ENVIRONMENTAL ASSESSMENT

APPENDIX G: PUBLIC INVOLVEMENT

NORTH SPLIT EXTERNAL MEETINGS

Type of meeting	Dates(s)/Time	Location
Public Meetings	May 23, 2018; 3-7 p.m. Oct. 10, 2018; 5:30-7:30 p.m. Aug. 15, 2019; 5-7 p.m. April 28, 2020; 2-4 p.m. April 30, 2020; 6-8 p.m.	Biltwell Event Center Arsenal Technical High School Ivy Tech Culinary and Conference Center Virtual via Webex Virtual via Webex
Community Advisory Committee (CAC)	March 13, 2018; 9-11 a.m. May 3, 2018; 2-3 p.m. May 21, 2018; 9-10:30 a.m. Oct. 9, 2018; 2-4 p.m. Aug. 9, 2019; 10 a.m.-noon April 21, 2020; 10 a.m.-noon	Indiana State Museum Indiana State Museum Indiana State Museum Indiana Government Center Ivy Tech Culinary and Conference Center Virtual via Webex
Environmental Justice Working Group	May 10, 2018; 3-4:30 p.m. Oct. 18, 2018; 2:30-4 p.m. July 9, 2019; 2:30-4 p.m. April 23, 2020; 2-4 p.m.	Indianapolis Urban League Indianapolis Urban League Indianapolis Urban League Virtual via Webex
Emergency Management Services	Oct. 18, 2018; 10-11 a.m. Dec. 6, 2018; 10-11 a.m.	Indianapolis Traffic Management
Resource Agencies	Nov. 3, 2017; 9-11:30 a.m. Dec. 20, 2017; 10:30-11:30 a.m. (air quality) May 22, 2018; 9-10:30 a.m. Oct. 17, 2018; 10-11 a.m. July 8, 2019; 1-3 p.m. (haz mat) July 18, 2019; 12:30-2 p.m. (haz mat) April 30, 2020; 10 a.m.-noon	HNTB office/WebEx HNTB office/WebEx Borshoff office/Webex HNTB office/Webex INDOT office INDOT office Virtual via Webex

Type of meeting	Dates(s)/Time	Location
Section 106 Consulting Parties	Oct. 6, 2017; 9:30-11:30 a.m.	Indiana Historical Society
	Jan. 26, 2018; 9-11 a.m.	Benjamin Harrison Presidential Site
	May 21, 2018; 6-7:30 p.m.	Indiana State Museum
	Oct. 17, 2018; 5:30-7:30 p.m.	Indiana Historical Society
	Aug. 29, 2019; 4:30-6:30 p.m.	Ivy Tech Culinary and Conference Center
	Oct. 29, 2019; 4:30-6:30 p.m.	Ivy Tech Culinary and Conference Center
	Jan. 16, 2020; 4:30-6:30 p.m.	Ivy Tech Culinary and Conference Center
	March 23, 2020; 4:30-6:30 p.m.	Virtual via Webex
Noise Meetings	Lockerbie/Massachusetts Avenue Oct. 17, 2019; 6-8 p.m.	Athenaeum Auditorium
	Chatham Arch and St. Joseph Neighborhoods Oct. 22, 2019; 7-9 p.m.	Firefighters Union Hall
	Old Northside Neighborhood Oct. 23, 2019; 6-8 p.m.	Knights of Columbus, McGowan Hall
	Martindale-Brightwood Neighborhood Nov. 14, 2019; 7-8:30 p.m.	37 Place Community Center
INDOT/City/MPO	February 16, 2018; 2-3 p.m.	HNTB office
	March 2, 2018; 2-3:30 p.m.	HNTB office
	March 16, 2018; 2-3:30 p.m.	HNTB office
	June 8, 2018; 2-3:30 p.m.	HNTB office
	Oct. 5, 2018; 2-3:30 p.m.	HNTB office
	Nov. 30, 2018; 2-3:30 p.m.	HNTB office
	June 21, 2019; 2-3:30 p.m.	HNTB office
	July 19, 2019; 2-3:30 p.m.	HNTB office
	Aug. 16, 2019; 2-3:30 p.m.	HNTB office
	Sept. 13, 2019; 2-3:30 p.m.	HNTB office
	Oct. 11, 2019; 2-3:30 p.m.	HNTB office
	Dec. 6, 2019; 2-3:30 p.m.	HNTB office
	Jan. 31, 2020; 2-3:30 p.m.	HNTB office
	Feb. 28, 2020; 2-3:30 p.m.	HNTB office
	March 27, 2020; 2-3:30 p.m.	Virtual via Webex
	April 24, 2020; 2-3:30 p.m.	Virtual via Webex
	May 22, 2020; 2-3:00 p.m.	Virtual via Webex

Type of meeting	Dates(s)/Time	Location
Rethink I-65/I-70 Coalition	March 16, 2018, 9-11 a.m. Oct. 9, 2018; 9-11 a.m. February 26, 2019, 9:30-11 a.m. March 25, 2019, 2-3:30 p.m. Oct. 1, 2019; 3-4:30 p.m. Nov. 13, 2019; 11 a.m.- noon Feb. 7, 2020; 9:30-11:30 a.m.	Indiana Landmarks HNTB office
CSS Resource Team	February 22, 2019, 1:30-3 p.m. May 3, 2019, 1:30-3 p.m. July 26, 2019; 1:30-3 p.m. March 3, 2020; 1-2:30 p.m.	HNTB office
CSS Neighborhood Workshops – Round 1	Holy Cross, Windsor Park, Cottage Home, Woodruff Place Neighborhoods March 28, 2019; 7-8:30 p.m. Old Southside, Bates- Hendricks, Fletcher Place, North Square Neighborhoods and Stadium Village Business Association March 30, 2019; 9-10:30 a.m. Lockerbie Square and Chatham Arch Neighborhoods April 2, 2019; 7-8:30 p.m. Interstate Business Group and Cole-Noble Neighborhood April 4, 2019; 5-6:30 p.m. St. Joseph, Old Northside and Herron-Morton Neighborhoods April 9, 2019; 7-8:30 p.m. Martindale-Brightwood Neighborhood June 11, 2019; 5-7 p.m.	Arsenal Technical High School Sacred Heart Parish Hall Firefighters Union Hall Young & Laramore Knights of Columbus, McGowan Hall 37 Place Community Center

Type of meeting	Dates(s)/Time	Location
CSS Neighborhood Workshops – Round 2	Old Southside, Bates-Hendricks, Fletcher Place, North Square Neighborhoods and Stadium Village Business Association July 27, 2019; 9-10:30 a.m.	Concord Neighborhood Center
	Holy Cross, Windsor Park, Cottage Home, Woodruff Place Neighborhoods July 31, 2019; 7-8:30 p.m.	John H. Boner Community Center
	Cole-Noble Neighborhood and Interstate Business Group Aug. 8, 2019; 5-6:30 p.m.	Young & Laramore
	Martindale-Brightwood Neighborhood Aug. 13, 2019; 6:50-8 p.m.	37 Place Community Center
	St. Joseph, Old Northside, Herron-Morton Neighborhoods Aug. 14, 2019; 7-8:30 p.m.	Knights of Columbus, McGowan Hall
	Lockerbie and Chatham Arch Neighborhoods Aug. 27, 2019; 7-8:30 p.m.	St. Mary Church
Other Neighborhood/ Stakeholder Meetings	Indiana Landmarks Sept. 14, 2017	Indiana Landmarks
	City/State elected officials briefing Sept. 18, 2017; 3-6 p.m.	HNTB office
	Major stakeholders briefing Sept. 21, 2017; 9-10 a.m.	HNTB office
	Strong Indy/Historic Urban Neighborhoods Dec. 1, 2017; 2:30-3:30 p.m.	INDOT office
	Keep Indianapolis Beautiful Dec. 1, 2017; 1-2 p.m.	INDOT office
	SHPO Dec. 7, 2017, 2-3 p.m.	HNTB office
	16Tech Dec. 13, 2017; 10-11 a.m.	Biocrossroads office
	Mayors Neighborhood Advocates Dec. 21, 2017; 1:30-2:15 p.m.	City-County Building
	IU Health Network Jan. 10, 2018; 9-10 a.m.	IU Health Gateway Building
	IndyGo Jan. 19, 2018; 1-2 p.m.	IndyGo office

Type of meeting	Dates(s)/Time	Location
Other Neighborhood/ Stakeholder Meetings (continued)	Kennedy King Neighborhood Association Jan. 29, 2018; 6:30-7:30 p.m.	Historic School #27
	Downtown Indy Feb. 1, 2018; 8:15-8:30 a.m.	Borshoff office
	Cottage Home Neighborhood Feb. 5, 2018; 7-8 p.m.	Flat 12 Bierworks
	CIRTA Feb. 9, 2018; 2-3 p.m.	Julia M. Carson Transit Center
	Lockerbie People's Club Feb. 13, 2018; 7-8 p.m.	Young & Laramore
	Indianapolis MPO Policy Committee Feb. 21, 2018; 9-10 a.m.	MIBOR Office
	Chatham Arch Neighborhood Feb. 27, 2018; 7-8 p.m.	Firefighters Union Hall
	Ransom Place/Martindale-Brightwood Neighborhood Feb. 28, 2018; 1:30-3:30 p.m.	IUPUI Office of Community Engagement
	Fletcher Place Neighborhood March 13, 2018; 7:45-8:45 p.m.	Fletcher Place Art and Books
	Old Southside Neighborhood/Stadium Village Business Association March 14, 2018; 7-8 p.m.	Sacred Heart Parish Hall
	North Split Alternative Concepts March 16, 2018; 9-11 a.m.	Indiana Landmarks
	Indy Chamber's Transportation, Infrastructure and Environment Council March 20, 2018; 3:45-4:30 p.m.	Indy Chamber office
	AARP Indiana March 21, 2018; 9:30-10:30 a.m.	AARP office
	Martindale-Brightwood Town Hall April 19, 2018; 5:15-6 p.m.	37 Place
	Holy Cross Neighborhood April 19, 2018; 7:30-8:30 p.m.	Redevelopment Group office
	Salesforce Government Affairs Speakers Series May 9, 2018; 9:45-noon	Salesforce office
	Indy Chamber's Pancakes and Politics June 5, 2018; 7:30-9 a.m.	Faegre Baker and Daniels
	Martindale-Brightwood Environmental Justice Collaborative Group June 14, 2018; 2-2:30 p.m.	37 Place

Type of meeting	Dates(s)/Time	Location
Other Neighborhood/ Stakeholder Meetings (continued)	Woodruff Place Neighborhood June 26, 2018; 6-7:30 p.m.	735 Woodruff Place East Drive
	Indianapolis Historic Preservation Commission July 9, 2018; 10-11 a.m.	HNTB office
	Institute of Transportation Engineers Transportation Seminar July 26, 2018; 9:30-10:30 a.m.	Indiana-Wesleyan University-Indianapolis
	Indianapolis Historic Preservation Commission Oct. 15, 2018; 3:30-4:30 p.m.	HNTB office
	Indianapolis MPO Technical Committee Feb. 6, 2019	MIBOR
	Indianapolis MPO Policy Committee Feb. 20, 2019	MIBOR
	SHPO Feb. 28, 2019; 1-2 p.m.	HNTB office
	Indianapolis DPW March 13, 2019; 8:30-9:30 a.m.	HNTB office
	Mayor's Neighborhood Advocates March 25, 2019; 11-12 a.m.	City-County Building
	Benjamin Harrison Presidential Site April 16, 2019; 3:30-4:30 p.m.	Benjamin Harrison Presidential Site
	Indiana Construction Roundtable April 18, 2019; 8-10 a.m.	Hagerman Construction office
	Indianapolis DPW May 8, 2019; 9-10 a.m.	HNTB office
	Martindale-Brightwood Executive Committee May 8, 2019; 6:20-7:15 p.m.	Hopeside Senior Community Apartments
	SHPO May 8, 2019; 1-3 p.m.	HNTB office/Field Review
	IndyGo May 20, 2019	HNTB office
	Health by Design/Marion County Health Dept. July 24, 2019; 8-9 a.m.	HNTB office
	Health by Design Coalition Aug. 12, 2019; 2-4 p.m.	MIBOR
	Concerned Clergy of Indianapolis Sept. 21, 2019; 9-10:30 a.m.	Julia M. Carson Government Center
	Herron-Morton and Fall Creek Place Neighborhoods Oct. 21, 2019; 6-8 p.m.	Shoefly Public House

Type of meeting	Dates(s)/Time	Location
Other Neighborhood/ Stakeholder Meetings (continued)	Keep Indianapolis Beautiful (KIB) Oct. 28, 2019; 10-11 a.m.	HNTB office
	KIB Field Review Nov. 11, 2019; 10:30 a.m. - 1 p.m.	KIB office/Field
	City Trails (DPW, Parks, Greenways) Dec. 2, 2019; 1:30–2:30 p.m.	HNTB office/Webex
	City Trails (DPW, Parks, Greenways) Jan. 31, 2020; 1–2 p.m.	HNTB office/Webex
	SHPO Feb. 11, 2020; 1-2 p.m.	INDOT office
	Near East Area Renewal March 2, 2020; 9-10 a.m.	Near East Area Renewal office
	Keep Indianapolis Beautiful (KIB) March 2, 2020; 1:30-3 p.m.	HNTB office
	City Trails (DPW, Parks, Greenways) March 13, 2020; 10–11 a.m.	HNTB office/Webex
	I.U. Health April 1, 2020; 9-10:30 a.m.	Virtual via Webex
	IndyGo May 12, 2020; 4-5 p.m.	Virtual via Webex
	CIRTA May 27, 2020; 1:30–2:40 p.m.	Virtual via Webex

VS ENGINEERING, INC.

Civil • Structural • Transportation • Environmental

NOTICE OF SURVEY

June 26, 2017

RE: I-65/I-70 North Split Interchange Modification
Indianapolis, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,

VS Engineering, Inc.
David E. Lauer, L.S. & R.B..
Project Surveyor
317-293-3542, x-172

Des. No. 1592385

4275 North High School Road Indianapolis, Indiana 46254
(317) 293-3542 Tel (317) 293-4737 Fax
www.vsengineering.com

I-65/I-70 North Split Project Community Advisory Committee (CAC) List			
Organization	**Contact Name**	**Title**	**Email**
Government/Municipality			
City-County Council	Vop Osili	President and Council Member, District 11	voposili@gmail.com
Mayor's Neighborhood Advocate (Area #8)	James Wells	Mayor's Advocate	james.wells2@indy.gov
Mayor's Neighborhood Advocate (Area #9)	Ike McCoy	Mayor's Advocate	isaac.mccoy@indy.gov
Mayor's Neighborhood Advocate (Area #10)	Ruth Morales	Mayor's Advocate	ruth.morales@indy.gov
Indianapolis Department of Public Works	Daniel Parker	Director	daniel.parker@indy.gov
Indianapolis Department of Public Works	Mark Zwoyer	Design Administrator	mark.zwoyer@indy.gov
Indianapolis Metropolitian Planning Organization	Anna Gremling	Executive Director	anna.gremling@indympo.org
Indianapolis Metropolitian Planning Organization	Jen Higginbotham	Senior Planner	jen.higginbotham@indympo.org
Indianapolis Historic Preservation Commission	Meg Purnsley	Administrator	meg.purnsley@indy.gov
City of Fishers	Scott Fadness	Mayor	mayorfadness@fishers.in.us
City of Greenwood	Mark W. Myers	Mayor	mayor@greenwood.in.gov
City of Zionsville	Emily Styron	Mayor	estyron@zionsville-in.gov
City of Whitestown	Jason Lawson	Town Manager	jlawson@whitestown.in.gov
City of Carmel	Jim Brainard	Mayor	jbrainard@carmel.in.gov
Hendricks County Plan Commission	Timothy Dombrosky	Director	tdombrosky@co.hendricks.in.us
Boone County Plan Commission	Nick Parr	Operations Manager	nparr@co.boone.in.us

Brown County Planning Commission	Christine Ritzmann	Director	ritzmannc@browncounty-in.us
White River Township	Mark Messick	Township Trustee	trustee@whiterivertownship.org
Utilities			
Citizens Energy Group	Joe Sutherland	Director of Government and External Relations	JSutherland@citizensenergygroup.com
Large Employers			
Cummins	Lawrence McCormack	Manager, State Government Relations	lawrence.mccormack@cummins.com
NCAA	Stacey Osburn	Director, Strategic Communications	sosburn@ncaa.org
Salesforce	Amy Waggoner	Director, Midwest State & Local Government Affairs	awaggoner@salesforce.com
Rolls-Royce	Joel Reuter	Vice President , Communications and Marketing Services	joel.reuter@rolls-royce.com
Indiana State Personnel Department	Britni Saunders	Executive Director	bsaunders@spd.in.gov
Event/Tourism/Retail with Significant Traffic			
Bankers Life Fieldhouse	Danny Lopez	Vice President, External Relations and Corporate Communications	DLopez@PACERS.com
Victory Field	Cheyne Reiter	Director of Communications	creiter@indyindians.com
Lucas Oil Stadium/Indiana Convention Center	Paul Suiters	Security Manager	Paul.Suiters@ICCLOS.com
Mass Ave Merchants Association	Meg Storrow	Vice Chair for Strategic Planning	storrow@storrowkinsella.com
Sun King Brewing	Ben Shine	Community Development Director	bshine@sunkingbrewing.com
Indiana Sports Corp	Ryan Vaughn	President	rvaughn@indianasportscorp.org
Visit Indy	Morgan Snyder	Senior Communications Manager	msnyder@visitindy.com
Eitlejorg Museum	Bryan Corbin	Director of Public Relations	bcorbin@eiteljorg.com

Business-Serving Organizations			
Greater Indianapolis Progress Committee	Beth White	Executive Director	beth.white@indygipc.org
Indy Chamber	Mark Fisher	Chief Policy Officer	mfisher@indychamber.com
Indiana Chamber	Greg Ellis	Infrastructure Lobbyist	gellis@indianachamber.com
Indiana Restaurant and Lodging Association	Gabby Brock	Director of Advocacy and Communications	gbrock@tammcapitalgroup.com
Downtown Indy	Sherry Seiwert	President	sherry@downtownindy.org
Interstate Business Group	Paul Knapp	Lead Organizer	pknapp@yandl.com
MIBOR REALTOR® Association	Chris Pryor	Sr. Vice President of Government and Community Relations	chrispryor@mibor.com
Facility Users			
Indiana Motor Truck Association	Gary Langston	President	Gary@intrucking.org
IndyGo	Inez Evans	President & CEO	ievans@indygo.net
Central Indiana Regional Transportation Authority	Jennifer Gebhard	Commuter Connect Program Manager	jgebhard@cirta.us
Indianapolis Cultural Trail	Kären Haley	Executive Director	khaley@indyculturaltrail.org
Special Interest Groups			
Black Expo	Alice Watson	VP of Operations and Project Management	awatson@indianablackexpo.com
Citizens Action Coalition	Kerwin Olson	Executive Director	kolson@citact.org
Hoosier Environmental Council	Jesse Kharbanda	Executive Director	jkharbanda@hecweb.org
Indiana Landmarks	Marsh Davis	President	mdavis@indianalandmarks.org
Keep Indianapolis Beautiful	Joe Jarzen	Vice President of Program Strategy	jjarzen@kibi.org

Local Initiatives Support Corporation	Tedd Grain	Deputy Director	TGrain@lisc.org
Strong Indy	Russell Menyhart	Co-Founder	rmenyhart@taftlaw.com
King Park Development Corp.	Steven Meyer	Executive Director	smeyer@kingpark.org
American Institute of Architects - Indiana Chapter	Mark Beebe		mbeebe@lancerbeebe.com
Indianapolis' Concerned Clergy	David Greene	President	dgreene@purposeoflifeministries.com
Purpose of Life Ministries	Tony Alexander	Communications & Economics Chairman	aalexander@purposeoflifeministries.com
Health by Design	Kim Irwin	Executive Director, Alliance for Health Promotion	kirwin@hbdin.org
Marion County Public Health Department	Sandy Cummings	Administrator, Chronic Disease Programs	SCummings@MarionHealth.org
American Society of Landscape Architects - Indiana Chapter	April Westcott	Member at Large	office@inasla.org
Indiana Chapter of the American Planning Associations (APA-IN)	Katie Bannon	Past President	kjbannon@gmail.com
Schools			
Indianapolis Public Schools	Sarah Robinson Chin	Director of Strategy & Planning	robinsonsarah@myips.org
IUPUI	Jennifer Boehm	Assistant Vice Chancellor, Office of Community Engagement	jrboehm@iupui.edu
Neighborhoods			
Chatham-Arch Neighborhood	Ken Avidor	Board Member	ken.avidor@gmail.com
Cottage Home Neighborhood	Andy Beck	Conservation Committee Chair	andybeck95@gmail.com
Lockerbie Square Neighborhood	Marjorie Kienle		mlkienle@indy.rr.com
Old Northside Neighborhood	Dan Mullendore		bookem4096@gmail.com
Historic Urban Neighborhoods of Indianapolis	Garry Chilluffo	President	garry@chilluffo.com

Holy Cross Neighborhood	Scott Wilson		Scotty@Scotty.me
Windsor Park Neighborhood	Burns Gutzwiller	Lane Use Committee Co-Chair	burnsgutzwiller@gmail.com
St. Joseph Neighborhood	Mark Godley	President	mgodley@chestnut.org
Cole-Noble Neighborhood	Bruce Buchanan	President	bbuchanan@buchanangroup.org
Fletcher Place Neighborhood	Glenn Blackwood		glennblackwood@gmail.com
Martindale-Brightwood Neighborhood	Elizabeth Gore		silversheba14@msn.com
Ransom Place Neighborhood	Paula Brooks		haizlip@gmail.com
Meridian Kessler Neighborhood Association	Chelsea Marburger	Executive Director	chelsea@mkna.org
Nora-Northside Community Council	Anthony Burke, Sr.	Secretary (also a neighborhood liason for the Marion County Health Department)	anthonybrk7@gmail.com
Fountain Square	Tad Aschliman	Resident	tad.indy@gmail.com
North Square Neighborhood	Jordan Ryan		jordanblairryan@gmail.com
Riley Area Development Corporation	Chelsea Humble	North Mass Program Manager	chelsea.humble@rileyarea.org

MEETING AGENDA

Date: **March 13, 2018**

Time: **9 to 11 a.m.**

Meeting: **North Split Community Advisory Committee Meeting #1**

Location: **Indiana State Museum, Indianapolis, IN**

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1. Welcome and Introduction of Project Team & CAC Members
   - Project Team
   - Members – Name and organization(s)

2. Purpose of Meeting and Brief Update

3. Role of the CAC
   - Process
   - Benefits
   - Roles and responsibilities
   - Charter
   - Photo release form

4. Project Overview
   - Purpose and Need

5. National Environmental Policy Act and the Alternatives Development Process
   - Environmental Justice
   - System level screening study

6. Public Involvement

7. CAC Feedback and Questions

8. Thanks and Adjourn

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Community Advisory Committee Meeting #1

March 13, 2018

Agenda

- Welcome
- Introductions
- Purpose of Meeting and Brief Update
- Role of the CAC
- Project Overview
- National Environmental Policy Act and the Alternatives Development Process
- Public Involvement
- CAC Feedback and Questions
- Adjourn

North Split Project

- INDOT is initiating an upgrade of the existing interchange where I-65 and I-70 meet on the northeast side of downtown Indianapolis
- The North Split Project will provide the opportunity to improve operations and efficiency for all users
- Required federal environmental review is beginning
- As this review process progresses, INDOT will conduct a robust public outreach plan
- Many factors and alternatives will be studied

Role of the CAC

- Meets six times at project milestones
- Provides input throughout the NEPA process
- Serves as a sounding board for study information and choices
- Facilitates collaborative problem solving, discussions of specific issues
- Serves as link to the community, sharing project information

CAC Members

- Diverse group of engaged voices
- Members include representatives of:
  - Government
  - Neighborhoods
  - Business
  - Tourism
  - Retail
  - Environmental interests
  - Special interest groups
  - Utilities
  - Facility users
  - Education
  - Environmental Justice communities

CAC Input Examples

- Government – How will the project affect your commuters?
- Neighborhoods – How will the project impact residents?
- Businesses/Employers – How will the project affect your employees or customers?
- Tourism Groups – How will this project impact your activities? Do you have concerns about the time of year of the construction?

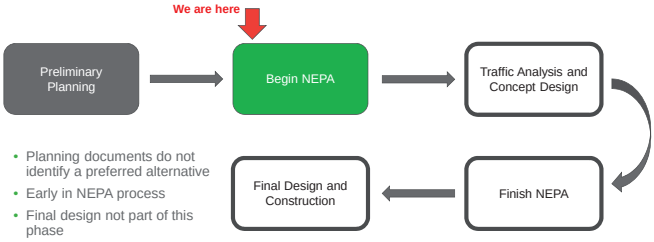
Anticipated CAC Meeting Points

- Project Introduction (Today)
- System Level Alternatives Screening (2018)
- Project Level Alternatives Screening (2018)
- Traffic Maintenance / Project Update (2019)
- Preferred Alternative / Mitigation (2019)
- Public Hearing (2020)

Benefits of the CAC

- Consistent communication
- Better understanding of stakeholder issues
- Detailed discussion of key issues
- Opportunity to hear differing views
- Opportunity for collaborative problem solving
- Opportunity to build understanding and support throughout the project

Project Status



- Planning documents do not identify a preferred alternative
- Early in NEPA process
- Final design not part of this phase

Need for Project

North Split Interchange:

- Second-most heavily-traveled interchange in the state
- Accommodates over 214,000 vehicles per day
- Is operating beyond capacity
- Constructed between 40 and 50 years ago
- Does not meet current design standards

Need for Project

- Existing 32 bridges need rehabilitation or replacement due to structural conditions
- Deteriorating pavement conditions require constant repair and patching for roadway and shoulders
- Current interchange has complex lane change configurations
- Congestion and overall safety also factor into the need for this project

NEPA and Environmental Assessment (EA)

- NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
- The EA will summarize studies of impacts on homes, businesses and the natural environment
  - Cultural Resources – Historic sites and districts (Section 106)
  - Environmental Justice (EJ) – Minority and low-income populations
    - Outreach & engagement specific to EJ communities

Environmental Assessment

- Noise – Projected changes of noise levels and their effects on local neighborhoods
- Connectivity – How to maintain connections to local roads, trails, and pedestrian and bicycle facilities
- Coordination – Input from state, local and federal resource agencies and permitting agencies, e.g. IDNR, IDEM

NORTH SPLIT UPGRADES DRIVING PROGRESS

EA and Environmental Justice

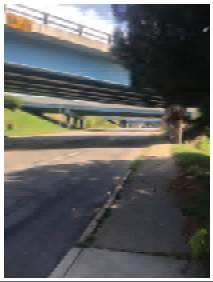
- EJ at FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens
- Includes the full, fair, and meaningful participation by all potentially affected communities through all phases of transportation decision making
- EJ Working Group for North Split Project
  - Focus on EJ-community concerns
    - Identification of potential EJ communities
    - Best outreach methods
    - Possible impacts
  - Members from the CAC, and others from the community
    - Mayor's Neighborhood Advocates, local minority and immigrant organizations, faith-based organizations, neighborhood associations, housing authorities, transit providers, minority media outlets, interested citizens, and other interested groups
  - Looking for CAC input

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternatives

- As part of NEPA, investigating a wide range of alternatives
- Two-stage screening study
  - System Level
  - Project Level
- System Level report will be available this spring for public review and comment
- Public information meeting to follow

REMINDER: No preferred alternative yet



NORTH SPLIT UPGRADES DRIVING PROGRESS

System Level Screening Study

- Large scale review of alternatives for interstates downtown
- Evaluate function, impacts and costs
- Considering full downtown interstate system
- Results will guide Project Level Screening of North Split interchange alternatives
- Project Level Screening will then define alternatives for environmental study

NORTH SPLIT UPGRADES DRIVING PROGRESS

System Level Screening Alternatives

Travel Demand Management

- Interstate Diversion
  - Increase I-465 capacity and implement actions to divert traffic away from downtown interstates
- Transit
  - Make major regional transit investments to reduce travel demand on downtown interstates

Transportation System Alternatives

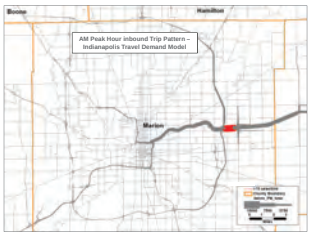
- No-Build
- Upgrade existing interstates
  - Including North Split
- Replace existing system
  - Depress downtown interstates
  - Replace interstate sections with boulevards
  - Surface boulevards + interstates in tunnels
  - New interstate links

NORTH SPLIT UPGRADES DRIVING PROGRESS

System Level Screening – Key Questions

Can we divert high volumes of downtown traffic to I-465?

- Past studies show most traffic on downtown interstates is local
- One indicator is peak period traffic, which is primarily home-to-work travel
- I-70 east has the highest peak hour volumes in the state, with 65% inbound in the morning
- I-65 from the south is 70% inbound in the morning



NORTH SPLIT UPGRADES DRIVING PROGRESS

System Level Screening – Key Questions

How will local and neighborhood streets be impacted?

A 2003 Purdue study showed the following impacts when I-65 /I-70 was closed during Hyperfix:

- Pennsylvania St (south of Fall Creek) 46% more traffic
- Delaware St (south of Fall Creek) 112% more traffic
- Fall Creek/Binford (Illinois to 56th) 35% more traffic
- College Ave (Washington to 10th) 195% more traffic
- East St (10th to Washington) 75% more traffic
- West Street (I-65 to I-70) 78% more traffic

NORTH SPLIT UPGRADES DRIVING PROGRESS

System Level Screening – Key Questions

What would it cost to replace the existing system?

- Preliminary cost estimate for the North Split interchange: $250 to $300 million
- Estimated cost for peer city tunnel/ boulevard: $3.5 billion
  - Plus $10 million/year for maintenance
  - I-81 in Syracuse, New York (1.6 miles)
- System Level Screening Study will provide preliminary cost estimates for alternatives

NORTH SPLIT UPGRADES DRIVING PROGRESS

Anticipated Schedule

Summer 2018	Systems Level Alternatives Screening Report released for Public Comment CAC Meeting Public Information Meeting
Fall 2018	Project Level Alternatives Screening Report released for Public Comment CAC Meeting Public Information Meeting
2019	Section 106 Process Additional Public Involvement and CAC Meetings
2020	Public Hearing NEPA Process Complete Contractor Selected / Final Design / Construction Begins

NORTH SPLIT UPGRADES DRIVING PROGRESS

Public Involvement

Robust public involvement plan with numerous stakeholders – neighborhoods, employers, local and state officials:

- Project website, social media, text alerts and e-newsletters
- Media relations
- Public meetings
- Community Advisory Committee (CAC)
- Presentations to local groups and key stakeholders

NORTH SPLIT UPGRADES DRIVING PROGRESS

Public Involvement

NORTH SPLIT UPGRADES DRIVING PROGRESS

CAC Feedback

- Please provide feedback by **March 27**
- Please provide feedback about:
  - Meeting time
  - Meeting location
  - Environmental Justice Working Group members
  - Other?

NORTH SPLIT UPGRADES DRIVING PROGRESS

Question and Answer Period

Please introduce yourself, and your organization

Please consider remaining meeting time

Further Questions

Contact:

Emily Kibling
Public Involvement
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Phone: 317.749.0309
info@northsplit.com
www.northsplit.com

MEETING SUMMARY

Date: **March 13, 2018**
Time: **9-11 a.m.**
Meeting: **Community Advisory Committee (CAC) Meeting #1**
Location: **Indiana State Museum**

**Complete attendee list begins on page 10*

1. **Welcome**
   Emily Kibling opened the meeting by thanking Community Advisory Committee (CAC) members in attendance. Andy Dietrick with the Indiana Department of Transportation (INDOT) then made opening remarks and provided a brief update on the project.

2. **Introduction of Project Team & CAC Members**
   Project Team – Several representatives from the Project Team were present *(see attendee list at end of document)*

   CAC Members – 56 CAC members were present *(see attendee list at end of document)*

3. **Purpose of Meeting (see attached presentation)**
   The purpose of this initial CAC meeting is to provide an overall project update and begin the engagement process with these key stakeholder groups.

4. **Brief Update (see attached presentation)**
   INDOT is initiating an update of the existing interchange where I-65 and I-70 meet on the northeast side of downtown Indianapolis. The North Split Project will provide the opportunity to improve operations and efficiency for all users. The required federal environmental review is beginning now, and as this process progresses INDOT will conduct a robust public outreach plan. It's important to note that many factors and alternatives will be studied.

5. **Role of the CAC (see attached presentation)**
   The CAC will meet approximately six times over the next two years at project milestones to provide input throughout the National Environmental Policy Act (NEPA) process. The CAC serves as a sounding board for study information and choices, facilitates collaborative problem solving and discussions of specific issues, and serves as a link to the community by sharing project information.

   The North Split Project CAC is made up of a diverse group of engaged voices, including representatives from government, neighborhoods, business, tourism, retail, environmental interests, special interest groups, utilities, facility users, and education institutions.

Based on each CAC member's background, the type of input they provide is unique. For example, someone in business may provide input on how the project will affect its commuters. Neighborhoods can weigh in on how the project impacts residents. Tourism groups may offer insight on how the project will impact their activities and whether they have concerns about the time of year construction occurs.

Anticipated CAC meeting points for the North Split Project include:

- Project Introduction (today)
- System Level Analysis (2018)
- Project Level Alternatives Screening (2018)
- Traffic Maintenance/Project Update (2019)
- Preferred Alternative/Mitigation (2019)
- Public Hearing (2020)

There are many benefits to having a CAC on a transportation project. The CAC allows for consistent communication, better understanding of stakeholder issues, detailed discussion of key issues, the opportunity to hear different views and for collaborative problem solving, and the opportunity to build understanding and support throughout the project.

6. Project Overview (see attached presentation)

The North Split Project is currently early in the NEPA phase.

The preliminary planning documents that are circulating do not identify a preferred alternative. The Project Team is not working on the final design of the project.

The need for the North Split Project comes from the fact that the North Split:

- Is the second-most heavily-traveled interchange in the state
- Accommodates more than 214,000 vehicles per day
- Is operating beyond capacity
- Was constructed between 40 and 50 years ago
- Does not meet current design standards

In addition, the existing 32 bridges need rehabilitation or replacement due to structural issues. Deteriorating pavement conditions require constant repair and patching for roadway and shoulders. The current interchange has complex lane change configurations. Congestion and overall safety factor in the need for the project.

7. National Environmental Policy Act (see attached presentation)

NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

The Environmental Assessment (EA) being completed for the North Split Project will summarize studies of impacts on homes, businesses and the natural environment. This includes looking at Cultural Resources such as historic sites and districts, part of the Section 106 process. This also includes Environmental Justice (EJ) which includes minority and low-income populations and conducting specific outreach and engagement to these audiences.

The EA will also evaluate projected changes in noise levels and their effects on local neighborhoods and how to maintain connections to local roads, trails and pedestrian and bicycle facilities. The Project Team is gathering input from state, local and federal resource agencies and permitting agencies, including Indiana Department of Natural Resources (IDNR) and U.S. Environmental Protection Agency (USEPA).

EJ at FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens. This includes the full, fair and meaningful participation by all potentially affected communities through all phases of transportation decision making.

The Project Team is creating an EJ Working Group for the North Split Project. The focus of this group will be on EJ-community concerns and will start with identification of potential EJ communities, determining the best outreach methods and understanding the possible impacts. The EJ Working Group will consist of members from the CAC and others from the community such as Mayor's Neighborhood Advocates, local minority and immigrant organizations, faith-based organizations, neighborhood associations, housing authorities, transit providers, minority media outlets, interested citizens and other interested groups.

8. Alternatives Development Process (see attached presentation)

As part of NEPA, the Project Team is investigating a wide range of alternatives in a two-stage screening study. The first stage is a System Level study and the second is a Project Level study. The System Level report will be available this Spring for public review and comment and a public information meeting will follow its release.

As a reminder, currently there is no preferred alternative.

The System Level Study is a large-scale review of alternatives for interstates downtown, considering the full downtown interstate system. The study will evaluate function, impacts and costs. Results will guide the Project Level Screening of the North Split interchange alternatives. That Project Level Screening will then define alternatives for the EA.

During the System Level Study, the Project Team is studying two Travel Demand Management (TDM) measures – interstate diversion and transit. Interstate diversion refers to the ability to increase I-465 capacity and implement actions to divert traffic away from downtown interstates. Transit TDM measures would include making major regional transit investments to reduce travel demand on downtown interstates. The study will also include a variety of Transportation System Alternatives. These include a no-build option, an update of existing interstates including the North Split, and options to replace the existing system with depressed downtown interstates, boulevards with and without tunnels, or new interstate links.

Key questions the System Level Screening is considering include:

- Can we divert high volumes of downtown traffic to I-465?
    - Past studies show most traffic on downtown interstates is local
    - One indicator is peak period traffic, which is primarily home-to-work travel

    - I-70 east has the highest peak hour volumes in the state, with 65 percent of that traffic inbound in the morning
    - I-65 from the south is 70 percent inbound in the morning

- How will local and neighborhood streets be impacted?
    - A 2003 Purdue study showed the following impacts when I-65/I-70 was closed during Hyperfix:
        - Pennsylvania Street (south of Fall Creek) saw 46 percent more traffic
        - Delaware Street (south of Fall Creek) saw 112 percent more traffic
        - Fall Creek/Binford (Illinois to 56th) saw 35 percent more traffic
        - College Avenue (Washington to 10th) saw 195 percent more traffic
        - East 10th (10th to Washington) saw 75 percent more traffic
        - West Street (I-65 to I-70) saw 78 percent more traffic

- What would it cost to replace the existing system?
    - Preliminary cost estimate for the North Split Project interchange was $250 to $300 million
    - Estimated cost for peer city tunnel/boulevard: $3.5 billion
        - Plus $10 million/year for maintenance
        - I-81 in Syracuse, New York (1.6 miles)
    - System Level Screening Study will provide preliminary cost estimates for alternatives

The anticipated schedule for the North Split Project is as follows:

- Summer 2018: System Level Analysis released for public comment, CAC Meeting #2, Public information meeting #1
- Fall 2018: Project Level Alternatives Screening Report released for public comment, CAC Meeting #3, Public information meeting #2
- 2019: Section 106 process, additional public information and CAC meetings
- 2020: Public hearing, NEPA process complete, contractor selected/final design/construction begins

9. Public Involvement (see attached presentation)

INDOT is committed to a robust public involvement plan for the North Split Project. This includes outreach to numerous stakeholders such as neighborhoods, employers, local and state officials. Public involvement activities include a project website, social media, text alerts and e-newsletter, media relations, public meetings, the CAC and presentations to local groups and key stakeholders.

