

Date: January 30, 2017

Meeting Minutes

Property Owner/Business Owner Community Meeting

Delaware Township Community Building, 5:00 pm

The City of Fishers, and its consultants RQAW and American Structurepoint, held a property owner/business owner community meeting regarding the SR 37 Improvement project from I-69 to 146th Street on January 30, 2017. The meeting was held at the Delaware Township Community Building located at 9094 East 131st Street in Fishers. The meeting informed the SR 37 corridor property owners on the current status of the project, review of the stage 1 plans, and addressed questions/comments from the community. The following is a summary of the meeting.

- Troy Woodruff of RQAW started the meeting at approximately 5:00 pm with project introductions.
- Troy gave an overview of the following:
 - Project schedule
 - Public hearing has been scheduled to take place on April 18, 2017
- Troy turned the meeting over to Eric Farny of American Structurepoint
- Eric discussed the following:
 - Completed milestones for design
 - Current road/bridge design items currently underway
 - Current status of the drainage design
 - Current status of geotechnical report
 - Current status of right-of-way
 - Current traffic management plan
 - Current status of the environmental process
- Eric then turned the meeting back over to Troy to discuss the following:
 - Business owner outreach
 - Homeowner outreach
- The meeting turned over for questions (Q) and answers (A).

- Q – What interchanges will be closed first?
- A – While always subject to change, the traffic model shows that 131st St. and 141st St. will be constructed first.
- Q – What is the time frame for construction?
- A – We will construct two interchanges in one construction season.
- Q – When will the actual start date actually be determined?
- A – We are designing all of the interchanges at the same time. We will look at the final design to determine the actual start date and which interchanges will be built first. We do know that in 2019 the first two interchanges will be constructed and 2020 the second two will be constructed.
- Q – What are the traffic impacts? How will the new roads handle more traffic?
- A – The design team is analyzing the impacts and developing potential mitigation measures to reduce those impacts.
- Q – Are you prepared tonight to commit to state that Weaver Creek will not be designated a legal drain?
- A – We were clear during our last meeting and again we will say that there is no intention to designate Weaver Creek as a legal drain as a part of this project.
- Q – Did the traffic study extend past the roundabout at 131st and Cumberland?
- A – That intersection is not part of the SR 37 project but come talk with us after this meeting so we can discuss.
- Q – Are there any other projects under consideration prior to construction of SR 37?
- A – Yes. These are Parkside and 126th, 126th and Allisonville, 131st and Allisonville, and 131st and Cumberland.
- Q – What year will Cumberland and Parkside be constructed?
- A – It is scheduled for 2018 construction.
- Q – Are you currently working with the school systems?
- A – Yes we are already engaged with them.
- Q – What are you doing with the railroad crossings?
- A - We are working to improve them where we can, but this would be completed outside of the SR 37 project.

The meeting was then turned over for general conversation and questions at the interchange exhibits and plan review. A summary of conversations held at those tables is attached.

The meeting adjourned at 8:30 pm.

Individual Table Discussion Summary:

Table for 126th St Intersection:

- Advanced Turf Solutions, Lockhart, and Fortress Storage all had concerns about access to their locations when 126th is closed. Each for various reasons
 - Lockhart – their older clients trying to navigate to dealership. Assume they don't utilize GPS and accustomed to their normal routes. Also, concerned with delivery trucks finding location when drivers are different and unique. Mentioned an outreach program is being investigated to assist with this. If my streets are closed, detour routes would be signed.
 - Advanced Turf – concerned about their semi-trucks being able to navigate the lantern/126th roundabout. Concerned it is too small for semis. Stated they may have their drivers do a test run through the roundabout and see if there is an issue. Left contact info. Need to follow up and see their results. Make sure detour movements are all checked for semi traffic.
 - Fortress – Only U-Haul dealer in Fishers. Concerned that majority of U-Haul clients are new residents to area and may not know how to navigate to their site using alternate routes. Alost concerned about drivers trying to navigate their larger trucks/vans, w/ and w/out a car trailer, through the lantern/126th RAB. Same discussion about outreach program
- When a road is closed, is that information provided to google/apple to update their maps? Since most people use GPS, can those updates be provided?
- Ford Road intersection. Concern/Assumption from resident that traffic will travel through this intersection faster and will not be able to cross or turn left onto 126th.
- Sunlake Apartments – Concern over drainage ponds. Question who will be responsible for the drainage pipes within the complex if added water to their ponds causes any failures. Concerned that ponds can't handle additional flow. Discussed with them that we would be detaining water before releasing it. Most water coming from 37 would be water that currently flows to that location. They seemed reluctant to accept and believe that answer. I encouraged them to leave their contact info and we would be happy to visit with them and discuss the situation in greater detail once we had better information on the drainage impacts.

