



MEETING SUMMARY

Date: August 9, 2019
Time: 10 a.m. to 12 p.m.
Meeting: North Split Community Advisory Committee Meeting #4
Location: Ivy Tech Culinary and Conference Center

**Complete attendee list begins on page 9.*

1) Welcome & Introductions

Seth Schickel from HNTB welcomed Community Advisory Committee (CAC) members. Everyone introduced themselves and Seth Schickel reviewed the meeting agenda.

2) I-65/I-70 North Split Project Update

Seth provided CAC members with an overview of North Split interchange and stated the purpose of the North Split Project was to replace deteriorating infrastructure, improve safety and improve traffic flow.

a. Project milestones

The timeline for the North Split Project was described.

- The project began in 2017.
- In May 2018, the project team conducted a system-level analysis of downtown interstates.
- In September 2018, the project team released an Alternatives Screening Report that analyzed the different interchange configurations. The project team identified a preliminary preferred alternative and presented it for public review.
- In 2019, the project team is conducting environmental data collection, refining the preliminary preferred alternative design, and conducting the Context Sensitive Solutions (CSS) process.
- In mid-2020, the environmental assessment is anticipated to be completed.
- Construction of the North Split interchange will take place during 2021 and 2022.

b. Environmental assessment

The project team has been conducting environmental studies, including reviews of how the project might impact historic resources.

INDOT has also been conducting a hazardous materials assessment and will consider those impacts, including worker safety and proper disposal of hazardous materials, if the construction contractor encounters those issues.

The project team has been conducting environmental justice work to consider the impacts of the North Split Project on low-income and minority populations in the area around the North Split.

c. Public survey

Seth encouraged CAC attendees to visit Northsplit.com and complete the public survey. He stated that there have been more than 1,300 responses to the survey so far. The survey is for everyone. It will help the project team understand North Split Project impacts on neighbors and communities, and will help the project team address how the project might disproportionately impact different populations.

The project team has been promoting the survey online, making paper copies available at meetings, and has mailed 43,000 postcards to ZIP codes in areas around the North Split Project. The project team reached out to advisory committees and groups to promote the survey on Nextdoor and through the Mayor's Neighborhood Advocates. The survey has been advertised on IndyGo buses.

d. Design refinements

Seth described the preliminary preferred alternative.

- Replaces most existing bridges and all pavement in the North Split Project footprint.
- Improves safety, remove the worst traffic bottlenecks, improve existing curves and create a more compact interchange.
- No added through lanes. Traffic flow will be improved in the existing right-of-way footprint by removing bottlenecks.
- In response to feedback from the community, the project minimizes the use of outside retaining walls.

Other features of the North Split Project include the following:

- All bridges will be replaced or rehabilitated.
- All exit and entrance ramps will be on the right side of the interstate.
- The collector-distributor road layout will be very similar to existing.

Two ramp movements will be unavailable in the preliminary preferred alternative: I-70 to Pennsylvania Street and Delaware Street to the collector-distributor road and I-65. The preliminary preferred alternative in the Alternatives Screening Report eliminated the I-65 ramp to the collector-distributor road, which was opposed by many residents and commuters in comments to that report. Refinements were made in 2019 to provide this movement and eliminate the Delaware ramp movement instead. The current preliminary preferred alternative provides access to all other current downtown exits and entrances.

Another change to the preliminary preferred alternative in 2019 improved the I-70 road curves, pulling them in toward the center of the interchange. This will make the curves safer to drive and it will reduce the footprint of the interchange.

e. Procurement

The North Split Project will be procured as a design-build best-value (DBBV) project. In design-build projects, construction contractors team up with engineers to do final design and construction. In best-value projects, INDOT sets evaluation criteria and then selects a design-build team based on the best value combination. For this project, INDOT plans to value these items:

- 1) Cost
- 2) Shorter schedule
- 3) Optimal lane availability
- 4) Minimal disruption to local community

Procurement follows this process:

- 1) INDOT advertises a Request for Qualifications (RFQ) to potential design-build teams.
- 2) Based on responses, INDOT selects a short-listed group of proposers.
- 3) INDOT develops a Request for Proposals (RFP), coordinated with these short-listed proposers, to design and build the project.
- 4) INDOT establishes weighted criteria against which proposals will be evaluated. Then, INDOT compares and grades the proposers on the technical, schedule, and cost elements to determine the preferred proposer.

f. Construction/maintenance of traffic

The project team is planning for maintenance of traffic during construction. The project team will give design-build teams a baseline concept for traffic maintenance and encourage improvements. The project team is reviewing city streets and bikeways, and is coordinating with the city to give the teams baseline information for traffic maintenance. The goal is to have design-build teams innovate and provide the best possible schedule and traffic maintenance plans.

Full interstate closure is not anticipated, but there will be extended closures of some interstate segments. Short-term closures of local streets will be required for bridge construction when it is unsafe for vehicle or pedestrian traffic. The project team will work with city staff to identify potential impacts of city street closures. Adjacent streets will not be closed at the same time.