10. CAC Feedback

Comments are due by March 27, 2018. The project team is looking for feedback on CAC meeting times and locations, EJ Working Group members and any general project concerns.

Alternatives are under development and will be presented at a later meeting for review and comment.

11. Question and Answer Period

Andy Dietrick opened the question and answer period by asking the event-focused members in attendance to share their timelines and overall thoughts. He mentioned that construction season is anticipated to begin in 2020 and that an anticipated end date isn't known at this point.

CAC members shared the following comments:

- From my experience and knowledge, folks visiting Indianapolis for our events are getting downtown by driving as opposed to flying in. If construction season is March-September and that infrastructure is taken out of commission for one to three years, that impacts us greatly.
- Our event schedule begins in February 2021, right in the middle of construction.
    - The Project Team followed up with a question about whether the event attendees stay in one place once they get downtown. The CAC Member shared that this is somewhat true for Black Expo but for the Summer Celebration event people are going all around
- This is going to have a huge impact on Banker's Life, Victory Field, traffic patterns, the stadium and all major events happening 2020-2021. Colts season is August-January. This is a huge concern for us on how we're going to move this traffic. You're talking 200-300,000 people.
- Some of the major projects we have going on are the Red Line, going north to south. This should be operational by June of next year. In Lawrence along east 38th street to downtown – the Blue Line. This would be the final project scheduled for 2021. Two thirds of the traffic are commuting to downtown. I don't see a lot in the state for high-occupancy vehicle facilities. We will be increasing our service by 70 percent, helping people find alternatives for transportation.
    - The Project Team commented that the traffic being talked about includes some from other areas, but the destination would be primarily downtown.

Andy Dietrick closed this section by thanking the CAC Members for their feedback and expressed that it is the kind of information needed as the project moves forward. Understanding their needs is very helpful.

The meeting then moved into traditional question and answer format.

Q: Will you be able to designate where your staging areas will be (during construction)? And let neighborhoods know that in advance? (*CAC Member*)

A: There is a lot of wide open space within the interchange for staging. Staging details are ultimately worked out during construction, but contractors do often contact property owners in the area directly. Once a contractor has been selected, they may choose to work with nearby property owners on staging areas. INDOT will stay involved and be able to relay that information. (*Project Team*)

Q: We are wanting some assurance. We all know about assumptions. When you come out to the neighborhoods and address the boulevard alternative you compare it to the boulevard alternative in Syracuse. That cost seems like it could be highly different. The Syracuse project runs up cost because of the bedrock. Will you do a cost analysis on that? (*CAC Member*)

A: Yes, we will look at function, cost and impact specifically for this project. (*Project Team*)

Q: Are you going to do a full economic analysis? INDOT knows what it's going to cost to build a road, will the project team go beyond this and find out the benefits for the rest of the city? Find more opportunity for development? How did they justify the project in Syracuse, what it would do for the city? (*CAC Member*)

A: That kind of economic analysis is not mandated. (*Project Team*)

Q: Is there a proposed budget for the project? What are the funding sources? I'm trying to get an idea of what INDOT has the stomach for. (*CAC Member*)

A: The original project included rehabilitation of bridges, updating technology, fixing the North Split interchange. The budget for that - $250-300 million is what was slated. As we get into other alternatives, numbers will be different.

Every penny in INDOT's current budget is spent. For any major change in what that 20-year plan includes, something must go away. Some of those conversations are political or financial. This project is fully funded through the Next Level plan. (*Project Team*)

Q: I would expect that your focus would be to divert all transportation around Indy, what about trucks? Will you be adding capacity other places? There will be streets we would normally use that won't be available, we will likely be on roads where people don't normally see trucks. (*CAC Member*)

A: That kind of information isn't available yet. We don't even have a preferred alternative. (*Project Team*)

Q: One of our concerns is from when you first built the highway and split our neighborhoods. Our neighborhood is one of the roughest neighborhoods in the city now. We've recently seen a revival, part of that reason is we are right there by the trails. What kind of plan is in place to make sure we still have the connectivity, are you creating a larger overpass? (*CAC Member*)

A: INDOT does not have plans developed. We are considering alternatives, but there are not design plans, and we don't have a preferred alternative.

Because of where we're at in our process, we would like to know your feedback. With your input and recommendations and ideas, we can start the conversation. (*Project Team*)

Q: The city of Carmel has done a considerable amount of transportation construction in recent years. We've also invested a lot of money into the Monon, so during those construction timeframes we've always asked for a detour route. Is this something that will be kept in mind for this project? (*CAC Member*)

A: Yes, the same conversations are happening right now, those connectivity conversations are important, having a clear idea of what you want during and after construction. (*Project Team)*

Q: The trains that are coming through 10th Street are a public safety issue. The trains are a huge issue and will complicate this project. Are you considering that? (*CAC Member*)

A: We've heard this and are keeping that in mind. We understand the trains are coming five times a day, if not more. (*Project Team*)

Q: As the team evaluates the alternatives such as the boulevard and it's screening – is the team not evaluating potential economic or community development? If that research isn't being done at an INDOT level, who does that? (*CAC Member*)

A: That's correct. For the NEPA process a full economic study isn't completed. For some projects, interested parties do this research themselves. If this was a P3 (Public-Private Partnership), the Indiana Finance Authority may do it, but it is not.

It's important to clarify that with the system level study, our ultimate interest is what to do with the North Split interchange. This is not going to be the end-all study for all downtown interstates. There will be value in the facts and information coming out of the screening study. (*Project Team*)

Q: Where is the funding coming for this project? (*CAC Member*)

A: This is a fully funded project through INDOT's Next Level Program. (*Project Team*)

Q: Especially on the western most border, is there anything in the pre-planning about the hazardous materials contamination? Or a requirement for a cover for trucks? Are you planning for some type of protection? There will be dust everywhere, so I think there should be a rule to minimize dust. (*CAC Member)*

A: We are working with the INDOT Hazardous Materials Section and the Indiana Department of Environmental Management (IDEM), we will be doing soil testing. If there is contamination something will have to happen, I don't know a lot about trucking cover laws, but that could be a requirement for the contractor. (*Project Team*)

Q: Regarding the economic impact analysis, if the city wanted to do some sort of analysis what is the timeframe that would need to happen? (*CAC Member*)

A: We would welcome additional study results at any point in the process. (*Project Team*)

Q: How can economic development not be a metric that you are considering? Shouldn't INDOT be concerned? (*CAC Member*)

A: There could be 10 interpretations of economic studies. There is no doubt about the economic impact of the interstates with 25 ramps going in and out of downtown. All NEPA studies address economic benefits in some manner.

We're looking at an existing facility where the needs are deterioration of bridges and pavement, an interchange that is congested, and probably a safety issue. It's a transportation need. We're more than happy to look at anything that is presented to us. (*Project Team*)

Q: There is a tolling study that should be done by the end of this year. Tolling will dramatically affect the demand and needs of the interstate. Are you taking tolling into account? Are you considering autonomous vehicles? How can those be reconciled? (*CAC Member*)

A: Yes, we have considered many of the items you mention in our study. If you would like us to consider tolling, please make a written public comment. Part of the value of CAC interaction is knowing what is important to you. (*Project Team)*

Q: If INDOT and FHWA have the final call and we aren't voting, if we do start to see suggestions going in a direction that is contrary to our particular view, how would we proceed if we're not happy? We wouldn't want our name on something that doesn't fulfill our needs. (*CAC Member*)

A: An important purpose of the CAC is we rely on you to bring items we should consider. We need your help. If something becomes uncomfortable and you no longer want to participate, certainly I think we can have that conversation.

Documentation is important. The minutes will show that. That will appear in all the documentation on the project, bringing up the concerns is what we need and it's what Seth and Kia need to do their studies. (*Project Team)*

Q: Regarding EA vs. EIS – is that based on the North Split Project itself? (*CAC Member*)

A: EA is based on the interchange project. It's possible that an EIS could be done if something different is recommended as part of the system level screening study. (*Project Team*)

Q: Is there a consideration of the condition prior? Will you assess environmental impact on a non-interstate? (*CAC Member*)

A: We will acknowledge, but our comparison right now is based on what is currently there now. (*Project Team*)

Q: Our research indicates the environmental document could start with conditions before the interstates were present. Can you have this discussion? (*CAC Member*)

A: Yes, we will discuss that with INDOT and FHWA staff. *(Project Team)*

Q: I just want to clarify, that just because we're a member of the CAC, this doesn't mean we endorse the outcome of the project? (*CAC Member*)

A: That's correct. We're just looking for advice throughout the process. (*Project Team*)

Q: The big question is, many of us see it as much bigger than just a transportation issue. There are economic issues, livability issues. It's a much bigger vision than just a transportation issue. How do we marry those with yours? How do we meet both of our goals? What can we do to meet all goals? (*CAC Member*)

A: We are looking for ways to meet in the middle, we're considering your comments as part of our study, it's not something that we are ignoring. You've taken some very good first steps forming a coalition. We seem to agree we have an aging asset in need of quick attention. (*Project Team*)

Q: One of the comments and asks I have is on behalf of the five historic districts. I know I would like to have a one-on-one meeting with your team with key stakeholders in the neighborhoods. Our office may be involved in Section 106, so I'd like to have a meeting. How do I go about that? (*CAC Member*)

A: Please coordinate with Emily and she can set something up. (*Project Team*)

Q: I'm interested in getting everyone's contact information. Could you share the email list? (*CAC Member*)

A: We will send out the attendee contact list. If you do not want your information included, please let me know. (*Project Team)*

Q: How long until our next meeting? (*CAC Member)*

A: When the system level report is complete, probably in June. I will post these slides to the website and share via email. (*Project Team*)

Q: As far as best practices for cities, is INDOT doing a comprehensive scan of looking at other cities? If you could unpack what the methodology is for carrying out this what would it be? To what extent is it driven by? How many cities do you look at? (*CAC Member*)

A: Any good engineering study considers others' experiences. We've done work in other states, too. I don't have an exact number – under 100 but more than 20. We will do our due diligence. (*Project Team*)

Q: With your current planning schedule and anticipated 2020 construction start, when does the direction of the final plan get set? *(CAC Member)*

A: The System Level Analysis results will help set that direction and the public will have a chance to review and comment when we get to that point.

The System Level Analysis will likely be released in June, with the Project Level Screening Report in the fall. *(Project Team)*

Throughout the question and answer time, some CAC members shared general comments/thoughts with the group which are included below.

- These conversations are happening in a silo, by the time the train has left the station, it's too late for an economic study. The sooner that the information gets out about the plan, whether it's the alternative or the options, the better. (*CAC Member*)

- We've got commuters. I would ask INDOT, as you consider alternatives, please try to approach the project in way that produces the shortest construction time as possible. *(CAC Member)*
    - The Project Team explained that the original project was a series of bridge rehabs. Then INDOT realized that if they package up 32 bridges and an interchange into one larger project, they will get somebody in here who can do it in the quickest way. The team explained that constructability is going to be part of the screening process and that traffic studies will be taken into consideration.

- I encourage you to look at the city of Dallas. It's a unique solution in a park setting. Klyde Warren Park. It's a very large park in the middle of downtown. It would be a creative use of meeting interstate needs and public space interaction and really serves as a bridge. *(CAC Member)*
    - The Project Team acknowledged that they have looked at some peer city projects and will add Klyde Warren Park to the list.

- We have a lot of people that like to walk downtown/commute downtown - we want to have as much access as possible. New York and Michigan are not walkable, under the interstates have

not been good, lighting doesn't work, keeping it clean, wide sidewalks. All of these are huge concerns for us. (*CAC Member*)

- I hope that we would involve some of the major hospitals that are in the area, just for people that want to go visit. Most of our concern is that we use that interchange to get downtown and that's a concern. *(CAC Member)*
    - The Project Team explained that there is a separate emergency responder committee with representatives from hospitals, fire, police, public health and safety and others.

12. Adjourn (meeting ended at 11 a.m.)

Emily Kibling concluded the meeting by reminding CAC members to submit feedback by March 27, 2018 and thanked everyone for their time.

Attendees:

Project Team	
Michelle Allen	FHWA
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Laura Hilden	INDOT
Ron Bales	INDOT
Emily Kibling	Borshoff
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Jim Poturalski	INDOT
Katie Rounds	INDOT
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
CAC Members	
Suzanne Baker	Hendricks County Plan Commission
Andy Beck	Cottage Home Neighborhood

Bill Benner	Bankers Life Fieldhouse/Pacers Sports & Entertainment
Glenn Blackwood	Fletcher Place Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Ransom Place Neighborhood
Bruce Buchanan	Cole-Noble Neighborhood
Anthony Burke, Jr.	Nora-Northside Community Council
Jessica Castellanos	Citizens Energy Group
Garry Chillufo	Historic Urban Neighborhoods of Indianapolis
Chantee Eldridge	NCAA
Mark Fisher	Indy Chamber
Burns Gutzwiller	Windsor Park Neighborhood
Tim Haak	City of Zionsville
Kären Haley	Indianapolis Cultural Trail
Charlie Henry	Victory Field/Indianapolis Indians
Jen Higginbotham	Holy Cross Neighborhood
Jeff Hill	City of Fishers
Joe Jarzen	Keep Indianapolis Beautiful
Daniel Johnston	City of Greenwood
Jeremy Kashman	City of Carmel
Jesse Kharbanda	Hoosier Environmental Council
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Gary Langston	Indiana Motor Truck Association
Mark Lawrance	Indiana Chamber
Chelsea Marburger	Meridian-Kessler Neighborhood Association
Lawrance McCormack	Cummins
Ike McCoy	Mayor’s Neighborhood Advocate, Area #9
Russell Menyhart	Strong Indy

Mark Messick	White River Township
Steven Meyer	King Park Development Corporation
Ruth Morales	Mayor's Neighborhood Advocate, Area #10
Dan Mullendore	Old Northside Neighborhood
Vop Osili	City-County Council
Nick Parr	Boone County Plan Commission
David Pflugh	Chatham-Arch Neighborhood
Kurt Phillips	Mass Ave Merchants Association
Chris Pryor	MIBOR REALTOR® Association
Meg Purnsley	Indianapolis Historic Preservation Commission
Christine Ritzmann	Brown County Planning Commission
Philip Roth	Central Indiana Regional Transportation Authority
Britni Saunders	State of Indiana Personnel Department
Sherry Seiwert	Downtown Indy, Inc.
Sarah Stegmeyer	Indiana Restaurant and Lodging Association
Meg Storrow	Indiana Landmarks
Paul Suiters	Lucas Oil Stadium/Indiana Convention Center
Michael Terry	IndyGo
Margo Tucker	Citizens Action Coalition
Ryan Vaughn	Indiana Sports Corp
Amy Waggoner	Salesforce
Alice Watson	Black Expo
Beth White	Greater Indianapolis Progress Committee
Dr. Eugene G. White	Martin University
Bob Whitt	Sun King Brewing
Mark Zwoyer	Indianapolis Department of Public Works

MEETING AGENDA

Date: **May 3, 2018**

Time: **2 to 3 p.m.**

Meeting: **North Split Community Advisory Committee System-Level Analysis Briefing**

Location: **Indiana State Museum, Indianapolis, IN**

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1. Welcome

2. Purpose of Meeting and Update

3. Need for the Project and Project Evolution

4. System-Level Analysis

    - Key Considerations
    - 7 Concepts Evaluated
    - Concept Comparison
    - Conclusions

5. Next Steps and Schedule

6. Discussion and Questions

7. Thanks and Adjourn

Next CAC Meeting: Monday, May 21 from 9-10:30 at the Indiana State Museum

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Community Advisory Committee Briefing

May 3, 2018

Welcome

- Since we met in March:
  - Conversations with elected officials, neighborhood groups, Rethink 65/70 Coalition, business organizations and others
  - INDOT directed the Project Team to develop a System-Level Analysis
- Today we are sharing the results of the analysis

Meeting Purpose and Update

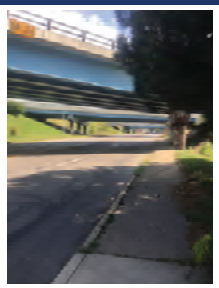
- System-Level Analysis **published today** includes traffic study results and reviews of 7 concepts for performance, cost and impacts
- Goal of today's meeting is to brief the CAC on the analysis and key upcoming dates
- CAC will meet again **May 21** to address questions and refocus on the North Split Project

Need for the Project

- Replace or rehabilitate 32 bridges to address structural and safety issues
- Repair aging, deteriorated pavement to improve safety
- Alleviate merges, weaves and lane changes throughout the interchange that lead to congestion and crashes

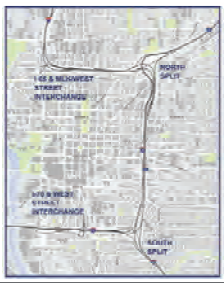
Project Evolution

- Following federal environmental review (NEPA) process
- Project introduction, public involvement and early coordination with agencies initiated as a part of NEPA
- **System-Level Analysis** developed by INDOT in response to public comments
- Analysis published today at www.northsplit.com
- Project open house to present findings on May 23



System-Level Analysis

- Large-scale review of alternative concepts for all interstates downtown
- Evaluates:
  - Performance
  - Cost
  - Impacts
- Allows for an educated decision regarding the North Split Project
- Will guide North Split Project environmental study
- Does not recommend a particular future downtown interstate system concept



Components Reviewed

Performance – How well does the roadway system function?

Cost – How much will it cost to construct?

Impacts – How does it impact downtown and neighborhood traffic, connectivity, right-of-way needs, historic resources, recreational areas and trails, and natural resources?

NORTH SPLIT UPGRADES DRIVING PROGRESS

System-Level Analysis Outline

- *Ch. 1:* Introduction
- *Ch. 2:* Concept Review – Decommissioning Existing Freeways
- *Ch. 3:* Methodology for Review of System-Level Concepts
- *Ch. 4-10:* Review of System-Level Concepts
- *Ch.11:* Summary and Conclusions

NORTH SPLIT UPGRADES DRIVING PROGRESS

Decommissioning Existing Interstates

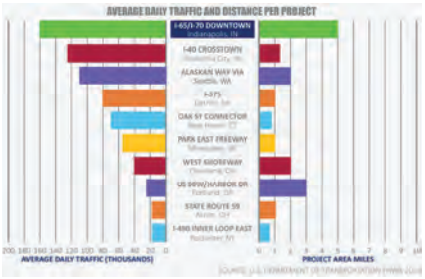
- Reviewed urban freeway treatments nationwide
- Where decommissioning works
  - Low traffic volumes
  - Short sections of uncompleted freeways
  - Barriers to waterfronts
  - Remaining segments after tunneling or realignment
  - Parallel with other freeways to serve diverted traffic
- Focus of System-Level Analysis is, "What works in Indianapolis?"

DECOMMISSIONING PROJECT EXAMPLES

- US 99W/Harbor Drive, Portland, OR
- Park East Freeway, Milwaukee, WI
- I-490 Inner loop East, Rochester, NY
- State Route 59, Akron, OH
- West Shoreway, Cleveland, OH
- I-375, Detroit, MI
- Route 34/Oak Street Connector, New Haven, CT
- I-40 Crosstown Expressway, Oklahoma City, OK
- Route 99/Alaskan Way Viaduct, Seattle, WA
- Scajaquada Expressway, Buffalo, NY
- I-345, Dallas, TX
- I-375, Detroit, MI
- I-980, Oakland, CA
- Route 710, Pasadena, CA
- I-490 Inner Loop North, Rochester, NY
- I-280 Spur, San Francisco, CA
- I-81, Syracuse, NY
- Route 29, Trenton, NJ

NORTH SPLIT UPGRADES DRIVING PROGRESS

Decommissioning Existing Interstates



NORTH SPLIT UPGRADES DRIVING PROGRESS

Traffic Analysis Overview

- Two travel-demand models:
  - Regional travel demand model
    - Source: Indianapolis Metropolitan Planning Organization (IMPO)
    - Scale: 9-county region
    - Use: Evaluates traffic diversion
  - Microsimulation model
    - Source: Project-specific based on IMPO model
    - Scale: 6x6 mile area including downtown
    - Use: Evaluates system performance
- All simulations are existing conditions (no forecasting used)

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept Definition

- Intended to be representative
- Used to estimate costs and impacts
- Maps help illustrate the concepts
- Actual details would vary based on future detailed design

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concepts

1. No-Build (maintain existing)
2. Transportation System Management (TSM) - divert through traffic to I-465 or divert traffic to transit*
3. Upgrade existing interstates
4. Depress downtown interstates*
5. Replace interstates with at-grade boulevards*
6. Construct at-grade boulevards + interstates in tunnels*
7. Construct new interstate link – new I-65 west leg tunnel

** Suggested by community groups*

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 1
No-Build

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

- Maintain the existing interstate system with no operational improvements
- Preserve number and location of lanes
- Keep existing ramp connections to local streets
- Basis of comparison for other concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No Build

- **Performance**
  - Total delay is baseline for other concepts
    - 21,346 hours (AM peak)
    - 23,471 hours (PM peak)
- **Cost**
  - Cost to maintain inner loop over next 30 years is approximately $437M
- **Impacts**
  - Regular traffic disruption due to interstate closures to replace pavement and bridges

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 2
Transportation System Management

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- Reduce traffic demand on downtown interstates
- Three potential actions
  - Divert through trips* to I-465
  - Divert downtown interstate trips to transit
  - Divert trips with tolling

**Through trips = Interstate trips from outside I-465, through downtown, to outside I-465*

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- **Diversion to I-465**
  - Through trips estimated 3 ways
    - Trace trips using IMPO travel demand model
    - Trace trips using location-based services of smartphones
    - Test unlimited capacity on I-465 using IMPO travel demand model

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- **Diversion to I-465**
  - Through trips estimated 3 ways
    - Trace trips using IMPO travel demand model
    - Trace trips using location-based services of smartphones
    - Test unlimited capacity on I-465 using IMPO travel demand model
  - Each estimate showed around 10% through trips on downtown interstates in peak periods
  - Diverting through trips to I-465 would not materially affect performance of concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

2: Transportation System Management

- **Diversion to Transit**
  - Ridership from current IndyGo service changes is accounted for in travel demand models
  - Analysis of bus rapid transit (BRT) ridership shows inner loop traffic reduction less than 1%. Most traffic diversion to BRT will be from local streets, not interstates
  - Diverting trips to transit would not materially affect performance of concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- **Diversion to Tolling**
  - Tolls on interstates inside I-465 could be used to divert through traffic
  - Only 10% through trips on downtown interstates in peak periods
  - Diverting through trips to I-465 with tolls would not materially affect performance of concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 3

Upgrade Existing Interstate System

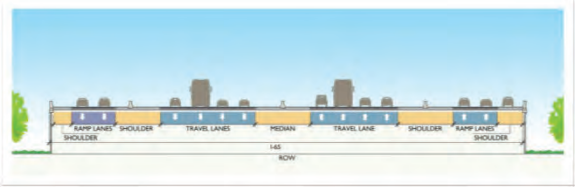
NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System

- Full reconstruction of I-65 and I-70 through downtown
- Same general alignment and configuration that exists today
- Bridge rehab/replacement and pavement replacement throughout
- Ramp and interchange improvements to reduce conflicts and increase safety
- Mobility improvements at some locations

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System

- **Performance**
  - Total delay is REDUCED compared to existing
    - 10% less in AM peak, 6% less in PM peak
  - Reduced congestion on interstates
- **Cost**
  - Construction = $900M - $1.6B
- **Impacts**
  - Local street traffic generally unchanged
  - 5 years of construction
  - 1 to 5 acres new right of way; 5 to 10 relocations
  - Visual quality mixed, connectivity good

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 4

Depress Downtown Interstates

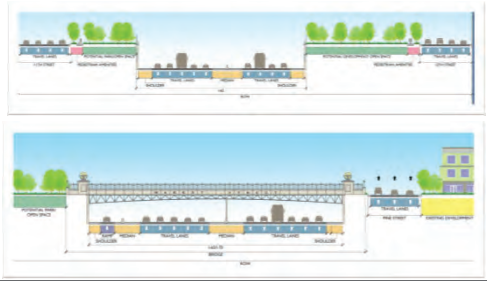
NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 4: Depress Downtown Interstates

- Full reconstruction of I-65 and I-70 as a depressed system
- Assumes same number of lanes and same interchanges as Concept 3
- Interstates below ground level and most crossing streets pass over instead of under
- Potential for surface level decks over interstates

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 4: Depress Downtown Interstates



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 4: Depress Downtown Interstates

- **Performance**
  - Total delay is REDUCED compared to existing
    - 10% less in AM peak, 6% less in PM peak
  - Reduced congestion on interstates
- **Cost**
  - Construction = $1.5B - $2.4B
- **Impacts**
  - Local street traffic generally unchanged
  - 6 years of construction
  - 5 to 10 acres new right-of way; 10 to 15 relocations
  - Visual quality and connectivity good

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 5

Replace Interstates with Boulevards

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 5: Replace Interstates with Boulevards

- I-65 and I-70 replaced with at-grade, 6-lane boulevards on all three legs of the inner loop
- Low-speed, divided roadways
- Landscaped median in center and landscaped buffers on both sides
- Signalized intersections at all cross streets

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 5: Replace Interstates with Boulevards

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 5: Replace Interstates with Boulevards

- **Performance**
  - Total delay is MUCH HIGHER than existing
    - 40% more in AM peak, 145% more in PM peak
  - High level of congestion on all boulevards
- **Cost**
  - Construction = $500M - $900M
  - Local street investments not included
- **Impacts**
  - Major traffic diversion to local streets, interstate queues
  - 4 years of construction
  - 1 to 5 acres new right of way; 1 to 5 relocations
  - Potential for excess right of way
  - Visual quality good, connectivity affected by traffic levels

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 6

Replace with Boulevards & Tunnels

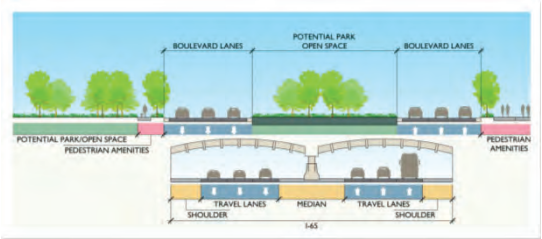
NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 6: Replace with Boulevards and Tunnels

- I-65 and I-70 replaced with boulevards plus tunnels to serve traffic through downtown
- Low-speed, 6-lane, divided boulevards with landscaped center median and landscaped buffers on each side
- 6-lane freeway sections in tunnels
- Signalized intersections at all cross streets

NORTH SPLIT UPGRADES DRIVING PROGRESS

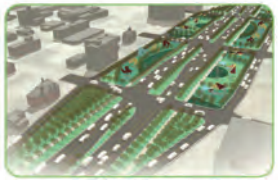
Concept 6: Replace with Boulevards and Tunnels



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 6: Replace with Boulevards and Tunnels

- **Performance**
  - Total delay is SIMILAR to existing
    - 9% less in AM peak, 3% more in PM peak
  - High congestion levels on boulevards
- **Cost**
  - Construction = $3.3B - $5.5B
- **Impacts**
  - Local street traffic generally unchanged
  - 10 years of construction
  - 5 to 10 acres new right-of way; 5 to 10 relocations
  - Visual quality good, connectivity mixed



NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 7

Construct New Interstate Link

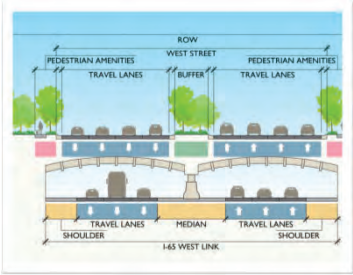
NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 7: Construct New Interstate Link

- New west leg interstate link in tunnel under West Street
- I-65 rerouted under West Street, then on south leg of inner loop to rejoin existing I-65 at South Split interchange
- North leg of inner loop reconstructed as 6-lane boulevard
- West Street reconstructed as boulevard over new I-65 tunnel

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 7: Construct New Interstate Link



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 7: Construct New Interstate Link

- **Performance**
  - Total delay is HIGHER than existing
    - 23% more in AM peak, 24% more in PM peak
  - High level of congestion on north boulevard
- **Cost**
  - Construction = $1.6B - $2.6B
- **Impacts**
  - Traffic increase on local streets south and east
  - 7 years of construction
  - 40 to 50 acres new right of way; 30 to 40 relocations
  - Visual quality and connectivity mixed

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concepts at a Glance

Concept	Performance	Costs	Impacts			
	Total Network Delay (compared to existing)	Estimated Costs	Time of Construction	Visual/ Connectivity	ROW Total Area	Relocations (Properties)
1 - No Build	No change	No change	–	No change	No change	No change
2 - TSM	–	–	–	–	–	–
3 - Upgrade Existing Interstates	10% less delay (AM) 8% less delay (PM)	$900M - $1.6B	5 years	Mixed/Good	1-5 acres	5-10
4 - Depress Downtown Interstates	10% less delay (AM) 6% less delay (PM)	$1.5B - $2.4B	6 years	Good/Good	5-10 acres	10-15
5 - Boulevards to Replace Interstates	40% more delay (AM) 145% more delay (PM)	$500M - $900M	4 years	Good/Mixed	1-5 acres	1-5
6 - Boulevards and Tunnels	9% less delay (AM) 3% more delay (PM)	$3.3B - $5.5B	10 years	Good/Mixed	5-10 acres	5-10
7 - West St. Interstate Tunnel and Boulevard	23% more delay (AM) 24% more delay (PM)	$1.6B - $2.6B	7 years	Mixed/Mixed	40-50 acres	30-40

NORTH SPLIT UPGRADES DRIVING PROGRESS

Conclusions

1. The North Split interchange needs to be reconstructed in the next 2 to 4 years to maintain public safety
2. The interchange will need to work effectively with the interstate system that currently exists
3. Major changes to the configuration of the inner loop system would take many years to plan, study, design, and implement
4. The future expense of modifying the North Split interchange does not prohibit options for the future system, nor does it preclude this project from moving forward

NORTH SPLIT UPGRADES DRIVING PROGRESS

Next Steps

- Move forward with the environmental assessment (EA) for the North Split
- Define alternatives for the North Split interchange
  - Consider alternatives to correct existing physical deficiencies
  - Also consider alternatives to improve interchange operations
- Continue to involve the CAC and public

NORTH SPLIT UPGRADES DRIVING PROGRESS

Schedule

- TODAY: CAC briefing, publish report, public feedback period begins
- May 10: First Environmental Justice Working Group meeting
- May 21: CAC meeting 2 and Consulting Parties meeting 3
- May 22: Resource Agencies meeting 2
- May 23: Project open house
- Summer 2018: Project-level purpose and need/alternatives screening

NORTH SPLIT UPGRADES DRIVING PROGRESS

Questions

Report Available: www.northsplit.com
Submit Comments: info@northsplit.com

Contact:

Emily Kibling
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

MEETING SUMMARY

Date: Thursday, May 3, 3018
Time: 2 p.m. - 3 p.m.
Meeting: System-Level Analysis Community Advisory Committee (CAC) Briefing
Location: Indiana State Museum

Attendees:

1. **Introductions**
2. **Purpose of Meeting and Update**
3. **Need for the Project and Project Evolution**
4. **System-Level Analysis**
   - **Key Considerations**
   - **7 Concepts Evaluated**
   - **Concept Comparison**
   - **Conclusions**
5. **Next Steps and Schedule**
6. **Discussion and Questions**

Questions (Q) and Answers (A):

Q: Would improvements to the North Split interchange be needed regardless of which alternative concept is selected?

A: The purpose of the System-Level Analysis was not to select an alternative for the entire downtown interstate system. However, work needs to happen at the North Split interchange soon.

Q: Where can the report be found on the website?

A: A link will be sent out via email.

Q: Is there an updated timeline for the North Split project?

A: Alternatives for the North Split project will likely be released for public review late summer or fall.

Q: Will you look more closely at peer cities moving forward?

A: Peer cities were reviewed in the System-Level Analysis. There are no other cities that have the same conditions as Indianapolis.

Q: What percentage of the 10 percent through traffic is trucks?

A: During the peak hours it is about 12 percent in the inner loop.

Q: Could you provide additional information on the need to acquire land? Does that means taking houses?

A: Some concepts may require the acquisition of homes or businesses. Right-of-way and relocation impacts are shown as ranges because this is a high-level analysis. Right-of-way acquisition would be from private property for the highway facility.

Q: INDOT has missed the idea completely undergoing a comprehensive study using outside design firms; is INDOT going to take an in-depth look at the seven concepts?

A: The study was intended to address key issues to inform how the North Split project moves forward. The analysis recognized there is a longer-term conversation about the entire downtown interstate system. The data and models used in this analysis are what any engineering firm would use.

Q: An economic study and more detailed analysis of community impact have been suggested. It appears these are not currently planned. Is that accurate?

A: That is correct. INDOT is not completing an additional study on the entire downtown interstate system. This type of in-depth study on economic analysis would be a long process and it is not something INDOT is charged with completing.

Q: One of the big concerns of the Rethink Coalition is that work at the North Split will dictate what will happen on the rest of the system in the future. Have you decided what will happen at the North Split? How will input from the public be used?

A: INDOT needs to move forward with the environmental review for the North Split interchange. In the near term, the work to be done at the North Split interchange will need to fit with the interstate that currently exists. What is done with the North Split will not automatically preclude larger system concepts.

Q: Why is an economic study not going to be completed?

A: An economic study that looks at the development potential of excess right-of-way is not typically completed as part of the Environmental Assessment (EA).

Q: Did you look at neighborhood impacts? You are only looking at numbers, if streets aren't lit, and if the highway size is doubled, the community won't want to walk outside. These are some of the fears they have on the near east side. It destroys the neighborhood.

A: New impacts from the North Split project as well as public concerns will be documented in the EA. Concerns from adjacent neighborhoods will be identified as part of the public involvement process.

Q: Those kinds of things like quality of life are significantly important to those CAC members that live and work near the interstate. They want to avoid the devastation that happened years ago. They want to do the project in a way that enhances the lives of people who live and work downtown. Everyone's goals can be met.

A: The Project Team agreed and said they want to make it the very best it can be, and they hope the CAC stays involved throughout the project.

Q: How much of the safety issues relate to the current structure and design?

A: The safety issues are largely related to the design of the interchange and existing congestion. The majority of the crashes are rear end and side swipes. Rear end crashes happen when there is slow operation of the facility. Alternatives to address these conditions may mean adding an extra lane, but all of those things will be explained in the report. The CAC and public will have the opportunity to comment on the alternatives report.

Q: What is causing the urgency for the North Split project?

A: The urgency is caused by the deteriorated condition of the bridges and safety concerns. While the interchange is closed to fix the bridge problems, INDOT will also correct safety issues at the same time. When the interchange originally opened, INDOT almost immediately started having safety problems. The layout of the interchange is inefficient and movements are indirect, leading to safety concerns.

Q: Is it possible to keep the interchange as is?

A: Yes, it is possible.

Attendees:

Project Team	
Michelle Allen	FHWA
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Eryn Fletcher	FHWA
Kia Gillette	HNTB

Ali Hernandez	Borshoff
Laura Hilden	INDOT
Emily Kibling	Borshoff
Anuradha Kumar	INDOT
Scott Manning	INDOT
Laura Morales	HNTB
John Myers	HNTB
Chad Nierman	INDOT
Jim Poturalski	INDOT
Anthony Ross	INDOT
Katie Rounds	INDOT
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Sam Wiser	TSW
CAC Members	
Hilary Barnes	Old Northside Neighborhood
Andy Beck	Cottage Home Neighborhood
Tom Beck	Downtown Indy, Inc.
Bill Benner	Bankers Life Fieldhouse
Glenn Blackwood	Fletcher Place Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Ransom Place Neighborhood
Bruce Buchanan	Coble-Noble Neighborhood
Anthony Burke Sr.	Nora-Northside Community Council
Garry Chilluffo	HUNI
Sandy Cummings	Health by Design

Marsh Davis	Indiana Landmarks
Chantee Eldridge Proxy	NCAA
Mark Fisher	Indy Chamber
Elizabeth Gore	Brightwood-Martindale Neighborhood
Anna Gremling	Indianapolis Metropolitan Planning Organization
Pete Haupers	St. Joseph Neighborhood
Charlie Henry	Indianapolis Indians
Jen Higgenbotham	Indy MPO
Jeff Hill	City of Fishers
Ashley Hungate	Indiana State Personnel Department
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Joe Jarzen	Keep Indianapolis Beautiful
Jeremy Kashman	City of Carmel
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Mark Lawrence	Indiana Chamber
Cole Macer	Indiana Restaurant and Lodging Association
Lawrence McCormack	Cummins
Steven Meyer	King Park Development Corp.
Mark Myers	City of Greenwood
Vop Osili	City-County Council
Nick Parr	Boone County Plan Commission
David Pflugh	Chatham-Arch Neighborhood
Erin Pipkin	Compass Outreach Solutions
Chris Pryor	MIBOR REALTOR® Association
Meg Purnsley	Indianapolis Historic Preservation Commission
Joel Reuter	Rolls-Royce
Philip Roth	Central Indiana Regional Transportation Authority

Jordan Ryan	North Square Neighborhood
Morgan Snyder	Visit Indy
Meg Storrow	American Institute of Architects - Indiana Chapter
Michael A. Terry	IndyGo
Amy Waggoner	Salesforce
Beth White	Greater Indianapolis Progress Committee
Dr. Eugene White	Martin University
Robert Whitt	Sun King Brewing
Scotty Z. Wilson	Holy Cross Neighborhood
Mark Zwoyer	Indianapolis Department of Public Works
Non-CAC Members	
Tony Alexander	Purpose of Life
Amy Bartner	Indy Star
Susan Orr	Indianapolis Business Journal

MEETING AGENDA

Date: **May 21, 2018**

Time: **9 to 10:30 a.m.**

Meeting: **Community Advisory Committee Meeting #2 Follow Up**

Location: **Indiana State Museum, Indianapolis, IN**

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1. Introductions/Overview of Meeting

2. Responses to Submitted Questions

3. Breakout Sessions
    a. Group discussion
    b. Report out

4. Conclude System-Level Analysis Discussion

5. Conclude Meeting

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Community Advisory Committee Meeting #2

May 21, 2018

Meeting Overview

1. Introductions/Overview
2. Responses to System-Level Analysis Questions
3. Breakout Session
   1. Group Discussion
   2. Report Out
4. Conclude System-Level Analysis Discussion
5. Conclude Meeting

System-Level Analysis Overview

The System-Level Analysis of downtown interstates:

- Was not intended to answer all questions or address all issues
- Focuses on the most basic parameters: performance, cost, and impacts
- Analyzed current conditions, not future forecasts
- Was fact finding, not deliberative
- Did not make recommendations or decisions for the future of downtown interstates

System-Level Analysis

CAC Questions

System-Level Analysis Questions

Timing-related questions

- When is the opening and closing of the public comment period for the North Split Project EA review? How is this different than the System-Level Analysis comment period?

