



MEETING SUMMARY

Date: April 21, 2020
Time: 10 a.m. to noon
Meeting: North Split Community Advisory Committee Meeting #5
Location: Meeting conducted online via WebEx

**Complete attendee list begins on page 12.*

1) Welcome & Introductions

Kia Gillette from HNTB welcomed Community Advisory Committee (CAC) members and introduced everyone on the WebEx videoconference. She reviewed the meeting agenda with attendees.

Kia reviewed the list of upcoming North Split meetings:

- North Split EJ Working Group meeting – April 23, 2-4 p.m.
- Virtual Public Open House – April 28, 2-4 p.m.
- Virtual Public Open House – April 30, 4-6 p.m.
- National Environmental Policy Act (NEPA) Public Hearing for the North Split – Summer 2020

The North Split Project Team emailed CAC members a flier and information to access the Public Open Houses. The Project Team appreciates CAC members forwarding that information to their contacts.

2) North Split Project Status

Kia provided CAC members a brief overview of the North Split Project.

- The North Split interchange is where I-65 and I-70 meet at the northeast corner of the downtown Indianapolis inner loop.
- It's the second busiest interchange in Indiana with 214,000 vehicles traveling it every day.
- It was constructed in the 1960s and 1970s, and the pavement and bridges need to be replaced.
- The interchange has safety concerns, with over 1,600 crashes from 2012 to 2016.
- It was originally designed for a fourth interchange leg to the northeast that was never built.

The new North Split Interchange:

- Is smaller and more compact.
- Will have new pavement and bridges.
- Corrects the biggest safety problems.
- Removes the worst bottlenecks.
- Does not add through lanes.

Kia provided an overview and timing for the North Split Environmental Assessment (EA):

- The North Split EA analyzes the impact to both humans and the natural environment.
- Key EA focus areas are highway noise impacts, Environmental Justice (EJ), Section 106 consultation for historic properties, and traffic impacts of construction.
- The North Split Project has had an extensive public involvement process.
- The North Split Project Team is preparing the EA as part of NEPA. The EA will be published in summer 2020, and a NEPA public hearing will be scheduled sometime this summer.
- A final NEPA determination will occur in fall 2020.

Kia reviewed the status of specific North Split tasks. Completed tasks include:

- Project kick-off
- System-Level Analysis
- Alternative Screening Report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

Active tasks still underway include:

- Historic properties (Section 106 process)
- Environmental Assessment (NEPA)
- Context-Sensitive Solutions (CSS)
- Mobility Management Plan (MMP)
- Design-build procurement
- Public involvement – to continue through construction

3) Noise Barrier Recommendations

Kia walked CAC members through the North Split noise barrier recommendations.

- Per the INDOT noise policy, noise barriers are considered where noise impacts are predicted to reach a level of 66 decibels for residences.
- Noise barriers can reduce noise levels by 5 to 10 decibels.
- The location and height of noise barriers are determined by the Traffic Noise Model.

The noise analysis identified five possible noise barriers. Each location was feasible and possibly reasonable, pending input from benefited receptors and other factors.

INDOT is recommending construction of noise barriers 3E and 3W due to strong support from benefited receptors. This recommendation will be re-evaluated during final design to determine whether conditions have changed.

INDOT is not recommending construction of noise barriers 4, 5, and 7. The surveys of benefited receptors had mixed results, and these noise barriers would result in an Adverse Effect to historic districts under Section 106.

The North Split Project will use innovative technology to reduce noise throughout the project area.

- Continuous Reinforced Concrete Pavement: Typical pavement has joints, which makes it noisier. Continuous Reinforced Concrete Pavement is jointless and has double the design life.
- “Next Generation” Pavement Grooving: Instead of driving across the grooves in the pavement, which is noisier, the “Next Generation” pavement has longitudinal grooves that reduce noise by 3 to 5 decibels or more.
- Jointless Concrete Bridges: These will be more durable and reliable and not as loud because they have no open joints.

4) Public Survey

Kia provided an update on the Environmental Justice (EJ) Public Survey. The survey was completed in 2019 to get a better understanding of overall project impacts and help identify whether the North Split Project had disproportionately higher impacts on minority and lower income communities.

