

DATE/TIME: September 7, 2011; 9-10:30 a.m. (EDT)

FILE CODE: 20074350

LOCATION: Clay Township Hall

SUBJECT: US 31 Hamilton County 2011 updates

Attendees: Christine Altman, Jason Black, Brad Davis, Mike Dearing, Monica Faurote, Sue Finkam, Bren George, David Haboush, Matt Hoffman, Dan LaReau, Eric Lohe, Laurie Maudlin, Mark McLean, Ryan Moore, Andrew Murray, Michael Puckett, Bob Robey, Paul Seppel

US 31 Team Members: Kathy Davis, Steve Fleming, Andrea Hermer, Jill Hoffman, Dawn Kroh, Kim Mills, Scott Minor, Gary Pence, Whitney Ping, Jason Rowley, Lisa Tellus and Will Wingfield.

Notes by: Lisa Tellus and Whitney Ping

PURPOSE: To provide project updates regarding the Keystone and 146th Street interchange, 151st Street and 161st Street interchange, and updates related to 169th Street, SR 32 and 181st Street. The team also shared updates on CSS and ended with a Q&A session.

DISCUSSION: Led by Gary Pence, Jason Rowley, Steve Fleming and Dawn Kroh

Lisa Tellus opened the meeting at 9:05 a.m. and gave an overview of the agenda and CAC members were reminded of their responsibilities. Lisa explained the purpose of the meeting, which was to provide updates in the areas of public involvement, design, construction and CSS.

PUBLIC INVOLVEMENT UPDATES:

Lisa Tellus gave an overview of public outreach efforts in 2011. She explained that a groundbreaking ceremony was held on April 18, 2011, in MacGregor Park. She also explained that e-newsletters were distributed in January, April, May and July regarding project updates. Lisa told the attendees that Jill Hoffman and Jason Rowley had traveled to various businesses, HOAs, Chambers and other groups to conduct presentations and update them on construction progress. She also said that the public outreach team had sent out business and property owner mailings to inform them of the project. Lisa reminded the group that an open house was planned for September 21.

INDOT UPDATES:

Gary Pence then asked each person to introduce themselves, then began with INDOT updates. He said that construction had started since the last CAC meeting and that some things had been a

bit delayed due to utility relocation. Gary displayed a photo and illustration of 146th Street and said that it should be open by mid-December. He also displayed photos of SR 38 construction and mentioned that it should be open by next fall. He explained that construction at SR 38 requires lots of soil surcharge. More soil will increase the weight and allow the team to build the road over this space. Gary explained that SR 38 construction teams have encountered issues with dewatering after they hit an artesian well.

Gary then began to address land acquisition (as of Sept. 2, 2011). He mentioned that 485 potential parcels had been identified. Of these parcels, 64 have had no action taken, 102 have been eliminated and 319 acquisitions are required. Gary showed several illustrations to further explain these numbers and said that 40 of the 319 required parcels have been cleared, 10 are in condemnation, 12 are in negotiations, 90 are in the appraisal process, 55 are in right of way engineering and 112 are in title research. Gary also explained that the team is hoping to accelerate the right of way process and get utilities cleared sooner.

Next, Gary displayed the construction sequencing plan. He mentioned that the schedule is currently in fiscal year 2012. The 2012 calendar on display highlights 151st Street and 146th Street. He also said the Monon Trail to Greyhound Pass letting is scheduled for Sept. 21, 2011.

Then, Gary went on to explain that there was a potential for full closures during construction. For the 2014 construction season, he said that INDOT is evaluating a total closure of US 31, from 116th Street to the Monon Trail. He emphasized that this would be the best option because it would be completed in one construction season (instead of two), thus reducing the impact to businesses and the traveling public. Gary said that if the full closure occurred, two of three cross streets would be open at all times. They would also allow for maintained access to hospitals. Keystone Parkway would be the official detour route. However, Gary emphasized that the full closure option has not yet been approved and he welcomed input from the CAC regarding this idea. One CAC member asked how much of US 31 would be closed. Gary responded that the closure would go as far south as 116th Street and just north of the Old Meridian slip ramp. Another CAC member asked if the team had coordinated the detour routes so there would be no construction on Springmill Road. Gary replied, "Yes," and said that Illinois and Springmill are key components when considering the full closure option. A third CAC member said he was concerned that the 96th Street and Keystone interchange is not upgraded. Gary emphasized that the team is in the process of deciding how to deal with that location. He mentioned that by diverting the US 31 closure traffic to 96th Street and Keystone, the state would be able to save approximately \$5 to 7 million.

