

DATE/TIME: September 21, 2011; 4:30-8 p.m. (EDT)

FILE CODE: 20074350

LOCATION: Westfield Middle School, 345 W. Hoover Street, Westfield, IN 46074

SUBJECT: U.S. 31 Hamilton County 2011 Public Open House

U.S. 31 Team Members: Rickie Clark, Kathy Davis, Steve Fleming, Sandhya Graves, David Henkel, Andrea Hermer, Jill Hoffman, Duane McKinney, Kim Mills, Scott Minor, Reed Nicholson, Gary Pence, Whitney Ping, Jason Rowley, Lisa Tellus and Will Wingfield.

Attendees: Approximately 350 people attended the open house. (Sign-in information is attached.)

Notes by: Whitney Ping

PURPOSE: To provide project updates to the public regarding SR 32, the Keystone and 146th Street interchange, 151st Street, 161st Street interchange, and other interchange and construction updates. The team also shared updates on context sensitive solutions (CSS) and was available for questions after the presentation.

DISCUSSION: Led by Gary Pence, Steve Fleming and Scott Minor

Rickie Clark, with INDOT, opened the presentation at 6 p.m. He welcomed all attendees to the open house and thanked them for coming. He also introduced dignitaries and elected officials who attended the meeting including the City of Westfield's Mayor Andy Cook and Brandye Hendrickson, Greenfield District Deputy Commissioner. Rickie explained the purpose of the meeting, which was to provide updates about design, construction and CSS.

PUBLIC INVOLVEMENT UPDATES:

Gary Pence, INDOT Project Manager, gave a brief overview of public outreach efforts to date in 2011. He explained that a groundbreaking ceremony was held on April 18, 2011, in MacGregor Park and Nature Preserve near the U.S. 31 and S.R. 38 interchange. He also explained that e-newsletters were distributed in January, April, May, July and September regarding project updates. Gary told the attendees that Jill Hoffman and Jason Rowley had traveled to various businesses, Home Owners Associations, Chambers of Commerce and other groups to conduct presentations and update them on construction progress. Also, he mentioned that the team coordinated informational mailings to business and property owners along the corridor.

INDOT UPDATES:

Gary then discussed INDOT updates. He explained that the project's land acquisition schedule has been accelerated. He displayed two photos of the 146th Street bridge, as well as maintenance of traffic illustrations. He said that although the bridge widening will not be complete, access on the bridge will be restored to what it was before construction began in time for the holiday shopping season. Then, Gary

displayed photos of SR 38 construction and said that construction is scheduled to be completed by next fall. 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 said that 485 potentially impacted parcels were identified. Of those parcels, 64 required no action, 102 were eliminated which left 319 parcels of land where partial or complete acquisitions were required. Gary showed several illustrations to further explain these numbers and said that 40 of the 319 required parcels had been cleared, 10 were in condemnation, 12 were in negotiations, 90 were in the appraisal process, 55 were in right of way engineering and 112 were in title research. Gary also explained that the team is accelerating the right of way process and to get utilities relocated sooner.

Next, Gary displayed the construction sequencing plan. He reminded meeting attendees that INDOT's fiscal year runs from July 1 to June 30 of the following year, and that INDOT was currently in fiscal year 2012. Construction on the 146th Street interchange and the 151st Street underpass is slated to begin in fiscal year 2012.

KEYSTONE PARKWAY/146TH STREET INTERCHANGE, 151ST STREET, 156TH STREET INTERCHANGE AND 161ST STREET

Steve Fleming began a detailed review of the Keystone Parkway and 146th Street interchange. He explained that letting for the interchange project will take place Sept. 23, 2011, and construction will likely start in November 2011. Steve mentioned that this project would extend from the Monon Trail crossing in Carmel to just south of Greyhound Pass, and the bulk of construction would occur in 2012. He said that utilities clearing as well as constructing an access road from Circle Drive will occur this fall. Construction on Keystone Parkway will include four bridges. Steve explained that sections of Keystone Parkway are 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. Steve said the contractor bids upon a specific amount of days the bridge will be closed and the construction cost. The contractor is penalized if they exceed the amount of days agreed upon.

Then, Steve began to explain that the 151st Street interchange and 156th Street underpass construction projects would let in July 2012 along with the 161st Street interchange if funding was available to extend the construction this far north. He mentioned that the Cool Creek Trail would be moved to 156th Street. Also, he said that all signals between 169th Street to 136th Street would be eliminated by the end of 2013 with the completion of the interchanges between 146th and 161st Street. Offline construction would take place on local roads, and contracts would be let in January to demolish vacant homes purchased by the State for the project.

Steve went on to describe maintenance of traffic updates. He explained that phase I (fall 2011 to spring 2012) of construction at 146th Street and Keystone Parkway would temporarily widen northbound US 31 and that a connection from Circle Drive to Clay Terrace Boulevard would be built. He also said that Range Line Road will have no traffic signal at U.S. 31 once the new highway is built.

SR 32 AS A SINGLE-POINT URBAN INTERCHANGE

Steve Fleming explained that the original interchange design for S.R. 32 was a tight diamond interchange. However, by working with the City of Westfield to address current issues and future development, the interchange type has switched to a Single Point Urban Interchange (SPUI). He described this interchange as one with a single traffic signal where all legs of the interchange meet. S.R. 32 will have two lanes in each direction with double left-turn lanes. Steve said that this SPUI will allow for a more balanced traffic flow and displayed a similar single-point urban interchange rendering. He also mentioned that the interchange at I-465 and Emerson Avenue, on the south side of Indianapolis, is an example of a SPUI.

Next, Steve gave a few updates regarding other interchanges along the corridor. He explained that the interchanges at 106th and 116th streets function with a diamond interchange. Then, he talked about the designs for 131st and 136th and 191st streets, which include the construction of roundabouts. Steve explained that the project team has designed for 2035 traffic volumes.

Steve then discussed Intelligent Transportation Systems (ITS). He said that use of dynamic message boards, weather stations and incident management would be used on the US 31 Hamilton County project. Then, Steve discussed utilities coordination. He explained that all of the contracts involve extensive utility relocations and that it is a complicated effort, especially when changing from an arterial to a limited access corridor. He said that once needed right of way is acquired, utilities may be 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):

Scott Minor provided Context Sensitive Solutions (CSS) updates. He explained that CSS is not just aesthetics and that it includes deciding how to make a roadway project fit better into the existing community context. Scott explained that the New U.S. 31 Hamilton County project has incorporated CSS which is over and above INDOT's baseline for typical structures. Scott also explained the role of maintenance agreements and mentioned that INDOT has a public art policy which allows locals to come forward with structure and art ideas.

Next, he displayed an illustration of a hardscape and pointed out that Westfield colors on the railing and other features of the structure are green. He also displayed a photo of the MSE wall form liners which have been selected for the project.

Then, Scott explained the various forms of landscape options and included a map of U.S. 31 in Hamilton County where some of these landscape options would be integrated. Also, he explained that the Cool Creek Trail will be moved to 156th Street.

CLOSING:

Rickie Clark closed the meeting and reminded attendees that they could speak one-on-one with project team members until the end of the open house at 8 p.m. He also let everyone know that information from the open house will be posted to the project's website at www.us31hamiltoncounty.in.gov.