prior to the meeting and said the first couple of pages are maps of Delphi. Each dot on the map is a crash and there are about 100 crashes per year within the city limits of Delphi. On the next map, the blue dots show injury crashes and the red dots indicate the two fatality crashes. The third map shows the number of deer crashes that occurred within the city limits. Usually deer crashes do not occur within the city limits but there were about 20 over the three year period. She said the first table shows the type of crash (data comes from ARIES, the state police data base) and the number for that type. She then compared Delphi's mean crash numbers with the state's.

Sallie Fahey pointed out that we reviewed the crash data for Carroll County but we had not provided the data for Delphi specifically. What was presented today is the next level of detail.

Paul Coutts asked Anna Burman to explain where the road type classification came from because according to ARIES there were a couple of crashes on county roads within the City of Delphi. He asked how a county road can be in the Delphi city limits.

Anna Burman said that the type is determined by ARIES and the state police are the ones that can correct that. She added that the ARIES classification is not the same as the Federal classification.

Sallie Fahey suggested Paul Coutts talk to the local sheriff's department because they are the ones inputting the crash data. Often there is data that needs to be cleaned up because we know it is inaccurate.

Paul Coutts said he will do that.

Randy Strasser thinks this is good information to have and he has already spoken to Sallie Fahey about using some of this data for safety improvements at some of the top crash locations.

Kevin Kologinsky asked if there is any information on the back-up crashes so we can determine what causes the crashes.

Anna Burman said the most detailed information is in each individual crash report. She recalls that most of the back-up crashes occurred when people backed out of angled parking spaces.

V. FY 2012 TRAFFIC COUNT UPDATE

Anna Burman said we were in the middle of doing the FY 2012 counts when we met last so the maps were not complete. All FY 2012 counts were completed by July 1. She explained that all of the average daily traffic numbers on the maps have been factored for Federal Functional Classification and the time of year the counts were taken. She said 60 count sites were selected in FY 2011 and FY 2012. Another 60 count sites will be selected for 2013 and when we have the three year data we will determine which sites will remain on the 3-year counting cycle. She then said that the data will be sent to INDOT and to the jurisdictions.

Sallie Fahey suggested that everyone replace their FY 2011 maps and the maps from our last meeting in favor of this new map.

VI. INDOT PROJECT APPLICATIONS – ITAP

Sallie Fahey said she only has partial information today and it came out of the July MPO Director's meeting. There will be a place in the ITAP website to do project applications as well as a way for MPOs to help LPAs complete the applications. She said we will have a primary contact in our office but at some point the jurisdictions will have to notify INDOT to give us permission to do that. She will provide more information at a later date.

Randy Strasser asked how it will work if he gives the state permission to authorize APC staff to use his site. He then asked if staff will help fill out the application or provide technical assistance.

Sallie Fahey said that is her understanding but right now she does not have a lot of information. She is not sure if the site is perfected yet.

Randy Strasser asked if ITAP is the site where the ADA inventory has to be entered.

Sallie Fahey explained that if a jurisdiction is doing an ADA inventory, it does not have to be entered into INDOT's ITAP database because it is not required. That information only has to be published somewhere. If we can get part of our website dedicated to Carroll County we could either publish that data or provide a link to the Carroll County website.

Anna Burman asked if it is possible for staff to store Carroll County data on our website.

Sallie Fahey said we can provide a link if Carroll County does not want to host that amount of data.

Randy Strasser thinks using a link will be the easiest way to store the data.

Sallie Fahey said can we work on the details to make information public with easy access.

VII. INDOT LETTING LIST

Doug Poad referred to the list that was mailed in the packet and said the list is basically a summary of projects INDOT has coming up in the next year and a half. He said there are no new projects and not much has changed since the last list. The Bike/Pedestrian Trail project in Delphi went from a 2012 letting to an April 2013 letting. He went on to say the 1100 North bridge replacement project was let in July 2012 and pointed out that there is more information on that project at the end of the list. The bids for the Bicycle/Pedestrian project were rejected because the bids were above the engineer's estimate. He assumes that project was rebid but he cannot find any additional information on that project.

Marcia Blansett said that right now the details are being worked out. The design will need to be rescoped so the project can be rebid.

Randy Strasser asked why the Cass County project keeps showing up on the Carroll County letting list.

Marcia Blansett explained that the project was originally put in as a Carroll County project and in order to correct that the project would need to be removed from the list and then put back in. The project will continue to show up but INDOT is aware that the project is in Cass County.

