

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY  
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES  
February 16, 2022**

*Due to the public health emergency, the meeting was held partially virtually. Members of the public may watch the livestream of the meeting at:*

<https://www.facebook.com/TippecanoeCountyIndiana> or  
<https://www.youtube.com/watch?v=8ML2Ev6HmOY>

**VOTING MEMBERS PRESENT**

Adam Keyster (proxy for Adam Baxmeyer)	Purdue University
Jeffrey Kuhn	City of West Lafayette Project Engineer
Stewart (Stu) Kline	Tippecanoe County Highway Engineer
Randy Anderson	CityBus
John "Woody" Ricks	Tippecanoe County Sheriff Dept.
Jason Philhower	West Lafayette Police Department
Jeromy Grenard	City of Lafayette

**VOTING MEMBERS ABSENT**

Adam Baxmeyer	Purdue University
Bill Smith	INDOT
Scott J. Chandler (proxy for Bill Smith)	INDOT
Jon Fricker	JTRP
Scott Anderson	Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

Colin Sullivan	BFS
Dave Buck	BFS
David Griffiee (proxy for Jeromy Grenard)	Lafayette City Engineer
David Hittle	Area Plan Commission
Aria Staiger	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission

In the absence of Jon Fricker, Tim Stroshine called the meeting to order at 2:00 PM.

**I. APPROVAL OF MINUTES**

Tim Stroshine asked if any corrections needed to be made to the January 19, 2022 meeting minutes. There were none.

Jeromy Grenard moved to approve the minutes from the January 19, 2022 meeting. Stu Kline seconded, and the minutes, as submitted, were approved by unanimous voice vote.

## II. ACCESS PERMITS

Tim Stroshine said the representative for INDOT was unable to attend the meeting today, but INDOT did send us a table with information regarding permit applications and active permits. Tim said there have not been any changes as of today. They are waiting on some forms for the Yeager Road Approach, and then that permit will be approved. They have three different permit applications one for Klondike Middle School, Dominos, and the Yeager Road Project. They also have three active permits one for Anvil 38, Speedway, and the Newman Road Roundabout.

The Klondike Middle School permit they just applied for that, and it needs to be reviewed. The Dominos permit they are waiting on plans demonstrating sidewalk connectivity before they approve, and for Yeager Road, INDOT asked that they make changes to the southeast curb ramp, so it directs people to the west.

Anvil 38 the INDOT right-of-way is complete, and one of the two buildings is built. For Speedway, INDOT has not been to that location recently and work has not begun. The Newman Road Roundabout is completed, but an inspection does need to be done, so that is what INDOT has to share with us.

Tim Stroshine asked for any comments or questions.

Jeromy Grenard said it looks accurate for the Lafayette side.

Tim Stroshine said for this month, we have a permit that is a little unusual; it is the Slim Chickens permit which is a restaurant.

Doug Poad presented the site plan for Slim Chickens and said this was submitted to us earlier this month, and we were asked to give a review for it. This is a preliminary site plan for a new development. This is located at 2901 Northwestern Avenue, and it is the Christina & Company building, and it is currently vacant. Staff did look at this, and we thought this would be a good committee to show this to and get your opinions about this proposed preliminary site plan. The first thing we looked at was our ITE Trip Generation Manuals which the most recent edition came out last September and looking at the hair salon and that land use, we looked at weekday peak hour trips in the morning, weekday peak hour trips in the afternoon, and trips on Saturday. Based on the square footage, the weekday peak hour trips in the morning would be 9 trips; the weekday peak hour trips in the evening would be 11 trips, and Saturday would be 37 trips. We also looked at this proposed development in terms of a fast-food restaurant with a drive thru, and the ITE code was 934, and based on the square footage, peak hour during the weekday would be 105 trips, peak hour on the weekday in the evening would be 78 trips, and on Saturday 1,448 trips, so by looking at what ITE has done through their studies that the difference between the two land uses with this development, there is a significant increase. We also started looking at both the entrances, and the one entrance that you would enter would be on the far southside, and the exit would be on the northside. The concern that we had with the entrance on the southside is that even though it is nice to see that they have proposed to put two lanes where you can wait to go through the drive thru, but in our experiences for example with Chic-fil-A, they extend their drive thru basically through the parking lot, so a concern that we had is if the cars queue-up in both lanes and there are still additional vehicles that are wanting to go in, that queue would end-up in that private drive possibly from Cumberland Avenue, and if that queue does back-up on that private drive from Cumberland Avenue, that is going to block traffic, and it is going to make that intersection congested. The proposal here is for two driveways out. Looking at an aerial photo, the private drive right at that intersection there are two lanes to go out from the private drive. One lane is a right, and the other lane is a left, so with these two ways to get out what are they going to do, are they going to be a dual right which would cause some problems, or would it be a right and a left, because he would assume people would want to go from the restaurant to Walmart. When you are thinking about that if you have several cars waiting to either make a right or left turn from the private drive onto Cumberland Avenue, that could create blind spots for cars wanting to turn left and wanting to go to Walmart, so a potential crash location especially from the blind spots being created from additional vehicles. He said after their assessment and discussion, they thought this would be a good time for this group to look at this and to give your opinions as to what you think. He said we also have Gary Berry the store manager for Walmart here today. He asked for any questions, concerns, or comments.

