



# SR 37 Mobility Study SR 32 / SR 38 at SR 37

## Description of Proposed Project

A Traffic Operation Analysis was conducted for the Study area. The purpose of the Traffic Operation Analysis (TOA) was to evaluate traffic operations at the Study intersections. The TOA focused on performing capacity analysis and providing recommendations for the proposed intersection lane configurations. Table 1 shows a summary of existing (2010) capacity analysis for SR 37 and SR 32 / SR 38:

Intersection	Traffic Control	Peak	West Leg		East Leg		South Leg		North Leg		Overall	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
			SR 37 and SR 32 / SR 38	Signal	AM	D	39.1	D	39.9	D	43.7	D
		PM	D	43.1	D	42.0	C	22.6	D	43.7	C	33.5

Table 2 shows the summary of the capacity analysis for Alternative 1 at SR 37 and SR 32 / SR 38 after construction of the recommended improvements:

Intersection	Traffic Control	Peak	West Leg		East Leg		South Leg		North Leg		Overall	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
			SR 37 NB Ramps and SR 32 / SR 38	Roundabout	AM	A	1.8	A	2.4	A	1.8	--
		PM	A	2.4	A	4.2	A	9.0	--	--	A	6.6
SR 37 SB Ramps and SR 32 / SR 38	Roundabout	AM	A	2.4	A	5.4	--	--	A	8.4	A	5.1
		PM	A	3.0	A	4.2	--	--	A	6.6	A	4.1

Please see the Traffic Operation Analysis (binder labeled Traffic Operation Analysis) to review the Study area results in their entirety.

The two proposed build alternatives were evaluated based on results from the TOA. Results from the TOA were shared with the local stakeholder group during a Stakeholders meeting and afterwards shared with elected officials. During this meeting, the group collectively decided to pursue the alternative which involved reconstructing each of the Study intersections into teardrop roundabout interchanges.



### SR 37 Corridor - General

Existing SR 37 is a four lane expressway with four 12-foot travel lanes, four foot inside shoulders, and ten foot outside shoulders. The northbound and southbound travel lanes are separated by a 50 foot open grass median (inside travel lane to inside travel lane). The existing right-of-way along SR 37 varies from mostly 85 feet to 95 feet from centerline on both sides. Many businesses line each side of the SR 37 right-of-way throughout the Study limits. The interchanges proposed in this Study require auxiliary lanes, ramp junctions, and ramp lanes adjacent to SR 37 travel lanes approaching each interchange from each side. Additional right-of-way will be required in many locations adjacent to ramp lanes and junctions. In an effort to minimize the amount of right-of-way required and the impacts to existing businesses, it is proposed that the SR 37 median be enclosed with a center median barrier and the SR 37 travel lanes be shifted in to narrow the width of the roadway through the interchange limits.

A 14.5 foot median is proposed, consisting of six foot inside shoulders and a 2.5 foot median barrier wall. Six foot is the desirable inside shoulder width required using Table 53-6 from the Indiana Design Manual (IDM). See the typical cross sections in this Study for full roadway dimensions. If any, one isolated interchange is constructed, the SR 37 travel lanes would shift back out on the north and south sides of the interchange to match the existing travel lanes and median width. As consecutive interchanges are constructed, it will not be feasible to shift lanes out to the existing median width and back in between most interchanges. If all interchanges were built concurrently, the median would remain enclosed from the south side of 126<sup>th</sup> Street to the north side of 146<sup>th</sup> Street, and from the south side of Town and Country Boulevard to the north side of SR 32 / SR 38. As there is sufficient distance between 146<sup>th</sup> Street and Greenfield Avenue, the travel lanes north of 146<sup>th</sup> Street could shift out the existing median width even if the 146<sup>th</sup> Street and Greenfield Avenue interchanges were constructed at the same time or consecutively. Furthermore, because of the layout and surrounding parcels at Greenfield Avenue, it is feasible to maintain the existing open median width through this location even when the proposed interchange is constructed. Where this is cost prohibitive at other locations due to right-of-way and business impacts associated with the wider roadway, it is economically feasible at the Greenfield Avenue Interchange. The travel lanes would shift back into an enclosed median south of Town and Country Boulevard and remain enclosed to north of SR 32 / SR 38, where the lanes would shift back out to meet the existing pavement.

This Study focuses on the interchanges; however the treatment of SR 37 proper, between the interchanges will be affected by each interchange's traffic and proximity to each other. The geometrics developed for this Study are unique to each area between interchanges according to the findings of the Traffic Operations Analysis (TOA) conducted as part of this Study. In each segment between interchanges, in both directions, there will be an entrance ramp junction from one interchange followed by an exit ramp junction to the next interchange. This creates weaving areas between the interchanges, which were analyzed in the TOA. Some weaving areas were acceptable and are recommended. Other weaving areas are not acceptable and have been removed by interconnecting consecutive interchanges with collector distributor lanes. See the TOA for the discussion and results of the weaving analysis conducted between interchanges.



### **Between Pleasant Street and SR 32 / SR 38**

Both northbound and southbound weaving segments fail. A continuous collector-distributor (CD) lane will be used in each direction to interconnect the interchanges. In the northbound direction, only the northbound exit ramp to SR 32 / SR 38 is proposed, exiting to the CD. Traffic wishing to enter northbound SR 37 from Pleasant Street will travel through the CD to enter north of SR 32 / SR 38. In the southbound direction, only the southbound entrance from SR 32 / SR 38 is proposed, exiting from the CD. Traffic wishing to exit southbound SR 37 to Pleasant Street will exit at SR 32 / SR 38 and travel through the CD to Pleasant Street.

