

**DATE/TIME:** March 29, 2012; 5-8:00 p.m. (EDT)

**FILE CODE:** 20074350

**LOCATION:** Carmel High School, Freshman Cafeteria

**SUBJECT:** US 31 Hamilton County – March 2012 public open house

**US 31 Team Members:** Vinod Abraham, Phil Anderson, Rickie Clark, Kathy Davis, Brandye Hendrickson, Andrea Hermer, Jill Hoffman, Dawn Kroh, Kark Krunkenberg, Megan Lytle, Duane McKinney, Harry Maginity, Paul Mykytka, Reed Nicholson, Chad Nierman, Gary Pence, Whitney Pflanzler, Jeff Picker, Nathan Riggs, Jason Rowley, Seth Schickel, Tammy Schroeder, Lisa Tellus, Will Wingfield and Mark Woodard.

Notes by: Whitney Pflanzler

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**PURPOSE:** To provide project updates regarding the accelerated schedule, construction and land acquisition, discuss P3 concepts (project funding) and project updates – including design, lettings, utilities coordination, closures/restrictions and maintenance of traffic.

**DISCUSSION:** Led by Gary Pence, Steve Fleming, Duane McKinney and Lisa Tellus.

**PUBLIC OUTREACH EFFORTS:**

Lisa Tellus opened the meeting at 6:10 p.m. and gave an overview of ongoing public outreach efforts. She explained that e-newsletters have been distributed regularly, with the latest including information about SR 38 and 146<sup>th</sup> Street/Keystone Parkway construction and the schedule acceleration announcement. Lisa said that project updates continue to be sent to businesses along the corridor – with the recent mailing sent to approximately 400 businesses. She mentioned that public presentations are available upon request, and that the team has already held 50 to-date. The “Construction/Closures” tab on the website contains the most up-to-date construction information, and she encouraged attendees to continue to check this page. Also, Lisa highlighted the new text messaging program, which allows subscribers to receive construction and meeting notices on their mobile device. Users must text “ROADS” to 411247 to subscribe. She encouraged attendees to save their questions until after the presentation.

**INDOT UPDATES:**

Gary Pence then began with INDOT updates and the original construction sequencing schedule was displayed. Then, the revised construction schedule was displayed, which showed that the corridor will be open to traffic by the end of 2015. Gary discussed the accelerated planning considerations and impacts. Because of the accelerated schedule, the team must complete all corridor design plans by July and large amounts of right of way need to be purchased. Gary explained that there are many benefits associated with an accelerated schedule. The original construction schedule called for construction through 2018, which means the entire project will be complete about three years ahead of schedule, if a full closure is

decided upon. There will be direct cost savings from efficiencies and significant indirect cost savings, estimated to total more than \$178 million. The acceleration will allow for a savings of approximately \$149.7 million in crash reductions, \$1.5 million in emissions reductions, \$8.5 million in fuel savings and \$18.5 million in time savings.

Then, Gary briefly displayed the future construction sequencing, in which the team is looking into closing US 31 from just south of 126<sup>th</sup> Street to just north of 136<sup>th</sup> Street. Maintenance of traffic plans must encompass the plans of a closure on US 31. Gary explained the general construction sequencing plans for 2013 – 2015. In 2013, SR 32 and 191<sup>st</sup> Street offline and shoulder work is expected occur. Offline work is preparatory work done with minimal impact to the interchange. Full construction of 151<sup>st</sup> Street to 161<sup>st</sup> Street also is also expected to occur in 2013, along with minimal work on US 31 from I-465 to 136<sup>th</sup> Street. In 2014, it is anticipated that full construction will occur on US 31 at the SR 32 and 191<sup>st</sup> Street interchanges and along the corridor from 151<sup>st</sup> to 161<sup>st</sup> streets. Offline work and shoulder impacts from I-465 to 136<sup>th</sup> Street also are expected to take place in 2014. In 2015, SR 32 and 191<sup>st</sup> Street work will be complete and the southernmost portion of the project– I-465 to 136<sup>th</sup> Street-- will be under full construction with the entire project expected to be complete by the end of the year.

#### **US 31 PROJECT FINANCING**

Gary Pence discussed an option for how the accelerated project could be funded. He explained that for the US 31 Hamilton County project, INDOT is exploring using Contractor Financing, which is a partnership with a financing institution that would allow INDOT to pay off the project over the span of seven to 10 years – as opposed to paying the contractor up front. By using this method, INDOT would ask contractors to build interest rates into their bids and prequalify contractors to ensure competence. Contractor Financing is being explored because it would help even out payment amounts to allow for optimum highway program delivery and accelerated construction. Contractor Financing could allow the state to beat inflation and allow for quicker delivery of a less congested road.