The Public Survey was heavily promoted, especially by the EJ Working Group:

- More than 43,000 postcards were mailed to residents.
- The survey was promoted by email, on the North Split website, and on social media.
- Fliers were sent home with Indianapolis Public Schools students and posted in local grocery stores.
- Flier hard copies were also posted in libraries, community centers, and distributed at neighborhood meetings.
- Advertising was placed on IndyGo buses.
- The North Split Project Team set up a booth at the downtown IndyGo Transit Center, with iPads to assist residents in completing the survey.

A total of 1,623 survey responses were received:

- 1,575 surveys were fully completed.
- 80 percent of the respondents lived in the EJ analysis area.
- 5 percent of those respondents self-identified as a minority.
- 2 percent of those respondents identified as low-income.

The North Split Project Team compared the EJ community responses and non-EJ community responses. These responses are documented in the EJ Technical Memorandum, which will be an appendix to the EA.

The Public Survey found that EJ community responses were similar to responses from non-EJ community members. For example, the question regarding how residents travel through the North Split Project area: 5% of the non-EJ community used public transit compared to 9% of the EJ community, which is not a sizable difference.

The survey did find that the EJ community traveled more frequently on I-65 and I-70 than the non-EJ community. Other notable trends in responses were:

- Clear and proactive communication is desired.
- Travel is primarily via automobiles, carpools, and ridesharing services.
- Most people travel on I-65, I-70 and local streets.
- Most support the project.

- Most agree that the project will improve vehicular and pedestrian safety.

Pause for Questions

Kia paused the presentation for questions and reminded CAC members that they may also submit questions via the website or at info@northsplit.com. (See *Discussion and Questions at the end of these minutes.*)

5) Section 106 Update

Kia provided an update on the Section 106 consultation process:

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties.
- As part of the Section 106 process, adverse effects were identified for The Old Northside Historic District and the Morris-Butler House, St. Joseph Neighborhood District, and Chatham-Arch Historic District.
- Mitigation commitments are defined to compensate for the diminishment of a historic property and are documented in a Memorandum of Agreement, or MOA.

Some of the proposed mitigation commitments under Section 106 are:

- Project elements, including trees and vegetation, to comply with North Split Aesthetic Design Guidelines.
- “Do Not Disturb” areas for existing trees. These are:
 - North of I-65 from College Avenue to Alabama Street, outside of a 15-foot construction zone.
 - Existing tree stands south of I-65 from College Avenue to Delaware Street
 - West of I-65/I-70 between Michigan Street and New York Street
- Opportunity for Section 106 Consulting Parties to review draft landscape and side slope plans prior to installation.
- INDOT commitment for a three-year maintenance plan for trees and shrubs.
- Underpass treatments complying with the North Split Aesthetic Design Guidelines.
- INDOT funding share for the Benjamin Harrison Presidential Site for construction of the Old Northside Neighborhood Connector Neighborway trail.
- Retention of portions of the Monon Detour as a permanent trail, to be known the Monon Loop.

Kia reviewed the details for the Monon Detour/Monon Loop. A section of the Monon Trail will be closed during North Split construction, from the O’Bannon Soccer Park to the north down to 10th Street. INDOT will build a detour around the west side of the North Split interchange, across the south end of the O’Bannon Soccer Park to College Avenue, then along the east side of College Avenue, then southeast around the North Split to 10th Street.

INDOT is committed to leaving the segment north of the North Split interchange and east along College Avenue as a permanent 12-foot-wide trail after construction. The City of Indianapolis and Section 106 Consulting Parties have both requested the southwest portion of the trail detour also remain a permanent feature. Details are currently being explored with the City and Federal Highway Administration (FHWA) to determine whether the southwest segment can also be permanent.

The North Split Project Team requested input from Section 106 Consulting Parties regarding the southwest segment of the Monon Detour/Monon Loop since it is within the Chatham-Arch Historic District. Feedback during the meeting was positive.

Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these minutes.)*

6) Traffic Impacts of Construction

Seth Schickel with HNTB addressed how North Split construction will impact traffic and when construction and traffic changes will begin.

