

the Evansville MPO *Express*

Transportation Planning Updates for Henderson, Vanderburgh, and Warrick counties

ANOTHER SUCCESSFUL MPO CONFERENCE

Another successful MPO Conference is over. The Northeastern Indiana Regional Coordinating Council (NIRCC) hosted the annual Indiana MPO Conference in Fort Wayne, Indiana on September 24th through 26th. The theme for this year's event was on the 3 R's: Reinvest, Revitalize, and Reconnect to support community development and redevelopment. The Evansville MPO staff who attended had a variety of presentation topics to choose from and many chances for collaboration on other relevant topics.

The Evansville MPO's Pam Drach was the proud recipient of the Meritorious Service Award that recognizes an individual each year that has made a significant contribution to the transportation planning operations carried out by MPOs across the state. Pam has been extremely hands-on with assisting INDOT and Indiana MPOs in the development and coordination of Performance Based Programing and Planning.

Thanks to the NIRCC staff that made this year a success. We'll see you next year in Lafayette, Indiana!



COMMUNITY CROSSINGS: 2019

For the 2019 #2 Community Crossings Grant call, the Evansville MPO worked with LPAs in the MPO area (including Posey and Gibson counties) to update the pavement condition inventories in the Regional Pavement Management System (RPMS) to reflect pavement work completed over the past year. The LPAs were able to utilize the updated pavement condition reports to complete their Next Level Roads: Community Crossings Initiative applications. In the Evansville MPO area, over \$4.2 million in state funding was awarded between 11 jurisdictions/LPAs during this call.

LPA	Award Amount
City of Evansville	\$ 752,008.75
Town of Poseyville	\$ 697,886.25
City of Mt. Vernon	\$ 628,665.35
City of Boonville	\$ 561,020.13
Warrick County	\$ 506,774.03
Vanderburgh County	\$ 401,754.50
City of Princeton	\$ 270,787.68
Town of New Harmony	\$ 143,427.75
Town of Owensville	\$ 132,780.03
Town of Elberfeld	\$ 83,630.52
Town of Patoka	\$ 69,349.50
Total	\$ 4,248,084.49

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Evansville MPO



Henderson • Vanderburgh • Warrick



REGIONAL PAVEMENT MANAGEMENT UPDATES

The Evansville MPO implemented a Regional Pavement Management System (RPMS) in 2014 to assist decision makers in determining the most cost-effective approaches in addressing the region's roadway conditions. The MPO continues to update and maintain pavement condition data in the RPMS for the region. An updated RPMS can be utilized by the Local Public Agencies (LPAs) and the MPO to better understand the pavement needs in the communities.

The data collected is reported in the Pavement Condition Index (PCI) rating, an industry standard used to indicate the general condition of pavement. The PCI is figured on a range from 100 to 0 (100 being a perfect condition and 0 being failed). Collecting data is done with state-of-the-art equipment, LCMS (Laser Crack Measurement System), LiDAR, GPS and a 360-degree Panoramic camera. Using these instruments, PCI is determined from multiple attributes, which include ASTM D6433 (a standard practice for roads and parking lots pavement condition index surveys), pavement distress type, distress severity and distress quantity. Using these inputs, communities will have more accurate road inventory data at

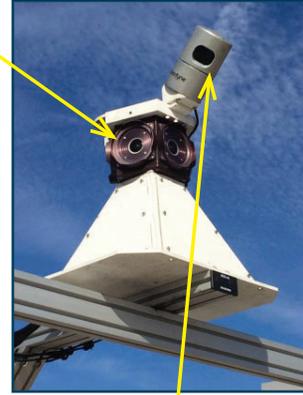


Laser Crack Measurement System (LCMS)

- 4,000+ point lasers
- measures length, width and depth of cracks

Panoramic Camera

- 6 lenses
- panoramic view
- asset condition



LIDAR

- ~700,000 points
- intensity value for signs
- striping/markings extraction

their disposal when developing their work plans and determining the correct treatment at the most opportune time.

Pavement condition data has been collected and analyzed by TransMap since 2014 in order to help identify the needs of the MPO region. As of late 2018, the MPO and TransMap have been involved in the collection

of new pavement condition data and are in the stages of delivering the new condition data to the LPAs. During this round of data collection, in addition to Vanderburgh, Warrick and Henderson counties, the rural planning counties of Posey and Gibson were included. Having data from all these counties will enable us to better understand pavement performance in the region.

