

DATE/TIME: January 21, 2010; 9-11 a.m. (EDT)

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LOCATION: Oak Trace Elementary School, Westfield, IN

SUBJECT: US 31 Hamilton County corridor 2009 updates

Attendees: Christine Altman, Hank Arzman, Carrie Cason, Andy Cook, William Culpepper, Bradley Davis, Dennis Faulkenberg, Monica Faurote, Richard Hadley, David Haboush, Dan LaReau, Eric Lohe, Matthew Lorenz, Donna Lucey, Jim Rosensteele, Rick Sharp, Matt Skelton Bob Smith, Nick Verhoff, Kurt Wanninger and Julie Williams (media).

US 31 Team Members: Dave Bourff, Emily Elmore, Steve Fleming, Sandhya Graves, Larry Heil, Jill Hoffman, Ashley Hungate, Dawn Kroh, Ken Leuderalbert, Kelli McNamara, Paul Myers, Gary Pence, Jason Rowley, Lisa Tellus and Will Wingfield.

Notes by: Lisa Tellus and Sandhya Graves

PURPOSE: To provide a recap of project developments in 2009, as well as provide updates regarding funding, construction sequencing, public outreach and interchange designs for the US 31 Hamilton County project.

DISCUSSION: Led by Gary Pence, Steve Fleming, Paul Myers and Jason Rowley

Introductions were made by Emily Elmore. An overview of the agenda was given. CAC members were encouraged to ask questions throughout the presentation. Emily introduced the new project facilitator, Randy Brown. Randy asked for attendees to introduce themselves and the organization they represent. Randy explained that updates will be made to the Web site by the end of the month and that the team is working on an e-newsletter.

INDOT Updates

INDOT project manager Gary Pence gave several updates about the US 31 Hamilton County project.

Project Overview:

INDOT is upgrading US 31 to freeway standards from I-465 to 216th St. in Hamilton County. This project is part of the Major Moves initiative to update the corridor to freeway standards from Indianapolis to South Bend.

- Construction is scheduled to begin in 2011 at SR 38.

- The purpose of the project is to reduce congestion, improve the level of safety for motorists, and provide reliable and efficient movement of commerce and regional travel.
- The 13-mile corridor that runs through Hamilton County portion is one of three segments of US 31 to be upgraded.

Budget:

Two weeks ago, a revised US 31 plan was prepared.

- The Governor reaffirmed the state's commitment to this project two weeks ago. Gary said this is great news, as other states are having a hard time finding funding.
- With this revised budget, INDOT is able to keep the same construction timing. The corridor will be open to traffic in 2018.

Contracts:

Contracts will be split into 15-18 separate contracts; large contracts are over \$40 - \$50 million.

General schedule:

- Construction to start in 2011 at SR 38
- 146th Street letting to widen bridge will be in January 2011
- McGregor Park letting will be in April 2010 and construction will be completed by fall 2010

Value Engineering:

Gary explained that the team is evaluating value engineering methods as a means to reduce right of way and construction costs. The team started with a wider footprint and is now looking at ways to meet the purpose and need of the project, which is to design a corridor that operates at a passing level of service for 2035 traffic projections. INDOT is trying to reduce right of way and construction costs by:

- Narrowing medians
- Constructing MSE (retaining) walls
- Enclosing ditches
- Reusing existing pavement
- Adjusting shoulder widths based on traffic data
- Reviewing bridge and interchange types

Public Involvement:

The team continues to meet with the cities of Carmel and Westfield to provide updates and receive feedback on designs and plans. In 2009, the team had over 35 meetings with city officials, developers and stakeholders. Comments have been answered via the Web site throughout the year. The team plans to have a meeting with developers in February or March, and a series of public open houses is anticipated in the spring. Individual contact with affected

businesses along the corridor will begin in February to let them know where INDOT is in the right of way process, impacts on the property and to get feedback on specific concerns.

2009 Updates:

Project manager Steve Fleming presented various updates:

Record of Decision:

The Record of Decision (ROD) was received in February 2009 and allows the final project design to proceed and right of way purchases and permitting to begin. INDOT plans to buy right of way two years in advance of construction. Steve explained that the ROD included a wide footprint of the project, and now the team is tightening it up, looking at each intersection and interchange to determine the needs of the project as well as take into consideration local thoroughfare requests.

