

MINUTES
HAMILTON COUNTY BOARD OF COMMISSIONERS
FEBRUARY 24, 2017
Highway Department
1700 S. 10th Street
Noblesville, Indiana

President Altman called the meeting to order at 8:00 a.m. with a quorum present of Commissioner Christine Altman and Commissioner Mark Heirbrandt. Commissioner Steven C. Dillinger was absent.

BUILDINGS & GROUNDS

Light Bulbs

Mr. Steve Wood presented a list of used light bulbs and ballasts that are no longer used due to the LED light change out. Noblesville Schools can use these items and requested they be declared surplus and given to the schools. Heirbrandt so moved. Altman seconded. Motion carried unanimously.

Storage Building

Wood requested confirmation of the location of the new storage building. The recommendation is to build it on the open lot north of the health department building. He will be meeting with Mike Howard today regarding the financing. Altman believes the last discussion was it was to be further north closer to the cell tower. Wood replied the last discussion suggested this location, the discussion of using the tower lot noted we would not be able to use that lot for anything else resulting in using this new location. Altman asked how many square feet can be put on those pads? Wood does not remember but it will be sized for trailer storage and buildings & grounds storage. It will be an insulated pole barn but the outside façade requirements are required by the City of Noblesville. That is part of the budget. It will be plumbed so the building could be converted to other uses. One side will have water and sewer for restroom facilities. Heirbrandt asked about the access for larger vehicles? Wood replied a portion of the island comes out so it gives enough room to back semis up to the building. He has discussed this with Barry McNulty (Health Department Director) and he has no issues with this. Heirbrandt asked if additional parking will be needed? Wood replied no. Once he meets with Howard it will have to be put out for Requests for Qualifications (RFQ) and once that is received they will be able to begin construction. Altman asked if there is sufficient room to continue north for this building in the future? Wood replied yes. Heirbrandt moved to approve. Altman seconded. Motion carried unanimously.

Commissioner Office Renovation

Wood reported they are starting the renovation of the commissioner's office area to include a new women's restroom and an additional office for Veteran Services. Also included is new carpeting in the hallway, new wall coverings, new closet, new kitchen area with coffee station, new cabinets for the Commissioner and Council books and files and new LED lighting. The cabinets for the books were given to us by RQAW, they are large rotating cabinets that lock. This will help with the condensing the file storage to open the area up. One cabinet will be assembled for the Commissioners to view, wall covering samples will be presented to the Commissioners for approval. The funds are encumbered. Altman asked if the men's restroom will be unisex and handicapped accessible because it does not look

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like the women's restroom will be big enough. Wood replied they can do that. No action is required today, this is for information only.

County Parking Lots Repaving Project

Wood reported they have met with highway staff and the repaving of county parking lots will begin April 3, 2017. A lot of the work will be done in the evenings. Wood has met with a couple of businesses that use the downtown north lot to make them aware of the project. Night work will be done on a Monday as that seems to be the slowest night for the businesses.

HIGHWAY BUSINESS

SR 37 Drainage

Mr. Brad Davis reported they are at a critical point to keeping the SR 37 project moving forward. Decisions need to be made on the drainage for the interchanges. Following multiple meetings the options will be presented today for discussion and to finalize the drainage path. Mr. Mike McBride of Structurepoint presented the options.

- South Drainage Outlet to Shoemaker Ditch
 - Estimated construction cost: \$6,126,000
 - Pipe size: 48"
 - Pipe length: 2,200'
 - Elevation impact for modification to the interchanges at maximum height at the center point of the bridge would be 5.1' at 126th Street and 5.0' at 131st Street. The elevation would not be very noticeable and the walls on the outside edges would be very small and would not exist on some corners but would on others where the elevation is lower. If you were on the southeast corner of 126th Street there will be a wall a couple of feet high, the southwest corner would very likely have no wall. The most difficult parcel at the 131st intersection would be the northwest parcel (McDonalds/gas station). It is close to the intersection sitting pretty low and will have the highest wall but in a manageable height range. Altman stated part of the business concerns are the sight distance, will it be a concern for the McDonalds and a couple of other businesses? McBride replied for visibility from the roadway to their business, if on the bridge or ramps there will be great visibility, if your in the sag portion of the SR 37 right of way going under the bridge you will be in a hole with walls on both sides. There will be no wall around them that would obstruct the view of the business. Altman asked Mayor Fadness if he was ok with this? Fadness replied yes, not ok with the price.
 - The proposed drainage location is approximately the mid-point between 126th Street and 131st Street. It extends west from SR 37 right of way towards Lantern Road reaching a point of daylight just before it gets to Lantern Road.

