



Alternatives Screening Report

October 2018

The Indiana Department of Transportation (INDOT) is preparing to reconstruct the I-65/I-70 North Split Interchange in downtown Indianapolis. The project will repair deteriorating bridges, upgrade pavement conditions in the area, lessen congestion and improve safety.



PURPOSE:

Rehabilitate and improve the existing interstate facilities leading to and through the I-65/I-70 North Split interchange in downtown Indianapolis

NEEDS:

- Correct deteriorated I-65/I-70 bridge conditions
- Correct the deteriorated pavement conditions on the interstates
- Improve safety by reducing or eliminating conditions that contribute to crashes along I-65 and I-70
- Improve interchange operations and reduce congestion by removing weaving sections and improving level of service now and in 2041

ALTERNATIVES SCREENING REPORT

Alternatives screening is the process used to narrow potential alternatives for evaluation in the environmental study. The goal of the Alternatives Screening Report is to present the project's range of alternatives considered, discuss the results of the screening analysis, and identify the preliminary preferred alternative to be carried forward for further development and evaluation in the Environmental Assessment (EA). There are many factors considered in the Alternatives Screening Report, including:

- Road and bridge conditions
- Traffic demands
- Safety
- Property impacts
- Construction costs
- Environmental impacts

FIVE ALTERNATIVES EVALUATED

1. **No Build** – No replacement of pavement and bridges, and no safety or operational improvements
2. **Transportation System Management (TSM)** – Policy, strategy and technology improvements, including traffic demand reduction or diversion
3. **Replace Bridges and Pavement In-Kind** – Rehabilitate or replace existing bridges and pavement at their current locations
4. **Efficient Interchange Reconstruction (3 Options)** – Reconfigure interchange; three options for access to the Meridian/Pennsylvania exit ramp and the Meridian/Delaware entrance ramp on the west leg
5. **Full Interchange Reconstruction** – Reconfigure interchange, including added through lanes

Details for each alternative are available on the project website.

WHY ALTERNATIVE 4C?

Alternative 4c would meet the project purpose and need, and it would balance efficient design with impacts to nearby neighborhoods. It includes replacing deteriorated pavement and bridge infrastructure, improving safety at the highest crash locations and reducing traffic congestion by removing existing bottlenecks. Improvements would be made throughout the interchange, but a key area of improvement would be the west leg weaving areas – where traffic is forced to cross paths, which creates the greatest hazards and bottlenecks in the interchange.

- Replaces bridges and pavement
- Improves safety at the most hazardous locations in the project area
- Removes two major bottlenecks on the west leg
- Maintains existing entry and exit points for most movements
- Minimizes footprint
- Adds no through lanes
- Minimizes impacts on adjacent neighborhoods
- Estimated cost is \$225-\$275 million

CHANGES TO THE INTERCHANGE AND WEST LEG

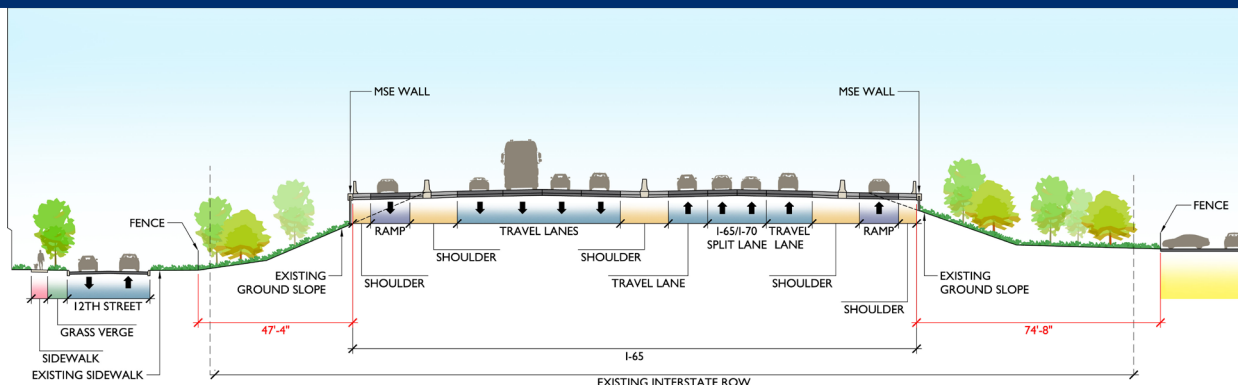
Alternative 4c maintains access from the Meridian/Delaware Street entrance ramp to eastbound I-70 and southbound I-65 via the collector-distributor (C-D) road that also serves Ohio and Michigan streets. However, I-65 southbound access to the C-D road is eliminated. It eliminates weaving movements by allowing entry or exit only at adjacent interstate lanes.

