

**COMMON COUNCIL
ROADS COMMITTEE
MARCH 1, 2024**

The City of Noblesville Roads Council Committee met pursuant to public notice in room A213 at City Hall on Friday, March 1, 2024 at 9:30 a.m. Darren Peterson, and Todd Thurston were present. Mark Boice attended electronically via Microsoft Teams. Pete Schwartz was absent.

Also present were City Clerk Evelyn Lees, Public Safety Director Chad Knecht, Deputy Clerk Ilga Pruzinskis, Street Commission Patty Johnson, Press Secretary Robert Herrington, City Engineer Ali Krupski, Assistant City Engineer Jim Hellmann, and Project Manager Andrew Rodewald. Community Development Director Sarah Reed attended electronically via Microsoft Teams.

1. Road Impact Fee Review

Mr. Hellmann displayed a PowerPoint presentation. He stated he will specifically review Road Impact Fees and mention Park Impact Fees near the end of the presentation. He stated the rationale of impact fees is for growth to pay for growth. He stated new residents create a need for more infrastructure, so they pay fees to help offset the cost. He reviewed the different types of impact fees. He explained that sewer connection fees are not impact fees. He stated impact fees must be reviewed every five years, but the Administration wants to move Road and Park Impact Fee review to the same cycle. He stated Park Impact Fees are due for review this year, so the Road Impact Fee will be reviewed one year early. He stated historically, traffic counts have been conducted physically, but this year the City has used a subscription service that pulls data from vehicles and cell phones for traffic counts. He stated the data matches the physical counts and saves significant expenses and staff time.

Mr. Hellmann reviewed the timeline for the study and approvals. He stated the Advisory Committee met in December 2023 and in February 2024. He stated the Plan Commission will review the recommendations of the study at its March 18 meeting, and the Council will consider the proposed fee at its meetings in April. He stated the fees are not effective until six months after adoption, so they will not be imposed until October. He explained the Plan Commission does not approve or disapprove the amount of the fee. He stated the Plan Commission only determines if the impact fee is consistent with the City's master plan and growth.

Mr. Hellmann reviewed the Zone Improvement Plan (ZIP Area). He reviewed a map of undeveloped areas and a summary of projected growth for the next ten years. He reviewed state statute regarding impact fees. He stated impact fees were established in 1991, and Noblesville was an early adopter of the fees. He stated key statutory requirements are to prepare a Zone Improvement Plan to determine a reasonable fee for future infrastructure; to establish an Advisory Committee; and to establish an Impact Fee Review Board for appeals. He stated statute requires the review board to be comprised of a licensed real estate broker, engineer, and accountant. He stated statute also requires that impact fees cannot be used for existing capacity

deficiencies. He stated to date, all appeals have been resolved without the need for a review board.

Mr. Hellmann reviewed the membership of the Impact Fee Advisory Committee. He reviewed statutory uses for Impact Fees. He stated the fees can be used to fund projects that expand the capacity to meet future development needs, but they cannot be used to correct any existing inadequacies. He stated Road Impact Fees can be charged to all future land uses, but Park Impact Fees can only be charged to residential uses. He stated the fees are collected when a building permit is issued, although there are provisions in statute for a payment plan. He stated the fees are “active” for five years. Mr. Peterson stated the Park Impact Fee assessment may need to be changed, because now many businesses want to locate near trails, which are part of the park system.

Mr. Hellmann reviewed the benefits of Road Impact Fees. He stated developers can complete a study for identified improvements and complete the improvements to receive credit for the fees. He reviewed the study process and how fees are calculated based on the Level of Service (LOS) and the number of trips generated. He explained methods to determine Level of Service and trip generation. He explained the City’s pragmatic, real world approach to Impact Fees. He reviewed Common Questions and their answers. Mr. Boice stated in the past the City has, on occasion, waived sewer fees, but the City had to pay them. He asked if the same thing must be done with Road Impact Fees. Mr. Hellmann replied Impact Fees cannot be forgiven, but the City can pay them on behalf of the developer as an incentive.