- Long-term traffic changes will be minimal. After construction, the interchange will function similar to the way it does today because there will be no additional through lanes.
- Most traffic impacts will occur during construction.
- The Design-Build Team will develop a Maintenance of Traffic (MOT) plan, which must meet specific INDOT criteria.
- INDOT developed a “conceptual MOT plan” that was used to establish MOT criteria for the Design-Build Team.

Downtown access during construction is generally described below:

- I-65/I-70 through lanes will be closed between the North Split and Washington Street.
- The closure will extend over two construction seasons.
- Downtown entrances and exits outside the construction area will remain open at all times.
- The I-65/I-70 link across the north part of the North Split will be open both ways throughout the project. A short closure of up to 45 days may be needed for bridge construction.
- Through traffic will be detoured to I-465.
- The Pine Street entrance ramp on the east side of downtown will provide access to I-70 eastbound throughout construction.
- Westbound I-70 ramps to the collector-distributor serving Michigan Street and Ohio Street will remain open at all times.
- A ramp to either Michigan Street or Ohio Street will remain open at all times.

Seth reviewed the movement closure guidelines for construction:

- The mainline of I-65/I-70 will be closed for a maximum of two construction seasons.
- Ohio Street or Michigan Street will be closed a maximum of one construction season.
- Local ramps and bridges not adjacent to the project will be closed for 90 days maximum.
- Adjacent local streets will not be closed simultaneously. For example, either Central Avenue or College Avenue will be open during construction.

Seth reviewed the Mobility Management Plan (MMP), which has three goals:

1. Optimize traffic operations on the available transportation network.
2. Reduce overall demand on the roadway network.
3. Provide enhanced motorist information using streets in the downtown area.

MMP task groups will be developed, which include:

- MOT/Construction.
- Local Traffic Operations, with a subgroup for emergency response agencies.
- Travel Demand Management.
- Communications and Public Outreach.

Seth described planned regional improvements for traffic in anticipation of the project:

- Adjacent Interchanges
 - Work will be done on adjacent interchanges, such as Washington Street, which will receive minor lane alignments to improve traffic flow into and out of the project.
 - Additional ramp lanes will be added to the West Street interchange to provide additional value in getting vehicles on and off the interstates.
- Regional Traffic Program with the City of Indianapolis to improve traffic flow
 - The North Split Project Team is working with the Indianapolis Department of Public Works (DPW) on ways to improve traffic flow.
 - Traffic signal improvements in downtown Indianapolis will include new technology and upgrades to help them function more effectively.
 - Spot intersection and roadway improvements. As traffic shifts during construction, it will move to different locations with spot intersections and roadway improvements.

Seth reviewed the Travel Demand Management plan, which includes:

- Mode Choice
 - Transit
 - Carpool/vanpool
 - Bike/walk
- Trip Reduction/Reschedule
 - Staggered work hours
 - Flextime
 - Work from home
- Public and employer education program
- Real-time traveler information, such as Waze, Google Maps, etc.

7) Next Steps

Seth reviewed the North Split Project next steps:

- Design-Build Team will be on board June 2020
- EA will be published in summer 2020
- EA Public Hearing will be conducted in summer 2020
- Final EA approval in fall 2020
- Construction starts in late 2020
- Construction complete in late 2022

Pause for Questions

Seth paused the presentation for questions. *(See Discussion and Questions at the end of these minutes.)*

8) Aesthetic Design Guidelines

Ron Taylor from TSW Design Group provided an overview of the Aesthetic Design Guidelines (ADG) resulting from the Context-Sensitive Solutions (CSS) process.

The purpose of the ADG is to provide the Design-Build Team with aesthetic direction for final design. The guidelines are the result of an extensive public engagement process during the past 12 months, including meetings with:

- Local neighborhoods and neighborhood organizations
- Local agencies and oversight departments
- Key local resource groups
- Local business organizations
- Local stakeholders and stakeholder groups

The Project Team began with two conceptual design approaches and heard from the community that they wanted the elements to be a more honest interpretation of how bridges are designed. As a result, the bridge designs have reduced ornamentation, with portions of the bridge exposed. Guidelines about the bridge designs provide detail and dimensions for refinement by the Design-Build Team.

