

MINUTES  
HAMILTON COUNTY BOARD OF COMMISSIONERS  
JANUARY 31, 2020  
Highway Department  
1700 S. 10<sup>th</sup> Street  
Noblesville, Indiana

President Altman called the meeting to order at 8:30 a.m. with a quorum present of Commissioner Christine Altman and Commissioner Mark Heirbrandt. Commissioner Steven Dillinger was absent.

**PARKING GARAGE**

**Parking Garage**

Mr. Steve Wood informed the Board that he and Mike Howard are working to petition the City of Noblesville for a zoning classification of governmental overlay on the county property to be used for the parking garage. Noblesville will allow us to go 50' to the top edge and probably 3 foot extra on the top. We will have to request a variance, but Noblesville did not see a problem with that. That will give us five (5) levels. Howard reported the next filing deadline to appear before the Noblesville Plan Commission is March 2, 2020. The meeting will be April 20, 2020 with approval in May. The application requires a conceptual drawing to be attached. To make the March deadline we will have to move quickly. Wood reported Miller Surveying is in the process of surveying the property; he has requested a topographical as well. As soon as the survey is completed, he will have the soil testing done and it will be mapped on the survey print. Howard reported because we own the property, we will not need the survey for the application sooner the better.

Altman asked how does this fit in with the selection process? Howard replied it is separate. Altman asked if we should move forward with the selection process today? Mr. Dan Stevens reported all four bidders have responded to the interview follow up questions and the Commissioners were copied in those responses. Altman asked Stevens to compare Shiel Sexton and Garmong. Garmong stated in the meeting their soft costs would be zero but in their e-mail response they said it would be \$60,000. Wood's understanding is if the project did not move forward they did not anticipate a cost, the \$60,000 is what it will cost to get to the point to build the project. Altman replied when they responded they said they could bring it in for "x" but it did not include soft costs. Wood replied in their discussion their soft costs are \$60,000. Howard asked if that is total soft costs or just soft costs for design? Wood replied total soft costs. Howard confirmed that is construction management, etc. is in that number? Heirbrandt replied that is a break away. If the project does not happen and they started with design that is their costs. Altman assumes we are drafting the agreement but if they can't come in for what they said they would then we don't even pay a break away. Wood agreed. Stevens and Heirbrandt also agreed. Altman thinks it is a toss up between Shiel Sexton and Garmong. Heirbrandt agreed and stated every firm we interviewed was very qualified; Dan and Steve have reviewed the emails that came back on the requests we had. Commissioner Dillinger and the BOT (Build, Operate, Transfer) Committee came back with a recommendation of Garmong/RQAW. Wood reported Garmong was the one company that wanted to meet before the project to see what the county would be looking for. They have been first to reply and answer questions.

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Altman asked if this is a decision of the BOT Committee or is it a recommendation. Howard replied the statute says, "the committee shall". Altman suggested at this meeting we could say the Commissioners accept Garmong and it is our recommendation that it needs to be confirmed by the Committee. Heirbrandt noted one committee member did not participate in the interviews. Altman noted the Committee was established with a membership of five (5). Altman would recommend making the determination at this level, that the Commissioners will accept Garmong subject to the confirmation of the Committee. Howard thinks if the two Commissioners and if they have the proxy of Commissioner Dillinger and you would recommend that he does not know they would have to have a sitting meeting. Altman noted it could be confirmed by email. Howard agreed that is more than adequate. Howard confirmed the two other members are Brad Beaver and Jeff Hern? Stevens confirmed that was correct. Howard asked if they participated in the interviews? Stevens replied Brad (Beaver) did, Jeff Hern did not. Heirbrandt so moved that Altman's recommendation is a consensus. Altman seconded. Motion carried unanimously.

Stevens asked if either of the Commissioners want to call Brad? Altman recommended an email be sent so we have a written record.

Heirbrandt thanked Wood and Stevens for the time and effort they have put into this project. It was a good process on how the firm was selected.

Altman stated as soon as we get confirmation on the selection, she would like to have a list of requirements with their commitment that they will bring it in at "x". Wood replied he and Stevens have discussed that and what Mr. Beaver suggested regarding the cameras and gates being a separate item would be in there as well. Altman and Heirbrandt agreed some of the things were beyond the scope of construction but they need to be designed so the (equipment) can be installed. The actual equipment and system are different plus we will want to coordinate the cameras with our existing system.