FRANKLIN STREET GETS BIKE LANES

Earlier this fall, the City of Evansville's Engineering Department repaved a segment of Franklin Street between 9th Avenue and First Avenue as part of the city's ongoing efforts to resurface streets in need. This segment of Franklin Street was recommended in the city's Bicycle and Pedestrian Connectivity Master Plan for bicycle improvements. The City Engineering Department was able to incorporate a 6' bike lane while keeping on-street parking throughout the entire segment by reconfiguring the pavement striping. Businesses along this corridor have expressed their gratitude to the city for making this improvement!

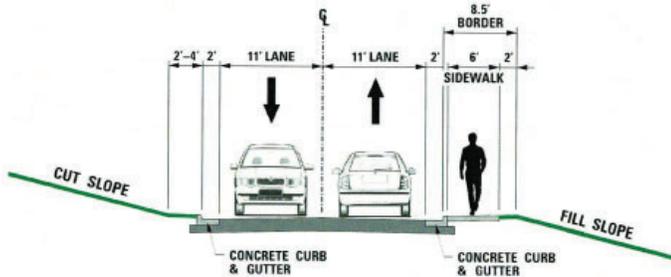


HENDERSON PROJECTS: WATSON LANE AND GREEN RIVER ROAD

WATSON LANE:

The Kentucky Transportation Cabinet (KYTC) and the City of Henderson are developing a project on Watson Lane. The 1.1-mile Watson Lane Improvement Project begins at the intersection with Sunset Lane on the west side of US 41 and extends southeast to the intersection with Green River Road. The preferred alternative was selected, which minimizes overall impacts to existing utilities, existing properties, and existing environmental features while accomplishing the goals of the project. The goals of the project are to improve safety and mobility for motorists and pedestrians along the corridor. The proposed improvements on the Watson Lane corridor include:

- Widening to provide consistent 11' lane widths,
- Construction of curb and gutter on both sides of the roadway,
- Construction of a 6' sidewalk along one side of the road.



- Construction of a stormwater collection system and improvements to existing stormwater collection features,
- Alignment improvements including sight distance, and
- Reconstruction of existing entrances.

Improvements will be made to the US 41 and Watson Lane intersection as well to improve operations of this busy intersection.

Watson Lane Corridor Projected Costs	
Right of Way Acquisition	\$1.1 million
Utilities	\$1.75 million
Construction	\$4 million
Total Cost	\$6.9 million

NEXT STEPS

Right of way purchases should begin in early 2020. Utility services in the corridor will be moved to accommodate the proposed project later in 2020. KYTC expects the project to begin the construction phase in mid-to-late 2021, after all the right of way is purchased and the utilities have been relocated.

GREEN RIVER ROAD:

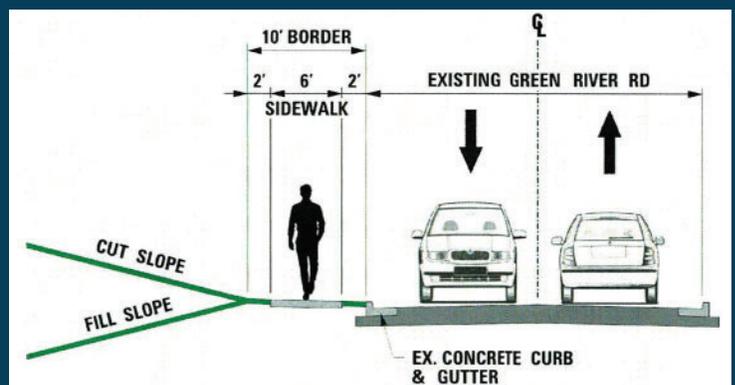
The City of Henderson is developing a project for the addition of sidewalks to Green River Road from Bend Gate Drive to near Osage Court. This will tie into the existing sidewalk at Osage Court, completing a sidewalk path from Woodspoint Drive to Bend Gate Road. The total length of this project is approximately 0.5 miles. The design for this project is running in parallel with design for the Watson Lane project. Sidewalks are proposed for one side of Green River Road only. From Bend Gate Road to Watson Lane, the sidewalk is proposed for the south side of Green River Road. From Watson Lane to Osage Drive, the sidewalk is proposed for the north side of Green River Road. Improvements made to the Watson Lane and Green River Road intersection will be coordinated between the two projects. The addition of sidewalks will require a portion of most of the existing entrances to be reconstructed as part of this project. Green River Road will not be reconstructed.

