



## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

Regular meeting held at 10:00 a.m. in Room 318  
Civic Center Complex – Administration Building  
Evansville, Indiana

October 5, 2017

The following are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at [www.evansvillempo.com](http://www.evansvillempo.com).

### ROLL CALL

#### Members Present:

Antonio Johnson, Nick Hall, Mark Butler, Brian Aldridge, Bill Harty, Angie Higgins, Derek Morris, Anne Estes, Marshall Carrier, Larry Ordner, Thomas Witt, Carol Hagedorn, Doug Boom, Valerie Cockrum, Joseph Weller, Brenda Wethington, John Stoll, Janelle Lemon, Steve Nicaise

#### Evansville MPO Staff Present:

Seyed Shokouhzadeh, Pam Drach, Craig Luebke, Matt Schriefer, Laura Lamb, Kari Akin, Erin Schriefer

John Stoll directed the meeting.

### 1. APPROVAL OF MINUTES

*Bill Harty made a motion for approval and Angie Higgins seconded the motion; motion carried.*

### 2. OLD BUSINESS

#### A. Project Update- presented by Pam Drach

#### CITY OF HENDERSON

North Green River Road Sidewalk Extension, Bend Gate Rd to Osage Dr: The City is working with KYTC to initiate design services.

#### WARRICK COUNTY

Oak Grove Road: The project has been moved to the January 18, 2018 letting.

## **KYTC**

**US 60, KY 425/Henderson Bypass to Waverly:** Paving in front of the Henderson Community College started this week. This final round of paving should substantially complete the project. The target completion date is October 13, 2017.

**US Highway 60, Spottsville Bridge:** A public meeting has been scheduled for Thursday, October 19, 2017 from 5:00 PM to 7:00 PM at the Spottsville Elementary School. There will be a brief presentation at 6:00 PM. For the remainder of the time, KYTC staff will be available to answer questions.

*This item was informational and did not require a committee action.*

## **3. NEW BUSINESS**

### **A. FY 2018-2021 TIP Administrative Modifications – presented by Craig Luebke**

An Administrative Modification to the FY 2018-2021 Transportation Improvement Program (TIP) was processed on September 13, 2017.

The City of Henderson requested the following modification:

**Item# 02-713.00:** Wathen Lane: Bridge replacement. Replace existing bridge with box culvert and guardrails. Add project for utilities (U) and construction (CN) in fiscal year 2018. This project is being administratively modified in the current TIP under the rollover provision. The project was programmed in the prior TIP, but did not let as scheduled in fiscal 2017. U costs of \$25,000 will be funded with \$20,000 in federal STP funds and a \$5,000 local match. CN costs of \$200,000 will be funded with \$160,000 in federal STP funds and a \$40,000 local match.

*This item was informational and did not require a committee action.*

### **B. I-69 ORX – Brian Aldridge, P.E., Stantec**

Brian Aldridge with Stantec provided an update on the Ohio River Crossing project. The audio can be heard on the Evansville MPO website at <http://www.evansvillempo.com/Meetings.html>. The presentation is also attached.

## **4. OTHER BUSINESS**

None.

## **5. PUBLIC COMMENTS**

Bill Harty wanted to inform the state that the stacking blocks are separating on the Lloyd Expressway near the railroad tracks and Pigeon Creek on the west side. He also stated that the concrete guardrails are settling. John Stoll said he would pass the request along to the state.

Meeting adjourned.