Design Updates:

All of the road plans are beyond stage 1 (30% design) and SR 38 is beyond Stage 2 at 60% design. The team is working toward Stage 2 (60%) design for 146th St. from Western Way to Lowes Way. They are also working toward a preliminary field check (45% design) for the Monon Trail to 156th St. (including the Keystone Interchange). The updated interchange designs will be posted to the Web site within the next few weeks.

Bridges:

INDOT is designing bridges with an aesthetic look. Stage 1 (30 %) bridge plans have been submitted and approved by INDOT. Bridge designs are moving towards Stage 2 (60 %) submittal. Three bridges will be partially reconstructed, and bridge inspection reports have been completed.

Hydraulics:

The goal is to leave drainage patterns similar to what they are now. There will be a change of drainage patterns at 126th St. and 131st St. and the water will move to a different watershed. All Hydraulics (culverts larger than 36" and Detention) have been submitted and approved by INDOT. The Hamilton County Surveyor's office review has started for the SR 38 Interchange.

Environmental:

- In accordance with 4f property regulations, the team is looking to avoid streams, wetlands and schools
- INDOT needs to apply for the wetland permit
- 401 and 404 Permits (stream and wetland) are underway
- A site has been found to mitigate all wetlands
- Sites have been found for stream mitigation

Corridor Changes:

Steve explained that changes will be made to the design of the project including:

- Elimination of the 3rd lane northbound and southbound on US 31 from 151st St. to SR 38 (future 3rd lane can be added after 2035). The team looked at traffic patterns based on 2035 projections and it was determined that traffic drops off near the 151st St. area. The team is looking at deferring this 3rd lane up to SR 38 for now but will leave room for it, should a future lane need to be added. This will also help reduce right of way costs.
- Where existing pavement is in good condition, a mill and overlay (+ widening) pavement section may be implemented. These areas have not yet been finalized. Some possible areas are: US 31 from 156th St. to SR 32; US 31 from 196th St. to 202nd St.; 146th St; 151st St.
- 111th St. and 169th St. overpasses may be deferred. Deferral does not mean that they won't be built, but instead that they may be built after the rest of the project is complete. They are currently scheduled to be constructed in 2017. The bridges will be open during construction on other parts of this project so that commuters can get to US 31.
- To reduce ROW impacts and streamline construction, 151st St. will become an underpass (US 31 over 151st St.). The 151st St. interchange will become a tighter diamond.

Interchange Design Updates:**I-465**

- Extensive reconstruction of interchange and change to existing traffic patterns.
- This design will close access at 103rd St. and the interchange at 106th St.
- Coordination with I-465 NE improvements
- FEIS carried a wide interchange type, but designers have designed a "leaner" option. This option still provides direct connectors.
- There will be a southbound exit off the freeway. To help commuters understand that they are exiting a freeway, there will be a "curve" or "bump" near 96th St., which will warn commuters to slow down for the stoplights starting at 96th St.
- This will not make the current problem with congestion at 96th St. worse.

106th St.

- The design team is still evaluating traffic patterns at this interchange.
- A design for this interchange has not yet been decided. The FEIS shows that a diamond interchange works for 2035 traffic patterns. The team is also evaluating a roundabout interchange to match Carmel's local thoroughfare plan. The determined design has to allow US 31 to function without traffic backups.
- Carmel's planned extension and access road at Illinois St. will shift west. This will allow for better connectivity for commuters going southbound. Access to the south on Illinois St. will be maintained.

116th St.

- The design team is still evaluating traffic patterns at this interchange.
- A design for this interchange has not yet been decided. The FEIS shows that a diamond interchange works for 2035 traffic patterns. The team is also considering a roundabout interchange to match local thoroughfare plans.
- There is a new hospital at 116th St—Clarian North.
- A northbound slip onto Old Meridian has been added.

131st St.

- This will be a roundabout type interchange.
- US 31 will be lowered to reduce impacts
- 131st St. is Downtown Carmel's Main St. and major development area to the west.
- 126th St. will stay as an overpass and is moving into Stage 2 (60% design).

136th St.

- There are no design changes since the ROD.
- Surrounding area slopes dramatically from west to east.
- Illinois St. was recently extended to the north.
- Wetlands in area on eastside preserved and efforts continue to be made to reduce wetland impacts.

Steve mentioned that 146th/151st streets would be covered in detail later in the presentation.

161st St.

- This interchange was changed to a roundabout in response to Westfield moving a pedestrian trail to the Cool Creek area. The design requested by Westfield met the criteria needed, thus the change.
- Surrounding area lends itself to 161st St. crossing over US 31.
- Buena Vista will be re-routed to Farr Hills Drive, and the project team will work with developers in this area.
- A CAC member confirmed that the Lantern Commons development has been approved.

