2026 APWA INDIANA PUBLIC WORKS PROJECT OF THE YEAR NOMINATION

REIMAGINE PLEASANT STREET

Award For Which Project Is Nominated: $5 Million or Higher
Name of Project: Reimagine Pleasant Street
Completion Date: December 23, 2025
Name of Indiana Municipality: City of Noblesville and Hamilton County
Design Consultant: American Structurepoint, Lead Designer and Engineer of Record
Engineer Phase 1 and 3: American Structurepoint, Inc.
Engineer Phase 1 Bridge Over White River: USI Consultants, Inc.
Engineer Phase 2: Butler, Fairman & Seufert (BF&S) Civil Engineers, Inc.
Contractor Phase 1: Beaty Construction, Inc.
Contractor Phase 2: Rieth-Riley Construction Company, Inc.
Contractor Phase 3: Gradex, Inc.
Name of Nominating Individual and Affiliation: Michael Maurovich, PE, American Structurepoint, Inc.

AMERICAN STRUCTUREPOINT INC.

REIMAGINE Pleasant Street
CONNECTING OUR COMMUNITY

THE CITY OF NOBLESVILLE
EST. 1823

HAMILTON COUNTY
INDIANA

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REIMAGINE PLEASANT STREET

Reimagine Pleasant Street is a bold, multi-phased transportation and placemaking initiative creating 2.5 miles of roadway through the heart of Noblesville, Indiana. The $125 million project transforms how people move, connect, and experience the city.

PROJECT OVERVIEW

Reimagine Pleasant Street creates a new east-west connection through the city of Noblesville via a new bridge over the White River. The 2.5-mile roadway connects SR 32 west of downtown Noblesville to SR 37 on the east side, effectively reducing traffic along SR 32 in the historic downtown by 20%. Included in the project are six new roundabout intersections, an extension of the Midland Trace Trail, and three bridges spanning Cicero Creek, the White River, and the Wilson Drain. Public art, landscape architecture, historic preservation, and innovative engineering are thoughtfully integrated throughout the corridor, producing a solution that not only improves multimodal mobility and public safety but also reinforces and celebrates Noblesville's distinct historical character.

> *"The biggest accomplishment that we are incredibly proud of is the completion of Reimagine Pleasant Street. It is a project that we've been working on for 44 years. This new east-west corridor will enhance the quality of life for everyone traveling to and through our city."*
>
> – NOBLESVILLE MAYOR CHRIS JENSEN

PHASE 1 8TH AND 10TH STREETS ROUNDABOUTS

Phase 1: 1.3 miles of new roadway construction from River Road to 11th Street. It included the construction of a 5-span, 600-foot-long new bridge over the White River, a roundabout at River Road and Pleasant Street, two roundabouts along Eighth Street, a new roundabout at the intersection of 10th and Pleasant streets, extension of the Midland Trace trail featuring a pedestrian tunnel crossing under Pleasant Street, public art displays, and rest areas highlighting the history of the area. Construction began in November 2022. This phase opened to traffic on schedule in November 2024.

PHASE 2 WIDENING OF PLEASANT STREET

Phase 2: Project improvements included widening the existing 0.7 miles of Pleasant Street to 4 lanes, building a new reinforced concrete three-sided bridge structure over Wilson Drain, and reconstructing the roundabout at 19th Street to a 2-lane roundabout. A rigid inclusion system was used to reinforce poor soils under the roadway in this section. The Midland Trace Trail was extended along the north side of Pleasant Street to 19th Street. Construction began in spring 2024, and the roadway opened to traffic on December 23, 2025.

PHASE 3 SR 32 AND HAGUE ROAD ROUNDABOUT

Phase 3: Roadway improvements extended Pleasant Street about 0.5 miles from River Road to the Hague Road-SR 32 intersection. Construction featured a new 330-foot-long, three-span bridge over Cicero Creek and a new multi-lane roundabout at the intersection of Hague Road and SR 32. Phase 3 also included connecting to and extending the existing Midland Trace Trail. Two pedestrian tunnels at the Hague Road roundabout provide safe connections between the Hague Road Trail and the new Midland Trace Trail along Pleasant Street, enhancing regional trail connectivity and user safety. Phase 3 began construction in spring 2024 and fully opened to traffic on September 8, 2025.