#### **DESIGN AND CONSTRUCTION UPDATES**

Steve Fleming discussed design/construction updates for the following: SR 38, the 146<sup>th</sup> Street bridge and 146<sup>th</sup> Street Interchange, Keystone Parkway/146<sup>th</sup> Street Interchange, Range Line Road, 106<sup>th</sup> Street, SR 32 and the interchanges between 169<sup>th</sup> and 191<sup>st</sup> streets. New southbound lanes at the SR 38 interchange are being constructed and traffic switched to the northbound lanes of US 31 on March 15 from one mile south and one mile north of SR 38. This contract is in stage two of construction, and Steve emphasized that police officers are always in the area to keep motorists traveling at safe speeds to ensure worker safety. Construction on the 146<sup>th</sup> Street bridge began last year and is expected to be complete this May. Contractors are now working on the 146<sup>th</sup> Street Bridge Trail - which will be complete by the time the Hagan-Burke Trail closes on April 8.

Steve showed “before” and “after” graphics of the 146<sup>th</sup> Street overpass. He explained that the Keystone Parkway/146<sup>th</sup> Street Interchange project let in September 2011, and clearing and utilities relocation began in the fall of 2011. The majority of construction on this interchange will occur during the spring and summer of 2012. Southbound Keystone Parkway will be closed on or after April 9, 2012, and the closure will last approximately 90 days. Northbound Keystone Parkway will close for approximately 80 days on or after July 5, 2012.

Steve discussed upcoming construction on Range Line Road for the spring and summer 2012. All US 31 traffic near Range Line Road will be shifted to the northbound US 31 lanes. A temporary signal will be installed at US 31 and Range Line Road/ Clay Terrace Blvd. to help improve the flow of traffic in the area. Beginning in the summer and fall of 2012, motorists will access Range Line Road/Clay Terrace Blvd. via 146<sup>th</sup> Street – and not from US 31. Motorists traveling from northbound US 31 to Range Line Road/Clay Terrace Blvd., will use Greyhound Pass from July to November 2012. Steve mentioned that the project website ([www.us31hamiltoncounty.in.gov](http://www.us31hamiltoncounty.in.gov)) depicts various navigation routes for this area.

Steve explained that several additional support contracts were scheduled to let in 2012, which include the demolition of 52 buildings in the spring/summer of 2012 and building an access road from Buena Vista Blvd. to Farr Hills Drive this summer. Contractors will also be mitigating impacted wetlands and moving them to Madison County.

Next, Steve went through construction information at specific areas along the corridor:

- Offline construction on the 106<sup>th</sup> Street interchange is expected to occur in 2014 and the interchange will be completed in 2015. As part of this construction, the roundabout on Pennsylvania Street will be widened to two lanes.
- The SR 32 interchange will be designed as a Single Point Urban Interchange (SPUI) and US 31 will go over SR 32. A roundabout will be constructed at Poplar Street and SR 32. Poplar Street will be the new access point to businesses in the small area to the south of the SR 32 for those who will lose access to US 31.
- A connector road between Wheeler Road and Sun Park Drive will be constructed, and a signal will be installed.
- Carmel plans to construct a roundabout at Illinois Street and 106<sup>th</sup> Street in 2013, with a connection to Spring Mill Road.
- Steve showed illustrations of the City of Westfield and the City of Carmel's plans for local road improvements around the US 31 corridor.
- He also displayed three land acquisition graphics, which illustrated the progress of various parcels. Steve explained that the team originally began with approximately 400 impacted parcels and they have been able to eliminate acquisition of about 100.

#### **MAINTENANCE OF TRAFFIC**

Duane McKinney went through the revised construction schedule and maintenance of traffic plans. He explained that in 2011, work began on SR 38 and the 146<sup>th</sup> Street bridge. Current/upcoming work in 2012 includes the continued construction at SR 38, and construction on 146<sup>th</sup> Street/Keystone Parkway and Range Line Road. In 2013, the planned contracts include East Street, Paddock Road, SR 32 (offline work), 161<sup>st</sup> Street, 151<sup>st</sup> Street/Greyhound Pass, I-465 (offline work) and local route improvements. In the 2014 construction season, work on 191<sup>st</sup> Street, 181<sup>st</sup> Street, SR 32, 169<sup>th</sup> Street, 136<sup>th</sup> Street (offline work), 131<sup>st</sup> Street (offline work), 116<sup>th</sup> Street (offline work), 106<sup>th</sup> Street (offline work) and I-465 (offline work) will occur. And in 2015, the entire US 31 Hamilton County project will wrap up with construction in the following areas: 136<sup>th</sup>, 131<sup>st</sup>, 126<sup>th</sup>, 116<sup>th</sup>, 111<sup>th</sup> and 106<sup>th</sup> streets, along with the upgrade at the I-465 interchange. The original construction schedule called for construction through 2018, which means the entire project will be completed about three years ahead of schedule, if a full closure is decided upon.