# EVANSVILLE MPO TTCC MEETING I-69 UPDATE

OCTOBER 5, 2017

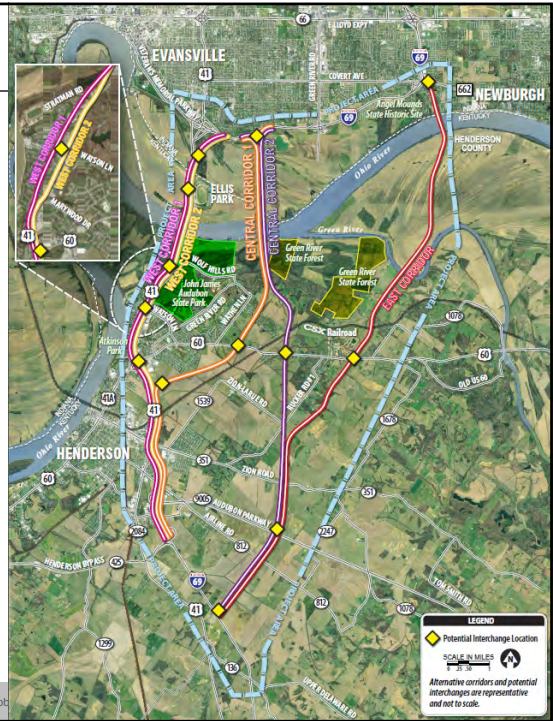


## Agenda

- Project Team
- Project History
- Screening Process
- EMPO Model Update
- EMPO Toll Model Development
- Tolling
- Discussion & Next Steps

## Level 1 Corridors Presented April 2017

- Range of Alternatives
  - Reflect new logical termini and P&N
- Five Potential Corridors
  - Named for Ohio River Crossing location
  - US 41 Alternatives
- New Alignment Concepts
  - Future of the US 41 Bridges



PARSONS

I-69 Evansville MPO TTCC Meeting – October 5, 2017

## Screened Corridors Presented July 2017

- No Build
- West Corridor 1
- West Corridor 2
- Central Corridor 1
- Central Corridor 2 (2004 DEIS Preferred Alternative)
- East Corridor



PARSONS

I-69 Evansville MPO TTCC Meeting – October 5, 2017



## Evansville MPO Model

- Five-County model originally developed for use in 2004 DEIS
- Last update 2012
  - 2010 base year
- Current Update
  - Update/recalibrate 2015 base year
  - 2045 horizon year
  - Update external travel information