Altman confirmed the next step once it is contracted, we advertise for the sale of the land across the street? Howard replied yes, we will have to go through the process of disposal. We have the two appraisals started. In the disposal statute if it is an economic development project so we do not have to have an auction for disposal. Altmann noted it is not the county's economic development project, is it? Howard replied no, it is being paid for by the City of Noblesville, but it is an economic development project that is going to create jobs and assessed value. Altman wants to make sure, in her opinion it is not our (county) economic development project. Howard confirmed it is not your economic development but if it is an economic development it does not say by the seller. You can sell it for appraised value and do not have to have an auction. Altman replied we must hit a certain number; we may want an auction. The deal with Garmong must have that contingency.

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**Logan Street Bridge Lighting**

Mr. Brad Davis asked Wood for clarification on the maintenance and operation of the flood lights for the Logan Street Bridge. The contractor would like to close out the project and adjusting the floodlights is something we can do ourselves. Davis added the sidewalk is done and opened. Handrails to the stairway to the Riverwalk are not installed. The exposed bolts will be cut off in the Spring. Wood noted Buildings and Grounds staff need the app for the lights installed on their phones. Davis asked if it is the intent of the Commissioners for the floodlights to always be on or if they should only be on during special events/occasions? The Commissioners think that is a discussion that should occur with the City of Noblesville and Main Street. Davis confirmed the railing lights will always be on. Wood noted the lights are designed to run dusk to dawn, they are all LED so he is estimating the cost will be approximately \$500 per month. Davis thinks that is high.

**HIGHWAY BUSINESS**

**East-West Corridor**

Davis reported the city engineers have been meeting to discuss the possibility of another East-West Corridor through Hamilton County. They have looked at different corridors throughout the southern third of the county because that is where the congestion problems are. The current corridors are 106<sup>th</sup>, 126<sup>th</sup>, 146<sup>th</sup>, 161<sup>st</sup> and 191<sup>st</sup> Streets. They looked at pros and cons and the only way we can generate any good relief is another river crossing. The other corridors could provide some benefit but there are spot things that could be done to help traffic move through those corridors but for the kind of relief we are looking to provide we would have to do one or two river crossings. Heirbrandt asked where is the number one preferred location for a reliever? Davis replied that is where the committee is at this point. At the last meeting Jason Taylor suggested looking at an origin/designation type study to guide us on whether 106<sup>th</sup> or 126<sup>th</sup> would provide the most benefit or possibly answer a question about if one or both were done what kind of relief might it bring to 96<sup>th</sup>, 116<sup>th</sup> or 146<sup>th</sup> Streets. Yesterday they had a conference call with Corridino, they have the capability of doing this type of study. It was a general overview with some of the standardized software that could be used to help in that decision. They have done some similar things in other locations. They are deciding if they want to engage in some effort to validate what is needed. They can intuitively say 126<sup>th</sup> Street is the best with Fishers thinking that is the best for them. They have already done a lot of improvements east on 126<sup>th</sup> with most of it being a four-lane facility to Olio Road. It is underutilized but it has a lot of capacity. The cost of the study would be between \$30,000-\$60,000 to get the data only. There would be an additional cost for the analysis. It would have to be modeled to some degree. Altman asked if we have factored in what the expense to get across the river? We looked at 126<sup>th</sup> at one time and we shelved it because it was so expensive given the terrain. Mr. Jim Neal replied either one is going to be expensive at this point. We stopped well short when we did the studies in the 80's because there was no support from Fishers or Carmel at that time for an additional crossing. All that has changed now, at least at the engineering level. Both will be long

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crossings because of the floodway. Looking at the floodway, one crossing looked at previously was 160<sup>th</sup> Street, north of 146<sup>th</sup> Street; that is probably the widest spot to try and cross the river. Altman noted the other problem crossing the river is the free span unless you mitigate. Neal stated Conner Prairie has some sort of master plan for vehicular and pedestrian between 126<sup>th</sup> and 146<sup>th</sup> just for Conner Prairie internal traffic. Altman disclosed she is President of the Conner Prairie Board and is fully aware of what is going on. They have been told that we can't put a pier in White River at that point because there is no excess capacity, we would have to mitigate. Neal stated we would have to span the entire river at either location. It will be well over 300 feet.