Gary Berry, Walmart Store Manager, said Doug spoke very well to the numbers, and all he is able to speak about are the interactions on a daily basis during the busy evening hours. It is almost impossible at that drive to make a left already, and with the exit strategy if you try to make a left out of there, it is going to create a massive cluster with the cars turning left already and with the cars driving in off the main road. They whip right into Walmart assuming they can get straight through, because there is no stop sign; that has right-of-way all the way up to the Walmart building. It is likely a concern for accidents as Doug has said. The other concern is Slim Chickens will have the same peak hours as Applebee's and Walmart, so the congestion going through that intersection already blocks up passed that current out; it is going to put a lot of pressure on the other entrance. It will probably end up blocking off both entry drives to the Walmart property during the peak hours on Saturday or Friday evening which is the top concern that he has.

Stu Kline asked regarding the western drive, have you ever thought about making better use of the other entrance.

Gary Berry said with the current flow of the parking lot and that being the closest proximity to exiting towards the road, everyone chooses that way. Talking to the semi drivers and the bus drivers, the larger vehicles, that is a blind corner to make that right. Especially during the summer with the foot traffic through there, they are very uncomfortable exiting with large vehicles through that other entrance, because the pedestrians don't necessarily pause there as we would like them to. He said CityBus could speak more professionally about that, but that is one push-back we get from our drivers on that. We can try to reroute the parking lot, but we are directional aisles already except for the one center lane that goes straight out; it is a both-way aisle. Most of the other aisles are set-up for single directional which kind of forces people out of the main entrance. That is how it is designed currently.

Stu Kline asked if it is an easement that Christina's property has.

Gary Berry said he tried to look at that, and he has not received a response back from an email, so he is unable to speak to that. He said it may be possible to speak to both businesses and see if we could exit into the Walmart parking lot to alleviate some of that pressure, but he is not sure how feasible that is, and everyone is still going to be using that private drive in a one-way fashion, so if we are talking 1,000 more people going through there over the weekend, he is not sure if that will alleviate that. It might alleviate some of the congestion and traffic accidents, but he is not sure where the property line ends and ownership on that. If we did come-out the other way, it will involve a parking spot variance which they already have one, and they are working on one with CityBus to do some things on the other side already, so you are probably looking at another 25 to 50 parking spot reduction just to back-up and alleviate the curb lines. He said we don't necessarily use them very often, but he is not sure how restricted they would want to get. At some point, they will be reaching the 800 to 900 range when they are supposed to be over 1,000 already, so the more they do construction the more that becomes a concern, but he doesn't know what the options are on that piece of it.

Jason Philhower said he thought before Mitch left there was some talk that they were thinking of redoing some of Cumberland Avenue. He thought as they got ready to put in the new access road that was going to lead over to the development where Culver's is located, in theory, they were going to extend the median down from the intersection with Sagamore Parkway west passed this drive, so it would force all incoming traffic from Sagamore Parkway down to the west entrance, and that would make the private drive a right in and a right out only which would eliminate the left turns and the back-up. He doesn't know if the city has looked into that or if any plans actually progressed.

Stu Kline said he thought Mitch was serious about that plan.

Jeff Kuhn said there was some discussion on that, but he is not up to speed on all the topics currently. He has not seen any formal plans on that developing, but it was in discussion.