KEYSTONE AND 146TH STREET INTERCHANGE

Jason Rowley began a detailed review of the Keystone and 146th Street interchange. Jason explained that letting for the interchange project will take place Sept. 21, 2011, and construction will likely start on Nov. 1, 2011. Jason mentioned that this project would extend from the Monon

Trail to just south of Greyhound Pass and the bulk of construction would occur in the spring of 2012. He said that utilities and clearing as well as an access road from Circle Drive will occur this fall. Construction on Keystone Avenue would include four bridges on Keystone. Jason explained that Keystone is expected to be closed for a few months at a time. He also explained that this project will implement “A + B bidding”. In this bidding process, “A” represents the standard proposal cost and “B” represents the time proposed to complete the project. Jason said the contractor agrees upon a specific amount of days the bridge will be closed. The contractor is penalized if they exceed the amount of days agreed upon.

Then, Jason began to explain that the 151st Street and 156th Street construction projects would let in July 2012. He mentioned that the proposed trail would be moved to 156th Street. Jason also said that the 156th Street Bridge is a new addition since the last CAC meeting. Also, he mentioned after the completion of construction of the 161st Street interchange all signals from 169th Street to 136th Street will be removed. He said this contract would let in July 2012.

Jason went on to describe the maintenance of traffic updates. He explained that phase I (fall 2011 to spring 2012) of construction at 146th Street and Keystone would temporarily widen northbound US 31 and that a connection from Circle Drive to Clay Terrace Boulevard would be built. He explained that phase II (spring 2012) will shift traffic to the existing northbound lanes. Steve Fleming said that southbound Keystone will be closed during this phase and truck traffic would be detoured to I-465. He also mentioned that the west side of US 31 and the west ramps will be constructed during this time. Jason explained that during phase III (fall 2012), traffic would be shifted to new pavement and the team would construct the east side of US 31 and the east ramps. Also, Jason said northbound Keystone Parkway will close and traffic will be detoured to Lowes Way. He emphasized that phase III is expected to be complete by the 2012 holiday season.

One CAC member asked if the team planned to change anything if a full closure was decided upon. Jason replied, “No,” and said that if there was a full closure, they would build “offline” ramps and access roads prior to any closures.

151st STREET AND 161st STREET INTERCHANGE

Next, Jason began to address the 151st Street and 161st Street interchange. He explained that phase I (summer 2012) of construction at the 161st Street interchange will temporarily widen northbound US 31. The team will demolish existing buildings, construct ponds and drainage systems, and build access roads (Union Street, Buena Vista, Farr Hills Drive). Jason continued to describe the construction and said that phase II (fall 2012) would require traffic to shift to the existing northbound lanes. This will allow the team to construct the west side of US 31 and the west ramps. Phase II construction at the 161st Street interchange will require traffic to shift to the existing northbound lanes and 161st Street will close to allow for the construction of 161st Street and surrounding ramps. Phase III (spring 2013) includes construction at 146th Street to 156th

Street. Traffic will shift to the new pavement and the east side of US 31 and the east ramps will be constructed.

Steve Fleming explained that the recommended interchange configuration at 169th Street, SR 32 and 181st Street is a Single Point Urban Interchange (SPUI). He described this interchange as one with a single traffic signal in the middle. He said US 31 will go over SR 32, 169th Street and 181st Street. On SR 32, he said there will be two lanes in each direction with double left-turn lanes. Steve emphasized that this SPUI will allow for a more balanced traffic flow.

Next, Steve gave a few updates regarding 106th Street, 116th Street and 191st Street. He explained that 106th Street will function with a diamond interchange because a roundabout will not work. Steve said that 191st Street was originally a diamond interchange, but it will change to a roundabout, similar to 161st Street. Steve explained that they may need to do intersection work to support businesses around the construction areas.

Steve then discussed utilities. He explained that all of the projects involve extensive utility relocations. He said that when land is available, utilities are provided a utility corridor for relocation. Steve explained that utility crews are separate from INDOT and set their own schedules, which sometimes delay construction projects.

CONTEXT SENSITIVE SOLUTIONS (CSS):

Dawn Kroh provided Context Sensitive Solutions (CSS) updates. She reminded CAC members that CSS is not just aesthetics and that it also includes deciding how to make a roadway project fit better into the existing community context. Dawn explained that the New US 31 Hamilton County project has incorporated CSS which is over and above the baseline for typical structures. Dawn also mentioned that INDOT has a public art policy which allows locals to come forward with structure and art ideas.

Next, she displayed an illustration of a hardscape and pointed out that Westfield colors on the railing and other features of the structure are green. But, this color can vary a bit. She also showed CAC members a photo of the MSE wall form liners which have been selected for the project.

Then, Dawn explained the various forms of landscape options and included a map of US 31 Hamilton County where some of these landscape options would be integrated. Also, she explained that the Cool Creek Trail has been moved to 156th Street.

**MAJOR
MOVES**

**THE NEW US 31
HAMILTON COUNTY**

MEETING MINUTES

CLOSING:

The meeting ended with a general discussion and quick Q&A session. Lisa gave the closing remarks and emphasized that meeting minutes will be posted to the website. She also reminded attendees about the timing of the open house and suggested they grab open house postcards before leaving the meeting.