SR 32

There are no design changes to this interchange. It is planned as a diamond interchange.

- INDOT is coordinating with Westfield on SR 32 widening projects.
- The project team shifted mainline US 31 and SR 32 to avoid park and school (4F resources).

191st St.

- Westfield has identified this interchange as a major future growth corridor.
- After meeting with Westfield and various property owners, the team developed a roundabout alternative to accommodate requests from both Westfield and local businesses.
- The environmental documents show this as a diamond interchange.
- This interchange is adaptable to future improvements.

Steve mentioned that SR 38 would be covered in detail later in the presentation.

Stakeholder Meetings:

The team had a number of meetings throughout 2009 including a TMP and utilities meeting for SR 38. Steve mentioned that INDOT generally tries not to impact utilities in order to save money. More than 35 meetings with developers, stakeholders and city officials were held in 2009 in order to connect with interested parties and coordinate design plans.

CSS Accomplishments and Updates:

The goal is to design roads and provide a low-maintenance, uniform look with the least impact to the area and accommodate local trails and thoroughfare plans. Listed are several accomplishments in 2009:

- Shifted project to avoid impacts to businesses where possible.
- Avoided impacts to trail at SR 38 through use of retaining walls.
- Accommodated connections to existing parks/public spaces.
- Incorporated roundabouts into project design.
- Planned for the protection of the historic Lindley Farm.
- Planned connections and accommodations for community identified bicycle and pedestrian facilities.
- Developed preliminary corridor visual design concepts for landscape and hardscape treatments.
- Currently exploring the possibility of a utility corridor.
- Revised the number of travel lanes based on additional freeway capacity analysis; thus, decreasing land acquisition and community disruption.
- Beginning design development for aesthetic treatments to be incorporated into the 146th St. project.

USDOT Livability Principles

Our goal is to support the businesses along the corridor and provide for better overall livability. The United States Department of Transportation Livability Principles include the following goals:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

Construction Sequencing

INDOT is buying right of way parcels for the SR 38 and 146th St/151st St. interchange areas. Right of way acquisition for construction areas is scheduled to begin two years prior to construction.

Land Acquisition

Land acquisition takes approximately 18-24 months to complete. Decisions about partial purchase or total purchase are determined during the right-of-way acquisition process. If property owners will be affected, they will be notified via mail well in advance of the acquisition (the goal is two years in advance to allow adequate time to move). Early acquisition and the order of acquisition will be determined based on hardship, availability of funding and construction sequencing.

To date, five properties have been purchased by INDOT and over 40 more are at various stages of the appraisal/buying process. Approximately 300 more parcels are expected to be purchased throughout the course of this project. Buildings that will be completely demolished. If emergency services would like to have training in these buildings before the demolition, they should contact the design team now.

If a parcel is impacted, INDOT is not necessarily buying the entire property. There are some very large parcels near SR 38 and the team is buying only what is needed.

Contracts

Slides were shown to illustrate where the team is with the various contracts. The contracts have been broken down into significant enough sizes so as to get multiple bids for the best value. It is also set up so that construction will not occur on two adjacent interchanges at the same time and maintain open access.

SR 38 Interchange

Project engineer Paul Myers provided detailed updates on the SR 38 interchange.

- No changes have been made to this interchange since the ROD.

- The corridor project will start with construction at SR 38 because the right of way is easier to acquire and there is an immediate safety issue to address at this interchange.
- Another construction project will relocate the entrance to the new park later this year (contract letting in 2010).
- The design protects historic Lindley Farm Property.
- Stage 2 (60%) design is complete for this interchange.
- 401 and 404 permits are being submitted in the next month. Meetings have already been held with the agencies.
- Stream crossing and outlet permits will be submitted in the next couple of months to the Hamilton County Surveyors Office.
- Utility companies have met with the design team on at least three occasions; the Stage 2 plans have been sent to them to begin their relocation design.
- This segment is scheduled for February 9, 2011 letting.