Stu Kline said he recalls it was in their Long-Range Plan. Even before the Popeyes issue came about, that was in their Long-Range Plan for the Cumberland improvement, because there are problems now.

Gary Berry said he doesn't know anything about that, but it sounds like it would be beneficial. Forcing one lane to go one way and the other lane to go the other way, would be possibly ideal.

Jason Philhower said it is not unusual traffic flow the way that it is now coming-in off Sagamore Parkway. That will back-up on Cumberland Avenue all the way up to the Sagamore Parkway intersection with people trying to make that left turn to get into that first entrance of Walmart, so they were looking at a way to alleviate that and push traffic more to the west, so the line would not be backing into the Sagamore Parkway intersection. He does know INDOT is looking at theorizing plans to upgrade the intersection and traffic flow along the whole Sagamore corridor too.

Stu Kline said that is definitely a problem right there, right now with Walmart and Applebee's and the proximity of the light.

Adam Keyster said as a user of the bike path through there, the bikers and pedestrians do serve a significant hazard as they come through with the amount of traffic that is coming and going currently, so adding more traffic, will obviously increase that too.

Gary Berry said the other thing is there is a bus stop right on that intersection exit; we might need to look at that, because if a bus is stopped there, you can't enter at all during the duration of the bus being stopped. He doesn't know how often they currently use that bus stop, but it is right on that corner.

Randy Anderson said it is not a highly used bus stop, but they do get some traffic through there. When he looked at the arrangement with this proposed layout, he is definitely concerned from the CityBus perspective about the ingress and egress of the traffic into that location. As was mentioned the CityBus drivers do prefer to exit out of that entrance without a stoplight being down at the other entrance, with some of the obstructions, and with being right-on the curve. He thinks if there were long-range plan that would address that curb being in the center median to affect the traffic flow would be beneficial, but having cars enter and exit right-out of the parking lot in that manner, it is already a busy area for their operators, and the traffic currently does not stop coming into the parking lot, so that can tend to be an issue as well. If you potentially look at rotating the site plan, what would that mean for oncoming traffic who is looking to make a left to get into the restaurant. He doesn't know if it is feasible to put a stop sign in at that location, but to think about the amount of traffic it truly generates, it could be problematic.

Stu Kline asked at the moment, where are we at with this plat.

Doug Poad responded basically, what we were asked to do was to provide input in terms of this preliminary site plan. That is what the discussion has been right now; in terms of the issues that have been discussed with both driveways and with Cumberland Avenue and with the trail. We will report back to the person who had requested our comments, and the comments that were made during our discussion here today. We wanted to present it to you to see what you thought and feel about this site plan.

Stu Kline asked with the existing business there, would they be required to participate in some halfwidth type improvements.

Doug Poad asked for Cumberland Avenue.

Stu Kline responded yes.

Doug Poad said for Cumberland Avenue, you already have the existing trail there. He doesn't know off-hand what the Subdivision Ordinance would require or what the Thoroughfare Plan would require for both not only for Cumberland Avenue but also Sagamore Parkway. In essence, the big change here is looking at what to do with the private drive both to the west, and if they reoriented to the south if that would be a better option is to put two driveways. Then you get into the issue of redesigning that section of the Walmart parking lot.

Stu Kline said it sounds like you have INDOT at the light, the city with their Cumberland Avenue project, and Walmart obviously owns this whole thing; it sounds like all those players have a way to go. He doesn't

want to be discouraging, because it is a prime corner, and it is dead, but at the same time, it is a long path. All those players need to be involved, because as is, it is an unworkable situation.

Jeromy Grenard said he wonders if some site distance improvements would be in order too. Looking at the vegetation, it doesn't look like it is high-value vegetation at both of those drives. That would help some people, if they go to the west drive, to not be afraid of running into a pedestrian on the trail.

Jason Philhower said the police department would definitely be in favor of increasing the site lines there or to try and work with the parks department to get some of the trees cut back. He thinks it is a drainage pond along the inside where all those trees are located.

Doug Poad said that is something that could be looked at maybe sometime this spring.

Stu Kline asked the new drive onto Cumberland Avenue where Culver's and Popeyes are, is that a condition of the development that the road is going to come through to Cumberland Avenue.

