

LEGAL NOTICE OF PLANNED IMPROVEMENT

The City of Carmel is developing plans for an Intersection Improvement on 106th Street and Westfield Boulevard (Blvd) in Hamilton County, Indiana.

The purpose of this project is to reduce delays at the intersection of 106th Street and Westfield Blvd and improve the Level of Service (LOS) of the intersection to at least an LOS of B (good condition) or better. A secondary purpose is to provide access to the existing trail system for the surrounding neighborhoods. The overall need for the project derives from the substandard LOS indicating long delay times at the intersection of 106th Street and Westfield Blvd. The desirable minimum LOS for an approach to the intersection during the typical peak hour or Design Hour is C (LOS C, stable flow, acceptable delays). Currently, during the AM Peak Hour, the 106th Street westbound approach has LOS D (approaching unstable flow). Current conditions are worse for the PM Peak Hour; the Westfield Blvd northbound and southbound approaches have LOS D and the 106th Street eastbound approach has LOS E (unstable flow, intolerable delay). Standard LOS A is considered free-flowing with little to no delay at intersections while LOS F is forced flow with excessive delay (jammed conditions). If no improvements are made to the intersection, future traffic volumes are expected to see LOS D for the northbound Westfield Blvd approach and both eastbound and westbound 106th Street approaches during the AM Peak Hour. During the PM Peak Hour, westbound 106th Street and northbound Westfield Blvd will have LOS D, southbound Westfield Blvd will have LOS E, and eastbound 106th Street will have LOS F. The currently low and declining LOS of the existing intersection presents the primary need for improving the intersection. The secondary need is the lack of connection to the existing trail system on Westfield Blvd and the north side of 106th Street.

The proposed project will construct a dual lane roundabout at the junction of 106th Street and Westfield Blvd to replace the existing signalized four-legged intersection. The roundabout will be centered on the existing centerline of 106th Street and approximately 40 feet east of the existing centerline of Westfield Blvd to minimize right-of-way (ROW) impacts to the church in the southwest quadrant and the subdivision in the northwest quadrant. This location also allows the 106th Street approaches and Westfield Blvd approaches to have offset-left alignments with respect to the central island of the roundabout. This promotes greater deflection and thus slower speeds upon approach and entry to the roundabout. The roundabout will have a 170 foot inscribed diameter and a circulating roadway width of 30 feet bordered at the inside with a low profile rolled curb and gutter. Behind the rolled curb and gutter will be an 8 foot wide truck apron and barrier curb. The unpaved portion of the central island is approximately 45 feet in diameter and will be sodded or landscaped. Entry and exit lanes on all approaches will vary between 22 and 26 feet wide depending on the angle of the vehicle entering and exiting the roundabout. Semi tractor trailers will utilize both lanes while using the roundabout.

Pedestrian crossings will be provided on all four approaches of the roundabout. Existing pedestrian facilities only cross the south approach of Westfield Blvd. The remaining crossings with connecting sidewalks will provide pedestrians access to the existing multi-use path along the south side of 106th Street and to future sidewalks or trails added to the other legs of the intersection. Westfield Blvd will have added trails on the east side of the road from Timber Heights Drive to the northern limit of the project and on the west side of Westfield Blvd from the passing lane opposite Timber Heights Drive to the northern limit of the project including a pedestrian crossing of Valley Drive. The north side of 106th Street will have a trail from the Orchard Way approach to the second driveway. The south side of 106th Street will replace the existing trail and tie into it at the west and east termini of the project. Trails will be Hot Mixed Asphalt (HMA) surfaced and have a width of 10 feet. Most trail lengths will have an 8 foot separation behind the curb and gutter but right of way and retaining walls require that in some locations the trail is adjacent to the curb and gutter.

A multi-use path will be added on Westfield Blvd at the front of the Orchard Park Presbyterian Church. Left turns from the church driveway onto 106th Street will no longer be allowed. Exiting vehicles will have to turn right. Those that need to proceed west on 106th Street will need to complete a U-turn movement in the roundabout.

Existing drainage patterns will be retained as much as possible. The west leg of 106th Street will be collected and combined with drainage from the church property into an existing 36-inch reinforced concrete pipe (RCP) that crosses under 106th Street and enters the Orchard Estates subdivision. The east leg of 106th Street currently drains through a draw across the open lot in the northeast quadrant of the intersection to the unnamed tributary (UNT) of Carmel Creek. A storm sewer system will collect the runoff from the pavement and areas behind the curbs and then utilize the same grassed channel to the creek. The south leg of Westfield Blvd will have drainage collected in a storm sewer system that will outlet to a detention basin in the southeast corner and will ultimately outlet to the grass swale in the northeast quadrant. Westfield Blvd north of 106th Street will be drained by a storm sewer system that will outlet directly to the UNT of Carmel Creek that flows under this leg of the intersection.

This project requires one relocation of an owner-occupied dwelling. The City of Carmel acquired the property on March 30, 2023, and recorded it on March 31, 2023. The relocation is due to the shifting of the intersection to the east and would not disrupt community cohesion or create a physical barrier. The relocation is situated in this quadrant due to the need to provide connectivity to the existing trail and a 4(f) property to the west, forcing the shift of the existing intersection to this quadrant. The relocation will facilitate the continued connectivity of the Carmel Parks and Recreation trail.

The project requires approximately 2.329 acres of permanent ROW and approximately 1.330 acres of temporary ROW.

The maintenance of traffic (MOT) for the project is to construct the project by closing the roadways to through traffic and utilizing a designated detour. The detour will utilize local roads, including N. College Avenue, 116th Street, and Keystone Parkway. This detour will add approximately 4.5 miles to commuter travel and approximately one quarter-hour to travel times. The detour will last approximately 60 calendar days. The 106th Street trail will need to be closed during reconstruction. The pedestrian detour will include the Monon Trail to 116th Street to Lake Shore Drive which will take you south to 106th Street. All-access will be maintained to Orchard Park Presbyterian Church and any homes within the project area. The proposed start of construction is Spring of 2024.

The cost associated with this project is approximately \$3,437,029.00, including preliminary engineering, ROW, and construction, with federal and local funds anticipated to be used. The Federal Highway Administration (FHWA) and City of Carmel have agreed that this project falls within the guidelines of a Categorical Exclusion (CE) Level Three (3) environmental document. Preliminary design plans, along with the CE 3, are available for review at the following locations:

1. City of Carmel, One Civic Square, Carmel, IN 46032
2. Carmel Clay Public Library, 425 E Main Street, Carmel, IN 46032
3. <https://www.carmel.in.gov/government/departments-services/engineering/links>

Emergency Situation Guidance: During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available online during emergency situations. The notice must offer the public the opportunity to request that project documents be mailed. City of Carmel will mail project documents upon request.

All interested persons may request a public hearing be held or express their concerns by submitting comments to the attention Brook Earl, GAI Consultants, 201 N Illinois Street, Suite 1700, Indianapolis, IN 46204; 317.436.4843/ b.earl@gaiconsultants.com on or before January 7, 2024.

Per the Americans with Disabilities Act (ADA), persons or groups requiring project information to be made available in alternative formats are encouraged to contact the City of Carmel to arrange and coordinate services. Please contact City Street Commissioner, 3400 W 131st Street Carmel, IN 46074, 317.733.2001 / street@carmel.in.gov. Per Title VI of the Civil Rights Act of 1964, persons or groups requiring project information to be made available in another language are encouraged to contact the INDOT Greenfield District.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Project Development Public Involvement Procedures approved by the Federal Highway Administration on July 7, 2021.