Bridge design applications

- Three different bridge applications are described that vary based on location. Two of these are very similar.
- The art feature on the bridge columns will not be erected during construction but space will be provided for the community to add a feature if they choose to do so.
- One standard bridge application is provided for bridges that are only being rehabbed but not fully reconstructed.
- An image of the bridge column was presented, showing the detail and concrete work and demonstrating how the design vocabulary would work together.

Bridge underpasses

- The ADG addresses surfacing and pedestrian areas under the bridges.
- Features under the bridges are intended to feel safer and be more visually attractive.
- Underpass lighting is incorporated into the design for pedestrians, and lighting in the interchange area is provided to up-light and downlight the columns. Lighting will be provided at entrances to underpasses to make them feel more inviting and to highlight abutment walls.

Retaining walls and wall patterns

Ron said throughout the CSS process, the North Split Project Team heard that stakeholders wanted a simpler pattern for retaining walls. This has been incorporated into the ADG.

Fencing

Fencing in the project area will be black vinyl coated fence, which makes the fences more visually appealing when close to pedestrian walkways but also helps them fade from view when viewed from a greater distance.

Landscape treatment

Ron identified landscaping as the second most frequently discussed issue during the CSS process because it touches the greatest number of neighborhoods and people. Ron noted that final planting plans will be developed by the Design-Build Team as part of its final designs.

The ADG includes six planting typologies that will form the blanket of plant material in the interchange:

1. Tree Preservation Areas – The ADG identifies areas not to be disturbed during construction.
2. Buffer Zone – “Buffer zone” areas will be provided along each travel way with ground-level plantings and shrubs that will not interfere with the interstate.
3. Side Slope Plantings – These plantings allow for a decreased level of maintenance. The ADG includes different types of recommended plants.
4. Screen Plantings – More evergreens will be provided for screening, particularly where noise walls are being constructed.
5. Interchange Plantings – These is the largest group of plantings. They will be placed in the middle of the interchange and will include a mixture of ground-level plantings and shade trees. The intent of these plantings is to return additional tree canopy to the urban environment, creating more of an urban forest.
6. Detention Basin Plantings – These plantings are intended for small areas in the interchange that may be lower and hold water longer than other areas.

Ron said the Project Team is working on additional renderings for the upcoming Public Open House and will share them and make them available on the project website at that time.

Pause for Questions

Ron paused the presentation for questions. *(See Discussion and Questions at the end of these minutes.)*

9) Discussion and Questions

Comments:

- Access will be needed for the Pacers bikeshare station at 16th Street and the Monon Trail. Suggest a separate meeting with the Indianapolis Cultural Trail to take a look at other Pacers bikeshare stations too. (Indianapolis Cultural Trail)
- Contractors do not follow procedures [related to travel through neighborhoods]. (Ransom Place Neighborhood)
- We have the construction documents for the Payne Connection. (Mass. Avenue Merchants Association)
- The Commerce Street bridge is not friendly at all. And the neighborhood has suffered the most of the last 50 years. And the sidewalk needs widening. It’s dangerous! (Ransom Place Neighborhood)

Q: Will INDOT address noise barriers 4, 5, and 7 in the future? (Nora-Northside Community Council)

A: At this point, those three noise barriers will not be constructed as part of the North Split Project. The official determination for the noise barriers will be made in the EA. Noise barriers 3E and 3W will be re-evaluated during the design phase to ensure they are still feasible and reasonable for construction.

Q: Are you looking at expansion of the sidewalk or a dedicated lane on the Monon Loop on the east side of College Ave.? (Indianapolis Cultural Trail)

A: The sidewalk width will be expanded to be 12 feet, which is wider than it is today.

Q: What size will the trees be? (Nora-Northside Community Council)

A: INDOT is committed to planting trees at least two inches in diameter at breast height.

Q: How will the new Monon Trail section [Loop] along College Avenue intersect/connect to the Cultural Trail? How will a safe connection from the Cultural Trail to the Monon Trail be created? (Indianapolis Cultural Trail)

A: The Loop will connect to the north side of 10th Street, just west of the interstate and just west of where Cultural Trail ties into the south side of 10th Street.

Q: Is there a way, with the temporary closure, that Monon Detour/Cultural Trail connection signs can be put up? (Indianapolis Cultural Trail)

A: Yes, the Monon Trail detour will be signed during construction.