During construction, frequent information updates will be provided to the public, stakeholders, and others who use the North Split interchange. Emergency services, schools and local agencies will be engaged by the project team on a traffic management task force. The project team will also work with INDOT operations, other city agencies, and the media to communicate how traffic will be managed.

3) 3-D Model Visualization

Seth walked CAC members through a demonstration of a 3D model of the preliminary preferred alternative, highlighting how the new North Split interchange will eliminate existing weaving conflicts, including the “big weave” between the North Split and the South Split.

4) Context Sensitive Solutions (CSS) Update

a. Process summary

Ron Taylor from TSW Design Group provided a summary of the CSS process:

- The process takes about nine months and has three parts:
 - Visioning – Talking with community groups to get their ideas and discuss what they'd like to see.
 - Preliminary Design Treatments – Taking preliminary design ideas to community groups to get their reaction and feedback.
 - CSS Design Guidelines

Based on the CSS Design Guidelines, specifications and standard details will be provided to the contractor to make the improvements.

During the visioning process, the project team met with neighborhood groups and other advocacy groups, including five neighborhood workshops, two local business group meetings, and two meetings with the Rethink Coalition. Overall, the project team met with 14 total neighborhoods, represented by more than 250 different people, and received over 2,600 comments for use in the CSS process.

In the first round of CSS workshops, attendees looked at the contextual items and provided information to the project team about what was in their neighborhoods that gave them character. Design treatments implemented in other cities were presented and attendees were asked to provide feedback. The project team conducted Q&A sessions and asked people to complete a feedback form.

b. Visioning results

The CSS workshop exercises yielded several results regarding interchange infrastructure elements, with underpass lighting being the highest rated item. Most CSS workshop attendees indicated walkability was what they liked the most about their neighborhoods, and litter and noise were the things they liked least. The most important connectivity improvements that came up in the CSS workshops were lighting and safety.

The most common feedback in CSS neighborhood workshops was related to underpass lighting, under bridge treatments, connectivity, and vegetation. The results yielded five goals and many objectives, and the project team developed preliminary ideas based on the neighborhood visioning feedback.

c. Project elements

With visioning completed, and the project team moved into preliminary design treatments and returned to neighborhood and business groups to obtain feedback on design ideas.

The boards used in the current neighborhood workshops were displayed for review by the CAC. The gray background boards provide an overview of the CSS process, a culmination of the CSS workshop visioning input, and goals and objectives of the design treatments. These boards provide a reminder of the process as well as bring new people up to speed on the process.

The preliminary design treatments boards have two stations. One station presents project elements, which include infrastructure being constructed as part of the interchange. Two design treatment themes are displayed. Potential elements not required for construction of the interchange are presented as additional opportunities on blue boards.

Feedback from the previous round of CSS workshops is incorporated into the two preliminary design treatments. The purpose of presenting the different design themes is to support conversation during the workshops about what elements participants like, dislike or would do differently. The “classic” design treatment is more of a human scale, pedestrian neighborhood treatment, while the “civic” design treatment is more monumental, made of larger materials and more focused on the driving public.

The boards illustrate treatments of a series of project components with a thematic approach consistent in the designs. Project components include public art, landscape, side slope treatment, and other project elements.

d. Additional opportunities

The additional opportunities boards show larger scale concepts including the Monon Landing, Monon Loop, Old Northside Trail, Lewis Street connection, and Vermont Street pedestrian underpass.

Open space enhancements are included because there will be an open space created by the smaller interchange footprint. These elements include interchange interior enhancements, larger green space area, and a neighborhood gateway for the Martindale-Brightwood community.

e. Next steps

The visioning part of the process is complete and the project team is now receiving comments on the design treatments. These will be revised and developed into final design guidelines. The project team is still conducting neighborhood workshops and will have a public open house August 15, 2019. Another public open house is anticipated in winter 2019.

5) Question and Answer Session

Q: How do you know the design-build contractor will install the CSS elements as planned?

A: Inherent in the design-build process is that the project team defines what the design-build contractor will be building. This will ensure the selected contractor is building a highway that meets the requirements developed as part of the community engagement process.

Q: Will the contractor receive extra money if they meet or exceed the construction schedule?

A: If all else is equal, the contractor with the best schedule will be awarded the North Split construction contract. The Hyperfix 65/70 project in Indianapolis was an incentive-based project where the contractor earned extra money if they finished early. Financial incentives for design-build best-value projects, like the North Split Project, are more challenging from a legal perspective. As a result, there will not be financial incentives for the North Split Project.

Q: Will local enhancements be funded by the North Split Project or will additional funding be needed? After the North Split Project is completed, will it be turned over to local organizations and individuals to maintain?