**Cherry Street** – Cherry Street will not be a full access interchange; however will be connected to the southbound CD between SR 32 / SR 38 and Pleasant Street. Eastbound traffic on Cherry Street will maintain the options to go south on Noble Creek Drive, or north on Cumberland Road prior to SR 37, however traffic entering SR 37 from Cherry Street will be forced to travel south within the CD between SR 32 / SR 38 and Pleasant Street. Traffic wishing to enter southbound SR 37 from eastbound Cherry Street will travel through the CD and enter south of Pleasant Street. Traffic wishing to enter northbound SR 37 from eastbound Cherry Street will travel north on Cumberland Road to SR 32 / SR 38, east on SR 32 / SR 38 through the interchange, and enter northbound SR 37 north of SR 32 / SR 38.

### **North of SR 32 / SR 38**

The SR 37 travel lanes will shift out in this area to transition from the proposed enclosed median to the existing open median north of the interchange. The northbound entrance ramp from SR 32 / SR 38 will be a conventional entrance ramp. The southbound exit ramp to SR 32 / SR 38 will be a conventional exit ramp.

### **SR 32 / SR 38**

The preferred alternate for this intersection is to construct a “teardrop” roundabout interchange on SR 32 / SR 38 consisting of two closely spaced roundabouts on either side of SR 37, which are tied together through the middle to function as one unit. SR 32 / SR 38 will overpass SR 37. SR 37 will be free-flow through this interchange and traffic traveling through on SR 32 / SR 38 will drive through the roundabouts with a yield condition on the roundabout approach.

The layout of the ramps will closely resemble a tight diamond interchange with directional entrance and exit ramps in each quadrant. Beyond the back of the gore area, all four ramps will remain directly adjacent to SR 37 maintaining an approximate 22 foot offset from outside edge of the SR 37 travel lane to the inside edge of the ramp lane(s). This offset allows for the minimum outside mainline shoulder, minimum inside ramp shoulder and the wall in between the mainline and the ramps. This wall is necessary to maintain the elevation difference between the mainline and the ramps as they approach SR 32 / SR 38. Exterior walls will also be necessary in the southwest, northwest, and northeast quadrants to minimize impacts to businesses in these quadrants (See aerial sheets for estimated wall limits).



SR 32 / SR 38 will have two lanes in each direction through the east/west portion of the roundabouts. On both approaches there will be one shared left/through lane, one through lane, and one right turn lane. The northbound exit ramp will exit as one lane and develop into three lanes at the roundabout approach, consisting of one left turn lane, one shared left/through lane, and one shared through/right lane. The southbound exit ramp will exit as one lane and develop into two lanes at the roundabout approach, consisting of one shared left/through lane, and one shared through/right lane. Both entrance ramps will depart from the roundabout as two lanes and merge to one lane before merging into SR 37.

One current drive accesses off SR 32 / SR 38 will need to be removed due to the close proximity to the interchange and the vertical difference of proposed SR 32 / SR 38 in the area of the drive. This drive is the easternmost drive accessing the Valero gas station in the southwest quadrant. This business has another drive off SR 32 / SR 38 approximately 90 feet west of the easternmost drive. This drive can remain, but should be changed to a right-in, right-out access to avoid queuing of westbound SR 32 / SR 38 traffic wishing to turn left into this drive. This business also has a third existing drive off of Cumberland Road. The existing drive off SR 32 / SR 38 accessing the retail plaza in the northwest quadrant can remain, but should be changed to a right-in only drive. This will avoid conflicts between vehicles exiting the west roundabout and vehicles entering SR 32 / SR 38 from this business. This business has a second existing full access drive off of Cumberland Road.

### **SR 32 / SR 38 over SR 37 Interchange**

The bridge will be designed to meet or exceed the current “AASHTO LRFD Bridge Design Specifications” as supplemented by INDOT design standards. The minimum vertical clearance for roadways crossing over SR 37 is 16’-6”.

The proposed bridge over SR 37 at SR 32 is anticipated to be a two span, 124’-10” long, prestressed reinforced concrete I beam structure built with a 20 degree skew to the roadway. The bridge will be a four lane roundabout facility with a clear roadway width of 181’-10” and an out to out coping of 185’-4”. The bridge will be designed to span the four lane SR 37 divided highway with the interior pier placed in the median of SR 37. It is anticipated that the proposed structure will be constructed with integral end bents on piles and a concrete interior wall pier on piles. The structure will also have reinforced concrete approach slabs to provide a smooth transition from the approach roadway to the bridge and to protect the ends of the bridge from settlement and erosion. The proposed bridge will include common height concrete bridge rail with transitions, approach guardrail and end treatments to meet current minimum standards.



# SR 32 / SR 38 Project Development Cost Summary

## SR 37 MOBILITY STUDY

Hamilton County, Town of Fishers and City of Noblesville  
SR 37 from South of 126th Street to North of SR 32 / SR 38

PROJECT ITEMS:			PROJECT COST (IN YEAR OF EXPENDITURE)
<b>SR 32 / SR 38</b>			
Engineering Costs	\$	4,194,809	
Construction Costs	\$	27,725,110	
Construction Cost Contingencies	\$	2,772,511	
Construction Inspection Costs	\$	4,158,766	
Utility Relocation Cost	\$	-	
Land Cost	\$	1,620,637	
Subtotal SR 32 Interchange			\$36,277,024

\* The SR 32/SR 38 Street Interchange is projected to be constructed in 2027. An inflation factor of 1.605 has been applied to obtain the construction cost shown in this table

**TOTAL INTERCHANGE  
COST: \$36,277,024**

