



THE NEW US 31 HAMILTON COUNTY

MEETING SUMMARY

DATE/TIME: December 14, 2007 FILE CODE: 0710215 –US 31 Hamilton County

LOCATION: Oak Trace Elementary School

SUBJECT: Community Advisory Committee Meeting #1

ATTENDEES: Representative stakeholders

NOTES BY: US 31 Hamilton County Team

PURPOSE: To introduce Community Advisory Committee (CAC) members to each other and the US 31 Hamilton County project team. CAC members were given background information on the project and will meet approximately once a month to discuss its progress.

DISCUSSION: The US 31 Hamilton County project team gave a project overview, and explained the current situation and next steps in the approval process.

ACTIONS: CAC members were asked to voice their comments and concerns to be answered by US 31 Hamilton County team members.

Meeting Overview: The first Community Advisory Committee meeting was held on Friday, Dec. 14, 2007 at Oak Trace Elementary School in Westfield. More than 30 community members and US Hamilton County team members attended.

General Information:

- Jennifer Dzwonar, Public Outreach lead, opened the meeting at 8 a.m. with a welcome and asked CAC and Team members to introduce themselves and gave a brief overview of CAC member expectations.
- Members were encouraged to share their notes and information from this meeting with the groups/organizations they represent.

CAC Information:

- Rickie Clark, INDOT US 31 Project Facilitator, discussed the importance of a CAC and how the members were selected.
 - INDOT recognizes the value of public outreach in the transportation decision-making process. In Hamilton County, INDOT created the CAC to serve in an advisory capacity and provide valuable community input. The CAC consists of representative stakeholders who will meet regularly to discuss issues of common concern about the project.

POWERPOINT PRESENTATION:

US 31 Hamilton County Project Overview

- Steve Fleming, Project Manager with RW Armstrong, gave an overview of the project that will start at 96th Street and end at 216th Street. He explained in detail the interchanges and intersections that will be affected and what changes have been made in the recent months.
 - According to the preferred alternative, the expressway will change to a freeway. There will be grade-separated interchanges and no traffic signals on the mainline.
 - Interchange locations: I-465, 106th Street, 116th Street, 131st Street, 136th Street, 146th Street/151st Streets, 161st Street, SR 32, 191st Street, SR 38
 - Over/underpass locations: 111th Street, 126th Street, Rangeline Road, 169th Street, 181st Street
- Steve discussed the goal of starting construction in Fall 2010. By Fall 2008 the team would like to have the Record of Decision (ROD) approved by the Federal Highway Administration (FHWA). The majority of the environmental impacts have already been assessed.

Environmental Study:

- Jason Hignite, Senior Environmental Planner, discussed the environmental study processes and explained that the Draft Environmental Impact Statement (DEIS) is complete and is on the website (www.us31hamiltoncounty.in.gov) in its entirety. Still to be completed before the final EIS is to determine the Selected Alternative, then complete the Final EIS and publish the ROD.
- Jason discussed the studies that have been completed thus far, with the first study beginning in 1997. He also discussed the purpose and need of the project, which is to help solve the traffic congestion and safety issues.
- Jason discussed the primary alternatives at this point and addressed the changes since the DEIS.
- He discussed what still needs to be completed for the FEIS, which has a lot of outdated information (e.g. that which was once farmland is not farmland anymore).

Traffic Analysis:

- Dave Henkel, Traffic Analysis Coordinator, explained that RW Armstrong is working with INDOT to more accurately analyze traffic flow along the corridor.
- Dave explained that the traffic data gathering process started in Summer 2007 and ended in Fall 2007. The analysis covered areas from 86th Street to 216th.
- Between the analysis in 2000 and 2007, the data has shown a significant increase in traffic at the south end of the corridor, and that traffic north of State Road 32 is consistent with that of seven years ago.
- Dave explained that, once the forecasts have been approved by INDOT, the next step will be to determine the Level of Service on the proposed US 31 alignment as it now stands. That information is due to INDOT by the end of February. Final recommendations for refinements to the alignment are due to INDOT by the end of April 2008.

Conclusion:

CAC members were asked to share their comments and concerns about environmental issues, traffic and planning factors for the US 31 Team to take into consideration.

The meeting was adjourned shortly before 10 a.m.

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