Mr. Herrington left the meeting.

Mr. Hellmann reviewed collections and disbursements of Impact Fees collected from January 1, 2019 through December 31, 2023. He reviewed charts of construction cost inflation since the last Impact Fee study, which ranges from approximately 18 to 39 percent. He stated the recommended rate in 2020 was \$390.00 per trip, but the adopted fee was \$370.00 per trip. He stated the current recommended rate is \$570.00 per trip and includes ten percent for utility relocation. He explained if utilities already are in an easement and have to be relocated for development, the City must pay for the relocation. He reviewed examples of Road Impact Fee calculations and scenarios. He stated Pleasant Street will have a dedicated impact fee to ensure the collections are spent properly. He reviewed the history of the City’s Road Impact Fees. He reviewed a chart comparing the City’s Road Impact Fees to other communities. He explained Hamilton County communities tend to have higher fees because the existing roads already are at capacity, so more improvements will be needed. He stated the Administration is reviewing the recommendations in order to determine the final Road Impact Fee.

2. Street Rehabilitation

a. 2023 Street Rehabilitation (No Update)

i. Contract II:

1. Old Town south of Cherry Street and east of 10th Street.

- a. Tree clearing on 10th Street is scheduled to begin in late March, and sidewalk repairs are expected to begin in early April.

- b. Paving is tentatively scheduled to begin in mid-March.
 - ii. Contract III – 2023-01 Community Crossings Matching Grant
 - 1. Boden from 146th Street/Greenfield Avenue to SR 38
 - a. Paving is complete. Pavement markings are scheduled for spring completion.
 - b. 2024 Street Rehabilitation
 - i. Community Crossing Matching Grant (CCMG) – Trial \$1.5 million per year in 2024, previously \$1 million.
 - 1. Applications were submitted on January 31, 2024 with notice of award expected in mid-April.
 - 2. Areas included in the grant application are: 196th Street/Hague Road; portions of Oakmont, South Harbor, and West Haven; Lakeview Drive, Forest Hills, and Midland/Kipfford (Lochaven).
 - 3. If the full grant amount is not awarded, an application will be submitted later in the year for the remaining eligible amount.
 - ii. Local funded
 - 1. Project areas are being finalized.
- 3. Hamilton County Projects
 - a. 146th Street over Allisonville Road Interchange
 - i. Allisonville Road will be closed during construction, beginning March 1, 2024.
 - ii. The closure of Allisonville Road will last 90 days.
 - iii. Two lanes in each direction on 146th Street will remain open at all times.
 - iv. A temporary signal has been installed at Herriman Boulevard and Greenfield Avenue during the Allisonville Road closure.
 - v. Temporary speed cushions have been placed in Sommerwood and Wellington Heights.
 - b. The project website is www.streamline146.com.
- 4. INDOT Projects
 - a. SR 37 and 141st Street interchange
 - i. Bids were opened on April 10, 2024.
 - ii. Construction is expected in 2025 and 2026.
 - b. SR 37 through Noblesville (Greenfield Ave. to SR 32)
 - i. INDOT is heading the project with Noblesville partnership.
 - ii. A Request for Proposals (RFP) was issued.
 - 1. The RFP is for 30 percent design, known as Stage 1 Plan Development.
 - 2. Consultant proposals are being reviewed.
 - iii. The City will hire a consultant to work on the environmental document.
 - iv. The cost/benefit analysis based on the traffic report is ongoing.
 - v. The City and INDOT partnered to apply for a RAISE grant for 30 percent design. The City applied for \$12 million, and INDOT applied for \$3 million.
 - c. SR 38 at Oakmont/Whitcomb Ridge Roundabout (**No Update**)
 - i. The project was awarded to Rieth-Riley Construction.