## Model Area Demographics

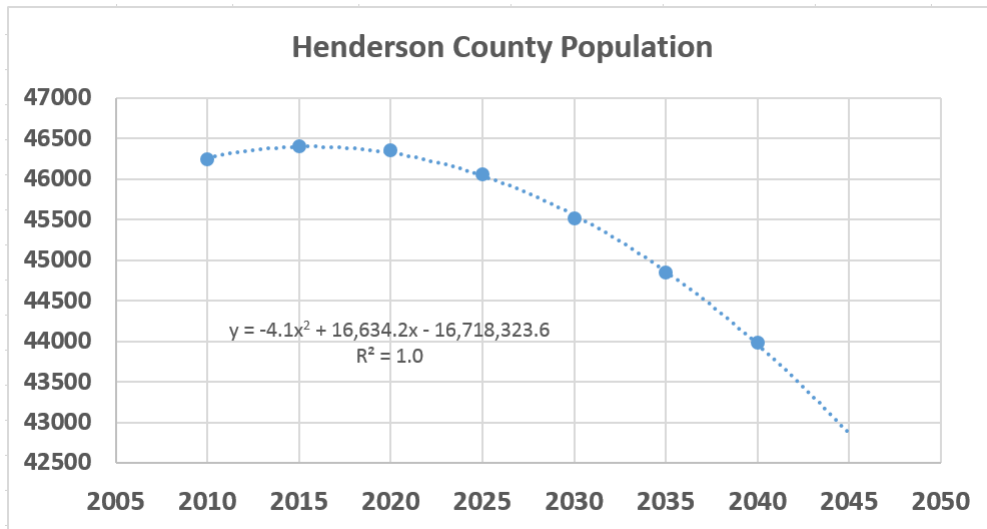
### Population from 2010 Census

- Evansville, IN – 117,429
- Henderson, KY – 28,757
- MSA\* – 358,676



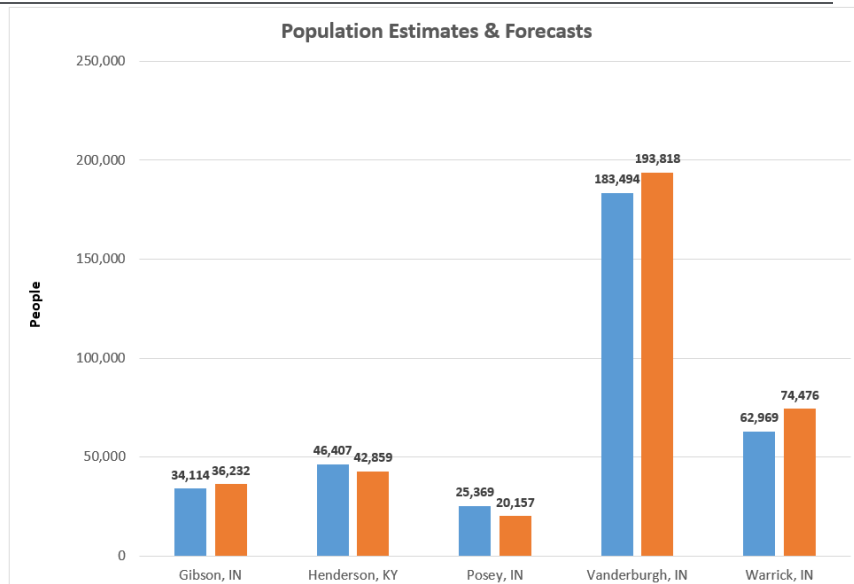
\*MSA includes Webster County, KY (13,621)

## Henderson County – Population Projections



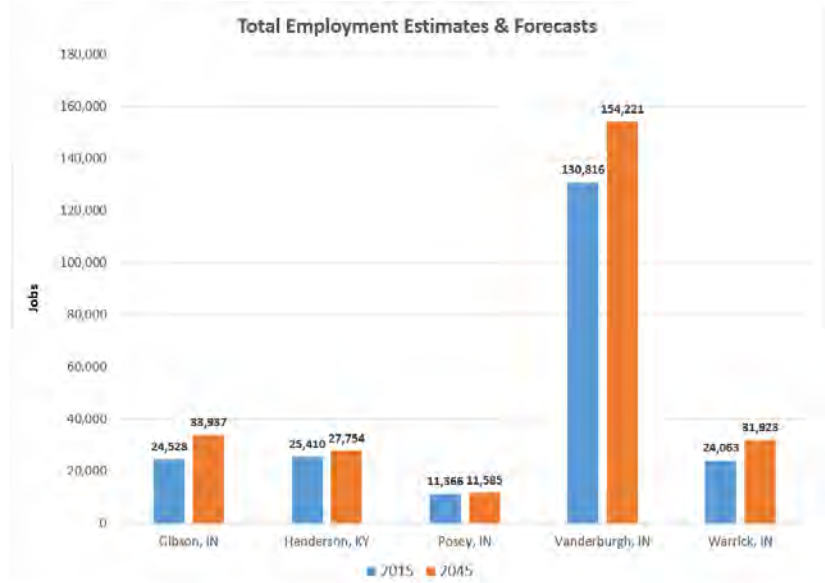
## 2015 Population Estimates and 2045 Projections

- State Data Center Projections
  - 2015: 352,353
  - 2045: 367,542
  - 0.14% per year
- Warrick County increasing 0.56% per year
- Posey County decreasing 0.76% per year



## 2015 Total Employment Estimates and 2045 Projections

- Growth trends derived from BEA
  - 2015: 216,183
  - 2045: 259,421
  - 0.61% per year
- Gibson County increasing 1.09% per year
- Posey County increasing 0.06% per year



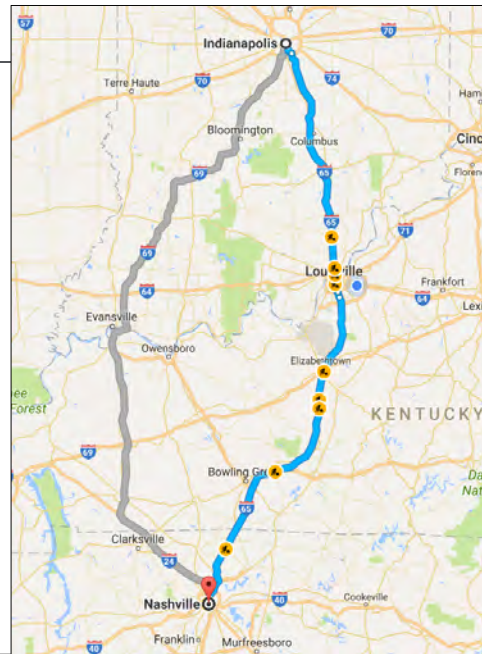
## 2015 S-E Data Estimates and 2045 Projections