USE OF GOOD CONSTRUCTION MANAGEMENT TECHNIQUES AND COMPLETION OF THE PROJECT ON SCHEDULE

To maintain momentum across this complex, multi-phase program, the City of Noblesville and American Structurepoint, as the corridor's program management entity, implemented a disciplined three-phased approach to manage each phase during overlapping and concurrent construction schedules. Weekly coordination meetings, alternating between owner strategy sessions and construction progress reviews for each phase, kept all stakeholders aligned and accountable. City Engineer Alison Krupski and the American Structurepoint team collaborated closely with design and construction partners to anticipate challenges, resolve issues in real time, and actively drive the schedule. This proactive, hands-on management strategy proved highly effective, resulting in substantial completion of all three phases on schedule while reinforcing the City's commitment to deliver major infrastructure projects efficiently and responsibly.

The contractor teams utilized advanced CPM scheduling, collaborative phasing plans, and rolling look-ahead schedules to maintain progress while preserving access and accommodating the public. This integrated approach allowed the team to proactively address utility conflicts, weather impacts, and site constraints while upholding the corridor's high construction quality standards.

SAFETY PERFORMANCE AND THE NEED FOR A GOOD OVERALL SAFETY PROGRAM FOR WORKERS AND THE PUBLIC DURING AND AFTER CONSTRUCTION

SAFETY FOR WORKERS

Beaty Construction introduced an elevated safety standard for workers on the River Road roundabout in Phase 1, incorporating an intermediate construction phase to provide enhanced protection. The City's team collaborated proactively with Beaty to implement these measures, creating a safer environment not only for workers but also for drivers navigating the area. This proactive approach highlights the project team's commitment to safety, innovation, and thoughtful construction management.

The Rieth-Riley team construction team from Day 1 always had the mindset that safety came first no matter the circumstances. This project provided unique challenges that required an all-in approach from the owners all the way down to the field crew. Regular site safety meetings, inspections, and hazard analysis to ensure all safety measures were in compliance for the benefit of the workers and the public were a necessity. Site-specific safety plans and protocols were carefully planned and implemented to follow all EPA guidelines. Clear signage, protective barriers, and clearly defined work zones were implemented to maintain a safe environment for the workforce.

SAFETY FOR THE PUBLIC DURING CONSTRUCTION

The project team met regularly to address issues and manage the construction schedule. Contractors remained flexible and worked with the project team to adjust closures and detour routes in collaboration with regionally significant projects to maintain the schedule while minimizing disruptions to the traveling public. One example of close collaboration between Beaty Construction and the city's owner team occurred when they worked together to adjust phasing limits for the 10th Street closure to maintain traffic along 10th Street for a longer period to accommodate another significant project's closure. The phase adjustments allowed Beaty to complete the 10th Street roundabout within the required time frame while reducing overall impact and driver delays. Throughout all phases, the project team implemented a sophisticated, adaptive detour strategy to keep the community moving safely, including adding turning lanes, optimizing signal timing, and installing temporary traffic signals.

SAFETY FOR THE PUBLIC AFTER CONSTRUCTION

Public safety remains a defining outcome of the completed project. The corridor's roundabouts calm traffic and significantly reduce the likelihood of severe crashes while maintaining efficient traffic flow. A traditional four-way intersection has 32 potential vehicle-to-vehicle conflict points. A modern roundabout reduces this number to just eight, minimizing the risk of collisions. Roundabouts also save lives. According to the Federal Highway Administration, when compared to signalized intersections, roundabouts result in a 78% reduction in fatal and injury crashes and a 35% reduction in pedestrian crashes. When compared to

a two-way, stop-controlled intersection, roundabouts reduce fatal and injury crashes by 82%.

To further protect pedestrians, project improvements include three pedestrian tunnels that connect directly to the Midland Trace Trail underneath Pleasant Street, eliminating conflicts between trail users and vehicles at key crossings. Where at-grade trail crossings remain, the design team enhanced visibility and driver awareness by incorporating rectangular rapid flashing beacons (RRFBs) and high-visibility pavement markings.

Pedestrian Crossing Featuring RRFB and High-Visibility Pavement Markings

Pedestrian safety also influenced the landscape and streetscape design through the careful placement of plantings and hardscape elements to preserve sightlines and improve visibility throughout the corridor. Together, these integrated features create a safer, more intuitive environment for motorists, pedestrians, and trail users—reflecting the City of Noblesville's commitment to long-term public safety and community well-being.