System-Level Analysis Questions

Timing-related questions (cont'd)

- When is the opening and closing of the public comment period for the North Split Project EA review? How is this different than the System-Level Analysis comment period?
- What is the process for formally submitting public comment during the EA process?

System-Level Analysis Questions

Timing-related questions (cont'd)

- Is there a plan for the North Split project? When will any plan being proposed be shared?

System-Level Analysis Questions

Timing-related questions (cont'd)

- Is there a plan for the North Split project? When will any plan being proposed be shared?
- Can less expensive stabilization work on the whole system be completed to buy time, so that the North Split project and system-level work can all happen at one time?

System-Level Analysis Questions

Timing-related questions (cont'd)

- Why was a System-Level Analysis completed only now knowing that the North Split project needed to happen soon?

System-Level Analysis Questions

Future study-related questions

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?

System-Level Analysis Questions

Future study-related questions (cont'd)

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?
- Should an EIS be done for all seven concepts or can the options be whittled down to the most logical options?

System-Level Analysis Questions

Future study-related questions (cont'd)

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?
- Should an EIS be done for all seven concepts or can the options be whittled down to the most logical options?
- What is the timeline and process for choosing the option for the system?

System-Level Analysis Questions

Future study-related questions (cont'd)

- How can we be assured that the North Split project does not preclude or prohibit what to do with the rest of the system? Will the state invest money twice into this project within a decade?

System-Level Analysis Questions

Future study-related questions (cont'd)

- How can we be assured that the North Split project does not preclude or prohibit what to do with the rest of the system? Will the state invest money twice into this project within a decade?
- Are there options that are being excluded due to effectiveness or funding already, i.e. the basic repair or tunnel/boulevard options?

System-Level Analysis Questions

Data-related questions

- Where can we obtain the actual data used in the System-Level Analysis?

System-Level Analysis Questions

Concept-related questions

- Concept 2 suggests only 10% through traffic, but it is dismissed because that's not substantial enough. The other options seem to be comparative, so is this being dismissed to soon? Is there a way to incentivize traffic to take other options?

System-Level Analysis Questions

Concept-related questions (cont'd)

- Concept 2 suggests only 10% through traffic, but it is dismissed because that's not substantial enough. The other options seem to be comparative, so is this being dismissed to soon? Is there a way to incentivize traffic to take other options?
- Why does Concept 4 have so much more ROW than other options except the West Street expansion?

System-Level Analysis Questions

Concept-related questions (cont'd)

- Are there ways to combine concepts to increase quality and effectiveness?

System-Level Analysis Questions

Concept-related questions (cont'd)

- Are there ways to combine concepts to increase quality and effectiveness?
- How much consideration is in these options for increasing opportunities for successful planting and mitigating the change?

System-Level Analysis Questions

Traffic-related questions

- Since the North Split carries so little through traffic, how is it justified as an interstate?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Since the North Split carries so little through traffic, how is it justified as an interstate?
- Is the interstate truly at capacity, or is there simply a timing/peak demand issue?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Since the North Split carries so little through traffic, how is it justified as an interstate?
- Is the interstate truly at capacity, or is there simply a timing/peak demand issue?
- How much volume could the city grid carry if it were to be reconnected once the interstate was removed?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Purdue's HyperFix study in 2004 indicated 80% of traffic is through traffic? What is causing such a large disparity between the two studies?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Purdue's HyperFix study in 2004 indicated 80% of traffic is through traffic? What is causing such a large disparity between the two studies?
- Purdue's 2004 study indicated 89% of commuters were not affected by HyperFix, and 54% of those had to change their route but their commute time remained the same. Doesn't this indicate our system can absorb a much higher volume of traffic than shown in the system-level study?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Why is there an urgency to fix the design to deal with volume when the AADT has been basically flat since 1996?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- Why is there an urgency to fix the design to deal with volume when the AADT has been basically flat since 1996?
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System-Level Analysis Questions

Traffic-related questions (cont'd)

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- What efforts have been put into carpooling?
- What efforts have been put into alternative work schedules or modified hours?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- The 2013 INDOT Needs Report includes the statement, "Congestion pricing…works by shifting purely discretionary rush hour highway travel to other transportation modes or to off-peak periods, taking advantage of the fact that that the majority of rush hour drivers on a typical urban highway are not commuters." Was congestion pricing evaluated in this project? If a lot of peak traffic is discretionary, it appears there would be room to add disincentives to travel during peak hours.

System-Level Analysis Questions

Traffic-related questions (cont'd)

- How does change of habits and encouraging other options play into the decision for the system-level (e.g. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit?)

System-Level Analysis Questions

Traffic-related questions (cont'd)

- How does change of habits and encouraging other options play into the decision for the system-level (e.g. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit?)
- To what extent is the state working with city traffic planners for long-term traffic planning for Center Township and downtown?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- How does maintaining and increasing traffic flow on interstates at peak time compare to long-term plans for city infrastructure and planned traffic patterns?

System-Level Analysis Questions

Traffic-related questions (cont'd)

- How does maintaining and increasing traffic flow on interstates at peak time compare to long-term plans for city infrastructure and planned traffic patterns?
- Do the existing traffic counts include points of entry from within the 465 outer belt? This might provide information for trips made that could be done on local roads therefore alleviating highway congestion.

System-Level Analysis Questions

Construction-related questions

- Will INDOT just rebuild the current system, without any expansion?

System-Level Analysis Questions

Construction-related questions (cont'd)

- Will INDOT just rebuild the current system, without any expansion?
- Will INDOT have to acquire the building located at 277 E 12th Street? If so, what does INDOT plan to do with it? Will INDOT do the full environmental impact statement regardless, but especially if demolition is a consideration? Does this require a more rigorous review?

System-Level Analysis Questions

Construction-related questions (cont'd)

- What is the timeline for knowing how much existing green infrastructure will be lost with the North Split development?

System-Level Analysis Questions

Construction-related questions (cont'd)

- What is the timeline for knowing how much existing green infrastructure will be lost with the North Split development?
- When I-65 is closed this year, will INDOT complete any traffic counts for travel diverted along I-465 during that time? Is there anything looked at during this project that might influence or inform the System-Level review?

BREAKOUT SESSION

System-Level Analysis

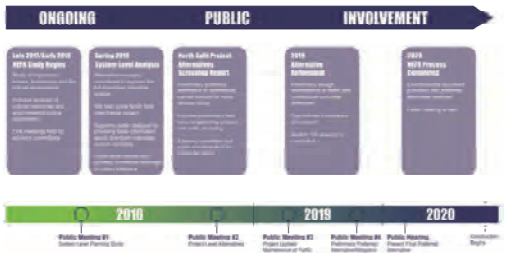
NORTH SPLIT UPGRADES DRIVING PROGRESS

Breakout Session Questions

- Are there any follow up questions you have about the System-Level Analysis of the downtown interstates?
- What were your key takeaways from the System-Level Analysis?
- How do you think the various concepts in the System-Level Analysis would impact your organization and key stakeholders (positively or negatively, and can that impact be quantified)?
- As a transportation agency, INDOT accommodates the traffic needs across the region and state. INDOT recognizes that long-term vision planning will take time and a regional effort. What concepts from the System-Level Analysis do you think should be studied in greater detail by the city, MPO or any other civic organization?

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary North Split Project Schedule



NORTH SPLIT UPGRADES DRIVING PROGRESS

System-Level Analysis Available: www.northsplit.com
Submit Comments by June 7: info@northsplit.com

Contact:
Emily Kibling
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

MEETING SUMMARY

Date: May 21, 2018
Time: 9:00 – 10:30 a.m.
Meeting: Community Advisory Committee (CAC) Meeting #2
Location: Indiana State Museum, Indianapolis, IN

**Complete attendee list begins on page 10*

1. **Introductions**

Kia Gillette from HNTB started the meeting by thanking everyone for joining and for participating in the public comment period for the System-Level Analysis. CAC members and Project Team members went around the room and introduced themselves. Kia also clarified that the June 7 public comment deadline is specifically for the System-Level Analysis and that there would be several additional comment periods for the North Split Project.

2. **System Level Screening Overview**

John Myers from HNTB reviewed five main points about the System-Level Analysis of downtown interstates, including that it:

- Was not intended to answer all questions or address all issues
- Focuses on the most basic parameters: performance, cost and impacts
- Analyzed current conditions, not future forecasts
- Was fact finding, not deliberative
- Did not make recommendations or decisions for the future of downtown interstates

John Myers and Seth Schickel, also from HNTB, then walked through the questions received about the System-Level Analysis from CAC members since the May 3 briefing.

Timing-related questions

Question (Q): When is the opening and closing of the public comment period for the North Split Project EA review? How is this different than the System-Level Analysis comment period?

Answer (A): The North Split Project will have numerous opportunities for public comment as alternatives are defined and evaluated, and reports are prepared during the next 18 months. The System-Level Analysis was published in May, and its comment period closes on June 7. The North Split comments are part of the required environmental study process. The System-Level

Analysis comments are not associated with a specific decision or action step. They will be compiled and will be available for any group who wishes to study system-level concepts further.

Q: What is the process for formally submitting public comment during the EA process?

A: Formal comments should be submitted via email to info@northsplit.com or mailed to PO Box 44141, Indianapolis, IN 46244. We will also have hard copy comment cards and a court reporter at public open house events for people to provide input.

The EA and NEPA process for the North Split Project are currently underway and will continue into 2020. During that time, there will be multiple official public comment periods. Those typically occur around key milestones of the project (e.g. release of possible alternatives, selection of preferred alternative). Next up, we anticipate having the purpose and need and alternatives available for public review and comment in summer/fall 2018.

Q: Is there a plan for the North Split Project? When will any plan being proposed be shared?

A: There is no current plan or design for the North Split Project. A range of alternatives will be defined and evaluated in the upcoming NEPA process. The public will have the opportunity to comment on the alternatives.

Q: Can less expensive stabilization work on the whole system be completed to buy time, so that the North Split project and system-level work can all happen at one time?

A: Less expensive stabilization work could be conducted on the system while further planning studies are conducted, except where infrastructure needs warrant greater near-term action, such as on the North Split interchange. It is unlikely the complete system would be constructed at one time, however, due to funding and maintenance of traffic constraints.

Q: Why was a System-Level Analysis completed only now knowing that the North Split project needed to happen soon?

A: A System-Level Analysis is not required by any regulation and not typically completed as part of a NEPA process. It is agreed that a comprehensive, long term plan for downtown interstates would have been useful as the North Split project was undertaken. However, planning for the North Split project has been a multi-year effort (started with recognition of bridge conditions and planning for bridge project, evolved to include/address other needs).

Future study-related questions

Q: If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?

A: A more extensive planning study would incorporate economic studies and other factors in addition to performance, cost, and impacts of system-level options.

Q: Should an EIS be done for all seven concepts or can the options be whittled down to the most logical options?

A: A typical approach would be to conduct feasibility studies first, with extensive public and agency involvement, to screen a broad range of options to a smaller number of alternatives for more detailed review. Environmental studies might be conducted for the full system or for individual components, depending on how the work is phased over time.

Q: What is the timeline and process for choosing the option for the system?

A: A timeline and process for a future plan for downtown interstates has not been defined.

Q: How can we be assured that the North Split project does not preclude or prohibit what to do with the rest of the system? Will the state invest money twice into this project within a decade?

A: Because alternatives have not yet been defined or evaluated for the North Split, there cannot be assurances of future and potential impacts or changes. This question should be one of many considerations going forward. Even if the state makes a minimal investment now, there is a likelihood that new components will need to be replaced if the system is redefined.

Q: Are there options that are being excluded due to effectiveness or funding already, i.e. the basic repair or tunnel/boulevard options?

A: The System-Level Analysis does not recommend or exclude any concept. Instead, it investigated concepts, some suggested by the public. INDOT, the City of Indianapolis, the Indianapolis MPO, or other civic organization may use the information going forward.

Data-related questions

Q: Where can we obtain the actual data used in the System-Level Analysis?

A: Specific data requests should follow the formal INDOT Public Records request process (APRA). The request should be sent in writing to INDOTPublicRecords@indot.in.gov.

Concept-related questions

Q: Concept 2 suggests only 10% through traffic, but it is dismissed because that's not substantial enough. The other options seem to be comparative, so is this being dismissed too soon? Is there a way to incentivize traffic to take other options?

A: It was important to estimate potential diversion of through traffic or transit to see whether there would be a major effect on other concepts. These actions should be part of future studies. Note again that none of the options are dismissed in the System-Level Analysis.

Q: Why does Concept 4 have so much more ROW than other options except the West Street expansion?

A: Depressing the interstate and ramps would require a wider construction area to construct walls, utilities, and other features.

Q: Are there ways to combine concepts to increase quality and effectiveness?

A: The benefits of combining concepts should be evaluated, along with other options, in future studies of downtown interstates.

Q: How much consideration is in these options for increasing opportunities for successful planting and mitigating the change?

A: Opportunities for enhancements, vegetation, and other aesthetic improvements are typically considered as part of environmental mitigation and design processes. They can also be considered at a system planning level in terms of potential open space, enhancement of right-of-way, etc.

Traffic-related questions

Q: Since the North Split carries so little through traffic, how is it justified as an interstate?

A: Through traffic levels are not a fundamental requirement for interstate highway designation by the Federal Highway Administration.

Q: Is the interstate truly at capacity, or is there simply a timing/peak demand issue?

A: Portions of the interstate system operate at capacity during certain periods. System planning is typically conducted for peak periods since these demand levels occur every work day throughout the year.

Q: How much volume could the city grid carry if it were to be reconnected once the interstate was removed?

A: This question is too complex to provide a simple answer. The capacity of the grid would be influenced by the location of origins and destinations, the capacity of individual components, timing of demand, and methods for controlling traffic flow. The travel demand models used in the System-Level Analysis incorporate these and other factors specific to this area in evaluating the system function under various scenarios.

Q: Purdue's HyperFix study in 2004 indicated 80% of traffic is through traffic? What is causing such a large disparity between the two studies?

A: The System-Level Analysis measured the percent of all peak hour trips on the inner loop that were through trips. There is no disparity with the through traffic survey in the Purdue study because the two reports were measuring entirely different things.

This portion of Purdue's HyperFix study is reviewing the results of the "through traffic survey" described in the first paragraph of page 8. As stated in the Purdue report, "the through traffic survey targeted drivers who traveled through the Indianapolis area during the project." As such, all the respondents were through travelers. Through travelers were identified as described on page 13, "A through traffic survey was conducted at several Interstate rest areas around Indianapolis on a weekday during the closure period."

The statement on page 13 of the Purdue study, "Nearly 80% of all respondents just traveled through Indianapolis", appears to be referring to the percent of through commercial vehicles with both origins and destinations outside the Indianapolis area (i.e., somewhere else in Indiana or out of state).

Q: Purdue's 2004 study indicated 89% of commuters were not affected by HyperFix, that 54% of those had to change their route but their commute time remained the same. Doesn't this indicate our system can absorb a much higher volume of traffic than shown in the system-level study?

A: There are numerous differences between HyperFix and the current concepts. Only a small part of the downtown interstate system was closed. The north and south legs were fully operational, and most of the ramps of the east leg remained open. All local roadways continued to flow unimpeded under the interstates to enter and leave downtown. The north and south junction interchanges also remained open.

HyperFix was of interest before the Systems-Level Analysis because it demonstrated the importance of evaluating traffic diversion effects on local streets, but its conclusions are specific to that project. The analysis used in the Systems-Level Analysis is much more reliable than a broad estimate based on a single (different) project like HyperFix.

Note that the travel demand model of the Systems-Level Analysis is the same one (albeit updated) used by Purdue in the HyperFix study, as described on page 49.

Q: Why is there an urgency to fix the design to deal with volume when the AADT has been basically flat since 1996?

A: The urgency in the North Split interchange relates to the physical condition of the pavement and bridges rather than traffic volumes, although the project also provides an opportunity to improve operations as well. The three volume data points since 1996 cited in the question are within 1% of each other, but they vary widely during the period. This is one of the reasons traffic trend data is not used for complex urban projects. Traffic forecasting models for the North Split Project are based on population and employment estimates rather than traffic volume trends.

Q: What efforts have been put into carpooling?

A: INDOT does not conduct a ridesharing program. Information about ridesharing in Indianapolis is available in the Commuter Connect program of the Central Indiana Regional Transportation Authority (CIRTA).

Q: What efforts have been put into alternative work schedules or modified hours?

A: Alternative work schedules or modified hours are typically considered in travel demand management (TDM) plans. These have been considered in the past in Indianapolis, typically in individual studies or regionally by the Indianapolis Metropolitan Planning Organization (MPO). TDM initiatives were not considered the System-Level Analysis.

Q: The 2013 INDOT Needs Report includes the statement, "Congestion pricing…works by shifting purely discretionary rush hour highway travel to other transportation modes or to off-peak periods, taking advantage of the fact that that the majority of rush hour drivers on a typical urban highway are not commuters. Was congestion pricing evaluated in this project? If a lot of peak traffic is discretionary, it appears there would be room to add disincentives to travel during peak hours.

A: Congestion pricing was not considered in the System-Level Analysis. The reference to "purely discretionary rush hour travel" and statement, "the majority of rush hour drivers on a typical urban highway are not commuters" are not consistent with traffic model observations and past planning practice in Indianapolis.

Q: How does change of habits and encouraging other options play into the decision for the system-level (e.g. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit?)

A: These factors were not specifically addressed in the System-Level Analysis. They might be considered in more detailed and extensive system-level studies in the future.

Q: To what extent is the State working with City Traffic Planners for long-term traffic planning for Center Township and Downtown?

A: INDOT routinely works with the Indianapolis Department of Public Works and the Indianapolis Metropolitan Planning Organization (MPO) in planning for Indianapolis transportation facilities. Regional transportation planning is coordinated by the Indianapolis Regional Transportation Council (IRTC), which is administered by the Indianapolis MPO. Bi-weekly meetings were held with the Indianapolis MPO, Indianapolis mayor's office, Indianapolis DPW, Indianapolis Department of Metropolitan Development as the System-Level Analysis was being prepared.

Q: How does maintaining and increasing traffic flow on interstates at peak time compare to long-term plans for city infrastructure and planned traffic patterns?

A: INDOT routinely works with the Indianapolis Department of Public Works and the Indianapolis Metropolitan Planning Organization (MPO) in planning for Indianapolis transportation facilities. Travel demand models and results are shared, and plans are coordinated through the work of the Indianapolis MPO.

Q: Do the existing traffic counts include points of entry from within the I-465 outer belt? This might provide information for trips made that could be done on local roads therefore alleviating highway congestion.

A: The traffic models used for the System-Level Analysis and other local planning studies consider the trade-offs and sharing of transportation service between local roads and all interstates, including I-465.

Construction-related questions

Q: Will INDOT just rebuild the current system, without any expansion? (North Split question)

A: This option will be evaluated in the upcoming NEPA process along with other options for the North Split project.

Q: Will INDOT have to acquire the building located at 277 E 12th Street? If so, what does INDOT plan to do with it? Will INDOT do the full environmental impact statement regardless, but especially if demolition is a consideration? Does this require a more rigorous review?

A: The impacts of the North Split Project are not known because alternatives are still under development. INDOT will work with FHWA to determine if an EIS is needed based on the impacts of the alternatives.

A CAC member asked for clarity as to what this building is. The Project Team explained that it's a single-story building that is currently housing a business.

Q: What is the timeline for knowing how much existing green infrastructure will be lost with the North Split development?

A: We anticipate North Split alternatives will be defined and presented for public review in late summer/fall of 2018. The alternative(s) will continue to be refined and impacts identified through 2019, with numerous opportunities for public review.

Q: When I-65 is closed this year, will INDOT complete any traffic counts for travel diverted along I-465 during that time? Is there anything looked at during this project that might influence or inform the System-Level review?

A: INDOT is currently considering options for monitoring traffic during the upcoming I-65 temporary closure. Information learned could be a factor in evaluating temporary or permanent closures in the future.

John Myers then opened it up for any final questions from the group in response to what they just heard.

A CAC member asked about expansion and why there must be added lanes.

The project team explained that they aren't at a point in the project to know whether there will be added lanes yet, and that those considerations will come out of the North Split analysis which will happen in the next four to six weeks.

A CAC member said the expansion footprint seems like it may involve expanding the right-of-way. They asked if the team if the added capacity they mentioned needing could happen without changing the structure or adding additional lanes.

The Project Team said the answer is maybe. The footprint and right-of-way needs of alternatives, if any, will not be known until the alternatives are defined.

A CAC member asked for the team to clarify the AADT numbers. They asked if the numbers in the System-Level Analysis were based on flat projections for the future and what data was used.

The Project Team said they used existing traffic levels in the System-Level Analysis. No projections were developed.

3. System-Level Screening Overview Breakout Sessions

For this portion of the meeting, CAC members were divided into eight groups paired with individuals representing organizations with similar interests (e.g. government, neighborhood, tourism). Each group talked through the following questions:

- Are there any follow-up questions you have about the System-Level Analysis of the downtown interstates?
- What were your key takeaways from the System-Level Analysis?
- How do you think the various concepts in the System-Level Analysis would impact your organization and key stakeholders (positively or negatively, and can that impact be quantified)?
- As a transportation agency, INDOT accommodates the traffic needs across the region and state. INDOT recognizes that long-term vision planning will take time and regional effort. What concepts from the System-Level Analysis do you think should be studied in greater detail by the city, MPO or any other civic organization?

Then, each group reported back to the larger group and shared key takeaways from their discussions:

- **Group #1 (Government/Municipalities - Indianapolis)**
    - The Indianapolis Historic Preservation Commission is important to this project, so it was recommended to follow up with them soon and begin initial meetings
    - Would have liked to see crash statistics in the System-Level Analysis and additional information on the conditions and ages of each bridge
    - Would like to look at more of the through traffic information
    - More conversations are needed on long-term decisions, potential impacts to organizations
    - More partnerships need to form in the future

- **Group #2 (Government/Municipalities – Surrounding Cities)**
    - Can look to Fishers and Carmel for examples of freeways and local streets coming together
    - While the System-Level Analysis looked at overall traffic operations, would like to really capture whether local streets could handle increased traffic
    - Rule out concepts that are too costly or appear to make traffic worse
    - Connectivity isn't spelled out in the System-Level Analysis

  - Discussion about System-Level Analysis needed to identify impacts to neighborhoods further out
  - Further studies are needed on air quality, concepts with more congestion
  - Delays are a concern
  - Concept 3 should be carried further
  - Concept 4 cost is higher, and every dollar spent is a dollar that cannot be spent in their communities

- **Group #3 (Neighborhoods)**
  - There is concern or confusion about what happens next with System-Level Analysis, with the seven concepts
  - There is a general concern about public input moving forward
  - Feeling that quality of life issues were not considered
  - This is a traffic-based study
  - This group wants economic impact and connectivity studies carried further; more study is needed overall
  - Do not want walls
  - Curious as to what can be done to discourage cars from using their roads
  - CSX must be involved

- **Group #4 (Neighborhoods)**
  - Similar concerns as Group #3
  - Interested in an economic impact analysis
  - Discussion regarding urgency for North Split project, focusing on the North Split project and why this was not addressed sooner
  - Additional studies will be prudent

- **Group #5 (Special Interest Groups)**
  - Would like to consider downtown and residential trends; more people are working and living downtown now
  - Curious whether INDOT thought about future trends like automated vehicles; could be studied further and added into another study
  - Safety wasn't mentioned in System-Level Analysis
  - Interested whether this project could be used to find some indicators on traffic patterns
  - Surprised at low level of operational change in the concepts compared to what's existing today
  - Curious whether there is the potential to increase capacity on downtown roads
  - When local street impacts are discussed, are they focused on specific locations?
  - Curious why the depressed alternative showed an increased ROW footprint
  - Opportunity for adjacent development

- **Group #6 (Utilities/Facilities/Schools)**
  - Need to identify who leads the charge and what must be done as far as funding
  - How realistic is it to move forward with some of these concepts?
  - Get a better understanding of how each concept affects bicyclists
  - Overall, agree anything that makes Indianapolis more attractive to tourists, students, etc. is best

- What concepts can we combine rationally?

- **Group #7 (Events/Tourism)**
  - Confusion around who owns further study and what it means when it's done
  - Understanding what quality of life means and how to study it further (the feel of downtown, experience walking downtown under bridges, public art, how to navigate around the city)
  - Interstate brings people here for events which is an important part of our tourism industry
  - How construction impacts getting people downtown is crucial
  - Partnerships should be formed to determine what other players can bring to the table

- **Group #8 (Businesses/Business-Serving Organizations)**
  - Can you depress part of the system without doing all of it?
  - How do we keep connectivity no matter what concept is chosen?
  - Broader commuter tax discussion
  - Could there be a plan to just stabilize bridges, then take the time to do a longer study?

4. **Preliminary North Split Project Schedule**

   Kia Gillette briefly walked through the preliminary schedule for the North Split project to showcase the various opportunities for public involvement. *(see presentation for graphic with dates)*

5. **Closing**

   The meeting concluded with a reminder of the June 7 comment period and reminder of the public open house on May 23 from 3-7 p.m. at the Biltwell Event Center.

Attendees:

Project Team	
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Laura Hilden	INDOT
Ron Bales	INDOT
Jennifer Dzwonar	Borshoff

Emily Kibling	Borshoff
Scott Manning	INDOT
Laura Morales	HNTB
Mike Murphy	Hirons
John Myers	HNTB
Chad Nierman	INDOT
Erin Pipkin	Compass Outreach Solutions
Jim Poturalski	INDOT
Katie Rounds	INDOT
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Sam Wiser	TSW
CAC Members	
Andy Beck	Cottage Home Neighborhood
Glenn Blackwood	Fletcher Place Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Ransom Place Neighborhood
Anthony Burke, Jr.	Nora-Northside Community Council
Garry Chillufo	Historic Urban Neighborhoods of Indianapolis
Bryan Corbin	Eiteljorg Museum
Sandy Cummings	Marion County Public Health Department
Marsh Davis	Indiana Landmarks
Mark Fisher	Indy Chamber
Tricia Frye	Indianapolis Public Schools
David Greene	Indianapolis' Concerned Clergy
Anna Gremling	Indianapolis Metropolitan Planning Organization

Burns Gutzwiller	Windsor Park Neighborhood
Kären Haley	Indianapolis Cultural Trail
Pete Haupers	St. Joseph Neighborhood
Jen Higginbotham	Indianapolis Metropolitan Planning Organization
Jeff Hill	City of Fishers
Barbara Hunt	Indiana Motor Truck Association
Joe Jarzen	Keep Indianapolis Beautiful
Jeremy Kashman	City of Carmel
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Ted Mau	Cole-Noble Neighborhood
Lawrance McCormack	Cummins
Russell Menyhart	Strong Indy
Mark Messick	White River Township
Dan Mullendore	Old Northside Neighborhood
David Pflugh	Chatham-Arch Neighborhood
Meg Purnsley	Indianapolis Historic Preservation Commission
Christine Ritzmann	Brown County Planning Commission
Philip Roth	Central Indiana Regional Transportation Authority
Jordan Ryan	North Square Neighborhood
Michael Terry	IndyGo
Amy Waggoner	Salesforce
Beth White	Greater Indianapolis Progress Committee
Dr. Eugene G. White	Martin University
Bob Whitt	Sun King Brewing
Dehna Williams	Brightwood-Martindale Neighborhood
Scott Wilson	Holy Cross Neighborhood
Mark Zwoyer	Indianapolis Department of Public Works

Non-CAC Members	
Zach Adamson	City-County Council
Hilary Barnes	Old Northside Neighborhood

CAC MEETING #3 AGENDA

Date: **October 9, 2018**

Time: **2 to 4 p.m.**

Meeting: **North Split Community Advisory Committee Meeting #3**

Location: **Indiana Government Center Conference Room B, Indianapolis, IN**

1. **Introduction (10 min)**
   a. Welcome and overview of meeting structure

2. **Alternatives Screening Report Presentation (30 min)**

3. **Breakout Sessions (40 min)**

4. **Questions and Answers (30 min)**

5. **Conclude (10 min)**
   a. Final comments
   b. Next steps

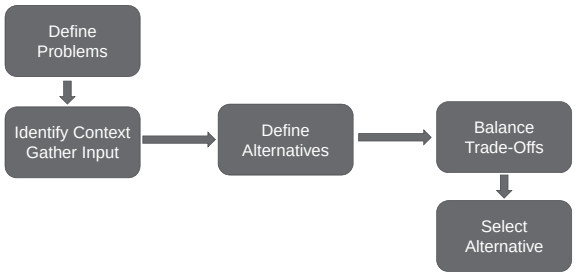
NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

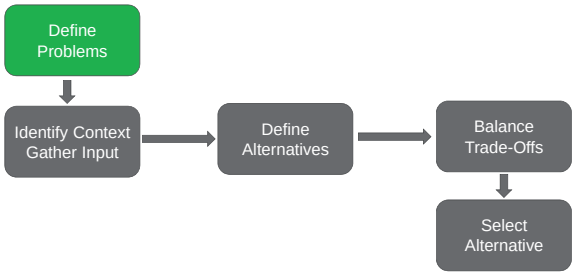
Alternatives Screening Report CAC Meeting

October 9, 2018

Alternatives Development Process



Alternatives Development Process



Define Problems – Road and Bridge Conditions

Correct deteriorated pavement and bridge conditions.

- Constructed in the 1960s and 1970s, the pavement is past its life expectancy
- Repairing pavement cracks and potholes leads to frequent lane closures
- Bridge conditions are poor and getting worse:
  - Under 5 years of life (11 bridges)
  - 5 - 10 years of life (16 bridges)

Define Problems – Safety

High Crash Rates

- Over 1,600 crashes from 2012 to 2016
  - Rear-end Crashes – due to congestion and stopped traffic
  - Sideswipe Crashes – due to congestion and weaving movements
- Higher than Indiana urban interstate rates

Define Problems – Safety

Top 4 Crash Locations

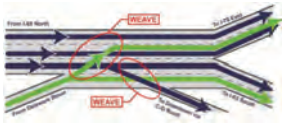
Define Problems – Weaving Areas

- Highest number of crashes are on west leg of the interchange, in weaving areas:

Pennsylvania Street Exit Ramp

Most frequent crash type:
- Rear-end, followed by sideswipe

Delaware Street Entrance Ramp



Most frequent crash type:
- Sideswipe, followed by rear-end

NORTH SPLIT UPGRADES DRIVING PROGRESS

Define Problems – Operations

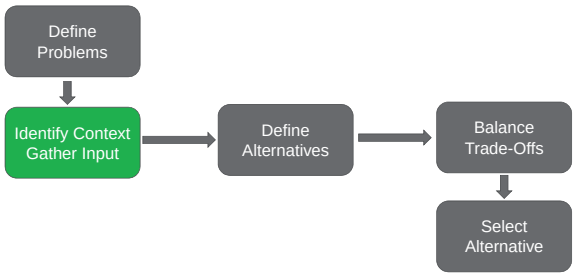
North Split Bottlenecks

NORTH SPLIT UPGRADES DRIVING PROGRESS

Purpose and Need – Performance Measures

Project Need	Performance Measures
Correct Deteriorated Bridge Conditions	- Address deficient structural condition
Correct Deteriorated Pavement Conditions	- Address deficient pavement condition
Improve Safety	Alternative must address weaves on the west leg of the North Split: 1. Eliminate Meridian/Pennsylvania Street exit ramp weave 2. Eliminate Meridian/Delaware Street entrance ramp weave Alternative should include improvements at the following two crash locations: 3. Improve conditions at I-65 southbound/I-70 westbound merge point 4. Improve curvature on I-70 northbound to I-70 eastbound
Improve Interchange Operations and Reduce Congestion	- Improve Interstate level of service over no-build condition - Eliminate "big weave" on I-65/I-70 south of North Split

NORTH SPLIT UPGRADES DRIVING PROGRESS



NORTH SPLIT UPGRADES DRIVING PROGRESS

Environmental Resources

North Split Project Area Environmental Resources

- Historic Districts
- Park Property
- Monon Greenway
- Cultural Trail
- CSX Railroad

NORTH SPLIT UPGRADES DRIVING PROGRESS

Public and Agency Input

Public meetings, community groups, advisory committees, social media - ongoing

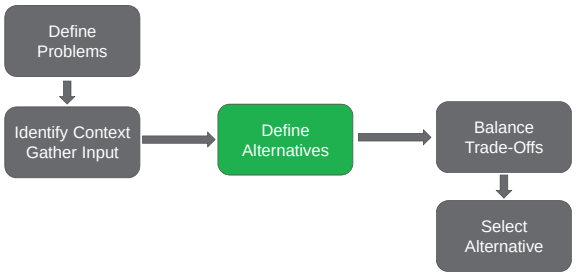
Indianapolis Mayor Joe Hogsett - June 2018

- Make necessary bridge repairs to address valid safety concerns, but keep the interstate within the existing road bed
- Strike an appropriate balance between the needs of downtown residents and suburban commuters

Indianapolis Chamber of Commerce - July 2018

- No above-grade walls in legs outside the North Split interchange;
- No expansion of the number of above-grade through lanes

NORTH SPLIT UPGRADES DRIVING PROGRESS



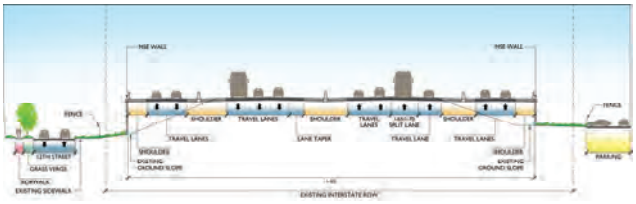
Eliminated Alternatives – Low Cost / Minimal

1. **No Build** – Leave the interchange as it is, with 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. **Bridge and Pavement Replacement In-Kind** – Rehab or replace bridges and pavement at their current locations

Alternatives 1-3 Eliminated *-- they do not meet project purpose and need.*

Eliminated Alternative – Added Through Lanes

5. **Full Interchange Reconstruction** – *Eliminated due to added through lanes and large retaining walls near right-of-way lines*



Alternative 4 – Options a, b, and c

4. **Efficient Interchange Reconstruction**
   Reconfigure interchange with no added through lanes

Three options to meet purpose and need by:

- Replacing pavement and bridges
- Addressing major safety problems
- Eliminating bottlenecks and improving level of service

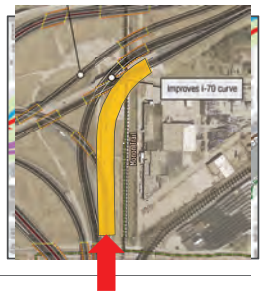
Alternative 4 – Common Features of Options

Common Features

- Smaller footprint and modernized design features
- Increase safety at top four crash locations
  - Two weaves, the merge and the curve
- Improve bottlenecks
- Eliminate "big weave" on I-65/I-70
- Opportunities to improve aesthetics and connectivity

Alternative 4 – Improve I-65 / I-70 Merge

Alternative 4 – Improve I-70 Curve



NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 Options

Where do the options differ?

- West leg of interchange differs
- East and south legs same

Three ways to eliminate weaves on the west leg

NORTH SPLIT UPGRADES DRIVING PROGRESS

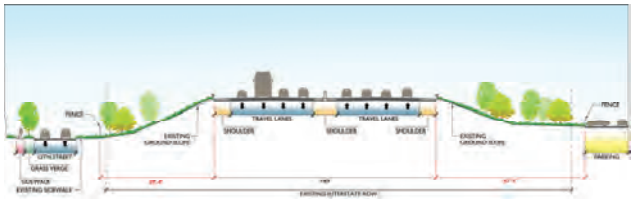
Alt. 4a: Pennsylvania and Delaware Ramps Closed

- West Leg of North Split
  - Eliminate existing weaving movements
  - Close Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Minimal pavement widening and no retaining walls

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

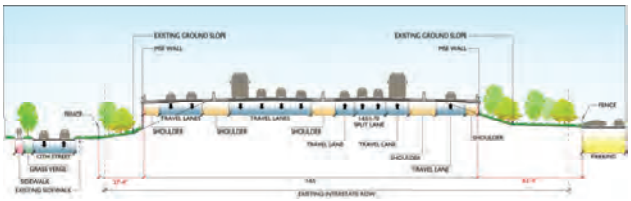
Alt. 4b: Pennsylvania and Delaware Ramps Open

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain full access at Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Install retaining walls up to 18 feet high north and up to 33 feet high south

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4b: Pennsylvania and Delaware Ramps Open

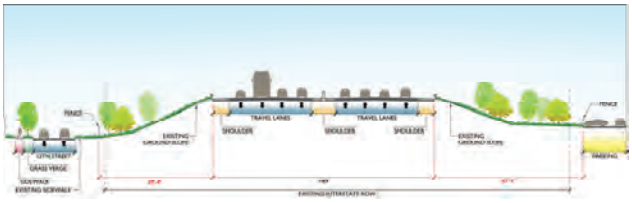
I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

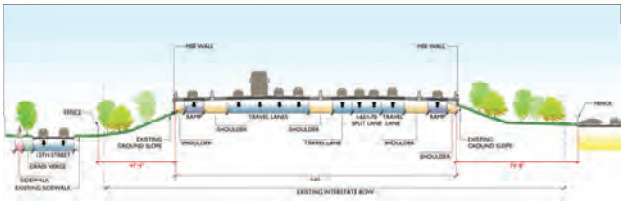
Alt. 4c: Selected Ramp Access Restrictions

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain Pennsylvania Street exit ramp and Delaware Street entrance ramp, except:
    - Eliminate I-70 exit to Pennsylvania Street
    - Eliminate I-65 exit to ramps serving Michigan and Ohio Streets
  - Install retaining walls up to 11 feet high north and 7 feet high south

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4c: Selected Ramp Access Restrictions

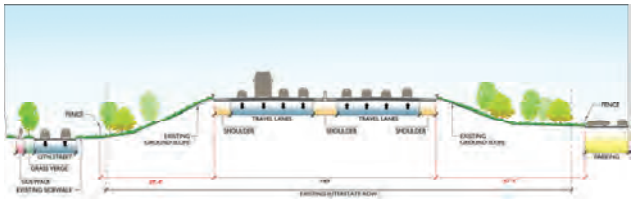
I-65 Cross Section View near Central Avenue (looking east)



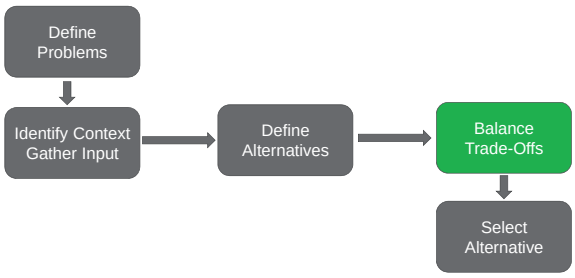
NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

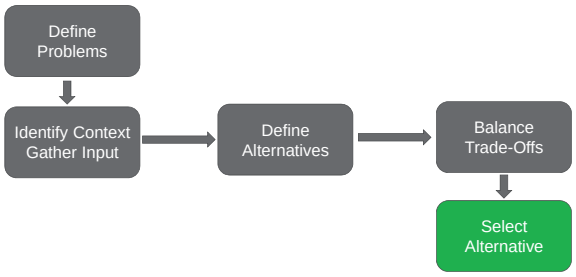


NORTH SPLIT UPGRADES DRIVING PROGRESS

Trade-Offs: Alternative 4 Options and Alternative 5

Alternative	To Pennsylvania Street Ramp		From Delaware Street Ramp		To Ohio/Michigan Ramps (via C-D Road*)		Approximate Maximums 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	$215 M to $265 M
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	$225 M to $275 M
Alternative 5: All Ramps Open + added Through Lanes	✓	✓	✓	✓	✓	✓	30 feet (17 feet)	37 feet (32 feet)	Yes	$305 M to $370 M

NORTH SPLIT UPGRADES DRIVING PROGRESS



Alternative 4c: Preliminary Preferred Alternative

- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- Does not add through lanes
- More compact interchange
- Within existing right-of-way
- Minimizes exterior retaining walls on west leg
- Avoids exterior retaining walls on the east and south legs
- Meets project purpose and need

Next Steps

Next Steps

- Gather feedback on preliminary preferred alternative through October 29
- Refine preliminary preferred alternative
- Continue public involvement and feedback
- Analyze impacts in the Environmental Assessment (EA)
- Publish EA in early 2020

Breakout Session

Report Available: www.northsplit.com/alternatives-screening-report
Submit Comments: info@northsplit.com
Comments due October 29, 2018

Contact:
Ali Hernandez
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

MEETING SUMMARY

Date: **October 9, 2018**
Time: **2:00 – 4:00 p.m.**
Meeting: **Community Advisory Committee (CAC) Meeting #3**
Location: **Indiana Government Center, Conference Room B, Indianapolis, IN**

**Complete attendee list begins on page 6*

Meeting officially began at 2:15 p.m.