PROJECT COST ESTIMATE

The project is estimated to cost \$325,000, based on the preliminary design. Costs for right of way purchase and utility relocation have yet to be determined, but it is not expected to be significant.

NEXT STEPS

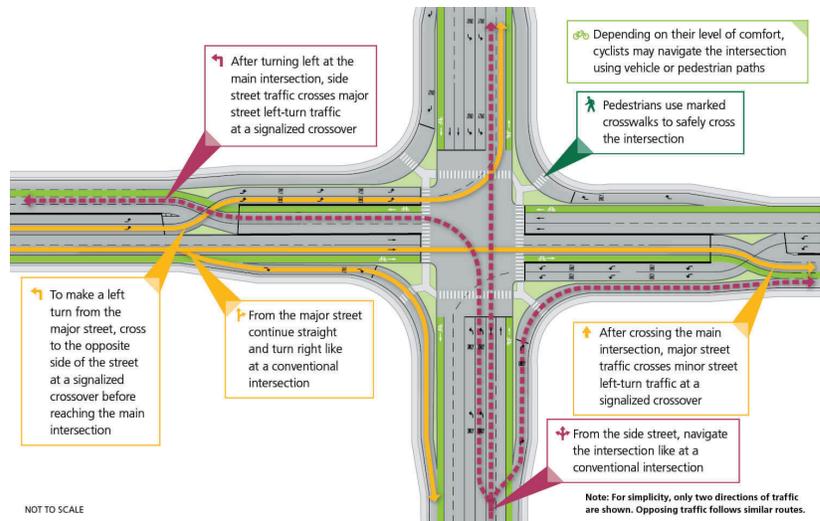
Both right of way acquisition and utility relocation is set to begin in late fall or early winter of this year, with construction possibly beginning as early as Spring 2020.



DISPLACED LEFT TURNS: WHAT ARE THEY?

The Indiana Department of Transportation (INDOT) and the Evansville MPO have recently conducted studies along the US 41 and SR 62/66 (Lloyd Expressway) corridors to get an idea of what improvements, if any, could be made to improve traffic operations. Some of the recommended improvements are considered to be innovative intersection designs and may be new to many in the Evansville area. It is INDOT's policy to use innovative intersection designs where appropriate to support its ongoing commitment to improve safety and service delivery through innovation and cost-effective investments.

One innovative intersection type is a Displaced Left Turn intersection. This intersection type is used at signalized intersections to increase both safety and mobility. Displaced Left Turns relocate one or more left-turn movements on an approach to the other side of the opposing traffic flow. This allows left-turn movements to proceed simultaneously with the through



https://www.virginiadot.org/info/innovative_intersections_and_interchanges/dlt.asp

movements and eliminates the left-turn phase for this approach. This innovative design can be a more cost effective solution than traditional interchanges.

Incorporating Displaced Left Turn intersections throughout a busy corridor has many benefits:

- The number of points where vehicles may cross paths are reduced and spread out for improved safety.

- Intersection efficiency is increased with simultaneous movement of protected left turns and opposing through movements. This allows for only two traffic signal phases rather than the typical four phases, which reduces delay.
- Left-turn traffic signal phases can be eliminated for better synchronization of the main intersection and crossover traffic signal. This allows through traffic to spend less time stopped, which improves corridor travel times.

