



Date: June 15, 2016

Meeting Minutes
Business Owner Meeting
Pinheads, 9:00 am

The City of Fishers, and its consultants RQAW and American Structurepoint held a business owner meeting regarding the SR 37 Improvement project from I-69 to 146th Street at Pinheads. This meeting was held to inform the business owners along the SR 37 project corridor where the current project stands, conceptual design ideas, and receive questions/comments from the business owners. The following is a summary of the meeting.

- Troy Woodruff started the meeting at approximately 9:04 am with project introductions and sponsor recognitions.
- Troy gave an overview of the following:
 - Communication plan
 - Public information and what it does for the project
 - Owner's representatives role
 - Design manager roles
- Mike McBride with American Structurepoint discussed the following:
 - What has been accomplished to date
 - What issues were found in the feasibility study for SR 37
 - What options were developed to correct these issues
 - How funding for the project was acquired
- 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.
- A question was asked regarding if the 146th St intersection was part of the project? Mike replied yes it is.
- 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 business owners that the project is currently underway with regards to topographic survey and environmental studies. That multiple consultants are being utilized which is why people may see multiple vehicles with different company logos.
- Mike presented the anticipated timeline for design and environmental studies and further details regarding the 2016 through 2017 project schedule.
- The 2018 through 2020 construction schedule was presented to give business owners a construction timeframe.
- A question was asked if the project is moving from south to north or north to south? Mike responded with neither. It depends on how right-of-way acquisition and utility relocation progresses. It is possible that two of the four interchanges will be constructed at once to speed construction up. The two interchanges will be staggered to leave an existing intersection functioning to maintain traffic. Once the first two are completed and functioning the other two would be constructed. Although this could change as design progresses.
- Mike turned the presentation over to Troy to discuss the next steps in the project process.
- Troy mentioned that the project is committed to strong communication. Troy said that we will be holding quarterly business meetings and the next meeting will be in September. Project updates will also be provided on the project website.
- The meeting was then turned over for questions and answers.
- A question was asked what the timeframe is to construct the drainage outfalls? Mike responded that the construction will occur in late 2018 and trenchless technology will be used.
- A question was asked if legal drains are involved? Mike responded that the ditches that the project will outlet into are legal drains but the new pipe drains will not be legal drains.
- A property owner indicated that he would be happy to host a meeting in his yard. He is concerned about the safety of Lantern Rd and would like to see Lantern Rd considered as part of this project due to excessive speeding.
- Troy mentioned that the current meeting is intended to reach out to business owners and that a property owner meeting will be held next month in July and will be continually held at a nearby church or school in anticipation of high volume of attendees. He indicated that A&F Engineering is completing a traffic study and once completed we will know the roads that have traffic concerns. Troy indicated that in 2017 the side roads that have been deemed a concern from the traffic study are anticipated to be improved to allow for additional traffic volumes during construction.
- A question was asked how far back from the intersections will be needed for right-of-way? Mike responded that is not known at this time. The interchanges are planned to be depressed to reduce right-of-way impacts. If adjacent intersections need to be relocated then right-of-way impacts will increase.