Location	2015		2045	
	Population	TOTAL Employment	Population	TOTAL Employment
Gibson, IN	34,114	24,528	36,232	33,937
Henderson, KY	46,407	25,410	42,859	27,754
Posey, IN	25,369	11,366	20,157	11,585
Vanderburgh, IN	183,494	130,816	193,818	154,221
Warrick, IN	62,969	24,063	74,476	31,923
<b>TOTAL</b>	<b>352,353</b>	<b>216,183</b>	<b>367,542</b>	<b>259,421</b>

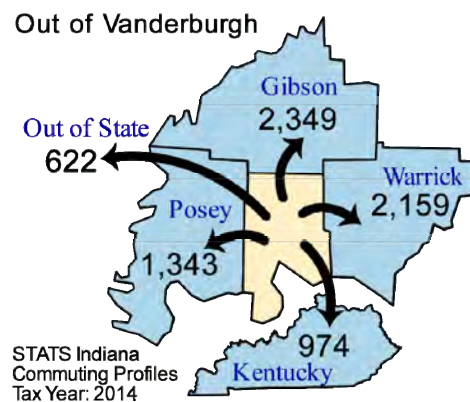
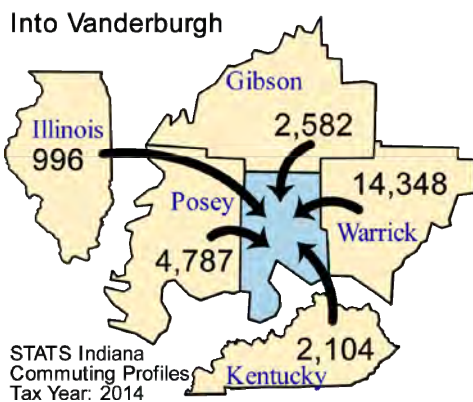
Sources:  
 U.S. Census Bureau  
 STATS Indiana  
 Kentucky Stata Data Center  
 U.S. Bureau of Economic Analysis

## External Travel

- Indianapolis, IN to Nashville, TN
  - **289 miles** via I-65
  - **319 miles** via I-69, Breathitt Parkway and I-24 (today)
- Completion of I-69 to Indianapolis provides an attractive travel alternative



## 2014 Commuting Profiles





## Journey to Work Data

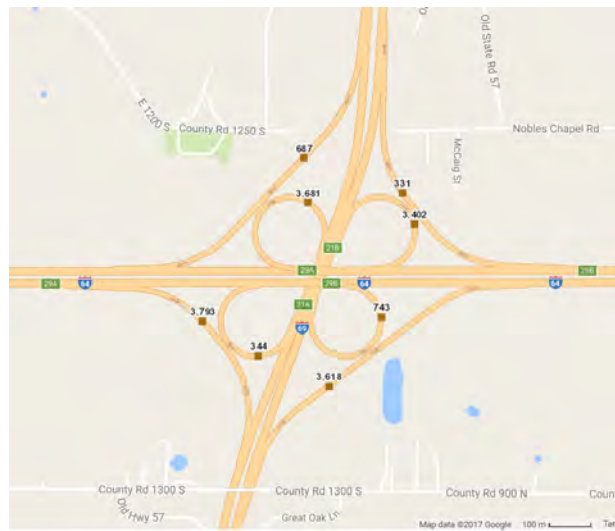
County-to-County Commuter Flow		DESTINATION COUNTY					
		Gibson	Henderson	Posey	Vanderburgh	Warrick	
ORIGIN COUNTY	Gibson	10,275	18	188	3,294	264	4,300
	Henderson	235	13,557	77	3,526	462	
	Posey	267	138	5,739	5,730	181	
	Vanderburgh	2,926	1,055	1,900	73,252	3,724	
	Warrick	694	491	268	14,734	10,801	
		<b>1,702</b>					