Heirbrandt asked how does something like this work in terms of funding and participation from each of the municipalities? Altman stated it is local traffic that will benefit, it is not really our grid system. Neal thinks that is what the study will help us judge, who gets the most benefit. Davis reported they did not get into costs because we did not want to constrain our thoughts with costs. We need to know what is the best and then if it is too expensive then it is too expensive.

Altman asked what is their estimate of the study costs, to do correctly? Davis replied less than \$100,000 but that is a guess. Neal noted they were firm on the costs to get the data at \$30-40,000 at the most. To put it into a travel demand model is not known. Davis thinks we can share the costs on the study with the county being the lead agency and funding one-third of it if we could get Fishers and Carmel's participation. Altman and Heirbrandt recommended offering that and asked if we had the costs to start the study? Davis reported they could find the funding. Heirbrandt stated the Commissioners will speak with the Mayors and asked Davis to speak with the public works staff. Davis noted they are still discussing it with Fishers as the only one on the phone call yesterday. We need to discuss it further and make sure we have their buy in.

Heirbrandt noted we need to think about Westfield Mayor Cook and how this is going to help him; this is not really in his jurisdiction. Altman noted it would help him to be further north to get more hotel rooms for Grand Park. Neal noted they have been looking at other corridors and making improvements. The pay off for the most people are the river crossings. Davis reported they have discussed 191<sup>st</sup> Street with Westfield with their comments including they will let development happen and then they will get right of way. The other corridor discussed was 161<sup>st</sup> Street which needs some attention. There is a possibility to maneuver into the south side of Noblesville. If you can make an improvement there to River Road and then traffic could use River Road to hit the Pleasant Street bridge, when that is built. Mr. Chris Burt stated 161<sup>st</sup> is the curvature to get to River Road. The other impediment is Gray Road at 161<sup>st</sup> Street. Westfield has plans in for most of the other intersections that are not roundabouts out to Towne Road. Heirbrandt noted 161<sup>st</sup> and Gray worries him, he can't tell how many times somebody going eastbound and when there is ice they slide right through that intersection. Burt noted there are also issues with people going southbound cresting on the hill. Neal noted it is a very expensive fix because of the

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topography. The house on the northwest corner is for sale. Davis noted the house will have to come out to do any improvements at that intersection. Altman asked Davis to have Tim (Knapp) look at the cost of that house. Davis noted they can, but it is really Westfield's project and every time we bring it up, they say they will let a developer buy it and then get what they need from the developer. Heirbrandt questioned why would a developer buy that property? Davis did not know. Altman asked that Tim check it out and let Westfield know the property is for sale.

**Project Status**

Davis shared the project status update they reviewed with Council President Rick McKinney in preparation for the Council Highway Committee meeting. Davis reported they reviewed the projects out to 2024. Critical projects include SR 37. Altman reported she has been asked by the Mayor if we are committed on 141<sup>st</sup> Street or not. Davis replied we are not committed as far as he knows. Altman thinks we should decide whether we are going or not because we already know where the numbers are. Altman's impression was we were going to jettison 141<sup>st</sup> Street in terms of major improvements to avoid costs if we had to. Davis replied there is the option to go to right-in, right-out at that location. That has not been 100% decided if that is a good thing to do from a logistic/traffic standpoint. There is a concern that if we don't do a full interchange there the traffic will migrate to 146<sup>th</sup> and 131<sup>st</sup> and there is a question how it will impact how it has been designed at those locations. Those were designed with the theory that 141<sup>st</sup> would be an interchange. That is still a question that Fishers needs to try and get an answer to. 141<sup>st</sup> will be deferred to mid-2021 and will be the last intersection. Converting 131<sup>st</sup> and 135<sup>th</sup> to right-in, right-out are on the October letting schedule. After February 5<sup>th</sup> we will have an idea with what will happen with 146<sup>h</sup> so the numbers could change if we receive good bids. The unofficial estimate on 135<sup>th</sup> is around \$31 million. In 2020 to get 131<sup>st</sup> and 135<sup>th</sup> to letting is about \$9.5 million; he listed \$4.6 million as overrun as the county's share. In 2021, 141<sup>st</sup> to construct a right-in, right-out is about \$7.5 million. To construct a full interchange is about \$25 million. Davis listed the range as half the costs, assuming 50% each. These are all estimates. Altman asked if there is a need for additional cash, assuming the bids come in as projected? Davis replied no. They will use INDOT's \$100 million and they are doing the inspection which is saving us a lot of money.