Q: Will the crossing signal at 10th Street and Massachusetts Ave. connect to the sidewalk and then to the detour route, or will you widen the Cultural Trail sidewalk? (Indianapolis Cultural Trail)

A: We have not yet discussed this. If there are thoughts on the best way to make that connection, it would be helpful for the Project Team to hear those. We are working with the City of Indianapolis on details.

Q: Will there be detour signage throughout downtown for traffic that might miss or ignore the I-465 detour signage? (Indianapolis MPO)

A: Yes. For the worst spots, INDOT will consider additional detour signage to get vehicles back onto the interstate at the appropriate place.

Q: Will the Maintenance of Traffic (MOT) encourage contractors to share haul routes? Will contractors haul dirt on triaxles during evening/night hours? Are there specific routes contractors must use to access the construction site? How will high ozone days be addressed by contractors? Can INDOT install air quality monitors in select areas? (Nora-Northside Community Council)

A: The Design-Build Team will access the project through specific routes, and there are specific areas they will be directed to avoid. For example, there will be restrictions on a brick portion of 10th Street. These procedures are still in development, and the North Split Project Team will work with the Design-Build Team to coordinate.

Q: Are seasons years or quarters? (Indianapolis MPO)

A: They are construction seasons. A construction season is generally February or March through November or December – so, basically, most of the year.

Q: Is there a plan to regulate truck covers? (Nora-Northside Community Council)

A: The Design-Build Team will follow INDOT specifications.

Q: Will the North Split construction schedule be affected by the stay-at-home order and any future impacts? (Cummins)

A: So far, the project has not had any delays because of the coronavirus. The North Split Project Team is changing approaches and carrying on, like today's virtual meeting. INDOT is moving forward with projects because road construction an essential activity. The Project Team is doing a risk analysis now for construction.

Q: Do the planned Washington Street changes affect IndyGo plans for the Blue Line? (Cottage Home Neighborhood)

A: The permanent features planned for the North Split were designed to accommodate the IndyGo Blue Line. We have been working with IndyGo on this, and the Blue Line will be constructed after this project.

Q: Will the bike lanes on New York Street and Michigan Street remain open? (Indianapolis Cultural Trail)

A: During bridge construction, the bike lanes will be detoured to the adjacent roads for access under the interstate. They will be reopened when the bridge construction is complete.

Q: There have been improvements made underneath 10th Street to connect the Cultural Trail, the Monon Trail, and Pogue's Run Trail. Will those be reconstructed? (Indiana Chapter ASLA)

A: Yes, the goal is to leave these in place as part of the North Split project.

Q: Will that reconstruction also include the preservation of the sculptures in that area? (Windsor Park Neighborhood Association)

A: This is an environmental commitment in the EA requiring sculptures and lighting to be reinstalled after the project is completed.

Q: Did anyone consider bollard lights along sidewalks or light pollution from up-lighting? (Windsor Park Neighborhood Association)

A: Yes, there was consideration given to pedestrian-scale lighting in those areas. Bollard lights were not included in final Aesthetic Design Guidelines. For all lighting fixtures, light pollution was taken into consideration.

Q: Will the new bridge lighting be "green" – be solar? (Windsor Park Neighborhood Association)

A: Solar lights are not required by the ADG.

Q: Do all the bridges receive the same aesthetic design considerations? (Ransom Place Neighborhood)

A: Yes, all bridges being replaced will be subject to full treatment described in the Aesthetic Design Guidelines. Bridges not being replaced will still receive lighting upgrades.

Q: Will all new abutments be vertical instead of sloped as they are today? (Indiana Chapter ASLA)

A: Yes, new bridges will have vertical abutment walls.

Q: I'm concerned about the Commerce Street bridge. It needs an upgrade to match new bridges. Will it receive an upgrade? (Ransom Place Neighborhood)

A: The Commerce Street bridge was updated earlier this decade, so it will not be replaced in this project. We are putting an overlay on top of the bridge to improve the driving surface and we will do some lighting replacement under this bridge and the bridge under Alabama Street.