Doug Poad said it is his understanding that road will be constructed.

Stu Kline said okay. That road is going to happen, so all the rest of this needs to fall into place.

Doug Poad responded yes. The improvements to Cumberland Avenue are programmed into the TIP, but it is one of those projects that are programmed further out. We know we need to do something, but we are not yet to that part where we are ready to start it.

Stu Kline said between this and the Popeyes division drive, we might be pushing this up a bit.

Jason Philhower said he would be curious to see what the site plan and the traffic would look like if they rotated it 90 degrees, so exit and enter off Walmart's parking lot only instead of just that entrance drive.

Tim Stroshine said Doug will gather all the comments and pass along this information, but this is something that we might want to continue to keep tabs on in the future as it gets a little farther along. In the past what we have done as it gets closer to the time that we have to issue an access permit, this committee will make a formal recommendation to INDOT with some of our concerns about the site. It is too early for that now; this is only a preliminary site plan, so maybe in the future, but he wanted to make everyone aware of what might be coming.

### **III. AMEND THE FY 2022-2026 TIP**

Doug Poad said this is an amendment to the TIP requested by the Tippecanoe County Highway Department. The county has a bridge inspection program, and all bridges are required to be inspected on an annual basis. The county does receive federal funds to do that. The current project ends this FY in 2022, and this is the new project which is for 2023, 2024, and 2025. The staff report shows the amount of federal funds, local funds, and the total cost for each year. Staff is recommending approval to the Policy Board.

Stu Kline said regarding these numbers, INDOT pushed for timing purposes to get this in place. There may be some fine tuning down the line.

Stu Kline moved to fund the county bridge inventory. Jeromy Grenard seconded, and the motion was approved by unanimous voice vote.

### **IV. IIJA FUNDING ALLOCATION**

Doug Poad said earlier this month when we received the monthly obligation report from INDOT, they had an additional line item, and when we started asking for more information, we were told due to the new Infrastructure Investment and Jobs Act that our MPO would receive just over \$1 million a year, so for this

year, they have us receiving an additional \$1,020,799. In our TIP for this year and previous years, all of our federal funds must be obligated sometime in April, since we are receiving this information at this late stage, we have until September 25<sup>th</sup> to obligate these funds. We are only doing this for FY 2022. These funds that we are receiving will be finalized later this month, and then we are able to obligate it beginning March 1<sup>st</sup>. Looking at the 2022 project list, we have several projects that will be using our federal funds, and the projects are the Sagamore Parkway Trail, Morehouse Road the Right-of-Way Phase, Soldiers Home Road Project for Preliminary Engineering, and the Lindberg Road Project because that project needed a pinch of additional funds which Stu moved from the Morehouse Road Right-of-Way Phase to the Construction Phase of Lindberg Road. He said they started looking at what are the needs of these projects, and for the Construction Phase of Sagamore Parkway, there is just over \$3 million allocated to the project, and the total cost needed for both of those two parts is just over \$3.6 million, so we are short \$640,000. The Morehouse Road Project we have almost \$700,000 in STBG funds allocated and over \$200,000 in TA funds, and we did obligate some for right-of-way services, so we are just under \$700,000 for purchasing the property. The estimated need for right-of-way purchase is \$1.2 million, and at the 80 percent is \$960,000, so we have a shortfall of \$262,675. Both projects are needing additional federal funds to fully fund it at the 80/20 percent. The process he would like to do today is actually allocating those funds, making a recommendation, and that recommendation will move-on to the Policy Board. Looking at the Performance Measures for both projects, both projects are equally matched. The only real difference is the trail is at the Construction Phase, and Morehouse Road is in the Right-of-Way Phase. In terms of Safety Performance Measures, we are either building a new facility or reconstructing it, so we see this will be a positive impact and reduce fatalities and serious injuries, so we think both of these are equally important in addressing the Safety Performance Measures. For informational purposes only, the projects programmed for FY 2023 are the McCutcheon Pedestrian Safety Project, and that is on a November letting, Yeager Road project is on an October letting, South 9<sup>th</sup> Street, and Soldiers Home Road Phase 1 the preliminary engineering is underway, but additional federal funds will be needed for that phase, because when we developed the TIP last year, we split that into two parts. Looking at the funding, if we fully fund these projects at 80 percent, it is just over \$900,000, so we do have a budget that we can do with whatever we would like. Doug said our recommendation is to fully fund the Construction and Right-of-Way Phase with the estimates we have at the current time, and for the April letting if the bids come in higher than what is estimated, allocate these additional funds for the Construction Phase. He asked for any questions or comments.