VIII. OTHER BUSINESS

Community-Wide Comprehensive Short Term Project List

Sallie Fahey referred to the distributed list and said this list is more perfected than the list that was distributed at the last meeting. She added that this is our first attempt to create a community-wide transportation plan. Right now we are only asking for the short-range projects until we have sufficient data collected to look at this in a transportation planning process. We now have cost estimates from Carroll County and Camden and as they are developed for Flora and Delphi we will fill that in. She went on to say we now have a couple of maps to represent the Camden, Flora, and Delphi projects.

Chuck Everett said the information for the Flora projects were forwarded to John Thomas.

Sallie Fahey said John Thomas is on vacation but she will look into that. She said she will take this list and add it to a list of state-wide needs that MPO Directors are putting together at the request of Indiana's Transportation and Infrastructure Summer Study Committee. This will help the Committee understand transportation needs in the state with the long term idea of looking at how we can meet those needs.

Randy Strasser thinks he heard that as part of a presentation a couple of years ago.

Sallie Fahey agreed but said it was just last fall. She explained that we did this kind of report for them last summer. Having done it once, we now have a better idea of how to obtain more accurate and comprehensive information. We were asked to do the report again and we are close to having it done.

Urban Cluster

Sallie Fahey said after every decennial census the Census Bureau comes up with an urbanized area boundary for every metropolitan area. In this census they also identified smaller urban areas that they call urban clusters. She explained that one of the things we have to do with our urban area is take the census boundary and “smooth” it out. The whole point of doing that in a metropolitan area is to determine what projects are eligible for urban funds and what projects are eligible for Group III and Group IV funds. They are asking MPOs who do rural transportation planning to look at the urban clusters in a rural planning area. She said we have not done anything with it yet because the guidance of they want done is not clear. Doug Poad has produced the existing urban cluster boundary as it came out of the 2010 census. She said we will follow up with INDOT to determine what they want us to look at regarding the boundary.

Federal Aid Classification

Sallie Fahey said we had an email from Brian Pohlar showing the Federal Aid Classifications for roads, particularly those that will be worked on in the Stellar Communities Grant. She said she told Brian Pohlar that we could move the immediate need up to a quick turnaround and we can then begin working on the entire county, including the other towns. In preparation for that work, Doug Poad has put together the existing classification maps and as we work on readjusting the maps we will be taking into account the traffic count and crash data we have collected. She hopes we will be able to look at some of the proposed changes at the next meeting. She recalls that the Functional Classification Maps require signatures from the highest elected officials so at some point it will take County Commissioner, City Council, and Town Board resolutions.

Paul Coutts said they have been asking about the counts and what roads we need to start considering. He thinks the timing is good.

Kevin Kologinsky asked if there is a definition section to this.

Sallie Fahey said we will put that into a PDF and send it out to everybody.

Kevin Kologinsky then asked if roads considered major collectors or higher are eligible for Federal funds.

Doug Poad replied that any road that is a light grey or yellow line is not eligible for Federal funds.

Paul Coutts asked if “other principal arterials” are eligible.

Doug Poad replied that they are eligible.

Randy Strasser, referring to urban clusters, asked if this same map goes into Camden and Flora.

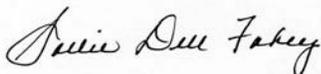
Doug Poad said the only urban cluster in Carroll County is Delphi.

Sallie Fahey said we assumed that Camden and Flora are not large enough to meet the definition used for urban cluster. Delphi, Monticello, Frankfort, Logansport, and Crawfordsville were included in our local area.

IX. ADJOURNMENT

Debbie Lowe moved to adjourn the meeting. Paul Coutts seconded.

The meeting adjourned at 2:50p.m.