## INDOT Traffic Counts – I-64 at I-69

**I-64 West**  
16,700 VPD

7,200  
to/from I-69  
south

**I-69 South**  
28,300 VPD



**I-69 North**  
18,600 VPD

**I-64 East**  
16,600 VPD

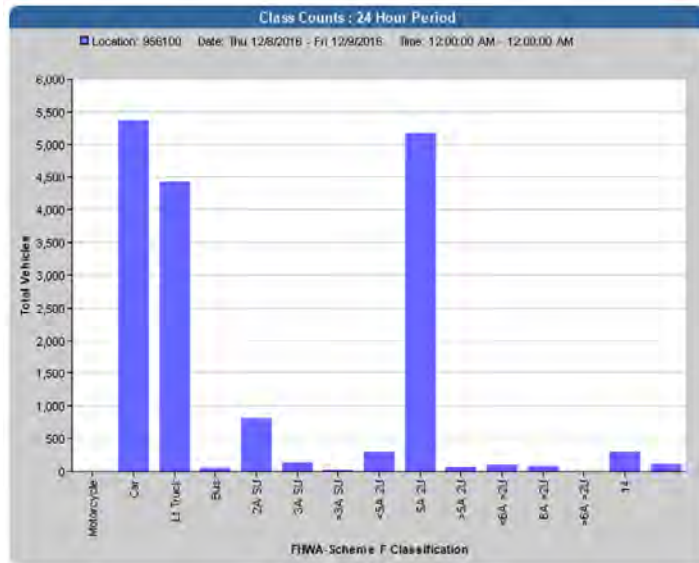
7,300  
to/from I-69  
south

2016/2017 counts

## INDOT Traffic Counts – I-64 west of I-69

December 2016 counts

- 34% semi trailers
- 40% trucks



## KYTC Traffic Counts – I-69 & Audubon Parkway south of Henderson



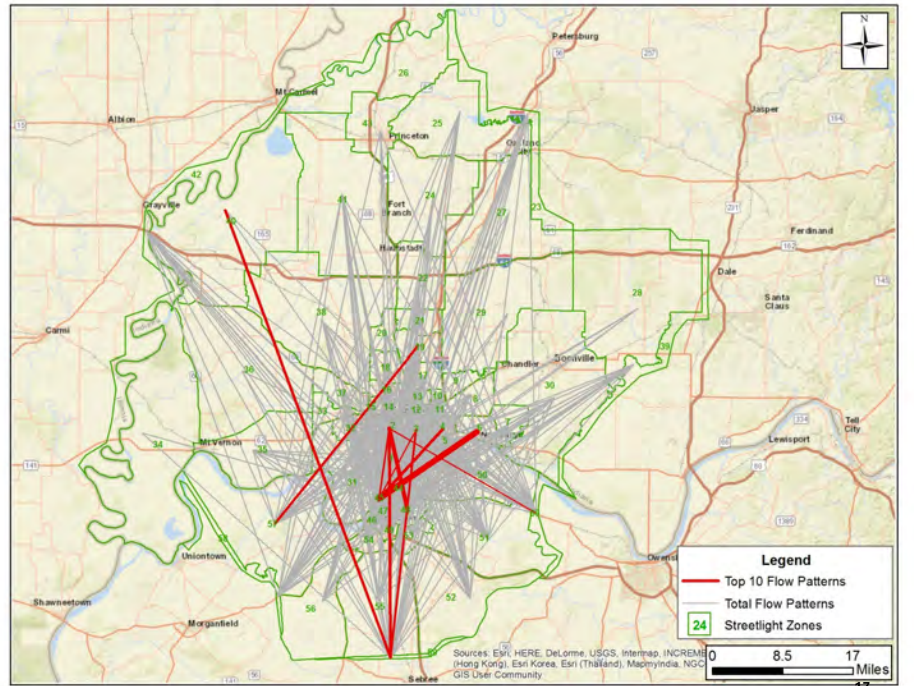
**Audubon Pkwy**  
9,200 VPD  
22% trucks

