

Appendix J

Public Involvement

## Appendix J.1

### Summary of July 29, 2020 Public Information Meeting

## NOTICE OF PUBLIC MEETING

CHA Consulting, Inc., acting on behalf of the City of Noblesville and in partnership with American Structurepoint, will convene a public information meeting on **Wednesday, July 29, 2020, in two sessions at 2:30-4:30 p.m. and 5:30-7:30 p.m. at the Green Room, Federal Hill Commons Park, 175 Logan Street, Noblesville, IN 46060.** The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the alternatives currently under consideration for the Noblesville East-West Corridor. The purpose of the project is to provide a significant reduction of S.R. 32 downtown Noblesville traffic congestion, by providing an additional east-west corridor from S.R. 37 across the White River to S.R. 32 to the west. As the project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding.

Out of an abundance of caution and in keeping with the Governor's Roadmap to Safely Reopen Indiana, each session of the meeting will take place in an open house format with 40 minute signup periods. To sign up, please place your name and contact information in a timeslot on this webpage: <https://signup.com/go/DrbLCzw> or call Robert B. Winebrinner at (317) 780-7146 by July 28<sup>th</sup>.

This format will allow the project development team to ensure 6 foot social distancing is followed. Representatives from the project team will be spaced appropriately around the room at individual tables and exhibits will be provided at safe spacing and in duplicate. A brief presentation will be made available for viewing to all who attend. Both sessions will provide the same information, which will also be made available at City Hall and/or upon request.

With advance notice, the City of Noblesville can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Robert B. Winebrinner, Senior Environmental Planner, CHA Consulting, Inc. at (317) 780-7146, or email [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com) by July 24, 2020.

City of Noblesville  
Alison Krupski, P.E., City Engineer  
16 South 10<sup>th</sup> Street  
Noblesville, IN 46060

PUBLISHER'S AFFIDAVIT

State of Indiana     )  
                                  ) ss:  
Hamilton County    )

Personally appeared before me, a notary public in and for said county and state, the undersigned Tim Timmons who, being duly sworn, says that he is Publisher of The Times newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the date(s) of publication being as follows:

**7/15/2020**

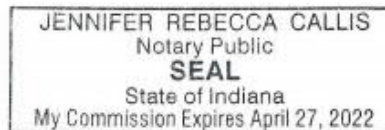
  
\_\_\_\_\_

Subscribed and sworn to before me this 15 day of July, 2020.

\_\_\_\_\_  
Notary Public 

My commission expires:   04/27/2022  
Jennifer Rebecca Callis  
Resident of Montgomery County

Publisher's Fee: \$31.42



Cause #  
TL16729

TICKET:



PUBLISHER'S AFFIDAVIT

State of Indiana       )  
                                  ) ss:  
Hamilton County       )

Personally appeared before me, a notary public in and for said county and state, the undersigned Jeff Jellison who, being duly sworn, says that he is Publisher of the Hamilton County Reporter newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the date(s) of publication being as follows:

7/15/2020  
7/20/2020

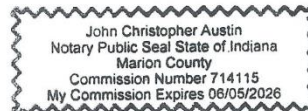


Subscribed and sworn to before me this Monday, July 20, 2020.

  
\_\_\_\_\_  
Notary Public

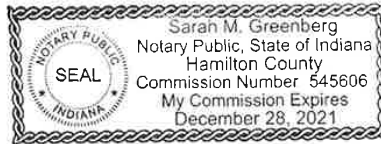
My commission expires: **06/20/2026**  
**John Christopher Austin**  
**Resident of Marion County**

Publisher's Fee: \$32.67



PUBLISHER'S AFFIDAVIT

State of Indiana     )  
                                  ) ss:  
Hamilton County     )



Personally appeared before me, a notary public in and for said county and state, the undersigned Brian Kelly who, being duly sworn, says that he is Publisher of Current in Noblesville newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for one (1) time(s), the date(s) of publication being as follows:

07/21/20

A very faint, handwritten signature that appears to read 'BK' or 'Kelly'.

\_\_\_\_\_

Subscribed and sworn to before me this July 21<sup>st</sup>, 2020.

A handwritten signature in blue ink that reads 'Sarah M. Greenberg'.

\_\_\_\_\_  
Notary Public

My commission expires: 12-28-2021

Publisher's Fee: \$38.02

# Welcome to the Noblesville E-W Corridor Public Information Meeting

July 29, 2020

Session 1: 2:30 p.m. - 4:30 p.m.

Session 2: 5:30 p.m. – 7:30 p.m.



- Introductions
  - Project Team
  - City
- Project History
  - Planning and background
- Project Development Timeline
- Purpose & Need
- Alternative Corridors
  - Screening Criteria/Impacts
  - Environmental Justice
- Next Steps / Wrap Up

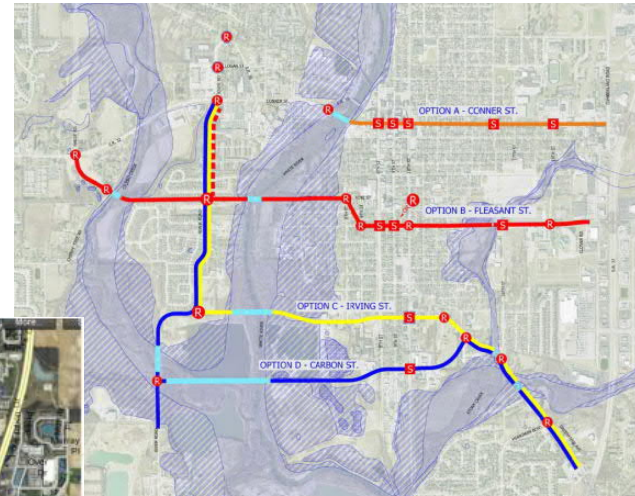
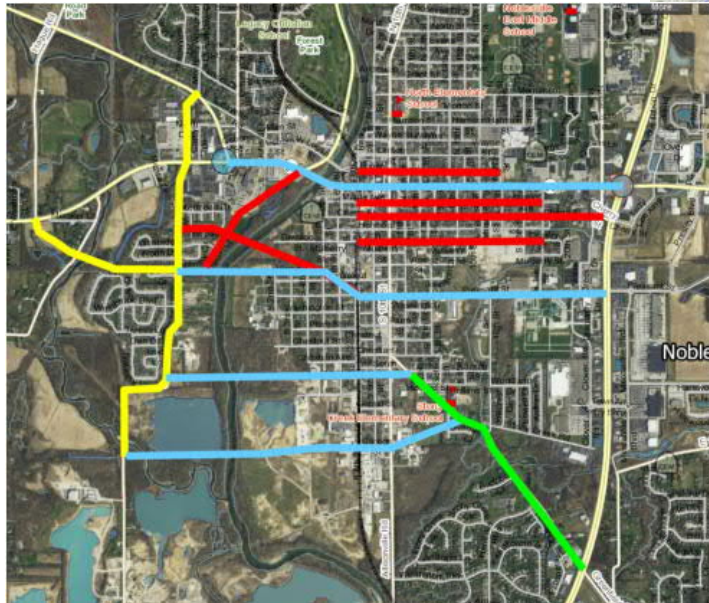
# Introductions

- Project Team
- Purpose of Today's Meeting

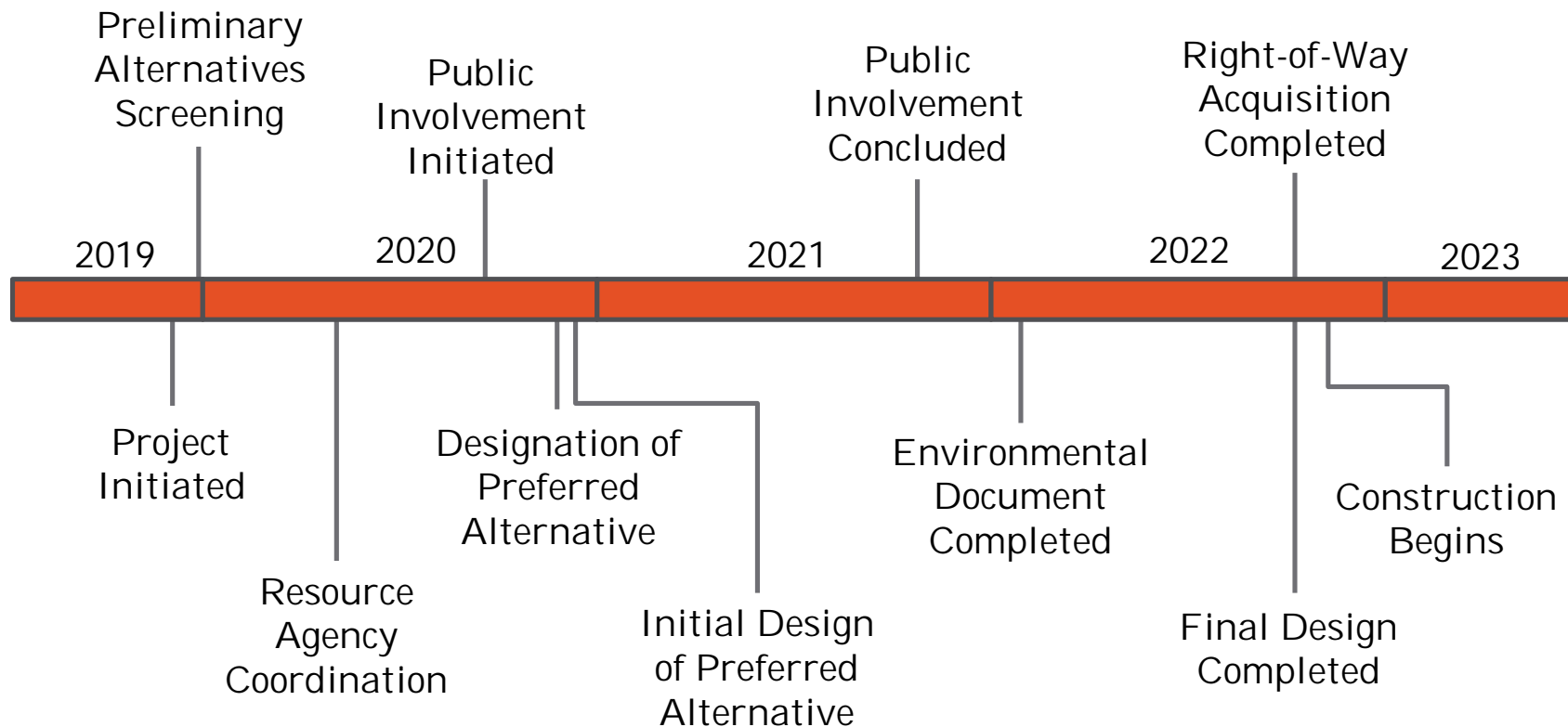


# Project History

- Prior Studies & Planning
- Funding



# Project Development Timeline

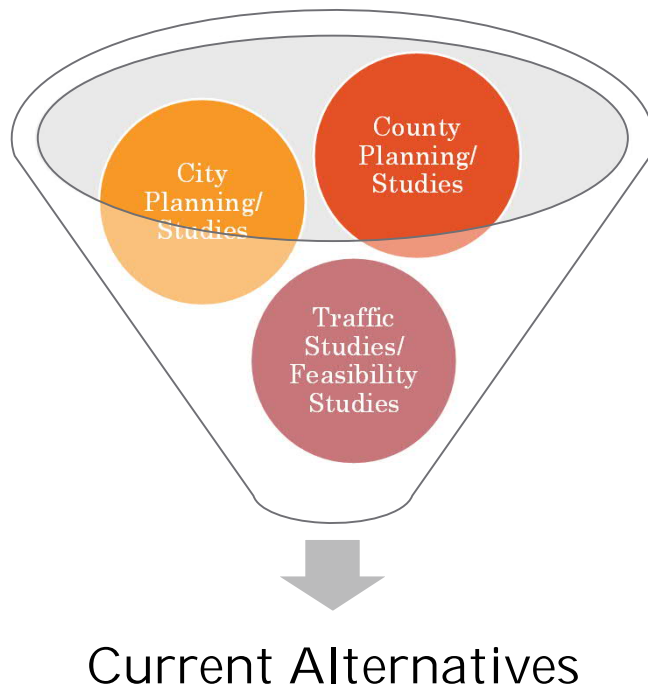


# Purpose & Need

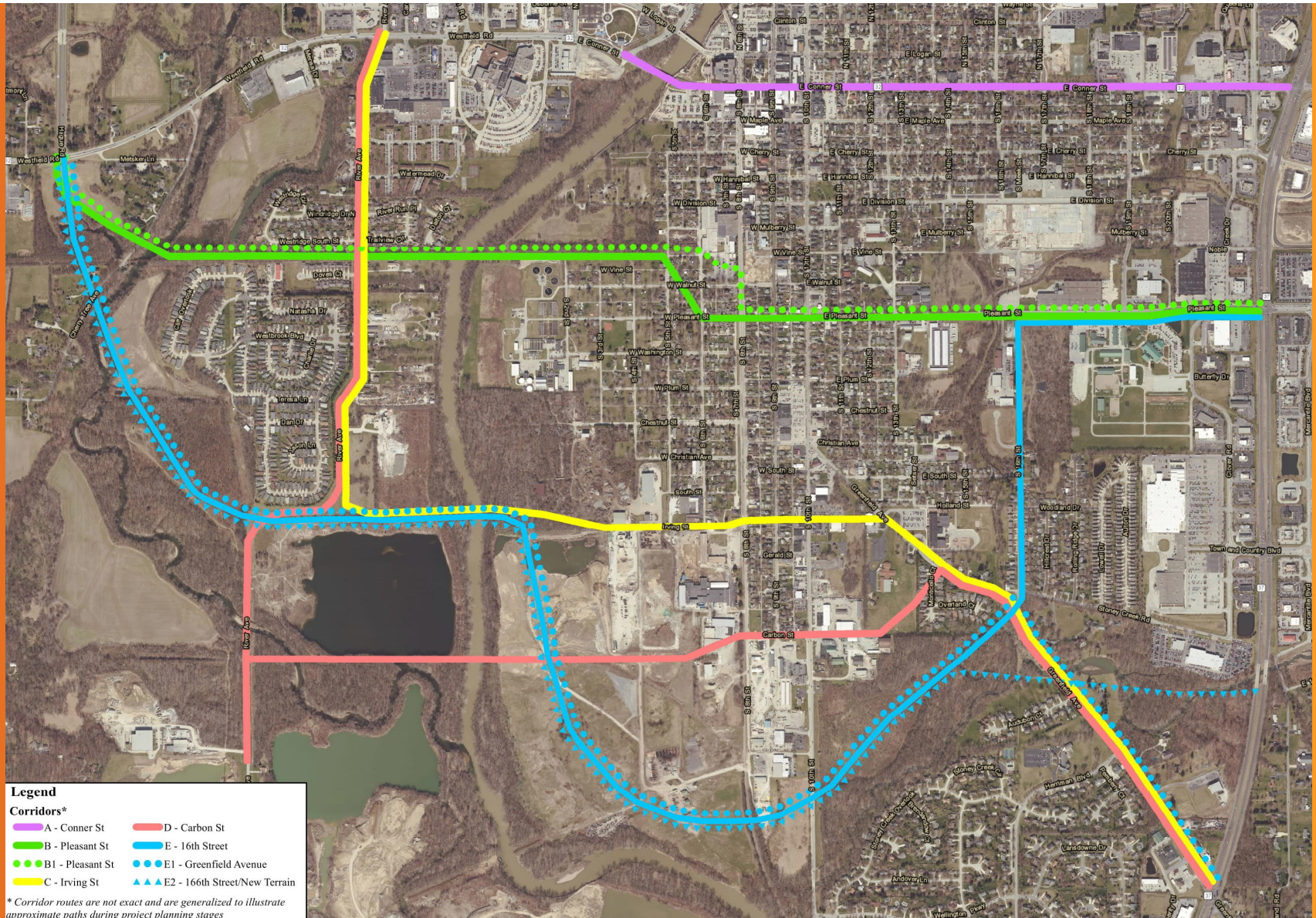
- The project is needed due to limited mobility through downtown Noblesville on S.R. 32/S.R. 38/Connor Street, as outlined in the 2009 Noblesville Thoroughfare Plan and evidenced by increasing congestion.
- The purpose of the project is to provide a significant reduction of S.R. 32 downtown Noblesville traffic congestion, defined as 20% or greater, by providing an additional east-west corridor from S.R. 37 across the White River to S.R. 32 to the west.



# Corridor Alternatives



- Initial Alternatives
  - No Build
  - A – Conner Street
  - B – Pleasant Street
  - B1 – Pleasant Street
  - C – Irving Street
  - D – Carbon Street
- Alternatives suggested by Southwest Quad Action Team
  - E – 16<sup>th</sup> Street
  - E1 – Greenfield Avenue
  - E2 – 166<sup>th</sup> Street/New Terrain





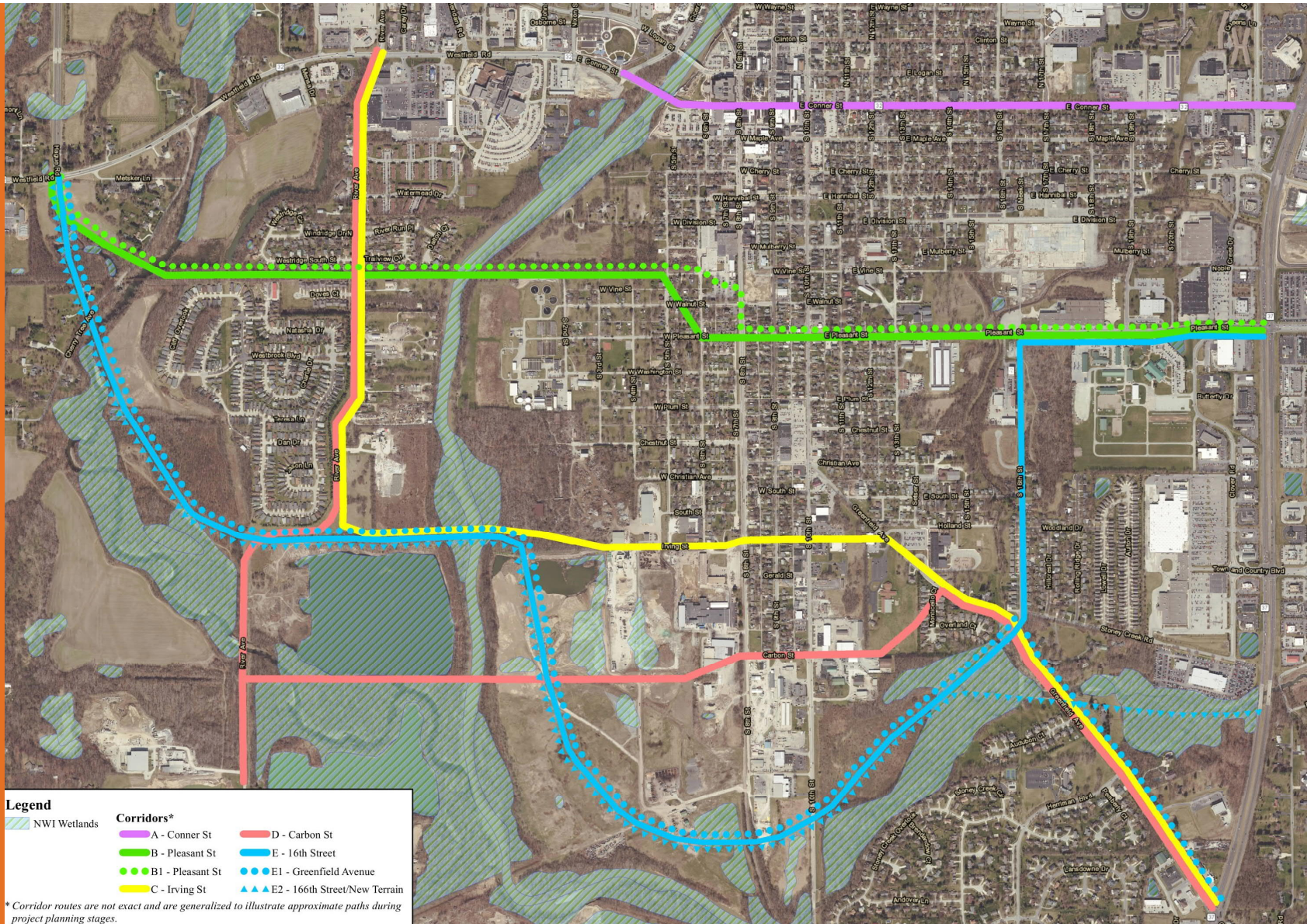
# Screening Criteria

- Impacts to the human and natural environment are considered equally, along side engineering feasibility and cost, across all corridors:
  - Waterways, floodplains, wetlands, forests, habitat
  - Industrial Sites/ Hazardous Materials
  - Quarries/ Geological Resources
  - Historic Structures and Districts
  - Constructability
  - Property Acquisition/Potential Relocation
  - Environmental Justice