Value Engineering (From ROD to Present):

- Traffic Review:
 - Construction of a third north and southbound lane on US 31 from 151st St. to SR 38 has been eliminated (design allows for its construction in the future if needed).
 - Ramps intersection (Stop control and monitored)
- Construction Review:
 - Lindley Ditch Relocation and bridge design (Selected ditch design saves \$500,000)

Bridge:

- Two span precast concrete bridge with room provided for future shared use trail on north side of bridge

Maintenance of Traffic (MOT):

- Traffic modeling allows for traffic along US 31 to be 2 lanes (one in each direction versus two)

Utility Coordination:

- INDOT has elected to define a right-of-way footprint and limited access line within that footprint to accommodate existing utilities. This will save relocation time and reduce costs to the utilities.
- Stage 1 revised to save two of four towers from being relocated (Saved \$375,000)

146th St:

Project engineer Jason Rowley provided details regarding the 146th/151st Interchanges

- From Western Way/Clay Terrace Blvd. to Lowes Way/Greyhound Pass.

- Stand alone construction contract to be built in 2011 with construction to be complete in time for Thanksgiving and the holiday traffic.
- Right-of-way acquisition (from Clay Terrace and Lowes) will occur this year.
- 146th St. will be widened to the south approximately 25 feet. New retaining walls will be built from Western Way to Lowes Way on the south side. The walls on the north side of 146th St. will remain.
- The signals at Western Way and Lowes Way will be adjusted. New signals will be installed for the future US 31 ramps.
- The existing bridge deck will be replaced. There will be 8 lanes across the widened bridge.
- The 146th Street bridge will allow Keystone Parkway to divert traffic then have work begin north and south in Westfield and Carmel.

146th/151st Interchanges:

- 2 separate contracts
 - Segment 5: From the Monon Trail to Greyhound Pass
 - Segment 7: From Greyhound Pass to 156th St.
- Segment 5 to be built in 2012
- Segment 7 to be built in 2013
- Right-of-way acquisition has already started

Changes since the last CAC meeting:

- 30% Design Plans complete
- US 31 will go over 151st St.
- US 31 will only have 2 lanes in each direction from Greyhound Pass to the north.
- Reduced impacts to Charleston's, Lasik Eye Care, Don Pablo's and Target.
- Reduced limits of work on 146th and 151st streets (as design progressed, it was determined that not as much area was needed to build these interchanges.

Gary closed the meeting by saying that the new budget is based on a conservative estimate and that if more money becomes available, including possible stimulus money, the team will look at doing "breakout" projects or move up construction in other areas of the project by having things ready to go and be built. He also instructed CAC members to check the Web site for the most updated information.

Several questions were asked throughout the presentation and are outlined below. A Q&A also was conducted at the end of the presentation.

Q.) A CAC member expressed concern in reaction to the statement that 169th St. might be deferred. This CAC member explained that deferring the 169th St. construction will be a problem for Westfield, especially with the development at SR 32.

A.) Gary Pence explained that INDOT understands his concerns and that 169th St. is not being taken out of the project at this point. It is currently scheduled to be constructed in 2017. There is the potential for it to be deferred based on projected traffic and economic growth in the area, and it will be reevaluated closer to the construction date.

Q.) A CAC member expressed concern about congestion in the 146th/151st streets area and the neighborhood west of 151st St.

A.) Gary said that INDOT does not have plans to reduce the road at 151st, but they are trying to narrow the footprint and reduce right of way. Gary said the project team strives to meet the needs of Carmel and Westfield and that the traffic projections take into account future growth.

Q.) A CAC member asked if there will be any accommodations for mass transit.

A.) Steve Fleming said that mass transit is not part of this project, however the median can accommodate a mass transit project in the future. There's a chance that the median will narrow at 146th/151st streets, and if that's the case, a rail would have to be elevated through that section.

Q.) A CAC member asked if any utilities will be run underground. He also asked if the project team had administered a fiber study in the area.

A.) Gary Pence said the team has not looked into this yet, but can look into it more. The CAC member was asked to write a letter and send it to INDOT for review and consideration.

Q.) A CAC member expressed concerned about value engineering in the 146th/151st streets area as it relates to traffic congestion and safety at the Monon Trail crossing. She was concerned that it would make the area worse.

A.) Gary Pence said that the Monon Trail is outside of the limits of the project and is not part of the east/west traffic designs. The way the project is currently design will try to get people to use 146th Street.

Q.) A CAC member asked if there would be a roadway temperature sensor on the SR 38 bridge. He suggested that it may be helpful to INDOT and other entities.

A.) INDOT is looking into having roadway temperature sensors, but the locations have not yet been determined.

Q.) A CAC member expressed concern with the "shrinking" of the footprint in the areas of 161st St., 131st St. and SR 32. He encouraged the team to take into high consideration the option of keeping the existing footprint to accommodate for increased traffic volumes in the future.

A.) Gary Pence said that is what the team is doing.