

Date: July 27 2016

Meeting Minutes  
Property Owner Meeting  
Fishers Jr High School, 7:00 pm

The City of Fishers with representatives RQAW and American Structurepoint held a property owner meeting regarding the SR 37 Improvement project from I-69 to 146th Street at the Fishers Jr High School. This meeting was held to inform the property owners along the SR 37 project corridor where the current project stands, conceptual design ideas, and receive questions/comments from the property owners and to provide answers based upon project information currently known. The following is a summary of the meeting.

- Troy Woodruff of RQAW started the meeting at approximately 7:04 pm with project introductions and recognition of City of Fishers elected officials.
- Troy gave an overview of the following:
  - Project leadership and what it means
  - Owner's representatives role
  - Business owner outreach to date
  - Project Design Manager roles in the project process
  - Organizational chart of who is responsible for what work efforts
    - Environmental – Lochmueller Group
    - Survey/Geotechnical Engineering/Utility Coordination – DLZ
    - Roadway/Bridge/Storm Water Conveyance Design – American Structurepoint
    - Land Acquisition – Beam, Longest and Neff
    - Area Traffic management Plan – A & F Engineering
- Mike McBride with American Structurepoint discussed the following:
  - Why improvement is needed
    - Lengthy wait times on cross streets
    - Increased traffic
    - Unsafe pedestrian and cyclist conditions
    - Congestion on adjacent roadways
    - Intersections reaching failing levels of service
    - Improved local employment opportunities
    - Improved quality of life for the local residences and businesses
  - What issues were found in the feasibility study for SR 37
  - How funding for the project was acquired
  - What options were developed to correct these issues
- Mike explained that the renderings in the feasibility study are concepts of what the interchanges may look like and design has not been completed. The renderings are not design just a concept that addresses the issues found during the feasibility study.

- Mike discussed that the feasibility study limits were from SR 32 south to I-69; however, the funding limits of the current project are from I-69 north to 146th St.
- Mike informed the property owners that the project is currently underway with regards to topographic survey, gravity drain outfall locations, traffic studies, public outreach, and environmental studies.
- Mike discussed the need for the gravity drains and how they will be constructed with underground borings not open cut.
- Mike gave an overview of the maintenance of traffic (MOT).
  - It is anticipated that SR 37 will remain open during construction with 2 through lanes for NB and SB traffic. Lanes may be narrowed and turning movements could be affected.
  - Side roads will be used for the local traffic during construction.
  - Temporary road closures will be necessary on the east/west streets for construction.
  - Some improvements to the side roads will be necessary and will be determined through the traffic study.
- Mike presented the anticipated timeline for design and environmental studies and further details regarding the 2016 through 2017 project schedule.
- Mike said that the right-of-way process can't happen until the environmental document is approved. The public hearing is anticipated to occur in June of 2017.
- The 2018 through 2020 construction schedule was presented to give property owners a construction timeframe.
- Mike indicated that there will be minimal construction in 2018 and the majority of construction will occur in 2019 and 2020.
- Mike turned the presentation over to Troy to discuss the next steps in the project process.
- Troy said that we will be holding quarterly property owner meetings and the next meeting will be in October.
- Troy informed the property owners that by the next meeting we should have Stage 1 design plans and have more specific data on the project.
- Project updates will also be provided on the project website.
- The meeting was then turned over for questions (Q) and answers (A).
  - Q. Will the project incorporate construction of business service roads?
  - A. The team is looking at secondary roads for updates. We are just not 100% on what roads will be impacted and that will be determined in the traffic modeling.
  - Q. Did the initial mobility study included the Allisonville and 146<sup>th</sup> Street and was it taken out?
  - A. Yes it was included, and it was taken out. This intersection is still on the mobility plan for the County.
  - Q. What is the status of the Herman Blvd project?
  - A. It is not an active plan at this point.
  - Q. Is there any plan to widen 141<sup>st</sup> St to Allisonville in the future?
  - A. We need to look at that with the drainage study. It is possible but the improvements needed are unknown at this time.

- Q. Has there been a determination of where the storm drains will be?  
A. No the exact location hasn't been determined as of right now.
- Q. Who is in charge with the amount of water flowing in the 141<sup>st</sup> St drainage ditch? There is concern with the amount of water currently in the ditch.  
A. There will be a minimal amount of water going in the pipe. Only a small amount of water will be collected in only the depressed areas at the overpasses.
- Q. Why will the location of the Shoemaker Ditch pipe be between two bridges? What will the size of the pipe be?  
A. We don't know the size of the pipe yet and there will be smaller pipes at the two bridges that will drain into a larger pipe.
- Q. Will 141<sup>st</sup> St be closed during the pipe installation?  
A. No.
- Q. Why wasn't a study completed for additional exits on I-69?  
A. We can't speak for INDOT but we can pass that question on to INDOT.
- Q. How can we manage traffic flow to alleviate delays?  
A. That is why we are looking at traffic models and all proposed projects in the area. This project will alleviate the east to west traffic congestion.
- Q. Will stop lights be installed on 141<sup>st</sup> St for traffic from the subdivisions?  
A. The City responded we don't know yet and we will look at the traffic models and projections to determine this.
- Q. Are you working with the school districts for bus routes?  
A. Yes we are actively in communications with them.
- Q. Are you looking at where Harrison Parkway leads into Lantern Road because there are significant backups there?  
A. We are looking at all roads.
- Q. When will utility relocations take place?  
A. It maybe fall of 2018 at the earliest. The idea for relocations will be to construct two bridges at one time and relocate accordingly.
- Q. What is the construction season?  
A. From early spring (April/May) to late fall (October/November).
- Q. Are you are factoring in holiday traffic in the construction and traffic model? If not please consider this.  
A. We want the traffic flowing before the construction season is over to cause minimal disruption to holiday traffic.
- Q. Can you take a look at pedestrian/cycle access? Kind of like the Monon over 146<sup>th</sup> St? Can you please look at the feasibility of this?  
A. Yes we will.
- A suggestion was made that we need to be aware of the train traffic.  
Response was yes we are aware of this.
- Q. Can the designer tell us about the losses and not the wins of the Keystone Project?  
A. We under estimated the amount of truck traffic on the detour routes was the biggest one.
- Q. Are you considering short term emergency routes?

- A. That is exactly what we are studying today in the A&F Engineering traffic study.  
The meeting was adjourned and recommended the property owners to contact the team with any additional questions.