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McBride reported multiple options were vetted and this option produces the least amount of cost, least amount of impact both to right of way to parcels along the drainage line as well to parcels adjacent to the roadway. This is the only option carried forward.

Two options were presented for the 141st Street and 146th Street interchanges. When first starting design a gravity storm sewer line that would follow 141st Street right of way was envisioned. When getting into the design it was realized the elevation at the outlet that was available along 146th Street was not as low as we would have liked it to be. This forces the roadway at 141st Street and 146th Street higher. They looked at various options along 141st Street primarily pushing the pipe further to the west in order to get more fall in the pipe because the elevation drops getting closer to the river to the west. Initial alignment looked at out letting into the Weaver Woods drainage way that would have impacted a lot of property owners but it was the closest and most cost effective outlet which proved not to offer the amount of fall in the pipe that was needed. They pushed further west where there was not a great location for an outlet. If they had to outlet at that location to minimize the impact to the residences they were looking for options to provide detention. There is not a lot of real estate at that location without heavy impacts to property owners.

First option:

- 141st Street Outlet to White River
 - Estimated construction cost: \$15,910,000
 - Pipe size: 66"
 - Pipe length: 6,400 feet
 - Elevation impact: 0.8' at 141st Street, 4.1' at 146th Street

This would require an impact to one property owner that is long and narrow stretching from Allisonville Road to White River. It would be possible to deal with one (1) property owner to acquire an easement to get the pipe in the ground but it is a very lengthy run. Due to the cost they investigated other options that would allow bringing the grade of the interchanges to more or less the existing grade so there are no walls wrapping around those businesses. We represented to businesses that we would keep it at grade so they would not have the visual impact that the businesses had on the US 31 corridor. Pushing the pipe to the river is the only option that allows this.

The second option:

- 146th Street Outlet to White River
 - Estimated construction cost: \$13,260,000
 - Pipe size: 66"
 - Pipe length: 5,400 feet
 - Elevation impact: 0.8' at 141st Street, 4.1' at 146th Street

The 146th Street option is less expensive, both options provide the functionality needed allowing the interchanges to be kept at grade, minimizing wall heights, pipe size is the same with the 141st length

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being longer. The 141st Street option includes right of way acquisition and they don't expect any right of way acquisition necessary for the 146th Street alignment. The pipe will be about 35' deep and it will be trenchlessly installed. There will be pits about every 900 feet and those pits would be the future location of a manhole. It could not be physically open cut because it is so deep and puts quite a bit of other infrastructure at risk such as storm sewer, sanitary sewer, and utilities.

Mayor Fadness asked with the thought of long term 146th Street and Allisonville Road being reconstructed is there a way to leverage application for future projects? Heirbrandt replied McBride has met with Kenton Ward our Surveyor to discuss if any drainage improvements needed to happen within any of these watersheds to take that into consideration for possible cost mitigation with drainage funds to save additional dollars. Fadness said if the long term vision is a separated grade at 146th Street and Allisonville Road if that had to be drained can this pipe be utilized for that? McBride replied there is a potential to do so but we have to look at is if we have enough information about that design that we could speculate with a fair degree of certainty of where that pipe needs to be so we wouldn't have to reconstruct it. Altman is concerned we would get into this pipe with that project. McBride said they would construct the pipe to accommodate with just a connection or it would be minimal costs to remove and re-install. Davis added it could almost be independent because the interchange at 146th and Allisonville is so close to the river so we could make sure this installation does not effect that construction at all and independently drain the interchange. McBride noted that may be the best option from the standpoint that this drains INDOT's right of way and they may be particular about the connections.

Ditslear asked McBride if they looked at 146th Street running it down Herriman Boulevard having one to the river rather than two? McBride replied this is either or, they would not do both options. Mr. Jeff Hill added the interchanges at 146th and 141st would be drained together so either we drain them down and across or up and across.

