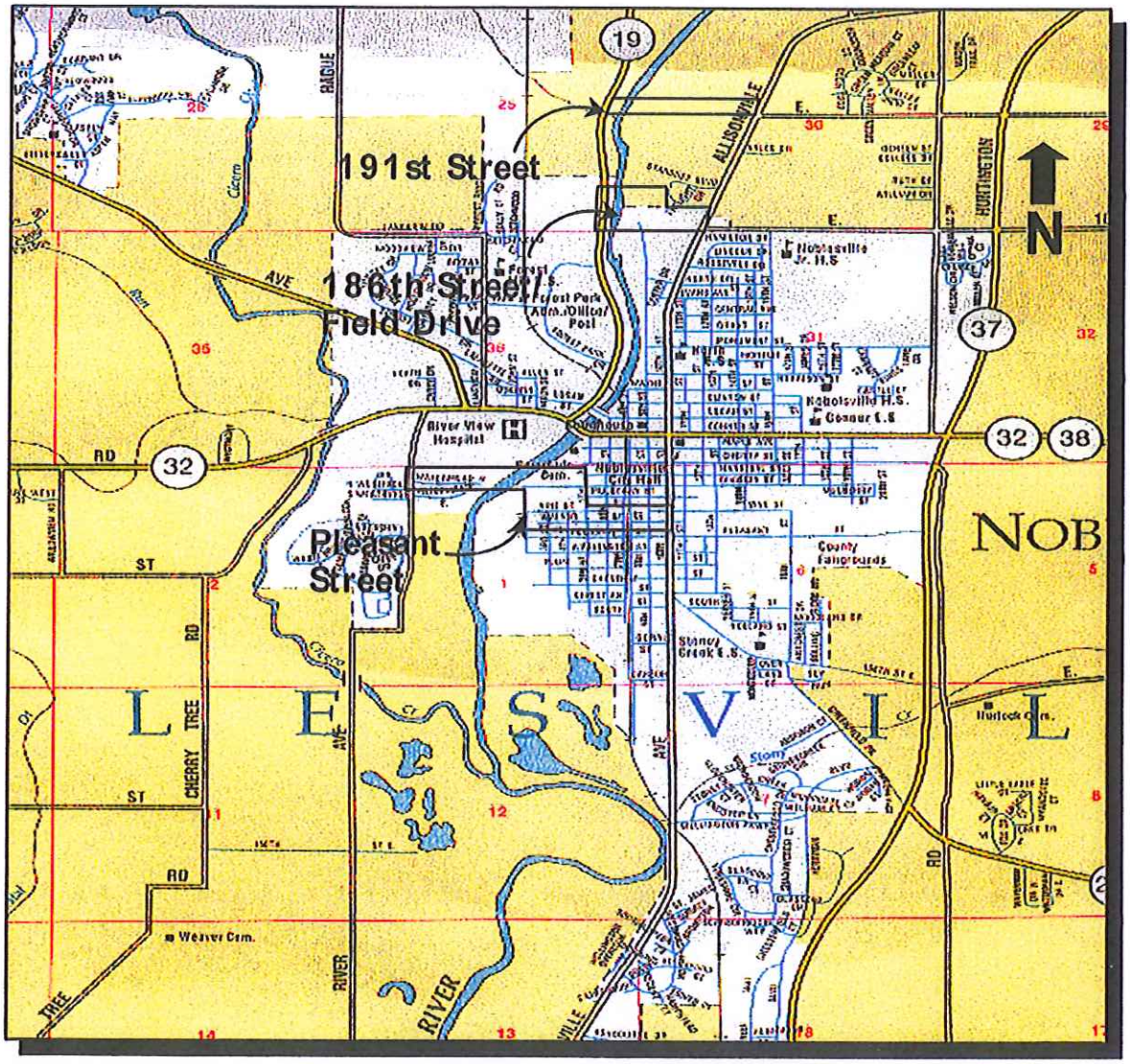
Noblesville White River Bridge Study
Technical Memorandum

Prepared for the
Board of Hamilton County Commissioners



Beam, Longest & Neff, L.L.C.
Consulting Engineers

March 1999

NOBLESVILLE WHITE RIVER BRIDGE STUDY
TECHNICAL MEMORANDUM

PREPARED FOR THE
BOARD OF HAMILTON COUNTY COMMISSIONERS

MARCH 1999

BEAM, LONGEST AND NEFF, L.L.C.
CONSULTING ENGINEERS
8126 CASTLETON ROAD
INDIANAPOLIS, INDIANA 46250

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APPENDIX

EARLY COORDINATION

Preliminary plans showing the alignments of each alternate were prepared, and are a separate attachment hereto.

NOBLESVILLE WHITE RIVER BRIDGE STUDY
TECHNICAL MEMORANDUM
PREPARED FOR THE
BOARD OF HAMILTON COUNTY COMMISSIONERS

TO: Mr. Les Locke, P.E., Hamilton County Engineer

FROM: Beam, Longest and Neff, L.L.C.

CC: Hamilton County Commissioners

DATE: March 1999

Introduction

The purpose of this technical memorandum is to compare and contrast three potential alternative crossings of the White River in Noblesville, Hamilton County, Indiana. To accomplish this task, a micro-level evaluation of the environmental constraints and engineering parameters of each alternative was conducted. The three alternatives evaluated were an extension of Pleasant Street (8th Street to River Avenue), an extension of 186th Street (Allisonville Avenue/10th Street to S.R. 19), and an extension of 191st Street (Allisonville Avenue/10th Street to S.R. 19). The locations of the project area and the alternate bridge locations are shown on maps in the Appendix, pages A-1 and A-2.

The initial step of the impact assessment process consisted of the establishment of an environmental database. Data collection, record reviews, field investigations and coordination with representatives of Hamilton County and the city of Noblesville were conducted as part of this process. The gathered data was transferred to digital orthophotography to be used as a graphical representation of the constraints within the limits of each alternate.

The combination of the environmental database and digital orthophotography produced a series of impact evaluation matrices. These matrices were prepared to evaluate and enumerate the suspected engineering parameters, land use acreage requirements and socio-economic-environmental impacts of the alternate alignments on a micro scale. The matrices assisted in contrasting the alternates. The intent of the matrices is to develop and document decision points to aid in the advancement of a particular alignment or alignments to the preliminary engineering phase of project development.

Macro-Level Evaluation

Prior to commencing the micro-level study of alternates, a macro-level evaluation of five corridor locations was prepared and coordinated with the Hamilton County Commissioners in early 1998. This analysis evaluated preliminary engineering and environmental issues on a macro scale to compare and contrast corridor locations, and to recommend one or more feasible corridors for further study. The five developed corridors were:

Corridor I: 161st Street
Corridor II: 186th Street (Field Drive)
Corridor III: 191st Street
Corridor IV: Carbon Street
Corridor V: Pleasant Street

The macro-level analysis culminated in the enumeration of the advantages and disadvantages of each corridor. A formal presentation of these corridors and related engineering and environmental parameters was made to the Hamilton County Commissioners on April 27, 1998. A copy of this presentation entitled "Advantages and Disadvantages of the Five (5) Corridor Locations" is included in the Appendix on pages A-3 through A-8. Following the presentation, the Hamilton County Engineer recommended (on April 27, 1998) and the Hamilton County Commissioners concurred in the advancement of Corridor II (186th Street), Corridor III (191st Street) and Corridor V (Pleasant Street) to the micro-level evaluation. A copy of this concurrence letter is included on pages A-9 and A-10. As such, the county-consultant agreement was supplemented, and the micro-level analysis began on June 21, 1998.

Data Collection

National Wetland Inventory (NWI) maps were reviewed to determine the potential presence of jurisdictional wetlands within the alternate alignments. Potential wetlands determined to be within the proposed alternate alignments were transferred to the digital orthophotography and included in the impact evaluation matrices. Flood Insurance Rate maps (FIRM) were also reviewed to determine the extent the proposed corridors would encroach upon the regulatory floodplain and/or floodway. The type of encroachment of each corridor (transverse or longitudinal) was also noted. This data is included in the impact evaluation matrices.

An Archaeological Records Review was conducted by Ball State University, Archaeological Resources Management Service (ARMS) on December 31, 1997. The Archaeological Records Review indicated that 747 archaeological sites have been recorded for Hamilton County, and 54 sites recorded within one mile of the alternate corridors. Three historic scatter sites are possible within the corridors of 186th Street, but none appear to be of significance. No such sites have been located within the corridors of 191st Street or Pleasant Street. The recommendation of the records review was that an archaeological field reconnaissance should be conducted prior to any construction activity within the limits of the preferred alternate. The Indiana Department of Natural Resources (IDNR), State Historic Preservation Officer (SHPO), in letters dated April 9, 1998 and June 3, 1998, concurred with the recommendations of Ball State University, ARMS.

A Hazardous Waste Site Assessment was conducted by Ecosearch Environmental Resources, Inc. on December 10, 1997. The results of the Hazardous Waste Site Assessment for the corridors identified 127 known hazardous material sites within the general project area. The site assessment did not identify any sites within the corridors of any of the proposed alternates. The results of the Hazardous Waste Site Assessment and the Archaeological Records Review were incorporated into the digital orthophotography and included in the impact evaluation

matrices.

These aforementioned record reviews were supported by various field inspections of the proposed alternate alignments. The field studies noted potential environmental resources within each alternate. Resources such as parks, other potential wetlands, wooded areas, other potential hazardous waste sites and sensitive residential or community areas are examples of the resources noted in the field. The information gathered as part of the field investigations was incorporated into the digital orthophotography and the impact evaluation matrices.

Description of Alternates

Alignments were developed within the corridors studied during the macro-level analysis. The numbers of travel and turn lanes were specified, preliminary grades were developed, and overall right-of-way requirements were determined using digital orthophotography and mapping supplied by Hamilton County. The alignments were further developed to consider environmental issues, topographical features, and existing and anticipated development patterns.

The preliminary horizontal alignments and bridge locations for the alternatives were indicated on the digital orthophotography. Bridge lengths and required waterway openings were determined based on prior studies, available data and hydrologic studies and analyses. A two (2) lane bridge and roadway was utilized for the 186th Street and 191st Street alternatives. The right-of-way for these alternatives was estimated for the two (2) lane design. The estimated right-of-way for the Pleasant Street alternative was delineated for a two lane bridge with a right-of-way to accommodate future widening to four (4) lanes. Preliminary plans showing the alignments for each alternate were prepared and are attached hereto.