- ii. Oakmont Drive has reopened as right in, right out, and is in a “winterization” phase.
 - iii. Construction is expected to resume April 1. The project is scheduled for completion by Labor Day.
- d. **SR 38/Logan Street Roundabout (No Update)**
 - i. Letting is scheduled for July 2025.
 - ii. Construction is planned for 2026.
 - iii. INDOT plans to build a two-lane roundabout, so there will be a larger impact on adjacent businesses and residents than originally expected.
 - iv. The City has committed to acquiring the needed right-of-way, which will be included in the City’s 50 percent share of the project.
 - v. Project design accommodates future Logan Street trail/sidewalk on the south side.
- e. **SR 32 Added Travel Lanes (No Update)**
 - i. The project scope will be four lanes with medians from just west of River Road to East Street in Westfield.
 - ii. The SR 32/Mill Creek Road roundabout will be included as part of this project.
 - iii. INDOT has agreed to construct roundabouts at intersections.
 - iv. Noblesville participation will include \$2 million for sidewalk construction.
 - 1. The City will acquire right-of-way at State Road 32/Hague Road/Pleasant Street. The right-of-way acquisition costs and dedicated right-of-way from proposed developments will count towards the City’s contribution to the project.
 - v. Construction is anticipated in 2025 or 2026.
- f. **SR 32 Road Reconstruction and Signal Project**
 - i. The project was rebid in October 2023.
 - 1. The contract was awarded to Rieth-Riley Construction, Inc.
 - 2. A preconstruction meeting was held on January 9, 2024.
 - ii. Signals will be replaced at SR 19 and 8th, 9th, and 10th Streets.
 - 1. INDOT will install black decorative poles.
 - iii. Construction is scheduled for 2024.
 - 1. Road reconstruction and storm sewer work will necessitate full closure of sections of SR 32
 - a. Phase I will close the intersection of 16th and Conner Streets for 21 days, tentatively beginning April 1 or April 4, weather permitting. 8th, 9th, and 10th Street will remain open.
 - b. Phase II will follow, closing Conner Street from the west side of 16th Street to the west side of 9th Street for 45 days, reopening by June 5. 8th and 16th Streets will remain open.
 - c. Phase III will close Conner Street from 6th Street to the west side of 9th Street for 26 days. 9th, 10th, and 16th Streets will remain open.

2. INDOT is developing a communication plan, including a dedicated website with closure information, business access, and references to other local projects.
 - a. A Downtown business owner meeting was held on February 9, 2024 at City Hall.
 - b. The project website is <https://www.reconstructingsr32.com/>.
 - g. SR 37 and 186th Street Reduced Conflict Intersection
 - i. Improvements will be funded using Highway Safety Improvement Program (HSIP) funds.
 - ii. The intersection is planned as right in, right out, but will allow left turns from SR 37 to Field Drive.
 - iii. Construction is set for 2024.
 1. The schedule is for early July through early October.
 2. The project will include closures of 186th Street on each side of SR 37.
 - h. SR 37 and 191st Street Intersection Improvement
 - i. The scope of the project includes added turn lanes to both 191st Street approaches at SR 37, modified traffic signals, and a pedestrian crosswalk.
 - ii. The project was bid in October as part of the SR 32 Road Reconstruction and Signal Project and the SR 37 and 186th Street Reduced Conflict Intersection project to better coordinate construction schedules and phasing.
 - iii. Construction is scheduled for 2024.
 1. The schedule is for late July through early October.
 2. There will be closures on each side of 191st street.
 3. Staff are coordinating with the Fire Department.
 - iv. The City will construct a trail from the drive approach at Our Lady of Grace church to the drive approach at Cumberland Road, completing a trail connection.
 - i. SR 38 and Boden Road Roundabout **(No Update)**
 - i. Construction is scheduled to begin April 9, 2024, with a 45-day closure.
 - ii. The contract was awarded to E&B Paving, Inc.
 - j. SR 38 and Hinkle Road **(No Update)**
 - i. INDOT has chosen to install traffic signals.
 - ii. Construction has been moved to 2024.
5. Federal Aid and State Aid Projects
- a. MPO Call for Projects for Fiscal Year 2027 (Federal Fund Exchange)
 - i. Application for funding was submitted December 1, 2023.
 - ii. Awarded funding would be used for the following projects: 156th Street Trail and Culvert, 16th Street/Greenfield Avenue Trail and Roundabout, Little Chicago Road and Carrigan Road Roundabout, and Stony Creek Trail.