1. **Introductions**

   Kia Gillette from HNTB thanked the Community Advisory Committee for their participation. She said the scope of the project changed due to feedback from the community and there is a stronger focus on safety. She stated the preliminary preferred alternative to be discussed in more detail during the meeting does not have added through lanes, is in the existing right-of-way, and has minimal walls.

2. **Alternatives Screening Report**

   John Myers from HNTB began by defining the problems within the North Split interchange. Key points included:

   Problems

   - The North Split interchange was constructed in the 1960s and 1970s, and the pavement is past its life expectancy.
   - The interchange is constantly in need of maintenance and repairs due to its condition.
   - Bridge conditions are getting worse. There are 11 bridges with a life-span of less than 5 years and 16 bridges with a life-span of 5-10 years.
   - The North Split project area has higher crash rates than other Indiana urban interstates. Fatalities are almost two times higher, injuries are almost three times higher, and property damage crashes are more than two times higher.
   - The highest number of crashes occur on the west leg of the interchange in weaving areas. The top four crash locations in the North Split project area are:
     #1 Pennsylvania Ramp Weave Section
     #2 Delaware Ramp Weave Section
     #3 I-65/I-70 Merge/Lane Drop
     #4 I-70 Curve Merge
   - Nine types of bottlenecks are defined by the Federal Highway Administration (FHWA), and four of these exist in the North Split project area.

Seth Schickel from HNTB discussed the environmental resources near the project area, and described key comments made in public and agency input.

Purpose and Need, Environmental Resources, and Public Input

- The purpose and need of the North Split project is to correct deteriorated bridge and pavement conditions, improve safety, and reduce congestion.
- The North Split project area is surrounded by environmental resources, such as historic districts, a park, the Monon Greenway, the Cultural Trail, and the CSX Railroad.
- INDOT and the project team have spent numerous hours meeting and talking with the public at public meetings, community and neighborhood group meetings, advisory committee meetings, and through social media, email, and phone calls.
- INDOT has listened to public input and significantly changed the scope of the North Split Project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

Seth Schickel described each alternative in the Alternatives Screening Report, then discussed next steps in the Environmental Assessment process.

Alternatives

- Three alternatives considered low/cost and minimal and the alternative with the greatest impact have been eliminated:
    - #1 No-build
    - #2 Transportation System Management
    - #3 Bridge and Pavement Replacement in Kind
    - #5 Full Interchange Reconstruction
- One alternative (Alternative 4) was retained for further study, with three options relative to ramps on the west leg of the interchange.
    - Option 4a Pennsylvania and Delaware Ramps Closed
    - Option 4b Pennsylvania and Delaware Ramps Open
    - Option 4c Selected Ramp Access Restrictions
- Alternative 4c was identified as the preliminary preferred alternative. It would meet the project purpose and need by improving safety and removing the worst bottlenecks. It would be more compact and would not add through lanes, and it would be constructed within the existing right-of-way with minimal exterior walls.

Next Steps

Next steps will be to gather feedback on the preliminary preferred alternative and the Alternative Screening Report through October 29. The project team will continue to refine the preliminary preferred alternative which will include analyzing effects to historic properties and determining mitigation measures for effects to historic properties. The project team anticipates publishing the Environmental Assessment in early 2020.

3. Breakout Sessions

CAC members were divided into seven groups comprised of individuals representing organizations with similar interests (e.g. government, neighborhood, tourism). Each group discussed the following questions:

- Do you have follow-up questions about the Alternatives Screening Report or the preliminary preferred alternative?
- How do you think the preliminary preferred alternative would impact your organization and key stakeholders (positively or negatively, and can that impact be quantified)?
- As the North Split Project Team moves forward evaluating the preliminary preferred alternative, what are the main priorities you would like them to consider?
    - **Community** (i.e. How can safety be improved? How can connectivity be enhanced? What type of landscaping would you like to see? What do you envision for side streets and sidewalks around the project area?)
    - **Design** (i.e. What are some important factors to consider in design? What type of aesthetics are important?)
    - **Construction** (i.e. Is it better to have more restrictions with a shorter construction time? Or fewer restrictions with a longer construction time?)

Each group reported back to the larger group and shared key takeaways and questions from their discussions.

Group #1 (Government/Municipalities - Indianapolis)

Q: How tall will the walls be on the north and south sides of I-65 for Alternative 4c?
A: It is estimated the walls will be a maximum of 11 feet tall on the north and 7 feet in the south. Alternatives like changing the slopes will be reviewed to reduce or possibly eliminate walls.

Group #2 (Government/Municipalities – Surrounding Cities)

Q: What happens to the trails?
A: The Monon Greenway will remain where it is. Pogue's Run and the Cultural Trail will remain where they are at the south end of the Monon at 10th Street.

Q: How will you keep the trails open during construction?
A: That will be addressed during the final stages of design. There will be times when a detour must be posted.

Q: Will there be murals or artwork?
A: Keep Indianapolis Beautiful helps facilitate murals downtown. Coordination will continue with them as the project progresses.

One group suggested sustainable artwork instead of paint that may peel or fade.

Q: What happens to excess property?
A: That is unknown at this time. INDOT and the City will work through what happens to excess property when the time comes.

Group #3 (Neighborhoods)

Q: What happens to West Street with the ramp closures?
A: Preliminary traffic estimates show an increase in traffic at West Street. Additional traffic studies will be conducted to define these potential impacts in greater detail.

Q: Can we keep the mature trees during and after construction?
A: It is uncertain now, but the project team will look for ways to preserve trees.

Group #4 (Neighborhoods)

No comments or questions.

Group #5 (Special Interest Groups)

Group 5 shared their thoughts related to the breakout session worksheet:

- Regarding how the project will impact our community, this is a reasonable balance, but we're losing some access. When it comes to impacts, even 4c is wider than existing.
- Regarding aesthetic treatments, will there be plants and green walls? If there are some treatments or design elements that could mitigate impact that's what we want.
- If we're moving trees, let's be sure we're moving them to the right spot.
- For construction we hope for a balance. Could we close the north and south leg for a period of time? Then, close east and west? Can we minimize a full closure? If it were a hyperfix, there would be potential to increase transit and partner with IndyGo to increase transit use.
- We are concerned about what vertical bridges would look like. If there are three layers, won't it be a visual impact?

Q: How high will the bridges be with the flyovers?
A: That will be determined during design. The interstate leg elevations will remain the about same as they are today.

Group #6 & #7 (Utilities/Facilities/Schools/Events/Tourism)

Q: What will the design speed and lifespan of new construction be?
A: The design speed will vary at locations within the interchange. The maximum would be 55 mph. The design year is 2041.

Q: Will there be local intersection improvements?
A: The need for local intersection improvements has not yet been defined. Permanent and temporary impacts on local streets will be evaluated in the Environmental Assessment.

Q: What about prohibiting commercial traffic?
A: Any truck prohibitions would be policy issues that would go beyond the analysis conducted so far. The legislature would have to take this up. Truck diversion during construction will be evaluated in the Environmental Assessment.

Q: Would INDOT consider a development in the northwest corner of the project area?
A: That is another policy question. The City and State will have to coordinate regarding any public use of INDOT property in the future.

Group #8 (Businesses/Business-Serving Organizations)

Group 8 had no specific questions, but shared the following recommendations:

- It would be helpful to spell out exactly where the public CAN go as opposed to where they cannot go in the presentation.
- It would be helpful to give the public an idea of time difference for construction (e.g. with closures). Is it a matter of years or months?

4. General Questions (Q) & Answers (A):

Q: Can you discuss the timeline for the Environmental Assessment process further?
A: The current plan is to publish the Environmental Assessment in early 2020. It will be followed by an official public comment period and hearing.

Q: Will there be restrictions on trucks during construction or once it's opened?
A: Maintenance of traffic plans during construction could include limitations on size and weight. Removing trucks permanently would be done through the legislature.

Q: Do the LOS estimates for 2041 include potential impacts of mass transit?
A: Yes. The team uses the traffic model created by the Indianapolis Metropolitan Planning Organization (MPO). It incorporates transit plans, including the three planned Bus Rapid Transit (BRT) lines. These BRT lines divert more traffic from local streets than interstates because of where they are located.

5. Conclude

The meeting concluded at 4:15 p.m., with reminders of the October 29 public comment period and the public open house on October 10 from 5:30 to 7:30 p.m. at Arsenal Tech High School.

Attendees:

CAC Members	
Kenneth Avidor	Chatham-Arch Neighborhood
Hilary Barnes	Old Northside Neighborhood
Andy Beck	Cottage Home Neighborhood
Tom Beck	Downtown Indy
Glenn Blackwood	Fletcher Place Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Ransom Place Neighborhood
Garry Chilluffo	Historic Urban Neighborhoods of Indianapolis
Bryan Corbin	Eiteljorg Museum
Marsh Davis	Indiana Landmarks
Kelly Dodds	NCAA
Mark Fisher	Indy Chamber
Tedd Grain	Local Initiatives Support Corporation
David Greene	Indianapolis' Concerned Clergy
Anna Gremling	Indianapolis Metropolitan Planning Organization
Burns Gutzwiller	Windsor Park Neighborhood
Pete Haupers	St. Joseph Neighborhood
Charlie Henry	Victory Field
Jen Higginbotham	Indianapolis Metropolitan Planning Organization
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Mikka Jackson	Indiana State Personnel Department
Jose Jarzen	Keep Indianapolis Beautiful
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Gary Langston	Indiana Motor Truck Association
Lawrence McCormack	Cummins

Kevin Osburn	ASLA
Nick Parr	Boone County Planning Commission
Meg Purnsley	Indianapolis Historic Preservation Commission
Christine Ritzmann	Brown County Area Planning Commission
Philip Roth	Central Indiana Regional Transportation Authority
Jordan Ryan	North Square Neighborhood
Britni Saunders	Indiana State Personnel Department
Lindsey Sipes	Greater Indianapolis Progress Committee
Sarah Stegmeyer	Indiana Restaurant and Lodging Association
Meg Storrow	Mass Ave Merchants Association
Amy Waggoner	Salesforce
	Project Team
Michelle Allen	FHWA
Akbar Bakhshi	Corradino
David Cleveland	Corradino
Jennifer Dzwonar	Borshoff
Kia Gillette	HNTB
Johnny Han	Corradino
Ali Hernandez	Borshoff
Laura Hilden	INDOT
Evan Land	Corradino
Burleigh Law	HNTB
Dan McCoy	INDOT
Cristina Melendez	Borshoff
Laura Morales	HNTB
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Dave Pluckebaum	Corradino

Chris Poland	United Consulting
Jeromy Richardson	United Consulting
Katie Rounds	INDOT
Seth Schickel	HNTB
Runfa Shi	INDOT
Maria Wainscott	TSW
Sam Wiser	TSW

CAC MEETING #4 AGENDA

Date: August 9, 2019

Time: 10 a.m. to 12:00 p.m.

Meeting: North Split Community Advisory Committee Meeting #4

Location: Ivy Tech Community College Culinary and Conference Center,
2820 N. Meridian Street, Indianapolis, IN

1. **Welcome & Introductions**
2. **I-65/I-70 North Split Project Update**
    a. Project milestones
    b. Environmental assessment
    c. Public survey
    d. Design refinements
    e. Procurement
    f. Construction/maintenance of traffic
3. **3-D Model Visualization**
4. **Context Sensitive Solutions (CSS) Update**
    a. Process summary
    b. Visioning results
    c. Project elements
    d. Additional opportunities
    e. Next steps
5. **CSS Design Workshop**

NORTH SPLIT UPGRADES DRIVING PROGRESS

Community Advisory Committee (CAC) Meeting #4

August 9, 2019

CAC Meeting Agenda

1. **Welcome and Introductions**
2. **I-65/I-70 North Split Project Update**
3. **3-D Model Visualization**
4. **CSS Update**
   - Process Summary
   - Visioning Results
   - Project Elements
   - Additional Opportunities
5. **CSS Design Workshop**

NORTH SPLIT UPGRADES DRIVING PROGRESS

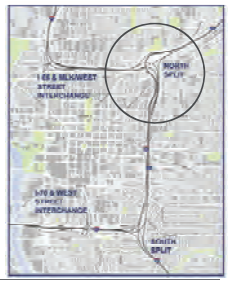
NORTH SPLIT UPGRADES DRIVING PROGRESS

Project Update

North Split Interchange

INDOT is reconstructing the North Split interchange

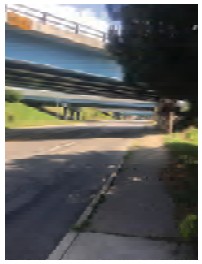
- Where I-65 and I-70 meet at the northeast corner of downtown inner loop
- Constructed 40 to 50 years ago
- Second-most heavily-traveled interchange in the state – 214,000 vehicles per day
- Project goals:
  - Replace deteriorated pavement and bridges
  - Improve safety
  - Improve traffic flow



NORTH SPLIT UPGRADES DRIVING PROGRESS

Major Project Milestones

September 2017	Project Initiation
May 2018	System-Level Analysis of Downtown Interstates
September 2018	Alternatives Screening Report
Spring – Fall 2019	**Environmental Data Collection, Design Refinement, and Context Sensitive Solutions (CSS) process**
Mid-2020	Environmental Assessment complete
2021 - 2022	Project Construction



NORTH SPLIT UPGRADES DRIVING PROGRESS

Environmental Assessment

- **Cultural Resources**
  - Completed Historic Property Report and Addendum
  - Completed 2 archaeological surveys
  - Effects Report
- **Hazardous Materials**
  - Red Flag Investigation complete
  - Soil and groundwater sampling
  - Concerns are worker safety and proper disposal
- **Environmental Justice**
  - Considers impacts to low-income and minority populations
  - Public survey

NORTH SPLIT UPGRADES DRIVING PROGRESS

Public Survey – northsplit.com/survey

Why?

- Better understand the impacts of the project
- Identify and address potential disproportionately high and adverse effects on minority and low-income communities
- Survey is for everyone

How?

- Online with hard copies at meetings or by request
- EJ Working Group Meeting – July 9
- Mail 43,000+ postcards
- Website, social media, email, text, NextDoor, IndyGo, etc.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary Preferred Alternative

- Replaces all pavement and bridges
- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- More compact interchange
- Does not add through lanes
- Within existing right-of-way
- Minimizes outside walls
- Two restricted ramp movements
  - I-70 to Pennsylvania exit eliminated
  - I-65 to east downtown exits eliminated

NORTH SPLIT UPGRADES DRIVING PROGRESS

Original Downtown Access

I-65 from north

No exit at:

- Michigan
- Ohio
- Fletcher

I-70 from east

No exit at:

- Pennsylvania

NORTH SPLIT UPGRADES DRIVING PROGRESS

Modified Downtown Access

I-65 from north

~~No exit at:~~

- ~~Michigan~~
- ~~Ohio~~
- ~~Fletcher~~

All exits open

New:

Delaware St -

No ramp to:

- Downtown exits
- I-65

I-70 from east

No exit at:

- Pennsylvania

NORTH SPLIT UPGRADES DRIVING PROGRESS

2019 Refinements

- I-65 exits added back
- I-70 curves improved
- Smaller interchange footprint

NORTH SPLIT UPGRADES DRIVING PROGRESS

2019 Refinements

2019 Refinements

Exit / Entrance Refinements

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

3-D Model Visualization

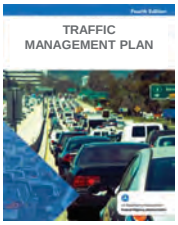
Best-Value Design-Build Procurement

- What is Best-Value Design-Build?
  - DB wherein team selected for best value combination
- What does the state value for North Split?
  - Low cost
  - Shorter schedule
  - Optimal lane availability
  - Minimal disruption to local community
- How will selection be made?
  - RFQ advertised to short-list proposers
  - RFP provided to short-listed teams
  - Weighted criteria established
  - Proposals evaluated against criteria

NORTH SPLIT UPGRADES DRIVING PROGRESS

Construction & Maintenance of Traffic

- Two-year period of construction (2021 – 2022)
- Maintenance of traffic planning currently underway
  - Concept vs Construction
- Extended closure of some interstate segments, but full closure not anticipated
- Short-term closures of local cross streets for bridge construction
- Traffic Management Plan (TMP)
  - Temporary Traffic Control Plan
  - Traffic Operations Plan
  - Public Information Plan
  - TMP Task Force



NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project Summary

Objective: Reconstruct the Interchange

- Replace pavement and bridges
- Address major safety problems
- Eliminate bottlenecks to improve level of service

But Consider the Neighborhood Context

- Enhance neighborhood integration
- Provide neighborhood connectivity
- Engage neighbors and stakeholders in context sensitive design

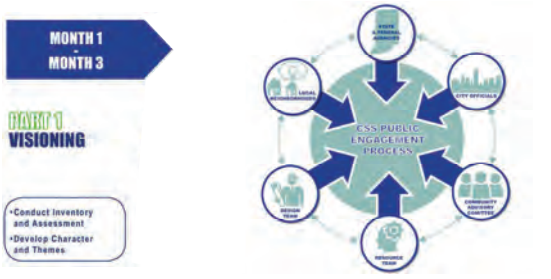
NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Update:
Public Engagement &
Round 1 Visioning Meetings

CSS Process

CSS Process



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

CSS Public Engagement

CSS Public Engagement...by the numbers

5 Neighborhood Workshops

2 Local Business Groups

14 Neighborhoods

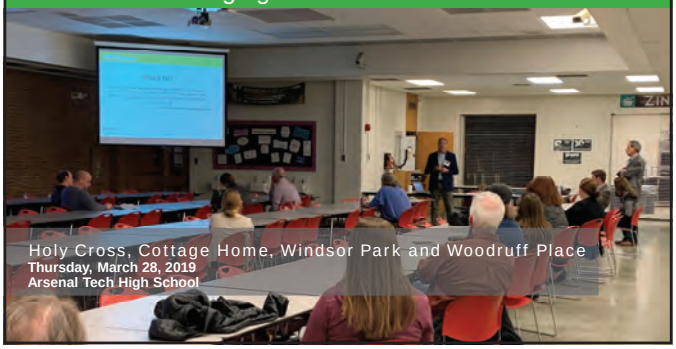
2 Rethink Coalition Meetings

250+ Residents Engaged

2,627 Comments Received

CSS Public Engagement

CSS Public Engagement



Holy Cross, Cottage Home, Windsor Park and Woodruff Place
Thursday, March 28, 2019
Arsenal Tech High School

CSS Public Engagement

Holy Cross, Cottage Home, Windsor Park and Woodruff Place
Thursday, March 28, 2019
Arsenal Tech High School

CSS Public Engagement

Old Southside, Stadium Village Business Association and Bates-Hendricks
Saturday, March 30, 2019
Sacred Heart Parish Hall

CSS Public Engagement

Old Southside, Stadium Village Business Association and Bates-Hendricks
Saturday, March 30, 2019
Sacred Heart Parish Hall

CSS Public Engagement

Chatham Arch and Lockerbie Square
Tuesday, April 2, 2019
Indianapolis Fire Fighters Museum

CSS Public Engagement

Chatham Arch and Lockerbie Square
Tuesday, April 2, 2019
Indianapolis Fire Fighters Museum

CSS Public Engagement

Cole-Noble and the Interstate Business Group
Thursday, April 4, 2019
Young and Larimore

CSS Public Engagement

Cole-Noble and the Interstate Business Group
Thursday, April 4, 2019
Young and Larimore

CSS Public Engagement

Cole-Noble and the Interstate Business Group
Thursday, April 4, 2019
Young and Larimore

CSS Public Engagement

St. Joseph, Old Northside and Herron-Morton
Tuesday, April 9, 2019
Knights of Columbus McGowan Hall

CSS Public Engagement

St. Joseph, Old Northside and Herron-Morton
Tuesday, April 9, 2019
Knights of Columbus McGowan Hall

CSS Public Engagement

Workshop 1 Orientation - Station 1: CSS Overview

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop 1 Orientation - Station 2: Context

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation - Station 2: Context

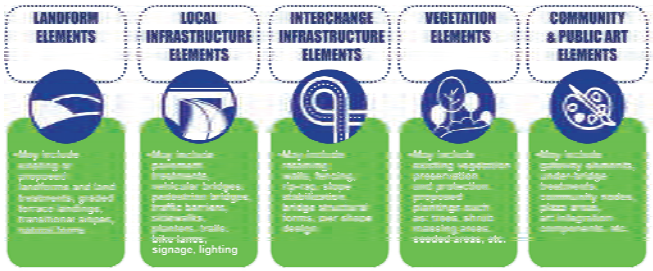
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop 1 Orientation - Station 3: Priorities

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation - Station 3: Priorities

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Interchange Infrastructure Elements: Structural Elements

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

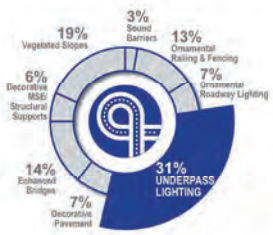
Interchange Infrastructure Elements: Structural Elements

Residents indicated that more **vegetated slope treatments** were APPROPRIATE and should be given PRIORITY.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

INTERCHANGE INFRASTRUCTURE ELEMENTS



NORTH SPLIT UPGRADES DRIVING PROGRESS

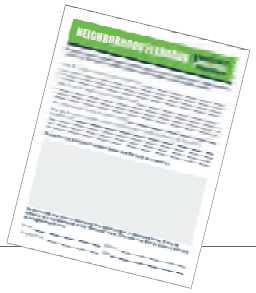
CSS Public Engagement

Workshop Orientation

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation – Feedback Form



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

1. **What do you like MOST about your neighborhood?**

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

2. What do you like LEAST about your neighborhood?

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

3. What are the most important connectivity-related improvements that need to be made to the neighborhood?

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

4. Additional feedback topics and input…

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

NORTH SPLIT UPGRADES DRIVING PROGRESS

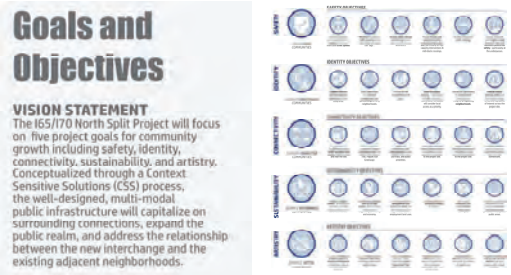
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement
Input and Outcomes

CSS Public Engagement

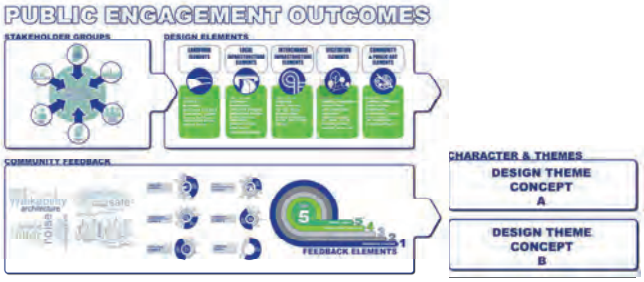
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas



NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

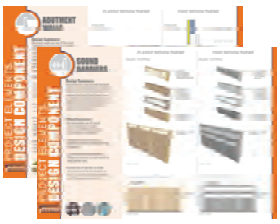
Workshop Orientation

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

Project Elements



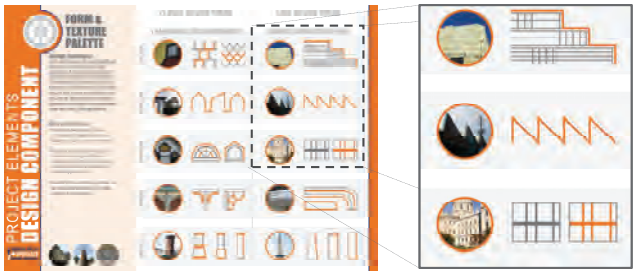
Additional Opportunities

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas



NORTH SPLIT UPGRADES DRIVING PROGRESS

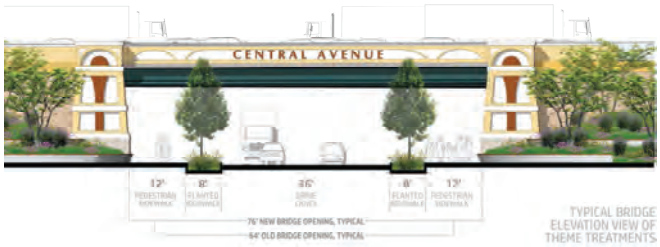
Preliminary CSS Themes and Ideas

THEME APPLICATION: "CLASSIC DESIGN"

Influenced by the **local landmarks** and inspired by some of the **neighborhoods' architecture**, the Classic Design Theme **builds upon that character** utilizing forms and shapes found in **the neighborhood context**.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas



TYPICAL BRIDGE ELEVATION VIEW OF THEME TREATMENTS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

THEME APPLICATION: "CIVIC DESIGN"

Influenced by the **city's identity** and inspired by some **spaces of the public realm**, the Civic Design Theme **highlights that monumentality** utilizing forms and shapes that **celebrate the capitol city**.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

TYPICAL BRIDGE ELEVATION VIEW OF THEME TREATMENTS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

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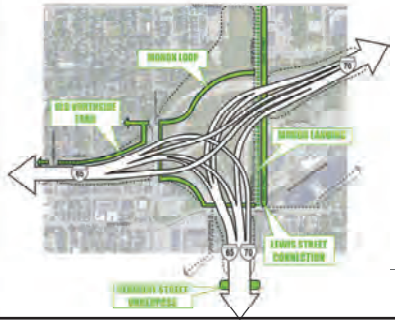
Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

Local Connectivity

- Monon Landing
- Monon Loop
- Old Northside Trail
- Lewis Street Connection
- Vermont Street Pedestrian Underpass



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

MONON LANDING

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

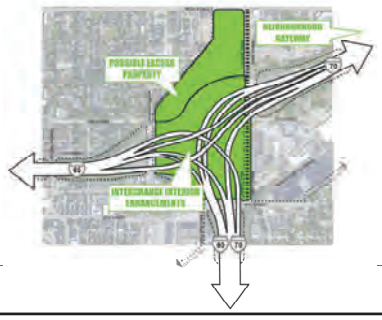
VERMONT STREET UNDERPASS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

Open Space Enhancements

- Interchange Interior Enhancements
- Possible Excess Property
- Neighborhood Gateway



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Next Steps in CSS Process

CSS Next Steps

North Split CSS Design Process

- Part 1: Visioning
- Part 2: Develop Preliminary Design Treatments
- Part 3: Develop CSS Design Guidelines Package

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Next Steps

- Neighborhood Workshops
  - Knights of Columbus 8/14 (7-8:30 pm)
  - St. Mary Catholic Church 8/27 (7-8:30 pm)
  - Martindale-Brightwood TBD
- Public Open House (Ivy Tech) 8/15 (5-7 pm)
- Develop final CSS guidelines Fall 2019
- Public Open House Winter 2019

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

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 a 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 North Split 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

MEETING AGENDA

Date: **April 21, 2020**

Time: **10 a.m. to noon**

Meeting: **North Split Community Advisory Committee Meeting #5**

Location: **Meeting conducted online via WebEx**

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1. Welcome & Introductions
2. North Split Project Status
3. Noise Barrier Recommendations
4. Public Survey
5. Section 106 Update
6. Traffic Impacts of Construction
7. Next Steps
8. Aesthetic Design Guidelines
9. Discussion and Questions
10. Adjourn

NORTH SPLIT UPGRADES DRIVING PROGRESS

Community Advisory Committee (CAC) Meeting #5

April 21, 2020

Welcome/Meeting Agenda

1. Welcome & Introductions
2. Project Status
3. Noise Barrier Recommendations
4. Public Survey
5. Section 106 Update
6. Traffic Impacts of Construction
7. Next Steps
8. Aesthetic Design Guidelines
9. Discussion and Questions
10. Adjourn

North Split Project Upcoming Meetings

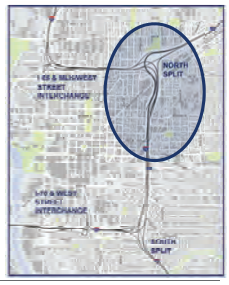
- North Split EJ Working Group April 23, 2 - 4 pm
- Virtual Public Open House April 28, 2 - 4 pm
- Virtual Public Open House April 30, 6 - 8 pm
- https://northsplit.com/virtual-open-house/
- NEPA Public Hearing Summer (Date TBD)

NORTH SPLIT UPGRADES DRIVING PROGRESS

Project Update

North Split Project

- Where I-65 and I-70 meet at northeast corner of downtown Indianapolis inner loop
- Second-busiest interchange in Indiana
  - 214,000 vehicles per day
- Constructed in 1960s and 1970s – pavement and bridges need replaced
- Safety concerns – over 1,600 crashes from 2012 to 2016
- Originally designed for a 4th interstate leg to the northeast



North Split Project

- New interchange is smaller and more compact
- New pavement and bridges
- Corrects the biggest safety problems
- Removes the worst bottlenecks
- Does not add through lanes

Environmental Assessment

- Analyzes impacts to both human and natural environment
- Key North Split focus areas:
  - Highway Noise
  - Environmental Justice/Public Survey
  - Historic Properties (Section 106)
  - Traffic Impacts of Construction
- Extensive Public Involvement Process
- EA Published in Summer 2020
- NEPA determination in Fall 2020

NORTH SPLIT UPGRADES DRIVING PROGRESS

Project Status

COMPLETE

- Project kickoff
- System-Level Analysis
- Alternative screening report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

ACTIVE

- Historic properties (Section 106)
- Environmental Assessment (NEPA)
- Mobility Management Plan
- Design-build procurement
- Context Sensitive Solutions (CSS)
- Public involvement

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Highway Noise

Noise Barriers

- Considered where there are **noise impacts** (66 dB(A) for residences)
- Barriers can reduce noise levels by 5 to 10 dB(A)
- Location and height determined by the Traffic Noise Model

NORTH SPLIT UPGRADES DRIVING PROGRESS

Noise Barriers

Predicted noise exceeds current criteria (66 dB(A) for residences)

- Five potential locations
- Each location feasible
- Possibly reasonable
- Subject to input by benefited receptors and other considerations

NORTH SPLIT UPGRADES DRIVING PROGRESS

Noise Barriers

- Recommended*
  - NB3E, NB3W
  - Noise surveys show support
- Not Recommended
  - NB4, NB5, NB7
  - Noise survey results mixed
  - Section 106 Adverse Effect

*Re-evaluation of the noise analysis to occur during final design to determine whether conditions have changed.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Noise Reducing Technology

- Continuous Reinforced Concrete (CRC) Pavement
  - Jointless pavement
  - Double the design life
- "Next Generation" Pavement Grooving
  - Longitudinal grooves, rather than transverse
  - Reduces pavement noise 3 to 5 decibels
- Jointless Concrete Bridges
  - More durable, quieter structures than existing
  - Integral / Semi-Integral ends

NORTH SPLIT UPGRADES DRIVING PROGRESS

Environmental Justice/ Public Survey

Public Survey - Content

Conducted online survey to:

- Gain better understanding of project impacts
- Help identify potential disproportionately high and adverse effects on minority and low-income communities

Promoted via:

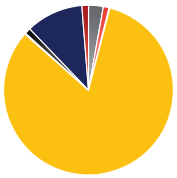
- 43,000+ postcards mailed to residents
- Project email, website, and social media
- Fliers to IPS students and in grocery stores
- Hard copies in libraries, community centers and neighborhood meetings
- Booth at the Transit Center and ads on IndyGo buses

Public Survey - Demographics

1,623 total responses

- 80 percent live in the EJ analysis area
- 1,575 surveys were essentially complete
- 5% self-identified as a minority

Race

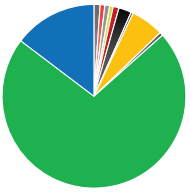


Public Survey - Demographics

1,623 total responses

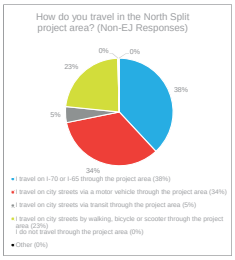
- 2% self-identified as low-income

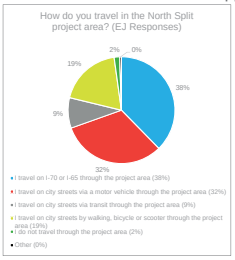
Income



Public Survey - Results

- Documented in an Environmental Justice Technical Memorandum in EA Appendix





Public Survey - Responses

Responses from EJ communities paralleled those of the non-EJ community

EJ community members travel on I-65 and I-70 more frequently than non-EJ

Other notable trends in responses:

- The public receives project updates
- Clear and proactive communication is desired
- Travel via personal automobiles, carpools or ridesharing services
- Most people travel on I-70, I-65, and local streets
- Most support the project
- Most agree the project will improve vehicular and pedestrian safety

NORTH SPLIT UPGRADES DRIVING PROGRESS

Pause for Questions

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Historic Properties (Section 106)

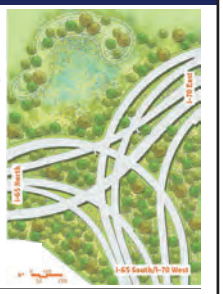
Historic Properties Impacts

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties
- Adverse effect identified for 4 historic districts/ properties:
  - Old Northside Historic District/Morris Butler House
  - St. Joseph Neighborhood Historic District
  - Chatham-Arch Historic District
- Mitigation commitments are compensation for the diminishment of a historic property

NORTH SPLIT UPGRADES DRIVING PROGRESS

Proposed Mitigation Commitments

- Project elements, including trees and vegetation, to comply with North Split Aesthetic Design Guidelines
- "Do Not Disturb" areas for existing trees
  - North of I-65, College to Alabama – outside of 15-foot construction zone
  - Existing tree stands south of I-65 from College to Delaware
  - West of I-65/I-70 between Michigan and New York
- Consulting party review of draft landscape and side slope plan prior to installation
- 3-year maintenance plan for trees and shrubs
- Underpass treatments to comply with North Split Aesthetic Design Guidelines
- Funding for Benjamin Harrison Presidential Site Old Northside Connector Neighborway
- Portions of Monon Detour/Loop to remain as permanent trail



NORTH SPLIT UPGRADES DRIVING PROGRESS

Monon Detour/Monon Loop

- Monon Trail detour during construction
- North and west portions to be permanent feature
- City and consulting parties also requested southwestern portion to be permanent feature
- Concerns about trail in limited access right-of-way

NORTH SPLIT UPGRADES DRIVING PROGRESS

Monon Detour/Monon Loop

- Not included in the MOA
- Only *possible*, will require additional approvals
- Permanent trail connection southwest of interchange
- Outside of INDOT limited access right-of-way; on INDOT non-limited access and City right-of-way
- Within Chatham-Arch Historic District

NORTH SPLIT UPGRADES DRIVING PROGRESS

Pause for Questions

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Traffic Impacts of Construction

Traffic Impacts

- Long-term traffic changes minimal due to no added through lanes
- Most traffic impacts will occur during construction
- Maintenance of Traffic (MOT) plan to be developed by design-build contractor
- MOT plan must meet INDOT criteria
- "Conceptual MOT Plan" by INDOT used to establish MOT criteria

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- North Split Construction Limits

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- I-65/I-70 through traffic closed between the North Split and Washington Street
- Closure to extend over two construction seasons
- Through traffic detour to I-465

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- Downtown exit and entrance ramps outside the North Split project area open at all times

Downtown Access

- I-65 to I-70 link across the north part of the North Split open to traffic each way
- May be short closure (up to 45 days) for construction of one bridge

Downtown Access

- Pine Street entrance ramp to eastbound I-70 open at all times
- Westbound I-70 exit ramp open at all times to collector-distributor road
- Collector-distributor road to serve either Michigan Street or Ohio Street at all times

