

**DELAWARE MUNCIE TRANSPORTATION POLICY COMMITTEE
& TECHNICAL ADVISORY COMMITTEE
DECEMBER - 2019 JOINT MONTHLY MEETING
MINUTES**

The Transportation Policy Committee and the Technical Advisory Committee met in regular session on Wednesday, December 18, 2019 in the conference room of the Delaware County Building in Muncie, Indiana.

The following members were present: Angie Moyer(TAC/TPC) – Delaware County Engineer’s Office, Pete Olson(TAC/TPC) – Yorktown Town Manager, Amanda Price(TAC) – Muncie Indiana Transit System, Chris Palladino(TAC) – Ball State University, Scott Baily(TAC) – INDOT (Greenfield District), Luis Laracuente – INDOT (Greenfield District) District Traffic Engineer, Steve Hall(TAC) – Albany Town President, Donnie Wright – Muncie Street Department, Marta Moody (TAC/TPC) –Plan Commission, Sherry Riggins(TPC) – County Commissioner, Cheryl McGairk(TAC/TPC) – Plan Commission, Julius Anderson(TPC) – Muncie City Council, Scott Alexander(TPC) – Delaware County Council, Larry King(TPC) – MITS General Manager, Aaron Neff – Neighborhood Representative, Hugh Smith(TAC/TPC) – Plan Commission.

MINUTES:

Consideration of the April 2019 TAC Meeting Minutes & July 2019 TPC Minutes.

Ms. Moody entertained a motion to approve the April 2019 TAC meeting minutes. Mr. Palladino made the motion and Mr. Bailey seconded the motion and the motion passed. Ms. Moody entertained a motion to approve the July 2019 TPC minutes. Mr. Lowe made the motion and Ms. Riggins seconded the motion and the motion passed.

REPORTS

Summary of Meeting with the District on December 13th.

Ms. Moody said that there was a district meeting last Friday at the Greenfield District office. She informed the committee that they distributed information and they said that they will be developing a five year plan for state construction and they are going to include local input for participation early in the process because there was discussion about how district people know the district process but they don’t know it as well as the local people who live there and use the facilities on a daily basis. They have also been working on an interchange listing that will be available online. They have next level roads programmed and they are creating an interactive map where you can click on a road and get characteristics for that road. There was also a corridor study on state roads. They did send out a link but it isn’t public yet. There was also discussion for more message signs for the interstate.

OLD BUSINESS

None

NEW BUSINESS

- 1) FY 2020-2024 DMTIP modifications for INDOT Projects Des #1593199 and 1600792 (Moving construction from FY 2020 to FY 2021 1st Des: Adding FY 2020 PE 2nd Des)

Ms. Moody entertained a TAC motion to approve the modifications, Ms. Moyer made the motion for approval and Mr. Olson seconded the motion and the motion passed. Ms. Moody entertained a TPC motion to approve the modifications. Ms. Riggan made the motion for approval and Mr. Lowe seconded the motion and the motion passed.

- 2) Change Order for Wheeling Avenue Des #1173229 Neighborhood Monument

Ms. Moody said this involves a change order for the Wheeling Avenue project that deals with Wheeling and Cowing where there are stone monuments on the left side of the road. She stated that the neighborhood would like to see the monuments stay. Federal Highway said that they consider work on those monuments eligible for federal participation. They have quotes to deconstruct the monuments from E&B Paving, Inc but the reconstructing costs are more. Ms. Moody said that we have \$30,000 that we did not program and that it could be used for the deconstruction. Ms. Moody stated that the cost would be \$18,168. Mr. Neff who represents the neighborhood stated that there are 2 pillars on the west side of Wheeling Avenue and one on the east side. He stated that if they are not taken down by February, they will be bulldozed down.

Ms. Moody said that this would be the city's project. The decision for reconstruction would come later. It could take a federal aid route or a private route. Mr. Olson asked what would happen if they are deconstructed and there are no funds to reconstruct them later. Ms. Moody said that a motion could make it clear that at this point what we are saying is that we are willing to fund the deconstruction in order to preserve the monuments with no further commitment at this time. Ms. Moody stated that Mr. Bailey said that it was not a part of the environmental document. Federal Highway has indicated that it was considered eligible. Ms. Moyer said that she had no problems with the deconstruction but she was not on board for the reconstruction because it's a lot of money to be used for the design of a bridge.

Ms. Moody said that any further questions would have to be addressed to Butler Fairmen. Mr. Neff said that when he attended previous meetings it was made understood to him that it was not a public meeting. Ms. Moody said that we could wait until we get the environmental questions answered and do another email vote later. Mr. Olson suggested that for TAC we vote on the deconstruction and hold off on the policy committee meeting and vote on it in January. We will get information for the environmental and send out votes from policy committee later in January. Ms. Moody entertained a motion for approval of the change order for deconstruction only and Ms. Moyer moved the motion and Mr. Olson seconded the motion and the motion passed by the TAC.

- 3) Project Des# 1801461 Cable Barrier + Bypass at Meeker median close: CR 300S shortcut (Bypass to US35 shortcut traffic could include more heavy trucks on County road)

Ms. Moody said that information was emailed about the concerns of Mr. Bledsoe and Mr. Henry for the construction to eliminate the left hand turns at the intersection of Meeker Ave and the bypass by INDOT. A letter addressed to Mr. Henry stated that INDOT proposes to install a new high tension cable barrier system in the grassed median to prevent median crossings along the entire portion of US 35 from SR 3 to SR 32. The Meeker Ave intersection will be converted to a right-in, right-out intersection and the asphalt crossover at this intersection will be removed. The left turn lanes along US 35 will be removed and the cable barrier will be extended through the former crossover location to prevent left turns from US 35 to Meeker Ave. The cable barrier will extend through all existing gravel covered crossovers preventing the future use of them as turnaround or U-turn locations. In addition, one new asphalt covered crossover will be built approximately 2 miles north of SR 3 for emergency vehicles.

Mr. Bledsoe stated in response to the letter that there is no ramp to US 35 South from the bypass and traffic going south takes the bypass to Meeker to 29th and then right to UU 35. Smaller vehicles will turn south at the bypass/Meeker Ave and travel less than a thousand feet to CR 300S, then turn east and take CR 300S to US 35. It is their opinion that this will increase traffic on CR 300S with more passenger vehicles and larger vehicles such as tractor trailers. The intersection at CR 300 S and US 35 already has numerous accidents per year with some being serious. They disagreed that signage by INDOT to not allow tractor trailer traffic on a rural road would be sufficient. They want to move the traffic north on SR 3 to the light at 29th St.

Ms. Moody said currently the south leg of Meeker Avenue over to CR300 S is used as a shortcut to get to US 35. The intersection isn't made for larger vehicles making south turns. Ms. Moody said that they want to close the median at Meeker and the Bypass. After much discussion, Ms. Moody said that everyone seemed to be in agreement with the items outlined in the letter from Mr. Bledsoe and the County council. Ms. Moody entertained a motion that the policy committee would encourage the commissioners to respond to the letter. Ms. Riggan made the motion and Mr. Lowe seconded the motion and the motion passed.

OTHER BUSINESS

Ms. Moody stated that at the MPO council meeting, there was a report distributed done by Purdue University dealing with motor vehicle highway monies. The motor vehicle highway funds had shown an increase in the 2017 year but 2019 showed a decrease. There was a consensus that the changes in the state law have affected the amount of funds coming in and they have been working with state legislature because they have been told that it was not their intent to decrease the amount of funds delegated to the cities, counties and towns.

ADJOURNMENT

Cheryl McGairk, Recording Secretary