COMMUNITY RELATIONS

The Reimagine Pleasant Street project exemplifies excellence in community relations by fostering meaningful, transparent, and accessible communication between the public and the City of Noblesville. The project team conducted over 100 public and stakeholder meetings, including four public information sessions, two community advisory committee meetings, and numerous gatherings with neighborhood associations, local schools, businesses, and civic groups, to address questions and collect feedback. This included a public groundbreaking ceremony in November 2022 attended by hundreds of Noblesville residents. Attendees explored project renderings, engaged directly with engineers and city officials, and received giveaways, providing many opportunities to build goodwill in the community.

November 2022 Groundbreaking of Phase 1

A comprehensive communication strategy extended beyond in-person meetings. The strategy included a heavy social media presence, a dedicated project website, monthly newsletter updates for stakeholders and residents, press releases, media alerts, and several video mini-series posted on the project website to provide timely updates on progress and construction impacts. Innovative outreach included kitchen-table meetings with impacted property owners, interactive festival booths, public raffles for behind-the-scenes citizen corridor construction tours, and extensive integration with Mayor Jensen's weekly "Friday Five" social media and YouTube video updates. Jensen included project updates in this communication tool whenever possible.

PARTY ON PLEASANT STREET CELEBRATION

A well-received community relations event, “Party on Pleasant Street,” occurred on September 24, 2024, to celebrate the milestone completion of Phase 1. The party included a ribbon-cutting ceremony, bounce houses, food trucks, and a drone show over the new White River bridge, where crowds were estimated to be in the thousands. The event went beyond a celebration of infrastructure to foster community pride and connection.

DEMONSTRATED AWARENESS FOR THE NEED TO PROTECT THE ENVIRONMENT

Roundabouts are an eco-friendly and sustainable design choice for intersections. Studies show that each roundabout eliminates 250,000 pounds of CO2 emissions and 20,000 gallons of gasoline consumption annually. CO2 is a significant greenhouse gas contributing to global warming, climate change, and air quality concerns. Maintaining a traffic signal costs approximately $8,000 per year in maintenance and electricity; in contrast, a roundabout incurs no such costs. The service life of a roundabout is 25 years versus the 10-year service life of signal equipment.

Extending the Midland Trace Trail in Phase 2 demonstrates the thoughtful integration of sustainability, resilience, and community health into the project. The trail addition promotes walkability and active transportation, reducing reliance on vehicles, encouraging healthier lifestyles, and lowering long-term emissions. At the same time, the Pleasant Street corridor is designed to serve as a designated emergency route, with enhanced drainage and flood-resistant design standards that significantly reduce the risk of roadway flooding during intense storm events.

During construction in the Wilson Drain area, the contractor team made a strong commitment to creating and following EPA-approved work plans. From segregating, covering, and containing multiple stockpiles; controlling discharges; and adhering to decontamination plans, the construction crew proactively addressed environmental challenges to protect surrounding resources. For all phases, erosion control, dust mitigation, and waterway protection measures were properly implemented.

UNUSUAL ACCOMPLISHMENTS UNDER ADVERSE CONDITIONS

The project team successfully navigated a series of complex and adverse conditions through innovation, collaboration, and careful environmental oversight. Extensive subsurface peat deposits presented significant geotechnical challenges, threatening long-term roadway stability and constructability. Working closely with geotechnical experts, the team designed and implemented a rigid inclusion system beneath a reinforced stone mat to eliminate settlement risks. This solution proved especially critical in Phase 2. The roadway grade was raised to meet flood-resiliency criteria and achieve designation as an emergency route.

Phase 2 Rigid Inclusion Installation for Soil Improvement

Also in Phase 2, construction activities intersected with a known environmental cleanup area containing hazardous materials near Wilson Drain. The team coordinated closely with the Indiana Department of Environmental Management (IDEM) and the U.S. Environmental Protection Agency (EPA) to develop and execute comprehensive worker safety, soil disposal, and restoration plans. This plan provided for the safe excavation removal of contaminated soil, protected groundwater resources during construction, and securely contained remaining hazardous materials, which demonstrates the team's commitment to safety, environmental responsibility, and regulatory compliance even under challenging conditions. The plan prioritized the safety of construction crews by implementing strict protocols for handling hazardous materials and ensuring all equipment used in the excavation was thoroughly decontaminated. These measures protected workers while maintaining project momentum and operational excellence.

ADDITIONAL CONDITIONS OF IMPORTANCE TO THE PUBLIC WORKS AGENCY

Reimagine Pleasant Street became the top priority for Mayor Chris Jensen upon assuming office in 2020. Jensen envisioned the project as a strategic investment in the city's future. He set a goal to accomplish an initiative that had been under discussion for nearly four decades. Beyond establishing a new east-west connection, the project would promote downtown accessibility; enhance safety for motorists, bicyclists, and pedestrians; and strengthen the city's key trail networks. The transformative project would create a vibrant, future-focused corridor that supports both economic development and an improved quality of life. The project's design emphasized aesthetics to beautify the city and create a sense of place that residents could be proud of.