Heirbrandt stated he knows the designs come with risks in regards to geotechnical, what kind of contingencies are there and what are McBride's thoughts on the risk? McBride replied they know 146th Street offers the least amount of hurdles, they have a clear right of way path to the river, and there is plenty of elevation to accommodate a good slope. The steeper slope allows us to downsize the pipe because the capacity of the pipe increases as we increase the grade. The downside of 146th Street is we have done basically no geotechnical investigation along the 146th Street alignment. We have historical geotechnical work done with the 146th Street project but it is at a 10 foot depth and we are going to need 40 feet deep. We have geotechnical information from the 146th Street and SR 37 interchange and we have all the geotechnical along the 141st Street alignment, nothing in any of those borings suggests there will be an issue but it is an unknown. Heirbrandt asked if we go with the 146th Street option what are the traffic effects and what type of timeframes and how will it be mitigated? McBride replied this is a

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lengthy construction cycle, 10 months or so to get the pipe in the ground. The pits themselves could be located within the right of way but not in the pavement such that it would potentially require some restrictions and flagging operations for periods of time but not long term lane occupation. That is provided we don't have utility conflicts or geotechnical issues in those areas. There is also the possibility that what we find in the geotechnical and construction operation that we do need to occupy a lane then there would obviously significant traffic impact. We have internally discussed sequencing the interchanges early on to do the 131st Street and 141st Street in the first construction season which is 2019 as currently proposed. If we choose to take the 146th Street alignment for drainage it may make more sense to try to approach the 146th Street interchange construction first. That has a whole set of issues that go along with that as it is a heavily traveled roadway without 141st Street already being improved as an interchange can we make the traffic work for the duration of the construction of 146th Street. Those are things we will look at, there may not be any benefit to try to force the 146th Street interchange into the same sequence as the pipe but those are things they will look at. The first goal would be to try to build it for minimal impact to the traffic. Heirbrandt asked if we chose to move forward with 146th Street, what kind of plan do you have to coordinate with the homeowners? McBride said a similar plan as we had for 141st Street, we would have to restart the discussion. The homeowners along the 141st Street alignment have significant concerns and we are able to adjust and address most of those concerns and would expect that public process to be the same for 146th Street. They will have to take a few steps back to make sure to re-engage a new audience.

Altman asked if there is no opportunity for intermediate detention so we don't have to have this disruption? McBride replied not really. Altman stated there have to be some areas on 146th Street that we could buy up the whole neighborhood for this cost and they would be happy because they are sitting on 146th Street. McBride stated they looked extensively at ways to provide detention that would minimize the size of the pipe, because of the depth required for the sag of the roadway to keep the interchange more or less at grade we are so deep in the ground we can't get the water up out of the hole into a detention facility in a manner that produces a less cost than this option. Altman asked about a lift station. McBride replied they looked at those options, we are looking at each interchange and if we push the interchange all the way down all the ramps. The bridges at 141st and 146th drain into the hole and produces from each one of those interchanges about 60cfs (cubic feet per second). In order to get pumps that manage that with a fair degree of safety it would require two (2) very large pumps and for those to operate efficiently would need a significant reservoir so it can que up water so they can kick on, clear that water without cycling on and off at frequent intervals because that would be hard on the pumps and require significant maintenance. We looked at the costs of producing a reservoir under the roadway and then pumping it out plus the footprint required to house the pumps. Altman understands and asked where they are on costs. McBride replied it is less than these options but to due to the ongoing maintenance costs the best choice is still gravity outfall. Altman replied you amortize the replacement costs in maintenance and look at a 20 year window. McBride stated the other factor besides the

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maintenance costs is the risk. There is a risk of failure of the pumps which is reduced if there is a gravity outfall. The chance of a 66" pipe draining pavement becoming obstructed is pretty slim.

Altman asked if we are in a water table with this bridge? McBride replied as designed today it is just above, there will be some ground water that comes in to the drainage system but it is minimal. There is an elevation of groundwater that is below our depth of excavation that we are cognizant of and trying to stay out of.

Altman asked if using the Nickel Plate does not work? McBride replied it does not help us any.

Heirbrandt asked what about the contingency on this because of the geotechnical and the risk, do you feel you have enough? McBride stated his concern is if we switch to the 146th Street alignment it is the option that presents the fewest amount of hurdles. There is the risk but then there is a time factor, we would have to re-start the geotechnical survey which will require an additional four (4) months. There would be modifications to the environmental study with the good thing about the 146th Street alignment is that it is all within existing right of way and does not impact any parcels requiring relocation. The environmental would be an amendment to the existing environmental.

Altman asked if these are all fairly new neighborhoods? McBride stated along 146th Street it is a mixture. Altman asked if any of these roads need to be reconstructed and would it be possible to slide this project into a reconstruction that Fishers would need? Hill stated the pavement on 141st Street needs some attention but the intent is that we are digging pits verse open cut road. Altman asked if this had been examined for the topography. McBride said there was no east-west route in public right of way that would offer any better benefit. These are 30x30 pits so the holes will be repaired but that is it.