Stu Kline asked this is \$1 million for 2022 with an extended date until September, is it the same for 2023.

Doug Poad responded we will receive the same amount for FY 2023, 2024, 2025, and 2026. He said later this year we will look at FY 2023, and when we develop the new TIP, look at FY 2024, 2025, and 2026.

Stu Kline asked will we lose the September grace in FY 2023 through 2026.

Doug Poad said yes, that is correct.

Stu Kline asked if there is any carryover with that particular money.

Doug Poad said we are not allowed to carry this over to 2023.

Randy Anderson asked if this requires the 20 percent match to spend.

Doug Poad said typically these projects are funded at 80/20, but what we have found out is that with project costs increasing they are typically funded at 75/25 so that more local funds are being used to carry-over these projects. These additional funds are a bonus, so that we can go back to an 80/20 match.

Stu Kline said the 80/20 is a cap and 90/10 on a safety. Yeager Road currently is at a 70/30.

Randy Anderson said okay.

Stu Kline moved to make a recommendation of this plan to the Policy Board. Jeffrey Kuhn seconded, and the motion carried by unanimous voice vote.

**V. APC PROGRESS REPORT  
MPO UPDATE**

**2050 MTP UPDATE**

Tim Stroshine said they had a meeting with INDOT to try and determine what sort of projects are going to need to be in the financially constrained project list in the TIP, and we are still working with them to figure out what sorts of projects need to be in there. They have been in contact with the local government engineers, and they have been very helpful in giving us project estimates. We are at the phase where we need to get something established with INDOT and get them on board before we can move forward too much more. He said they are also trying to adjust the available funding estimate for the financially constrained element of that project list. He asked for any questions.

**THOROUGHFARE PLAN UPDATE**

Tim Stroshine said they are almost finished with going through a list that some people in the development community has sent them. They put together a rough draft of the Thoroughfare Plan, and there were some comments on it. The last item on that list was an update from CityBus. He said they had a meeting with CityBus, and they talked about wanting to get a policy in the Thoroughfare Plan for transit amenities and when that would be appropriate to require that of the developer. Tim put together a draft of that section, and he sent it to CityBus for comment, and when he hears back from them on that, he will then send it to the development community for their thoughts, and then we will send it around for staff comments, and we will then be on the path for adoption of a new Thoroughfare Plan. He asked for any questions.

**2022 TRAFFIC COUNT LOCATIONS**

Aria Staiger said every year they do traffic counts in Lafayette, West Lafayette, and the County. The typical traffic count program is a three-year cycle, so it takes the same counts every three years. This year in 2022 we are taking similar counts that we did in 2019. The last two years they took different counts per the usual cycle because they were looking at VMT (vehicle miles traveled) modeling, so they set-up completely different counts than what they would usually do, but this year they are back on the cycle. She has set-up 50 counts in West Lafayette and 90 in Lafayette primarily based on the 2019 stations. She asked for any comments, suggestions, or changes.

Adam Keyster commented on Station 4369 on 3<sup>rd</sup> Street between Waldron and Russell on Purdue's Campus, that is closed to vehicle traffic. It is all pedestrian way.

Aria Staiger said okay we will change that. She also wanted to add that the stations are set-up to avoid the INDOT's coverage counts. INDOT takes their own counts on a lot of the larger roads.

Jeromy Grenard asked if we are restarting the cycle, does that mean we are at a point that we do have VMT calculations.

Aria Staiger responded no, but eventually we will have that information for you.

**FEDERAL FUNDING OBLIGATION**

Doug Poad said the Lindberg Road Project has been added in terms of \$35,023 and that was for an Advice of Change where the Lindberg Road needed some additional federal funds, and that came from the Morehouse Road Project. Next, the COVID Funds are pretty much obligated. There is a \$200 balance, and last Friday we processed a TIP modification to move that \$200 from the Preliminary Engineering Phase to the Construction Phase. There was a need to transfer \$20,774 from our Safety Funds to the STBG Funds. That was processed on January 26<sup>th</sup>. We are good to go except for two items the letting for Sagamore

Parkway Trail which is on an April letting. Doug reached out to the INDOT Project Manager, and she said we have the green light for that. The other item is the Morehouse Road Right-of-Way Phase, and we are going to submit the FMIS request early next week; once that is done, we will only have the letting for the Sagamore Parkway Trail, and then we have successfully obligated all of our federal funds before the end of the April deadline. He asked for any questions.