INCORPORATING PUBLIC ART AND EXTENSIVE LANDSCAPING

To create a place-driven experience, the City of Noblesville partnered with local artists and historians to integrate meaningful public art and landscape architecture throughout the corridor. Artworks celebrating Noblesville's rich heritage were woven into the project's infrastructure to enhance pedestrian tunnels and bridge piers along key trail and waterway corridors.

Noblesville native artist Phoebe Davis designed a precast concrete retaining wall panel featuring the peony, Indiana's state flower, for a tunnel retaining wall. The peony also ties in with Noblesville's annual Indiana Peony Festival that attracts thousands of visitors each May. Davis also designed a panel featuring the cardinal, the state bird, as well as a cast-in-place concrete mural. The Wilkinson Brothers of Hamilton County brought Noblesville's history to life on another tunnel wall, illustrating the city's rich heritage through striking imagery of railroads, waterways, and historic architecture.

Additionally, project improvements introduced more than 1,600 trees and 20 native species along the corridor, strengthening stormwater resilience, enriching ecological health, and elevating the corridor's visual character. These measures exemplify community-driven design and site-specific storytelling. The public art and landscaping transform infrastructure into a shared canvas, connecting people to place, past to present, and art to everyday life.

Phase 1 Trail Mural Featuring Peony and Cardinal Public Art

HISTORIC PRESERVATION

The city and design team also emphasized the preservation of key historical elements along the corridor. For example, the team incorporated Noblesville's rare "star bricks" in select locations, celebrating historic preservation while reinforcing the community's unique local identity.

The corridor skirts the Plum Prairie Historic District, a neighborhood settled first by Delaware Indians and later by Noblesville's working-class African American community. To honor this heritage, the City partnered with Noblesville Preservation Alliance, local historians, and WBE firm Weintraut & Associates to create historic signage along the Midland Trace Trail. One sign highlights the importance of the Plum Prairie neighborhood. A second sign celebrates the legacy of Reverend Barney Stone, a longtime pastor of the First Baptist Church and one of the first formerly enslaved persons to settle in Noblesville.

Noblesville's leadership carefully evaluated multiple alignment options for Pleasant Street, weighing mobility needs against the city's historic character. Rather than routing the project through the heart of the historic district, the city selected an alternative that minimized neighborhood impacts. That engineering solution preserved community fabric and spared 10 historic homes from demolition.

Historic Signage and Respite Area Along Midland Trace Trail

HISTORIC PRESERVATION

Midland Bridge, an abandoned 2-span steel-truss railroad bridge built in 1893, needed to be removed to make way for the new White River bridge that would provide improved access to downtown. Rather than demolish the bridge, the city collaborated with Indiana's State Historic Preservation Office and the U.S. Army Corps of Engineers to disassemble the bridge. Each component was labeled and catalogued in compliance with Section 106 requirements. Bridge components are in storage and will be refurbished and reassembled for a future location.