146<sup>th</sup>/Prairie Lake Boulevard – signed the agreement with United Consulting on January 27<sup>th</sup>. Will need some right of way funding in 2021. There are no federal monies in this project and would cost the county \$22,100 for right of way. Projected construction is in 2022.

Cherry Tree Road Erosion Repairs – funds are appropriated. Repairs are projected in 2021 at an estimate of \$150,000.

Dunbar and Anthony Roads Intersection Widening – this has been brought to our attention due to the INDOT's project at 236<sup>th</sup> and US 31. INDOT is making it limited access between SR 38 and 236<sup>th</sup> Street

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which means Dunbar Road will be used more as a frontage road. Those intersections are very narrow. Davis has estimated design at \$50,000 with construction in 2021 estimated at \$100,000. Neal reported we can handle the right of way acquisition in-house and lay out the radius improvements, but we don't have the in-house capability to do the right of way descriptions, etc. These are not major improvements. Altman asked if we are going to do a lot of internal engineering are we at a point where we should pick up a surveyor, either in the Surveyor's office or at the Highway to do that kind of work. This would help by not adding another third or doubling our costs by contracting it out. Davis does not think we have enough of our own work. Neal replied we would have to quantify it. Altman noted those are pretty pricey things in our contracts. Neal replied the work is cyclical. Davis noted it would take a crew, not just one person. Neal noted to do the drafting is a one-person job. A lot of surveying does not require a crew. Altman noted the position could be shared with the Surveyor; they have one (licensed) Surveyor on staff, and they could be kept busy on drains. Neal thinks the problem, especially with the market, will be finding somebody. Altman will have this discussion with Kenton (Ward). To make it work we will need cooperation.

Davis stated Dunbar is a chip-seal road so eventually we will have to do something to it, it will not hold up to a lot of traffic. In the Indiana Code there is a provision that we can declare apparent right of way, we would have to buy it at 20-foot half. Davis is not sure if we want to start pursuing getting our right of way. Altman asked Davis to put this on the Council highway committee agenda for discussion. Altman asked if Tim (Knapp) could estimate a cost of square foot so we can provide an idea of the costs.

Altman asked if they are going to make it limited access between 236<sup>th</sup> and 276<sup>th</sup>? Davis replied that is the intent and he keeps telling them no at 266<sup>th</sup> and 256<sup>th</sup> and he doesn't think anyone is hearing him, he does not want US 31 being a wall between the east and west part of the county. Altman understands but she does not know INDOT's intent. Davis noted we don't need interchanges right now at those locations but does not want INDOT to buy right of way and decide they are going to cul-de-sac or close 266<sup>th</sup> Street. Altman noted there may be a conflict with the US 31 coalition. Davis noted the last conversation noted it was going to be a "J" turn. Altman is concerned they will make it limited intersection.

146<sup>th</sup> at Gray and Carey – projects are funded. Nothing has been estimated for construction.

**146<sup>th</sup> /Hazel Dell Intersection RFP**

Neal reported the intent is to send the RFP (Request for Proposals) out to all the firms to get responses and then they will narrow down to two to three bidders. They are asking for concepts, they will be provided with traffic data. They will come back with a high-level estimate and then they will determine which concepts they want to pursue for further study. Any firm that that sends a letter of interest will have to meet certain requirements, such as pre-qualification with the State. They will have to be able to

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design a complex bridge, complex road and roundabout. A complex bridge by INDOT standards is anything over one span.

**276<sup>th</sup> Street and Gwinn Road**

Davis reported they met with Sonny Beck's team and they are interested in widening 276<sup>th</sup> Street between the new roundabout and Gwinn Road. Our project is set up to mill and resurface, Beck wants to widen the road and there is a cost to that. We cannot add that to our current project because it is a federal aid project and the environmental and right of way acquisition for widening were not included. RQAW provided an estimate for the project of \$800,000-\$900,000. Beck is interested in funding that project but is fishing for the county's help. RQAW is to provide a proposal for design. Beck is paying for that. The county will be involved in what is going on. Heirbrandt asked Davis to let the Council committee know about this project.