Several factors will come into play as the construction sequencing schedule is accelerated. The interchange project at 96<sup>th</sup> Street and Keystone Avenue – slated to occur in 2013/2014 – would call for the potential full closure of Keystone Avenue and motorists would need to use US 31 as a through detour. Keystone Avenue will be used as a through detour during US 31 work between I-465 and the Monon Trail. The 151<sup>st</sup> Street/Greyhound Pass and 161<sup>st</sup> Street segments will be constructed in 2013 to tie into the 146<sup>th</sup> Street interchange work – scheduled to be complete by the end of 2012. Construction on US 31 from I-465 to the Monon Trail will be completed in the same construction season in order to complete mainline construction using Keystone Avenue as a detour for through traffic.

Duane also covered the maintenance of traffic phasing plan for 2013. During construction on 151<sup>st</sup> Street/Greyhound Pass and the 161<sup>st</sup> Street interchanges, as well as mainline US 31, two lanes in each direction will be maintained on US 31. During construction, the 161<sup>st</sup> Street interchange will be closed and a signal at 169<sup>th</sup> Street will be used to help with overflow traffic. Greyhound Pass will remain open until construction on the 151<sup>st</sup> Street interchange is complete.

Offline construction on SR 32 and 191<sup>st</sup> Street is scheduled for 2013. This offline work will include minimal disruptions to mainline US 31, but some shoulder closures and overnight lane closures are likely. Major construction on these interchanges begins in 2014. During this time, crossover traffic is being considered – which means there will be two lanes of northbound and southbound traffic on US 31 south of SR 32, and one lane in each direction (northbound and southbound) north of SR 32. Motorists will be provided full access at SR 32, but will have limited access at 191<sup>st</sup> Street. Traffic on US 31 will use the southbound entrance/exit ramp at 191<sup>st</sup> Street, and there is a possibility that a temporary signal will be in place at the 196<sup>th</sup> Street intersection.

In 2014, offline construction is scheduled for US 31 from I-465 to the Monon Trail. This work will include minimal impacts to mainline US 31, but shoulder closures and overnight lane closures are likely. Major construction on US 31 from I-465 to the Monon Trail is expected to begin in 2015. During this time, US 31 will be constructed under a combination of split phase traffic, crossover traffic and a potential full closure. Split phase traffic will be in place from I-465 to Old Meridian Street – with two lanes in each direction from I-465 to 116<sup>th</sup> Street. Traffic will use entrance/exit ramps at 106<sup>th</sup> Street and 116<sup>th</sup> Street. One lane of traffic will be open in each direction from 116<sup>th</sup> Street to Old Meridian Street. Crossover traffic will be in place from 136<sup>th</sup> Street to the Keystone Parkway Ramps, and one lane will be open in each direction. There is the potential for a full closure of US 31 from Old Meridian Street to 136<sup>th</sup> Street in 2015.

During the full closure, Keystone Avenue would be the official signed detour and the route from Illinois Street to Pennsylvania Street to Old Meridian Street would be the local detour. For the full closure, there would be no restrictions on Keystone Avenue (pending the completion of the 96<sup>th</sup> Street/Keystone Avenue interchange). Access to 136<sup>th</sup> Street from the north will be open at all times and 136<sup>th</sup> Street will be open to cross traffic (two lanes in each direction). Motorists will also have access to the Old Meridian Street slip ramp from the south at all times. In addition, either 126<sup>th</sup> Street or 131<sup>st</sup> Street will be open to cross traffic at all times. A median will be opened temporarily at Old Meridian Street during the closure to relieve congestion at the Old Meridian/Pennsylvania roundabout. Duane then showed maintenance of traffic illustrations for the potential full closure of US 31 between Old Meridian and 136<sup>th</sup> streets.

**MAJOR  
MOVES**

**THE NEW US 31  
HAMILTON COUNTY**

MEETING MINUTES

**CLOSING:**

Lisa Tellus closed the meeting by thanking everyone for attending and reminding them to see project team members with specific questions.

The presentation ended at 6:45 p.m.