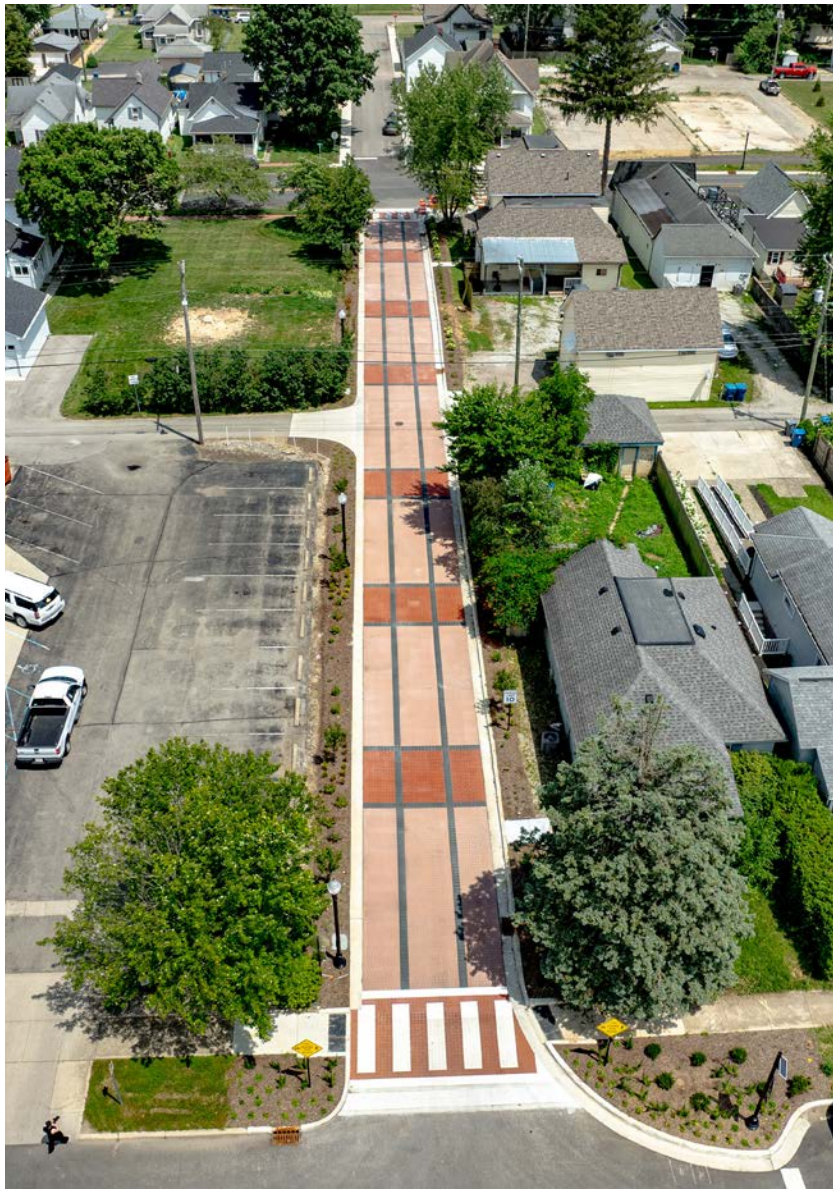
USE OF ALTERNATIVE MATERIALS, PRACTICES, OR FUNDING

The project demonstrates a strong commitment to sustainability through the strategic use of alternative materials that balance performance, safety, and community character. Stamped asphalt was used extensively at pedestrian crossings and throughout the Walnut Street corridor, enhancing visibility and safety while establishing a distinct visual identity without the maintenance demands of traditional decorative paving. Stone matrix asphalt (SMA) was selected for its exceptional durability and refined surface appearance, extending pavement life and reducing future material use. Stormwater design included additional capacity for future upgrades to the area. These choices reinforce the design team's sustainable, forward-thinking approach to infrastructure design.

The City of Noblesville secured funding for the $125 million Reimagine Pleasant Street program through a strategic, diversified funding approach that exemplified fiscal creativity and regional collaboration.

Hamilton County committed $18 million toward the construction of the White River bridge, ultimately delivered for $15.47 million, reflecting a strong intergovernmental partnership and cost efficiency. Noblesville also received $8.5 million in competitive grant funding through the Indianapolis Metropolitan Planning Organization (IMPO) to support Phase 1. The IMPO awarded Noblesville two additional grants totaling $5.9 million to fund the extension of the Midland Trace Trail and a portion of Phase 2.

The City adopted a dedicated vehicle excise tax, generating approximately $1.6 million annually and an estimated $30 million over 20 years from local road users. In addition, the City Council approved an $18.6 million bond anticipation note to accelerate early project phases, funding critical activities such as land acquisition and utility relocation while positioning the project for a future long-term bond. Additionally, the City allocated a blend of funding sources consisting of a strategic spend-down of city funds, wastewater and stormwater utility funds, TIF funds, one-year bond proceeds, American Rescue Plan Act (ARPA) funds, and road impact fees to make up the remaining cost. Together, these creative funding mechanisms enabled the City to responsibly deliver a transformative, $125 million corridor project.



Stamped Asphalt and Stone Matrix Asphalt Along Walnut Street

PHASE 1 WHITE RIVER BRIDGE DECK POUR

PHASE 1 WHITE RIVER BRIDGE BEAM SETTING

PHASE 3 PEDESTRIAN TUNNEL CONSTRUCTION

PHASE 1 CONSTRUCTION SITE TOUR WITH TEACHER GROUP

PHASE 1 RIVER ROAD ROUNDABOUT

PHASE 1 NEW BRIDGE OVER WHITE RIVER

MIDLAND TRACE TUNNEL MURAL DEPICTING NOBLESVILLE HISTORY

RIBBON CUTTING CELEBRATING COMPLETION OF PHASE 1