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

2019

- Project Initiated
- Preliminary Alternatives Screening

2020

- Public Involvement Initiated
- Designation of Preferred Alternative

2021

- Public Involvement Concluded
- Environmental Document Completed
- Initial Design of Preferred Alternative

2022

- Right-of-Way Acquisition Completed
- Final Design Completed

2023

- Construction Begins
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 – 16th Street
  - E1 – Greenfield Avenue
  - E2 – 166th 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 8th Street and 10th 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
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