This alternative maintains access to the Meridian/Pennsylvania Street exit ramp from northbound I-65, but removes access from I-70.

CHANGES TO AESTHETICS

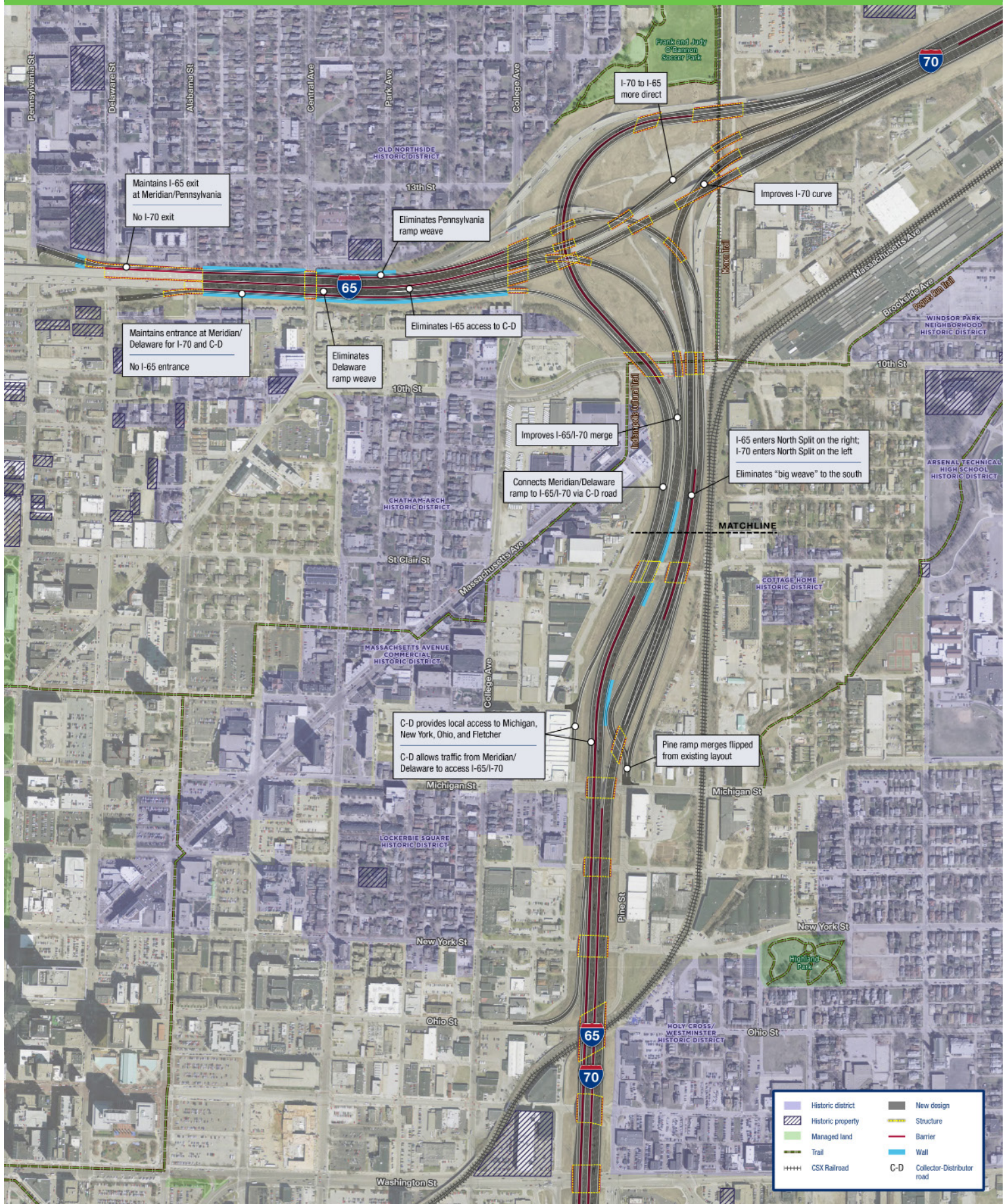
- The footprint would be widened by a maximum of about 21 feet on the south side and 24 feet on the north side of I-65 on the west leg. There would be no widening along the east and south legs.
- The additional width would require retaining walls up to about 7 feet to 11 feet maximum height along I-65 on the west leg to keep construction within the right of way. Retaining walls would be minimized or possibly eliminated along the outside of the west leg as design is refined.
- Exterior retaining walls would not be necessary along the outside of the east and south legs, closely matching the existing conditions.
- The need for and height of walls at all locations would be confirmed based on more detailed design.
- If the need for exterior retaining walls is confirmed, INDOT will seek community input regarding a low wall at the bottom of the slope or low wall at the top of the slope, and the potential for landscaping.