**Signal Software**

Neal reported they have been investigating signal software as a way to gather more information to process it quicker and access remotely. They are looking at the signals in the Hamilton Town Center area to use as a test bed. It is a major financial investment. Davis noted quotes will be submitted for the software to be opened during a Commissioner's meeting.

**SR 32/38 Roundabout Meter**

This is the roundabout by Riverview Hospital, at some point in time it was asked if we needed to look at metering emergency vehicles. The City of Noblesville is asking if the county is interested in pursuing this. INDOT does not see the need for metering. Altman asked if we think there is a problem? Davis does not think there will be a problem and is not sure how you would meter a roundabout for emergency vehicles. It would be customizable. Neal noted the concern is coming from Riverview with no one else seeing there is an issue. Transponders would have to be installed in all emergency vehicles which is costly. Davis does not think it is worth the effort. Altman recommended Davis reply that we don't think there is an issue but ask if they think there is a fix. Neal thinks with the roundabout project we have added capacity to the point they will not have the same traffic backups. The backups will be from the east from the river back to Wendy's, they will not be from the hospital back to the signal at Cicero Creek. Davis reported the signal at SR 19 as well as the light by the courthouse will be the stumbling block. Neal reported INDOT will program the light at SR 19, it will be 8<sup>th</sup> Street that will stop the traffic flow. There is not an easy solution at this point. When everything is done and in place there may be a technical solution that is better. Altman confirmed with Davis that at this point there is no need or solution? Davis replied he does not see the need.

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**236<sup>th</sup>/US 31 Interchange**

Davis asked if we want to do anything special regarding the aesthetics at this location? Sheridan/Cicero would like something done but have no money to pay for it. This is the State's jurisdiction. Heirbrandt noted he has received more interest from Cicero than Sheridan regarding the aesthetics. Davis reported the consultant is supposed to look at some options. Altman noted thru the normal TAC process they show different profiles, has that been done? Neal stated they are not at that point, so far in speaking with Jennifer Beck we would want the Hamilton County logo, as we did on the other bridge, and the street name. Davis stated there are the form liners on the walls which INDOT will do at no cost. The other two issues are lighting; INDOT will install high mast lighting, the alternative would be if we wanted more of a streetlight approach with a lot of lights. We don't particularly want that. The third issue is the landscaping, there will be roundabouts at this location. Altman asked if there will be a special form lining? Neal replied it will be the panels for the MSE wall, it will either look like the rest of US 31 and what we are doing at Lowe's Way or it could have a stone look like we have at Olio Road over I-69. There are no graphics, it is textured.

**Bridge No. 98 Request to Advertise**

Heirbrandt moved to advertise for the rehabilitation of Bridge No. 98, East 209<sup>th</sup> Street over Morse Reservoir in Noblesville Township. This is Carrigan Road over Morse Reservoir. Bids will be opened February 24, 2020. This project will include a 120-day closure. Altman seconded. Motion carried unanimously.

**Mule Barn Road – Official Action**

Neal requested approval of an official action to remove the 30,000 lbs. weight limit on Mule Barn Road from 750 feet north of SR 32 to SR 47. Heirbrandt moved to approve. Altman seconded. Motion carried unanimously.

Heirbrandt moved to adjourn the meeting. Altman seconded. Motion carried unanimously.



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**Present**

Christine Altman, Commissioner  
Mark Heirbrandt, Commissioner  
Dan Stevens, Director of Administration  
Brad Davis, Highway Director  
Jim Neal, Highway Engineer  
Chris Burt, Highway Engineering Technician  
Steve Wood, Buildings & Grounds Director  
Jason Uhrick, Buildings & Grounds  
Mike Howard, Attorney  
Kim Rauch, Auditor's Administrative Assistant

APPROVED  
HAMILTON COUNTY BOARD OF COMMISSIONERS

Christine Altman  
Mark Heirbrandt

ATTEST  
Robin M. Mills, Auditor

Date Approved: 2/10/2020