- A question was asked if there will be any relocation of buildings? Mike responded not at this time.
- A question was asked what will the 146th St. interchange look like? Mike showed the rendering of what the interchange may look like and reiterated that design has not been started and the rendering is just a concept of what may be designed.
- A question was asked if access of Reynolds Rd. off of 126th St. will be a part of this project? Jason with the City of Fishers responded that it is currently programmed as a separate project but RQAW and the design teams are coordinating to determine when/how it should be constructed. In addition, RQAW, A&F Engineering, and American Structurepoint are looking at maintenance of traffic and access.
- A question was asked when SR 37 from 146th St. north to SR 32 be constructed? Troy said that the project plan is currently being developed. Troy indicated that the City of Noblesville will need to commit \$16.5 million dollars to the segment of SR 37 from 146th St. north to SR 32 in order to start the north phase of SR 37. The City of Noblesville is currently in the project planning phase.
- Mike mentioned that the funding allocated to the southern portion of SR 37 (I-69 to 146th St.) is potentially more than what will be needed and if additional funding is available it will be moved to the northern portion of SR 37 (146th St. to SR 32).
- A question was asked if construction will occur 6 days a week? Mike responded with yes at least 6 days.
- A question was asked by Honda of Fishers if construction will only last the 4 years as suggested? Mike responded that there is no guarantee that this is correct as it all depends on available funding. Honda responded that it's hard to swallow and they are not happy with the construction time. Mike followed up with stating the 4 years includes the design phase.
- A question was asked what will happen with the maintenance of signals on 135th St.? Mike responded that 135th St. will be a right turn in and right turn out only intersection in both the north and south direction. The signal would be removed and no cross traffic or left turns would be allowed.
- A question was asked if access roads will be constructed from 126th St. through 135th St.? Mike replied with no that the traffic will be maintained on SR 37 due to the available space allows the lane weaves to fit.
- A question was asked from a representative from Taco Bell on 135th St. inquiring about what traffic evaluation has been completed on 135th St.? Mike responded that no traffic analysis has been completed for 135th St. However, an economic analysis has been completed that includes how many people are employed along the corridor and the types of business currently present. The analysis included a do nothing alternative to project the economic effect if nothing was constructed as well as the proposed improvement

alternative. The traffic analysis has been completed for a 20 year projection and not a site by site analysis.

- A question was asked when the feasibility started? They are concerned about their business closing from this project. Mike responded that in 2010 the study began and in mid-2011 the document was made available to the public.
- A question was asked if the interchanges from 126th St. to the north will be big enough for semi's to pass? Mike responded yes the interchanges will be designed to allow for semi movements.
- A question was asked if in 2017 will the right-of-way needs be identified? Mike responded yes appraisers will be started and communicating with business owners.
- A question was asked if there are funds set aside for right-of-way? Mike responded yes there are funds available for right-of-way set up as cost to cure.
- A question was asked if business impacts (loss of business) will be paid through the right-of-way process? Mike responded no. Loss of business during the construction timeframe is not reimbursable. There is a legal precedent that they will not be reimbursed for any drop in business during construction. There is a funded marketing effort in place to help offset potential customers not coming to the area during construction. This is why the maintenance of traffic during construction is a high priority to the project team to minimize any loss of business as much as possible.
- Troy responded that the main reason that we are keeping this project at the local level is because we care about local business and want them involved in the project to minimize business impacts as much as possible.
- A question was asked if sidewalks will be constructed along the new bridges? Mike responded yes they will be.
- A question was asked if any study has been completed in regards to job loss since this is a retail based corridor? Mike responded that the economic analysis looked at the "Do Nothing" alternative and "Improved" alternative and shown that the improved alternative will increase the potential for new jobs.
- A question was asked from the owners of the custard restaurant at the corner of 141st St. as to how people will access their business since only a right in and right out is shown as proposed at their business? Mike responded that if the rendering remains accurate through design that the customers would have to continue through the interchange and come back to their entrance.
- A question was asked as to what do we consider the minimum distance for a roadway to be considered free flowing since only 2 miles of SR 37 will be considered free flowing until the section in Noblesville is constructed, if ever? Mike responded that the first phase (I-69 to 146th St.) is only 2 miles long, but it is connected to I-69 which is a free flowing interstate that is hundreds of miles long. Free flowing roadway is considered via connectivity on a

state wide basis, not road specific. He compared it to I-69 to Binford Blvd and the signing that is used.

- A question was asked from a business owner at 146th St. and Herriman Blvd if the signal at this intersection will be removed? They expressed concerns regarding semi's that bring them supplies and how they will get back to SR 37 since the renderings do not allow for this movement. Troy indicated that they will look into this as it is a concern that needs to be addressed.
- A question was asked if and when will the overpass at 146th St. and Allisonville occur? Troy responded that he was not sure as it is not a part of this project.
- A business located within Noblesville limits, asked for traffic impacts to be taken into consideration for areas north of the improvements. He stated that although construction will not be in his area he is concerned that it will impact his business. Jason responded that A&F Engineering is looking into the traffic impacts.
- The meeting was adjourned at approximately 10:30 am

Sincerely,
CITY OF FISHERS