# Waters, Wetlands, Habitat

- Potential Waterway Crossings:
  - White River
  - Stony Creek
  - Cicero Creek
  - Elwood Wilson Drain
  - Unnamed tributaries
- Wetlands
- Associated habitat
  - Potential for Threatened and Endangered Species

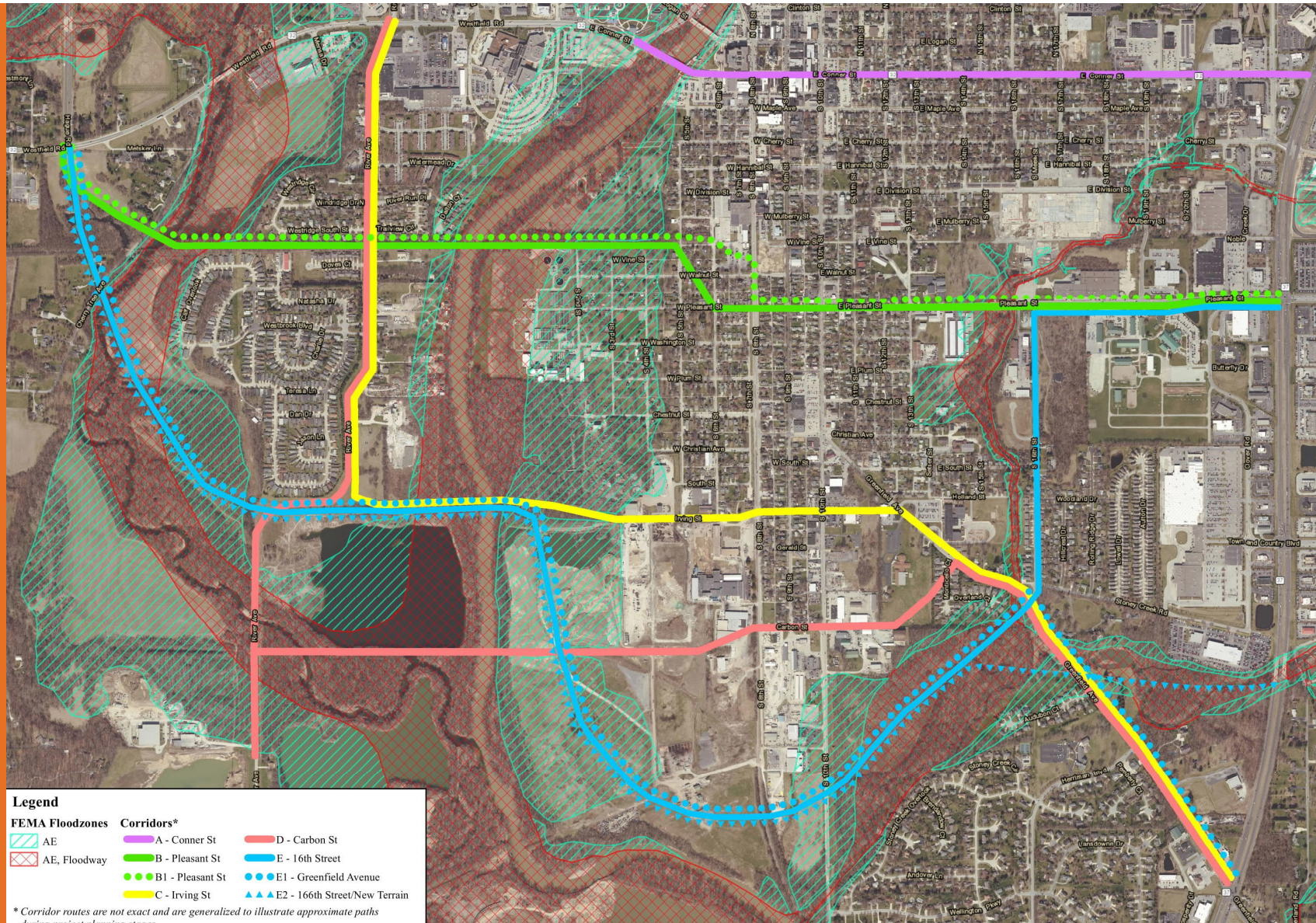




# Floodplains & Riparian Forests

- Floodplains
  - White River
  - Cicero Creek
  - Stony Creek
- Flood storage and conveyance
- Forested Riparian Habitat
  - “Habitat along the Banks of a Waterway”
  - Potential for Threatened and Endangered Species



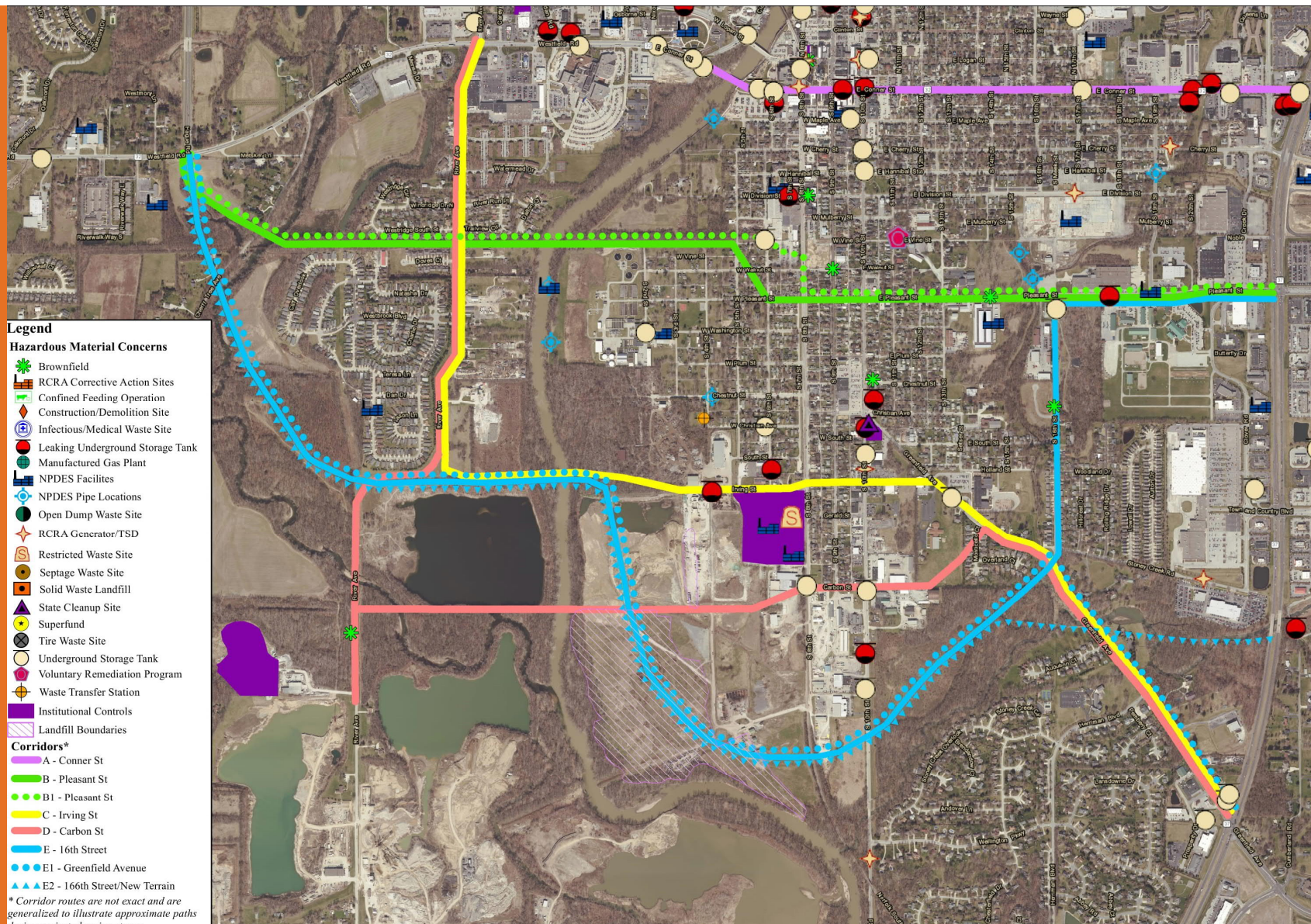




# Hazardous Materials Concerns

- Legacy of industry:
  - Gathered from regulatory records at IDEM
  - Industrial Facilities along south 8<sup>th</sup> Street and 10<sup>th</sup> Street
  - Old Firestone Tire Facility on Pleasant Street
- Sites can present challenges to design
- Residual contaminates are a safety risk during construction
- Detailed studies to be determined at a later date

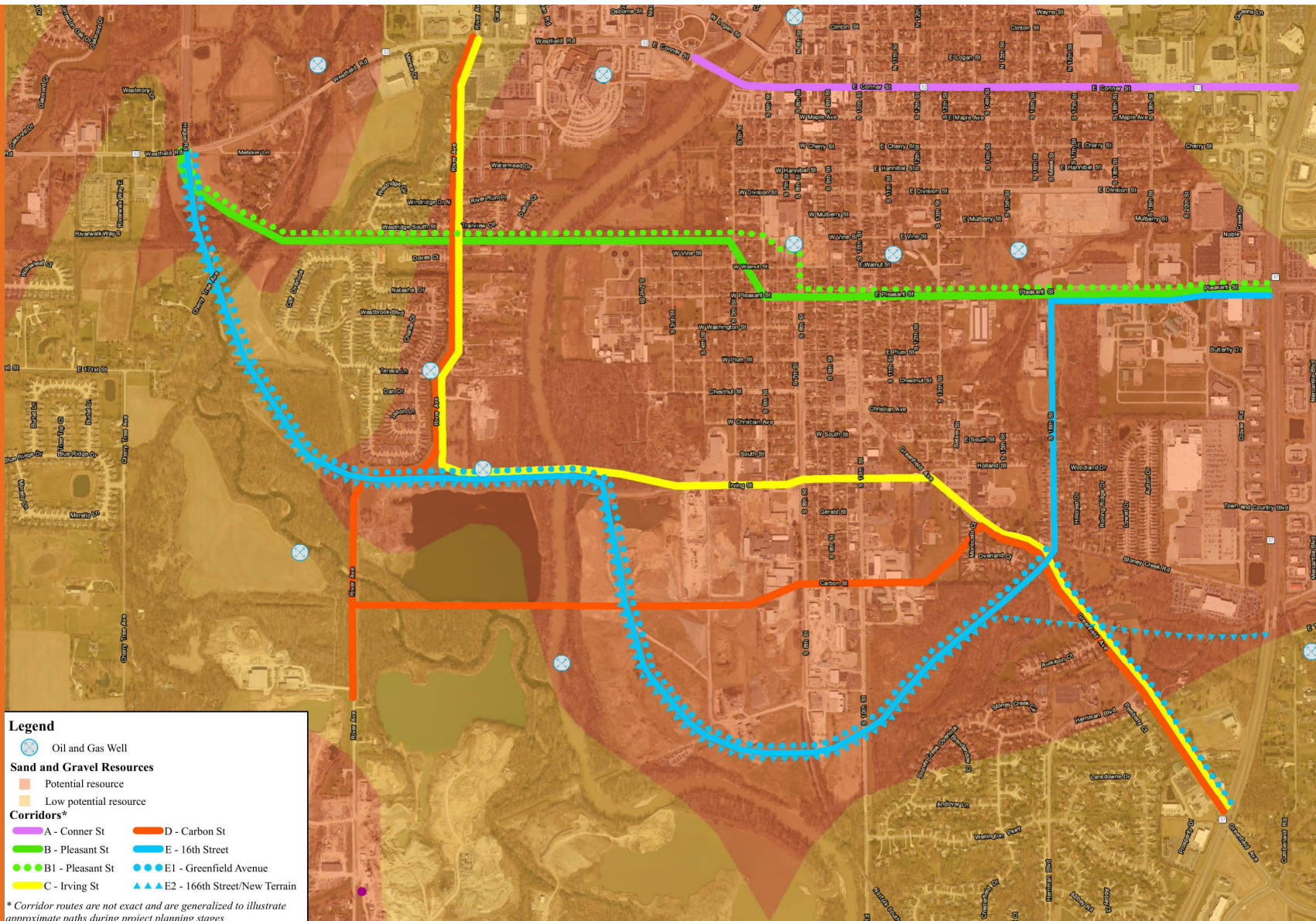




# Quarries & Geological Resources

- White River and floodplain is a source of sand and gravel
  - Particularly useful for industry and/or transportation
- Engineering feasibility assessments needed to build safe roads and bridges
  - Feasible if possible to engineer, though may be costly
  - If costly, not likely a prudent use of funds

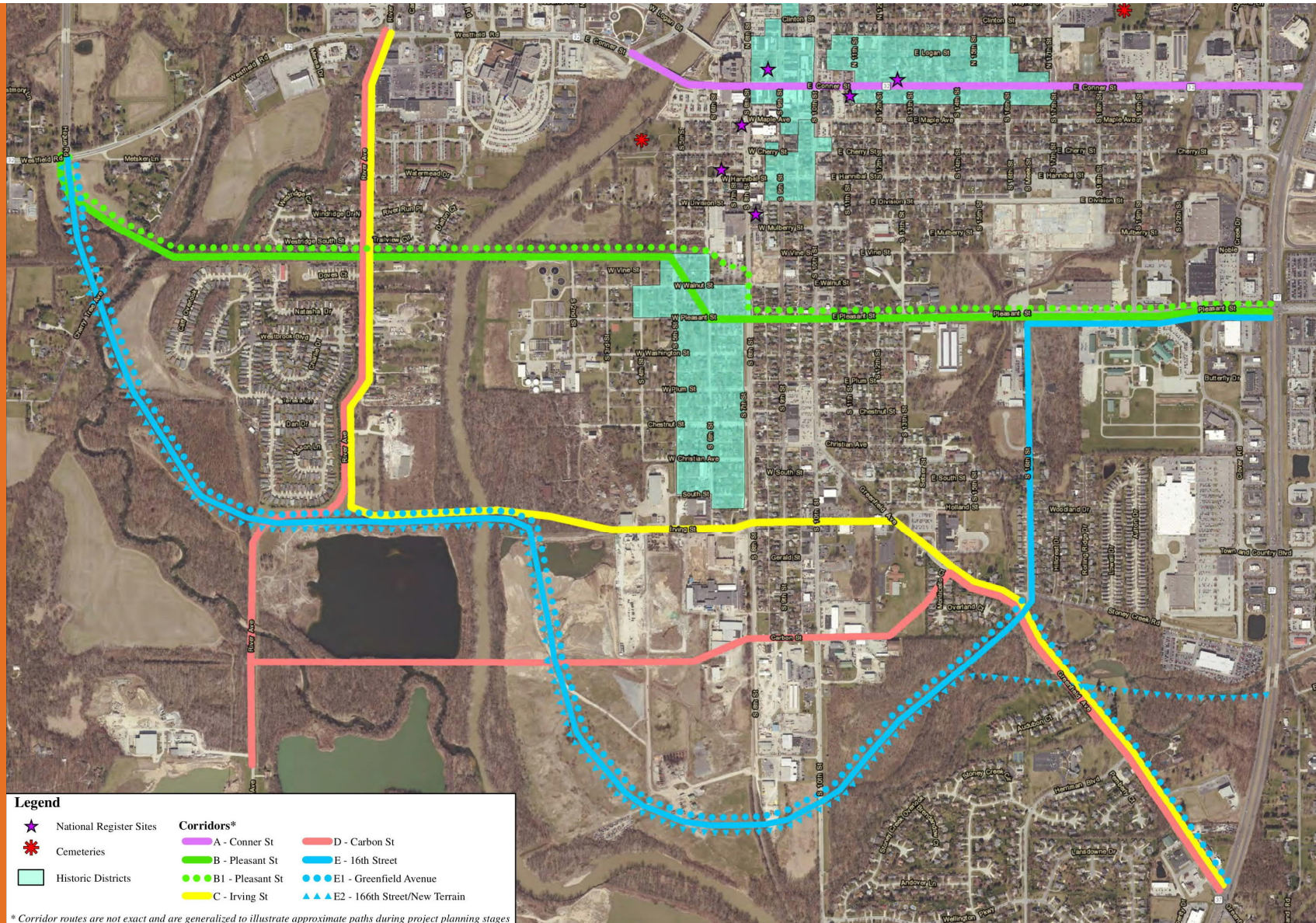




# Historic Structures & Neighborhoods

- National Register of Historic Places (NRHP)
  - Listed Structures and/or Districts
- Sites or districts considered for the Alternatives:
  - Conner Street Historic District
  - Noblesville Commercial Historic District
  - Plum Prairie Residential Neighborhood
- Please note that historic consideration for state funded projects is defined as only those sites or districts listed on the NRHP.





# Constructability

- Southern Corridor Routes present engineering challenges
  - C, D, E, E1, E2
- Require additional geotechnical engineering due to circumstances underground
  - History of sand/gravel mining
  - Old landfills, public and private
  - Hazardous Materials legacy
- Flood water storage and conveyance
  - Requires additional hydraulic engineering
  - Reduction of the cross-section or longitudinal constriction

# Right-of Way Acquisition

- Corridors utilizing existing road alignments reduce property acquisition
  - Corridors within existing development
- Corridors utilizing new terrain will require substantial property acquisition
  - Corridors outside of existing development
- Relocations are not fully determined at this preliminary stage
  - Could include businesses and/or residences



# Environmental Justice

- Historically disadvantaged groups
  - Specifically low income and/or minority populations within the community
- We want to:
  - Avoid or mitigate any disproportionately high, negative effects on these populations
  - Ensure full and fair involvement of these communities
  - Ensure equitable receipt of benefits from the project



# Next Steps

- Selection of Preferred Alternative
  - Alternatives Screening Memo
- Additional Round of Public Involvement
- Design of Preferred Alternative
- Completion of the Environmental Assessment

# Contact Information:

Robert B. Winebrinner  
Senior Environmental Planner  
CHA Consulting, Inc.