Sallie Dell Fahey
Secretary

Appendix 4, Quarterly Project Tracking

Quarterly Progress Review of Local Highway projects, May 2013

| Project | July 2012 | October 2012 | January 2013 | April 2013 |
|---------|--------------|-----------------|-----------------|---------------|
|---------|--------------|-----------------|-----------------|---------------|

City of Delphi

Delphi Freedom Bridge, Des #0902237, Consultant:
DLZ Indiana, LLC

| | | | | |
|------------------------------------|-------------|---------------|---------------|---------------|
| Envir. Report Complete | March 2012 | March 2012 | March 2012 | March 2012 |
| R/W Purchase Complete | --- | --- | --- | --- |
| Ready for Contract | Jul-12 | Jul-12 | Jul-12 | Jul-12 |
| Letting | Oct-12 | Dec-12 | Dec-12 | Apr-13 |
| Construction Cost Estimate w/ CE | \$2,247,795 | \$2,247,795 | \$2,247,795 | \$2,247,795 |
| Estimated Project Cost | \$2,568,895 | \$2,568,895 | \$2,568,895 | \$2,568,895 |
| Awarded Federal Funds (Q Rpt.) | \$2,092,100 | \$2,092,100 | \$2,092,100 | \$2,092,100 |
| Approved Project Allocation (SPMS) | \$1,605,000 | \$1,605,000 | \$1,605,000 | \$1,605,000 |

Recent Comment: The project letting was on 4-3-13.

Historic Interurban/Deer Creek Trail, Des #1005745, Consultant: HWC
Engineering

| | | | | |
|------------------------------------|-----------|-----------|-----------|-----------|
| Envir. Report Complete | Oct-12 | Nov-12 | Apr-13 | Oct-13 |
| R/W Purchase Complete | Jul-13 | Jul-13 | Sep-13 | Sep-14 |
| Ready for Contract | Dec-13 | Dec-13 | Dec-13 | Dec-14 |
| Letting | Feb-14 | Feb-14 | Feb-14 | Mar-15 |
| Construction Cost Estimate w/ CE | \$254,441 | \$254,441 | \$254,441 | \$279,441 |
| Estimated Project Cost | \$445,726 | \$445,726 | \$445,726 | \$470,726 |
| Awarded Federal Funds (Q Rpt.) | \$318,416 | \$318,416 | \$318,416 | \$338,417 |
| Approved Project Allocation (SPMS) | \$325,000 | \$325,000 | \$325,000 | \$325,000 |

Recent Comment: PFC was held on February 12th. Building take revised the environmental document requirements to a CE-2, which requires a full Section 106 evaluation. This work is underway, with an expected completion in August. This delay will move the project out into fiscal year 2015.

Safe Routes to School - Infrastructure, Des #1006367, Consultant: HWC Engineering

| | | | | |
|------------------------------------|-----------|-----------|-----------|-----------|
| Envir. Report Complete | Jun-12 | Jun-12 | Jun-12 | Jun-12 |
| R/W Purchase Complete | Jul-12 | Jul-12 | Jul-12 | Jul-12 |
| Ready for Contract | Oct-12 | Dec-12 | Dec-12 | Dec-12 |
| Letting | Feb-13 | Mar-13 | Apr-13 | Apr-13 |
| Construction Cost Estimate w/ CE | \$191,000 | \$194,925 | \$194,925 | \$196,681 |
| Estimated Project Cost | \$249,000 | \$252,925 | \$252,925 | \$254,681 |
| Awarded Federal Funds (Q Rpt.) | \$249,000 | \$250,000 | \$250,000 | \$251,756 |
| Approved Project Allocation (SPMS) | \$249,000 | \$249,000 | \$249,000 | \$249,000 |

Recent Comment: Bids were opened on April 3rd. Olco, Inc. was the project low bidder at \$174,431.

Downtown Streetscape Project - Phase 1, Des #1297740, Consultant: HWC

Engineering

| | | |
|------------------------|--------|-----|
| Envir. Report Complete | Feb-14 | --- |
| R/W Purchase Complete | Mar-14 | --- |
| Ready for Contract | Sep-14 | --- |
| Letting | Dec-14 | --- |

| | | |
|------------------------------------|-------------|-------------|
| Construction Cost Estimate w/ CE | \$2,895,000 | \$2,604,000 |
| Estimated Project Cost | \$3,300,000 | \$2,981,065 |
| Awarded Federal Funds (Q Rpt.) | \$2,640,000 | \$2,384,852 |
| Approved Project Allocation (SPMS) | \$3,300,000 | \$3,300,000 |

Recent Comment: The notice to proceed with design was issued on April 16th. We are working with our design firm to develop a project timeline. We will provide an updated design schedule at the next quarterly meeting.