Mr. Troy Woodruff asked if the costs for either of these options keeps the 141st Street and 146th Street interchanges at grade so there is no elevation. McBride replied yes. Davis added essentially at grade, there will still be knee walls. It would look like a landscaping feature.

Heirbrandt asked McBride what was his recommendation as well as each person in the room. McBride stated he has heard collectively in the process of the feasibility study and leading up to the funding is a commitment to property owners, business owners and residents that these interchanges would be at or very near the existing grade. We do not want to produce a US 31 project, the commitment as he understands is that for the success of those businesses to keep those interchanges at grade. If that is the prevailing decision making criteria 146th Street is the option that offers the least amount of impact and the lowest cost. Altman stated her biggest concern is we know that we are going to have to do something with 146th Street and Allisonville Road, we don't want to create a problem we have to fix again in 10 years.

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Woodruff stated at this point if costs were comparable between the two options he would go 141st Street because we have laid the foundation. We have preliminary geotechnical work but in this case there is a big cost difference and the reality is we are going to have to do some additional work even on 141st Street so the risk is a little less on 141st Street there is still risk. 146th Street when looking at the cost standpoint is the option to him even though we are going to have to meet with the homeowners, 146th would be the way he would lean.

Ditslear agreed, it is important to keep it at the current level. Heirbrandt said looking at future costs and what we will have to do at Allisonville Road we would address some of the drainage. Altman said we don't have a drainage problem at Allisonville Road. Ditslear is not convinced that Allisonville Road will need to be done once you get 146th Street and SR 37 completed.

Fadness said the whole intent is to try and manage the financial implications of the first phase of this project to push as much money north as we can and this is a significant cost. We have to go with 146th Street to save every nickel we can to go north.

Hill agrees with what has been stated, 146th Street is a path of least resistance, there are some knowns that we have on 141st Street today but with additional geotechnical survey work with a little bit of risk. The existing right of way along 146th Street is extremely helpful to find that outlet and try to save every penny we can to try and send money north would be a good exercise. The one thing he keeps telling Mayor Fadness these guys have brought you a boiled down list of options that we thought were very feasible, we vetted a lot more than this to get to this point. They looked at detention ponds, underground detention in SR 37 and away from SR 37, regional detention, different routings, different pipe types and what has been brought are workable solutions. With clear direction we can fine tune the design with ramp profiles, intersection elevations to try to make the pipe smaller, reduce the drainage area to continue to drive down the costs. Altman confirmed they will be looking at value engineering and this is a conservative number that is reliable? Hill replied they have contingencies in here and we have contingencies on our contingencies and once we have good information that tells us that the geotechnical is what we think it is these numbers hopefully will continue to go down.

Ditslear stated he knows the intent as stated by Mayor Fadness but he is realistic and he knows things happen and they are not counting on a whole lot. Each and every dollar is helpful but things happen and unfortunately this is pretty dramatic.

Davis stated there is a fairly significant cost difference that we are looking at although we have additional unknowns on 146th Street. If you run into a large rock formation that we don't know is down there, there is nothing that is insurmountable but there will be a cost so it will eat up the savings. You

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have to weigh that out. If we go 141st Street there are still some unknowns but they are not quite as dramatic. It is safer bet to go 141st Street but more expensive. Altman asked if there is any depth differential between 141st Street and 146th Street? McBride replied it is basically the same. Although we have the geotechnical work for 141st Street it will require additional geotechnical work, we would have to go deeper to pick up the depth required to accommodate the pipe that is necessary. We definitely know a lot more from a geotechnical standpoint about the 141st Street route than the 146th Street route.