- [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com)
- Office: 317-780-7146
- Cell: 317-910-9705





# SIGN-IN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville E-W Corridor  
July 29, 2020 / 2:30-4:30pm  
Virtual & Noblesville City Hall 5:30-

Name	Mailing Address				Email
Steve Dillinger	Address: 19905 WAGON TR DR.	City: NOBLESVILLE	State: IN	Zip: 46060	*emails have been hidden for privacy, they can be found in the project file
Mike Davis	Address: 115 Wesley Cir	City: Nob	State: IN	Zip: 46060	
Ben Glose	Address: 6011 Buttonwood Dr	City: Noblesville	State: IN	Zip: 46062	
Paula J Gilliam	Address: 575 Walnut St	City:	State:	Zip:	
Molly Hiatt	Address: 574 Pleasant St.	City: NOBLESVILLE	State: IN	Zip: 46060	
Brandamyers	Address: 32 E Main St	City: Carmel	State: IN	Zip: 46038	
Kathy Riey	Address: 760 S. 9TH ST	City: NOBLESVILLE	State: IN	Zip: 46060	
Aaron Smith	Address: 522 N 9TH ST.	City: NOBLESVILLE	State: IN	Zip: 46060	
Deecee Scott	Address: 17470 Patton Ct	City:	State:	Zip: 46062	



# SIGN-IN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville E-W Corridor  
July 29, 2020/ 2:30-4:30pm  
Virtual & Noblesville City Hall 5:30-

Name	Mailing Address			Email
MICHAEL MURPHY	Address: 17433 TRAIL VIEW CIRCLE	City: NOBLESVILLE	State: IN Zip: 46062	
Reeda Mayfield	Address: 825 S. 5th Street	City: Noblesville	State: IN Zip: 46060	
Kevin Spang	Address: 795 S 11th St	City: Noblesville	State: IN Zip: 46060	
Thanyla West	Address: 795 S 11th St	City: Noblesville	State: IN Zip: 46060	
MIKE CORBETT	Address: 498 S. 10th St.	City: NOBLESVILLE	State: IN Zip: 46060	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	



Winebrinner, Robert

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From: Roy, Shauna <  
Sent: Friday, September 4, 2020 04:21 PM  
To: Winebrinner, Robert  
Subject: [--EXTERNAL--]: east west corridor/pleasant st bypass

Follow Up Flag: Flag for follow up  
Flag Status: Flagged

Hello Robert. Hope you are well.

My name is Shauna Roy. I live at 529 Vine street, Noblesville. I was unable to attend the meeting. I am hoping I can have my voice heard now. I have lived here my entire life. My home is a 3<sup>rd</sup> generational home. My mother brought me home as a newborn, I then brought my daughter home as well. I love my home. I remember when I was little we were able to go to bed with the windows open, doors and cars unlocked. Hell we could also sleep on the porch if we wanted. Times were good. I always felt safe living in my home.

Well times have changed. In the past ohhh maybe 15 ish years, I have had my home broken into, twice. I have had 4 cars broken into. Strange people sleeping on my front porch. (like what in the hell) It gets better, just recently I walked out back to my shed to get the mower and noticed that my back neighbor dumped his old couch in the alley... and sat 2 adults that were passed out, no socks, no shoes and they were carrying luggage. In my opinion they seemed "high" and homeless. I was afraid they were going to overdose, I called the police dept.

My story is this, the plum historical district is trash. (the individuals that was able to deem this neighborhood historic did it behind most of our backs, never posted meetings to discuss plans or asked opinions of others) They even had a court date downtown and didn't tell anyone. The Judge asked why no one showed up.. that was our opportunity to vote against deeming our neighborhood historic. Here is one of the conversations I had with Mrs. McCord at Dept of Natural Resources. ["According to our correspondence there were two neighborhood meeting held. One was on January 19, 2017 at a church called "the Gathering" in the district, and then another presentation was made on October 12, 2017 at the AME church/Latino church in the district. Both of these were early evening meetings. We do not have proof that these meetings held since my staff was not there."](#) I searched the neighborhoods records and there was no invite on their facebook page and nothing was sent to our homes. Yes, there are a handful of homes that are worth saving. In my opinion the two blocks between 5<sup>th</sup> and 6<sup>th</sup> st at pleasant, walnut and vine are not worth shit. If you are traveling west down pleasant, go to 6<sup>th</sup>. As you cross over 6<sup>th</sup> st there are several trashy homes. I think one or two of them are abandoned. The corner of 5<sup>th</sup> and walnut, there is another home trashed and abandoned, the second house on the right is just absolutely disgusting. I'm just waiting to hear of looters found in one of these homes. It's just not safe for these kids. Many of the families in those two blocks cannot afford to even keep up their properties. Trash, cars (no plates) all over the alleys and crammed in their back yards, old mattresses, couches and just junk. You would think that since this neighborhood was "historical" that they would take more pride in their property, right?

I am writing you today to hopefully encourage option B. I think it was the green solid on your video. Down pleasant, curve through 5-6<sup>th</sup> st and to vine and over the old trestle to river road. I am ready to move my family to a safer area as well as many of my neighbors. I read somewhere that this option would be the best to reduce downtown traffic, It's not that far out of the way, travelers would still see downtown and its beauty.

Best regards,

Shauna Roy  
POA Instructor

Winebrinner, Robert

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From: Molly Hiatt <>  
Sent: Wednesday, August 12, 2020 09:27 PM  
To: Winebrinner, Robert  
Subject: [--EXTERNAL--]: Comments on Noblesville East-West Corridor  
  
Categories: NEPA

Hi Robert,

It was great speaking with you and Ali at the Public Meeting on July 29th. I appreciate the information presented there. I know there are many considerations that go into determining the best route for the east-west corridor and have a better understanding of the complexities after the presentation.

The Pleasant Street option has long been favored by the city and county. If this route is chosen, please remember that the bridge will be connecting neighborhood to neighborhood first and foremost. The character of the bridge and street needs to reflect that by emphasizing people over cars. The future is walkable, so the city shouldn't let a plan from the past overwhelm what Noblesville could become.

The Irving Street/Hague/Greenfield (C/E) route deserves consideration. It combines variations of E/Blue west of the river and C/Yellow east of the river. The route offers easy truck access for industrial areas and gravel pits. It utilizes an unused brownfield and gives south-side commercial and industrial businesses increased opportunities, better visibility, and stronger access. Keeping the east-west corridor to the south allows Pleasant Street to maintain the Old Town character that enhances the value of the surrounding neighborhood and keeps the walkability that is touted in Noblesville. The southern route will embrace not divide.

I have been encouraged by the recent meetings and feedback. It has been frustrating in the past to feel that our concerns have been brushed aside and decisions finalized before they were even presented to the public. Regardless of the end result, having the city listen is vital. As a citizen, I want to feel that my opinion is heard and can make a difference. Thank you and everyone at the Engineering Department for being a part of that.

Molly Hiatt  
574 Pleasant Street  
Noblesville

Paula Mayfield  
825 S. 5<sup>th</sup> Street  
Noblesville, IN 46060

My concerns with using the railroad corridor for the Pleasant Street extension is the divide of the Plum Prairie neighborhood. I have lived all but 2 years of my life on 5<sup>th</sup> Street. The first 21 years north of the proposed road (which my mother still lives in the home) and the last 30 years in my current home. My grandparents lived in-between where the purposed road is being looked at. So to put this road through the railroad corridor concerns me how it will effect getting to my aging mother, first and most important. Now I will just list the other concerns. 1. Amount of traffic. 2. Speed of traffic (I don't feel roundabouts will keep speed down). 3. Contamination that could be in soil (old junk yard, previous oil company adjacent to purposed road). 4. Proximity to Conner Street (will it be far enough). 5. Flood plain being disturbed (with the additional building planned near the river). 6. Losing additional neighbors due to homes being taken. 7. How many homes on other side of river that will be taken? 8. Will this route relieve enough traffic or will more taxpayer money be needed before this is completed? 9. Biggest concern is safety of children in neighborhood. 10. As yourself, "Would I want a road with trucks & dump trucks (even if it is not advertised like this, it will be used, especially with IDI factory right next to it.) to divide my neighborhood?" "Would I still feel safe?"

I feel going to the south in-between Conner & 146<sup>th</sup> would be a much better route!!!! There will be obstacles with any route, I feel that people's homes and lives should be of the utmost importance when making a decision. Maybe the cost will be more, but how much has already been wasted over the years on buying property (that will now not be used), designs that have been changed many times, studies on traffic (that has to be redone because outdated); consulting fees.

Please think of the people who have & live in Plum Prairie!!!! Also the people who live west of the river!!!!

Paula Mayfield  
August 11, 2020

Transcribed by CHA Consulting, Inc. in good faith effort. Errors or omissions are incidental and not intentional.



CHA CONSULTING, INC.  
300 S. MERIDIAN ST.  
INDIANAPOLIS, IN 46225  
PHONE: (317) 780-7146  
FAX: (317) 788-0957

To be assured that your comment will be included in the official project file, please forward to CHA Consulting, Inc. by **August 12, 2020**.

Public Information Meeting Date: July 29, 2020  
Project: Noblesville East-West Corridor

Name (please print):

Address:

Paula Mayfield

825 S. 5th Street

Noblesville IN 46060

Comments:

My concerns with using the rail road corridor for the Pleasant Street extension is the divide of the Plum Grove neighborhood. I have lived all but 2 years of my life on 5th Street. The first 21 years north of the proposed road (which my mother still lives in the home) and the last 30 years in my current home. My grand parents lived in between where the proposed road is being looked at. So to put this road through the rail road corridor concerns me how it will effect getting to my aging mother and most important a New 9 will just list the other concerns. (1) Amount of traffic. (2) Speed of traffic (I don't feel roundabouts will keep speed down). (3) Contamination that could be in soil (Old junk yard: previous oil company adjacent to proposed road). (4) Proximity to corner street (will it be far enough). (5) Flood plain being disturbed (with the additional building planned near the river). (6) Losing additional neighbors due to homes being taken.

Signature:

Paula Mayfield

See next page →

Comments can be mailed to CHA Consulting, Inc. at 300 S. Meridian St., Indianapolis, IN 46225, faxed to 317-788-0957, or emailed to [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com)



⑦ How many homes on other side of river that will be taken. ⑧ Will this route relieve enough traffic or will more tax payer money be needed before this is completed? ⑨ Biggest concern is safety of children in neighborhood. ⑩ Ask yourself "Would I want a road with trucks? dump trucks? Even if it is not advertised like this it will be used especially with IIT factory right next to it) to divide my neighborhood?" "Would I still feel safe?"

I feel going to the south in between corner is 1410<sup>th</sup> would be a much better route!!!!

There will be obstacles with any route, I feel that people's homes & lives should be of the utmost importance when making a decision. Maybe the cost will be more but how much has already been wasted over the years on ~~buying~~ buying property (that will now not be used), designs that have been changed many times, studies on traffic (that has to be redone because outdated)? consulting fees.

Please think of the people who have & live in Sun Prairie!!!! Also the people who live west of the river!!!!

Paula Mayfield  
Aug 11, 2020

Winebrinner, Robert

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From: Mike Corbett <>  
Sent: Monday, August 10, 2020 10:26 AM  
To: Winebrinner, Robert  
Cc: 'Debbie Jameson'; 'Elizabeth Boase'; 'Mike Murphy'; 'Molly Hiatt'; 'Paula Gilliam'  
Subject: [--EXTERNAL--]: Comments on East-West Corridor  
  
Categories: Coordination, NEPA

Robert,

Thank you for the opportunity to comment on the plans for an East-West Corridor. I was told I could submit my comments by email, so that is what I am doing.

I watched the presentation in the conference room and attended the stakeholders meeting a few weeks ago. These are my main concerns.

-Any plan should prioritize preserving neighborhoods over moving traffic. I realize this is a road plan but the road is planned to go right through one of Noblesville's most vulnerable neighborhoods so care must be taken not to: displace or devalue the property of longtime residents, bisect the community with a road that is inappropriate for an urban environment, change the character of our downtown community, which is a distinguishing factor for Noblesville as compared to other Hamilton County communities.

-We must take the long view. Short-term, it seems like a priority to move traffic from one side of town to the other but this project has the potential to change things for a long time. We need to make sure we're paying attention to long-term plans for development and building infrastructure to serve them. For instance, there is no convenient direct route between Hamilton Town Center and downtown. Why shouldn't that be part of this project?

-We need to understand where the traffic is coming from and where it is going. The traffic expert came into the room and said they did that analysis. When I asked him if I could see it he said that wasn't in the scope of what the city bought from his firm. I don't know the details of the city's deal with the traffic study firm, but if he has that info I think the city needs to have access to it. We're planning to spend tens of millions on this road. Its worth spending a bit more to have actionable data that can improve decision-making. Seems like he has that data.

-I was distressed to learn at the open house that these meetings are required because we are now seeking federal funds. I was hoping the city had become more open to citizen input under a new administration, but I'm now concerned that it is merely fulfilling some federal mandate and the old system of making decisions in private and forcing them on the public is still in effect. I guess we'll just have to wait to see if this public input has any effect. If the original plan is the final plan I guess we will have our answer.

Thanks again for the opportunity. Please confirm that you received this.

Mike Corbett

## Appendix J.2

### Summary of March 16, 2021 Public Information Meeting

## NOTICE OF PUBLIC MEETING

CHA Consulting, Inc., acting on behalf of the City of Noblesville and in partnership with American Structurepoint, will convene a public information meeting on **Wednesday, March 16, 2021, from 5:00-7:45 p.m. at City Hall, 16 South 10<sup>th</sup> Street, Noblesville, IN 46060.** The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the Pleasant Street alignment for the Noblesville East-West Corridor. The purpose of the project is to provide a 20% volume reduction of S.R. 32 downtown Noblesville traffic. The east-west corridor will connect S.R. 37 to S.R. 32 across the White River. As the project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding.

Out of an abundance of caution, each session of the meeting will take place in an open house format with 45-minute signup periods. To sign up, please place your name and contact information in a timeslot on this webpage: <https://www.eventcreate.com/e/noblesvillepublicmeeting> or call CHA Consulting at (317) 780-7214 by March 15<sup>th</sup>.

This format will allow the project development team to ensure social distancing is followed. Representatives from the project team will be spaced appropriately around the room at individual tables and exhibits will be provided at safe spacing and in duplicate. Masks will be required. A brief presentation will be made available for viewing to all who attend. Meeting information will also be made available on the project website, viewed at City Hall, or mailed upon request. Please note that the meeting details are subject to change, based upon the COVID-19 advisory level for Hamilton County at the time of the meeting.

With advance notice, the City of Noblesville can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Robert B. Winebrinner, Senior Environmental Planner, CHA Consulting, Inc. at (317) 780-7146, or email [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com) by March 12, 2021.

City of Noblesville  
Alison Krupski, P.E., City Engineer  
16 South 10<sup>th</sup> Street  
Noblesville, IN 46060

PUBLISHER'S AFFIDAVIT

State of Indiana     )  
                                  ) ss:  
Hamilton County     )

Personally appeared before me, a notary public in and for said county and state, the undersigned Jeff Jellison who, being duly sworn, says that he is Publisher of the Hamilton County Reporter newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the date(s) of publication being as follows:

**3/1/2021**  
**3/8/2021**



Subscribed and sworn to before me this Monday, March 08, 2021.



Notary Public

My commission expires: **06/20/2026**  
**John Christopher Austin**  
**Resident of Marion County**

Publisher's Fee: \$49.01



Y 1     *Noblesville East-West Corridor*

*RL 4288*

PUBLISHER'S AFFIDAVIT

State of Indiana     )  
                              ) ss:  
**Hamilton** County     )

Personally appeared before me, a notary public in and for said county and state, the undersigned Tim Timmons who, being duly sworn, says that he is Publisher of **The Times** newspaper of general circulation printed and published in the English language in the city of **Noblesville** in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for **2** time(s), the date(s) of publication being as follows:

**3/3/2021**  
**3/10/2021**

  
\_\_\_\_\_

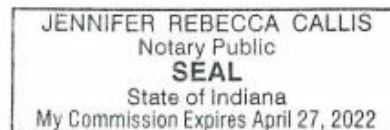
Subscribed and sworn to before me this **10** day of **March, 2021**.

Notary Public



My commission expires: **04/27/2022**  
**Jennifer Rebecca Callis**  
**Resident of Montgomery County**

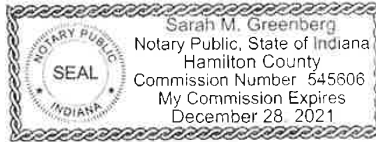
Publisher's Fee: **\$52.48**



**Cause #Pleasant Street alignment**  
**TICKET: TL17514**

PUBLISHER'S AFFIDAVIT

State of Indiana     )  
                                  ) ss:  
Hamilton County    )



Personally appeared before me, a notary public in and for said county and state, the undersigned Brian Kelly who, being duly sworn, says that he is Publisher of Current in Noblesville newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for one (1) time(s), the date(s) of publication being as follows:

03/02/2021  
03/09/2021

  
\_\_\_\_\_

Subscribed and sworn to before me this March 9<sup>th</sup>, 2021.

  
\_\_\_\_\_

Notary Public

My commission expires: 12.28.2021

Publisher's Fee: \$62.67





# Welcome to the Noblesville E-W Corridor Public Information Meeting

---

**March 16, 2021**

**Session 1: 5:00 p.m. – 5:45 p.m.**

**Session 2: 6:00 p.m. – 6:45 p.m.**

**Session 3: 7:00 p.m. – 7:45 p.m.**



# Agenda

- A Word from the Mayor
- Introductions
- Brief Project History
- Pleasant Street Alignment
- Project Development Timeline
- Next Steps
- Exhibits and Questions



@ReimaginePleasantSt



# Project Team Partners



Corridor Management  
Design of Phases 1 & 3



Corridor Environmental



Design of Phase 1 & 3  
Traffic Engineering

WEINTRAUT & ASSOCIATES, INC.