- iii. The application did not receive an award. The Metropolitan Planning Organization (MPO) is considering reverting to the previous grant structure instead of the Federal Fund Exchange.
- b. INDOT Rural Call
 - i. Application for funding was submitted December 1, 2023.
 - ii. The application is for funding for Ohio Road north of 156th Street and SR 38.
- c. Pleasant Street – Phase I
 - i. The Metropolitan Planning Organization (MPO) awarded \$8.5 million in state funds for the project.
 - ii. Construction:
 - 1. On schedule, approximately 66% complete.
 - 2. Bridge work continues with small concrete pours, railing installation, and causeway removal.
 - 3. Upcoming Closures and Restrictions
 - a. River Road Restrictions for the future Pleasant Street roundabout
 - i. Restrictions are expected to begin in April 2024.
 - ii. River Road will not be closed during construction.
 - b. Walnut Street between 8th and 10th Streets
 - i. Restrictions are expected to begin in April 2024.
 - c. Pleasant Street from 8th Street to 13th Street
 - i. Restrictions are expected to begin in May 2024.
 - d. 10th Street at Pleasant Street
 - i. Restrictions are expected to begin in April 2024.
 - iii. The next Quarterly Update Meeting should be in June, 2024 but is yet to be confirmed with County officials.
- d. Pleasant Street - Phase II:
 - i. The Metropolitan Planning Organization (MPO) awarded \$494,400.00 in state funds for the project.
 - ii. A full closure of Pleasant Street from 13th Street to 16th Street is anticipated during construction, which is anticipated to begin in September 2024.
 - iii. Construction Status:
 - 1. Tree clearing has been completed.
 - 2. Demolition of county fairground buildings is expected in March.
- e. Pleasant Street - Phase III:
 - i. The Metropolitan Planning Organization (MPO) awarded \$5,475,700.00 in state funds for the project.
 - ii. Right-of-way acquisition is ongoing.
 - iii. A full closure of State Road 32 will be needed in 2025 for roundabout construction at the intersection of State Road 32, Hague Road, and the future Pleasant Street.
 - iv. Construction Status:
 - 1. Tree clearing is ongoing.
 - 2. Cherry Tree Road will be closed on or after March 4, 2024.