The traffic study completed as part of the macro-level evaluation showed an increase in the existing traffic volumes along the north-south access roads to each corridor. The traffic study is discussed in the section entitled Impact Evaluation Matrices. Allisonville Road/10th Street and River Road (Pleasant Street) and Allisonville Road/10th Street and S.R. 19 (186th Street/191sts Street) can be expected to experience increased traffic volumes with the placement of the respective alternate. These expected increases could necessitate future improvements to Allisonville Road/10th Street, River Road and S.R. 19.

The development of an alternate along the alignment of existing Pleasant Street would be consistent with the Noblesville Thoroughfare Plan (undated). This thoroughfare plan shows extension across the river as a "Proposed New Road" between S.R. 32/S.R. 38 and Cherry Tree Avenue; the Pleasant Street alternative lies within these termini as shown on page A-14. Preliminary data indicates that a traffic signal would be needed at the intersection of this alternate with River Road. No time of implementation or minimum right-of-way has been specified in the Plan for this corridor.

The Pleasant Street alternate would be in the proximity of three (3) recreation trails proposed for development by Noblesville Parks and Recreation as part of their Trails Master Plan of July 1998. The three (3) impacted trails include the White River/Allisonville Road Trail (No.

9), Central Indiana Railroad Trail (No. 13), and the White River Trail - Southside (No. 16). The location of each of these trails is shown on page A-15. The department has no established priority of developmdevelopment for any of these three (3) trails.

Either extension along 186th Street would be inconsistent with the Noblesville Thoroughfare Plan. No extension of this major collector is currently proposed in the thoroughfare plan. See page A-14. However, to accommodate this alternate, it is recommended that traffic signals be placed at its intersection with both Allisonville Road/10th Street and S.R. 19.

The extension along 186th Street would be in the proximity of three (3) proposed recreation trails. The three (3) trails are the White River Trail - Potters Bridge (No. 7), the White River/Allisonville Road Trail (No. 9) and the Schools Trail (No. 10). The location of each of these trails is shown on page A-15. No priority has been established for development of any of these three (3) trails by the parks department.

An extension along 191st Street would be inconsistent with the Noblesville Thoroughfare Plan. No extension of this secondary arterial is currently proposed in the thoroughfare plan. See page A-14.

Traffic control would be required for implementation of this alternate. At Allisonville Road/10th Street, a traffic signal would be required. At S.R. 19, left turn storage lanes and a traffic signal would be needed.

The extension along 191st Street would be in the proximity of two (2) proposed recreation trails. The trails include the White River Trail - Potters Bridge (No. 7) and the White River/Allisonville Road Trail (No. 9). The location of each of these trails is shown on page A-15. No priority has been established for development of these trails by the parks department.

Impact Evaluation Matrices

Impact evaluation matrices were prepared to enumerate and compare the engineering parameters, right-of-way requirements and suspected environmental impacts of the three (3) alternate alignments. The matrices were used to compare the relative technical merits and potential environmental effects of alternates, and to select one of them as the preferred alternate for advancement to the preliminary engineering phase. Three (3) matrices were prepared to accomplish this task, as follows:

Matrix A - Engineering Parameters

Matrix B - Land Use Acreage Requirements

Matrix C - Socio-Economic-Environmental Effects

Each of these matrices appears in the Appendix on pages A-11 through A-13, respectively.

In addition to these matrices, a traffic study was previously completed as part of the macro-level evaluation. This study consisted of expansion of an existing traffic model developed for an Indiana Department of Transportation (INDOT) Major Investment Study. The traffic study shows the percent change in traffic volumes on existing bridge crossings in the region as a result of construction of each alternate. It is included on page A-14.

A review of this traffic study shows the following:

Pleasant Street –

- There is an approximate 37% decrease in the traffic volumes on the S.R. 32 (Conner Street) bridge, more than any other alternate.
- Traffic volume reductions are balanced between local and regional travel patterns.

186th Street –

- This alternate is effective in reducing traffic volumes on the S.R. 32 (Conner Street) and Logan Street bridges for the number of dollars spent.
- This alternate would help local transportation efficiency without attracting regional through traffic.

191rt Street

- This corridor is effective in reducing traffic volumes on the S.R. 32 (Conner Street) and Logan Street bridges for the number of dollars spent.
- This corridor would help local transportation efficiency without attracting regional through traffic.

Public Utilities

Each of the proposed alternates would encroach upon public utilities. Locations of utilities within or adjacent to each alternate were obtained to identify anticipated conflicts and points of contact for further coordination in the preliminary engineering phase. The identified utilities include:

Electric	PSI/Cinergy 1000 East Main Street Plainfield, IN 46168 Attn: Tina Quinlin 317-838-1513
Natural Gas	Indiana Gas 1630 North Meridian Street Indianapolis, IN 46202-1496 Attn: Ron Barker 317-321-0599

Water	Indianapolis Water Company P.O. Box 1220 Indianapolis, IN 46202 Attn: Henry Nuckols 317-263-6472 Indiana American Water Company 835 Wayne Street Noblesville, IN 46060-2167 Attn: Tim Lee 317-773-2497
Telephone	Ameritech 5870 North College Avenue Indianapolis, IN 46220 Attn: Dick Waltz 317-252-5134
Cable Television	Insight Communications 15229 Stony Creek Way Noblesville, IN 46060 Attn: Dale Lambert 317-776-0660 ext. 321
Sewerage	City of Noblesville Noblesville Waste Water 197 West Washington Noblesville, IN 46060 317-776-6353

These public utilities should be provided with preliminary plans early in the survey and design phases of the preferred alternate such that unnecessary conflicts with the respective utility line can be avoided. This will allow necessary adjustments/relocations to be initiated promptly and not delay the construction of the preferred alternate. Minor interruptions of consumer service should be anticipated.

Permit Requirements

A review of permitting requirements has shown that the following permits would be required prior to the initiation of construction of the preferred alternate:

A Section 404 Permit for the discharge of dredged or fill material from the U.S. Army Corps of Engineers, Louisville District would be required for bridge construction

A Section 401 Water Quality Certification would be required from the Indiana Department of Environmental Management for bridge construction

Approval from the Natural Resources Commission for construction in a floodway would be required for bridge construction

A U.S. Coast Guard Bridge Permit would not be required

A Rule 5 submission for erosion control would be required as more than 5 acres would be disturbed during construction activities

In addition to these construction permits, the Greenfield District of the Indiana Department of Transportation (INDOT) replied that traffic impact studies would be required to assess impacts to both S.R. 19 and S.R. 37 at 186th Street and/or 191st Street. The expected design needs on S.R. 19 and S.R. 37 dictate that the proposed intersections with 186th Street and/or 191st Street must function at Level of Service C. This reply is included in the Appendix as page B-12.

Following development of the direct connection alternate for 186th Street, a coordination meeting was held with the Greenfield District, INDOT for review of the proposal. Meeting minutes are included on pages B-13 and B-14. Although the INDOT did not have any major objections to either alternate, various concerns were noted for consideration in development of each alternate. These concerns included encroachment on the city park, use of a detour during construction and funding constraints.

Coordination

Development of the archaeological records check was coordinated with the Indiana State Historic Preservation Office (SHPO); refer to pages B-1 through B-6, inclusive, in the Appendix. The reply indicated that additional design details were required to determine the impact of encroachment of the 186th Street alternate on the North 10th Street Historic District; the SHPO provided the limits of this district, as shown on pages B-3 and B-4. If this alternate is selected, the required coordination can be initiated with the SHPO as requested.

The reply continued by recommending the preparation of an archaeological reconnaissance along the preferred alternate alignment. The required field survey and additional coordination will be initiated with advancement of the project into the preliminary engineering design phase.

Coordination meetings were held on August 13, 1998 with Hamilton County to review the potential alternate alignments, and again on October 16, 1998 to review similar information with county representatives and the city of Noblesville. Following the August meeting, additional revisions to the alternate alignments were made in preparation for meeting with the city. With the completion of these modifications, coordination with the city further defined the alternate alignments. At the conclusion of the latter meeting, the consultant was to continue with final development of the study and compilation of the impact evaluation matrices. Copies of the minutes of each of these coordination meetings are included in the

Appendix on pages B-7 through B-10, inclusive.

Recommendations

Based upon the results of this micro-level analysis, it is recommended that Pleasant Street be selected as the preferred alternate. Although this alternate would perpetuate higher residential relocations, and higher overall construction costs, the traffic study would appear to support its selection. The volume reductions anticipated by this alternate are balanced between local and regional travel patterns (i.e., attractive to "customers" of other bridges), whereas 186th Street and 191st Street currently serve only local travel patterns (i.e., attractive to "customers" of only the S.R. 32 (Conner Street) and Logan Street bridges).