Historic Resources



Design of Phase 2



Bridge Design  
over the White River

# Brief Project History

- Discussed back in the 1980's
- 1995 Noblesville Comprehensive Plan
- 1999 Hamilton County bridge study
- 2008 Pleasant Street bridge study
- 2015 Pleasant Street Corridor Feasibility Study
- **Nov. 2019 Mayor Jensen Elected**
- **Jan. 2020 Pleasant Street made #1 Priority**
- Jul. 2020 Community Advisory Committee Meeting
- Jul. 2020 Public Information Meeting
- Oct. 2020 Pleasant Street Alternative Selected
- Nov. 2020 Community Advisory Committee Meeting
- Mar. 2021 Public Information Meeting



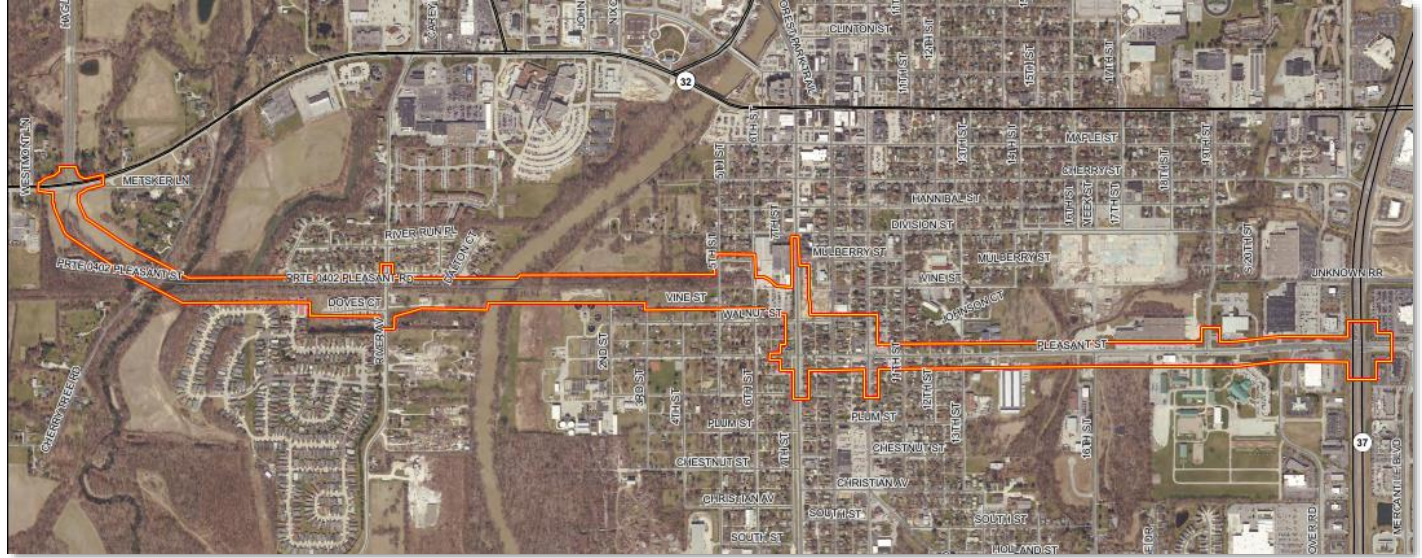
# Environmental Investigations

- Ongoing

- Traffic Noise Study
- Hazardous Materials Investigations
- Historic Resources Consultation

- Completed

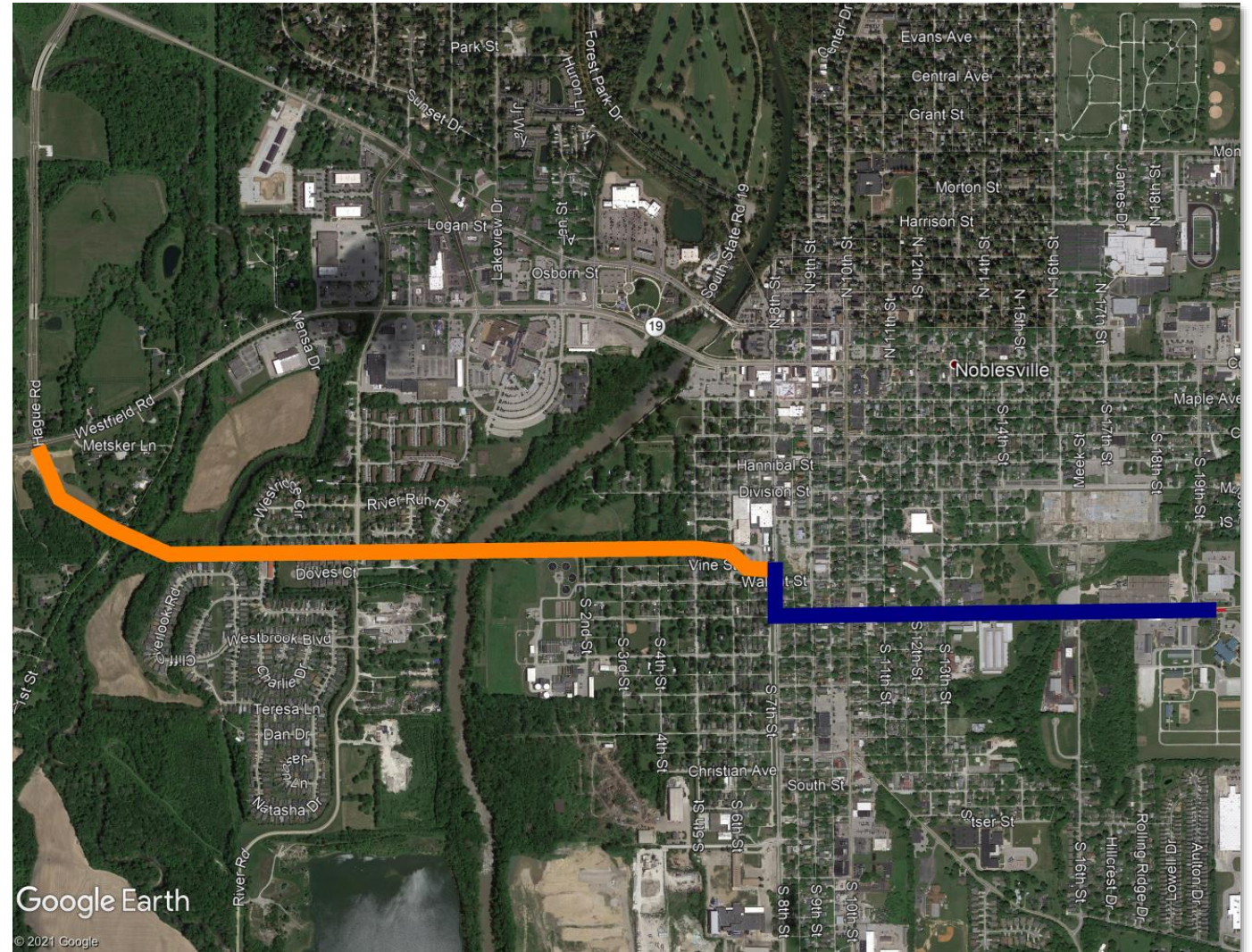
- Waters and Wetlands Investigation





## Preferred Alternative – Pleasant Street

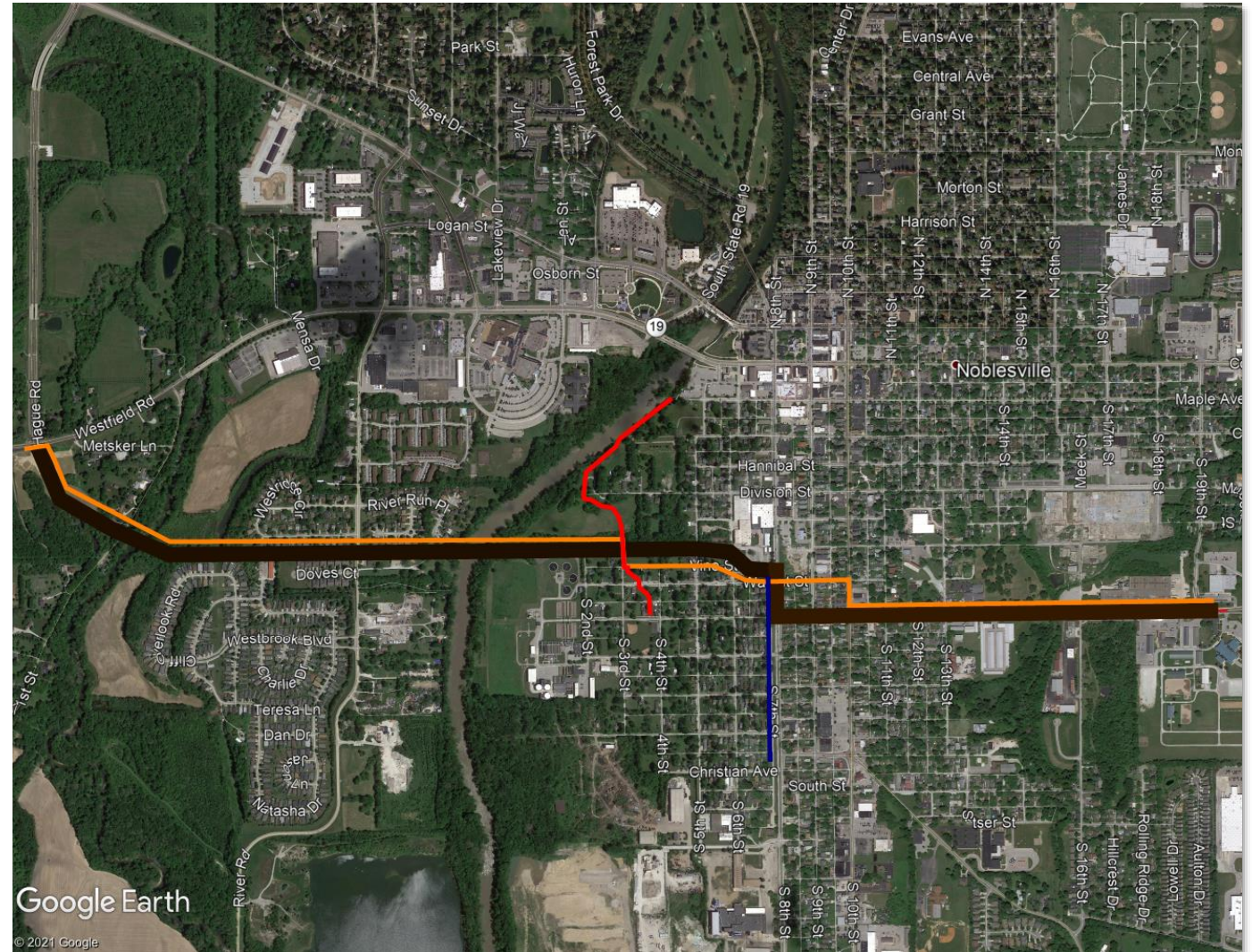
- **Alternative B-1**
- **Connects SR 32 to 19<sup>th</sup> Street**
- **New Roadway from SR 32 to 8<sup>th</sup> Street**
- **Uses Existing 8<sup>th</sup> and Pleasant Street Roadway from 8<sup>th</sup> Street to 19<sup>th</sup> Street**
- **Speed Limit 30 mph**
  - 25 mph between 6<sup>th</sup> and 11<sup>th</sup>
- **Trail Connectivity**
  - Midland Trace
  - Riverwalk Trail
  - Nickel Plate Trail
- **Roundabout Intersections**
  - SR 32
  - River Road
  - 8<sup>th</sup> Street (x2)
  - 10<sup>th</sup> Street
  - 19<sup>th</sup> Street (currently not included)





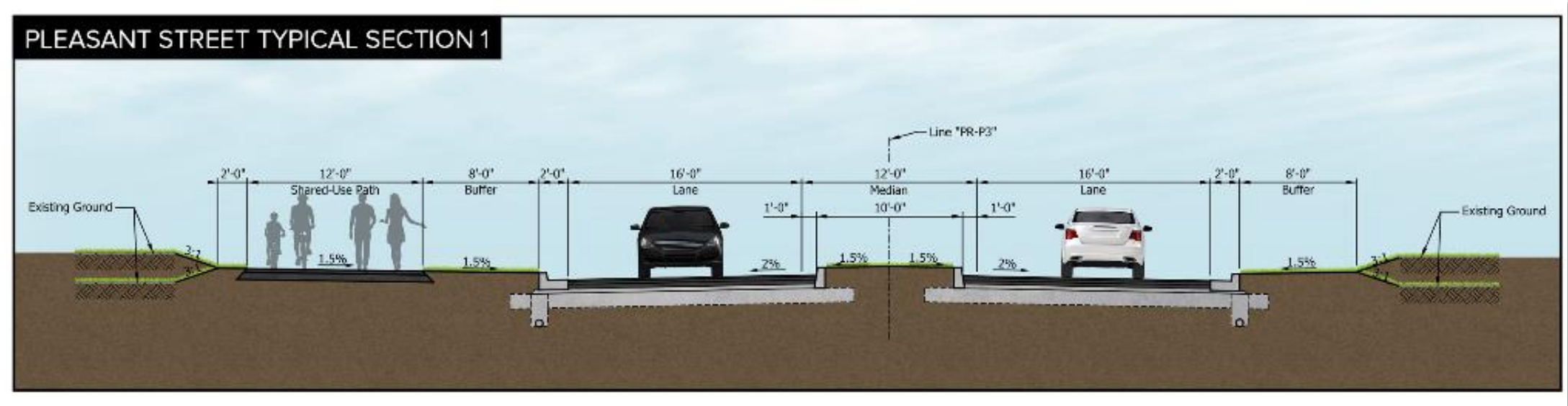
## Preferred Alternative – Pleasant Street

- **Alternative B-1**
- **Connects SR 32 to 19<sup>th</sup> Street**
- **New Roadway from SR 32 to 8<sup>th</sup> Street**
- **Uses Existing 8<sup>th</sup> and Pleasant Street Roadway from 8<sup>th</sup> Street to 19<sup>th</sup> Street**
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  - 25 mph between 6<sup>th</sup> and 11<sup>th</sup>
- **Trail Connectivity**
  - **Midland Trace**
  - **Riverwalk Trail**
  - **Nickel Plate Trail**
- **Roundabout Intersections**
  - SR 32
  - River Road
  - 8<sup>th</sup> Street (x2)
  - 10<sup>th</sup> Street
  - 19<sup>th</sup> Street (currently not included)



# Roadway Typical Section

## SR 32 to 8<sup>th</sup> Street

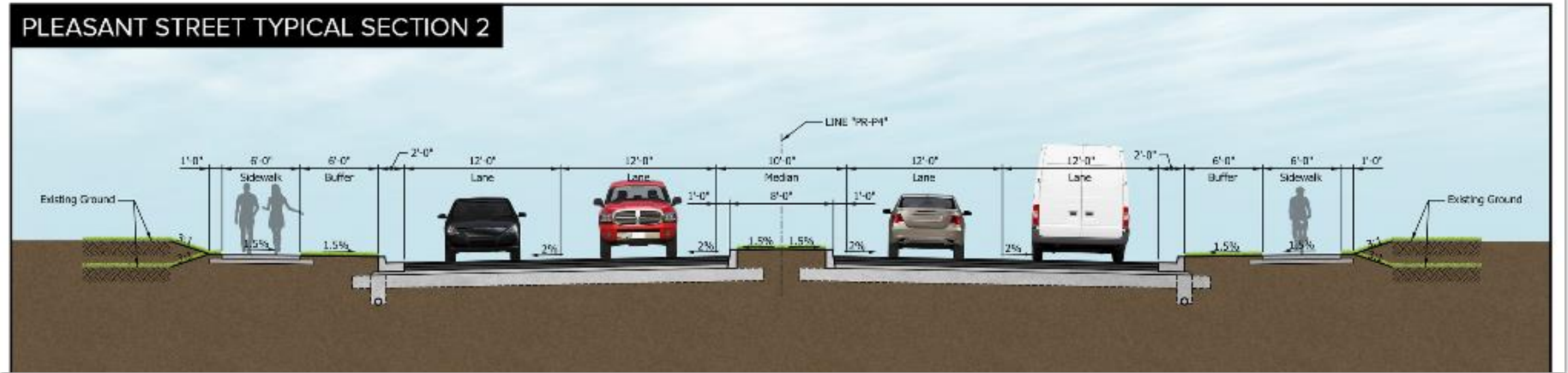


- One Lane each direction
- Raised Median
- Midland Trace Trail



# Roadway Typical Section

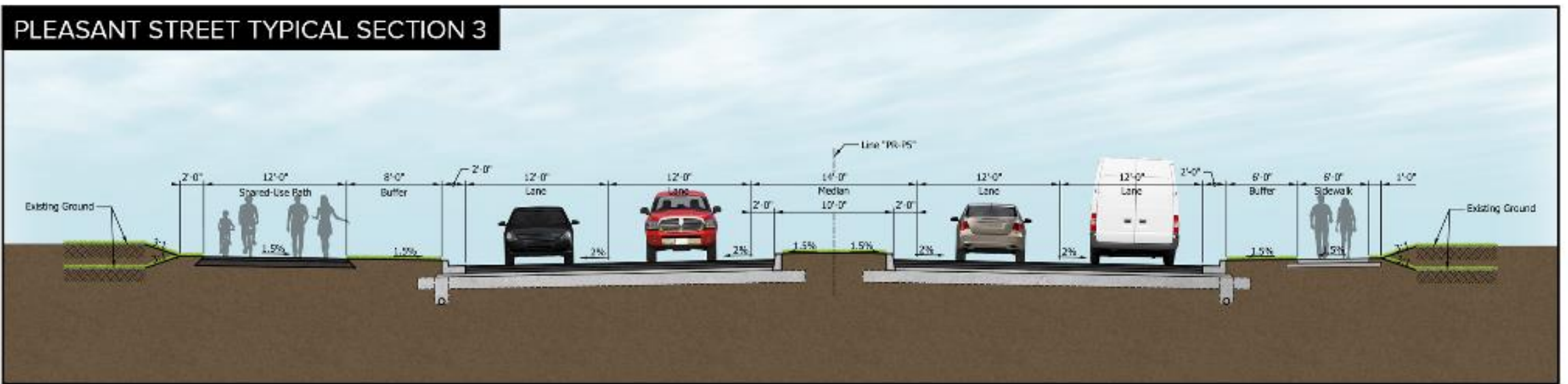
## 8<sup>th</sup> Street to 11<sup>th</sup> Street



- Two Lanes Each Direction
- Narrow Raised Median
- Sidewalks

# Roadway Typical Section

## 11<sup>th</sup> Street to 19<sup>th</sup> Street



- Two Lanes Each Direction
- Median or Left Turn Lane
- Midland Trace Trail/Sidewalk

# Construction Phasing

- **Phase 1 – River Road to 11<sup>th</sup> Street**
  - Bid Opening – Fall 2022
  - Construction – 2023 to 2024
- **Phase 2 -11<sup>th</sup> Street to 19<sup>th</sup> Street**
  - Bid Opening – Fall 2023
  - Construction – 2024 to 2025
- **Phase 3 - SR 32 to River Road**
  - Bid Opening – Fall 2023
  - Construction – 2024 to 2025

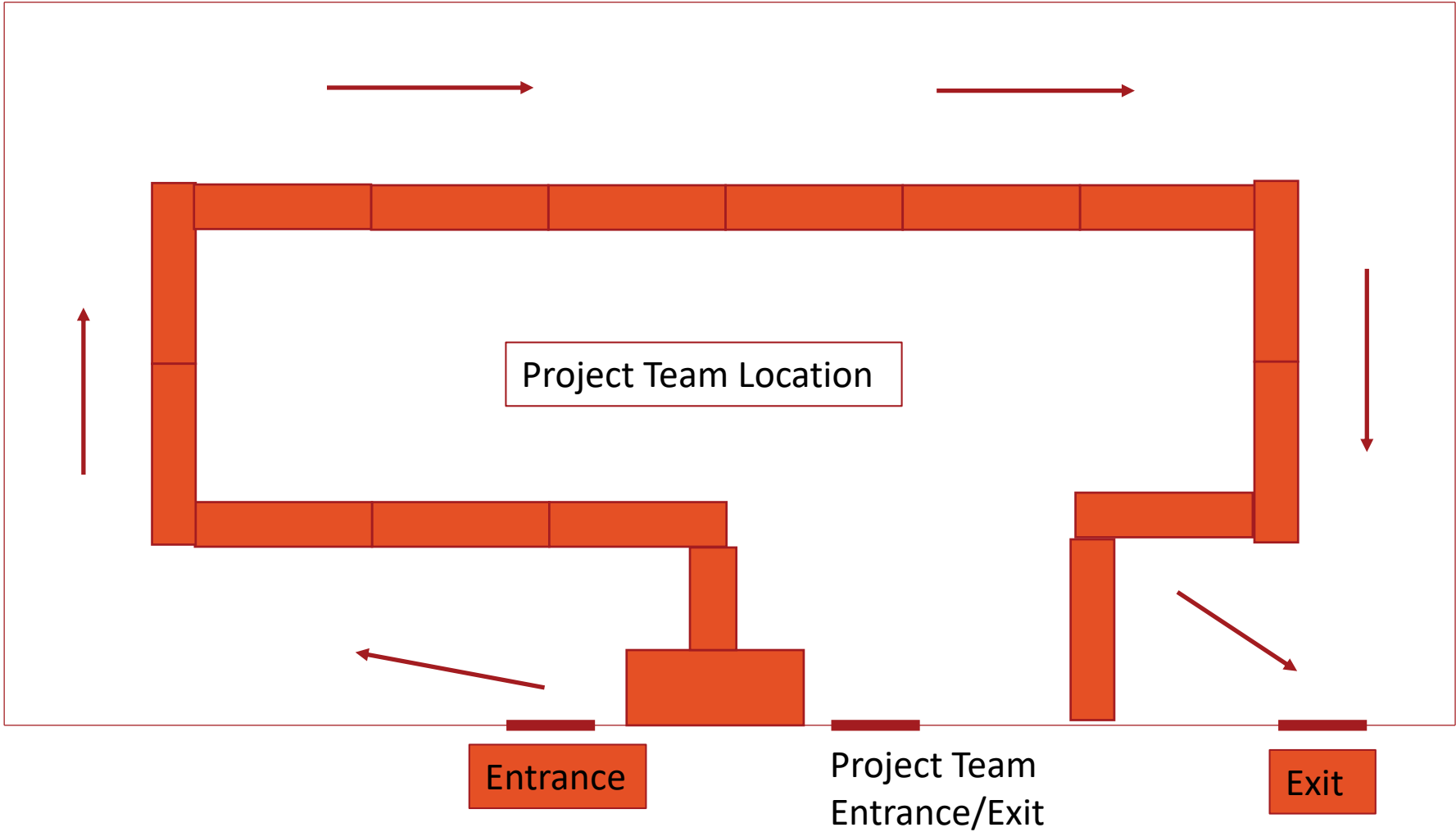


# Next Steps

- Final Design - Spring 2021 to Fall 2022
- Geotechnical/Utility Investigations – Summer 2021
- Property Acquisition – Summer 2021 to Spring 2022
- Completion of the Environmental Assessment – 2022
- One-on-One Meetings
  - 110 Letters Sent to Property Owners Along the Corridor
  - 28 Meetings Held
  - Property Owners and Citizens can Contact the Project Team for a One-on-One Meeting