Davis added there is a little bit of a schedule risk and asked McBride to talk about the schedule risk in terms of timing of lettings and what that might mean if we go another construction season we are adding another couple percent to the cost of the project, is there an offset we need to consider? Can we do one and stay on schedule and save a construction season or are we going to be going out another year any way with whichever one we go with? McBride stated once this decision is made they will pull A&F back into the discussion, they have constructed a traffic model that enables us to examine various options for construction sequencing. Once this decision is made they will figure out the timing, if we switch to the 146th Street alignment it will add at least four (4) months to our process in the plan development cycle. Davis asked what does that do in terms of letting the project and construction seasons? McBride stated we could potentially make some of that time back up because the amendment to the environmental documents is much easier along 146th Street and won't take as much time. If we stay on 141st Street it would take more time because we are acquiring right of way right now along that parcel. We could potentially keep the environmental on track if we can do that we can keep the right of way acquisition on track. If we can get right of way acquired and utilities moving in the original schedule sequence we could potentially make that time back up. The designers will be sitting still for a few months while we try to get some geotechnical information that would indicate that it is a feasible route and approximately what our invert elevations for these pipes will be. We could charge forward with road design but there is the chance we would have to rework it if we found some hiccup in the elevations. Designers will work mostly on the identification of right of way parcels required to keep that on track, we can keep the environmental process on track. If we can do those things we can make some of that time up and potentially not have to push that first construction season with the first two interchanges scheduled for letting in 2019. There is risk to those letting dates, if we can't get storm sewer outfalls in place we may not be able to bid two interchanges in the first season. He is certain we could bid one interchange because the south end we know more and we are further along and continue with the design on the south two interchanges but it would be very difficult to build the south two interchanges simultaneously. Heirbrandt stated given your expertise and weighing the costs between the risks do you recommend 146th Street? McBride replied yes, there will be additional time for 141st Street too. Hill does not fully agree with McBride's assessment but there is absolutely additional time associated with geotechnical survey on 146th Street and there will be some of that on 141st Street as well. 146th Street will take longer because we have not initiated any of that process. Hill's opinion the right of way or easements we still need to acquire on 141st Street would be longer than the handful of months we

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are talking about for additional survey and geotechnical on 146th Street. The net increase is minimized. Altman asked where are we with utilities on 146th Street? Hill replied they pre-coordinated at the interchange only but that is part of this additional request. McBride added it is really a conflict only at the pit locations. Hill does not agree that design should come to a halt, either routing at the White River gives us more play with elevation compared to some of the natural waterways we were looking at. We can pick an arbitrary low elevation if you want and the pipe runs backwards towards SR 37 and we have all kinds of play with elevation at SR 37 to try to finalize design so we know what the right of way is, what the impacts to utilities are so the design is easily doable in the 2019 bidding whichever interchanges we decide to bid. Altman asked if this has to be built before the SR 37 improvements? Hill replied yes. Davis added we have to have an outlet in place.

Altman asked if there is consensus that it is 146th Street? Thurman stated 146th Street has more options in terms of what existing right-of-way is, the county owns a couple of houses close to Allisonville Road that can be used as pits. Looking at 146th Street it could be tough and may have to purchase additional right of way that we are not thinking about now. Altman added the county has areas for construction staging. Davis added the other side benefit is the residents of Weaver Creek area are concerned about the effect in their backyards and this will alleviate those concerns. Although the people along 146th Street will not be real happy. Hill stated it is a new impact and like we have done in the other corridors we will ramp up communications with those people and keep them informed.

Heirbrandt is hearing the recommendation is 146th Street, everybody seems to be in agreement. Heirbrandt moved to move forward with those recommendations. Altman seconded. Motion carried unanimously.

Davis asked Ditslear if 141st Street becomes one of the first interchanges to be built, will the extension of Herriman Boulevard to 141st Street be in place? Hill added that is the assumption they are working under. Ditslear said it will be done. Davis said that will be a nice reliever.

146th Street and Community Drive Traffic Signal

Heirbrandt moved to approve the agreement with the developer Falcon Nest II, LLC for the installation of a fully actuated traffic signal at 146th Street and Community Drive. Altman seconded. Motion carried unanimously.

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

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Present

Christine Altman, County Commissioner
Mark Heirbrandt, County Commissioner
John Ditslear, Mayor City of Noblesville
Scott Fadness, Mayor City of Fishers
Robin M. Mills, County Auditor
Brad Davis, County Highway Director
Joel Thurman, Interim County Highway Engineer
Steve Wood, County Buildings & Grounds Superintendent
Jason Uhrick, County Buildings & Grounds
Alison Krupski, County Highway Bridge Engineer
Dan Stevens, County Director of Administration
Jeff Hill, City of Fishers Engineer
Mike McBride, Structurepoint
Eric Barney, Structurepoint
Jeremy Richardson, United Consulting
Jason Taylor, City of Fishers
Troy Woodruff, RQAW
Kim Rauch, Administrative Assistant to Auditor

APPROVED
HAMILTON COUNTY BOARD OF COMMISSIONERS

Christine Altman
Steven C. Dillinger
Mark Heirbrandt

ATTEST

Robin M. Mills, Auditor

Date Approved: 3/13/17