WEINBACH AVENUE ROAD DIET IS COMPLETE

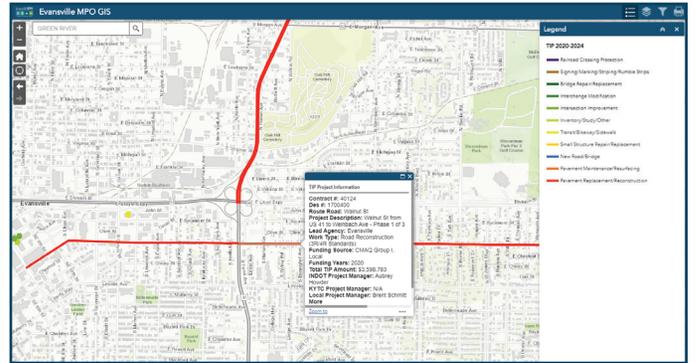
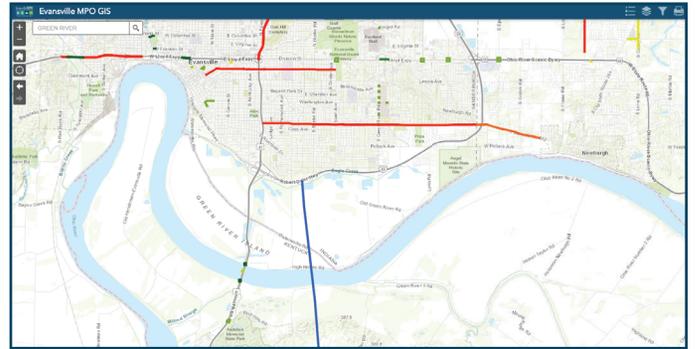
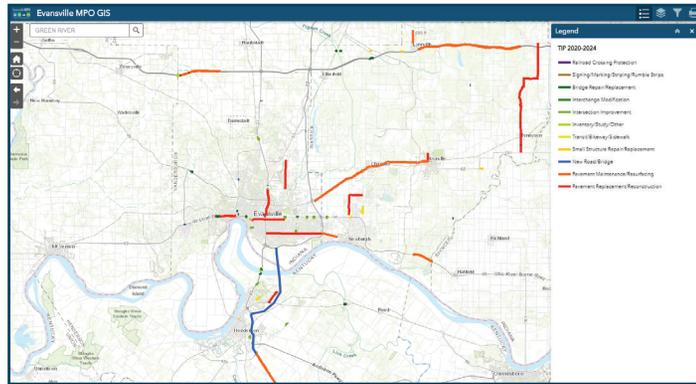
The City of Evansville recently completed a Road Diet project on Weinbach Avenue between Walnut Street and Pollack Avenue. The 1.75 mile long project includes reducing four lanes of traffic to three with a center left turn lane. Pedestrian and bicycle improvements include new sidewalks and ramps that meet ADA requirements and shared lane markings for bicyclists. The Weinbach Avenue improvements will connect with future projects, including the Walnut Street Complete Street project and the Covert Avenue Road Diet.

The Weinbach Avenue road diet project was constructed using STP-U, HSIP, and CMAQ funds.



iTIP: INTERACTIVE TIP MAP

Recently, the Evansville MPO introduced an Interactive TIP Map that is located on the MPO website under the Mapping tab. This GIS map was created to show upcoming projects and information found in the MPO's 2020-2024 TIP in a visual manner. By clicking on specific project lines/ points, users will see a dialog box with attributes such as location, type of work, project costs, project managers, funding years and more. It is updated monthly to reflect any changes in information regarding the projects.



MISSING PIECES CDC RECEIVES FIRST MINIVAN FOR S.A.F.E. TRANSPORTATION

The Missing Pieces Community Development Corporation (CDC) was formed to help reduce crime, involve inner city youth in community service, and provide a safe haven to senior citizens. One of the non-profit's major projects is S.A.F.E. (Seniors Against Fearful Environments) Transportation. The purpose of S.A.F.E. Transportation is to provide seniors with rides to cash checks, pay bills, fill medical prescriptions, and grocery shop.

For more than a year, Geronica Hazelwood, the Executive Director of Missing Pieces CDC provided rides for seniors in her personal vehicle. When the MPO learned about this organization, we talked with Geronica about the possibility of receiving FTA Section 5310 funding to purchase a vehicle with a wheelchair ramp or lift. As a non-profit providing transportation to seniors, her

organization was eligible for this funding. She jumped at the opportunity to apply for a wheelchair accessible vehicle. She quickly applied at the next Section 5310 call for projects in October 2018. Early in 2019 the MPO notified Missing Pieces that they were selected to receive a wheelchair accessible van through the 2019 Section 5310 grant application.

Through their involvement with the Evansville Promise Zone, Missing Pieces became aware that the PZ Express, which provides transportation from the Promise Zone to local grocery stores just outside of the Promise Zone twice a week, was in need of a wheelchair accessible vehicle. Geronica was excited about the opportunity to use her new minivan to help the Promise Zone as soon as it was delivered. Through conversations with the

Promise Zone, Missing Pieces was able to get their 20% local match completely paid for in exchange for using the minivan for the PZ Express. This was a win-win for both organizations.

Today, S.A.F.E. Transportation continues to provide rides for seniors in and around Evansville, with ridership consistently

increasing since the start. Missing Pieces is looking at getting another vehicle through the 2020 Section 5310 Call for Projects to provide even more rides for seniors. They also look forward to continuing to provide rides for the PZ Express.