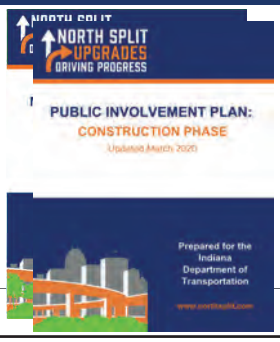
Movement Closure Guidelines

MOVEMENT	MAXIMUM
I-65 / I-70 Mainline	2 seasons
Eastside Exits* (Ohio /Michigan)	1 season
Local ramps & bridges (not adjacent)	90 days

*Ohio Street and Michigan Street not closed at same time

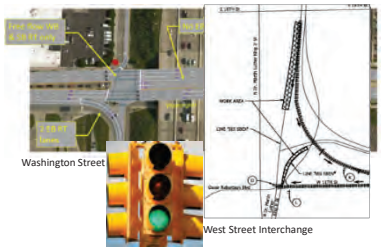
Mobility Management Plan (MMP)

- MMP Goals
  - Optimize traffic operations on the available transportation network
  - Reduce overall roadway network demand
  - Provide enhanced motorist information
- MMP Task Groups
  - MOT/Construction
  - Local Traffic Operations
    - Subgroup – Emergency Response
  - Travel Demand Management
  - Communications & Public Outreach



Regional Traffic Improvements

- Adjacent Interchanges
  - Washington Street lane realignments
  - West Street added ramp lanes
- Regional traffic program
  - Working with Indianapolis DPW on ways to improve traffic flow
  - Indianapolis traffic signal improvements
  - Spot intersection and roadway improvements

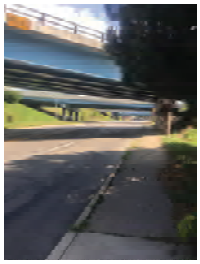


Travel Demand Management

- 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

Next Steps

Start Project Development	March 2017
System-Level Analysis	May 2018
Alternatives Screening Report	September 2018
Preliminary Design / Enviro Study	2019 - 2020
Design-Build Team on Board	June 2020
EA Published	Summer 2020
EA Public Hearing	Summer 2020
Final Environmental Approval	Fall 2020
Construction start	Late 2020
Construction complete	Late 2022



Pause for Questions

NORTH SPLIT UPGRADES DRIVING PROGRESS

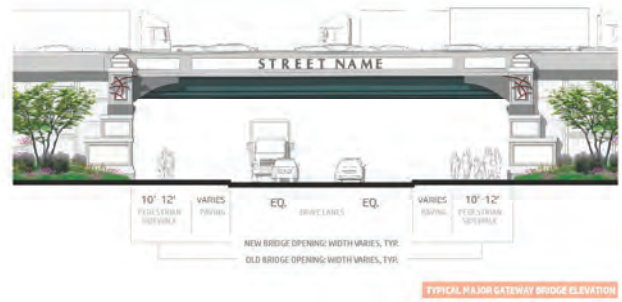
Aesthetic Design Guidelines

Aesthetic Design Guidelines

- The purpose of the Aesthetic Design Guidelines is to provide the Design-Build Team with aesthetic direction for their final design.
- The Aesthetic Design Guidelines are the result of an extensive public engagement process over the last 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

ATTACHMENT 6-1
NORTH SPLIT
AESTHETIC DESIGN GUIDELINES

Aesthetic Design Guidelines



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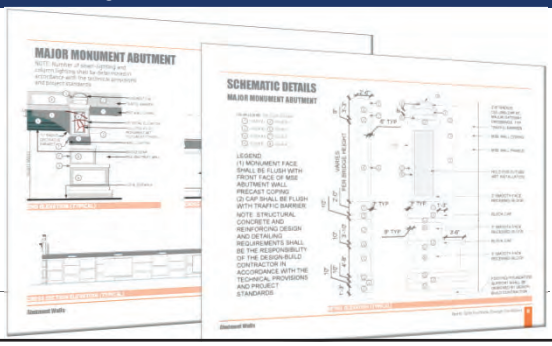

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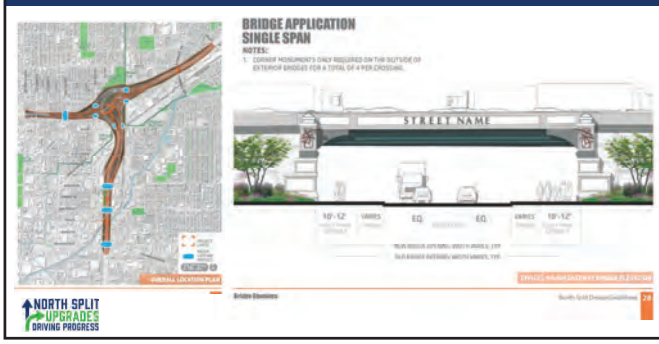

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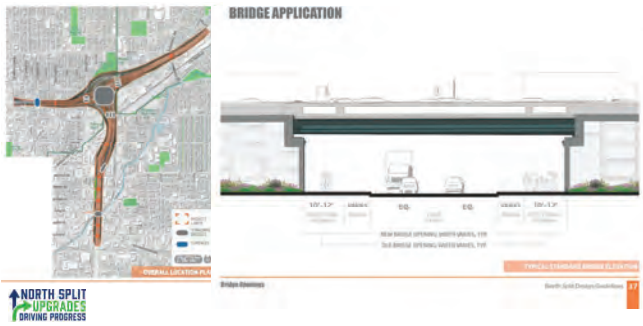

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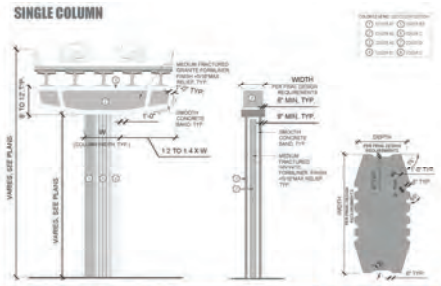

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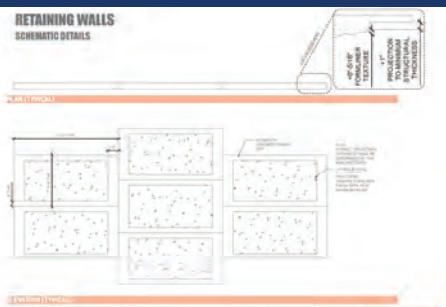

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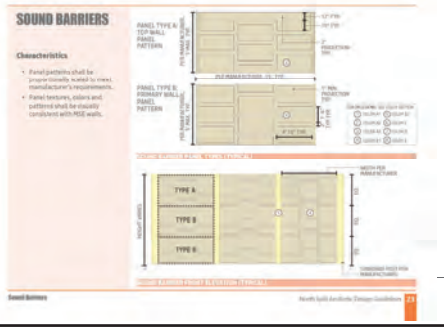

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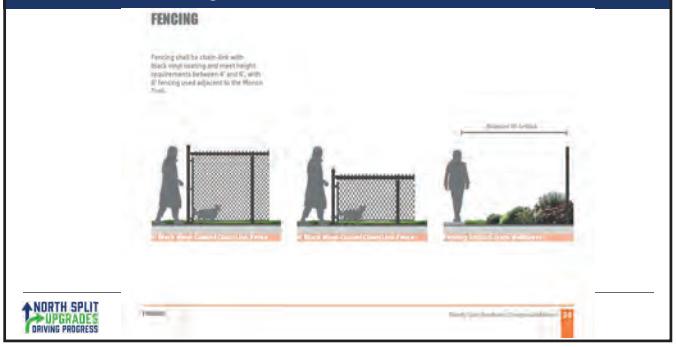

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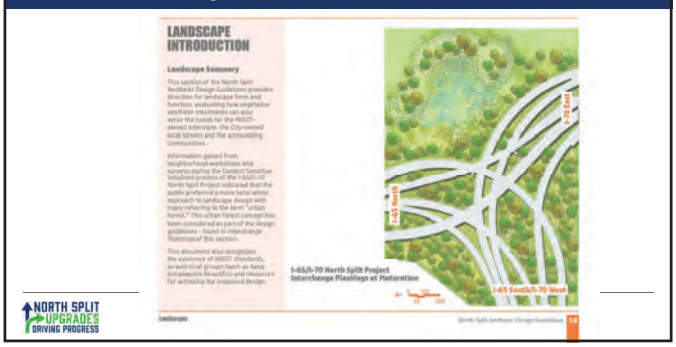

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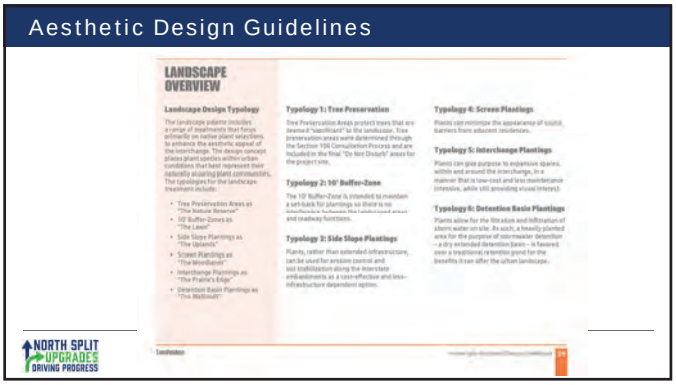

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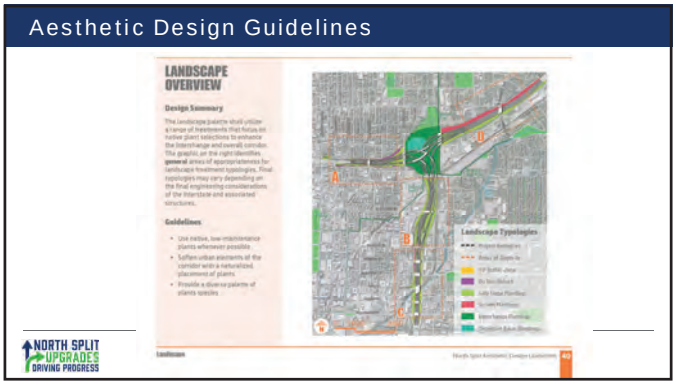

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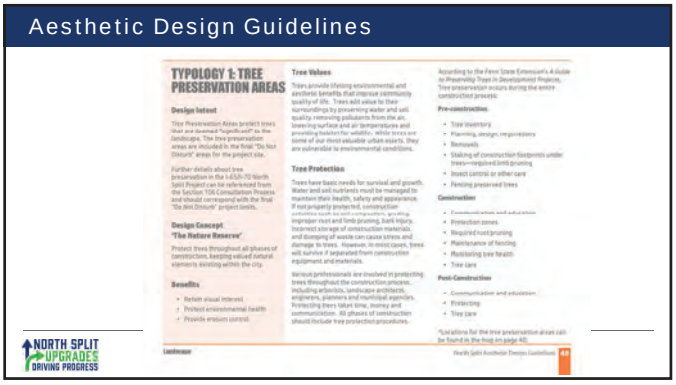

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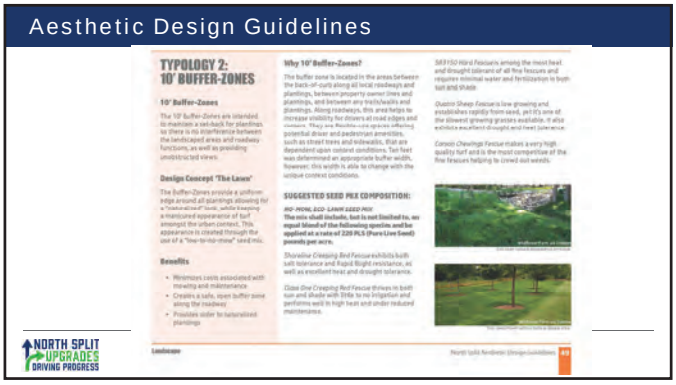

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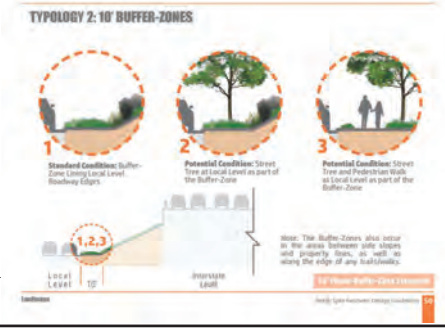

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

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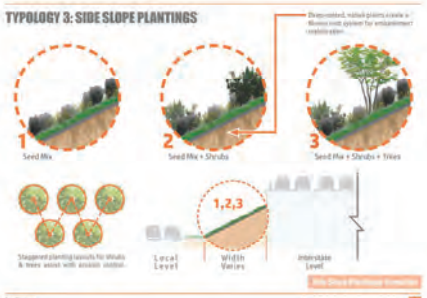

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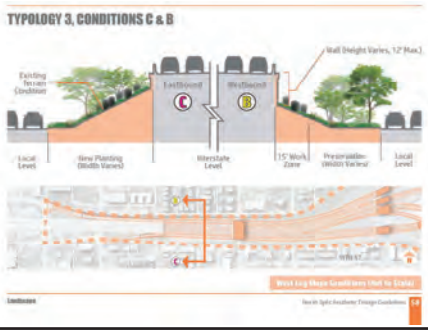

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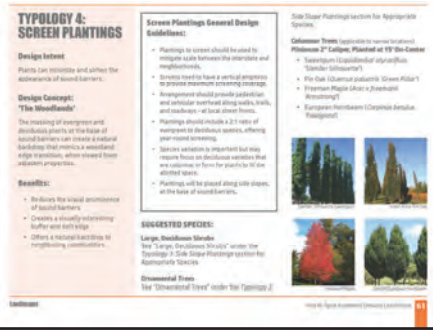

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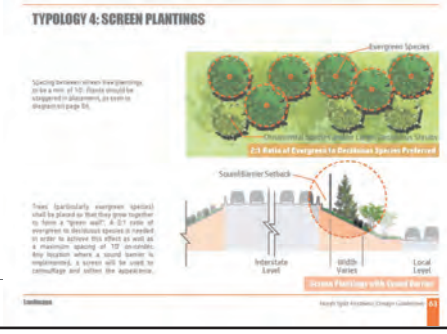

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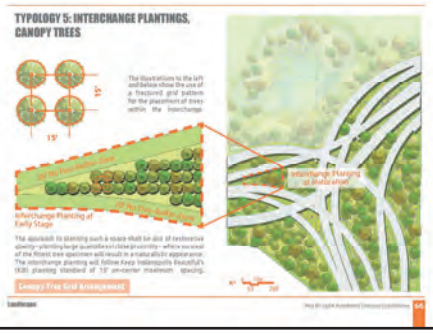


Aesthetic Design Guidelines

Aesthetic Design Guidelines

Aesthetic Design Guidelines

North Split Interchange

PLAN VIEW

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

North Split Interchange

ELEVATED VIEW LOOKING SOUTHWEST

NORTH SPLIT UPGRADES DRIVING PROGRESS

Pause for Questions

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Questions?

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Project Information: www.northsplit.com

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

<u>Pause for Questions</u>

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.

<u>Bridge design applications</u>

- 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.

<u>Bridge underpasses</u>

- 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.

<u>Retaining walls and wall patterns</u>

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.

<u>Fencing</u>

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 Meares	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

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Public Open House

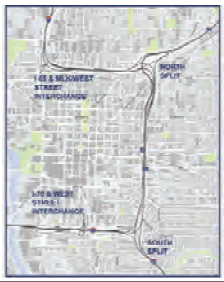
May 23, 2018

About INDOT

- INDOT's mission
  - Plan, build, maintain and operate transportation systems
  - Enhance safety, mobility and economic growth
- Interstates, US Highways, State Roads
- INDOT maintains more than 11,000 centerline miles and 6,000 bridges across the state
- $1.2 billion in construction last year

Introduction

- In the fall 2017 INDOT started an environmental study for the North Split interchange
  - Safety concerns
  - Poor condition of bridges and pavement
  - Early action needed
- Met with community groups and received a number of public comments
- In response to public comments, completed a System-Level Analysis of the downtown interstate system
- Purpose today is to present the results of the System-Level Analysis



System-Level Analysis

- Studies all downtown interstates
- Informs North Split interchange project
- Provides basic information about system concepts to support public dialogue
- Does not identify a specific plan for downtown interstates
- Provides a starting point for possible future studies

System-Level Analysis Overview

The System-Level Analysis of downtown interstates:

- Was not intended to answer all questions or address all issues
- Focuses on the most basic parameters: performance, cost, and impacts
- Analyzed current conditions, not future forecasts
- Was fact finding, not deliberative
- Did not make recommendations or decisions for the future of downtown interstates

Components Reviewed

Performance – How well does the roadway system function?

Cost – How much will it cost to construct?

Impacts – How will it affect the community?

- local street and neighborhood traffic
- construction and traffic maintenance
- neighborhood connectivity/visual continuity
- right-of-way needs
- historic resources
- recreational areas and trails
- natural resources

Decommissioning Existing Interstates

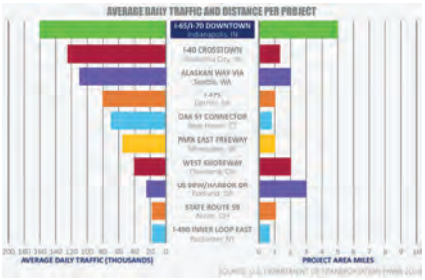
- Reviewed urban freeway treatments nationwide
- Where decommissioning works
  - Low traffic volumes
  - Short sections of uncompleted freeways
  - Barriers to waterfronts
  - Remaining segments after realignment
  - Parallel with other freeways
- Focus of System-Level Analysis is, "What works in Indianapolis?"

DECOMMISSIONING PROJECT EXAMPLES

- US 99W/Harbor Drive, Portland, OR
- Park East Freeway, Milwaukee, WI
- I-490 Inner loop East, Rochester, NY
- State Route 59, Akron, OH
- West Shoreway, Cleveland, OH
- I-375, Detroit, MI
- Route 34/Oak Street Connector, New Haven, CT
- I-40 Crosstown Expressway, Oklahoma City, OK
- Route 99/Alaskan Way Viaduct, Seattle, WA
- Scajaquada Expressway, Buffalo, NY
- I-345, Dallas, TX
- I-375, Detroit, MI
- I-980, Oakland, CA
- Route 710, Pasadena, CA
- I-490 Inner Loop North, Rochester, NY
- I-280 Spur, San Francisco, CA
- I-81, Syracuse, NY
- Route 29, Trenton, NJ

NORTH SPLIT UPGRADES DRIVING PROGRESS

Decommissioning Existing Interstates



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concepts

1. No-Build (maintain existing)
2. Transportation System Management (TSM) - divert traffic to I-465 or to transit*
3. Upgrade existing interstates
4. Depress downtown interstates*
5. Replace interstates with at-grade boulevards*
6. Construct at-grade boulevards + interstates in tunnels*
7. Construct new interstate link – new I-65 west leg tunnel

** Suggested by community groups*

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 1

No-Build

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

- Maintain the existing interstate system with no operational improvements
- Preserve number and location of lanes
- Keep existing ramp connections to local streets
- Basis of comparison for other concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

- **Performance**
  - Total delay is baseline for other concepts
    - 21,346 hours (AM peak)
    - 23,471 hours (PM peak)
- **Cost**
  - Cost to maintain inner loop over next 30 years is approximately $437M
- **Impacts**
  - Regular traffic disruption due to interstate closures to replace pavement and bridges

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 2

Transportation System Management

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- Reduce traffic on downtown interstates
- Three potential actions
  - Divert through trips* to I-465
  - Divert downtown interstate trips to transit
  - Divert trips with tolling

**Through trips = Interstate trips from outside I-465, through downtown, to outside I-465*

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- **Diversion to I-465**
  - Through trips estimated 3 ways
    - Trace trips using IMPO travel demand model
    - Trace trips using location-based services of smartphones
    - Test unlimited capacity on I-465 using IMPO travel demand model

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 2: Transportation System Management

- **Diversion to I-465**
  - Through trips estimated 3 ways
    - Trace trips using IMPO travel demand model
    - Trace trips using location-based services of smartphones
    - Test unlimited capacity on I-465 using IMPO travel demand model
  - Each estimate showed around 10% through trips on downtown interstates in peak periods
  - Diverting through trips to I-465 would not materially affect performance of concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS

2: Transportation System Management

- **Diversion to Transit or Tolling**
  - Transit: Analysis of bus rapid transit (BRT) ridership shows inner loop traffic reduction less than 1%. Most traffic diversion to BRT will be from local streets, not interstates
  - Tolls: Could only be effective for diverting through trips to I-465 if there were more through trips.

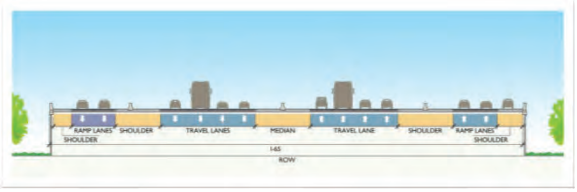
NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 3

Upgrade Existing Interstate System

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System

- **Performance**
  - Total delay is REDUCED compared to existing
    - 10% less in AM peak, 6% less in PM peak
  - Reduced congestion on interstates
- **Cost**
  - Construction = $900M - $1.6B
- **Impacts**
  - Local street traffic generally unchanged
  - 5 years of construction
  - 1 to 5 acres new right of way; 5 to 10 relocations
  - Visual quality mixed, connectivity good

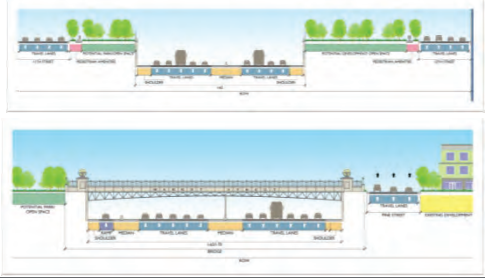
NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 4

Depress Downtown Interstates

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 4: Depress Downtown Interstates



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 4: Depress Downtown Interstates

- **Performance**
  - Total delay is REDUCED compared to existing
    - 10% less in AM peak, 6% less in PM peak
  - Reduced congestion on interstates
- **Cost**
  - Construction = $1.5B - $2.4B
- **Impacts**
  - Local street traffic generally unchanged
  - 6 years of construction
  - 5 to 10 acres new right-of way; 10 to 15 relocations
  - Visual quality and connectivity good

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 5

Replace Interstates with Boulevards

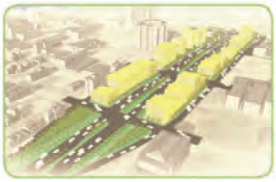
NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 5: Replace Interstates with Boulevards

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 5: Replace Interstates with Boulevards

- **Performance**
  - Total delay is MUCH HIGHER than existing
    - 40% more in AM peak, 145% more in PM peak
  - High level of congestion on all boulevards
- **Cost**
  - Construction = $500M - $900M
  - Local street investments not included
- **Impacts**
  - Large traffic increases on streets, interstate queues
  - 4 years of construction
  - 1 to 5 acres new right of way; 1 to 5 relocations
  - Potential for excess right of way
  - Visual quality good, connectivity affected by traffic levels



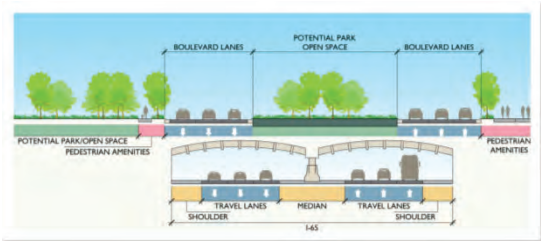
NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 6

Replace with Boulevards & Tunnels

NORTH SPLIT UPGRADES DRIVING PROGRESS

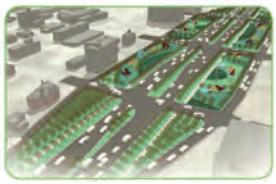
Concept 6: Replace with Boulevards and Tunnels



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 6: Replace with Boulevards and Tunnels

- **Performance**
  - Total delay is SIMILAR to existing
    - 9% less in AM peak, 3% more in PM peak
  - High congestion levels on boulevards
- **Cost**
  - Construction = $3.3B - $5.5B
- **Impacts**
  - Local street traffic generally unchanged
  - 10 years of construction
  - 5 to 10 acres new right-of way; 5 to 10 relocations
  - Visual quality good, connectivity mixed



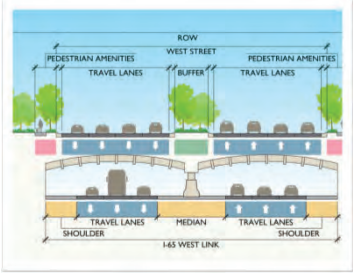
NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 7

Construct New Interstate Link

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 7: Construct New Interstate Link



NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 7: Construct New Interstate Link

- **Performance**
  - Total delay is HIGHER than existing
    - 23% more in AM peak, 24% more in PM peak
  - North boulevard highly congested
- **Cost**
  - Construction = $1.6B - $2.6B
- **Impacts**
  - Traffic increase on streets, south and east
  - 7 years of construction
  - 40 to 50 acres new right of way; 30 to 40 relocations
  - Visual quality and connectivity mixed

NORTH SPLIT UPGRADES DRIVING PROGRESS

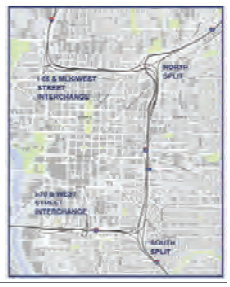
Concepts at a Glance

Concept	Performance	Costs	Impacts			
	Total Network Delay (compared to existing)	Estimated Costs	Time of Construction	Visual/ Connectivity	ROW Total Area	Relocations (Properties)
1 - No Build	No change	No change	--	No change	No change	No change
2 - TSM	--	--	--	--	--	--
3 - Upgrade Existing Interstates	10% less delay (AM) 6% less delay (PM)	$600M - $1.6B	5 years	Mixed/Good	1-5 acres	5-10
4 - Depress Downtown Interstates	10% less delay (AM) 6% less delay (PM)	$1.5B - $2.4B	6 years	Good/Good	5-10 acres	10-15
5 - Boulevards to Replace Interstates	40% more delay (AM) 145% more delay (PM)	$500M - $900M	4 years	Good/Mixed	1-5 acres	1-5
6 - Boulevards and Tunnels	6% less delay (AM) 3% more delay (PM)	$3.3B - $5.5B	10 years	Good/Mixed	5-10 acres	5-10
7 - West St. Interstate Tunnel and Boulevard	23% more delay (AM) 24% more delay (PM)	$1.6B - $2.6B	7 years	Mixed/Mixed	40-50 acres	30-40

NORTH SPLIT UPGRADES DRIVING PROGRESS

What does this mean for downtown interstates?

- Many issues to consider in defining the future of downtown interstates
- System-Level Analysis looked at core issues of performance, cost, and impacts
- A starting point for future studies
- The community should take the time necessary to decide the future of downtown interstates.



- Please submit comments on System-Level Analysis by June 7.

NORTH SPLIT UPGRADES DRIVING PROGRESS

What does this mean for the North Split Project?

- The North Split interchange needs to be reconstructed in 2 to 4 years due to bridge and pavement conditions.
- Given this early timeframe, the interchange will need to work effectively with existing interstates.
- The cost of reconstructing the North Split interchange now does not automatically preclude future options for the downtown interstate system.

- Public comment opportunities will continue throughout the North Split Project.
- Public comment period for alternatives anticipated late summer/fall 2018.

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project Next Steps

- Continue environmental review process for the North Split
  - Develop alternatives
  - Identify benefits and impacts
  - Continue public involvement and feedback

NORTH SPLIT UPGRADES DRIVING PROGRESS

Questions

Report Available: www.northsplit.com
Submit Comments: info@northsplit.com
Comments due June 7, 2018

Contact:
Emily Kibling
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

NORTH SPLIT UPGRADES DRIVING PROGRESS

I-65/I-70 North Split Project

Public Open House

October 10, 2018

Alternatives Development Process

Define Problems → Identify Context Gather Input → Define Alternatives → Balance Trade-Offs → Select Alternative

Alternatives Development Process

Define Problems → Identify Context Gather Input → Define Alternatives → Balance Trade-Offs → Select Alternative

Define Problems – Road and Bridge Conditions

Correct deteriorated pavement and bridge conditions.

- Constructed in the 1960s and 1970s, the pavement is past its life expectancy
- Repairing pavement cracks and potholes leads to frequent lane closures
- Bridge conditions are poor and getting worse:
  - Under 5 years of life (11 bridges)
  - 5 - 10 years of life (16 bridges)

Define Problems – Safety

High Crash Rates

- Over 1,600 crashes from 2012 to 2016
  - Rear-end Crashes – due to congestion and stopped traffic
  - Sideswipe Crashes – due to congestion and weaving movements
- Higher than Indiana urban interstate rates

Define Problems – Safety

Top 4 Crash Locations

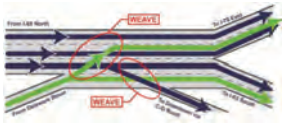
Define Problems – Weaving Areas

- Highest number of crashes are on west leg of the interchange, in weaving areas:

Pennsylvania Street Exit Ramp

Most frequent crash type:
- Rear-end, followed by sideswipe

Delaware Street Entrance Ramp



Most frequent crash type:
- Sideswipe, followed by rear-end

NORTH SPLIT UPGRADES DRIVING PROGRESS

Define Problems – Operations

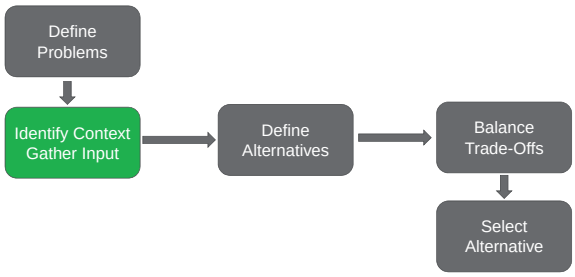
North Split Bottlenecks

NORTH SPLIT UPGRADES DRIVING PROGRESS

Purpose and Need – Performance Measures

Project Need	Performance Measures
Correct Deteriorated Bridge Conditions	- Address deficient structural condition
Correct Deteriorated Pavement Conditions	- Address deficient pavement condition
Improve Safety	Alternative must address weaves on the west leg of the North Split: 1. Eliminate Meridian/Pennsylvania Street exit ramp weave 2. Eliminate Meridian/Delaware Street entrance ramp weave Alternative should include improvements at the following two crash locations: 3. Improve conditions at I-65 southbound/I-70 westbound merge point 4. Improve curvature on I-70 northbound to I-70 eastbound
Improve Interchange Operations and Reduce Congestion	- Improve Interstate level of service over no-build condition - Eliminate "big weave" on I-65/I-70 south of North Split

NORTH SPLIT UPGRADES DRIVING PROGRESS



NORTH SPLIT UPGRADES DRIVING PROGRESS

Environmental Resources

North Split Project Area Environmental Resources

- Historic Districts
- Park Property
- Monon Greenway
- Cultural Trail
- CSX Railroad

NORTH SPLIT UPGRADES DRIVING PROGRESS

Public and Agency Input

Public meetings, community groups, advisory committees, social media - ongoing

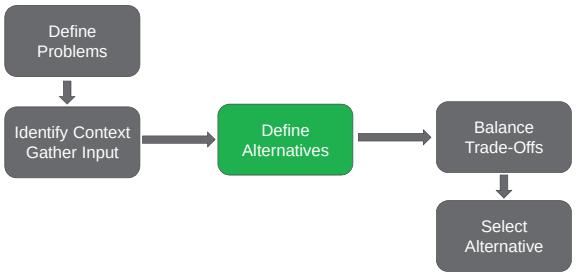
Indianapolis Mayor Joe Hogsett - June 2018

- Make necessary bridge repairs to address valid safety concerns, but keep the interstate within the existing road bed
- Strike an appropriate balance between the needs of downtown residents and suburban commuters

Indianapolis Chamber of Commerce - July 2018

- No above-grade walls in legs outside the North Split interchange;
- No expansion of the number of above-grade through lanes

NORTH SPLIT UPGRADES DRIVING PROGRESS



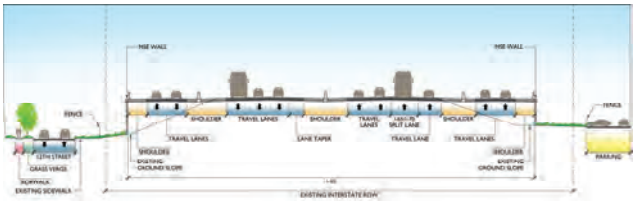
Eliminated Alternatives – Low Cost / Minimal

1. **No Build** – Leave the interchange as it is, with 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. **Bridge and Pavement Replacement In-Kind** – Rehab or replace bridges and pavement at their current locations

Alternatives 1-3 Eliminated *-- they do not meet project purpose and need.*

Eliminated Alternative – Added Through Lanes

5. **Full Interchange Reconstruction** – *Eliminated due to added through lanes and large retaining walls near right-of-way lines*



Alternative 4 – Options a, b, and c

4. **Efficient Interchange Reconstruction**
   Reconfigure interchange with no added through lanes

Three options to meet purpose and need by:

- Replacing pavement and bridges
- Addressing major safety problems
- Eliminating bottlenecks and improving level of service

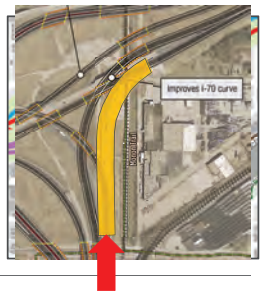
Alternative 4 – Common Features of Options

Common Features

- Smaller footprint and modernized design features
- Increase safety at top four crash locations
  - Two weaves, the merge and the curve
- Improve bottlenecks
- Eliminate "big weave" on I-65/I-70
- Opportunities to improve aesthetics and connectivity

Alternative 4 – Improve I-65 / I-70 Merge

Alternative 4 – Improve I-70 Curve



NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 Options

Where do the options differ?

- West leg of interchange differs
- East and south legs same

Three ways to eliminate weaves on the west leg

NORTH SPLIT UPGRADES DRIVING PROGRESS

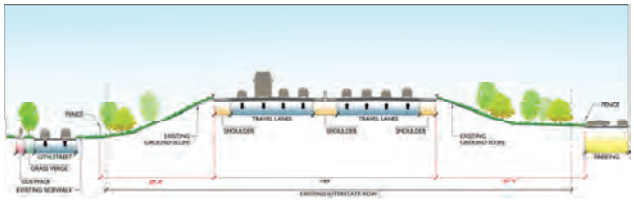
Alt. 4a: Pennsylvania and Delaware Ramps Closed

- West Leg of North Split
  - Eliminate existing weaving movements
  - Close Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Minimal pavement widening and no retaining walls

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

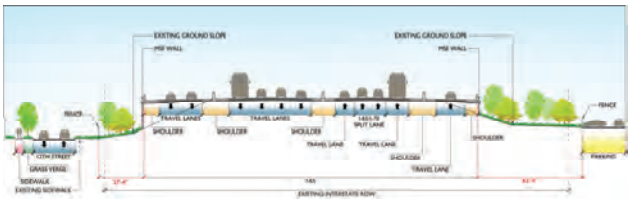
Alt. 4b: Pennsylvania and Delaware Ramps Open

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain full access at Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Install retaining walls up to 18 feet high north and up to 33 feet high south

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4b: Pennsylvania and Delaware Ramps Open

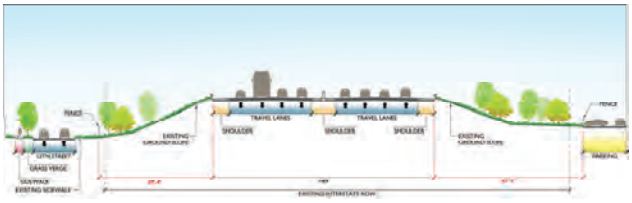
I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS

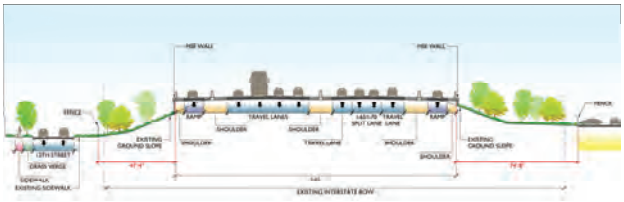
Alt. 4c: Selected Ramp Access Restrictions

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain Pennsylvania Street exit ramp and Delaware Street entrance ramp, except:
    - Eliminate I-70 exit to Pennsylvania Street
    - Eliminate I-65 exit to ramps serving Michigan and Ohio Streets
  - Install retaining walls up to 11 feet high north and 7 feet high south

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4c: Selected Ramp Access Restrictions

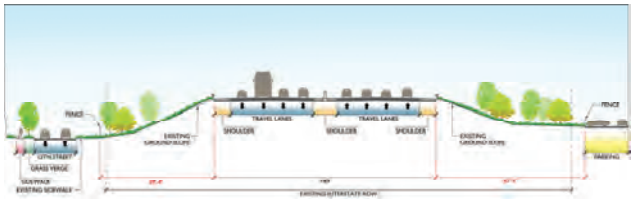
I-65 Cross Section View near Central Avenue (looking east)



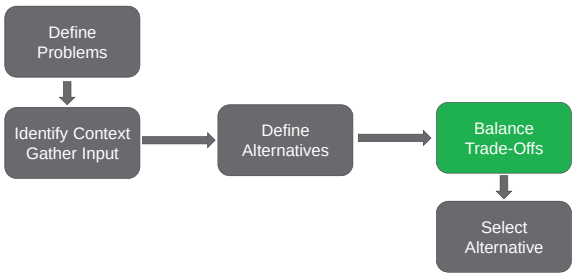
NORTH SPLIT UPGRADES DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT UPGRADES DRIVING PROGRESS



NORTH SPLIT UPGRADES DRIVING PROGRESS

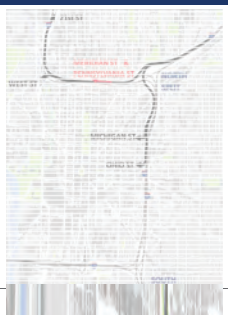
Trade-Offs: Alternative 4 Options and Alternative 5

Alternative	To Pennsylvania Street Ramp		From Delaware Street Ramp		To Ohio/Michigan Ramps (via C-D Road*)		Approximate Maximums 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	$215 M to $265 M
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	$225 M to $275 M
Alternative 5: All Ramps Open + added Through Lanes	✓	✓	✓	✓	✓	✓	30 feet (17 feet)	37 feet (32 feet)	Yes	$305 M to $370 M

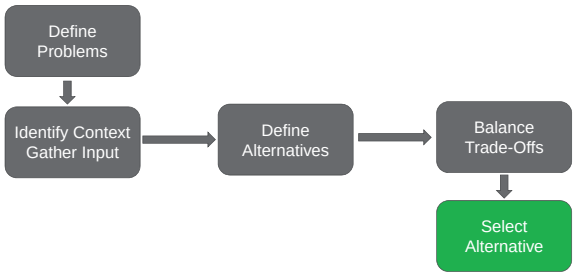
NORTH SPLIT UPGRADES DRIVING PROGRESS

Trade-Offs: Alternative 4c Exits

From I-65 SB



From I-70 WB



Alternative 4c: Preliminary Preferred Alternative

- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- Does not add through lanes
- More compact interchange
- Within existing right-of-way
- Minimizes exterior retaining walls on west leg
- Avoids exterior retaining walls on the east and south legs
- Meets project purpose and need

Next Steps

Next Steps

- Gather feedback on preliminary preferred alternative through October 29
- Refine preliminary preferred alternative
- Continue public involvement and feedback
- Analyze impacts in the Environmental Assessment (EA)
- Publish EA in early 2020

Report Available: www.northsplit.com/alternatives-screening-report
Submit Comments: info@northsplit.com
Comments due October 29, 2018

Contact:
Ali Hernandez
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

NORTH SPLIT UPGRADES DRIVING PROGRESS

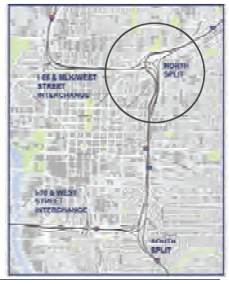
I-65/I-70 North Split Project

Project Update &
CSS Neighborhood Workshop
April 9, 2019

North Split Interchange

INDOT is preparing an environmental study for the North Split interchange

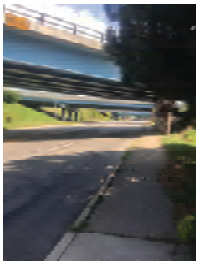
- Where I-65 and I-70 meet at the northeast corner of downtown inner loop
- Constructed 40 to 50 years ago
- Second-most heavily-traveled interchange in the state – 214,000 vehicles per day
- Project goals:
  - Replace deteriorated pavement and bridges
  - Improve safety
  - Improve traffic flow



North Split Project

Major Project Milestones

- September, 2017 – Project Initiation
- May, 2018 – System-Level Analysis of Downtown Interstates
- September, 2018 – Alternatives Screening Report
- **March, 2019** – Context Sensitive Solutions (CSS) process
- Early 2020 – Environmental Assessment complete
- 2021 - 2022 – Project Construction



Environmental Context

North Split Project Area

- Historic Districts
- Park Property
- Monon Greenway
- Cultural Trail
- CSX Railroad

Physical Condition and Safety

Deteriorated pavement and bridge conditions.