**I-69 South**  
12,900 VPD  
21% trucks

2014/2015 counts

## Streetlight Data

- Top 10 AUTO Trip Pairs crossing the US 41 Bridges

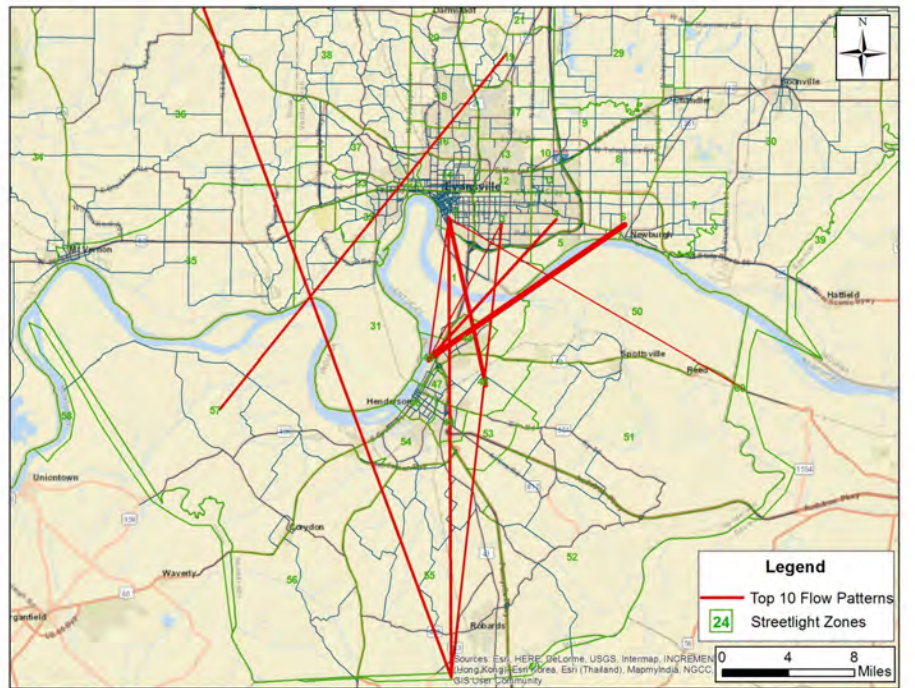


## Streetlight Data – Top 10 AUTO Trip Pairs crossing the SB US 41 Bridge

- |  |       |
|--|-------|
| • Newburgh (IN 66 & 662 E) to North-Central Henderson                        | 3.38% |
| • Evansville CBD to East Henderson   | 2.92% |
| • Evansville CBD to South Externals  | 1.96% |
| • SE Inner Evansville (Newburgh Rd) to North-Central Henderson               | 1.95% |
| • NW Externals (I-64, IN 64 & 66 W) to South Externals (I-69 & US 41 S)      | 1.95% |
| • Hillsdale Area (N of Airport) to Geneva Area (US 60, KY 136 & 266 W)       | 1.86% |
| • Eastview Area (NE of 41/69 cloverleaf) to South Externals (I-69 & US 41 S) | 1.73% |
| • Evansville CBD to North-Central Henderson                                  | 1.53% |
| • Evansville CBD to SE Externals (Audubon Pkwy & US 60 E)                    | 1.46% |
| • Eastview Area (NE of 41/69 cloverleaf) to North-Central Henderson          | 1.43% |

## Streetlight Data

- Top 10 AUTO Trip Pairs



## Streetlight Data – Top 10 TRUCK Trip Pairs crossing the SB US 41 Bridge

• NW Externals (I-64, IN 64 & 66 W) to South Externals (I-69 & US 41 S)	12.05%
• Gibson Area to South Externals (I-69 S & US 41 S)	6.21%
• NW Externals (I-64, IN 64 & 66 W) to Southeast Externals (Audubon Pkwy & US 60 E)	5.68%
• NE Externals (I-69 N, IN 56, 57, 64E, 65) to Southeast Externals (Audubon Pkwy & US 60 E)	4.27%
• I-64 Central (US 41 to I-69) to South Externals (I-69 & US 41 S)	2.49%
• Cedar Hall Area (NW Evansville) to South Externals (I-69 & US 41 S)	2.44%
• Earle-Daylight Area to South Externals (I-69 & US 41 S)	2.22%
• Gibson Area to Southeast Externals (Audubon Pkwy & US 60 E)	1.88%
• Airport/Melody Hill Area to South Externals (I-69 & US 41 S)	1.80%
• SW Evansville to South Externals (I-69 & US 41 S)	1.34%

## Toll Model Development – Current Status

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- Purpose: Build toll modeling capability within EMPO model for initial project phase
  