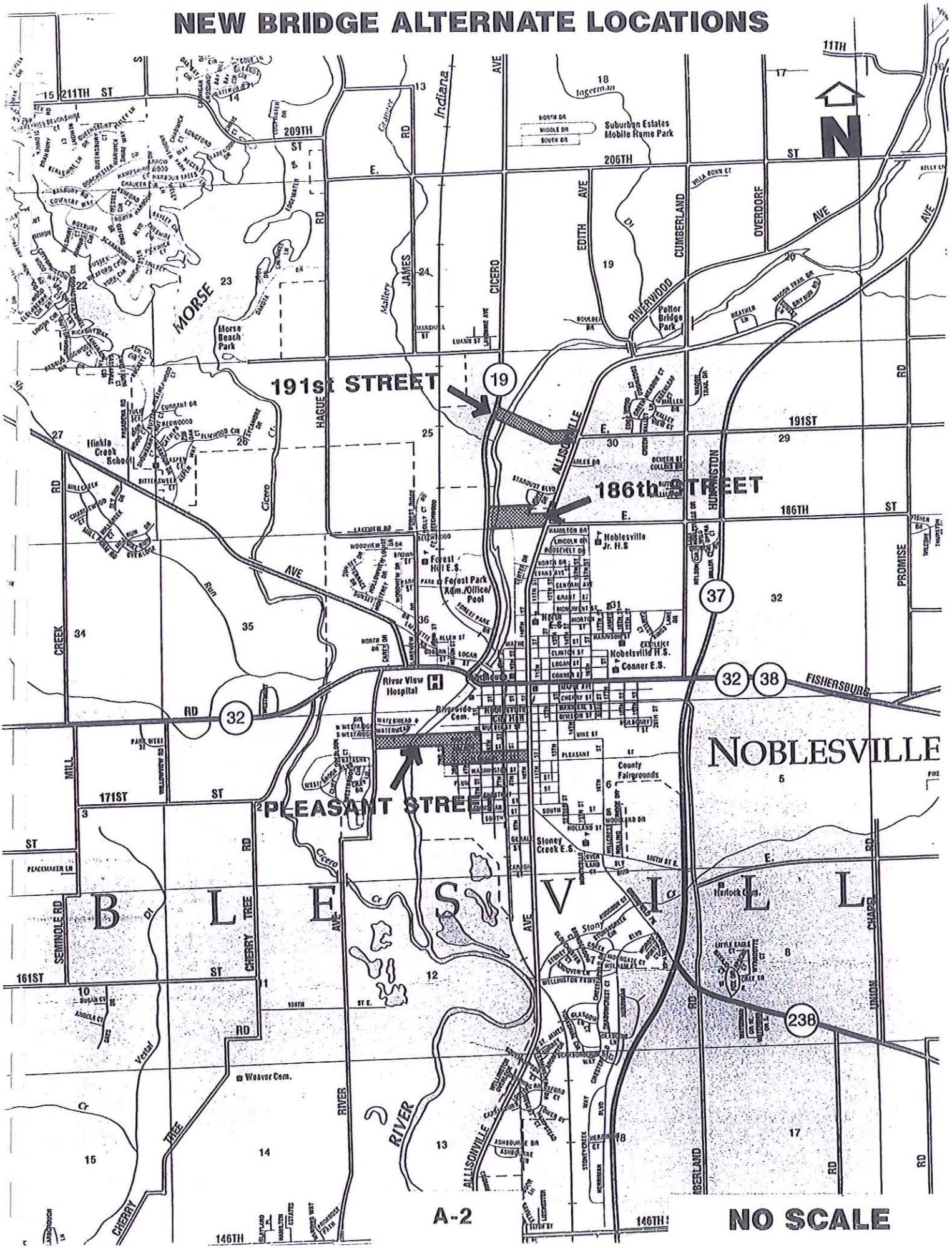
The potential connectivity of the Pleasant Street alternate would support both the aforementioned local and regional travel patterns network. Extension of this alternate beyond its eastern and western termini has prompted the city of Noblesville to include it as an element of the Noblesville Thoroughfare Plan. The proposed two (2) lane alternate would be compatible with the recent improvements by the city to reconstruct Pleasant Street between S.R. 37 and 8th Street. Future extension of Pleasant Street west of River Avenue to S.R. 32 is plausible, completing a southern loop around Noblesville between S.R. 37 and S.R. 32. Opportunities for similar extensions on the north do not exist for either 186th Street or 191st Street. Therefore, it is recommended to advance the Pleasant Street alternate, selection of which is also supported by the city of Noblesville (B-15).

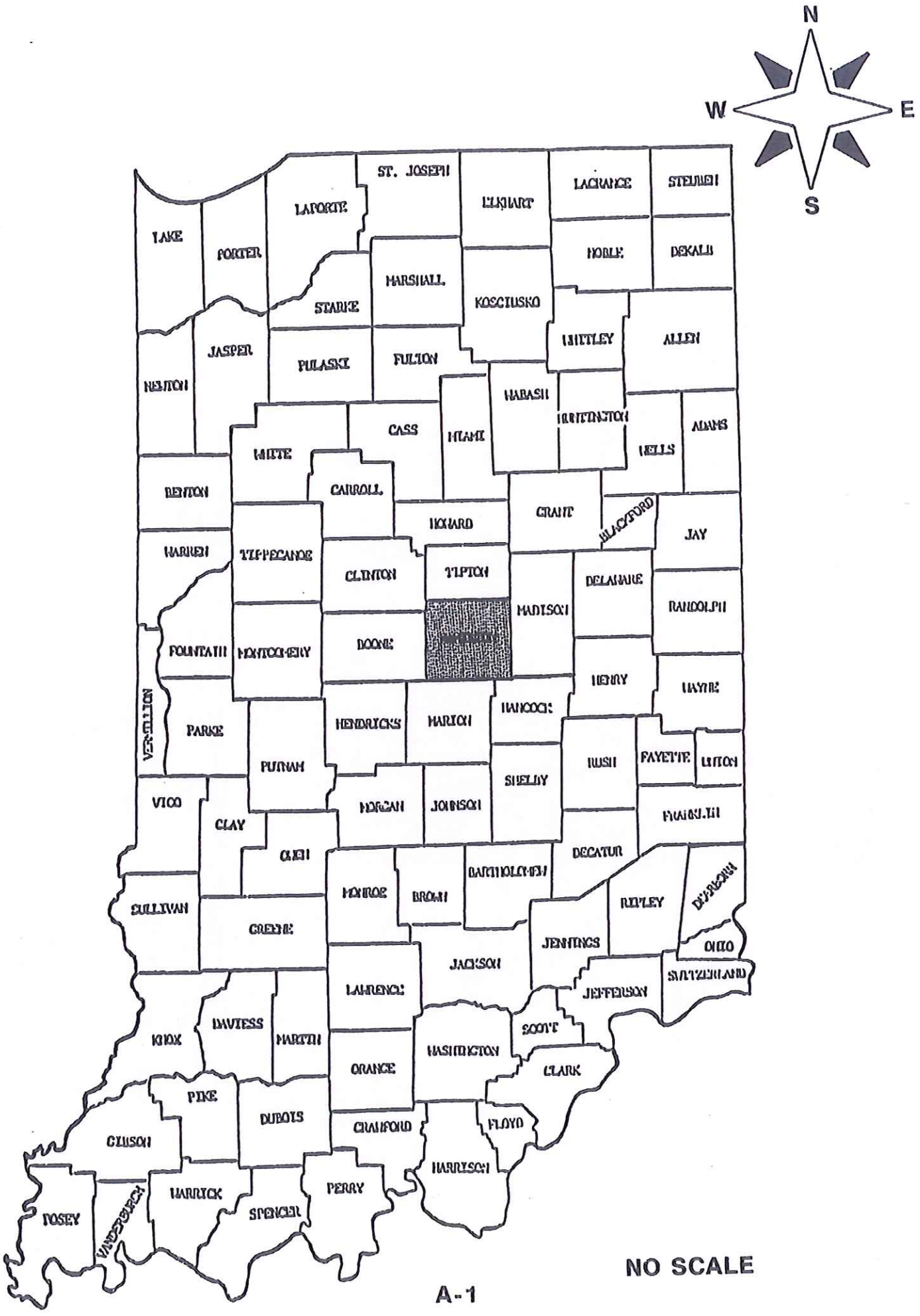
In addition to recommending advancement of Pleasant Street to the preliminary engineering phase, the city of Noblesville should protect the 186th Street and 191st Street corridors in future updates of the Noblesville Thoroughfare Plan. This would permit these potential corridors to be protected for enhancement of (future) local travel patterns. Preservation of these transportation corridors would provide a mechanism whereby the city can establish approximate locations and widths of right-of-way. This planning effort would prevent future costly and conflicting development of the lands involved.

It should be noted that factors must be considered prior to initiating the development of preliminary plans. Funding, funding sources and level of participation by other interested agencies should be considered prior to development of construction plans.

APPENDIX

NEW BRIDGE ALTERNATE LOCATIONS

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RUSH
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VIGO
CLAY
MORGAN
JOHNSON
FRANKLIN
DECATUR
OWEN
BARTHOLOMEW
MONROE
BROWN
RIPLEY
DEARBORN
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SWITZERLAND
JEFFERSON
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MARTIN
WASHINGTON
SCOTT
ORANGE
CLARK
PIKE
DUBOIS
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SPENCER
NO SCALE

A-1

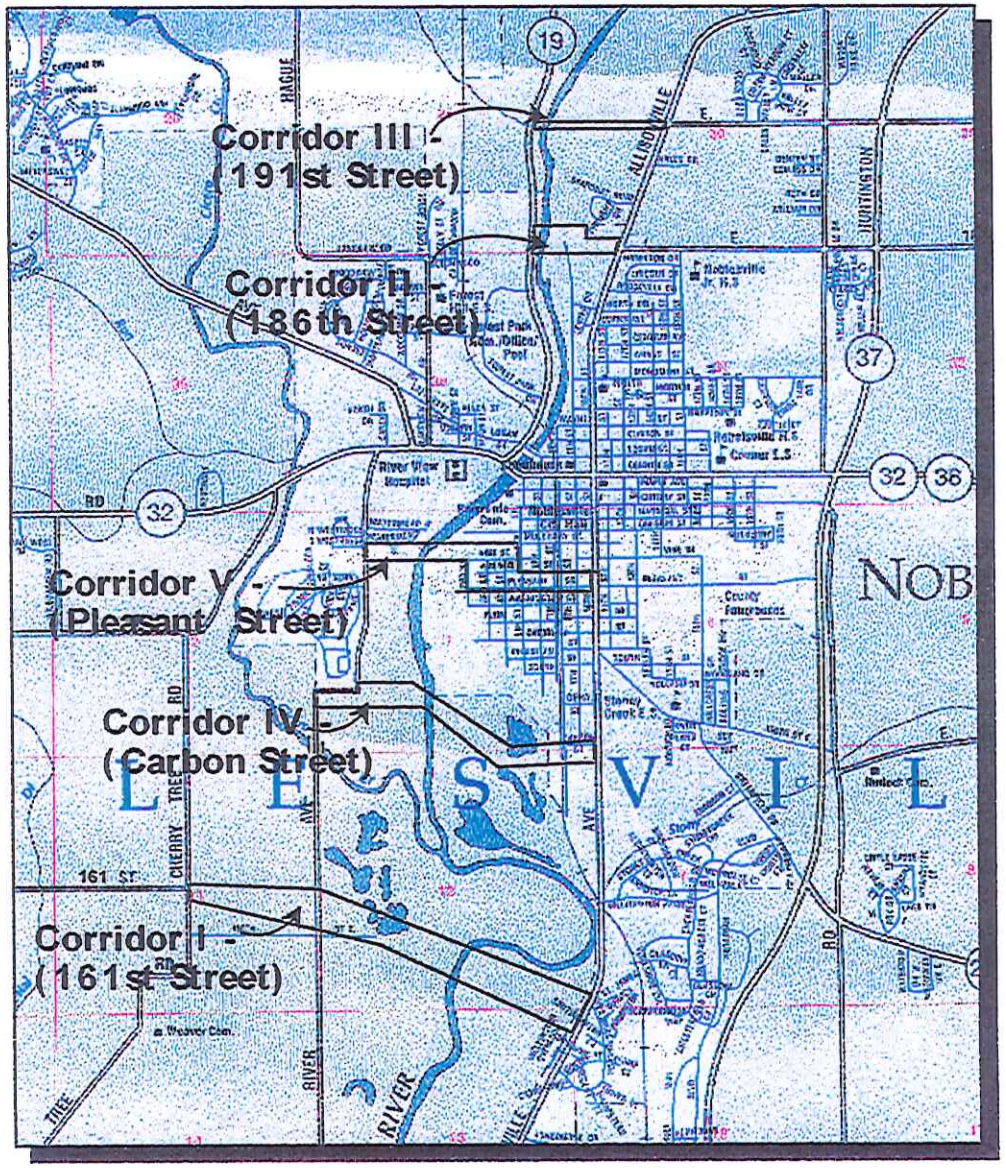
PRELIMINARY WHITE RIVER BRIDGE LOCATION STUDY
NOBLESVILLE TOWNSHIP, HAMILTON COUNTY, INDIANA
ADVANTAGES AND DISADVANTAGES OF THE FIVE (5) CORRIDOR LOCATIONS