Q: Will the design team/landscapers coordinate with Keep Indianapolis Beautiful (KIB) before planting the finished products? (Nora-Northside Community Council)

A: The North Split Project Team is still working on specific details on those planting plans. The Design-Build Team will present to INDOT their planting plan and design, and additional partners will review that plan, probably including KIB.

Q: Are bridge guidelines final? I would encourage even less ornamentation on the walls, no street names, no up-lighting, and less ornamental varied materials on the underpass walks to try to achieve an even more timeless design. (Cottage Home Neighborhood)

A: The design direction being shown in this meeting is not final design, but it is what is being given to the Design-Build Team to begin their design process. The Design-Build Team will work through a process to determine the final design.

Q: A three-year maintenance plan was mentioned for the landscape plantings. Has a similar maintenance plan been considered to ensure that litter, dead trees, etc. are taken care of 5, 10, 15 years into the future? (Health By Design)

A: We are reviewing and finalizing maintenance requirements for the project, but future maintenance is not a specific part of planning at a project level.

Q: Why do we not see the same type of screen plantings on the southeast side of I-70 like what is presented north of I-70 east of the Monon Trail? The Windsor Park Neighborhood Association is concerned about the noise barrier and would like to see more large tree plantings on the south side of I-70 to block the view of the barriers. (Windsor Park Neighborhood Association)

A: On the east leg of the interchange on the south side, side-slope planting treatments will be provided. Because there is no noise barrier there, screen plantings are not proposed, but there is nothing that precludes the Design-Build Team from using evergreens if they are requested by neighborhoods in that area.

Q: Will lighting under the bridges be brighter but shielded from pedestrian eyes? (Lockerbie Square Neighborhood)

A: What the North Split Project Team is presenting in this meeting is not a final design. The Design-Build Team will provide lighting level requirements for underneath the bridges with examples of light fixtures that can be used. There will be public engagement to discuss final lighting under overpasses with the Design-Build Team.

Q: Will the community's desires be presented as commitments for the construction team? (Nora-Northside Community Council)

A: All Aesthetic Design Guidelines comments will be provided to the Design-Build Team for consideration in the final design and planting plan.

10) Adjourn

Kia encouraged CAC members to email the Project Team or register a question or comment on the northsplit.com website. The meeting was adjourned at 11:53 a.m.

Attendees:

Community Advisory Committee Members	
Andy Beck	Cottage Home Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Random Place Neighborhood
Bruce Buchanan	Cole-Noble Neighborhood
Anthony Burke, Sr.	Nora-Northside Community Council
Garry Chilluffo	Historic Urban Neighborhoods of Indianapolis
Sarah Robinson Chin	Indianapolis Public Schools
Marsh Davis	Indiana Landmarks
Greg Ellis	Indiana Chamber of Commerce
Inez Evans	IndyGo
Sarah Evans	American Society of Landscape Architects - Indiana Chapter
Taylor Firestine	Health by Design
Mark Fisher	Indy Chamber
Anna Gremling	Indianapolis Metropolitan Planning Organization
Kären Haley	Indianapolis Cultural Trail
Jen Higginbotham	Indianapolis Metropolitan Planning Organization
Joe Jarzen	Keep Indianapolis Beautiful
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Anthony (Tony) Loy-Howell	Windsor Park Neighborhood Association
Lawrence McCormack	Cummins
Katie Mearns	Salesforce
Russell Menyhart	Strong Indy

Dan Mullendore	Old Northside Neighborhood
Chris Pryor	MIBOR REALTOR Association
Jordan Ryan	North Square Neighborhood
Sherry Seiwert	Downtown Indy
Meg Storrow	Mass Ave. Merchants Association
Emily Styron	City of Zionsville
Amy Waggoner	Salesforce
James Wells	Mayor's Neighborhood Advocate (Area #8)
Beth White	Greater Indianapolis Progress Committee
North Split Team Members	
Michelle Allen	FHWA
Andy Dietrick	INDOT
Kia Gillette	HNTB
Megan Gross	Borshoff
Amy Hanna	Borshoff
Laura Hilden	INDOT
Scott Manning	INDOT
Brandon Miller	INDOT
Tim Miller	HNTB
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Runfa Shi	INDOT
Ron Taylor	TSW
Luke Waltz	TSW