ALTERNATIVE 4C PROPOSED CENTRAL AVE. TYPICAL SECTION WITH WALLS (LOOKING EAST)



ALTERNATIVE 4C:

North Split Preliminary Preferred Alternative



SCREENING RESULTS FOR ALTERNATIVES

The only alternatives that meet the project purpose and need are Alternatives 4 and 5. Other than added through lanes (Alternative 5), the primary differences between the three options of Alternative 4 and Alternative 5 are on the west leg of the interchange, as shown in the following summary table.

Alternative	Pennsylvania St. Ramp		Delaware St. Ramp		Ohio/Michigan Ramps (via C-D Road*)		Approximate Maximum Wall Height (Distance from R/W line)		Added Through Lanes	Estimated Cost
	I-65	I-70	I-65	I-70	I-65	I-70	North of West Leg	South of West Leg		
Alternative 4a: All Ramps Closed	✗	✗	✗	✗	✓	✓	None	None	No	\$215M to \$265M
Alternative 4b: All Ramps Open	✓	✓	✓	✓	✓	✓	18 feet (27 feet)	33 feet (64 feet)	No	\$270 M to \$330 M
Alternative 4c: Selected Ramps Closed	✓	✗	✓	✓	✗	✓	11 feet (47 feet)	7 feet (75 feet)	No	\$225M to \$275M
Alternative 5: All Ramps Open + Added Through Lanes	✓	✓	✓	✓	✓	✓	30 feet (17 feet)	37 feet (32 feet)	Yes	\$305M to \$370M

*C-D connects with Ohio Street and Michigan Street ramps, then merges with southbound I-65.

WHAT'S NEXT?

Subject to input from agencies, advisory committees and the public during the comment period of the Alternatives Screening Report, Alternative 4c will be the preliminary preferred alternative to be analyzed in detail in the EA.

The No-Build Alternative will be included in the EA to provide a basis of comparison against the build alternative(s). Refinements in alternative definition will continue in order to best meet project needs and address community concerns.

INDOT will work with the community to refine the project, focusing on aesthetics, lighting, landscaping, connectivity, and ways to integrate the project better with the community.

Share your Feedback by October 29, 2018



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