Washington Street Gateway Trail Project - Phase II, Des #1297745, Consultant:

HWC Engineering

| | |
|------------------------|-----|
| Envir. Report Complete | --- |
| R/W Purchase Complete | --- |
| Ready for Contract | --- |
| Letting | --- |

| | |
|------------------------------------|-------------|
| Construction Cost Estimate w/ CE | \$2,604,000 |
| Estimated Project Cost | \$2,901,935 |
| Awarded Federal Funds (Q Rpt.) | \$2,321,548 |
| Approved Project Allocation (SPMS) | \$1,100,000 |

Recent Comment: The notice to proceed with design was issued on April 2nd. We are working with our design firm to develop a project timeline. We will provide an updated design schedule at the next quarterly meeting.

Washington Street Gateway Trail Project - Phase I, Des #1297746, Consultant: HWC

Engineering

| | | |
|------------------------|--------|--------|
| Envir. Report Complete | Dec-13 | Oct-13 |
| R/W Purchase Complete | Oct-13 | --- |
| Ready for Contract | Feb-14 | Dec-13 |
| Letting | May-14 | Feb-14 |

| | | |
|------------------------------------|-----------|-----------|
| Construction Cost Estimate w/ CE | \$680,000 | \$546,750 |
| Estimated Project Cost | \$800,000 | \$658,302 |
| Awarded Federal Funds (Q Rpt.) | \$640,000 | \$526,642 |
| Approved Project Allocation (SPMS) | \$640,000 | \$640,000 |

Recent Comment: Project design contract was approved by INDOT and a notice to proceed was issued on April 2nd. Design is proceeding with the intent to hold the PFC within the next month.

Washington Street Gateway Trail Project - Phase II, Des #1297747, Consultant:

HWC Engineering

| | | |
|------------------------|--------|-----|
| Envir. Report Complete | Feb-14 | --- |
| R/W Purchase Complete | Mar-14 | --- |
| Ready for Contract | Aug-14 | --- |
| Letting | Nov-14 | --- |

| | | |
|------------------------------------|-------------|-------------|
| Construction Cost Estimate w/ CE | \$1,020,000 | \$2,000,000 |
| Estimated Project Cost | \$1,200,000 | \$2,146,425 |
| Awarded Federal Funds (Q Rpt.) | \$960,000 | \$1,717,140 |
| Approved Project Allocation (SPMS) | \$960,000 | \$960,000 |

Recent Comment: The project notice to proceed with design was issued on April 2nd. We are working with our design firm to develop a project timeline. The design schedule will be provided at the next quarterly meeting.

Notes:

- "Ready for Contracts" date is 13 weeks before bids are opened.
- Information in this summary is from INDOT Quarterly Reports prepared by the city engineers, the County Highway Director and FA3's.

-TBD = To Be Determined

-NI = No Information

-NOA = Notice of Authorization

Report Compiled on May 2, 2013

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Appendix 5, 2013 Traffic Count Locations and Tracking Database

| | Count Station Location | Functional Class | Adj. ADT | Count Date | Date Verified | Status |
|----|-------------------------------------|------------------|----------|-----------------|---------------|--------------------------------------|
| 1 | Just N of 400 S | Minor Coll | 474 | 6/24/13-6/27/13 | 6/27/13 | acceptable |
| 2 | Between Main St and Franklin St | Major Coll | 719 | 6/24/13-6/27/13 | 6/27/13 | acceptable |
| 3 | Between 200 S and 250 S | Local | 371 | 6/17/13-6/20/13 | 6/21/13 | acceptable |
| 4 | Between 300 W and 400 W | Major Coll | 221 | 6/10/13-6/13/13 | 6/17/13 | acceptable |
| 5 | Between US 421 and 925 W | Local | 247 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 6 | Just N of County Line | Local | 89 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 7 | Between 400 N and 425 N | Local | 301 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 8 | Between Bicycle Bridge Rd and 200 N | Local | 1254 | 6/10/13-6/13/13 | 6/14/13 | volume usable w/adj., class unusable |
| 9 | Just E of 500 W | Minor Coll | 229 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 10 | Between 800 W and 100 N | Local | 126 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 11 | Between US 421 and 935 W | Local | 211 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 12 | Between Wilson St and Old SR 25 | Local | 149 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 13 | Between Main St and SR 25 | Local | 140 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 14 | Just W of US 421 | Local | 157 | 6/10/13-6/13/13 | 6/14/13 | acceptable |
| 15 | Between 700 N and 850 N | Minor Coll | 194 | 6/10/13-6/13/13 | 6/13/13 | acceptable |
| 16 | Between 700 S and 800 S | Local | 118 | 6/10/13-6/13/13 | 6/13/13 | acceptable |
| 17 | Between 1050 W and 1125 W | Local | 77 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 18 | Between 200 W and 250 W | Local | 135 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 19 | Between 600 W and 700 W | Local | 53 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 20 | Between Tow Path and 1040 N | Major Coll | 231 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 21 | Between 300 W and 350 W | Local | 85 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 22 | Between 1100 N and 1200 N | Major Collector | 317 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 23 | Between Meridian Rd and N 175 W | Local | 108 | 6/3/13-6/6/13 | 6/10/13 | class unusable |
| 24 | Between SR 218 and 400 W | Local | 50 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 25 | Between Cumberland St and Wash. St | Major Coll | 1000 | 6/3/13-6/6/13 | 6/10/13 | acceptable |