April 27, 1998
Hamilton County Commissioners Chambers
Hamilton County Government Center
Noblesville, Indiana

Beam, Longest and Neff, L.L.C.
Consulting Engineers
8126 Castleton Road
Indianapolis, Indiana 46250

Noblesville White River Bridge Study

March 26, 1998



191st Street - Corridor III

Advantages:

- There are no known archaeological sites, parks or commercial/industrial areas affected.
- Approximately 3% of the land use affected is residential property.
- This corridor would provide connectivity between S.R. 19 and S.R. 37, which is east of the east terminus.
- It is reasonable to anticipate that this corridor will have one of the lower road and bridge construction costs due to the length of the corridor.
- This corridor is likely to be one of the most cost effective in reducing traffic on the S.R. 32 (Conner Street) and Logan Street bridges for the number of dollars spent in the project.
- This corridor would provide more direct access to the schools.
- This corridor would help local transportation efficiency without attracting regional through traffic.

Disadvantages:

- Approximately 33% of the land use affected is agricultural property.
- Approximately 20% of the land use affected is wetlands, more than any other corridor.
- Approximately 38% of the land use affected is woodland.
- Approximately 8% of the land use affected is public/non-profit property (White River Christian Church).
- The stream bank is narrow at the western terminus of S.R. 19.
- There is no decrease in the traffic volume on the 96th Street and I-465 bridges.
- With the addition of this bridge, regional traffic patterns are not affected as greatly as other potential corridors.

186th Street (Field Drive) - Corridor II

Advantages:

- There are no known archaeological sites, parks, residential properties or commercial/industrial properties affected.
- A negligible amount of agricultural land use is affected.
- This corridor would provide connectivity between S.R. 19 and S.R. 37, which is east of the east terminus.

- It is reasonable to anticipate that this corridor will have one of the lower road and bridge construction costs due to the length of the corridor.
- This corridor is likely to be one of the most cost effective in reducing traffic on the S.R. 32 (Conner Street) and Logan Street bridges for the number of dollars spent in the project.
- This corridor would provide more direct access to the schools.
- This corridor would help local transportation efficiency without attracting regional through traffic.

Disadvantages:

- Approximately 50% of the land use affected is woodland.
- Approximately 42% of the land use affected is public/non-profit (Moose Lodge 540 and a baseball field).
- There is no decrease in the traffic volume on the 96th Street bridge and the I-465 bridge; there is only a negligible decrease on the 146th Street bridge.
- The stream bank is narrow at the western terminus at S.R. 19, possibly necessitating construction of a partial interchange to access S.R. 19. This interchange would impact a city park, Forest Park, which is to the west of S.R. 19.
- With the addition of this bridge, regional traffic patterns are not affected as greatly as other potential corridors.
- The North 10th Street Historic District is encroached upon by this corridor.

Pleasant Street - Corridor V

Advantages:

- There are no known agricultural, archaeological or commercial/industrial sites affected.
- Approximately 37% decrease in the traffic volumes on the S.R. 32 (Conner Street) bridge is anticipated. This is more than any other corridor.
- Approximately 5% of the land use affected is wetlands, the least amount of wetlands affected for all corridors.
- This corridor is compatible with the existing plans by the city of Noblesville to reconstruct Pleasant Street between 8th Street and S.R. 37.
- The potential for utilizing the abandoned railroad corridor exists.
- It is reasonable to anticipate that this corridor would have a moderate road and bridge construction cost due to the length of the corridor.
- Testimony received at the public information meeting indicated that this corridor has the potential to connect westward to S.R. 32.

- Traffic volume reductions are balanced between local and regional travel patterns.

Disadvantages:

- Approximately 70% of the land use affected is residential property.
- This corridor is in close proximity to a neighborhood park.
- Land at the wastewater treatment plant may be affected.

Carbon Street - Corridor IV

Advantages:

- There are no known archaeological sites, public/non-profit properties or parks affected.
- Approximately 2% of the land use affected is woodland.
- Approximately 4% of the land use affected is residential property.
- Traffic decreases approximately 35% on the S.R. 32 (Conner Street) bridge with the construction of a new bridge at this location.
- Traffic serves both local and regional traffic needs.

Disadvantages:

- Approximately 15% of the land use affected is wetlands.
- Approximately 75% of the land use affected is commercial/industrial property (local gravel pits (U.S. Aggregate and Beaver), Warner Bodies).
- There is a slight decrease in the traffic volume on the 96th Street and I-465 bridges.
- It is reasonable to anticipate that this corridor will have one of the highest road and bridge construction costs due to the physical features associated with the area (local gravel pits (U.S. Aggregate and Beaver) and Warner Bodies).
- This corridor is unlikely to connect east of Allisonville Road due to the location of additional wetland complexes between Allisonville Road and Greenfield Pike.
- There is a hazardous materials site located at Warner Bodies.

161st Street - Corridor I

Advantages:

- There are no known parks or public/non-profit areas affected.
- This corridor decreases the amount of traffic on the Logan Street, 146th Street, 116th Street and I-465 bridges more than any other corridor.
- Traffic appears to serve both local and regional traffic needs.

- This corridor allows incorporation of it into the Hamilton County Thoroughfare Plan; 161st Street west of the White River is classified as an arterial on the plan.

Disadvantages:

- Approximately 37% of the land use affected is commercial property (local gravel pits).
- Approximately 2% of the land use affected is archaeological. This is the only corridor affecting archaeological sites.
- Approximately 13% of the land use affected is wetlands.
- Approximately 38% of the land use affected is agricultural property.
- This corridor would terminate at Allisonville Road.
- It is reasonable to anticipate that this corridor will have one of the highest road and bridge construction costs due to the physical constraints associated with the area (local gravel pits, archaeological sites and floodplains).

Preliminary Construction Cost Data

Preliminary construction costs have been estimated for each corridor as follows:

191st Street - Corridor III:	$3,000,000 - $5,000,000
186th Street (Field Drive) - Corridor II:	$2,500,000 - $4,500,000
Pleasant Street - Corridor V:	$3,000,000 - $6,000,000
Carbon Street - Corridor IV:	$3,500,000 - $7,000,000
161st Street - Corridor I:	$6,000,000 - $12,500,000

Recommendations

Based upon this preliminary macro analysis, it is recommended that Corridors II (186th Street), III (191st Street) and V (Pleasant Street) be advanced to the micro analysis. Corridors I (161st Street) and IV (Carbon Street) exhibit characteristics that would possibly limit constructability and viability.

HIGHWAY DEPARTMENT

Hamilton County

April 27, 1998

The Hamilton County Board of Commissioners
One Hamilton County Square, Suite 188
Noblesville, Indiana 46060

RE: Micro Study Recommendations
Noblesville Township/White River Bridge Study

Dear Commissioners:

After having reviewed all of the public hearing comments and the reports from Beam, Longest and Neff, I have the following recommendations:

1) Corridor I - 161st Street: While this corridor would improve regional traffic greatly, it does not appear feasible due to costs, the quarries, wide flood plain and approach road length. There was no significant public support for this location. I recommend this corridor not be selected for further study or inclusion in the thoroughfare plan.

2) Corridor II - 186th Street and Corridor III - 191st Street: These corridors appear to be fairly cost effective corridors with good local traffic improvement. I do not believe, they will draw a significant amount of cross county traffic. They will, however, draw a significant amount of local traffic in particular cars and busses going to the schools east of the river. These would eliminate the need for these vehicles to travel through the congested downtown. This would indirectly affect regional traffic by reducing the congestion on Logan Street and Conner Street. I would recommend both of these corridors be selected for a micro study. The study should develop these bridges as two lane local roads to remain in character with the surrounding neighborhoods.

3) Corridor IV - Carbon Street: After listening to and reviewing the public hearing comments, I spent several hours looking at possible ways to connect this road through to S.R. 37. Due to existing development, wetlands and locations of creeks, the connection to S.R. 37 did not appear to be feasible in a cost-effective manner. The best that could be done is to connect to Allisonville Road. Because the Pleasant Street corridor has so many more advantages and is located in the same general area, I recommend this corridor be dropped from any further study or inclusion in the thoroughfare plan.

4) Corridor V - Pleasant Street - This corridor appears to have the greatest advantages of all the corridors. It will also have an adverse impact on several homeowners which would have to be relocated. However, after reviewing all the corridors, this location appears to have the greatest improvement on both local and regional traffic. As brought up by the public in the public hearings it offers the potential to be a part of a larger thoroughfare connecting to S.R. 32. This bridge would be very cost effective due to the length of the project and the number of vehicles it could potentially serve. I recommend that a micro study be performed on this corridor. Based on the current plans for the roads in the vicinity, I would recommend the study be developed with an initial two lane bridge and a future additional two lane bridge adjacent to it or by widening the bridge to four lanes. This would allow expansion as required. An analysis should also be ran to look at what cost savings the county would achieve if the entire four lanes were built at this time. Once the actual impact to

1717 PLEASANT STREET NOBLESVILLE, INDIANA 46060 (317) 773-7770

residents is determined, we could discuss options on how to relocate families and avoid creating undue financial hardship on them.

Currently our contract with Beam, Longest and Neff only includes one micro study and we do not have any additional money in the line item. I do not anticipate a problem obtaining these funds.

If you have any questions, please contact me.