### **INDOT 18-MONTH LETTING LIST**

Doug Poad said the I65 Project that was on a January bid letting was awarded to Walsh Construction for \$99.415 million and the estimated completion date is May 30, 2025. The projects that are on a February bid letting look good to go. There are three projects on SR 38, and those three projects will be let for construction. There were two bids submitted, and the low bid was Reith Riley at \$12.36 million which is just under the engineer's estimate of \$12,448,138. The District Wide Bridge Maintenance Project, Reith Riley was the low bidder. There was roughly a \$15,000 difference between the engineer's estimate and their bid. Project 17, the low bidder did successfully have a bid under the engineer's estimate. He said last month there were a lot of bids over the engineer's estimate and were rejected or had no bids. For the January bid letting looking at the information for even today, there were 10 that were either rejected or had no bids, so it is still large number which is atypical. There was a trail project in Lake County, and the engineer's estimate was just over \$8,000; there were three bidders, and one bidder was just under the engineer's estimate, but the other two bidders were roughly \$90,000 more. Projects 18 and 20 on the March 9<sup>th</sup> letting are good to go, but Project 19 has been moved off the 18-month letting list and is on an April 2023 bid letting. The rest of the projects on the list are moving forward and are still on the same bid letting. He asked for any comments or questions.

## **VI. QUARTERLY REPORTS**

### Tippecanoe County Projects

Tim Stroshine asked regarding the Klondike Road Project if the cost increases noted were due to change orders and are there any further changes anticipated; has a request to closeout this project been submitted.

Stu Kline responded this has been in limbo for a long time mainly a contractor has been appealing the extension costs, and finally, they settled on a number.

Tim Stroshine asked regarding the Lindberg Road Project are there any outstanding purchase orders or change orders for this project.

Stu Kline responded it is behind Klondike Road, but it is moving forward.

Tim Stroshine asked regarding the North 9<sup>th</sup> Street Road Project when do you anticipate the consultant selection to be complete for this project. There was no consultant listed on the report we received.

Stu Kline responded since that report the consultant contract has been approved and executed. The FMIS went through, and they received the notice to proceed with the design. They issued it to the engineer consultant, and they have their kick-off meeting on Friday.

Tim Stroshine asked regarding the North 9<sup>th</sup> Street Road Project the report noted 0 percent completion for the Environmental Report and Right-of-Way, so with the consultant selection complete do you think you can still meet those milestones with the dates listed or will those have to be moved back. The Environmental Report is listed for April 2022, and the Right-of-Way is listed for May 2022.

Stu Kline responded part of the meeting on Friday we will be going back through this schedule and adjust. We will adjust the calendar, but it shouldn't adjust lettings.

Tim Stroshine said regarding River Road at CR 500 N Project they had no particular comments on this. He asked Stu if he needed to add anything.

Stu Kline responded no. It is on track. We will start construction again as soon as weather permits.

Tim Stroshine said regarding the Morehouse Road Project Phase 1 they didn't have any comments.

Tim Stroshine said regarding the Morehouse Road Project Phase 2 they didn't have any comments. He noted they recently split these into two separate reports. He asked Stu if he needed to add anything.

Stu Kline responded no. Financially they will have to make a trade.

Tim Stroshine said regarding the Yeager Road Project Stu noted for us that purchases have been initialized for the six parcels for the right-of-way, and they are anticipating the last parcel to be secured by the 22<sup>nd</sup> of this month. He noted some change of estimates to funding. He said they did not have any comments, and he asked if Stu had any updates to add.

Stu Kline responded we are still on track for the right-of-way. They did move the CE money into CN because it was a shortfall.

Tim Stroshine said regarding the McCutcheon Pedestrian Safety Project the right-of-way is moving along. Eight parcels have complete appraisal. BF&S have secured a right-of-way company to assist with that. Environmental updates are the report was completed, and they got some comments back. That is almost finished. When the report was filed, that had not been approved yet, but it was anticipated to be approved last month, so did that Environmental Report go through with the AI?