| | | | | | | |
|----|---------------------------------------|------------|-----|-----------------|---------|--------------------|
| 26 | Between SR 218 and 375 N | Local | 72 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 27 | Between 375 N and SR 218 | Local | 83 | 6/3/13-6/6/13 | 6/10/13 | acceptable |
| 28 | Between 200 W and 300 W | Local | 233 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 29 | Between 100 N and 200 N | Minor Coll | 213 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 30 | Between 500 S and 600 S | Local | 88 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 31 | Between 200 N and 252 N | Local | 90 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 32 | Between 100 N and 200 N | Local | 138 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 33 | Between 800 W and County Line | Local | 84 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 34 | Between 600 W and 700 W | Local | 158 | 5/27/13-5/30/13 | 6/3/13 | class questionable |
| 35 | W of Prince William Rd | Local | 361 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 36 | Between 782 W and 800 W | Local | 216 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 37 | Between 550 W and 600 W | Local | 87 | 5/27/13-5/30/13 | 6/3/13 | class questionable |
| 38 | Between 650 W and 750 W | Major Coll | 615 | 5/27/13-5/30/13 | 6/3/13 | acceptable |
| 39 | Between 400 E and 500 E | Local | 119 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 40 | Between 600 E and SR 29 | Local | 189 | 5/20/13-5/23/13 | 5/24/13 | class unusable |
| 41 | Between SR 29 and Count Line | Local | 37 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 42 | Between 200 E and 300 E | Local | 139 | 5/20/13-5/23/13 | 5/24/13 | class unusable |
| 43 | Between 50 E and 375 S | Local | 292 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 44 | Between 750 E and County Line | Local | 649 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 45 | Between SR 75 and 100 W | Local | 148 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 46 | Between SR 29 and County Line (800 E) | Local | 555 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 47 | Between SR 22 and Corporation Limit | Local | 172 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 48 | Between SR 29 and Zook Ln | Local | 594 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 49 | Between 400 S and 500 S | Local | 197 | 5/20/13-5/23/13 | 5/24/13 | acceptable |
| 50 | Between SR 75 and 100 E | Local | 64 | 5/20/13-5/23/13 | 5/24/13 | class questionable |
| 51 | Between 150 E and 225 E | Local | 141 | 5/14/13-5/17/13 | 5/17/13 | acceptable |
| 52 | Between 100 E and 200 E | Local | 108 | 5/14/13-5/17/13 | 5/17/13 | acceptable |
| 53 | Between 800 N and 900 N | Major Coll | 101 | 5/14/13-5/17/13 | 5/17/13 | acceptable |
| 54 | Between SR 29 and 600 E | Local | 70 | 5/14/13- | 5/17/13 | acceptable |

| | | | | 5/17/13 | | |
|----|---------------------------------------|------------|-----|---------------------|---------|-----------------------|
| 55 | Between 725 E and County Line (800 E) | Minor Coll | 126 | 5/14/13- 5/17/13 | 5/17/13 | acceptable |
| 56 | Just E of Water St | Local | 179 | 5/14/13- 5/17/13 | 5/17/13 | class questionable |
| 57 | Between Water St and Monroe St | Local | 175 | 5/14/13- 5/17/13 | 5/17/13 | acceptable |
| 58 | Between 100 E and 200 E | Local | 304 | 5/14/13- 5/17/13 | 5/17/13 | acceptable |
| 59 | Between 600 E and SR 29 | Local | 177 | 5/14/13- 5/17/13 | 5/17/13 | acceptable |
| 60 | Between SR 29 and County Line (800 E) | Local | 58 | 5/14/13- 5/17/13 | 5/17/13 | class questionable |