# Exhibit Room - A213/214



# More Information

[www.reimaginepleasantst.com/](http://www.reimaginepleasantst.com/)



- Robert B. Winebrinner, Senior Environmental Planner, CHA Consulting, Inc
  - [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com)
  - Office: 317-780-7146 Cell: 317-910-9705
- Alison Krupski, P.E., City Engineer, Noblesville
  - [akrupski@noblesville.in.us](mailto:akrupski@noblesville.in.us)
  - Office: (317) 776-6330

@ReimaginePleasantSt



# SIGNIN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address	Email
Annette Davis	Address: _____ City: _____ State: _____ Zip: _____	
Wesley Hudnall	Address: _____ City: _____ State: _____ Zip: _____	
JOHN POST	Address: _____ City: _____ State: _____ Zip: _____	
CAROL ALEXANDER	Address: _____ City: _____ State: _____ Zip: _____	
Todd Amstutz	Address: _____ City: _____ State: _____ Zip: _____	
John Pence	Address: 859 S. 9TH City: Noblesville State: IN Zip: 46060	
Jason Archer	Address: 841 S 9TH ST City: Noblesville State: IN Zip: 46060	
Karen Ruel	Address: 700 S. 9TH ST City: NOBLESVILLE State: _____ Zip: _____	
Molly HATT	Address: 574 PLEASANT ST. City: NOBLESVILLE State: _____ Zip: _____	
Steve M. Plumer	Address: 308 South 9th St. City: Noblesville State: IN Zip: 46060	
Darren Peck	Address: 1710 S 10th City: _____ State: _____ Zip: 46060	

\*emails have been hidden for privacy, they can be found in the project file

# SIGNIN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address	Email
Ann Testerman	Address: 701 Westridge Dr City: Noblesville State: IN Zip: 46062	
Arla Pearson	Address: 824 S. 11th St City: Noblesville State: IN Zip: 46060	
Rachy Shanks	Address: 802 Mulberry St City: Noblesville State: IN Zip: 46066	
Jay Mervell	Address: 407 S. 7th St. City: Noblesville State: IN Zip: 46060	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	



# SIGNIN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address	Email
Paula Mayda June Larson	Address: 825 S. 5th / 463 S. 5th City: Noblesville IN Zip: 46060	
Barry Young	Address: 7144 Gwinnett Place City: Noblesville IN Zip: 46062	
Jim GRETTS Jo	Address: 18443 PIERCE LN City: Noblesville IN Zip: 46063	
Sara Carter	Address: 109 Emerald LN City: Noblesville IN Zip: 46060	
George Long	Address: 1730 Maple Ave. City: Noblesville IN Zip: 46060	
Martha Regg	Address: 1695 Logan City: Noblesville IN Zip: 46060	
MIKE CORBETT	Address: 4985 10th St City: N Zip: 46060	
Anna Skinner	Address: City: State: Zip:	
Brandon Kellay	Address: City: State: Zip:	

**PUBLIC INFORMATION MEETING**

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address				Email
MARINA DARE	Address: 12525 OLD POND RD	City: Noblesville	State: IN	Zip: 46060	
Emily Campbell	Address: 1239 maple Ave	City:	State:	Zip: 46060	
Anita Landress	Address: 294 S 9th ST	City: Noblesville	State:	Zip: 46060	
Steve Schwartz	Address: 118 Cicero Road	City:	State: Ind	Zip: 46060	
Natalie Burnene	Address: 604 Tulip St	City:	State:	Zip: 46062	
Bob Dubois	Address: 416 Westchester Blvd	City: Noblesville	State:	Zip: 46061	
Brenda Myers	Address: 37 E Main St	City: Carmel	State: IN	Zip: 46038	
DENISE ASCHENMAN	Address: 16 S 10th Street	City: Noblesville	State: IN	Zip: 46060	
Garry Maxwell	Address: 1608 Westport Ct	City: Cicero	State: IN	Zip: 46034	

# SIGNIN / MAILING LIST

## PUBLIC INFORMATION MEETING

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address			Email
Peggy Shonkwiler	Address: 7101 Willow Pond	City: Noblesville	State: IN Zip: 46062	
Robert W. W. W.	Address: 1270 Pleasant St	City: Noblesville	State: IN Zip: 46060	
Lisa Flanders	Address: 2355 Pleasant St.	City: Noblesville	State: IN Zip: 46060	
Shanglin	Address: 609 Pleasant St	City: Noblesville	State: IN Zip: 46060	
Michael J. Murphy	Address: 17433 TRAILVIEW CIRCLE	City: NOBLESVILLE	State: IN Zip: 46082	
Phyllis Kriner	Address: 17442 Trailview Cir	City: Noblesville	State: IN Zip: 46062	
Nicky Wolk	Address: 7698 Summer Oak	City: Noblesville	State: IN Zip: 46062	
L. Jason Compton	Address: 1336 Corner St	City: Noblesville	State: IN Zip: 46060	
Pete Schwartz	Address: City Council	City: City Council	State: Zip:	

**PUBLIC INFORMATION MEETING**

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address			Email
Shanay Junior	Address: 308 S 9th	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	
	Address:	City:	State: Zip:	



**PUBLIC INFORMATION MEETING**

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address	Email
Dennis & Tat Griffin	Address: 594 Walnut St. City: Nob. State: In. Zip: 46060	
Lan & Laery Winger	Address: 542 Walnut St City: Nob State: IN Zip: 46060	
Jason Sparta	Address: 162 N. Lake Dr City: Nob State: IN Zip: 46062	
Angela Edge	Address: 17420 Dalton Ct City: Noblesville State: IN Zip: 46062	
John Edge	Address: 17420 Dalton Ct. City: Noblesville State: IN Zip: 46062	
Elizabeth Hewitt	Address: 744 S 9th St City: Noblesville State: IN Zip: 46060	
Mike Eastwood	Address: 19251 Over Bank Rd City: Noblesville State: IN Zip: 46062	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

**PUBLIC INFORMATION MEETING**

Noblesville East - West Corridor

March 16, 2021 / 5:00 - 8:00 pm

Noblesville City Hall

Name	Mailing Address				Email
Charles Morris	Address: 385 Division	City: Noblesville	State: IN	Zip: 46060	
Brad Pennington	Address: 694 Pleasant	City: Noblesville	State:	Zip:	
Jim Coffey	Address: 1905 Cherry St	City: Noblesville	State: IN	Zip: 46060	
Georgy Falin	Address: 1260 Pleasant St	City: Noblesville	State: IN	Zip: 46060	
John & Betty Dell	Address: 824 S. 9th Street	City: Noblesville	State: IN	Zip: 46060	
SHAUN & KRISTIN LAIRD	Address: 609 PLEASANT ST	City: NOBLESVILLE	State: IN	Zip: 46060	
Bradley Davis	Address: 1700 S 10th	City: Noblesville	State:	Zip: 46060	
Michael & Karen Gardner	Address: 13 Metesker Lane	City: Noblesville	State: IN	Zip: 46062	
Andrea Davis	Address: 347 S. 8th St., S&A	City: Noblesville	State: IN	Zip: 46060	

Winebrinner, Robert

---

From: Alison Krupski <akrupski@noblesville.in.us>  
Sent: Friday, March 19, 2021 10:21 AM  
To: Annette Davis  
Cc: Maurovich, Mike; Winebrinner, Robert  
Subject: [--EXTERNAL--]: RE: 635/637 S. 5th Street Noblesville

Categories: NEPA

Thank you for passing along the photographs. It's in the file, as Mike said, so we will do our best to accommodate your concerns.

Hope you have a great weekend!

Ali



**Alison Krupski, P.E.**  
**Engineering Department**  
**City of Noblesville**  
16 S 10<sup>th</sup> St, Suite 155  
Noblesville, IN 46060  
[www.cityofnoblesville.org](http://www.cityofnoblesville.org)

**City Engineer**  
P: (317) 776-6330  
F: (317) 776-6322

---

From: Annette Davis <>  
Sent: Thursday, March 18, 2021 9:47 AM  
To: Alison Krupski <akrupski@noblesville.in.us>  
Cc: Maurovich, Mike <mmaurovich@structurepoint.com>; Winebrinner, Robert <RWinebrinner@chacompanies.com>  
Subject: Re: 635/637 S. 5th Street Noblesville

**[EXTERNAL]** Please exercise increased caution. Do not open attachments or click links from unknown senders or unexpected email messages.

Attached are the pictures at the corner of 5th and Vine, pole #100, in the corner of the yard of the duplex addressed as 635/637 S. 5th Street.

Firetrucks and Trash Service Trucks are having difficulty making this turn because Vine Street is so narrow. It appears the utility pole has been compromised by a previous hit and the recent tire track marks show that it is an ongoing issue.

When we went to the public meeting on Tuesday 3/16/2021, we learned that this particular section of Vine Street may become a trail. If so, then the problem with the large trucks will be resolved. However, the pole might need to be replaced since it appears to have been hit and is splintered.

Thank you for your efforts to resolve this issue.

Please let me know if the 4 pictures don't come through due to e-mail server limits.

Sincerely,  
Annette Davis and Wesley Hudnall (owner of 635/637 S. 5th, Noblesville)













On Mar 18, 2021, at 9:28 AM, Alison Krupski <[akrupski@noblesville.in.us](mailto:akrupski@noblesville.in.us)> wrote:

Good Morning,

Thank you for the email below. I have copied Mike Maurovich on this email, and we will take a look at your concern and see if we can accommodate it.

I do not think the pictures got attached to your email. Do you mind replying with the attached photos so we can take a look at them?

Thank you!

Ali

<image001.jpg>

---

From: Annette Davis <[swatmorse@comcast.net](mailto:swatmorse@comcast.net)>  
Sent: Tuesday, March 16, 2021 6:10 PM  
To: Alison Krupski <[akrupski@noblesville.in.us](mailto:akrupski@noblesville.in.us)>  
Cc: Wray Hudnall <[wesleywray@comcast.net](mailto:wesleywray@comcast.net)>  
Subject: 635/637 S. 5th Street Noblesville

[EXTERNAL] Please exercise increased caution. Do not open attachments or click links from unknown senders or unexpected email messages.

Hi Alison,

We met with you in January regarding the planned construction of the Pleasant Street bypass. We virtually attended the meeting last week and learned that our duplex is not one of the 4 properties that will need to be demolished.

We remain concerned about the power pole at the corner of 5th and Vine Streets. Vine Street is extremely narrow and our tenant has informed us that trash trucks and firetrucks are having trouble executing the turn. It appears that larger vehicles run both into our yard as well as the Church's yard on the south side of Vine.

I am attaching pictures I took today so that you can see the condition of the power pole and recent truck tracks in close proximity to the pole. The guy wire extends north towards our gravel parking pad.

We are hoping that maybe Vine Street and/or this pole #100 can receive some attention during the construction of the Pleasant Street bypass while there is other utility work in the area. It appear to me that another pole north of our lot will need to be relocated to accommodate the bypass.

If there is someone else employed by the City of Noblesville that we should be communicating this information to, please let us know.

Thank you!

Wesley Hudnall (Owner of 635/637)

Annette Davis

317-xxx-xxxx

<image002.jpg><image003.jpg><image004.jpg><image005.jpg>

Sent from my iPhone



Winebrinner, Robert

---

From: John Post <>  
Sent: Friday, March 19, 2021 07:24 PM  
To: Winebrinner, Robert  
Subject: [--EXTERNAL--]: Proposed East-West Corridor information meeting

Follow Up Flag: Flag for follow up  
Flag Status: Flagged

Categories: NEPA

It was obvious that a lot of planning went in to the presentation and appreciate the scheduling of meeting.

I left however disappointed that attendees questions and concerns were not openly shared. It would have been helpful to have heard the thoughts and opinions of others.

I was surprised that the project is not a "bypass" but only a very expensive extension of Pleasant St. I had assumed that the project would eliminate heavy 32/38 commercial traffic from downtown which is not the case. Instead the project is going to move a great deal of potential automobile traffic away from newly developed public recreational facilities and small business enterprises surrounding the center of our city which I know is not the desire of our Mayor.

Following the meeting I've had conversations with several local businesses and several tax payers in my own neighborhood who ALL expressed surprised disappointment that the commercial traffic would continue to congest our downtown.

I now understand that 32/38 routing is controlled by State/Federal and nothing will change that fact and with further Northern Hamilton County development the likelihood of accelerated 32/38 downtown commercial congestion will continue to increase.

Based on what I've learned I believe the project and its cost to be ill advised and would encourage reconsideration by the City as I believe the project will hurt our business community more than it will help.

John T Post

Sent from my iPad

### Appendix J.3

#### Summary of July 15, 2020 Community Advisory Committee Meeting



June 30, 2020

{See Attached List}

Re: Community Advisory Committee (CAC) Meeting  
East-West Corridor Project  
Noblesville, Hamilton County, Indiana  
Des. No. TBD

Dear Interested Stakeholder:

CHA Consulting, Inc., on behalf of the City of Noblesville and in partnership with American Structurepoint, Inc., is proposing to advance a state-sponsored Environmental Assessment for an east to west corridor project through the city, from S.R. 37 to S.R. 32 across the White River. As the project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding. If at a later date federal funding by the Federal Highway Administration (FHWA) is secured for the project, the environmental assessment will be re-visited in the context of National Environmental Policy Act (NEPA) guidelines. Several corridors were preliminarily considered, as described below, and seven are currently under evaluation (see attached maps).

This letter is written to invite you to aid the City in the decision-making process, by serving as a liaison between the project management team and the group or organization you represent. This includes providing input to the City regarding the transportation improvement need, the alternatives under consideration, potential impacts of those alternatives, the means to address the project need, and the way in which these can be accomplished within the character of Noblesville. We will incorporate your comments into our study of the project's environmental impacts. Your cooperation in the development of this project is appreciated.

#### **PROJECT NEED AND PURPOSE**

The project is needed due to limited mobility through downtown Noblesville on S.R. 32/S.R. 38/Connor Street, as outlined in the 2009 Noblesville Thoroughfare Plan and evidenced by increasing congestion. The purpose of the project is to provide a significant reduction of S.R. 32 downtown Noblesville traffic congestion, defined as 20% or greater, by providing an additional east-west corridor from S.R. 37 across the White River to S.R. 32 to the west.

The City of Noblesville has seen tremendous growth, both residential and commercial, over the past three decades and is the 14th largest community in Indiana (based on 2010 data). U.S. Census data reports that Noblesville had an approximate population of 12,250 in 1980, 17,650 in 1990, 51,970 in 2010, and 63,133 in 2018.

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Dedicated People Committed to Total Quality" | Union Station, 300 S. Meridian Street, Indianapolis, IN 46225  
T 317.786.0461 • F 317.788.0957 • [www.chacompanies.com](http://www.chacompanies.com)

There are currently only two White River crossings in downtown Noblesville, one at S.R. 32/S.R. 38 and the other at Logan Street. The S.R. 32/S.R. 38 river crossing provides two through lanes in each direction and the Logan Street river crossing provides one through lane in each direction. This limited number of existing crossings (2) reduces the mobility within the Noblesville transportation network. This also increases congestion within the S.R. 32/S.R. 38 corridor through downtown Noblesville. Based on the 2018 capacity analysis, S.R. 32 congestion in year 2045 will operate at or below Level of Service D (LOS; a letter grade system that quantifies travel delay for motorists) at 10<sup>th</sup> Street, 8<sup>th</sup> Street, S.R.38, River Road, Cherry Tree Road, and Hague Road.

### **PROPOSED PROJECT ALIGNMENTS**

All corridors under consideration for the proposed project will begin at S.R. 37 and extend to the west, traveling over the White River and terminating at S.R. 32. The proposed corridor has been the subject of study since the 1995 Noblesville Comprehensive Plan and Thoroughfare Plan. In 1999 Hamilton County studied various White River Bridge crossings. In 2008, an analysis of a Pleasant Street Bridge was conducted and in 2015 a feasibility study of the Pleasant Street Corridor was conducted. In addition to these studies, informal consideration of MPO Travel Demand Modeling, Traffic Impact Studies, historic traffic data, and other facility improvements have been undertaken by the city and the county. Additionally, informal input was provided by the Action Team of the Southwest Quad Neighborhood. Formal public involvement will occur at a later stage of planning and will be included in the environmental document prepared for the referenced project.

The east-west corridors considered to date include: 191<sup>st</sup> Street, 186<sup>th</sup> Street (Field Drive), Pleasant Street, Carbon Street, Irving Street, and 161<sup>st</sup> Street. Additional corridors considered early in the process include: Cherry Street, Logan Street, Maple Street, Hannibal Street, and Division Street. Of the alternatives considered, the 186<sup>th</sup> Street/Field Drive extension and crossing was completed in 2003 and connects S.R. 37 to S.R. 19. The 191<sup>st</sup> Street corridor was determined to have limited effect on regional traffic patterns and was not considered further. Due to the constructability concerns with local gravel quarries and the limitation in connecting to S.R. 37, the 161<sup>st</sup> Street corridor was not considered further. Due to limitations in connecting east to S.R. 37 or in crossing west over the White River, Logan Street, Maple Street, Cherry Street, Division Street, and Hannibal Street were eliminated from further consideration. Recent input from a group representing the Southwest Quad neighborhood, SW Quad Action Team, was added to the alternatives under consideration and can be found described in greater detail below.

The proposed project will meet S.R. 37 at-grade and is not associated with the S.R. 37 Improvement project, as outlined in the SR 37 Mobility Study ( [www.drivesr37.com/153/SR-37-Mobility-Study](http://www.drivesr37.com/153/SR-37-Mobility-Study)), led by Hamilton County and presented to the Indiana Department of Transportation (INDOT), Hamilton County, City of Fishers, and City of Noblesville. The S.R. 37 and Greenfield Avenue, Town and Country Boulevard, Pleasant Street, Cherry Street, and S.R. 32/S.R. 38 intersections were included in that study. Environmental impacts associated with the placement of an interchange at these locations have been documented under separate environmental planning documentation prepared for the S.R. 37 Improvement Project. The City of Noblesville is now considering the scope of the design for these intersections, which will be conducted separate from this project.

### **Preliminary Screening of Corridors**

A broad right-of-way path is under evaluation for each corridor, and will be refined as design of the project progresses. The number of displacements is not known at this time. The following sections describe in some detail the current corridors under consideration. The project is currently programmed as an illustrative item and funding is being pursued by the county and the city jointly. *The Alternatives Screening*



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*Matrix and corresponding maps of the general alignment of each corridor will be provided and discussed at the meeting.*

#### **Corridor A – Conner Street**

Corridor A would begin near the intersection of S.R. 37 and S.R. 32/ S.R. 38 and would continue through to State Road 19, over the existing White River Bridge. This corridor would travel through downtown and two National Register listed districts, the Conner Street Historic District and Noblesville Commercial Historic District.

#### **Corridor B – Pleasant Street**

Corridor B would begin near the intersection of S.R. 37 and Pleasant Street. From the 10<sup>th</sup> Street and Pleasant Street intersection, the route would curve north to meet the former east-west Midland Trace railroad bed that crosses the White River between Vine Street and Mulberry Street at 5<sup>th</sup> Street. Before crossing west over the White River, this corridor traverses the National Register eligible Plum Prairie Historic District. Corridor B would then continue west of the White River on the same railroad bed, until crossing Little Cicero Creek, where it would veer northwest to meet S.R. 32 and Hague Road.