Sincerely,

Les K. Locke, P.E.
County Highway Engineer

LKL:gh
4-27-98.g

cc: Tom K. Stevens
Jeffrey Vlach - Beam, Longest & Neff
Jerry Larrison - Beam, Longest & Neff

NOBLESVILLE WHITE RIVER BRIDGE STUDY
IMPACT EVALUATION MATRIX A

HAMILTON COUNTY, INDIANA

ITEM DESCRIPTION	ALTERNATE				
	186th Street		191st Street	Pleasant Street	
	Loop Alternate	Direct Connection			
Roadway Length (Feet)	2,190	186th = 1,320 SR 19 = 2,550	2,020	3,760	
Bridge Length (Feet)	520	480	595	510	
				Two (2) Lane	Four (4) Lane
Roadway Construction Cost	$ 1,300,000	$ 2,000,000	$ 1,200,000	$ 1,700,000	$ 2,400,000
Bridge Construction Cost	$ 2,200,000	$ 2,500,000	$ 3,000,000	$ 1,900,000	$ 3,400,000
Total Cost of Construction	$ 3,500,000	$ 4,500,000	$ 4,200,000	$ 3,600,000	$ 5,800,000
Estimated Cost of Right-of-Way	$ 750,000	$ 800,000	$ 1,200,000	$ 2,690,000	$ 3,050,000
Contingencies (10%)	$ 425,000	$ 530,000	$ 540,000	$ 629,000	$ 885,000
Engineering Design	$ 305,000	$ 370,000	$ 375,000	$ 430,000	$ 595,000
Construction Inspection	$ 350,000	$ 450,000	$ 420,000	$ 360,000	$ 580,000
TOTAL PROJECT COST	$ 5,330,000	$ 6,650,000	$ 6,735,000	$ 7,709,000	$ 10,910,000

The estimate for 186th Street does not include costs for potential relocation of the high-tension electric towers in the vicinity of White River. This cost estimate was sought from the electric utility, PSI/Cinergy, but was unavailable; refer to page B-11.

NOBLESVILLE WHITE RIVER BRIDGE STUDY
IMPACT EVALUATION MATRIX B

HAMILTON COUNTY, INDIANA

LAND USE ACREAGE REQUIREMENTS	ALTERNATE			
	186th Street		191st Street	Pleasant Street*
	Loop Alternate	Direct Connection		
Agricultural	0	0	4.5 Ac	0
Archaeological Sites	0	0	0	0
Wetlands	0.4 Ac.	0.4 Ac.	1.1 Ac.	0.9 Ac.
Woodlands	2.2 Ac.	4.0 Ac.	1.1 Ac.	1.1 Ac.
Parks	2.3 Ac.	1.0 Ac.	0	0.3 Ac.
Residential	0.7 Ac.	0.5 Ac.	1.1 Ac.	3.1 Ac.
Public and Non-Profit	2.1 Ac.	2.2 Ac.	0.7 Ac.	4.6 Ac.
Commercial and Industrial	0	0	0	0.7 Ac.
TOTAL ACQUISITION	7.7 Ac.	8.1 Ac.	8.5 Ac.	10.7 Ac.
Temporary R/W for Channel Clearing	2.4 Ac.	3.4 Ac.	4.0 Ac.	1.0 Ac.

* This land use acreage requirement is for a four (4) lane cross-section.

NOBLESVILLE WHITE RIVER BRIDGE STUDY
IMPACT EVALUATION MATRIX C

HAMILTON COUNTY, INDIANA

SOCIO-ECONOMIC-ENVIRONMENTAL EFFECTS	ALTERNATE			
	186th Street		191st Street	Pleasant Street
	Loop Alternate	Direct Connection		
Residential Relocations	7 Mobile Homes, 2 Apartments and Various Outbuildings	7 Mobile Homes, 2 Apartments and Various Outbuildings	3 Residences and 1 Barn	29 (4 lane) or 25 (2 lane) Residences, 1 Mobile Home and Various Outbuildings
Commercial Relocations	0	0	0	2 Businesses and Various Outbuildings
Number of Section 4(f) Properties Impacted *	1 - Forest Park	1 - Forest Park	0	1 - Southside Park
Acres of Section 4(f) Properties Impacted *	2.3 Ac.	1.0 Ac.	0	0.3 Ac.
Number of Threatened/ Endangered Species Impacted	0/ 0	0/ 0	0/ 0	0/ 0
Number of Archaeological/ Historical Sites **	3/ 1-North 10th Street Historic District	3/ 1 - North 10th Street Historic District	0/ 0	0/ 0
Number of Hazardous Material Sites	0	0	0	0
Number of Wetlands Impacted	1 - White River	1 - White River	1 - White River	1 - White River
Acres of Wetlands Impacted	0.4 Ac.	0.4 Ac.	1.1 Ac.	0.9 Ac.
Floodway/Floodplain Encroachment	Transverse	Transverse	Transverse	Transverse

* Section 4(f) of the Department of Transportation Act applies only if federal funds are used in any phase of project development.

** Section 106 of the National Historic Preservation Act applies only if federal funds are used in any phase of project development.