- Schedule
  - Internal test model runs: complete
  - Complete tolling procedures: complete
  - Begin using for evaluating alternatives: underway

## Toll Model Testing

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- Examined range of conceivable options to test toll sensitivity and reasonable output
  - *Required ‘New Bridge Coding Technique’ to Isolate Model Response*
- Parallel and similar I-69 crossing adjacent to existing US 41
  - Two Crossing Scenarios
    - US 41 Free / I-69 Free
    - US 41 Free / I-69 Toll
    - US 41 Toll / I-69 Free
  - Single Crossing Scenarios
    - US 41 Toll
    - I-69 Toll
    - I-69 Free



## ORB toll rates

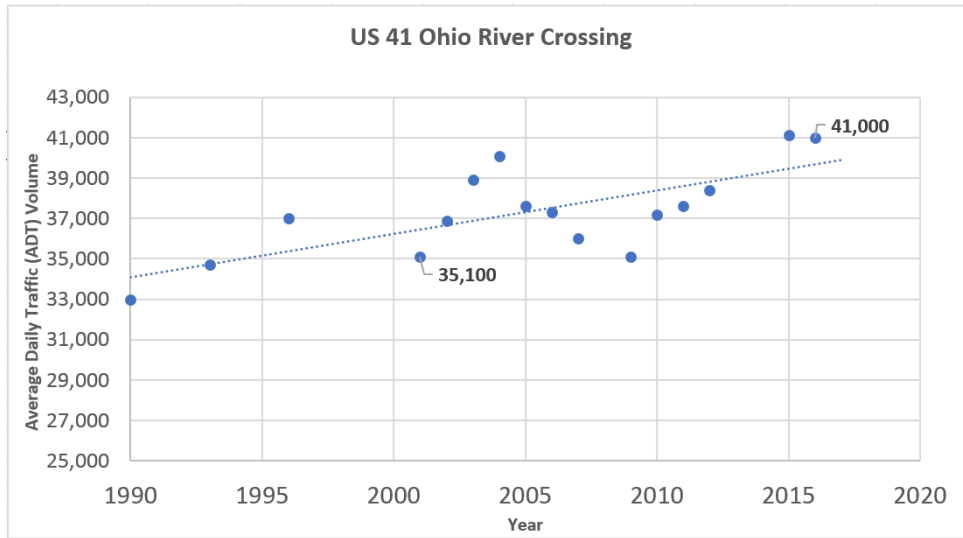


CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7 ½ feet in height 	\$2	\$3	\$4
	2-axle more than 7 ½ feet in height 	\$5	\$6	\$7
Medium Vehicle	All 3-axle 	\$5	\$6	\$7
	All 4-axle 	\$10	\$11	\$12
Large Vehicle	5-axle or more 	\$10	\$11	\$12

## Assumptions - First Round of Toll Scenarios for Testing

- West Corridors
  - No US 41 bridges
  - 60% transponder usage initially
  - ORB toll rates initially, future escalation
  
- Central Corridor #1
  - 1 US 41 Bridge and 2 US 41 Bridges
  - 60% transponder usage initially
  - ORB toll rates – same as West Corridors

## US 41 – Historic Traffic Volumes



Source: KY Transportation Cabinet

## Initial Tolling Scenarios

Scenario	Concept	Details
1	2045 E+C No Build	2 US 41 bridges with no tolls
2	West Corridor 1	0 US 41 bridges, I-69 at ORB toll rates
3	West Corridor 2	0 US 41 bridges, I-69 at ORB toll rates
4	Central Corridor 1	2 US 41 bridges (free), I-69 at ORB toll rates
5		1 US 41 bridge (free), I-69 at ORB toll rates
6		1 US 41 bridge (toll, reduced auto rate), I-69 at ORB toll rates

## Initial Tolling Scenario Findings

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- Western Corridors 1 and 2 have similar assignments
- Central Corridor 1
  - Carries less than 25% of cross-river traffic with 2 free US 41 bridges
  - Carries just under 50% of cross-river traffic with 1 free US 41 bridge
  - Carries just over 50% of cross-river traffic with 1 tolled US 41 bridge

## Discussion & Next Steps

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