#### **Corridor B1 – Pleasant Street**

Corridor B1 would also begin near the intersection of SR 37 and Pleasant Street. The route would also follow Pleasant Street and curve north to meet the former east-west Midland Trace railroad bed. However, this corridor would travel around the National Register listed Plum Prairie Historic District. Corridor B1 would then continue on the same path across White River as Corridor B, joining with SR 32 and Hague Road.

#### **Corridor C – Irving Street**

Corridor C would begin at the intersection of S.R. 37 and Greenfield Avenue and would continue along Greenfield Avenue, before veering west near Holland Street and Stony Creek Elementary School. This portion of the corridor would cross Stony Creek. Corridor C would travel west through existing commercial/industrial development to meet with the remnants of Irving Street, before crossing the White River. This industrial and commercial area is documented with multiple hazardous materials sites and landfills. The corridor would then continue west of the White River to meet with River Road and follow it north to S.R. 32.

#### **Corridor D – Carbon Street**

Corridor D would begin at the intersection of S.R. 37 and Greenfield Avenue, sharing the same course as corridor C, though veering west near Overland Court. This portion of the corridor would also cross Stony Creek. Corridor D would then travel southwest through residential development, to meet the existing alignment of Carbon Street. From Carbon Street, the corridor would continue through an industrial and commercial area documented with multiple hazardous materials sites and landfills. The corridor would continue west over the White River and between existing quarry pits and Little Cicero Creek, before eventually meeting with River Road. The corridor would then follow River Road north to S.R. 32.

#### **Corridor E – SW Quad, 16<sup>th</sup> Street**

As proposed by representatives of the SW Quad Action Team, Corridor E would begin at the intersection of S.R. 37 and Pleasant Street, follow 16<sup>th</sup> Street south to Stony Creek Road and Greenfield Avenue, crossing Stony Creek and heading southwest to 10<sup>th</sup> Street/Allisonville Road. Corridor E would then travel west and follow the eastern side of White River to cross the White River at the same location as

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Corridors C and D. Corridor E would follow the same path as Corridors C and D and diverge at River Road, crossing Cicero Creek, before continuing northwest to meet S.R. 32 and Hague Road.

#### **Corridor E1 – SW Quad, Greenfield Avenue**

Alternatively proposed by representatives of the SW Quad Action Team, Corridor E1 would begin at the intersection of S.R. 37 and Greenfield Avenue, would continue northwest along Greenfield Avenue and continue southwest at the intersection with 16<sup>th</sup> Street. Corridor E1 would then travel across 10<sup>th</sup> Street and loop north along the east bank of the White River, where it would meet the alignments of Corridors C, D, and E, to cross the White River. Corridor E1 would then follow the same alignment as E to meet up with S.R. 32 and Hague Road.

#### **Corridor E2 – SW Quad, 166<sup>th</sup> Street/New Terrain**

Alternatively proposed by representatives of the SW Quad Action Team, Corridor E2 would begin at the intersection of S.R. 37 and the approximate location of 166<sup>th</sup> Street, would then continue west along the general path of Stoney Creek, until reaching a shared alignment with E. Corridor E2 would continue west following the same alignment as E, past 10<sup>th</sup> Street and across the White River at the same location as Corridors C, D, E, and E1. E2 would also meet with S.R. 32 and Hague Road at the same location as E and E1.

#### **Meeting Details**

In an effort to comply with the Governor's Roadmap to Safely Reopen Indiana, the meeting will take place virtually through the Zoom web conferencing software (see below). The City is also offering space at City Hall for any who wish to attend in-person. To ensure the room provided at City Hall will be set up to ensure 6 foot social distancing can be maintained, ***please RSVP by July 8<sup>th</sup> if you intend to attend in person.***

**July 15<sup>th</sup> at 9:30 a.m. - 12:30 p.m.**

Zoom Meeting Link:

<https://structurepoint.zoom.us/j/99052017775?pwd=WVdMbKxmSm5BUmZxMThqOERqSjUvQT09>

Zoom Meeting ID: 990 5201 7775

Password: 058445

Please note that all are welcome to attend the meeting, however, we ask that community groups elect a single representative to participate during the meeting. This effort will help facilitate the flow to the meeting and ensure all are able to receive project information and provide feedback within the allotted time. This meeting is the first of many during the planning process, so additional opportunity will be provided to ask questions and provide comment about the project.

Your cooperation in the development of the this project is appreciated. If you have any questions, or if we can be of any further assistance, please do not hesitate to contact me at [rwinebrinner@chacompanies.com](mailto:rwinebrinner@chacompanies.com) or (317) 780-7146.

Best regards,  
CHA Consulting, Inc.



Robert Winebrinner  
Senior Environmental Planner

June 30, 2020

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cc: Alison Krupski, P.E., City Engineer, City of Noblesville (w/copy)  
Jim Hellman, P.E., Assistant Engineer, City of Noblesville (w/ copy)  
Jim Neal, P.E., County Highway Engineer, Hamilton County (w/ copy)  
Ron Bales, Manager, INDOT, Environmental Policy (w/ copy)  
Rickie Clark, Manager, INDOT, Office of Public Involvement (w/ copy)  
Mike Maurovich, Project Manager, American Structurepoint, Inc. (w/ copy)  
Trevor Wieseke, Section Manager, CHA Consulting, Inc. (w/ copy)  
File # 059473

**Community Advisory Committee - Invited Members:**

Bob DuBois, President/CEO  
Noblesville Chamber of Commerce  
1 Library Plaza  
Noblesville, IN 46060

Paula Gilliam, Resident  
Southwest Quad  
575 Walnut Street  
Noblesville, IN 46060

Andrea Davis, Executive Director  
HAND, Inc.  
347 South 8th Street, Suite A  
Noblesville, IN 46060

Jim Coffey  
Doves Court  
1905 Cherry Street  
Noblesville, IN 46060

Rev. Cheryl Russell, Senior Minister  
First Christian Church  
16377 Herriman Boulevard  
Noblesville, IN 46060

Desiree Scott, President  
River Run Community Assoc., Inc.  
136 South 9th Street Suite 207  
Noblesville, IN 46060

Jesse Garner, Pastor  
The Mill Church (First Church of the Nazarene)  
1399 Greenfield Avenue  
Noblesville, IN 46060

Jason Spartz, Member  
Westbrook Mobile Home Village  
102 Natasha Drive  
Noblesville, IN 46062

Seth Leeman, Pastor  
Noblesville Baptist Church  
1338 Pleasant Street  
Noblesville, IN 46060

JOHN FRANK, President  
Wellington Northeast Neighborhood Assoc., Inc.  
704 Pemberly Court  
Noblesville, IN 46060

Jenn Johnson, Outreach Director  
Genesis Church Inc.  
1702 Pleasant Street  
Noblesville, IN 46060

Brenda Myers, CEO  
Hamilton County Tourism, Inc.  
37 East Main Street  
Carmel, IN 46032

Dr. Lawrence D. Hufhand, Pastor  
Pleasant View Baptist Church  
825 South 11th Street  
Noblesville, IN 46060

Lorna Oskouie, Executive Director  
Noblesville Main Street  
839 Conner Street  
Noblesville, IN 46060

Mark Dollase, Vice President of Preservation  
Indiana Landmarks, Central Region  
1201 Central Avenue  
Indianapolis, IN 46202

Sarah Reed, Director  
Community and Economic Development  
City of Noblesville  
16 South 10th Street  
Noblesville, IN 46060

Sandy Stewart, President  
Noblesville Preservation Alliance  
1274 Logan Street  
Noblesville, IN 46060



East-West Corridor  
Noblesville, Hamilton County, Indiana  
Des. No. TBD

Distributed on June 30, 2020

**Community Advisory Committee - Invited Members:**

Chad Knecht, Director  
Public Safety  
City of Noblesville  
16 South 10th Street  
Noblesville, IN 46060

Alison Krupski, P.E., Engineer  
Engineering Department  
City of Noblesville  
16 South 10th Street  
Noblesville, IN 46060

John Mann, Chief  
Police Department  
City of Noblesville  
135 S 9th Street  
Noblesville, IN 46060

Jim Hellmann, Assistant Engineer  
Engineering Department  
City of Noblesville  
16 South 10th Street  
Noblesville, IN 46060

Matt Mitchell, Chief  
Fire Department  
City of Noblesville  
135 S 9th Street  
Noblesville, IN 46060

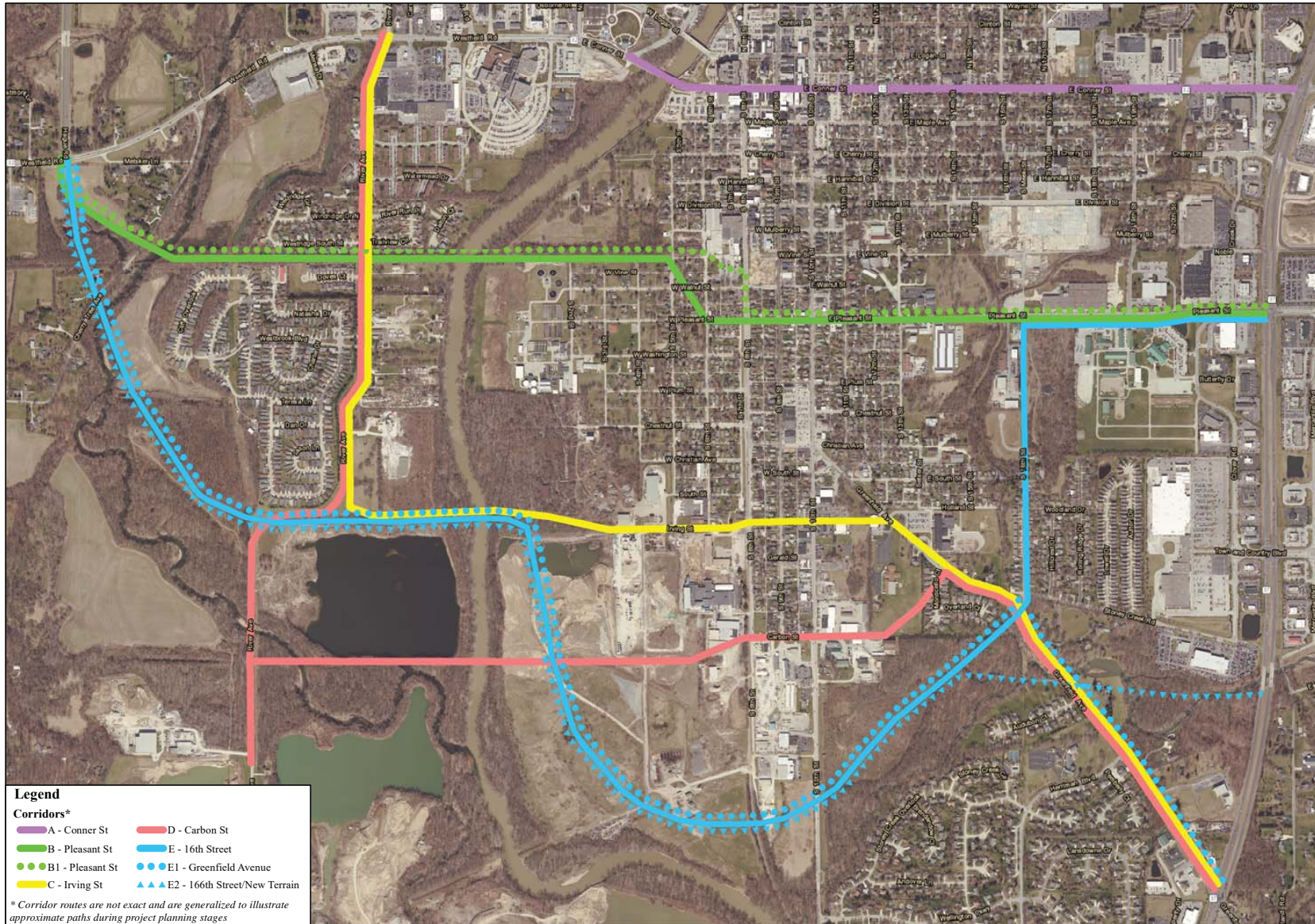
Brad Davis, Director  
Hamilton County Highway Department  
1700 South 10th Street  
Noblesville, IN 46060

Wil Hampton, President  
City of Noblesville, Common Council  
16 South 10th Street  
Noblesville, IN 46060

Jennifer Beck, Project Manager  
INDOT, Greenfield District  
32 South Broadway Street  
Greenfield, IN 46140

Jack Martin, President  
Board of Public Works & Safety  
City of Noblesville  
16 South 10th Street  
Noblesville, IN 46060

Marnie Cooke, Director  
Marketing and Communications  
Noblesville Schools  
18025 River Road  
Noblesville, IN 46062



			
<b>Aerial Location Map</b> East-West Corridor Project Noblesville, Hamilton County, Indiana		DES No TBD	
Scale 1" = 900'	CHA Project No 33469	Image Courtesy of the Indianapolis Photo Date: 2017	



# Noblesville E-W Corridor Community Advisory Committee - Meeting Minutes

Project: Noblesville E-W Corridor Project No.: INDOT Des. No. TBD  
Location: Hybrid Web Conference & In-person at City Hall CHA Proj. No.: 059473  
Meeting Date/Time: July 15, 2020 - 9:30 AM - 12:00PM

## Invited Members:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Bob DuBois	Noblesville Chamber of Commerce	bob@noblesvillechamber.com
Andrea Davis	HAND, Inc.	andrea@handincorporated.org
Seth Leeman	Noblesville Baptist Church	pastorleeman@noblesvillebaptist.org
Danielle Burrow	Pleasant View Baptist Church	pleasantviewbcn@gmail.com
Mark Dollase	Indiana Landmarks, Central Region	mdollase@indianalandmarks.org
Sandy Stewart	Noblesville Preservation Alliance	info@noblesvillepreservation.com
Paula Gilliam	Southwest Quad	pg7am@aol.com
Jim Coffey Sr. & Jr.	Doves Court	jimcoffey@att.net
Lorna Oskouie	Noblesville Main Street	lorna@noblesvillemainstreet.org
Mayor Chris Jensen	City of Noblesville	cjensen@noblesville.in.us
Deputy Mayor Matt Light	City of Noblesville	milight@noblesville.in.us
Sarah Reed	City of Noblesville, Community & Economic Development	sreed@noblesville.in.us
Alison Krupski, P.E.	City of Noblesville, Engineering Department	akrupski@noblesville.in.us
Chad Knecht	City of Noblesville, Public Safety	cknecht@noblesville.in.us
Eric Cunningham	City of Noblesville, Police Department	jmann@noblesville.in.us
Wil Hampton	City of Noblesville, Common Council	whampton@noblesville.in.us
Jack Martin	City of Noblesville, Board of Public Works & Safety	Jack@martinandmartin.biz
The following members were invited, yet were unable to attend:		
Rev. Cheryl Russell	First Christian Church	reception@fccnoblesville.org
Jesse Garner	The Mill Church (First Church of the Nazarene)	office@millchurchnoblesville.org
Jenn Johnson	Genesis Church Inc.	jjohnson@genesischurch.me
Desiree Scott	River Run Community Assoc., Inc.	info@duepnerlaw.com
Jason Spartz	Westbrook Mobile Home Village	jasonspartz@gmail.com
John Frank	Wellington Northeast Neighborhood Assoc., Inc.	wnnahoa@gmail.com
Brenda Myers	Hamilton County Tourism, Inc.	bmyers@hamiltoncountytourism.com
Matt Mitchell	City of Noblesville, Fire Department	mmitchell@noblesville.in.us
Brad Davis	Hamilton County Highway Department	bradley.davis@hamiltoncounty.in.gov
Marnie Cooke	Noblesville Schools, Marketing & Communications	marnie_cooke@nobl.k12.in.us



## Observers:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Mike Corbett	Hamilton County Media Group	mcorbett@hamiltoncountybusiness.com
Shannon Trump	City of Noblesville, Police Department	strump@noblesville.in.us
Bill & Debbie Jamison	Southwest Quad	minitonasbill@gmail.com
Michael Murphy	River Run Neighborhood	mjm504@prodigy.net

## Project Team:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Robert Winebrinner	CHA Consulting, Inc.	rwinebrinner@chacompanies.com
Trevor Wieseke	CHA Consulting, Inc.	twieseke@chacompanies.com
Mike Maurovich	American Structurepoint, Inc.	MMaurovich@structurepoint.com
Tanner McKinney	American Structurepoint, Inc.	TMcKinney@structurepoint.com
Briana Hope	American Structurepoint, Inc.	bhope@structurepoint.com
Teri Fair	INDOT, Environmental Policy Office	TFair@indot.IN.gov
Jennifer Beck	INDOT, Greenfield District	JBeck@indot.IN.gov
Linda Weintraut, Ph.D.	Weintraut & Associates, Inc.	linda@weintrautinc.com

- American Structurepoint, Inc. (Structurepoint), acting as the meeting Moderator, started the meeting with introductions through roll call by organization/member.
  - Invited parties not in attendance are listed above.
- Structurepoint explained the purpose of the meeting and the role of the Community Advisory Committee (CAC) in the context of the project development process.
  - The differences between a normal CAC meeting and the meeting under COVID-19 guidelines was explained.
  - In particular, the meeting guidelines were announced, which included recognition of invited CAC members, project team, and observers. The Moderator explained the reasoning with a select group of representatives and how limiting responses would help to keep the meeting on track.
  - The Moderator noted that additional time was made available at the end of the meeting to ensure the opportunity of Observers to provide their feedback.
- Mayor Chris Jensen then opened the meeting with a few remarks. The Mayor expressed excitement for the project and thanked all those attending and/or providing feedback and collaboration on the project. The City is facing heavy traffic downtown, which presents a challenge for residents, downtown businesses, public safety professionals, Riverview Hospital, and Noblesville Schools. The Mayor emphasized the conversation being had about this project and the need to ensure the right shovel is in the ground.
- CHA Consulting, Inc. (CHA) then began presenting the project history, development, and environmental planning.
  - Many alternatives were considered over the years, beginning in the mid-1990's, filtering down to the alternatives presented at the meeting. This included projects completed by the City to address downtown congestion, such as; 186<sup>th</sup> Street/Field Drive across the White River and connecting to SR 19, the Logan Street bridge downtown, and lane markings and traffic improvements on SR 32 downtown.
  - CHA noted that funding is currently being sought from the state through INDOT and that local funding may also be used. At this time, federal funding is not being sought by the City.