NOBLESVILLE WHITE RIVER BRIDGE STUDY
IMPACT EVALUATION MATRIX D

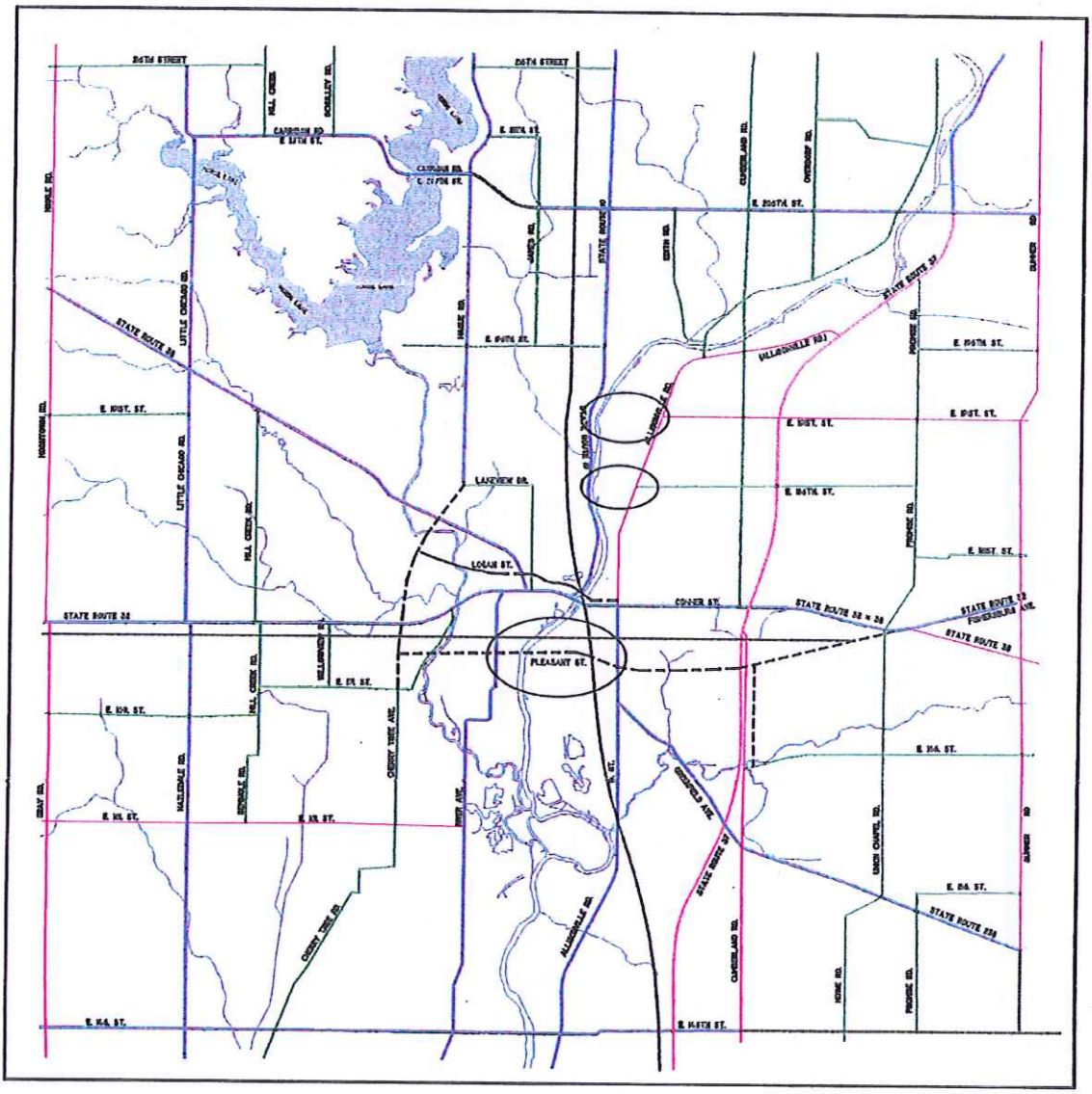
HAMILTON COUNTY, INDIANA

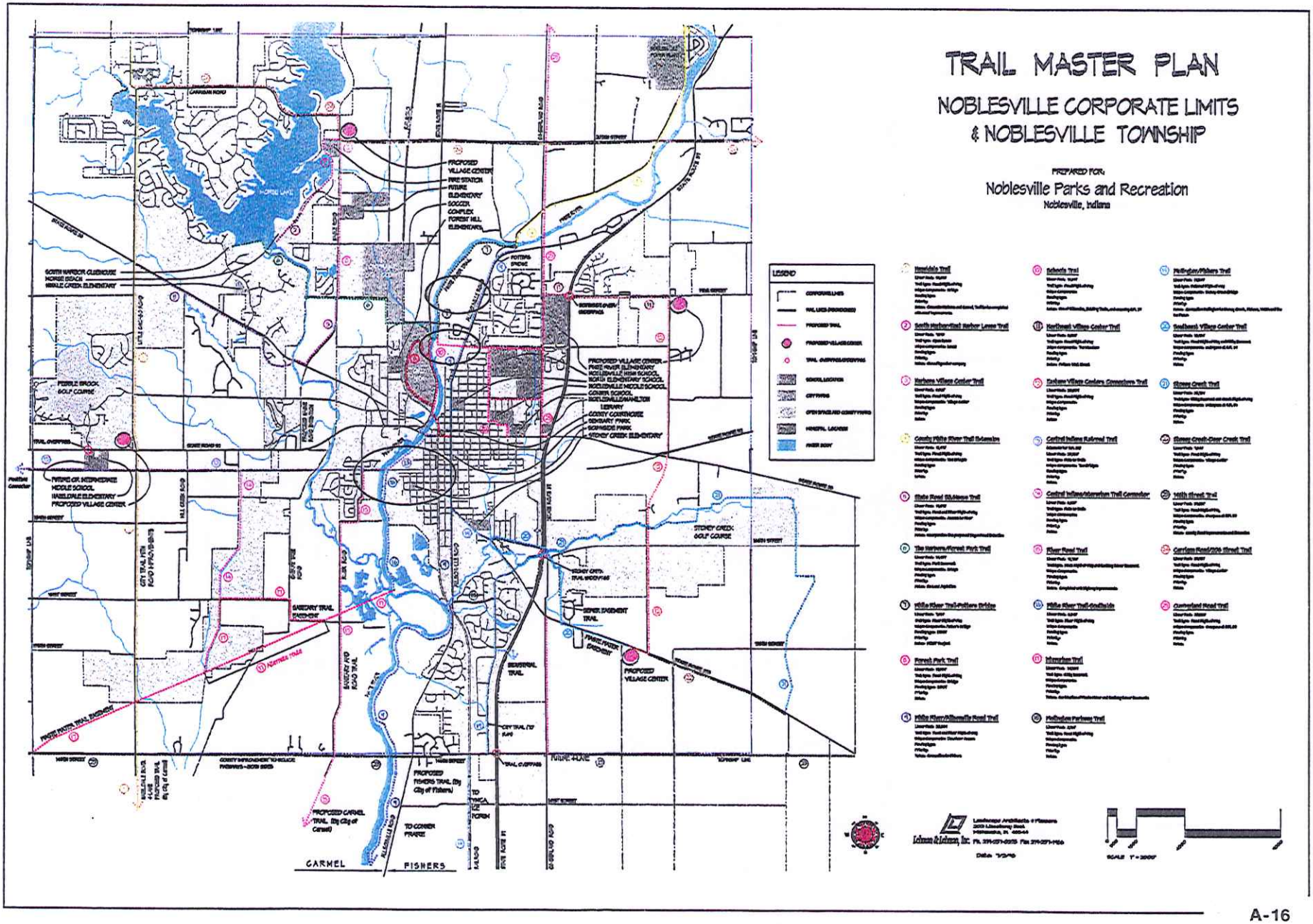
Traffic Evaluation	CORRIDORS				
	I* 161st Street	II 186th Street	III 191st Street	IV* Carbon Street	V Pleasant Street
Percent Change in Volume (Existing Bridge Crossings)					
S.R. 32 (Conner Street)	-23.6	-23.6	-20.3	-34.8	-37.2
Logan Street	-19.7	-14.6	-10.5	-14.6	-14.6
146th Street	-16.1	Negligible	-1.2	-11.3	-7.4
116th Street	-7.6	-5.3	-1.7	-6.8	-4.5
96th Street	-1.9	None	None	-1.3	-3.1
I-465	-1.8	None	None	-1.3	-0.5
Estimated 2020 Traffic Volumes (AADT)	26,831	16,607	13,839	28,118	27,014

* This corridor was eliminated as a result of the macro-level evaluation.

NOBLESVILLE THOROUGHFARE PLAN

	MINIMUM RIGHT OF WAY
EXPRESSWAY	VARIES
PRIMARY ARTERIAL	120 FEET
SECONDARY ARTERIAL	80 FEET
MAJOR COLLECTOR	80 FEET
PROPOSED NEW ROAD	
RAILROAD	




TRAIL MASTER PLAN
NOBLESVILLE CORPORATE LIMITS
& NOBLESVILLE TOWNSHIP
PREPARED FOR:
Noblesville Parks and Recreation
Noblesville, Indiana
LEGEND
CARMEL
FISHERS

EARLY COORDINATION

INDIANA DEPARTMENT OF NATURAL RESOURCES LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation
and Archaeology
402 W. Washington St., Room W274
Indianapolis, Indiana 46204
E-mail: dhpa_at_dnrlan@ima.isd.state.in.us
(317) 222-1646
(317)232-0693 FAX

April 9, 1998

Beam, Longest & Neff, Inc.
8126 Castleton Road
Indianapolis, Indiana 46250

We have reviewed the archaeological records review (Westermeier and Zoll, 12/31/97) for the White River Bridge Corridor Study in Noblesville, Hamilton County, Indiana. This review is being conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

In regards to the architectural aspects of the project, the North 10th Street Historic District is considered to be eligible for inclusion in the National Register of Historic Places for its architectural significance. It is significant because it contains outstanding examples of late 19th century residential architecture. Please refer to the enclosed maps for your reference.

Because the North 10th Street Historic District is within the area of potential effect, it is our responsibility to determine the effect of the proposed bridge corridor study on the historic district. In our opinion, if alternates #1-3 or #5 are used, the project will not affect those qualities that make the North 10th Street Historic District significant.

However, if alternate #4 is used, we will need additional information to enable us to determine what effect, if any, this alternate will have on the district. Please provide the following information when it becomes available:

1) A cover letter describing all aspects of the project, particularly those aspects that could result in the physical or visual alteration of land, buildings, structures, or objects.

2) Recent photographs (if applicable) of the project area showing the existing conditions.

3) A map (preferably a U.S. Geological Survey Map) or a good quality photocopy of a map identifying the precise location of the project in relation to the North 10th Street Historic District.

Please inform us which alternate is selected. The review of this project will continue once additional information has been provided. If you have any questions about the above materials, please call Michelle Daleiden or Ralph S. Wilcox at (317) 232-1646.

In regards to the archaeological aspects of the project, a review of our records indicates that the proposed project area has not been assessed by a professional archaeologist. Based on our knowledge of the region, the proposed project area is physiographically suitable to contain archaeological resources. We concur with the archaeological records review, therefore in order to determine the effects of this project on archaeological resources and as part of the Federal Agency Official's responsibilities to identify historic properties, pursuant to 36 C.F.R. 800.4, we will need an archaeological reconnaissance level survey. The survey must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716). A description of the survey methods and results must be submitted to the Division of Historic Preservation and Archaeology for review before we can comment further.

In the event that sites which are eligible for the National Register are discovered, the applicant must follow the rules and regulations established by the Advisory Council on Historic Preservation (found at 36 C.F.R. Part 800) to implement federal Public Laws 89-665, 94-422, and 96-515, and Executive Order 11593. If you have any further questions regarding the archaeological aspects of this project, please call Dr. Rick Jones or Jim Mohow at (317) 232-1646. Thank you for your cooperation.

Very truly yours,

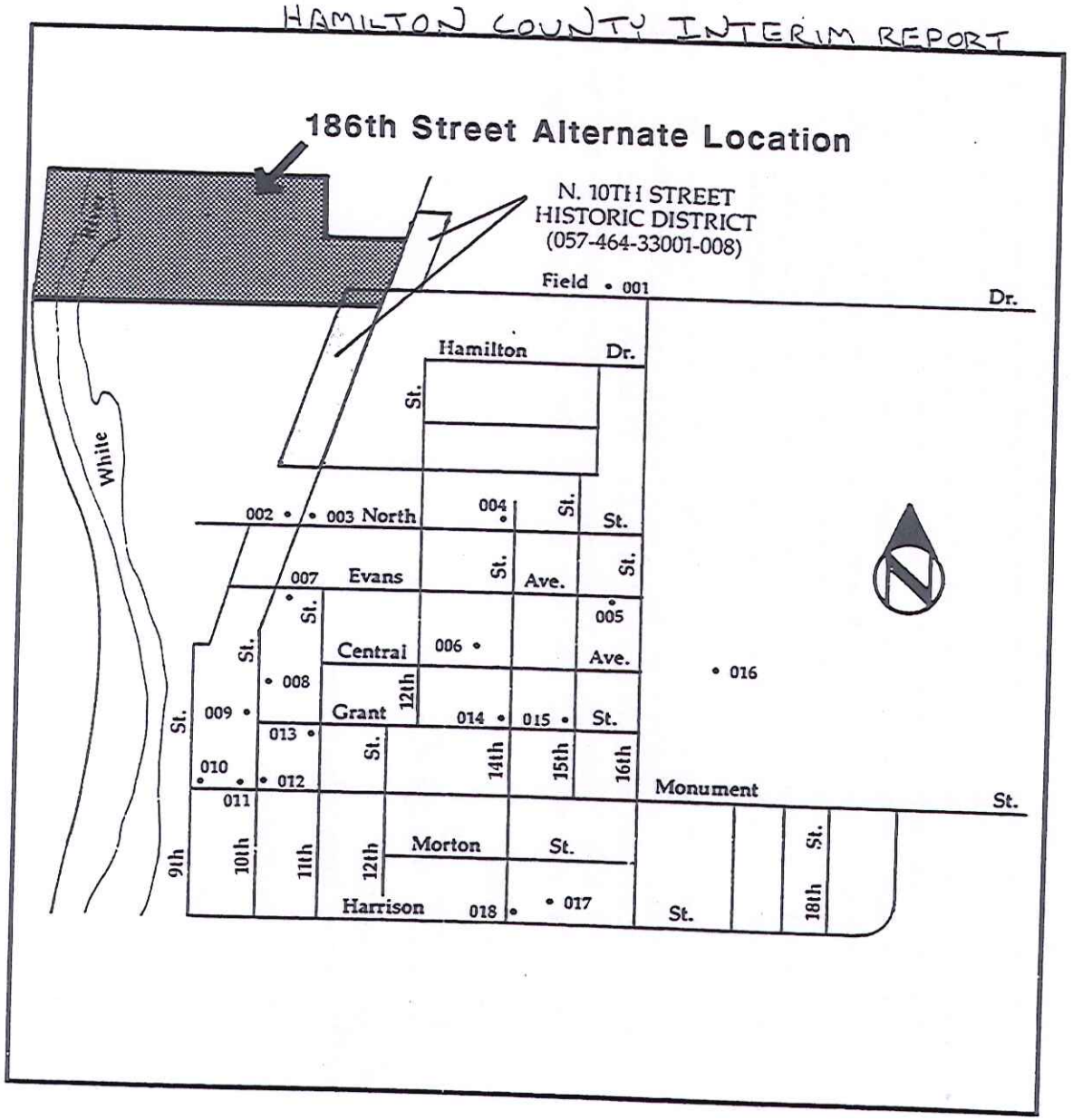
John T. Castello

Larry D. Macklin
State Historic Preservation Officer

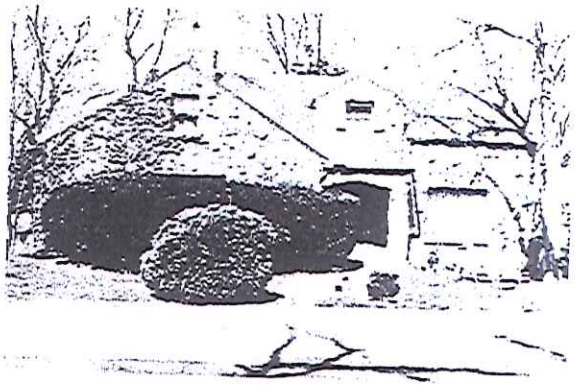
LDM:SLW:MMD:RSW:rsw

Enclosures (2)