- Constructed in the 1960s and 1970s – pavement is past its life expectancy
- Bridge conditions are poor and getting worse:
  - Under 5 years of life (11 bridges)
  - 5 - 10 years of life (16 bridges)
- Over 1,600 crashes from 2012 to 2016
- Most Crashes Rear-end and Sideswipe

Safety – High Crash Locations

Top 4 Crash Locations

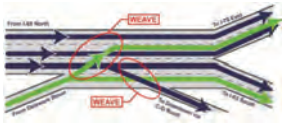
Safety - Weaving Areas

- Highest number of crashes are on west leg of the interchange, in weaving areas:

Pennsylvania Street Exit Ramp

Most frequent crash type:
- Rear-end, followed by sideswipe

Delaware Street Entrance Ramp



Most frequent crash type:
- Sideswipe, followed by rear-end

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary Preferred Alternative

- Replaces all pavement and bridges
- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- More compact interchange
- Does not add through lanes
- Within existing right-of-way
- Minimizes outside walls
- Two restricted ramp movements
  - Delaware ramp to I-70 only
  - Pennsylvania exit from I-65 only

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split West Leg

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Interchange Area

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split South Leg

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project Summary

Reconstruct the Interchange
- Replace pavement and bridges
- Address major safety problems
- Eliminate bottlenecks to improve level of service
- Provide smaller footprint and modern design

Consider the Neighborhood Context
- Do not add through lanes
- Minimize outside walls
- Enhance neighborhood integration
- Provide neighborhood connectivity

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project CSS Introduction

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Neighborhood Workshop

CSS Process

What is CSS?

"Context Sensitive Solutions and Design" (CSS/D) is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting.

- US Department of Transportation Federal Highway Administration

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

What are we trying to do with our process?

Develop a series of design recommendations that aid the integration of the new interchange (the current Preferred Alternative) into the surrounding community.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

What are some parameters of the CSS analysis?

- Interchange project
- Needs to be constructed in the next 3 years
- Must connect to existing elevated interstates
- INDOT is open to partnerships
- Enhancements evaluated with maintenance in mind

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

What are we trying to understand with our process?

Character and themes
Treatment typology
Basic materials
Community connections
Community response

NORTH SPLIT UPGRADES DRIVING PROGRESS

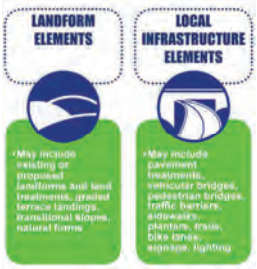
CSS Process: What will we be examining?

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process: What will we be examining?

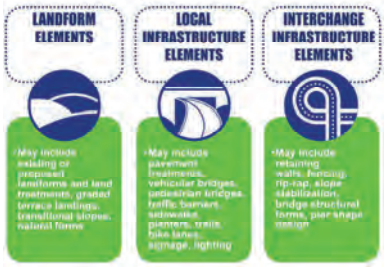
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process: What will we be examining?



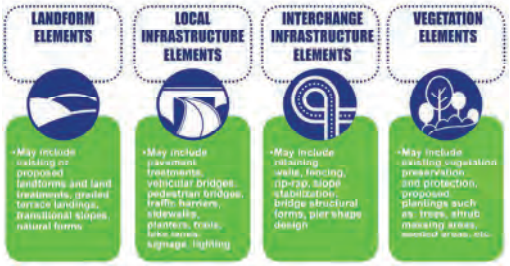
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process: What will we be examining?



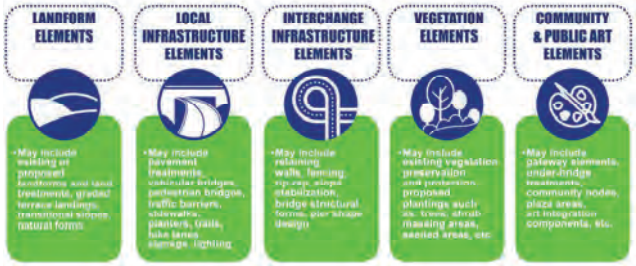
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process: What will we be examining?



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process: What will we be examining?



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

North Split CSS Design Process

Part 1: Visioning

Purpose is to identify overall design vision, specifically in terms of **character** and **theme**, and to establish the type and extents of applications for consideration.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

North Split CSS Design Process

Part 2: Develop Preliminary Design Treatments

Begin to show how **character** and **theme** can translate to design treatment concepts.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

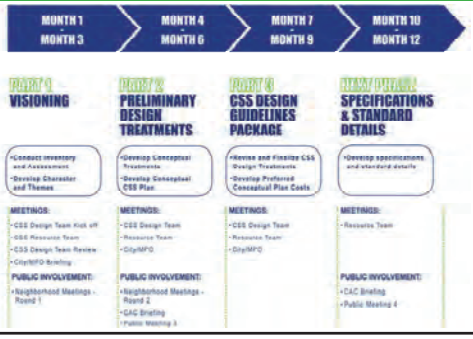
North Split CSS Design Process

Part 3: Develop CSS Design Guidelines Package

Finalize conceptual treatments into design guidelines.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

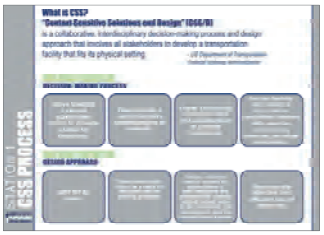
Next Steps…

- Continue to collect and document the Inventory and Assessment of the surrounding context
- Neighborhood Workshops

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

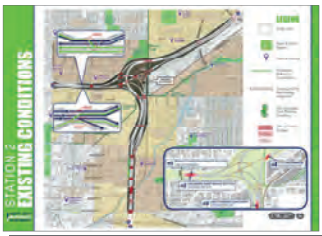
Workshop Orientation - Station 1: CSS Overview



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

Workshop Orientation - Station 2: Context



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

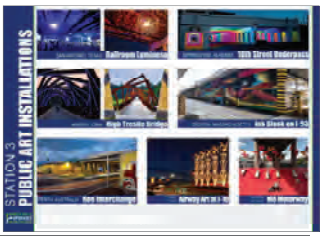
Workshop Orientation - Station 2: Context

TELL US:
Feedback
Opportunity

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

Workshop Orientation - Station 3: Priorities



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

Workshop Orientation - Station 3: Priorities

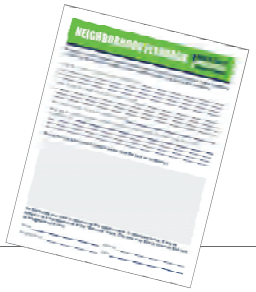
TELL US:
Feedback
Opportunity

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

Workshop Orientation – Feedback Form

TELL US:
Feedback
Opportunity



NORTH SPLIT UPGRADES DRIVING PROGRESS

WORKSHOP OPEN HOUSE

Project Information: www.northsplit.com
Submit Feedback: info@northsplit.com

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONTACT:
Ali Hernandez
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309

This presentation was used for a series of CSS Neighborhood Workshops as well as the Public Open House on August 15, 2019.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Neighborhood Workshops- Second Round

Cole-Nobel Neighborhood

Interstate Business Group

August 8, 2019

Neighborhood Workshop Agenda

Neighborhood Workshops- Second Round

1. **Welcome and Introductions**
2. **I-65/I-70 North Split Project Update**
3. **CSS Update**
   - Process Summary
   - Visioning Results
   - Project Elements
   - Additional Opportunities
4. **CSS Design Workshop**

NORTH SPLIT UPGRADES DRIVING PROGRESS

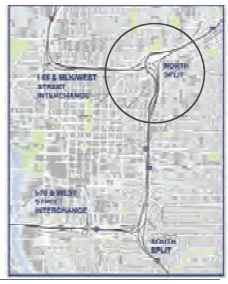
NORTH SPLIT UPGRADES DRIVING PROGRESS

Project Update

North Split Interchange

INDOT is preparing an environmental study for the North Split interchange

- Where I-65 and I-70 meet at the northeast corner of downtown inner loop
- Constructed 40 to 50 years ago
- Second-most heavily-traveled interchange in the state – 214,000 vehicles per day
- Project goals:
  - Replace deteriorated pavement and bridges
  - Improve safety
  - Improve traffic flow

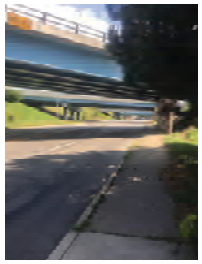


NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project

Major Project Milestones

- September, 2017 – Project Initiation
- May, 2018 – System-Level Analysis of Downtown Interstates
- September, 2018 – Alternatives Screening Report
- 2019 – Project Refinement and Context Sensitive Solutions (CSS) process
- Mid-2020 – Environmental Assessment complete
- 2021 - 2022 – Project Construction



NORTH SPLIT UPGRADES DRIVING PROGRESS

Physical Condition and Safety

Deteriorated pavement and bridge conditions.

- Constructed in the 1960s and 1970s – pavement is past its life expectancy
- Bridge conditions are poor and getting worse:
  - Under 5 years of life (11 bridges)
  - 5 - 10 years of life (16 bridges)
- Over 1,600 crashes from 2012 to 2016
- Most Crashes Rear-end and Sideswipe

NORTH SPLIT UPGRADES DRIVING PROGRESS

Safety – High Crash Locations

Top 4 Crash Locations

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary Preferred Alternative

- Replaces all pavement and bridges
- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- More compact interchange
- Does not add through lanes
- Within existing right-of-way
- Minimizes outside walls
- Two restricted ramp movements
  - Delaware ramp to I-70 only
  - Pennsylvania exit from I-65 only

NORTH SPLIT UPGRADES DRIVING PROGRESS

Construction - Maintenance of Traffic

- Two-year period of construction (2021 -2022)
- Maintenance of traffic planning currently underway
- Extended closure of some interstate segments, but full closure not anticipated
- Short-term closures of local cross streets for bridge construction
- Traffic Management Plan (TMP)
  - Temporary Traffic Control Plan
  - Traffic Operations Plan
  - Public Information Plan
  - TMP Task Force

NORTH SPLIT UPGRADES DRIVING PROGRESS

North Split Project Summary

Objective: Reconstruct the Interchange

- Replace pavement and bridges
- Address major safety problems
- Eliminate bottlenecks to improve level of service

But Consider the Neighborhood Context

- Enhance neighborhood integration
- Provide neighborhood connectivity
- Engage neighbors and stakeholders in context sensitive design

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Update:
Public Engagement &
Round 1 Visioning Meetings

CSS Process

NORTH SPLIT UPGRADES DRIVING PROGRESS

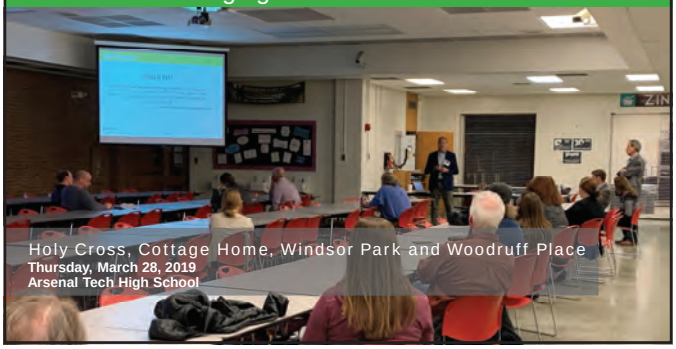
CSS Process

CSS Public Engagement

CSS Public Engagement...by the numbers

CSS Public Engagement

CSS Public Engagement




CSS Public Engagement
Holy Cross, Cottage Home, Windsor Park and Woodruff Place
Thursday, March 28, 2019
Arsenal Tech High School


CSS Public Engagement
Old Southside, Stadium Village Business Association and Bates-Hendricks
Saturday, March 30, 2019
Sacred Heart Parish Hall


CSS Public Engagement
Old Southside, Stadium Village Business Association and Bates-Hendricks
Saturday, March 30, 2019
Sacred Heart Parish Hall


CSS Public Engagement
Chatham Arch and Lockerbie Square
Tuesday, April 2, 2019
Indianapolis Fire Fighters Museum


CSS Public Engagement
Chatham Arch and Lockerbie Square
Tuesday, April 2, 2019
Indianapolis Fire Fighters Museum


CSS Public Engagement
Cole-Noble and the Interstate Business Group
Thursday, April 4, 2019
Young and Larimore

CSS Public Engagement

Cole-Noble and the Interstate Business Group
Thursday, April 4, 2019
Young and Larimore

CSS Public Engagement

Cole-Noble and the Interstate Business Group
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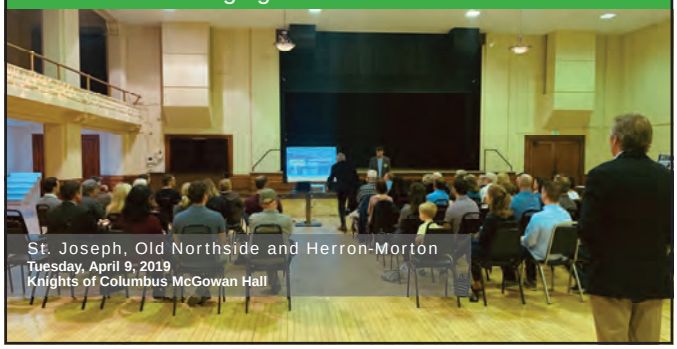
CSS Public Engagement



St. Joseph, Old Northside and Herron-Morton
Tuesday, April 9, 2019
Knights of Columbus McGowan Hall

CSS Public Engagement

St. Joseph, Old Northside and Herron-Morton
Tuesday, April 9, 2019
Knights of Columbus McGowan Hall

CSS Public Engagement

Workshop 1 Orientation - Station 1: CSS Overview

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop 1 Orientation - Station 2: Context

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation - Station 2: Context

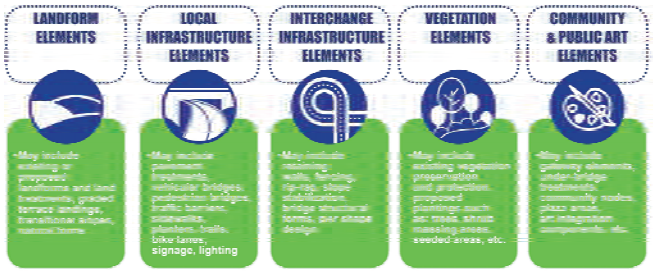
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop 1 Orientation - Station 3: Priorities

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation - Station 3: Priorities

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Interchange Infrastructure Elements: Structural Elements

NORTH SPLIT UPGRADES DRIVING PROGRESS

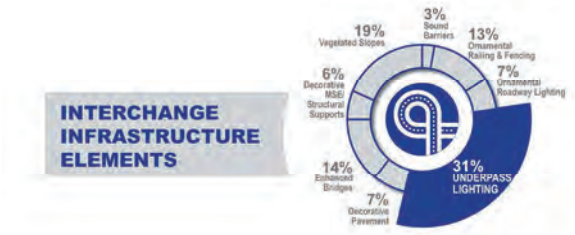
CSS Public Engagement

Interchange Infrastructure Elements: Structural Elements

Residents indicated that more **vegetated slope treatments** were APPROPRIATE and should be given PRIORITY.

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement



NORTH SPLIT UPGRADES DRIVING PROGRESS

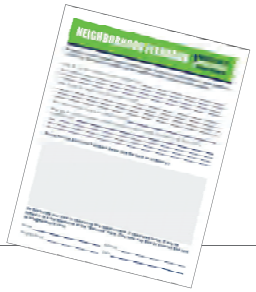
CSS Public Engagement

Workshop Orientation

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

Workshop Orientation – Feedback Form



NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

1. **What do you like MOST about your neighborhood?**

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

2. **What do you like LEAST about your neighborhood?**

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

3. **What are the most important connectivity-related improvements that need to be made to the neighborhood?**

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement

4. Additional feedback topics and input...

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Process

NORTH SPLIT UPGRADES DRIVING PROGRESS

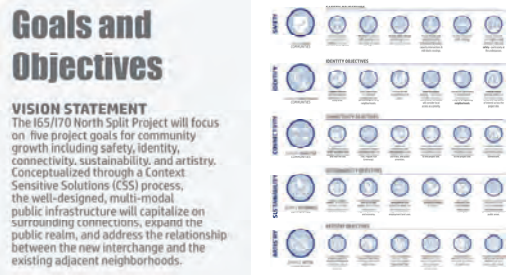
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement
Input and Outcomes

CSS Public Engagement

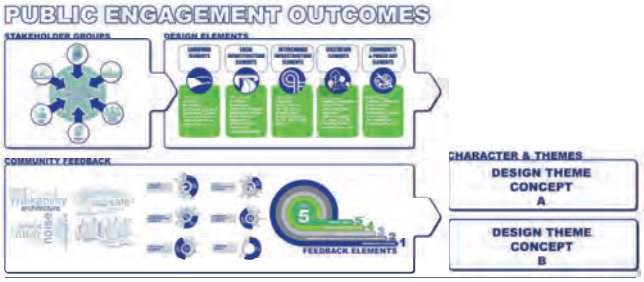
NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Public Engagement



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas



NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

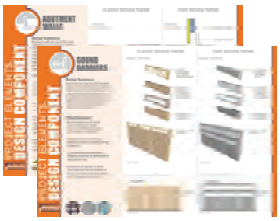
Preliminary CSS Themes and Ideas

Workshop Orientation

Preliminary CSS Themes and Ideas

Preliminary CSS Themes and Ideas

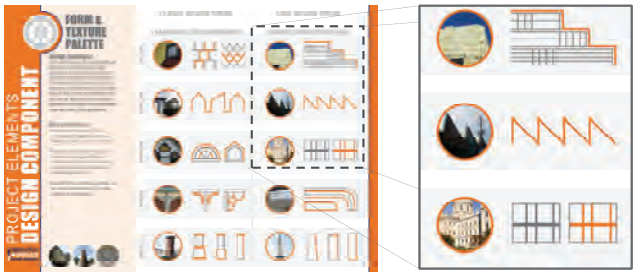
Project Elements



Additional Opportunities

Preliminary CSS Themes and Ideas

Preliminary CSS Themes and Ideas

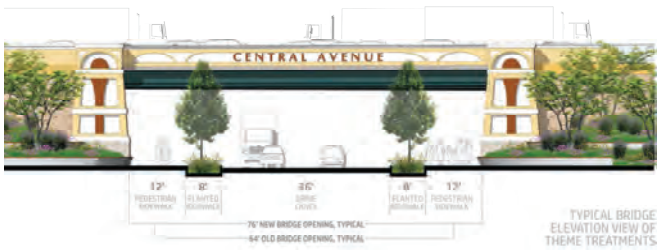


Preliminary CSS Themes and Ideas

THEME APPLICATION: "CLASSIC DESIGN"

Influenced by the **local landmarks** and inspired by some of the **neighborhoods' architecture**, the Classic Design Theme **builds upon that character** utilizing forms and shapes found **in the neighborhood context**.

Preliminary CSS Themes and Ideas



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

THEME APPLICATION: "CIVIC DESIGN"

Influenced by the **city's identity** and inspired by some **spaces of the public realm**, the Civic Design Theme **highlights that monumentality** utilizing forms and shapes that **celebrate the capitol city**.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

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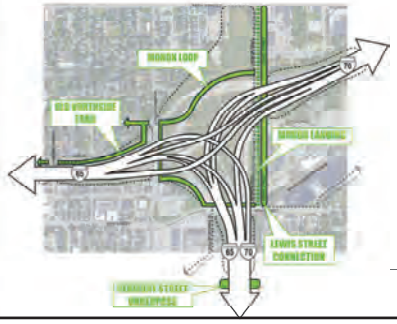
Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

Local Connectivity

- Monon Landing
- Monon Loop
- Old Northside Trail
- Lewis Street Connection
- Vermont Street Pedestrian Underpass



NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

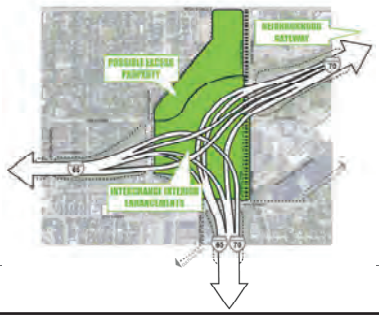
Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

Open Space Enhancements

- Interchange Interior Enhancements
- Possible Excess Property
- Neighborhood Gateway

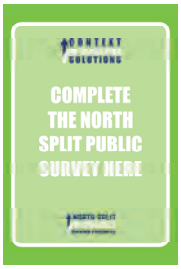


NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas

NORTH SPLIT UPGRADES DRIVING PROGRESS

Preliminary CSS Themes and Ideas



Two Additional Open House Stations:

- Survey Station
- 3D Project Model of Interchange Alignment

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Next Steps in CSS Process

CSS Next Steps

North Split CSS Design Process

Broken into three (3) parts:

- Part 1: Visioning
- Part 2: Develop Preliminary Design Treatments/Concepts
- Part 3: Develop CSS Design Guidelines Package

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Next Steps

Next Steps…

- Facilitating our second round of neighborhood workshops in July and early August
- CAC meeting on August 9
- Public meeting on August 15
- Evaluate public feedback and responses
- Develop final CSS guidelines- Fall 2019
- Final public meeting- Fall 2019

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

CSS Neighborhood Workshops- Second Round

August 8, 2019

NORTH SPLIT UPGRADES DRIVING PROGRESS

Virtual Public Open House

April 28 and 30, 2020

Meeting Format

- Presentation with three speakers
- Ask questions via chat feature
- Pauses in presentation for questions
- Presentation and exhibits available at:
  - https://northsplit.com/virtual-open-house/
- Provide comments via project email address:
  - info@northsplit.com
  - Comments requested by May 15, 2020

Meeting Agenda

- Welcome & Introductions
- Public Involvement
- Project Background
- Project Update
  - Public Survey
  - Noise Barrier Recommendations
  - Section 106 Update
  - Traffic Impacts of Construction
  - Next Steps
  - Aesthetic Design Guidelines
- Adjourn

Upcoming Public Involvement

- Virtual Public Open House April 28, 2 - 4 pm
- Virtual Public Open House April 30, 6 - 8 pm
- https://northsplit.com/virtual-open-house/

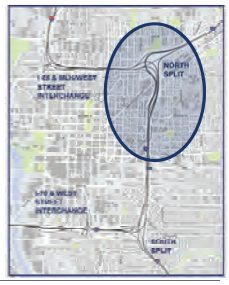
- NEPA Public Hearing Summer (Date TBD)

NORTH SPLIT UPGRADES DRIVING PROGRESS

Project Background

North Split Project

- Where I-65 and I-70 meet at northeast corner of downtown Indianapolis inner loop
- Second-busiest interchange in Indiana
  - 214,000 vehicles per day
- Constructed in 1960s and 1970s – pavement and bridges need replaced
- Safety concerns – over 1,600 crashes from 2012 to 2016
- Originally designed for a 4th interstate leg to the northeast



North Split Project

- New interchange is smaller and more compact
- New pavement and bridges
- Corrects the biggest safety problems
- Removes the worst bottlenecks
- Does not add through lanes

Environmental Assessment

- Analyzes impacts to both human and natural environment
- Key North Split focus areas:
  - Highway Noise
  - Environmental Justice/Public Survey
  - Historic Properties (Section 106)
  - Traffic Impacts of Construction
- Extensive Public Involvement Process
- EA Published in Summer 2020
- NEPA determination in Fall 2020

Project Status

COMPLETE

- Project kickoff
- System-Level Analysis
- Alternative screening report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

ACTIVE

- Historic properties (Section 106)
- Environmental Assessment (NEPA)
- Mobility Management Plan
- Design-build procurement
- Context Sensitive Solutions (CSS)
- Public involvement

Environmental Justice/ Public Survey

Public Survey - Content

Conducted online survey to:

- Gain better understanding of project impacts
- Help identify potential disproportionately high and adverse effects on minority and low-income communities

Promoted via:

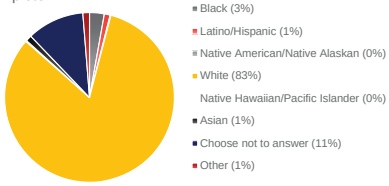
- 43,000+ postcards mailed to residents
- Project email, website, newsletters, & social media
- Fliers to IPS students and in grocery stores
- Hard copies in libraries, community centers and neighborhood meetings
- Booth at the Transit Center and ads on IndyGo buses

Public Survey - Demographics

1,623 total responses

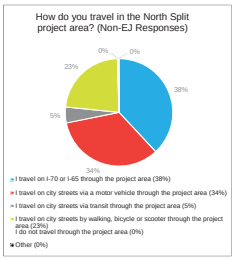
- 80 percent live in the EJ analysis area
- 1,575 surveys were essentially complete
- 5% self-identified as a minority
- 2% self-identified as low-income

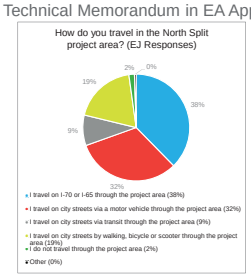
Race



Public Survey - Results

- Documented in an Environmental Justice Technical Memorandum in EA Appendix





Public Survey - Responses

Responses from EJ communities paralleled those of the non-EJ community

EJ community members travel on I-65 and I-70 more frequently than non-EJ

Other notable trends in responses:

- The public receives project updates
- Clear and proactive communication is desired
- Travel via personal automobiles, carpools or ridesharing services
- Most people travel on I-70, I-65, and local streets
- Most support the project
- Most agree it will improve vehicular and pedestrian safety

Pause to Review Questions from Chat Feature

Noise Barriers

- Considered where there are **noise impacts** (66 dB(A) for residences)
- Barriers can reduce noise levels by 5 to 10 dB(A)
- Location and height determined by the Traffic Noise Model

Noise Barriers

Predicted noise exceeds current criteria (66 dB(A) for residences)

- Five potential locations
- Each location feasible
- Possibly reasonable
- Subject to input by benefited receptors

Noise Barriers

- Recommended*
  - NB3E, NB3W
  - Noise surveys show support
- Not Recommended
  - NB4, NB5, NB7
  - Noise survey results mixed
  - Section 106 Adverse Effect

*Re-evaluation of the noise analysis to occur during final design to determine whether conditions have changed.

Noise Reducing Technology

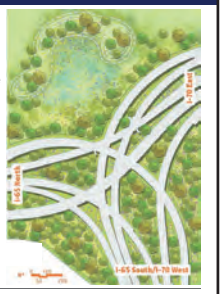
- Continuous Reinforced Concrete (CRC) Pavement
  - Jointless pavement
  - Double the design life
- "Next Generation" Pavement Grooving
  - Longitudinal grooves, rather than transverse
  - Reduces pavement noise 3 to 5 decibels
- Jointless Concrete Bridges
  - More durable, quieter structures than existing
  - Integral / Semi-Integral ends

Historic Properties Impacts

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties
- Adverse effect identified for 3 historic districts/ properties:
  - Old Northside Historic District/Morris Butler House
  - St. Joseph Neighborhood Historic District
  - Chatham-Arch Historic District
- Mitigation commitments are compensation for the diminishment of a historic property

Proposed Mitigation Commitments

- Project elements, including trees and vegetation, to comply with North Split Aesthetic Design Guidelines
- "Do Not Disturb" areas for existing trees
  - North of I-65, College to Alabama – outside of 15-foot construction zone
  - Existing tree stands south of I-65 from College to Delaware
  - West of I-65/I-70 between Michigan and New York
- Consulting Party review of draft landscape and side slope plan prior to installation
- 3-year maintenance plan for trees and shrubs
- Underpass treatments to comply with North Split Aesthetic Design Guidelines
- Funding for Benjamin Harrison Presidential Site Old Northside Connector Neighborway
- Portions of Monon Loop to remain as permanent trail



Monon Detour/Monon Loop

- Monon Trail detour during construction
- North and west portions to be permanent feature (from Monon to College)
- Working with the City to keep the portion southwest of interchange as a permanent feature (from College to 10th)

Pause to Review Questions from Chat Feature

NORTH SPLIT UPGRADES DRIVING PROGRESS

NORTH SPLIT UPGRADES DRIVING PROGRESS

Traffic Impacts of Construction

Traffic Impacts

- Long-term traffic changes minimal due to no added through lanes
- Most traffic impacts will occur during construction
- Maintenance of Traffic (MOT) plan to be developed by design-build contractor
- MOT plan must meet INDOT criteria
- "Conceptual MOT Plan" by INDOT used to establish MOT criteria

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- North Split Construction Limits

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- I-65/I-70 through traffic closed between the North Split and Washington Street
- Through traffic detour to I-465

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- I-65/I-70 through traffic closed between the North Split and Washington Street
- Through traffic detour to I-465

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- Downtown exit and entrance ramps outside the North Split project area open at all times

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- I-65 to I-70 link across the north part of the North Split open to traffic each way
- May be short closure (up to 45 days) for construction of one bridge

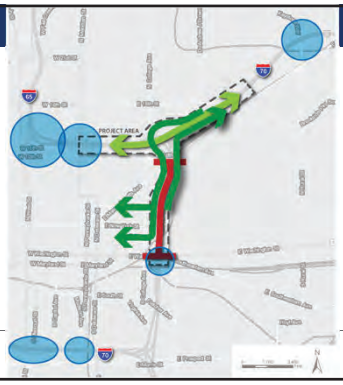
NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

- Pine Street entrance ramp to eastbound I-70 open at all times
- Westbound I-70 exit ramp open at all times to collector-distributor road
- Collector-distributor road to serve either Michigan Street or Ohio Street at all times



NORTH SPLIT UPGRADES DRIVING PROGRESS

Downtown Access

NORTH SPLIT UPGRADES DRIVING PROGRESS

Movement Closure Guidelines

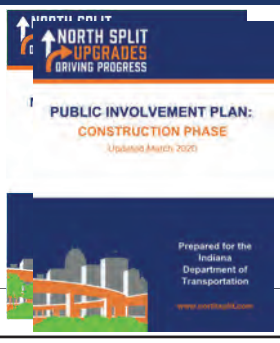
MOVEMENT	MAXIMUM
I-65 Mainline	520 days
I-70 Mainline	430 days
Eastside Exits* (Ohio /Michigan)	260 days
Local ramps & bridges (not adjacent)	90 days

*Ohio and Michigan Street not closed at same time

NORTH SPLIT UPGRADES DRIVING PROGRESS

Mobility Management Plan (MMP)

- MMP Goals
  - Optimize traffic operations on the available transportation network
  - Reduce overall roadway network demand
  - Provide enhanced motorist information
- MMP Task Groups
  - MOT/Construction
  - Local Traffic Operations
    - Subgroup – Emergency Response
  - Travel Demand Management
  - Communications & Public Outreach



Travel Demand Management

- 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

Regional Traffic Improvements

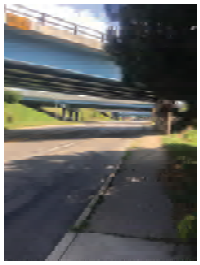
- Adjacent Interchanges
  - Washington Street lane realignments
  - West Street added ramp lanes
- Regional traffic program
  - Working with Indianapolis DPW on ways to improve traffic flow
  - Indianapolis traffic signal improvements
  - Spot intersection and roadway improvements

Washington Street

West Street Interchange

Next Steps

Start Project Development	March 2017
System-Level Analysis	May 2018
Alternatives Screening Report	September 2018
Preliminary Design / Enviro Study	2019 - 2020
Select Design-Build Team	June 2020
EA Published	Summer 2020
EA Public Hearing	Summer 2020
Final Environmental Approval	Fall 2020
Construction start	Late 2020
Construction complete	Late 2022



Pause to Review Questions from Chat Feature

NORTH SPLIT UPGRADES DRIVING PROGRESS

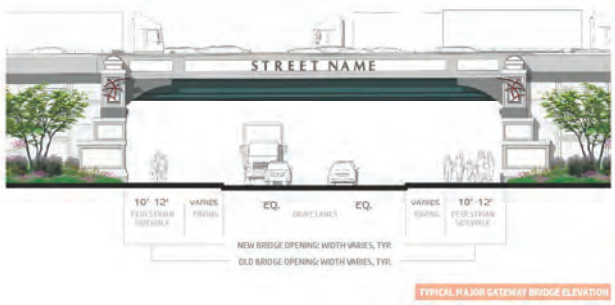
Aesthetic Design Guidelines

Aesthetic Design Guidelines

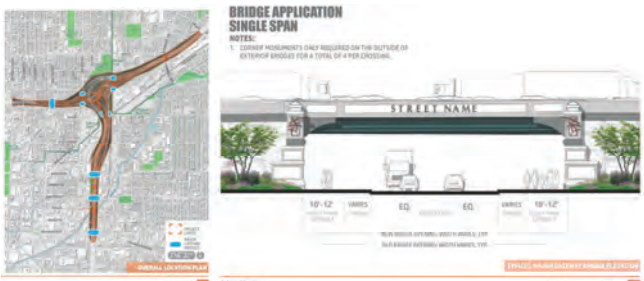
- The purpose of the Aesthetic Design Guidelines is to provide the Design-Build Team with aesthetic direction for their final design.
- The Aesthetic Design Guidelines are the result of an extensive public engagement process over the last 12 months, including meetings with:
  - Local neighborhoods and neighborhood organizations
  - Local agencies and oversight departments
  - Key local resource groups
  - Local business organizations
  - Local stakeholders and stakeholder groups

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines



Aesthetic Design Guidelines



Aesthetic Design Guidelines

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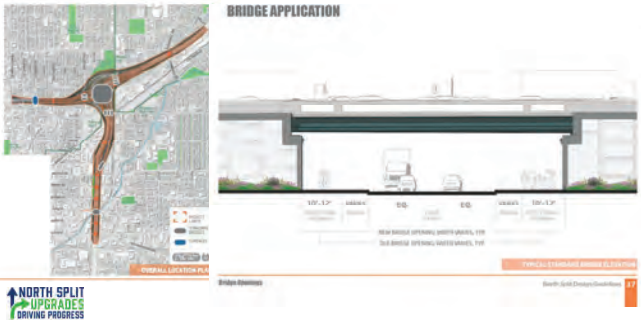

Aesthetic Design Guidelines

NORTH SPLIT UPGRADES DRIVING PROGRESS

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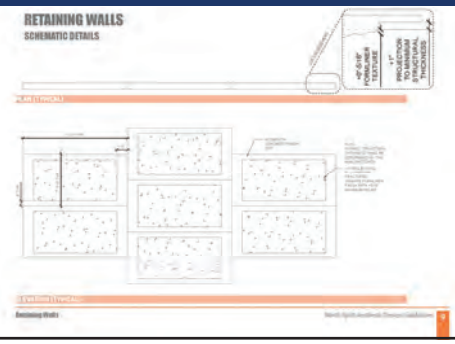

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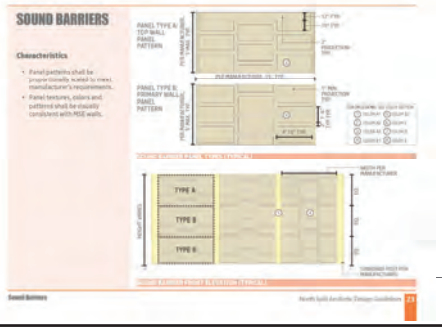

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

- Prototypical Treatment Application- Daytime View

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

Prototypical Treatment Application- Night-time View

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

NORTH SPLIT UPGRADES DRIVING PROGRESS

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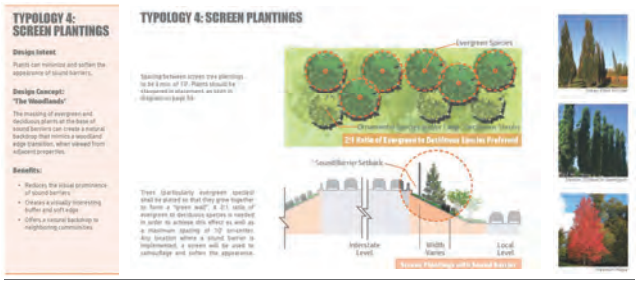

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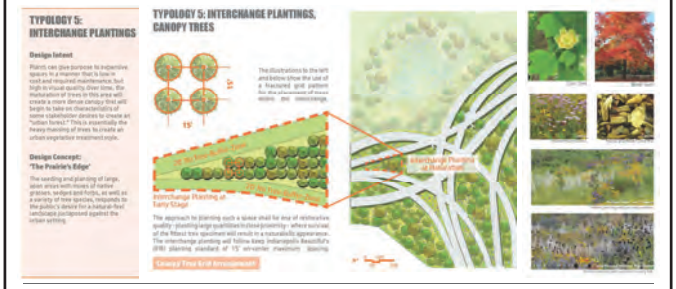
Aesthetic Design Guidelines



NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

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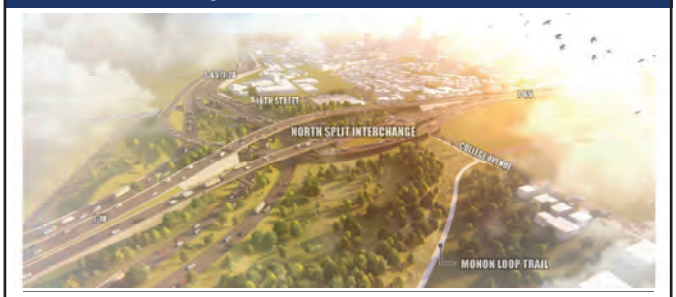

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

NORTH SPLIT UPGRADES DRIVING PROGRESS

Pause to Review Questions from Chat Feature

NORTH SPLIT UPGRADES DRIVING PROGRESS


NORTH SPLIT
UPGRADES
DRIVING PROGRESS
I-65/I-70 North Split Project
Project Information: www.northsplit.com

NORTH SPLIT

CSS SUMMARY DOCUMENT

INDIANA DEPARTMENT OF TRANSPORTATION
I-65/I-70 NORTH SPLIT PROJECT
June 1, 2020

NORTH SPLIT CSS
SUMMARY DOCUMENT

ACKNOWLEDGEMENTS

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- **Chad Slider**
  Assistant Director for Environmental Review, SHPO
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  Engineering Administrator, Indianapolis DPW

AGENCY & COMMUNITY GROUPS:

- **City of Indianapolis**
  Department of Metropolitan Development
  Department of Public Works
  Department of Parks and Recreation
- **Indianapolis Metropolitan Planning Organization**
- **Neighborhood Workshops**
  Bates - Hendricks
  Chatham Arch
  Cole-Noble
  Cottage Home
  Herron Morton
  Holy Cross
  Interstate Business Group
  Lockerbie
  Martindale-Brightwood
  Old Northside
  Old Southside
  St. Joseph
  Windsor Park
  Woodruff Place

CONSULTANT TEAM:

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  Project Lead
- **Taylor Siefker Williams Design Group**
  Context Sensitive Solutions
- **Borshoff**
  Public Involvement
- **Compass Outreach Solutions**
  Public Involvement

PREPARED FOR:

INDIANA DEPARTMENT OF TRANSPORTATION
INDOT

IN ASSOCIATION WITH:

U.S. Department of Transportation
Federal Highway Administration

TABLE OF CONTENTS

SECTION 1
INTRODUCTION

NORTH SPLIT UPGRADES DRIVING PROGRESS

HOW TO USE THIS GUIDE

Guidelines

The *North Split Aesthetic Design Guidelines* is a guide for the Indiana Department of Transportation (INDOT), the Design Consultant Team, and the Design-Build Team for the development of visually unifying infrastructure elements within the project area. It provides an analysis of the existing conditions and provides context to the project process including past decisions, while outlining the unified aesthetic vision for the project area.