Stu Kline responded he believes it came through this week. It went to the wrong district.

Tim Stroshine it looks like by the time we get the next quarterly report filed that should be back up to 100 percent and everything will be resolved with that. He said there were some issues with regards to utilities. Someone at MetroNet left the company causing some problems with communicating with them; is that still moving forward okay.

Stu Kline said he did not bring it with him today, but he did receive an update the other day regarding the utilities, but we are catching-up.

Tim Stroshine said regarding the Bridge #64 Project and the companion project, Bridge #65 Project, we didn't have any comments. It looks like this is progressing. The Environmental Report took a substantial jump in how much of that was completed, so that should be on track. There were a few modifications in dates to reflect a new schedule update. He asked Stu if he had any updates to add.

Stu Kline noted INDOT moved the fiscal year on the projects.

Tim Stroshine said regarding Bridge #527 over Wea Creek the report still is showing 0 percent complete for both the Stage 2 Design and Environmental Report Milestones. Do you anticipate these milestones being able to be met by the scheduled times.

Stu Kline responded yes. We are on track.

Tim Stroshine said regarding the County Bridge Inspections Project we did not receive a report from the last quarter which would have been the very end of the previous cycle's contract, so has everything been closed-out for the previous Bridge Inspection Program.

Stu Kline responded there are still interim left from the old contact that will lap and come into the next cycle.

Tim Stroshine said okay. You are still trying to get that wrap-around money.

Stu Kline responded yes.

### City of Lafayette Projects

Tim Stroshine said regarding the Twyckenham Boulevard Reconstruction Project, Lafayette did receive final acceptance on November 1<sup>st</sup> from INDOT. There is one final claim to be closed out in terms of POs for the PE and CE, and it looks like everything went well with that. He asked if Jeromy needed to add anything.

Jeromy Grenard responded he has nothing to add, and that is correct.

Tim Stroshine said regarding the Park East Boulevard Extension Project the substantial completion was reached a Punch List has been generated and is being addressed by the contractor. The final inspection has been scheduled and NOT is in the process of being submitted. He asked Jeromy if he had anything to add.

Jeromy Grenard responded he had nothing to add.

Tim Stroshine said regarding the Concord Road Trail Lighting Project, all POs have been closed out, and this will be the final quarterly report for this project. He asked if Jeromy had anything to add.

Jeromy Grenard responded he had nothing to add.

Tim Stroshine said regarding the South 9<sup>th</sup> Street Project utility coordination is underway. The Environmental Studies have started. They are looking into the Norma Jean Subdivision to see if it is a historic postwar neighborhood. The preliminary field check design is underway, and dates will be readjusted accordingly.

Jeromy Grenard responded yes, that is correct.

### City of West Lafayette Projects

Tim Stroshine said regarding the Soldiers Home Road Project Phase 1 as noted some of the dates have been adjusted. It has been a work in progress to figure out the exact schedule for this project. They were able to get most of the milestone dates in place. He asked Jeffrey Kuhn if he had anything to add.

Jeffrey Kuhn responded he has nothing to add.

Tim Stroshine said regarding the Sagamore Parkway Trail Project everything is on track for an April letting. He wanted to thank everyone for their work in pushing this over the finish line. We will potentially be using some of that funding to get closer to the 80/20 match on this project depending on where the bids come in. He said they are continuing to monitor this. He asked Jeffrey if he add anything to add.

Jeffrey Kuhn responded he has nothing to add.

## **VII. OTHER BUSINESS**

None.

## **VIII. CITIZEN COMMENTS**

There was a one-minute pause to allow for public comments. There were none.

## **IX. ADJOURNMENT**

Tim Stroshine noted next month's meeting will be on March 16, 2022.

Randy Anderson moved to adjourn. Stu Kline seconded, and the meeting was adjourned by unanimous voice vote.

The meeting was adjourned at 3:20 PM.

Respectfully Submitted,

Jennifer Ewen  
Recording Secretary

Reviewed By,

A handwritten signature in black ink, appearing to read "D. Hittle", with a horizontal line extending to the right from the end of the name.

David L. Hittle  
Executive Director