- CHA noted that planning has been a joint effort with Hamilton County (the County), since the County is responsible for all bridges within the City.
- CHA noted that although many options have been considered and particular alternatives have been discussed, the Project Team is seeking additional local input as part of the Environmental Assessment completed by CHA.
- CHA briefly described the Project Development Process, as well as presented a preliminary project schedule.
  - The current project development began in late 2019 and will continue through 2022, at which point construction will begin.
    - Resource Agency coordination took place May 2020
    - This CAC and additional public involvement will continue from this meeting through late 2021.
    - The Environmental Document will then be completed in early 2022, followed by design and right-of-way acquisition in 2022.
    - Construction is anticipated to begin in late 2022 and last for 2 construction seasons, concluding in late 2024.
  - It was noted that this schedule will likely change and could change in either direction, sooner or later.
- CHA continued by reviewing the Purpose and Need for the project.
- CHA then presented the process in which alternatives are considered and “filtered” down to the current alternative corridors, as presented.
  - The corridors, A, B, B1, C, D, E, E1, and E2 were briefly described and shown on a map on the screen.
- At this time, CAC Member, Indiana Landmarks asked to walk through the conceptual alignment of each of the corridors under consideration.
  - CHA gave more detail regarding each of the 8 corridors depicted on the map.
- Indiana Landmarks requested clarification on Alternative A, Conner Street and whether that alternative may include an additional bridge.
  - CHA responded that during this preliminary stage, there are no set design details for the identified alignments. However, a twin bridge to the existing bridge on SR 32/Conner Street could be considered.
- Upon no further questions, CHA continued to describe potential impacts considered across all alternative corridors.
- The various major considerations and or project impacts were listed, followed by more detailed explanations. For each category or group of environmental concerns, a map of those features overlain with the alternative corridors was displayed.
  - These features were noted as considerations in selection of a preferred alternative.
  - CHA noted that all corridors would require at least one bridge over the White River.
  - It was also pointed out that the White River and waterways within the community are associated with wetlands, floodplains, and wooded riparian habitat.
  - CHA noted that habitat along the waterways will require additional consideration of effect on threatened and/or endangered species.
  - Floodplain impacts were presented, including impacts in a transverse (across) and longitudinal (lengthwise) manner.
    - CHA pointed out that all corridors would have impact on the floodplain, though all reasonable efforts would be needed to avoid backwater and associated flooding of the City.
    - It was noted that the C, D, E, E1, and E2 alternatives share an alignment that would present significant challenges to avoiding backwater and flooding.
      - In particular, the E alternatives would require both transverse and longitudinal impacts and extensive Hydraulic Engineering modeling.

- CHA continued to present the Hazardous Materials concerns for the various corridors under consideration.
  - It was noted that these records are publicly available and that additional investigations may still be warranted.
  - Sites in the City generally track with the industrial history and are clustered along south 8<sup>th</sup> and 10<sup>th</sup> Street and along Pleasant Street at the old Firestone Facility.
  - The alternatives were discussed in terms of the challenges they pose to design of the southern corridors C and D.
  - Corridors B and B1 are also challenged by the hazardous materials legacy of the Firestone facility, however, it was noted that more extensive investigation has already occurred.
  - Corridors E-E2 pose a challenge, as they traverse an old landfill.
- Indiana Landmarks then posed the question as to whether the mapped icons (representing hazardous materials sites) eliminated an alternative from consideration or that the sites must be addressed by the project team.
  - CHA thanked Indiana Landmarks for the clarifying question and reaffirmed that the features mapped in this and those resources generally presented in the meeting were all noted as being considered when determining the preferred alternative.
  - CHA noted that each feature is considered equally across all alternative corridors.
- CHA continued by noting that the floodplain of the White River has a history of sand and gravel mining.
  - These old and active quarries present a geotechnical challenge to design of the corridor.
  - When considering engineered solutions, feasibility of design, as well as prudence of the cost are considered.
  - CHA reiterated that these considerations do not rule out any corridors but are considered in a holistic view of the impacts.
- Historic Structures and Neighborhoods/Districts were presented by CHA.
  - CHA noted that as a state funded project, only those properties, sites, or districts currently listed on the National Register of Historic Places (NRHP, or National Register) are considered officially.
  - However, CHA pointed out that feedback from the community regarding local significance is still considered in the project development process.
  - Of those alternatives considered, CHA noted that the City has created a modified B alternative, B1, to address the recent knowledge of the listing of the Plum Prairie Historic District, west of 8<sup>th</sup> Street.
  - Other Historic Districts along Conner Street were pointed out to the Committee, as well as the Riverside Cemetery.
- Indiana Landmarks asked whether the Project Team had any conversations with the Indiana State Historic Preservation Office (SHPO) regarding eligible properties within the considered corridors.
  - Landmarks noted that south 9<sup>th</sup> and 10<sup>th</sup> Street may be historic and need to be considered.
  - CHA noted that under the process for a state funded project the Project Team had not officially conferred with the SHPO, however, Weintraut & Associates is contracted to provide historic expertise.
  - Weintraut responded that they have conducted preliminary investigations and identified resources, however the conversations with the SHPO and Consulting Parties has not taken place yet. Weintraut reiterated that the state funded environmental process is different than the traditional federally funded project.

- CHA then continued by noting the desire of the City to look at the effects on “Environmental Justice” populations, which are historically underserved populations within the community. These are most typically identified as low income and/or minority populations.
  - The purpose of calling out these populations is to avoid and/or mitigate any disproportionately high or adverse effects on those populations.
  - This information is gathered from the US Census and/or the American Community Survey, based on which has the most recent data.
- CHA then presented the general category of Constructability in the consideration of the preferred alternative.
  - The southern corridors were noted as presenting the greatest challenge for engineering and constructability, based on the resources noted in the previous slides.
  - The underground resources, be it sand/gravel, landfill (public or private), or hazardous materials must be taken into consideration when designing a safe roadway/bridge.
  - Hydraulic modeling will be extensive for corridors that cross or run lengthwise to the floodplain for a substantial portion.
- CHA noted that cost does not trump all other considerations but is a very real consideration.
- Indiana Landmarks questioned why Alternative C was ruled out along with other southern alternatives.
- CHA noted that no alternative was ruled out by the constraints or engineering challenges, but that they must be considered along with other constraints.
  - For Alternative C in particular, the old casting industrial site is a concern for hazardous materials and for private fill on the property. The materials underlying the property, as well as potential contaminants within the soils/groundwater are a concern for constructability and construction worker exposure, respectively.
  - In addition to underground concerns, this Alternative will also occupy a significant cross section of the White River floodplain.
  - Structurepoint also noted that Alternative C would encounter Citizens Water public drinking water wells on the west side of the White River.
- Landmarks pointed to the impacts to housing and businesses along Alternatives A and B (and B1).
  - Structurepoint noted that property acquisition and any relocations are being taken into account as well.
  - CHA noted that the preliminary nature of the current corridor consideration doesn’t allow for precise estimates of property impacts either through acquisition or relocation.
- Landmarks noted the social impacts of affecting the Plum Prairie Neighborhood, pointing out the special history of the neighborhood with the African American community. They noted the concern with placing a roadway through the Plum Prairie Neighborhood.
- The Noblesville Preservation Alliance presented a prepared statement, which is appended to these minutes.
  - In summary, the Alliance presented their support for the East-West Corridor, however, they believe the E1 and D alternatives or a combination of both would “best meet the overall community needs and provide the least impact on neighborhoods.”
  - The Alliance emphasized the need to avoid cutting neighborhoods off from one another.
  - Structurepoint responded that the Project Team is balancing all of these considerations, though the further the corridor is moved south, less congestion reduction is achieved.
- Landmarks asked whether there is a preference for the connection of this East-West Corridor with SR 32, west of the White River.

- Structurepoint deferred to the City, though noted the further west a connection is created, the greater a congestion reduction is achieved.
  - The City noted that the River Road connection is the closest connection to SR 32 that will provide the necessary utility.
- Landmarks inquired as to the impacts from an Alternative A corridor.
  - Structurepoint noted that although considered, preliminary considerations already show that the corridor will fail to meet the Purpose and Need. Though not a strong alternative, it is still being considered.
- Landmarks asked to revisit the alternatives map overlaying the aerial and then asked to clarify whether the blue-dashed corridor crossed heavily wooded area.
  - CHA responded that yes, the alignment effectively shared by Alternatives E-E2 would impact a large wooded area along Stony Creek.
- The Noblesville Board of Safety asked how impacts to traffic are measured to determine traffic reduction and corridor specific reduction benefits.
  - The Board noted that the green alternative (Alternative B/B1) is more E-W and appears to have the greatest benefit to the community. They noted that the other alternatives (southern) appear to create a complete bypass of Noblesville.
  - Structurepoint responded that traffic engineering for this project included studies which model traffic through SR 32/Conner Street downtown and again with each of the alternative corridors in place. They input the current traffic counts, current development patterns, trip generators, and then the model produces the change in traffic on SR 32/Conner Street. The model looks at the 'flow' of traffic, similar to "water takes the path of least resistance."
  - The Board representative then asked if the modeling has been conducted and if so, what the modeling shows for this project.
    - Structurepoint replied that the greatest benefit to traffic reduction occurs with the corridors closer to SR 32.
- INDOT, Greenfield District asked when the traffic studies were completed for the project.
  - Structurepoint noted that previous models were reassessed recently to update the data.
  - CHA pointed out that data is updated, when necessary, to ensure equal comparison across corridors.
- INDOT, Greenfield District inquired about the purpose of Alternative A and what the footprint. The district asked if it was closer to a "no-build" alternative. The district asked if design went so far as the cross-section preliminary design.
  - Structurepoint noted that traffic analysis shows the A alternative does not meet the Purpose and Need. The design has not progressed beyond conceptual.
  - Greenfield District reaffirmed that updated traffic is needed by INDOT for their purposes, both during construction and long-term for planning. They also requested advanced notice of construction phasing and the resulting impact to the INDOT asset (SR 32/ Conner Street).
- CHA requested that Structurepoint lay out the preliminary traffic numbers in terms of congestion reduction for each of the corridors considered.
  - Structurepoint noted that reduction for the Alternative B corridors is near 24% and the least congestion reduction occurs for the southern corridors at 8-10% congestion reduction.
- Landmarks asked about the audience for the traffic analysis, given the traffic numbers determined?
  - Landmarks asked whether the project is a linkage between SR 32 and SR 37 for the immediate Noblesville community or more broadly for commuters and the region.



- Structurepoint noted that the East-West Corridor is needed to connect SR 37 to SR 32, though traffic source and destination (traffic generators) is complex, which is difficult to explain in a meeting of this format.
- Landmarks requested the modeling data is shared to help understand the benefactors of the E-W Corridor. They noted that the southern routes may be best to address the congestion, if the traffic carried by the E-W Corridor is commuter traffic to and from home and work. Landmarks speculated that traffic data may support the need for a southern route to bypass downtown.
- Landmarks asked whether the green dotted line, alternative (B1), bisects the neighborhood and has any further impact to the historic district.
  - CHA noted that this preliminary corridor was generated voluntarily by the City to help avoid or minimize impact to the Plum Prairie Neighborhood. The B1 will allow the B corridor to avoid bisecting a neighborhood.
  - Structurepoint noted that the B1 would have less impacts to homes and the historic district. Impacts may be shifted to the commercial facility to the north and that impacts are balanced between the two.
  - Landmarks emphasized that the green alternatives (B and B1) would bisect the neighborhood.
    - CHA clarified that the bisection of a neighborhood is in context of the cross-section and mass of the road. The example given in discussing Environmental Justice impacts was given in context of a large mass or cross-section of an interstate and that this corridor is not envisioned as being of similar type, which will be much less intrusive.
- Mr. Coffey asked why consider alternatives that travel much further from downtown. He noted that his own property is affected by the B and B1 alternatives. He mentioned to go ahead and make the project happen (referring to the B/B1 Alternatives). Mr. Coffey noted that the homes and businesses relocated by a potential B/B1 alternative are worthwhile in context of the proposed E-W Corridor. Mr. Coffey then stated that the green corridor has been discussed for 20 years and that the City should just go ahead and construct it, but to acquire enough right-of-way to make the roadway 4 lanes for future traffic.
  - CHA thanked Mr. Coffey for his input and noted that specific cross-section or number of lanes are to be determined later. CHA also noted that other corridors are considered to get the full consideration of alternatives.
  - Structurepoint noted that the corridors are considered in a wide enough path to incorporate multiple potential cross-section widths.
- Paula Gilliam of the SW Quad Neighborhood recounted her history with the neighborhood, which spans back to 1945. She noted the history of the AME church in the neighborhood and pointed out that the B1 alternative is the least impactful of the alternatives. She suggested that the increased traffic in the neighborhood would be alleviated by the B/B1 alternative(s). She also noted that the loss of the IDI business parking lot would be acceptable to the business and that the B1 alternative is overall good for the community.
  - CHA thanked Ms. Gilliam for her contribution and asked for clarification regarding the development traffic mentioned.
  - Ms. Gilliam noted that the residential additions have increased traffic and that over time the neighbors of the SW Quad do not work locally and must travel away from their neighborhood for work.
  - Ms. Gilliam noted that the original SW Quad residents have seen a lot of change over the years and most understand the project need due to increased traffic.

- Noblesville Preservation Alliance asked about the traffic modeling figures mentioned previously in the meeting and whether comparable studies have been conducted for similar size cities that chose to bypass the community and avoid residential and business relocations with some sort of thoroughfare.
  - The Alliance representative noted that she lives along the A alternative and that relocation of homes and/or business is important to those who may be affected.
  - The Alliance also emphasized the need for a corridor that takes into account the needs of the community, in addition to those traveling through the community.
  - Structurepoint responded that traffic studies are likely available to examine, however they may not be comparable to Noblesville.
  - Structurepoint noted that a far southern corridor may not serve those within the community in the same way as through traffic. They also pointed out that the project purpose may not be fulfilled by a corridor that diverts only through traffic and doesn't serve the needs of the community in and out of downtown.
- The Chamber of Commerce inquired about the entrance/exits available with Alternative B. Expressed concern with the bypass nature of Alternative E, in addition to wetlands and ecological impacts. Expressed concern that a bypass would take away from the Downtown Noblesville experience.
  - Structurepoint noted that access for Alternative B may require reconfiguration. B1 was noted as less of a concern for access control. They also noted that access control is examined further in later stages of planning and design.
  - Structurepoint noted that the corridor is not being proposed as a limited access facility and that access will be preserved, where available.
- The Board of Safety asked for clarification on the types of roadways to be considered for a project in general, including; boulevard, parkway, road, corridor, etc.
  - Structurepoint noted these are different approaches to a roadway and that specifics are not known at this time. Boulevards or parkways are typically divided by some sort of median. They also noted that the design of the type of roadway will be forthcoming, based on engineering considerations (traffic, design standard, etc.).
- CHA noted the upcoming Public Information Meeting, July 29<sup>th</sup>. The public meeting details in context of COVID-19 were detailed to the CAC.
- CHA asked for anyone to disseminate the information for the project and upcoming meeting.
  - Offered personal email and phone number for signups for those without internet.
- CHA referenced the next steps in the Project Development Process
  - The selection of the Preferred Alternative will be presented in the next round of public involvement.
- After asking for any additional input, CHA adjourned the meeting.

Attached: Presentation Slides

Noblesville Preservation Alliance prepared statement

## **East-West Corridor Recommendation NOBLESVILLE PRESERVATION ALLIANCE**

While NPA supports an East-West Corridor project and believes it to be a needed enhancement to the quality of life in Noblesville, we believe that the preservation of established neighborhoods must be of paramount importance. Our neighborhoods and historic buildings make Noblesville special. If we destroy them by bulldozing homes or bisecting and isolating neighborhoods, we are destroying the very quality that distinguishes us from other suburban communities. Moving traffic more efficiently is definitely important, but it should not require the sacrifice of our heritage. We believe that our needs can be best served by honoring the past and acknowledging present needs while building together for a shared future.

**NPA Board members** suggest the following options best meet overall community needs and provide the least negative impact on neighborhoods:

### **Corridors E1, D or combination of both**

**Comments:** E1 attempts to avoid destruction of current structures. D accomplished the same goal, veering so far south. We recommend a hybrid route following the Carbon Street (D) route until it crosses corridor E1 just south of White River, then proceeds on E1 to Hague Road. By terminating the corridor at Hague Road and Westfield Road, traffic will be directed away from busy existing east-west routes without building barriers in Old Town Noblesville.

Thank you for inviting input from NPA and other community organizations!

### **Sandy Stewart**

President, NPA Board

[mikeandsanyare@gmail.com](mailto:mikeandsanyare@gmail.com)

317-696-4535

**NPA Mission:** Enriching the present by honoring the past through the preservation of Noblesville's historic architecture and authentic character and charm.

## Appendix J.4

### Summary of November 12, 2020 Community Advisory Committee Meeting





# Agenda

## Community Advisory Committee Meeting

East-West Corridor Project  
Noblesville, Hamilton County, Indiana  
Des. No. TBD  
Thursday, November 12, 2020 – 1:00– 3:00 pm  
In-person at Noblesville City Hall with Virtual Available

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1. Welcome Back
  - a. Re-Introductions of Project Team, Committee Members, and recognition of any Observers
  - b. Purpose of Community Advisory Committee
2. Selection of Preferred Alternative
  - a. Discuss the Methodology of the Screening Matrix
  - b. Preferred Alternative Selection
3. Group Discussion
  - a. Alignment Considerations
  - b. Cross-section Envisioned
  - c. Design Elements
    - i. Community Context Solutions
    - ii. Environmental Justice
4. Next Steps
  - a. Announcement of Preferred Alternative
  - b. Project Website with project information
  - c. Preferred Alternative Engineering Design
  - d. Detailed Environmental Investigations
  - e. Public Feedback
5. Wrap-up



# Noblesville E-W Corridor

## Community Advisory Committee - Meeting Minutes

Project: Noblesville E-W Corridor Project No.: INDOT Des. No. TBD  
 Location: Hybrid In-person at City Hall & Web Conference CHA Proj. No.: 059473  
 Meeting Date/Time: November 12, 2020 - 1:00 PM - 03:00PM

### Invited Members:

<u>Name</u>	<u>Virtual/ In-person</u>	<u>Organization</u>	<u>Email</u>
Mary Noble for Bob DuBois	Virtual	Noblesville Chamber of Commerce	bob@noblesvillechamber.com
Danielle Burrow	Virtual	Pleasant View Baptist Church	pleasantviewbcn@gmail.com
Sandy Stewart	Virtual	Noblesville Preservation Alliance	info@noblesvillepreservation.com
Paula Gilliam	In-person	Southwest Quad	pg7am@aol.com
Jim Coffey Sr./Jim Coffey III	In-person	Doves Court	jimcoffey@att.net
Brenda Myers	In-person	Hamilton County Tourism, Inc.	bmyers@hamiltoncountytourism.com
Lorna Oskouie	Virtual	Noblesville Main Street	lorna@noblesvillemainstreet.org
Alison Krupski, P.E.	Virtual	City of Noblesville, Engineering Department	akrupski@noblesville.in.us
Jim Hellmann, P.E.	In-person	City of Noblesville, Engineering Department	jhellmann@noblesville.in.us
Andrew Rodewald, P.E.	In-person	City of Noblesville, Engineering Department	arodewald@noblesville.in.us
Chris Gellinger	In-person	City of Noblesville, Fire Department	Cgellinger@noblesville.in.us
Wil Hampton	In-person	City of Noblesville, Common Council	whampton@noblesville.in.us
Pete Schwartz	In-person	City of Noblesville, Common Council	pschwartz@noblesville.in.us
Jack Martin	In-person	City of Noblesville, Board of Public Works & Safety	Jack@martinandmartin.biz
Brad Davis	In-person	Hamilton County Highway Department	bradley.davis@hamiltoncounty.in.gov
Matt Lee	In-person	Hamilton County Highway Department	matt.lee@hamiltoncounty.in.gov
Jim Neal	In-person	Hamilton County Highway Department	james.neal@hamiltoncounty.in.gov

*The following were invited, yet were unable to attend:*

Andrea Davis		HAND, Inc.	andrea@handincorporated.org
Seth Leeman		Noblesville Baptist Church	pastorleeman@noblesvillebaptist.org
Rev. Cheryl Russell		First Christian Church	reception@fccnoblesville.org
Jesse Garner		The Mill Church (First Church of the Nazarene)	office@millchurchnoblesville.org
Jenn Johnson		Genesis Church Inc.	jjohnson@genesischurch.me
Mark Dollase		Indiana Landmarks, Central Region	mdollase@indianalandmarks.org
Desiree Scott		River Run Community Assoc., Inc.	info@duepnerlaw.com
Jason Spartz		Westbrook Mobile Home Village	jasonspartz@gmail.com
John Frank		Wellington Northeast Neighborhood Assoc., Inc.	wnnahoa@gmail.com
Sarah Reed		City of Noblesville, Community & Economic Dev.	sreed@noblesville.in.us
Chad Knecht		City of Noblesville, Public Safety	cknecht@noblesville.in.us