It establishes design guidelines for future construction and is intended to serve as a tool that helps establish the policies and processes used to craft the vision, while providing the associated recommendations to implement the new system. While it is designed to provide flexibility, the vision, goals, and objectives outlined as part of this document should inform all decision making regarding the aesthetic enhancements to the I-65/I-70 North Split project area.

Plan Organization

The document has been divided into five (5) sections as listed within the table of contents. The first three sections describe the CSS process and the resulting Aesthetic Design Guidelines:

SECTION 1

Introduction

provides an introduction to the process and establishes the basis of need for aesthetic unity within the I-65/ I-70 North Split Project.

SECTION 2

CSS Process

provides an overview of the specific planning process related to public involvement and the recommendations that resulted. It outlines improvements desired by the public and details preliminary design solutions based on the public engagement process.

SECTION 3

Aesthetic Design Guidelines

provides clear design direction for constructing the physical infrastructure enhancements that will be made within the project site, to benefit both the surrounding neighborhood communities and the City of Indianapolis.

SECTION 2

CSS PROCESS

UNDERSTANDING CSS

WHAT IS CSS?

The use of a Context Sensitive Solutions (CSS) design approach for the I-65/I-70 North Split Project is a coordinated effort between INDOT, the City of Indianapolis, and local stakeholders to create an enhanced corridor design that responds to the local neighborhood context and results in an aesthetically pleasing user experience. INDOT is committed to a CSS process that develops an appropriate transportation solution that is aesthetically pleasing and protects and enhances adjacent neighborhood contexts.

CSS Definition

As defined by the US Department of Transportation Federal Highway Administration, "CSS is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting."

History of CSS

The concept of CSS has been evolving in the transportation industry since the National Environmental Policy Act of 1969 which required transportation agencies to consider the possible effects of transportation projects on the environment. The CSS concept gained significant momentum in 1988 when the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) jointly sponsored "Thinking Beyond the Pavement," a national conference that generated the first working understanding of context sensitive design (CSD). Context sensitive design is defined by 15 principals, including qualities of excellence in transportation design intended to guide the application of CSD in transportation programs.

Fundamentally, CSS is a process. It is about creating informed understanding in an integrated way that involves multi-disciplinary design professional expertise. Most importantly, it is about involving the community early in the project to gain feedback on a range of issues that ultimately will be reflected in the final design recommendations.

The CSS design approach results in recommendations that preserve and enhance scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety and mobility of the roadway system.

The CSS process and fundamental design approach is guided by the following core principles:

CORE PRINCIPLES: DECISION-MAKING PROCESS

- Strives for a shared stakeholder vision to provide a common basis for decisions.
- Demonstrates a comprehensive understanding of community context.
- Fosters continuing communication and collaboration to achieve consensus on key decisions.
- Exercises flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

CORE PRINCIPLES: DESIGN PROCESS

- Solutions are safe for all users.
- Involves a shared stakeholder vision for solving problems and creating viable solutions.
- Design outcomes meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrates effective and efficient use of resources.

CSS PROCESS

CSS & The I-65/ I-70 North Split Project

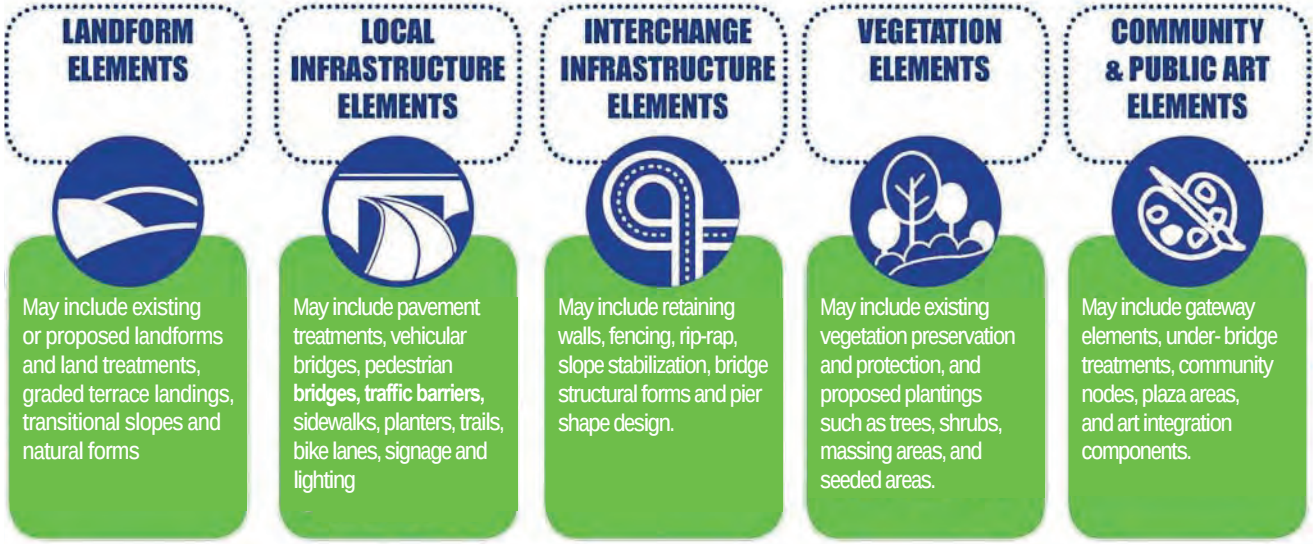
The CSS process was used to integrate the I-65/ I-70 North Split interchange into the surrounding community. To achieve this, the design understanding considers the following:

- Community Character and Themes
- Scale and Size
- Materials and Treatments
- Community Connections
- Community Response

With stakeholder input, the project team examined:

- Landform elements
- Local infrastructure elements
- Interchange infrastructure elements
- Vegetation elements
- Community and public art components

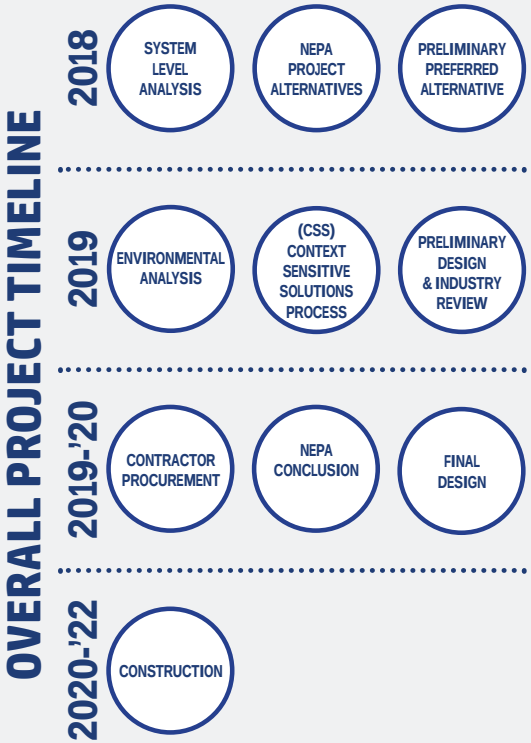
DESIGN ELEMENTS



SCHEDULE

CSS Timeline

The CSS process occurred simultaneously with the environmental process for the North Split project. The process began in early spring of 2019 and was completed in early 2020.



MONTH 1 - MONTH 3 → **MONTH 4 - MONTH 6** → **MONTH 7 - MONTH 9** → **MONTH 10 - MONTH 12**

PART 1 VISIONING

- Conduct Inventory and Assessment
- Develop Character and Themes

MEETINGS:

- CSS Design Team Kick off
- CSS Resource Team
- CSS Design Team Review
- City/MPO Briefing

PUBLIC INVOLVEMENT:

- Neighborhood Meetings - Round 1

PART 2 PRELIMINARY DESIGN TREATMENTS

- Develop Conceptual Treatments
- Develop Conceptual CSS Plan

MEETINGS:

- CSS Design Team
- Resource Team
- City/MPO

PUBLIC INVOLVEMENT:

- Neighborhood Meetings - Round 2
- CAC Briefing
- Public Meeting 3

PART 3 CSS AESTHETIC DESIGN GUIDELINES

- Revise and Finalize CSS Design Treatments
- Develop Preferred Conceptual Plan Costs

MEETINGS:

- CSS Design Team
- Resource Team
- City/MPO

NEXT PHASE SPECIFICATIONS & STANDARD DETAILS

- Develop specifications and standard details

MEETINGS:

- Resource Team

PUBLIC INVOLVEMENT:

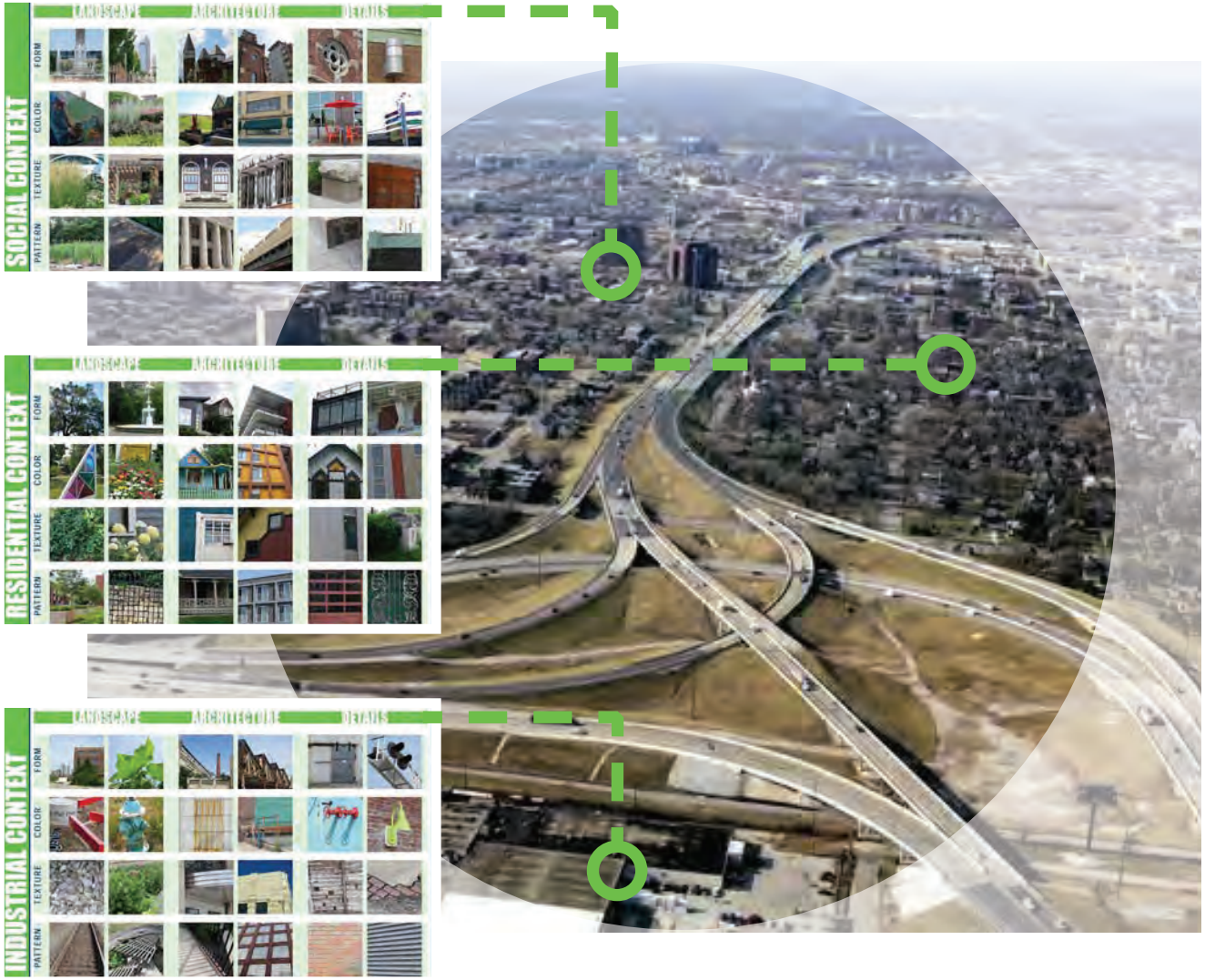
- CAC Briefing
- Public Meeting 4

UNDERSTANDING THE CONTEXT

Contextual Inventory & Assessment

Understanding how the I-65/ I-70 North Split Project interfaces with adjacent neighborhoods is critical to providing safe and equitable design solutions that respond to and support adjoining neighborhoods.

A contextual inventory of surrounding neighborhoods, properties and physical infrastructure was conducted. This inventory, which included photography and mapping as appropriate, combined with feedback from the community, provides the foundation for discussing design recommendations related to architecture styles, colors, and material characteristics. This analysis was then integrated into the preliminary infrastructure design elements.



PUBLIC INVOLVEMENT

CSS Process

The CSS process was broken down into two separate and distinct parts:

Part 1: Visioning

The first phase of the process began with a visioning stage that identified overall design goals and objectives. The CSS Design Team conducted a contextual inventory of the project area and its surrounding neighborhoods to develop two overall character and theme variations that guided the development of proposed design elements.

Part 2: Preliminary Design Treatments

The second phase of the process began by synthesizing the input received and the overall character and theme direction developed in Part 1. The Design Team prepared preliminary CSS design treatment concepts that illustrate how a design theme language and character can be developed in the physical design of the interchange.

Public Involvement

The CSS process engaged key neighborhoods and other stakeholders to examine connectivity, character and theme related to the North Split project. The process included the following highlights:

- Neighborhood meetings, conducted in two rounds, provided for neighborhood-level input and direction on CSS concepts, ideas, and treatments.
- Public open house meetings collected community-level feedback and direction on proposed CSS concepts, ideas, and treatments.
- Ongoing meetings with the CSS Resource Team, a group comprised of local agencies and organizations provided unique community insights and ownership/ maintenance responsibilities of future treatments and assets.

Neighborhood Meetings

An important component of the CSS process was collecting neighborhood-level input and direction on CSS concepts, ideas and treatments. A minimum of five neighborhood meetings were held during both Part 1 and Part 2 of the CSS process. A snapshot summary of each meeting, including findings and comments, are outlined on the pages that follow.

STAKEHOLDER GROUPS

ROUND 1 WORKSHOPS

Round 1 Overview

In Spring 2019, INDOT conducted a round of stakeholder meetings to collect feedback about the CSS visioning process. More than 250 residents participated in the workshops, providing more than 2,627 comments.

Comments were tracked for the five element categories: landform elements, local infrastructure elements, interchange infrastructure elements, vegetation elements, and community and public art elements.

The subsequent pages document the collective responses and data related to public input and feedback from the Round 1 Public Workshops.

Public Engagement---by the numbers

ROUND 1 PUBLIC COMMENTS

Question & Answer

Each round of neighborhood and public meetings allowed for an open question and answer session. These questions were all documented and catalogued according to neighborhood.

Among the first round of neighborhood meetings the most common questions were related to ongoing maintenance, ownership, safety, and noise.

Broad CSS related questions were addressed in the open forum. Detailed questions would be directed to a project team member during the open house session for further technical information and discussion.

Attendees were also directed to visit the project website for further project history and background.

ROUND 1 STATIONS AND MEETING ORGANIZATION

STATION 1:
CSS Process, Timeline & Project Overview

STATION 2:
Existing Conditions, Neighborhoods & Connectivity

STATION 3:
Infrastructure Elements & Priorities

ROUND 1 PUBLIC FEEDBACK

Round 1 Summary

The first round of the CSS public engagement process was completed in March & April 2019.

Round 1 Public Engagement By The Numbers

6 *Neighborhood Workshops*

15 *Neighborhoods*

2 *Local Business Groups*

2 *ReThink Coalition Meetings*

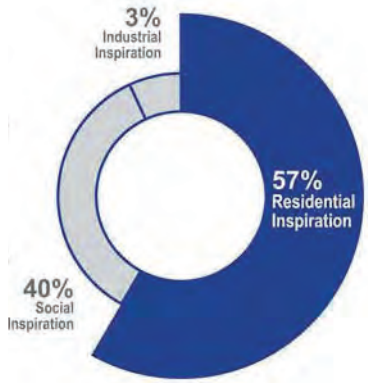
250+ *Residents Engaged*

2,627+ *Comments Received*

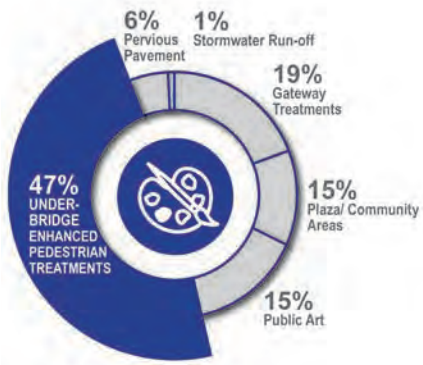
Top 5 Feedback Elements

1. Underpass Lighting
2. Under-Bridge Enhanced Pedestrian Treatments
3. Multi-Use Paths & Trails
4. Green Street Program
5. Street Trees

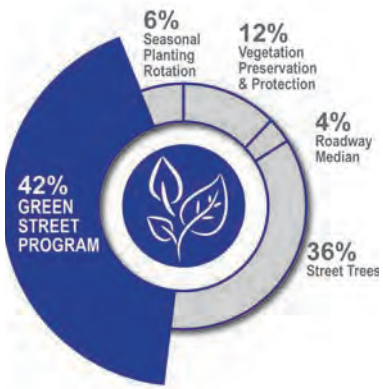
CORRIDOR THEMES



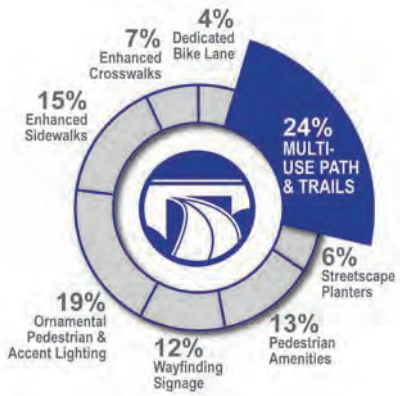
COMMUNITY & PUBLIC ART ELEMENTS



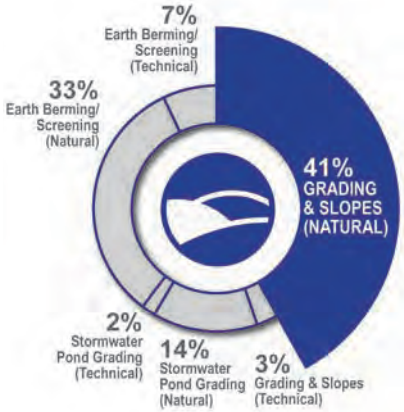
VEGETATION ELEMENTS



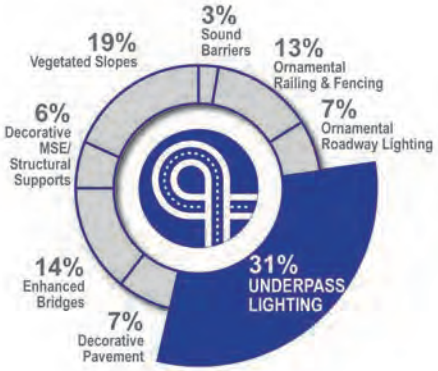
LOCAL INFRASTRUCTURE ELEMENTS



LANDFORM ELEMENTS



INTERCHANGE INFRASTRUCTURE ELEMENTS



PUBLIC COMMENTS

What do you like most about your neighborhood?

What do you like least about your neighborhood?

What are the most important connectivity- related improvements that need to be made to the neighborhood?

Please provide additional feedback below.

ROUND 2 WORKSHOPS

Round 2 Overview

The second round of CSS Workshops, held in summer of 2019, shared preliminary design themes and ideas based on collective outcomes and feedback gathered during the initial round of workshops.

Participants were asked to complete a feedback booklet which was used to track which project elements and design components the community preferred.

The subsequent pages introduce the two broad concepts presented at this round of workshops, followed by a summary documentation of the collective responses and data from the Round 2 Public Workshops.

Public Engagement---by the numbers

GUIDING PRINCIPLES

Vision Statement & Project Goals

As an outcome to the CSS round one public engagement process, a series of Goals and Objectives were established. The CSS application for the I-65/I-70 North Split Project will focus on five project goals for community growth including safety, identity, connectivity, sustainability, and artistry. Conceptualized through a CSS process, the well-designed, multi-modal public infrastructure will capitalize on surrounding connections, expand the public realm, and address the relationship between the new interchange and the existing adjacent neighborhoods.

SAFETY

*FOSTER **SAFE** COMMUNITIES*

Provide parameters and characteristics for **suitable** surface and interstate **street speeds**

Minimize the need for **traffic weaving** in the interchange and along the "legs".

Include safety railings and fencing for not only function, but also aesthetics.

Provide **bicycle and pedestrian safety throughout the project site**, particularly at high capacity intersections & mid-block crossings.

Include methods for **traffic calming**.

Include street and accent **lights to help minimize crime and maximize pedestrian safety** – particularly at the underpasses.

IDENTITY

*CULTIVATE **IDENTIFIABLE** COMMUNITIES*

Support land use and development preferences for the study area.

Allow opportunity for **continued collaboration and partnerships** among neighborhoods.

Provide for the **accessibility of all users**.

Allow for project phasing – maintenance of traffic and agency coordination schedules will consider local access as a priority.

Provide the opportunity for **enhancement** of the physical integrity **of adjoining neighborhoods**.

Provide unique gateway points and substantial signage to identify key points of interest across the project site.

CONNECTIVITY

*SUPPORT **CONNECTED** COMMUNITIES*

Provide opportunity for **enhanced access to BRT and other local transit** methods within and near the site.

Include opportunity to **expand & connect to existing trails** (The Monon, The Cultural Trail, Pogues Run Greenway).

Anticipate development and redevelopment around mobility hubs, multi-use trails, and public amenities.

Facilitate pedestrian amenity improvements and additions to key areas within and adjacent to the project site.

Facilitate bicycle amenity improvements and additions at key areas within and adjacent to the project site.

Create wayfinding for major destinations, multimodal locations, and cross-site connections.

SUSTAINABILITY

***ADVANCE SUSTAINABLE** COMMUNITIES*

Include "complete streets" at the surface road level, providing necessary features for all forms of transit.

Include improvements that are of high quality, demonstrating commitment to supporting community and economy.

Allow for **site access management that focuses on safety**, but also the best ways to support business and employment land uses.

Use **best practices in sustainable design** techniques.

Use feasible, **best practices in sustainable construction** techniques.

Include bioswales and infiltration zones to provide **storm water best management practices** in designated public areas.

ARTISTRY

*ENHANCE **ARTFUL** COMMUNITIES*

Design to **minimize or mitigate impacts of roadway development** on historical, cultural, and environmental resources.

Design **bridges to act as integrated gateways** and design features for neighborhoods.

Create **new plantings** and storm water treatment to **keep a "naturalized" feel** around infrastructure.

Provide landscape buffers with trees, lawn, and ornamental fencing between designated public and private areas.

Include public art spaces at various forms and scales at locations of significance.

Provide neighborhood and corridor identity markers that are in keeping with context aesthetic.

DESIGN COMPONENTS

Treatment Development:
After collecting input at stakeholder and neighborhood meetings, twelve components that support the project goals and objectives were identified as being of most importance to the I-65/I-70 North Split Project treatments.

These design components are the cornerstone pieces of the North Split CSS process; they meet both the safety and functionality requirements set for the driver experience above, as well as the aesthetic and safety needs expressed by the neighboring communities for the pedestrian experience below.

Key attributes of the 12 Design Components are highlighted on the right. The application of these Design Components can be seen as part of the Preliminary Concepts.

Color, Form & Texture Palettes
Pulls inspiration for redesign from existing and changing context.

Abutment Walls
Acts as decorative support structures, not dividers, to elevate bridges.

Retaining Walls
Help to stabilize steep grade transitions and match new elevation.

Piers
Acts as decorative support structures for extended bridge spans.

Surfacing
Delineates space as pedestrian, motorized, or non-motorized.

Lighting
Addresses concerns of safety using fixtures of various forms and scale.

Signage
Enhances on- and off-ramp experience by matching bridge design aesthetics.

Traffic Barriers
Acts as safety dividers between various forms of transit and use spaces.

Sound Barriers
Will respond (if determined feasible and reasonable) to a need for sound buffering while keeping visual connection.

Fencing
Separates public space or private property from interstate right-of-way, ensuring safety for all.

Landscape
Includes varied vegetative treatments and side slope options.

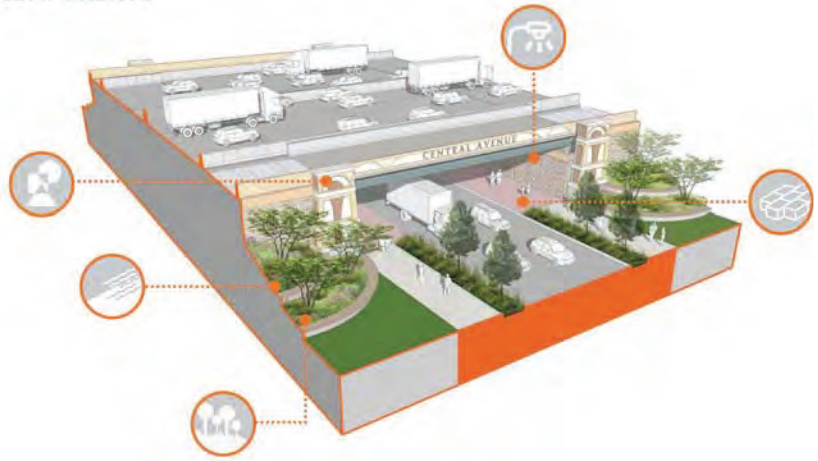
Public Art Space
Enhances neighborhood identity and strengthens community pride.

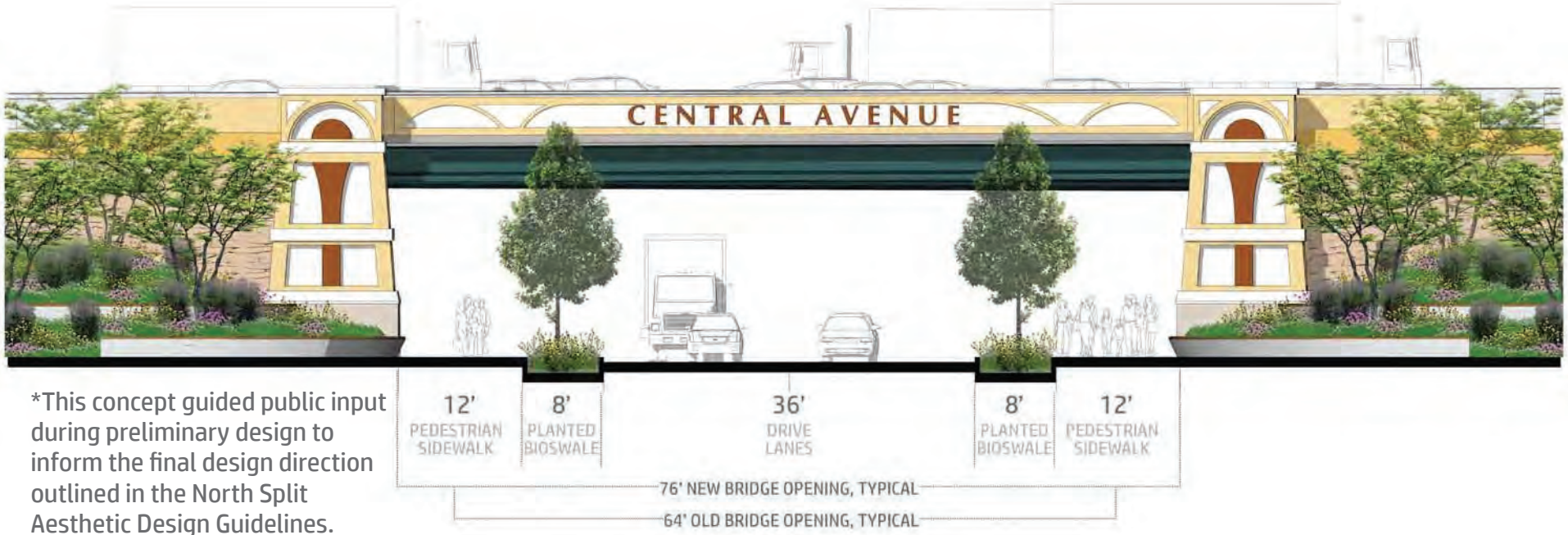
PRELIMINARY CONCEPTS

Theme Application: "Classic Design"*

Influenced by the **local landmarks** and inspired by some of the **neighborhoods' architecture**, the Classic Design Theme concept **builds upon the existing character** by utilizing forms and shapes found **in the neighborhood context.**

THEME APPLICATION COMPONENTS





*This concept guided public input during preliminary design to inform the final design direction outlined in the North Split Aesthetic Design Guidelines.

TYPICAL BRIDGE ELEVATION VIEW OF THEME TREATMENTS

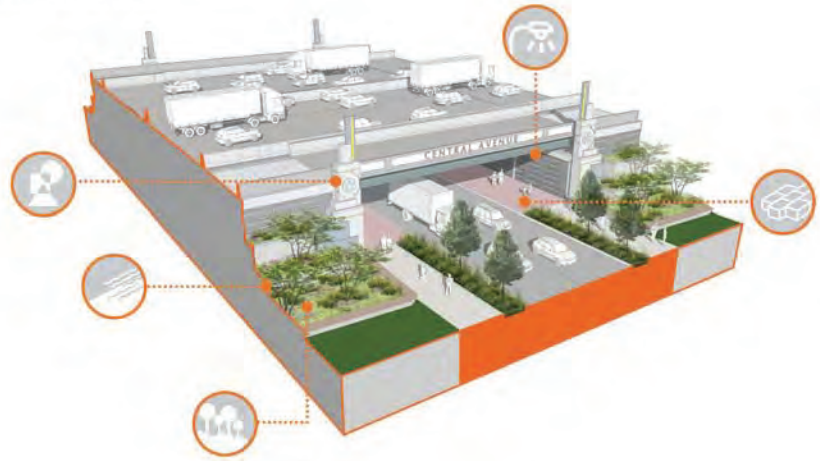
Theme Application: “Classic Design”

PRELIMINARY CONCEPTS

Theme Application: "Civic Design"*

Influenced by the **city's identity** and inspired by urban **spaces within the public realm**, the Civic Design Theme concept **highlights the idea of monumentality** utilizing forms and shapes that **celebrate the Capitol City**.

THEME APPLICATION COMPONENTS



*This concept guided public input during preliminary design to inform the final design direction outlined in the North Split Aesthetic Design Guidelines.

TYPICAL BRIDGE ELEVATION VIEW OF THEME TREATMENTS

Theme Application: “Civic Design”

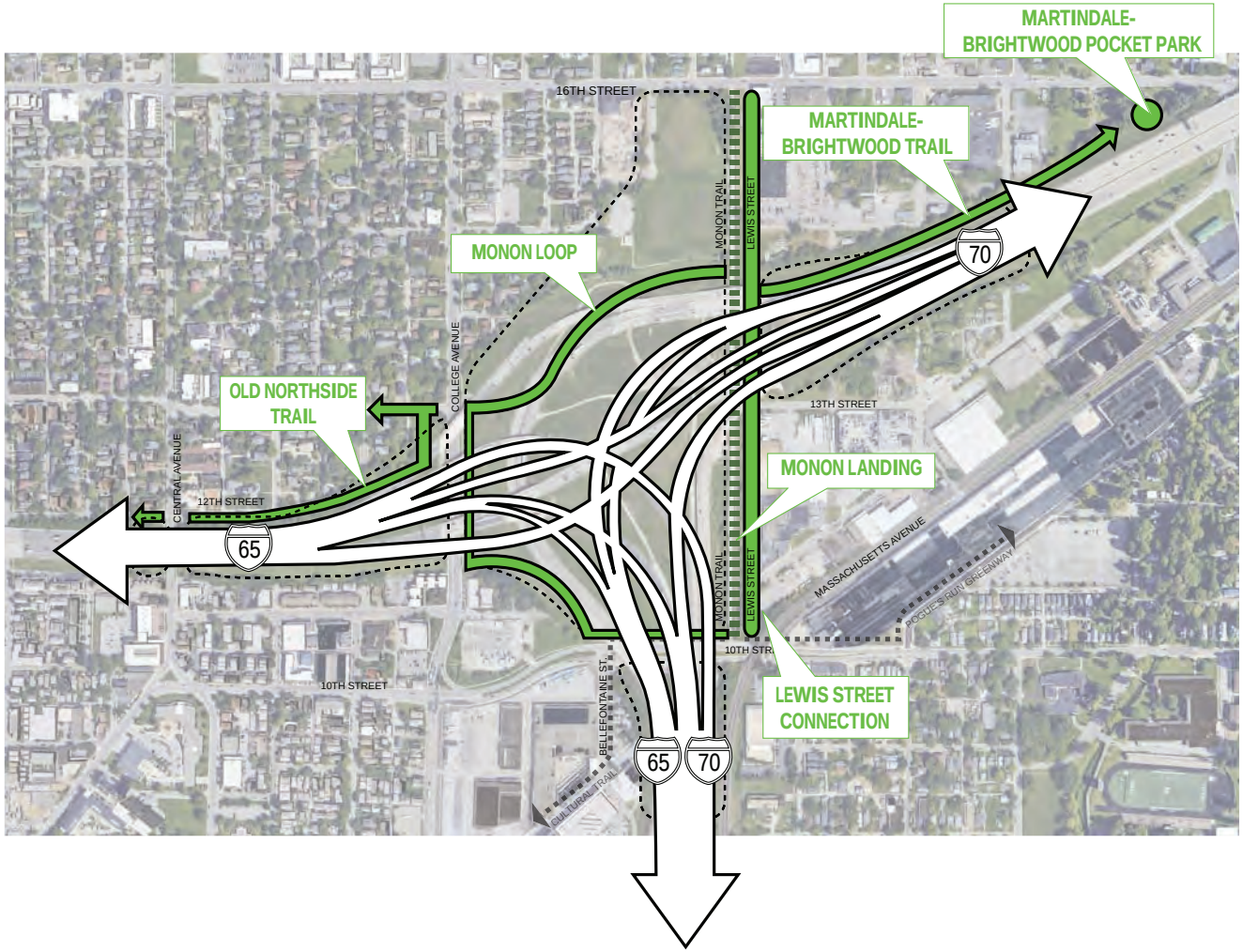
CONTEXTUAL ENHANCEMENTS

Summary:

Several "bigger vision" contextual enhancement concepts were also developed and presented to the public. These concepts were intended to further enhance connectivity through the interchange and to encourage discussion on the way these areas could potentially be used.