Noblesville Scattered Sites (37001-095)



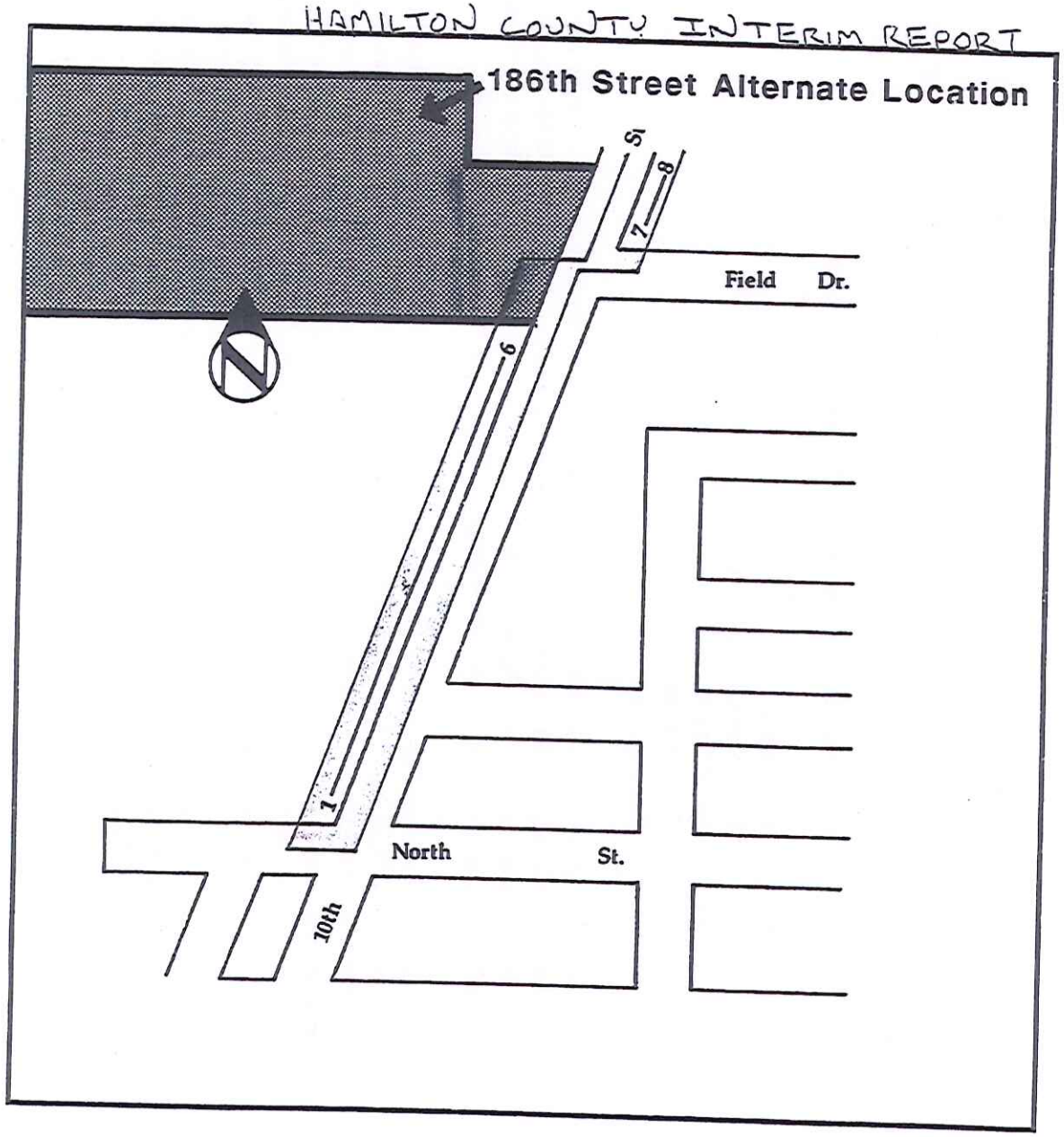
No.	Rtg.	Description
001	C	**House,** 1472 W. 186th Street; Free Classic Cottage, c.1910; Architecture (464)
002	C	**House,** 1052 N. 10th Street; Craftsman, c.1920; Architecture (464)



002

003	C	**Beckner House,** 1008 N. 10th Street; Queen Anne, c.1895; Architecture (464)
004	C	**House,** 1398 North Street; I-house, c.1870; Vernacular/Construction (464)
005	C	**House,** 1539 Evans Avenue; T-plan, c.1890; Vernacular/Construction (464)
006	C	**House,** 1352 Central Avenue; Gable-front, c.1890; Vernacular/Construction (464)
007	C	**House,** 894 N. 10th Street; Dutch Colonial Revival, c.1910; Architecture (464)
008	C	**House,** 740 N. 10th Street; Gable-front, c.1870; Vernacular/Construction (464)
009	C	**House,** 685 N. 10th Street; Gable-front, c.1895; Vernacular/Construction (464)

N. 10th Street Historic District (057-464-33001-008)



The N. 10th Street Historic District is located north of Noblesville's downtown. The district contains seven houses with the northern two located outside the city limits.

10th Street was an early pioneer trail between Strawtown and Noblesville which later became part of SR 37. Before the SR 37 bypass was built, 10th Street was a major thoroughfare, crossing the White River at Potter's Bridge.

Many impressive homes were built on four acre lots along this street at a slight angle to the road. The district's earliest home (33005) was built in 1884 by James Harris. Several elaborate Queen Anne style houses were built exhibiting varied roof styles, wraparound porches and decorative window treatments. The James W. Boone House (33008) displays the house's construction date of 1892 outlined in various colored shells collected from the nearby White River. The house also has a round arch, half multi-colored glass and half clear glass window. This whimsical window design can also be seen on the Bell House (33002). The Meade Vestal House (33007) and a house (33004) at 1175 N. 10th Street illustrate the Queen Anne style in brick construction.

No.	Add.	Description
N. 10th Street (West Side)		
001	1105	**House;** Free Classic, c.1890 (C)
002	1115	**Bell House;** Queen Anne, 1892 (O)
003	NA	**Vacant Lot** (NC)
004	1159	**House;** Queen Anne, c.1890 (N)
005	1175	**James Harris House;** Italianate, 1884 (James Harris, builder) (N)
006	1185	**House;** Free Classic, c.1900 (C)

DNR Indiana Department of Natural Resources

Frank O'Bannon, Governor
Larry D. Macklin, Director

Division of Historic Preservation
and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2748
PH: 317/232-1646
FAX: 317/232-0693
dhpa@dnr.state.in.us

June 3, 1998

Beam, Longest, and Neff, L.L.C.
8126 Castleton Road
Indianapolis, Indiana 46250

We have reviewed the additional information concerning the White River Bridge Corridor Study in Noblesville, Hamilton County, Indiana. This review is being conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

Thank you for letting our office know of the corrected corridor numbers as follows:

Corridor I - 161st Street
Corridor II - 186th Street (Field Drive)
Corridor III - 191st Street
Corridor IV - Carbon Street
Corridor V - Pleasant Street

Once an alternate, if any, is selected, please inform our office of the alternate that will be used. Furthermore, if Corridor II (Alternate 4) is selected, additional information may need to be submitted at that time as stated in our letter dated April 9, 1998. If you have any questions about the above material, please call Michelle M. Daleiden-Fischer or Ralph S. Wilcox at (317) 232-1646.

In regards to the archaeological aspects of the project, a review of our records indicates that the proposed project area has not been assessed by a professional archaeologist. Based upon our knowledge of the region, the proposed project area is physiographically suitable to contain archaeological resources. In order to determine the effects of this project on archaeological resources and as part of the Federal Agency Official's responsibilities to identify historic properties, pursuant to 36 C.F.R. 800.4, we will need an archaeological reconnaissance level survey. The survey must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 FR 44716). A description of the survey methods and results must be submitted to the Division of Historic Preservation and Archaeology for review before we can comment further. Please refer to the enclosed list of qualified archaeologists.

In the event that sites which are eligible for the National Register are discovered, the applicant must

follow the rules and regulations established by the Advisory Council on Historic Preservation (found at 36 C.F.R. Part 800) to implement federal Public Laws 89-665, 94-422, and 96-515, and Executive Order 11593. If you have any questions regarding the archaeological aspects of this project, please call Dr. Rick Jones or Jim Mohow at (317) 232-1646. Thank you for your cooperation.

Very truly yours,

Larry D. Macklin
State Historic Preservation Officer

LDM:SLW:MDF:RSW:rsw

Enclosure (1)

Corporate Office:
8126 Castleton Rd.
Indianapolis, IN 46250
317-849-5832
FAX 317-841-4280
Offices:
Champaign, Illinois
Chicago, Illinois
Charleston, West Virginia

Beam, Longest and Neff, L.L.C. — **Consulting Engineers**

August 14, 1998

Mr. Les Locke, P.E.
Hamilton County Highway Engineer
Hamilton County Highway Department
1717 East Pleasant Street
Noblesville, Indiana 46060

Re: Noblesville Bridge Microstudy
Corridors 2, 3, and 5
Hamilton County, Indiana

Dear Mr. Locke:

A meeting was held for the Noblesville Bridge Corridor Microstudy on August 13, 1998, at 1:30 P.M. at the Hamilton County Highway Department. The purpose of the meeting was to review the potential alignments for the three chosen bridge corridors. Individuals in attendance included:

Les Locke	Hamilton County Highway Department
Tom Stevens	Hamilton County Highway Department
Joel Thurman	Hamilton County Highway Department
Mark Eckert	Beam, Longest and Neff, L.L.C. (BLN)
Tracey Stover	BLN

The following specific comments were discussed:

Corridor 2 – 186th Street

1. Mr. Locke questioned if the proposed alignment will cause the relocation of the entire north row of trailers. BLN responded that the alignment is planned to fit tightly against the existing southern property line of the Moose Lodge and not cause unnecessary relocation. It was noted that a building on the property south of the Moose Lodge will have to be removed. (Note: This building was later identified as being an apartment building.)