John Mann		City of Noblesville, Police Department	jmann@noblesville.in.us
Marnie Cooke		Noblesville Schools, Marketing & Communications	marnie_cooke@nobl.k12.in.us
Dr. David Mundy		Noblesville Schools, Associate Superintendent	dave_mundy@nobl.k12.in.us
Dr. Heather Hendrich		Noblesville Schools, Director of Safety and Security	heather_hendrich@nobl.k12.in.us
Brian Zachery		Noblesville Schools, Director of Transportation	brian_zachery@nobl.k12.in.us

## Observers:

<u>Name</u>	<u>Virtual/ In-person</u>	<u>Organization</u>	<u>Email</u>
Jay Merrell	In-person	IDI Composites	jmerrell@idicomposites.com
Luke Kenley	In-person	South-side Noblesville Businessman	n/a
<i>The following were invited, yet were unable to attend:</i>			
Bill & Debbie Jamison		Southwest Quad - observer (call in)	minitonasbill@gmail.com
Mike Corbett		Southwest Quad	mcorbett@hamiltoncountybusiness.com

## Project Team:

<u>Name</u>	<u>Virtual/ In-person</u>	<u>Organization</u>	<u>Email</u>
Robert Winebrinner	In-person	CHA Consulting, Inc.	rwinebrinner@chacompanies.com
Trevor Wieseke	In-person	CHA Consulting, Inc.	twieseke@chacompanies.com
Mike Maurovich, P.E.	In-person	American Structurepoint, Inc.	MMaurovich@structurepoint.com
Tanner McKinney, P.E.	In-person	American Structurepoint, Inc.	TMcKinney@structurepoint.com
Jennifer Beck	Virtual	INDOT, Greenfield District	JBeck@indot.IN.gov
Linda Weintraut, Ph.D.	Virtual	Weintraut & Associates, Inc.	linda@weintrautinc.com
Matt Brown, P.E.	Virtual	A&F Engineering	mbrown@af-eng.com
Brandon Arnold, P.E.	Virtual	USI Consultants, Inc.	barnold@usiconsultants.com

- Agenda Item 1 - Welcome Back and Re-introductions
- American Structurepoint, Inc. (Structurepoint), acting as the meeting Moderator, started the meeting with introductions through roll call by organization/member.
  - Invited parties not in attendance are listed above.
- Structurepoint explained the purpose of the meeting and the role of the Community Advisory Committee (CAC) in the context of the project development process.
  - The meeting guidelines were announced, which included recognition of invited CAC members, project team, and observers. The Moderator explained the reasoning with a select group of representatives and how limiting responses would help to keep the meeting on track.
  - The purpose of the CAC meeting is for the project team to gather input from leaders of organizations within the community, and for those leaders to inform and update their membership.
- Agenda Item 2 – Selection of the Preferred Alternative
- CHA Consulting, Inc. (CHA) then began by explaining the purpose of an Alternatives Screening Memo and Alternatives Screening Matrix. The Screening Matrix and documentation in the Screening Memo is used to document the efforts to compare and contrast the considered corridors and screen out those alternatives that do not meet the purpose and need. The Screening also aids in determining which alternative presents the least

environmental impact. The results of the screening are examined to determine whether a Preferred Alternative should be selected for further, detailed investigation.

- CHA pointed out the Matrix in Appendix A of the Memo and the maps in Appendix B. They noted the new map showing the currently considered corridors, as well as the previously considered corridors (marked by red dashed lines). They reiterated that corridors further from downtown provided less traffic reduction and those corridors at 191<sup>st</sup> Street or 161<sup>st</sup> Street provide negligible reductions for Conner Street, which is this project's need.
  - CHA noted the remote data methodology for calculating the estimated impacts for each corridor. The robust data from the state GIS, Geographic Information System, was used to compare environmental impacts across all corridors equally. GIS data is beneficial during conceptual alternatives development, as the data allows the project team and the City to avoid costly investigations of each corridor.
  - CHA explained the Screening Matrix, pointing out the layout of Alternatives in each column and environmental impact categories in each row. CHA then presented a few examples of the impacts and pointed out that the lowest impact amount in each category is highlighted in the table. Some Alternatives tied for lowest impact and were both highlighted.
- During discussion of the relocation category of impact, Mr. Merrell asked which particular businesses were counted towards the 8 listed for the B alternatives.
  - CHA noted that the methodology was conceptual and not included in the memo, however, the project design team would follow-up.
- Mr. Merrell also asked about the difference between the B and B1 alternatives, as it pertained to the "Listed Historic Districts Affected" category in the matrix. He specifically asked why the B Alternative was listed as 1 and the B1 was listed as 0.
  - CHA noted that given the constraints of comparing these corridors conceptually, the design team chose to represent the difference as one and zero. Though there may be impact to the Plum Prairie Historic District by the B1 Alternative, the intent of considering that alternative is to avoid the district and the zero is a representation of that intent. An impact to Plum Prairie Historic District is guaranteed with the B Alternative.
- CHA continued by discussing the 'Engineering Considerations' section of the table, noting that these elements were considered in conjunction with the environmental impacts and were not a major determining factor.
- CHA finished the discussion of the Matrix by pointing out the project Purpose and Need and the determination of significant congestion reduction being determined to be 20% reduction in traffic volumes.
  - CHA defined the 20% reduction to the attendees as the amount of traffic volume (in average daily traffic or ADT) required to ensure that the future year (2045) would have traffic volumes no greater than currently exist on S.R. 32/Connor Street (approximately 15,000 ADT).
- Ms. Myers asked about the model used to determine the traffic volumes in the future year, specifically how the model projects future volumes. She asked whether specific development was taken into account or whether broader trends in projected economic and population growth were used.
  - Structurepoint responded that the models account for growth using a growth factor that considers the potential for development. Specific developments are not included as they are not known at the time of the study. A higher growth rate was selected for this project than a project in a completely rural area that does not anticipate any development.
- Mr. Hampton inquired about the significance of the 24% traffic volume reduction presented by the B Alternatives and asked whether this is typically the reduction sought on a thoroughfare project.
  - A&F Engineering provided response on the threshold of 20% on this project and noted that the reduction for a project is dependent on the type of roadway. He noted that more generally a 15-30% reduction in traffic is considered a goal of a project of this type.



- Mr. Hampton supposed that more detail concerning the B and B1 alternatives may be needed to determine whether the traffic reduction (24%) from the B alternatives justifies the project cost.
- Mr. Merrell continued the discussion about traffic volume reduction by stating that a more thorough cost-benefit analysis would be needed to know whether the 24% reduction was a benefit to the community more broadly.
  - CHA responded that cost effectiveness figures are available for the project and that the B alternatives do provide the most effective traffic volume reduction per dollar spent. However, CHA noted that a full cost-benefit analysis would require a much larger study than is standard for this type of project.
  - Mr. Merrell concurred with the cost effectiveness of a shorter corridor route, yet he emphasized that the city council should weigh the costs and benefits to the community.
- CHA noted that this project has been considered since 1995 and that the City has made efforts since that time to alleviate traffic congestion downtown. This includes upgrades to the Logan Street bridge, the construction of the 186<sup>th</sup> Street/Field Drive connection from S.R. 37 to S.R. 19, west of the White River, and traffic light and lane marking updates on Conner Street downtown.
- CHA explained that Alternative A is blacked out on the matrix, because it does not reduce traffic downtown and therefore does not meet the Purpose and Need.
- CHA continued by outlining the purpose of the Alternatives Screening Memo, which is to briefly present the alternatives considered and then describe the relative impacts of each major category of environmental impact. The impacts are discussed by type and alternatives are discussed from greatest to lowest impact.
- CHA then presented the B1 – Pleasant Street alternative as the Preferred Alternative, due to the overall lowest environmental impacts and the benefit of less costly and complex engineering and design. CHA then opened the discussion to any comments/questions/concerns regarding the Preferred Alternative, the selection process, or the impacts determined and documented in the matrix.
- Mr. Martin asked about the possibility of removing trucks from S.R. 32/Conner Street and diverting those trucks to 146<sup>th</sup> Street. He stated that his idea is modeled after the relinquishment of SR 431 to Keystone Avenue and the removal of trucks from that roadway segment.
  - Structurepoint noted that the S.R. 32 roadway is an INDOT asset and that 146<sup>th</sup> Street is a Hamilton County asset. Any changes to truck traffic would require extensive coordination between the two.
  - Ms. Beck with INDOT also answered the question by noting that while the effort requires extensive coordination between INDOT and the county, S.R. 32 is also designated by the Federal Highway Administration (FHWA) as a National Truck Route. Therefore, the FHWA would also be party to the negotiation. This type of agreement would also require a significant study.
- Ms. Myers asked about the waters (waterways and wetland) impacts shown on the matrix and whether the impacts at each location were known.
  - CHA noted that impacts to waterways were considered as a count and not acreage, due to the conceptual nature of the corridors considered in the screening. However, any alternative that impacts a waterway will require equal permitting effort. The detailed design, as part of the permitting process, must show efforts to 'avoid, minimize, and/or mitigate' impact for any alternative chosen. Structurepoint noted that impacts to wetlands were considered for the full width of the conceptual 120-foot cross-section, as a worst-case scenario.
- Ms. Myers then asked about impacts to the Environmental Justice populations and why the narrative noted all 5 populations would be affected by the project.
  - CHA responded with a brief definition of Environmental Justices (EJ) populations, which are low-income and minority populations that were historically disadvantaged or excluded from planning efforts. The environmental process provides that we ensure equal access to participate and also that the project consider impacts to any population.

- CHA noted that the impacts are considered by Census Tract and that all 5 tracts that encompass the considered corridors contain EJ populations. Therefore, each corridor will affect at least one EJ population. However, there is the potential for impact across corridors.
  - CHA also noted that the project has already included efforts to identify and include low-income and Hispanic populations within Noblesville in the planning process.
  - CHA mentioned the desire of the City to provide design that fits the context of the community. This is all part of an overall effort named Context Sensitive Solution, which is “an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure condition.”
- CHA concluded discussion of the Screening with a reminder to all attendees that the project team accepts feedback throughout the process and that comments were welcomed after the meeting.
- Agenda Item 3 – Group Discussion
- Structurepoint pointed out that the city intends to pursue state funding for this project, and therefore is following a specific process so that the project will not be disqualified from receiving state funds in the future. The project team has been working closely with INDOT in order to make sure the process is being followed.
  - The study currently undertaken by the project team, on behalf of the City, is the full length from S.R. 32 and Hague Road to S.R. 37, crossing the White River, to provide logical termini for the purposes of complying with state environmental planning guidance. Breaking the project into phases to avoid troublesome environmental aspects of the alignment is considered “segmentation” and would jeopardize the state funding.
- The alternatives analysis has been reviewed by INDOT, Environmental Services Division and the project has been approved to proceed with the preferred alternative B-1 as recommended by the project team. The city is moving forward with the B-1 alternative, and therefore the following discussion should focus on seeking input about the details of the Preferred Alternative alignment and conceptual cross-section. With the designation of the B1 Alternative as the Preferred Alternative, design will begin in more detail.
  - The road cross section is a vertical section of the roadway at right angle to the centerline of the roadway, including all elements of the road from the right-of-way line (lanes, shoulders, retaining walls, curbs, medians, pavement structure, roadside slopes, ditches, bike lanes and sidewalks).
  - The road alignment is the route of the road, defined as a series of horizontal tangents and curves. This is the overhead visualization on aerial imagery, maps, and plans that is typically presented.
- The alignment of the B1 – Pleasant Street alternative will begin at S.R. 32 and Hague Road and traverse generally southeast to cross Cicero Creek, routing between potential wetlands and adjacent homes on Cherry Tree Road. There will be a crossing of Pleasant Street over Cicero Creek. The alignment will then meet the former Midland-Trace railroad bed and continue, intersecting with River Road and then continuing on across the White River using a bridge. The rail bed will be followed east to the general area of 5<sup>th</sup> Street & Vine Street, where the roadway will need to ‘thread the needle’ between the adjacent business to the north (IDI Composites) and the Plum Prairie Historic District. The alignment will then follow 8<sup>th</sup> Street south to meet the existing Pleasant Street alignment, which will be followed east to 19<sup>th</sup> Street. Intersections along the existing alignment of Pleasant Street will be assessed and type of intersection will be determined based on traffic patterns at each intersection. The alignment will terminate at the recently constructed roundabout at Pleasant Street and 19<sup>th</sup>, however, the roundabout may be modified to receive the upgraded roadway.
  - Mr. Merrell asked whether the S.R. 32/Hague Road/Pleasant Street intersection will be a roundabout.
    - Structurepoint noted that the intersection at that location will depend on close coordination with INDOT regarding other concurrent projects on S.R. 32. In particular the currently programmed INDOT project to add travel lanes to S.R. 32 at this location.

- Ms. Beck with INDOT reiterated that the City and INDOT are in coordination regarding the Noblesville E-W Corridor Project and other projects where local and INDOT assets interact with one another, such as S.R. 32 on the west side of Noblesville.
  - Mr. Hellmann noted that the city is advocating for a roundabout at this location.
- Structurepoint noted in the discussion of alignment how the various environmental features, surrounding properties, and overall connectivity of the community will be considered in design of the alignment.
- Structurepoint also pointed out that along the alignment a typical section is being considered that is not more than 4 lanes in a boulevard style. This would include 1 to 2 lanes in each direction, but specific elements are not available at this point.
- Mr. Coffey asked about the width of a 120-foot corridor, particularly west of White River and River Road.
  - Structurepoint highlighted the area and noted that the 120-foot width was worst-case scenario and used to give each corridor equal consideration in the screening process. The cross-section of the Pleasant Street alignment will vary and will depend on traffic volumes and surrounding conflicts and/or environmental concerns.
- The group discussed the challenge in placing the alignment of Pleasant Street to fit between the bounds of the Plum Prairie Historic District and the IDI Composites facility adjacent to the north.
  - Mr. Kenley noted that IDI is a respected, international company that provides positive value to the community. He expressed worry that a substantial impact on IDI may cause the business to relocate outside of the community or the state entirely.
  - Mr. Kenley pointed out that the Plum Prairie Historic District was very recently listed on the National Register of Historic Places and posed a question for the design team regarding the feasibility of modifying the District boundary.
    - CHA noted that the district was listed on the register in 2018.
  - Linda Weintraut provided a historian's expertise on the matter. She pointed out that the Plum Prairie Historic District is listed both on the state and federal registers of historic places. Modification or other challenges to the historic listing would be onerous and would likely take a significant commitment of time to pursue. She noted that the historic justifications of the listing are valid and so any effort to modify or change the district may prove ultimately unfruitful.
  - Mr. Merrell corrected the date of listing of the district to January of 2019 and pointed out that the district was listed as having "local significance" in history.
    - *Clarification: Mr. Merrell was correct in the date of listing on the state register. The district was nominated in January 2017, listed on the state register in January 2019 and then listed on the federal register in March 2019.*
  - Linda noted that the levels of significance (local, state, or national history) do not change the eligibility for the state or federal Register of Historic Places.
  - Structurepoint noted the concern with this segment of alignment and ensured the group that the project team is looking to work with all parties to find a solution.
- Mr. Kenley noted that portions of the conversation regarding alignment options came across as though the state was a hurdle to overcome or an "adversary." He expressed a desire to look at the state as a partner and work cooperatively.
  - The project team agreed fully that the relationship with INDOT is collaborative and not adversarial.
  - Ms. Beck with INDOT responded that they have processes that must be followed; however, they are working closely with the City and project team to ensure open communication and partnership with transportation planning.

- Structurepoint pointed out that many design details still need to be made, including local truck traffic and the need to accommodate them with any roundabouts installed. Regardless of intersection type, the project will be designed to safely accommodate the truck traffic that is expected on the roadway.
- Schwartz asked whether an alignment could be considered that would follow a path through the floodplain to avoid impacts to Plum Prairie HD or IDI.
  - CHA responded that many parcels between White River and Plum Prairie HD are encumbered by FEMA deed restrictions. The City purchased these parcels with the use of FEMA grant money that was intended to remove obstructions from the floodplain and thereby reduce liabilities for the National Flood Insurance Program. As a condition of this grant program, the properties have deed restrictions that do not permit placement of fill required for the construction of a roadway.
  - Mr. Hellmann, Assistant City Engineer, reinforced that these properties are not available for the alignment due to restrictions noted by CHA. During previous discussions, the former City Engineer John Beery had met with the FEMA regulators in Chicago to discuss refunding the FEMA funds in order to lift the deed restrictions on the properties. This conversation was a “non-starter” with FEMA.
  - Mr. Kenley pondered whether the project team’s efforts in interpreting the regulations may be better spent in requesting assistance from U.S. Representative-elect Victoria Spartz; who may advocate for the project from her position in Congress. Sometimes the regulators are interpreting the will of their superiors and now that we have a representative in Congress the relationship could be leveraged to receive a favorable outcome for the FEMA parcels.
  - Mr. Martin agreed that someone should talk to U.S. Representative-elect Spartz.
- Mr. Coffey asked which homes would be taken west of the river, west of River Road and noted that neighborhood north of the railroad has homes made on wooden foundations.
  - Structurepoint noted that the alignment is tightest at this location and that design will examine the impacts closely to minimize as much as feasible. He noted that it is in the city’s best interest to avoid excess property acquisition.
    - Mr. Hellmann stated the decision considers both economic cost and number of residents impacted.
  - Mr. Martin asked for the width of the existing Midland-Trace abandoned rail corridor.
    - Mr. Hellmann responded that although the project is not through right-of-way engineering and the exact area is somewhat uncertain due to confusing title transfers, the former railroad corridor is generally 40-50 feet wide.
- Mr. Martin inquired about an alignment that would angle south of the IDI parking lot and connect directly into the intersection with Pleasant and 8<sup>th</sup> Street.
  - Structurepoint noted that there would be safety concerns with an acute intersection angle between 8<sup>th</sup> and the proposed Pleasant Street alignment. In order to mitigate safety and turning issues this would likely result in greater impacts to the area. There is also a church on the corner of 8<sup>th</sup> and Walnut that is contributing to the historic district that would be relocated in this suggested alternative.
  - Mr. Merrell and Ms. Gilliam noted that the church at 8<sup>th</sup> and Walnut was recently moved there and was not part of the original district.
- Ms. Gilliam noted that the industrial facility of IDI fits the history of the Plum Prairie/SW Quad neighborhood and that long-term residents of the neighborhood are accustomed to the presence. She also noted that the church at 6<sup>th</sup> and Walnut is of significance.
- CHA reminded the attendees that the project team is accepting feedback on-going with further design and environmental investigation. This includes elements of design that integrate the project into the surrounding



community, discussed as Community Context Solutions (in official jargon as Context Sensitive Solutions) in the meeting, and any elements the City should include to ensure proportionate impact to Environmental Justice communities.

- Agenda Item 4 – Next Steps
- CHA noted the upcoming steps in the planning and design process, including; the official public announcement of the Preferred Alternative, project website with project information, design of the Preferred Alternative, detailed environmental investigations, and further public feedback at the next public information meeting.
- CHA asked that everyone disseminate the information about the project and upcoming meeting to the groups they represent.
- Speaking on behalf of the City Engineer, Structurepoint reiterated that the city intends to proceed with the B-1 alternative based on an aggressive schedule to complete the project, therefore details on design and impacts will be made available soon. The project team welcomes input from the CAC members and their organizations about the B-1 alternative as the project progresses. The city also emphasized their willingness to discuss the project and answer questions from the CAC and attendees.
  - Mr. Kenley reiterated that the city should still explore the use of FEMA property, even if it means contacting the U.S. Congressional Representative for Noblesville to open communication channels with the federal agency and exert influence on the process of re-acquiring the properties from FEMA and removing property restrictions for use with this project.
- Agenda Item 5 – Wrap-up
- After asking for any additional input, Structurepoint adjourned the meeting.

*Please Note: Due to challenges with the hybrid meeting format and difficulty in picking up in-person comments with the microphone, there was no recording made of the meeting.*