- A resident suggested the inclusion of a pedestrian bridge over 37. Concerned that pedestrian crossings in the RAB are not safe.
 - Similar comment by Brad Miller (HNTB) to provide pedestrian path down center of the bridge to provide better visibility.
- Fishers Imports – asked about what would be done to provide visibility from 37. Mentioned that this concern has been raised previously and currently looking to layout possible plans to assist with this.
- Texas Roadhouse – wanted to make sure that parkside drive would not be closed at both 126th and 131st at the same time.
- Mark Colglazier of Don Hinds Ford reiterated their concerns about ingress and egress for their trucks.

Table for 131st St Intersection:

- There was concern regarding the traffic light on 131st and Parkside if this was going to be a roundabout interchange in the future? Jason Taylor mentioned that this intersection is not planned to be a roundabout
- Same intersection was also a concern if it was going to back up into the interchange.
- There was a lot of concern about 131st and Cumberland and 131st and promise in the morning hours and that traffic find it difficult to get on 131st street because of the high school. It was mentioned that this area is beyond the project location but they were directed to the city to ask that question.
- There was a concern about the access drive to Andy Mohr Buick dealership just east of Britton park road intersection with 131st. It was noted that due to safety and the proximity of that drive to the roundabout footprint that there won't be a left turn to that drive. It was mentioned that a one on one meeting can be scheduled to go over any access concerns.
- Question came up about sidewalks west of the project area tying into the project. This question was directed to the city and Jason Taylor talked to the resident
- There was a concern that Britton Branch floods during rain events and how that will affect the drainage. It was noted that existing drainage patterns along 131 will be maintained and only the depressed interchanges will be drained offsite. All considerations will be taken in the following design stages.
- Concern over how traffic backs up when motorists access McDonalds at the near west access. It was mentioned that this access is very close to the roundabout footprint and will not be safe maintaining. Alternative access will be provided and resident was happy.

141st table which also had 135th interchange shown. Most of the discussion before the meeting or at the table related to general questions about the project:

- There were several comments about the medians down 141st that restrict traffic to right in right out at Mundy Dr. and Trade Center Dr. Some suggested the City needs to install roundabouts at 141/Britton Park and 141/Prairie Lake as a solution.
- There were a few people concerned with the right in right out configuration at 135th. They felt this would hurt the businesses at the intersection.
- There were a few people concerned about the traffic along the western side streets such as Lantern and Harrison Parkway. They mentioned how bad traffic is today and how most drivers drive too fast and don't slow down for school zones, etc., etc.

Table for 146th St Intersection:



- The Tom Wood Group is looking to develop a big box type store NE of the 146th Street interchange. He asked about the possibility of getting a right-in/right-out onto SR 37 for his property. Bill explained an approach on SR 37 was probably not possible.
- There was a concern about the intersection of Herriman Blvd. from the property on the NW corner, Bayhill Realty. There was concern about the Herriman intersection becoming a roundabout, which they were against. There was also a concern about off-tracking truck on the NE corner of the intersection due to a small radius there.
- There was a concern from the property on the south, Metro Development and truck access. Their current access from Herriman Blvd. makes it difficult for trucks. Prior to the signal, they accessed their property by a WB to SB left turn off of 146th on their west property line. Now, with the signal, they cannot make that turn any more, forcing them to Herriman.

General Comments:

- A woman who lives in Weaver Creek is concerned about traffic on Harrison Parkway near Harrison Parkway Elementary School. It was explained that we want to have more

detailed discussions regarding potential diverting traffic through their neighborhood after A & F Engineering has completed its modeling. It was also explained that the design team will need to coordinate any of these measures with HSE schools so they can continue to get buses in and out to the school. She was interested in being involved, but is passing along the designer info to the HOA people.

- There was discussion about the potential for cut through traffic in Cottingham Estates. Similar to the HOA above, the design team plans to engage with those residents on whether total road closure is palatable from a neighborhood perspective or they desire maximum ingress/egress flexibility by leaving roads open. This of course needs to be coordinated without traffic consultant, emergency responders and other stakeholders, too.

Drainage Discussion:

- Most feedback received regarding the modification of the 141st Street drainage pipe outlet to the current location just north of the Prairie View Church parcel was positive. Residents felt their concerns had been heard and responded to.
- Two residents were outspoken against the new outlet location near Prairie View Christian Church due to either direct or indirect impact to their property. Those residents were Robert Burnett who owns the property on which the outlet is currently located, and Peter & Lisa Asquini who owns the parcel immediately east of the Burnett parcel. Their biggest concerns were the tree clearing necessary to install the pipe and the proximity of the pipe outlet to the rear of Mr. Bennett's home.
- Kenneth Leamer and Lori Arnold, owners of the parcel and the north side of 141st St right at the point where 141st bends to the south, were concerned about the location of the bore pit that would need to be constructed near their home in order to accommodate the bend in the pipe approximately at that location. Their biggest concerns with the pit location were access during construction, condition of their yard and drive during construction, the duration of the pipe construction sequence, and the level of restoration after construction was complete.