- a. Door hangers have been placed on affected residences, and letters and maps were mailed.
 - b. Notification of the closure has been posted on social media.
- f. Little Chicago Road Trail over Morse Lake
 - i. The project area includes Elderberry Road to Carrigan Road.
 - ii. The project was awarded to Pontem Contractors.
 - iii. Construction: Utility relocation is ongoing with major construction of the trail, road, and bridge in 2024.
 - iv. Road closures and restrictions in 2024:
 - 1. Temporary signals will be used with one lane in each direction at the bridge for five months, from March 1, 2024 through June 20, 2024.
 - 2. The bridge will be closed for four months, from June 20, 2024 through October 18, 2024.
 - v. Boat Access will be coordinated for docks west of Little Chicago Road.
 - 1. The waterway under Little Chicago Road will be closed from March 1, 2024 through May 1, 2024 but will open by Memorial Day.
 - 2. The waterway will be closed again from June 1, 2024 through August 16, 2024.
 - vi. LED lighting is on the lower bar of the railing.
- g. 141st Street and Promise Road Roundabout
 - i. Bids were opened on December 13, 2023.
 - ii. The City was awarded \$1.86 million in MPO federal funds for the project.
 - iii. Road closure for construction will occur during the schools' summer break in 2024.
- h. Olio Road between 146th Street and 156th Street **(No Update)**
 - i. Funds were awarded for State Fiscal Year 2027.
 - ii. The City was awarded \$7,710,202.00 in Rural State funds.
 - iii. The grant for the project does not include a bridge or a roundabout at 156th Street and Olio Road, but they are included in the design documents.
 - iv. Preliminary design is 30 percent complete. Initial meetings with utilities have been held.
 - v. Letters were sent to adjacent property owners offering to meet and discuss the project. Staff have met with five property owners.
- i. Boden Road and 166th Street Roundabout **(No Update)**
 - i. Funds were awarded for State Fiscal Year 2026.
 - ii. The City was awarded \$3.01 million in Highway Safety Improvement Program (HSIP) State funds for a 90 percent federal, 10 percent City cost share.
 - iii. The Stage 2 design phase was submitted on December 1, 2022.
 - iv. Construction is planned for 2026.
- j. Boden Road between Beauty Berry Drive (Ruoff Music Center) and 156th Street
 - i. Funds were awarded for State Fiscal Year 2028. The award had been postponed to 2029 but recently was restored to 2028.

- ii. The City was awarded \$6,041,525.00 in state funds, plus \$422,650.00 for right-of-way acquisition.
- iii. Stage 1 of the design is complete.

6. Local Projects

a. Boden Road Corridor

i. Segment 2 (156th Street to 166th Street)

- 1. Preliminary 40 percent design is ongoing, to include the drainage masterplan and right-of-way limits.
- 2. The City is seeking outside funding opportunities.
- 3. Scoping and fees for final design have begun.

ii. Segment 3 (166th Street to SR 38)

- 1. Preliminary 40 percent design is ongoing, to include the drainage masterplan and right-of-way limits.
- 2. The City is seeking outside funding opportunities.
- 3. Scoping and fees for final design have begun.

b. Carrigan Road over Morse Reservoir **(No Update)**

- i. The bid was awarded to Pontem Contractors.
- ii. Construction is ongoing.
- iii. The original project is complete. The bridge was reopened on February 3, 2023.
- iv. Static Discharge Issue
 - 1. Staff met with the material supplier on June 29, who agreed the issue is greater than they have seen previously. Several options are underway on a trial basis as possible solutions.
 - 2. A follow-up meeting was held on August 11, 2023.
 - 3. A warning sign cautioning of possible static discharge has been posted.
 - 4. Matching caulk has been placed over the metal clips on the bridge surface.
 - 5. A trial composite railing “cap” was installed to act as an insulator, but it will not remove the risk of static from other railing surfaces.
 - 6. Paint options for the rail are being investigated. A painted section of railing will be installed in the spring as a test, once materials are delivered.

c. Nickel Plate Trail

- i. The Indiana Department of Natural Resources (DNR) awarded a Next Level Trails grant of \$3,130,000.00, to be paid as reimbursements.
 - 1. The grant agreement is being revised to include funding for the design of a bridge over 146th Street.
- ii. Bridge over 146th Street
 - 1. Design
 - a. Preliminary design alternatives have begun for a grade-separated crossing over 146th Street.