A: The project team is coming up with ideas based on what they have heard but does not have details at this time. If specific local enhancements are deemed important by the neighborhoods, INDOT may work in partnership to make those enhancements happen. INDOT will make sure the city is comfortable with maintaining new infrastructure outside INDOT right-of-way.

Q: Will the empty property being created by the new North Split interchange construction be deeded over to the city of Indianapolis?

A: Conversations are starting now, but the project team does not have an answer yet.

Q: During construction some of the affected businesses will have alternate routes while their streets are closed, but on New York Street, there will be a tremendous financial impact on some businesses who do not have alternative routes. Is something built into the North Split Project to compensate them for lost business?

A: The project team cannot answer that question at this stage, but we can say access to existing businesses will be maintained. Access will be maintained on Pine and Davidson Streets during cross-street closures by temporarily converting each to two-way streets during construction.

Q: Will there be a Certificate of Appropriateness (COA) process with the Indianapolis Historic Preservation Commission (IHPC) on the bridge design?

A: It is our understanding that work occurring within the existing INDOT right-of-way does not have to go through a COA process. For work outside the existing INDOT right-of-way, the project team will work with IHPC to determine whether a COA is needed. The project team will contact Meg Purnsley at IHPC to discuss this further.

Q: What's occurring with sound barriers for the project and how will that be dictated?

A: The project team is conducting noise analysis based on preliminary designs for ramps and roadways to determine the potential change in noise levels. Once completed, the project team will determine noise barrier eligibility according to INDOT guidelines. Then the question of whether to provide the barriers will be presented to benefitted receivers.

Q: When the project team presents the sound barrier options to the neighborhoods, will the project team have data about how much noise the sound barriers will deflect so neighborhoods can make an informed decision?

A: The project team will have the results of the noise analysis and the benefits sound barriers may provide. The North Split Project is using a new pavement treatment for the interstates that does not have joints and will have longitudinal (not horizontal) grooving, which will have a positive impact on road noise.

Q: Has the project team thought about air quality monitoring in advance of the project and then after the project?

A: The project team is not currently planning to do air quality monitoring but will consider it.

Q: How will the CSS guidelines the project team is developing be used?

A: The CSS guidelines will be listed in the Request for Proposals (RFP) given to the short-listed contractors.

Q: Are there some ideas for allowing development in the areas where the North Split interchange size is reduced? Will the land be returned to the city of Indianapolis? Will there be an opportunity to purchase the property back?

A: The project team does not have an answer to that question at this time.

Q: How will trash and debris in the areas around INDOT property be addressed?

A: INDOT will maintain state owned right-of-way; however, the community's feedback and comments can have a lot of impact. The project team encourages all community members to approach INDOT with their vision for the community now because decisions have not yet been made and there could be opportunities for partnerships.

Q: Has the overall project timeline been shifting? When could construction begin and how long will it last?

A: Construction is anticipated to begin in late 2020/early 2021 and continue through 2022. INDOT's goal is to have a design-build contractor selected early next year (2020). The design-build contractor first must do final design of the project before starting construction.

Q: Will parts of the interstate be open during construction?

A: Yes. Because this area provides access for so many people to their jobs, there is great value in ensuring access.

Q: Have other INDOT construction projects been completed on time, given that the city has had so many construction projects this year?

A: The project team does not have that statistic.

6) CSS Design Workshop

Following the question and answer session, CAC members were invited to review the boards on display, discuss any issues or questions one-on-one with the project team, and complete the feedback form provided for the workshops.

The meeting was adjourned at 11:50 am.

Attendees:

Project Team	
John Myers	HNTB
Seth Schickel	HNTB
Kia Gillette	HNTB
Ron Taylor	TSW
Eric Walker	TSW
Luke Waltz	TSW
Brandon Miller	INDOT
Laura Hilden	INDOT

David Cleveland	Corradino Group
Michelle Allen	FHWA
Eryn Fletcher	FHWA
Erin Pipkin	Compass Outreach Solutions
Jennifer Dzwonar	Borshoff
Amy Hanna	Borshoff
Megan Gross	Borshoff
Community Advisory Committee Members	
Tad Aschliman	Fountain Square
Andy Beck	Cottage Home Neighborhood
Jennifer Boehm	IUPUI
Anthony Burke, Sr.	Nora-Northside Community Council
Garry Chilluffo	Historic Urban Neighborhoods of Indianapolis
Sandy Cummings	Health By Design
Marsh Davis	Indiana Landmarks
Mark Fisher	Indiana Chamber of Commerce
Jen Higginbotham	Indianapolis Metropolitan Planning Organization
Kim Irwin	Health By Design
Joe Jarzen	Keep Indianapolis Beautiful
Randall Kelso	NCAA
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Katie Meares	Salesforce
Russell Menyhart	Strong Indy
Nick Parr	Boone County Plan Commission
Chris Pryor	MIBOR REALTOR Association
Ryan Jordan	North Square Neighborhood
Meg Storrow	American Institute of Architects – Indiana Chapter
Michael Terry	IndyGo