2. It was stated that the proposed alignment attempts to minimize impacts to the baseball field property.

Corridor 3 – 191st Street

1. BLN was informed of a new residential subdivision that had been approved in the corridor area. In an effort to avoid this property BLN will look into the financial feasibility of shifting the potential alignment south. (After the meeting a field check was conducted and a plat of the proposed subdivision was obtained.)

2. It was suggested that the west end of the alignment go outside the original corridor boundaries to intersect SR 19 on a tangent section. This would permit the intersection to be located farther away from existing residential developments.

3. It was noted that the possibility of extending 191st farther west in the future seemed unlikely.

4. Mr. Locke asked if there has been a decision on how the bridge will tie in with the steep river embankment. BLN responded that it is still undetermined.

Corridor 5 – Pleasant Street

1. It was noted that the location of the alignment in the flood plain will cause the roadway to be approximately 8 – 10 feet above existing ground level. The current alignment is located between existing buildings. Mr. Locke suggested that the alignment might be shifted to minimize impacts to homes due to large construction limits.

2. The right-of-way is to be designed for a four-lane section. There was discussion regarding the possible roadway section to construct. Possibilities discussed included construction of the outside two lanes, half of the four-lane section, the inside two lanes with shoulders, or the inside two lanes with curb and gutter that will have to be removed during future construction. No decision regarding the roadway section was made.

3. It was noted that access to the area west of the potential alignment would need to be maintained. BLN discussed a possible realignment of 4th Street and an intersection at Walnut Avenue; all other roadways will be closed off.

4. Hamilton County inquired if the bridge would be two separate structures or widening of a single structure in the future.

5. It was noted that construction would need to be compatible to the city of Noblesville's plans for the Pleasant Street corridor.

This is our understanding of the concerns discussed at the meeting. If there are any additional questions or comments, please contact this office.

Very truly yours,

BEAM, LONGEST, AND NEFF, L.L.C.

Mark A. Eckert, P.E.

MAE/TLS/sh
xc: All Attendees
David K. Matson, P.E., BLN
Jeffrey A. Vlach, BLN
Brian C. Reske, BLN
Jerry Larrison, BLN
File #3296

5. It was noted that right-of-way for a four-lane section would likely cause the relocation of all residents on both sides of the roadway at the eastern end of the alignment. It was assumed to center the roadway on the existing alignment. It was also noted that any improvement to the corridor would eliminate parking on Pleasant Street, which may cause difficulties for remaining residents.

6. Noblesville stated that it is currently possible to build on undeveloped properties in the flood plain; however, they are trying to pass a new ordinance to eliminate this construction.

7. Mr. Locke stated that the county is likely to use 100% local funding for the project, and that the time frame to begin construction of the bridge could possibly be 3 to 5 years.

Corridor 2 – 186th Street

1. It was noted that the alignment is likely to cause the relocation of the structures to its south within the trailer park property.

2. It was noted that the western end of the alignment would loop through Forest Park to tie into S.R. 19, and that the area affected in currently wooded.

3. Mr. Matson stated that the structure cost for this bridge would be approximately $2.5 million.

Corridor 3 – 191st Street

1. Mr. Matson stated that the structure cost for this bridge would be approximately $3 million, due to the extreme length and extra width (3 lanes).

BLN will continue with development of the microstudy; activities included are preparation of construction costs, right-of-way costs, etc.

This is our understanding of the concerns discussed at the meeting. If there are any additional questions or comments, please contact this office.

Very truly yours,

BEAM, LONGEST, AND NEFF, L.L.C.

Mark A. Eckert, P.E.

MAE/TLS/sh
xc: All Attendees
File #3296

BEAM, LONGEST AND NEFF, L.L.C.
RECORD OF TELEPHONE CONVERSATION

ENGINEER:	Allison Miller	**TIME:**	10:00 A.M.
CALL TO:	Tina Quinlin of PSI/Cinergy	**DATE:**	10/20/98
CC:	Jeff Vlach	**JOB NO:**	White River Bridges Study

SUBJECT OF CALL:
A high-tension tower belonging to Cinergy falls within the vicinity of the 186th Street alternate. Preparing a study of alternates, an approximate cost estimate is a factor in this inquiry. Therefore, we are interested to know the cost to relocate this high-tension tower.

CONTEXT OF CONVERSATION:
After explaining our request to Ms. Tina Quinlin, she agreed to obtain this information. She wanted to look into it and return my call.

ACTION REQUIRED:
Wait for a return phone call. If a call is not received by Friday, October 23, 1998, an additional call to Ms. Quinlin will be made.

I called Ms. Quinlin again to follow up on our cost estimate inquiry. She said that there was absolutely no way to estimate this relocation cost without having seen a set of preliminary plans. I asked if one tower were to be moved, if others must also be moved to accommodate the initial relocation. She agreed that yes, more than one tower would need to be relocated. I then asked if she had any idea how many additional towers must be moved for each one moved, and she could not provide an answer. I again asked her if she had any rough idea how much it might cost to move one high-tension tower. She did not have an answer.

Indiana Department of Transportation

REPLY TO:
Greenfield District
32 South Broadway St.
Greenfield, Indiana 46140-2247
(317) 462-7751
FAX: (317) 462-7031

October 28, 1998

Mr. Jeffrey A. Vlach
Beam, Longest and Neff, L.L.C.
8126 Castleton Road
Indianapolis, IN 46250

RE: White River Bridge Location Study
Noblesville, Hamilton County, Indiana

Dear Mr. Vlach,

In response to your October 20, 1998 letter concerning INDOT permit requirements for the bridge crossing alternates involving SR 19, the following would be requested:

1. A traffic impact study at both locations (186th St. and 191st St.) showing impacts to both SR 19 and SR 37.

2. The expected design needs on SR 19 and SR 37 for the intersections to function at a level of Service C.

If you have any questions, please feel free to call this office.

Sincerely,

Robert E. Rebling
Development Engineer

RER/lam

Corporate Office:
8126 Castleton Rd.
Indianapolis, IN 46250
317-849-5832
FAX 317-841-4280

Offices:
Champaign, Illinois
Chicago, Illinois
Charleston, West Virginia

Beam, Longest and Neff, L.L.C. — **Consulting Engineers**

March 10, 1999

Mr. Les Locke, P.E.
County Highway Engineer
Hamilton County Highway Department
Noblesville, Indiana 46060

Re: Noblesville Bridge Microstudy
Corridor 2 (186th Street)
Hamilton County, Indiana

Dear Mr. Locke:

A meeting was held for the Noblesville Bridge Corridor Microstudy on March 9,1999, at 3:00 P.M. at the Indiana Department of Transportation (INDOT) Greenfield District Office. The purpose of the meeting was to review the potential alignment changes for the 186th Street bridge corridor and their impact on SR 19. Individuals in attendance included:

Bob Rebling	INDOT
Tom Byrne	INDOT
Jim Mickler	INDOT
Mark Eckert	Beam, Longest and Neff, L.L.C. (BLN)
Tracey Stover	BLN
Jerry Larrison	BLN

Mr. Eckert gave a brief overview of the Corridor Study in general. Then the 186th Street Corridor alternatives were explained and the potential impacts on SR 19 discussed. The following specific comments were discussed:

1. The INDOT district representatives had no major objections to the either of the 186th Street alternatives (loop or direct connection to SR 19).

2. Mr. Rebling was concerned with possible environmental complications due to encroachment on park right-of-way. It was stated that the park is owned by the city of Noblesville. The city has not previously stated any objection to the encroachment of the park property. It was noted that if the project utilizes local funds Section 4(f) and Section 106 involvements would not be required.

3. Raising SR 19 above estimated Q100 flood levels would result in necessitating closure of the road during construction. The INDOT district representatives did not feel this would present an insurmountable problem. It was noted that it would likely require development of a local detour and an agreement for such between Hamilton County and INDOT. The use of 206th Street was mentioned as a possible route.

4. It was stated that if the project shows a benefit of congestion relief on current state roadways, funding participation from INDOT would be considered, but would be very unlikely. INDOT requested a copy of the projected traffic analysis and prints of both 186th Street Alternates.

5. It was noted that each alternate had disadvantages associated with it. The direct connection would require closure of SR 19 while the loop connection to SR 19 is contrary to driver expectancy (turning right to go left).

This is our understanding of the concerns discussed at the meeting. If there are any additional questions or comments, please contact this office.

Very truly yours,

BEAM, LONGEST, AND NEFF, L.L.C.

Mark A. Eckert

Mark A. Eckert, P.E.

MAE/TLS/sh
xc: All Attendees
Jeff Vlach, BLN
Dave Matson, P.E., BLN
File #3296

City of Noblesville

City Hall
16 South 10th Street
Noblesville, Indiana 46060
317-773-4614 ◆ Fax 317-776-6363

February 19, 1998

Beam, Longest and Neff, Inc.
8126 Castleton Rd.
Indianapolis, IN 46250

ATTN: Mr. Jeffrey A. Vlach

RE: White River Bridge Location Study
Noblesville, Hamilton County, Indiana

Dear Sirs:

The City of Noblelsville would like to thank the Hamilton County Commissioners, and Beam,Longest and Neff for their study on the appropriate location for a new bridge in our area. We have had our staff, City Council, and the administration review your preliminary five bridge corridors that you have proposed in your study. Due to our geographic situation, the fact that we are starting to widen and put in a new Pleasant Street Project, and the need for a better way to move the traffic through the City of Noblesville, we feel corridor #5 would be our unanimous choice. Much of the bridge area might be in a location to connect the Pleasant Street project from the east side of the bridge and to continue to at least River Road on the west side of the bridge. This may be something that the City of Noblesville could begin work on in a very reasonable amount of time. We would look forward to working with the County and Beam, Longest and Neff to expedite the project, as we now have a problem with traffic congestion in our downtown area.

Very truly yours,

Dennis R. Redick

Dennis R. Redick, Mayor

DRR/bjs

cc: Steve Dillinger, President
Hamilton County Commissioners

Les Locke, Engineer
Hamilton County