- b. Options are being investigated for connecting the Nickel Plate Trail to the Allisonville Road Trail at Wellington Parkway.
 - d. Forest Park to Federal Hill Trail and Logan Street Drainage
 - i. Status: Design
 - 1. TRAIL: The trail will connect Forest Park to Federal Hill Commons. The selected alternative will construct a tunnel under the rail line at Forest Park.
 - 2. DRAINAGE: The project will provide drainage along the former trolley line near the Nickel Plate rail line. The project will improve undrained and under-drained areas around Forest Park, Park Street, Legacy Christian School, and future redevelopment opportunities.
 - 3. Construction is planned for 2024.
 - 4. A resolution for right-of-way acquisition was approved by the Council on January 23, 2024.
 - 5. Bids were opened on February 27, 2024 and are being reviewed.
 - e. Downtown District
 - i. Streetscape Phase I
 - 1. Status: Design is ongoing.
 - 2. Schedule: The project has been paused. Some items are being evaluated.
 - 3. Storm sewer separation and design scoping are underway.
 - ii. Signals
 - 1. Scope: Replacement of existing signal poles with decorative poles on Logan Street at SR 19 and 8th, 9th, and 10th Streets began February 1, 2024.
 - 2. Status: 60 percent design is underway, but the project is paused along with Streetscape Phase I.
 - 3. Schedule:
 - a. Design is being coordinated with changes to the overall Downtown Improvement project.
 - b. Construction will take place with the Downtown Improvement project.
 - iii. 4-Way Signal Flashers
 - 1. The Downtown District Council Committee was given approval to move forward with the project.
 - 2. Project materials have been delivered.
 - 3. New poles were installed at 10th and Hannibal Streets and at 9th Street and Maple Avenue on February 1, 2024.
 - a. Staff is working with Duke to schedule electrical service to the signals.
 - 4. 10th and Clinton Streets
 - a. Staff are coordinating with Duke to minimize the time the intersection is without a flasher. Additional signage and public notices are planned.

- b. Existing poles will be removed to allow for new pole installation.
 - f. Small Structures
 - i. Culvert at Greenfield Avenue over Wheeler and Wheeler Drain Arm
 - 1. Project design by WSP is complete.
 - 2. All right-of-way is secured.
 - 3. A bid opening is planned for March 12, 2024 with construction planned for the fall.
 - 4. The project is being coordinated with the County Surveyor's office.
 - ii. Mill Creek over Sly Run Regulated Drain **(No Update)**
 - 1. A culvert was to be widened to allow for construction of a trail between Promenade and Promenade Woods, both Justus developments.
 - 2. Hydraulic modeling shows a downstream culvert will limit hydraulic improvements.
 - 3. The project has been scaled back to only widening the trail and not expanding the size of the culvert. The downstream property owner does not plan to develop the property. Downstream restrictions prevent size improvements to the culvert under Mill Creek Road.

7. Traffic Committee

- a. January meeting
 - i. Residents requested a speed limit change on Sandbrook Drive in Pebble Brook.
 - ii. Residents requested lighting and/or a signal at Marilyn Road and Greenfield Avenue. A roundabout at the intersection is included in the Thoroughfare Plan but has not been scheduled.
 - iii. Residents requested lane signage at the Campus Parkway/Cabella Parkway intersection, but it is a county road.
- b. The Safety Action Plan Steering Committee will be comprised primarily of Traffic Committee members. The City received a Federal Highway Administration Safe Streets and Roads for All grant for implementing a Safety Action Plan to improve fatal and serious injury crashes on the City's transportation network.
 - i. Noblesville Towards Zero Resolution
 - 1. The resolution was adopted by the Council on February 13.
 - 2. The resolution is a requirement of the grant program. The document is a public commitment by City officials acknowledging the importance of reducing fatalities and serious injuries on Noblesville's transportation network.
 - 3. The goal of the program is zero fatalities by the year 2050.

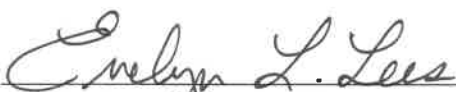
8. Discussion

There was no additional discussion.

The next meeting will be on Friday, April 12, 2024 at 8:00 a.m.

The meeting was adjourned at 10:31 a.m.


MARK BOICE, COMMITTEE CHAIR


EVELYN L. LEES, CITY CLERK
CITY OF NOBLESVILLE