Potential contextual enhancements that were identified as part of the CSS Process include:

- Monon Loop
- Monon Landing
- Old Northside Trail
- Lewis Street Connection
- Martindale-Brightwood Trail
- Martindale-Brightwood Pocket Park



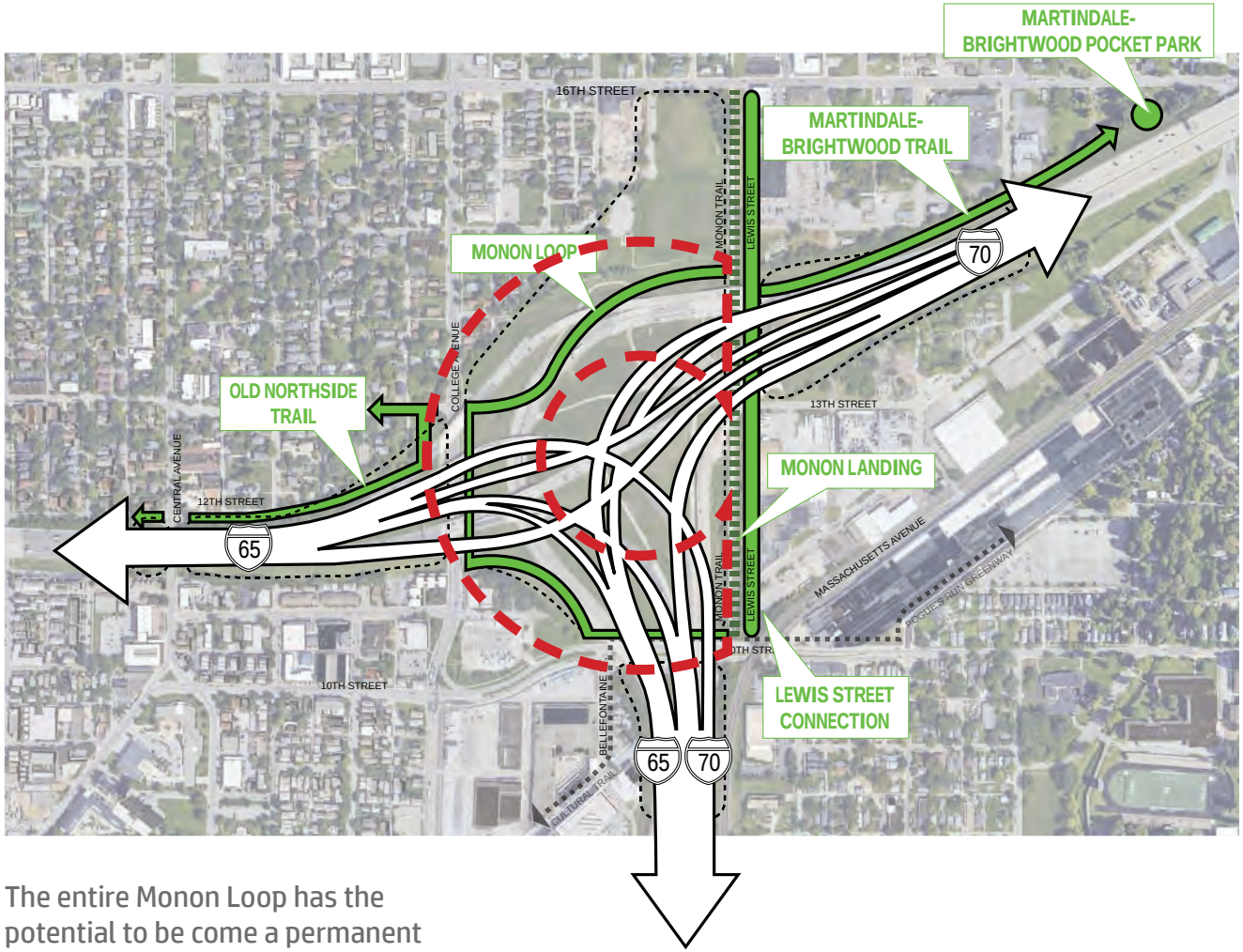
It is recognized that each of these potential contextual enhancements would require partnership with other local government entities or agencies in regards to ownership and maintenance. If ever implemented, these ideas would require additional coordination between INDOT, the City of Indianapolis, and other local partners. Each of the potential contextual enhancement concepts are further described on the pages that follow.

POTENTIAL CONTEXTUAL ENHANCEMENTS

Monon Loop

A detour of the Monon Trail will be required during construction to create a permanent East-West connection between College Avenue and the Monon Trail. The Monon Loop will use this temporary detour for the Monon Trail. The trail will then be routed South along College Avenue and then back to 10th Street to complete the Loop. The trail will be 12 feet wide and compliant with the Americans with Disabilities Act (ADA).

The Monon Loop will greatly expand the overall connectivity in the area. The trail will be located in O'Bannon Soccer Park, within INDOT right-of-way west to college and will pass under College Avenue bridges to improve connectivity between adjacent neighborhoods that are separated by the interstate. A temporary connection will be made along the interstate right-of-way between College Avenue and 10th Street, completing the loop and connecting to the Cultural Trail.



The entire Monon Loop has the potential to be come a permanent feature at this critical pedestrian hub.

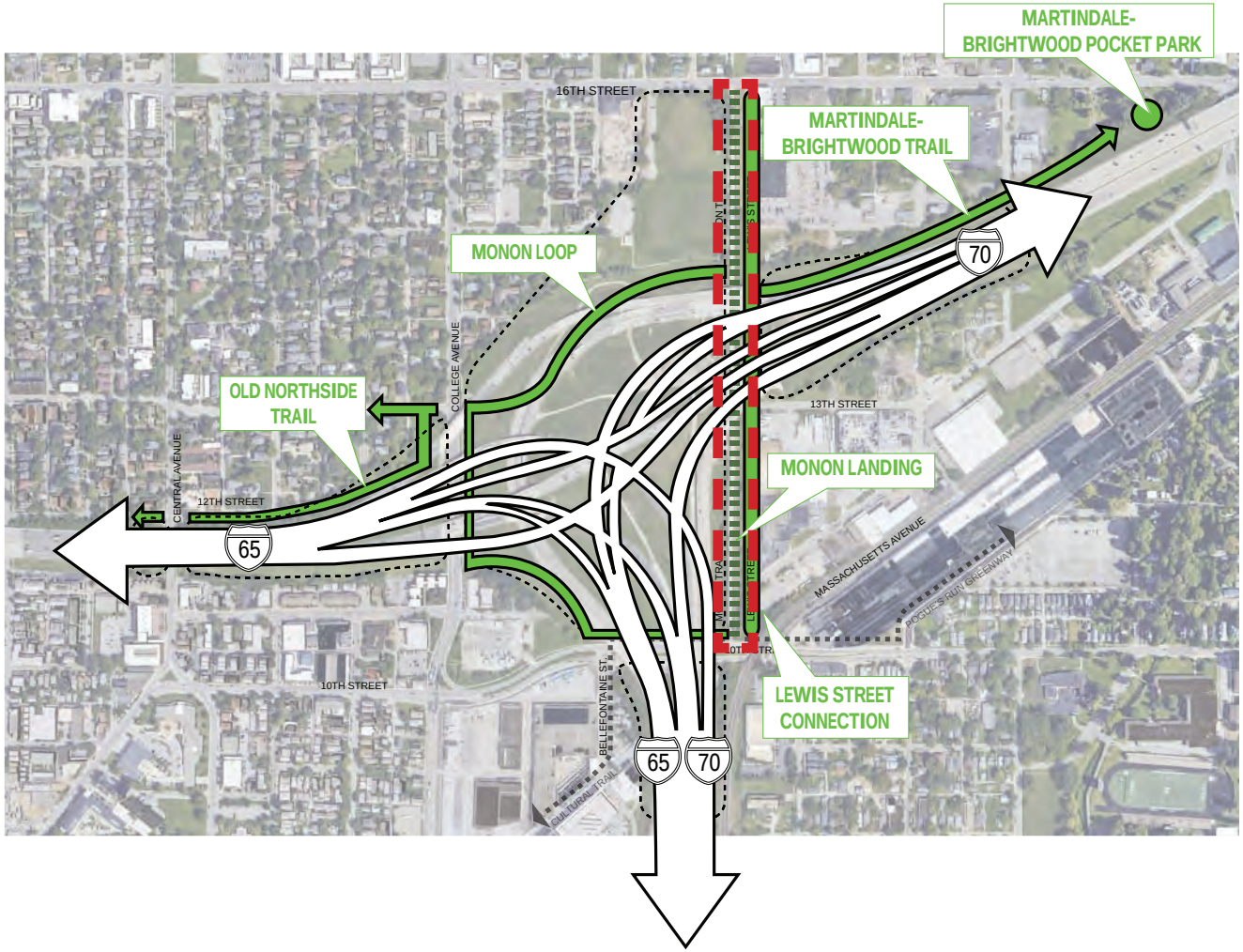

DOWNTOWN
NORTH SPLIT
STORMWATER BASIN
MONON LOOP TRAIL
MONON LOOP AT O'BANNON PARK

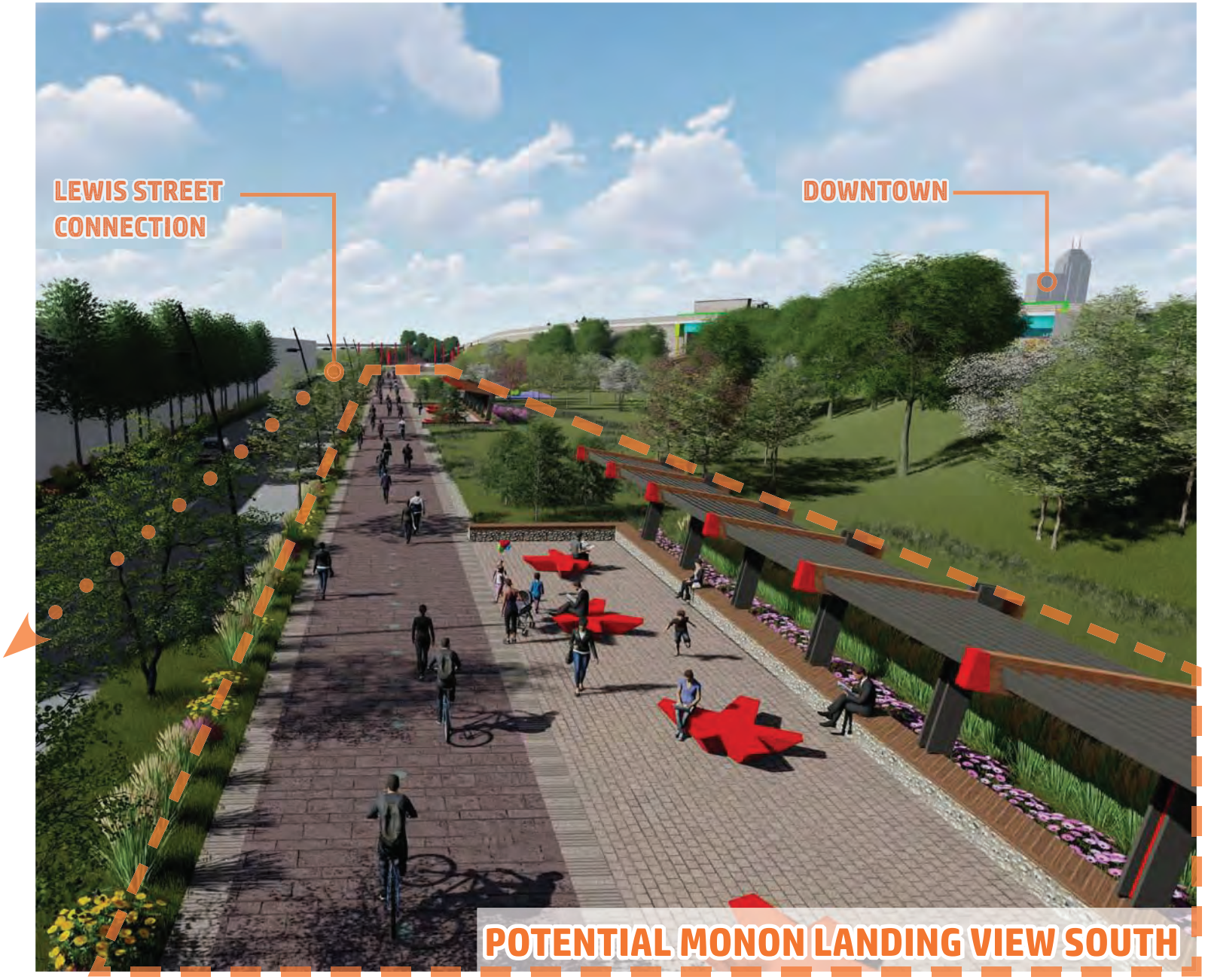
POTENTIAL CONTEXTUAL ENHANCEMENTS

Monon Landing

The section of the Monon Trail between 10th and 16th Streets has been reimagined as an enhanced pedestrian plaza. Known as the Monon Landing, the trail, in this concept, would consist of an expanded 20-foot wide typical cross-section allowing for additional community elements, decorative paving (similar to the Cultural Trail), public art and pedestrian amenities such as seating, landscaping, and shade features. Trailheads and access points would be provided from Lewis Street. The Monon Landing would further reinforce the prominent nature of the Monon Trail in connecting to surrounding neighborhoods, as well as provide greater links to the Indianapolis Cultural Trail and Pogues Run Trail.

It was determined that the Monon Landing will not be constructed as part of the North-Split project.




LEWIS STREET
CONNECTION
DOWNTOWN
POTENTIAL MONON LANDING VIEW SOUTH

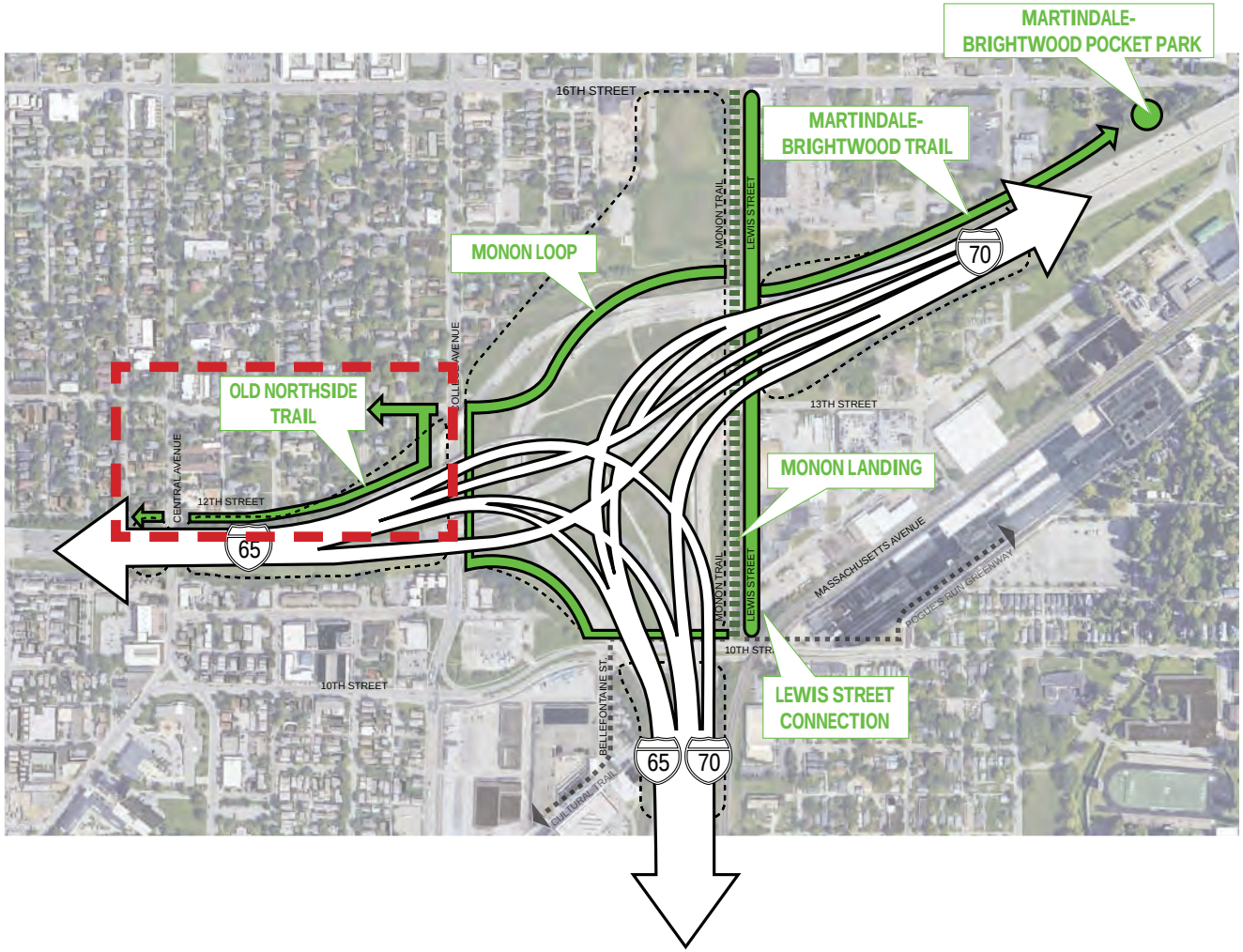
POTENTIAL MONON LANDING VIEW NORTH

POTENTIAL CONTEXTUAL ENHANCEMENTS

Old Northside Trail

The Old Northside Trail is envisioned as a new, multi-modal connection between the Old Northside Neighborhood and College Avenue (where it would connect to the Monon Loop and the Monon Trail). The new trail would also provide a new pedestrian link to the Benjamin Harrison Presidential Site. The Old Northside Trail would be a 10' wide asphalt path.

It was determined that the Old Northside Trail will not be constructed as part of the North-Split project.

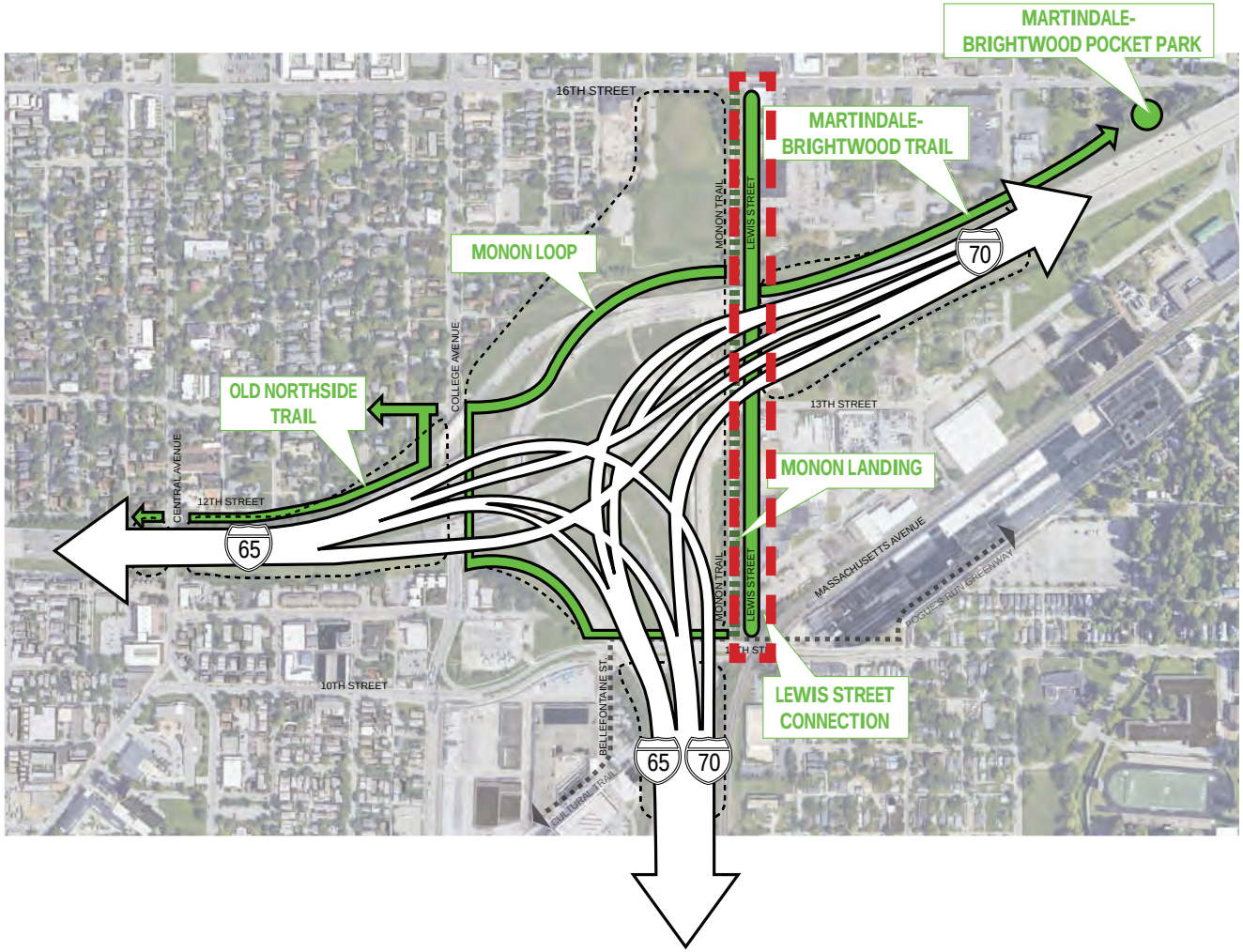


POTENTIAL CONTEXTUAL ENHANCEMENTS

Lewis Street Connection

Adjacent to the Monon Landing (expanded Monon Trail) is an opportunity to reestablish a north/south connection of the city grid through the reconstruction of Lewis Street. It is recognized that providing this type of north/south connectivity would require further coordination with private property owners, the City of Indianapolis, and INDOT for this enhancement to be established.

It was determined that the Lewis Street Connection will not be constructed as part of the North-Split project.

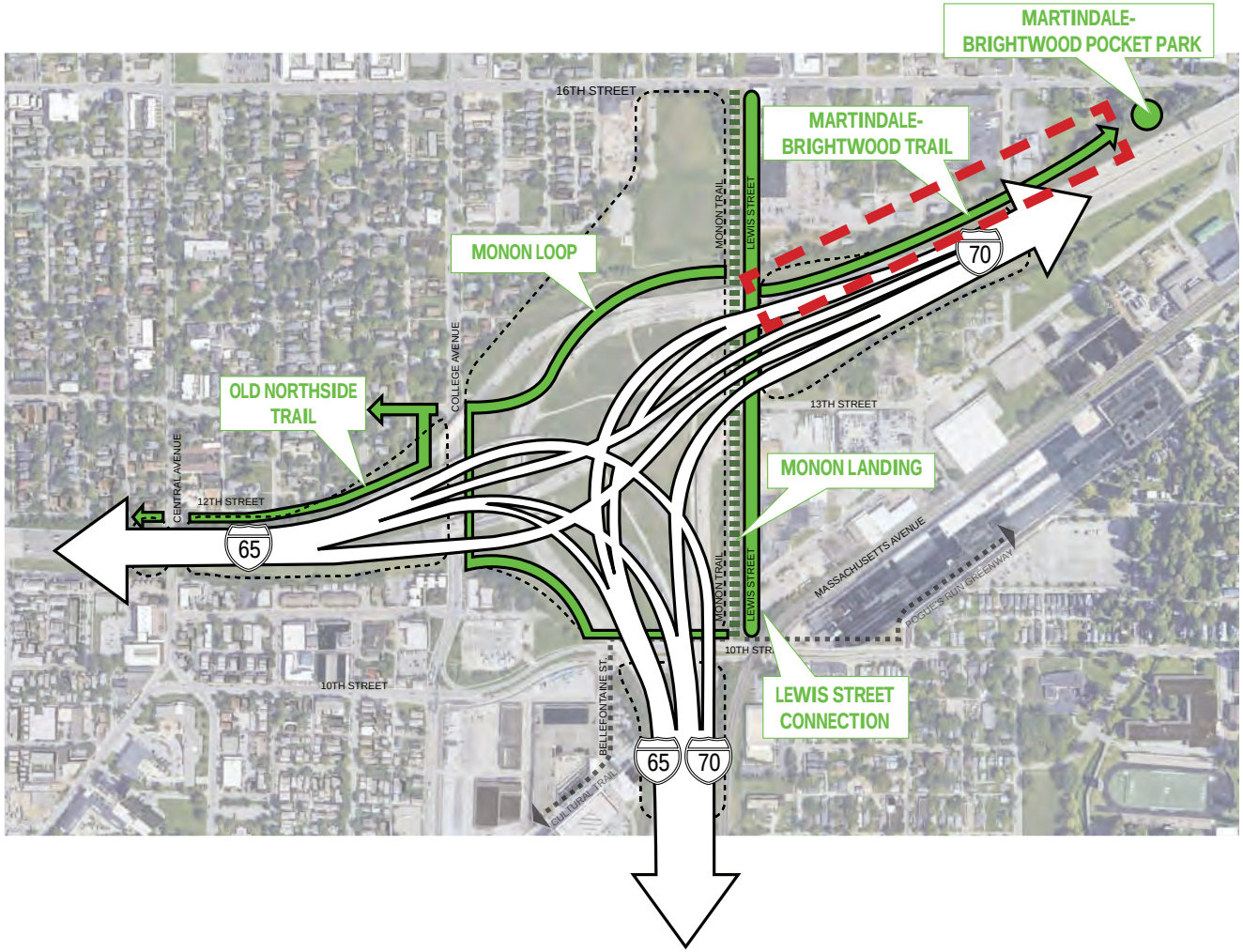


POTENTIAL CONTEXTUAL ENHANCEMENTS

Martindale-Brightwood Trail

The Martindale-Brightwood Trail is a potential connection from the Martindale-Brightwood neighborhood at 16th Street and Roosevelt Avenue (Martindale-Brightwood Pocket Park). This trail would provide a connection between local neighborhoods to the Monon Trail and would run parallel to the Interstate corridor.

It was determined that the Martindale-Brightwood Trail will not be constructed as part of the North-Split project.

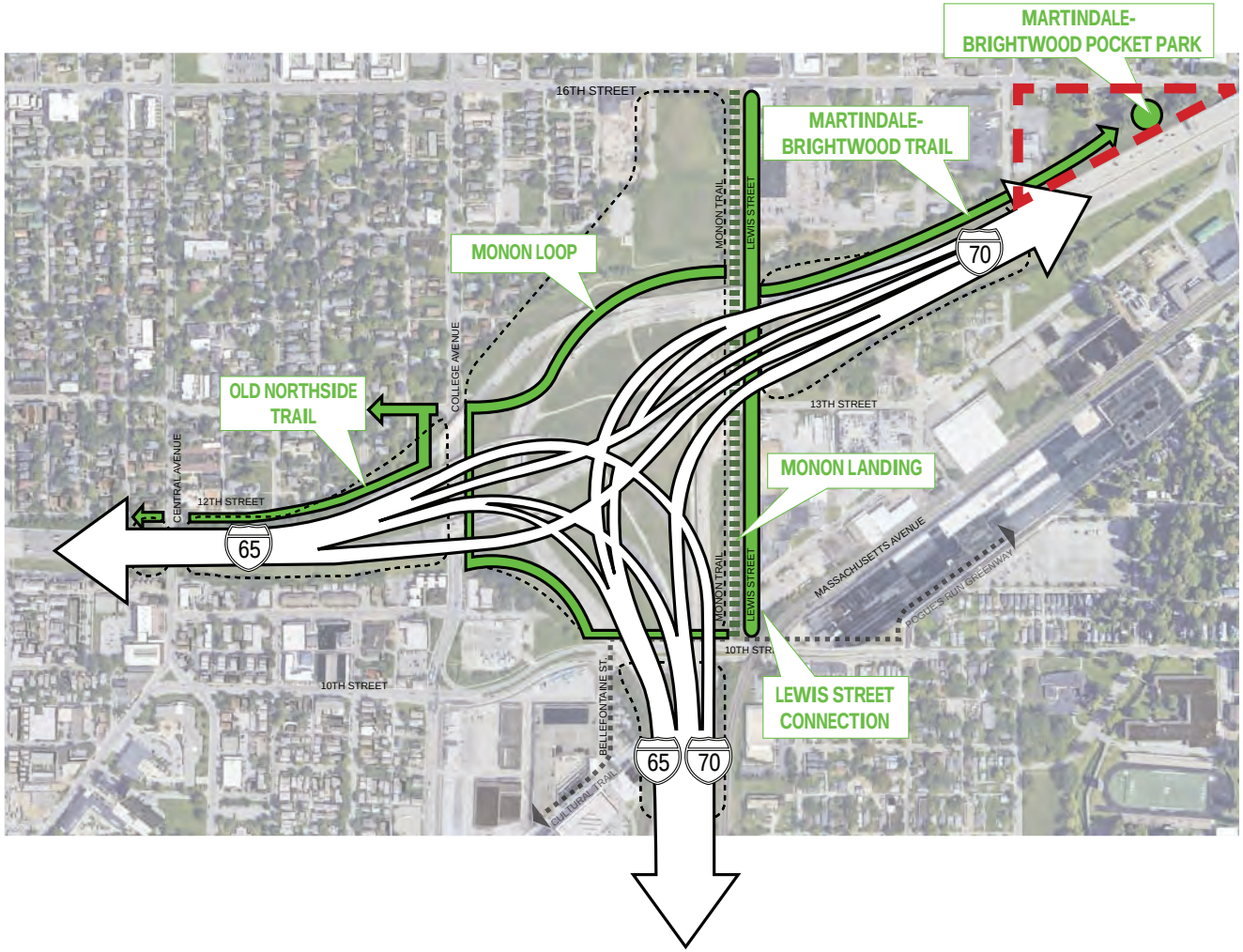


POTENTIAL CONTEXTUAL ENHANCEMENTS

Martindale-Brightwood Pocket Park

The potential Martindale-Brightwood pocket park, located at 16th Street and Roosevelt Avenue, is part of ongoing local neighborhood improvements. The back of the park abuts the INDOT right-of-way. Any disturbance in terms of construction would be coordinated with the proposed improvements. Additional improvements, such as sidewalks, may be appropriate to connect as part of the potential enhancements already planned by the local neighborhood group as part of this pocket park project.

It was determined that the Martindale-Brightwood Pocket Park will not be constructed as part of the North-Split project.



ROUND 2 PUBLIC FEEDBACK

Round 2 Summary

The second round of the CSS public engagement process was completed in July & August 2019.

Round 2 Public Engagement By The Numbers

6 *Neighborhood Workshops*

15 *Neighborhoods*

2 *Local Business Groups*

2 *ReThink Coalition Meetings*

150+ *Residents Engaged*

3,450+ *Comments Received*

Top 3 Feedback Elements

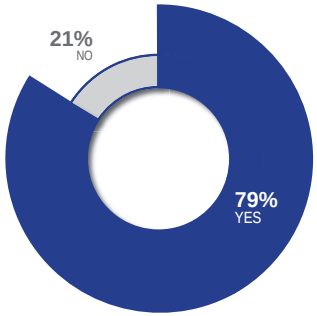
1. Communities are in favor of locally maintained plantings.
2. Communities are in favor of locally maintained public art.
3. Communities are slightly in favor of Classic Design Theme concept elements.

DESIGN TREATMENT BOOKLET

DESIGN TREATMENT FEEDBACK

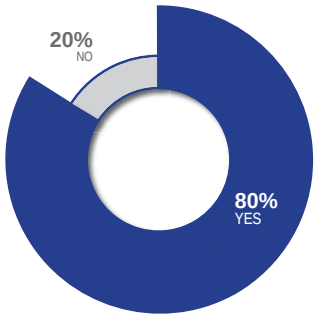
Would you prefer enhanced planting types if it means a local organization/ neighborhood maintenance agreement is required?

LOCALLY MAINTAINED PLANTINGS



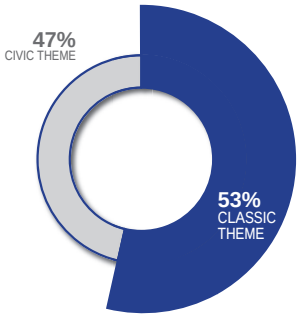
Would you prefer public art spaces if it means a local organization/ neighborhood maintenance agreement is required?

LOCALLY MAINTAINED PUBLIC ART



Do you prefer one thematic approach over the other?

THEME APPLICATION



ROUND 3 VIRTUAL PUBLIC OPEN HOUSE

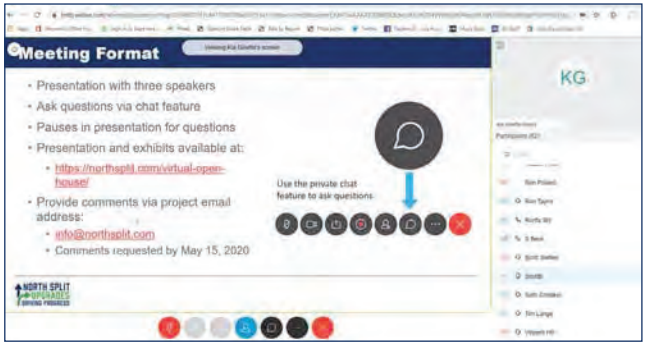
Round 3 Overview

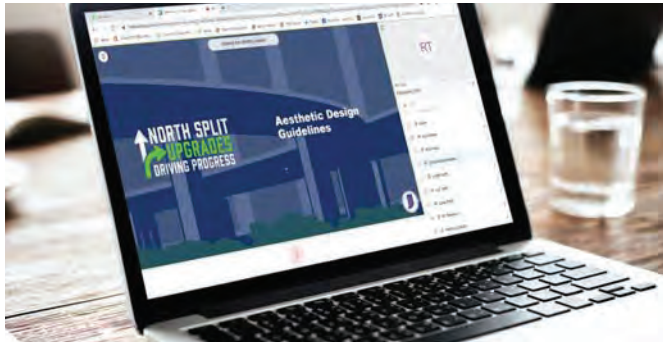
The third round of CSS public open houses, held in spring of 2020, shared an informational summary of the fully developed Aesthetic Design Guidelines (ADGs). The ADGs are based on collective outcomes and feedback gathered during the entire CSS public engagement process.

Due to the COVID-19 pandemic, the design team hosted virtual open house meetings on WebEx, an online digital meeting platform. The meetings were promoted on a variety of local news and social media platforms as well as INDOT's website. Participants were openly invited to join a virtual meeting and encouraged to comment through email or via the live chat feature during the meeting.

The digital format was well received. Participant feedback cited the effectiveness and desire to continue including a virtual component to future informational meetings for the North Split project.

Public Engagement---by the numbers





SECTION 3

AESTHETIC DESIGN GUIDELINES

Technical specifications in Section 3 were distributed to the design-build proposers as an attachment to the technical provisions provided by INDOT to establish project requirements.

NORTH SPLIT UPGRADES DRIVING PROGRESS

DESIGN GUIDELINES OVERVIEW

Design Guideline Summary

Following the CSS Process, revisions to the design elements took into consideration the public and stakeholder input as well as the preferred alternative alignment to create a refined design concept.

Design Guideline Components

For the purpose of the North Split Design Guidelines, 12 project elements were identified. All elements impact the visual character and quality of the proposed infrastructure. Each of these individual components are described and illustrated within their respective section of the following pages.

Design Treatment Area

The CSS Design Guidelines should be applied to the overall North Split project area. Special emphasis should be placed on the bridge/ underpass openings and the landscape vegetative plantings.

3.1 COLOR, FORM & TEXTURE

COLOR

Design Summary:

The following summarizes the general characteristics of color application guidelines for the I-65/I-70 North Split project:

Characteristics:

- Colors reinforce and blend with the surrounding context.
- Colors embrace the natural color of constructed materials that are complementary to other colors proposed, therefore minimizing painting applications.
- Colors should be durable and long-lasting, integral color systems.

General:

Color selection was carefully considered during the CSS neighborhood workshops to better understand if residents and local stakeholders had a preference for a warm or cool color palette. While feedback was widely varied, the predominate feedback was that color is a significant element in reinforcing design unity throughout the project. The visual and emotional qualities of color such as feeling of warmth or sense of cool can define, clarify, highlight or calm the effect of major corridor features, especially on structures like bridges and walls. Beyond coloration, the application of coating systems to fabricated materials and constructed components plays an important role in prolonging life by protecting against weathering and winter de-icing procedures. Within the corridor, it is recommended that color application serve this primary purpose of material protection and preservation while creating lasting and pleasing visual effects.

Design Features:

Color application that responds to the I-65/I-70 North Split Project's context, overall design concept, and public preferences include:

1. Concrete Colors: To reinforce the design theme, the proposed color palette for this project includes light earth tone colors such as gray and tan for a majority of components. These colors mimic the native colors found within the regions natural elements such as limestone, which, depending on the quarry, can produce shades of light gray or white to a buff or tan. Subtle darker and lighter shades of these colors will be used on various parts of the components to highlight and accent.

2. Metal Colors: The interstate lights and sign support structures make up the largest quantity of metals within the corridor. It is anticipated that these materials will either be galvanized or stainless steel, and their gray to silver color will complement the color recommended for concrete materials. Because of this, and that maintenance is a vary significant determinant, no additional painting is recommended for these components.

Ornamental lighting units on the underpasses should be a dark gray or graphite color, complementary to the light gray and tan of the concrete.

Color shall be applied to steel bridge beams and girders where metallizing is not required.

3. Accent Colors: To provide visual interest, accent colors at key locations are proposed. This is accomplished through the use of colored relief texture, wall detailing, and corner monument detailing within accent element applications.

COLOR

CHART:	APPLICATION:
Color A1: RGB: 128, 128, 128 Color A2: RGB: 204, 204, 204 Color A3: RGB: 240, 240, 240	**CONCRETE (A)** • Bridge Monuments, Piers & Caps • Bridge Rails & Parapets • Sign Structure Supports • Retaining Walls • Bridge Abutment Walls
Color B1: RGB: 187, 179, 159 Color B2: RGB: 252, 219, 181	**CONCRETE (B)** • Noise Barrier Panels, Caps & Posts
Color C: RGB: 55, 95, 95	**CONCRETE & STEEL (C)** • Bridge Beam/Girder (Color shall be applied at locations where metallizing is not required)
Color D: RGB: 65, 64, 66	**METALS (D)** • Ornamental Lights • Sign Lettering • Noise Barrier Posts
Color E: RGB: 219, 195, 135	**ACCENT (E)** • Wall Detailing • Corner Monument Detailing • Relief Texture

RGB STANDS FOR:
RED (R)
GREEN (G)
BLUE (B)

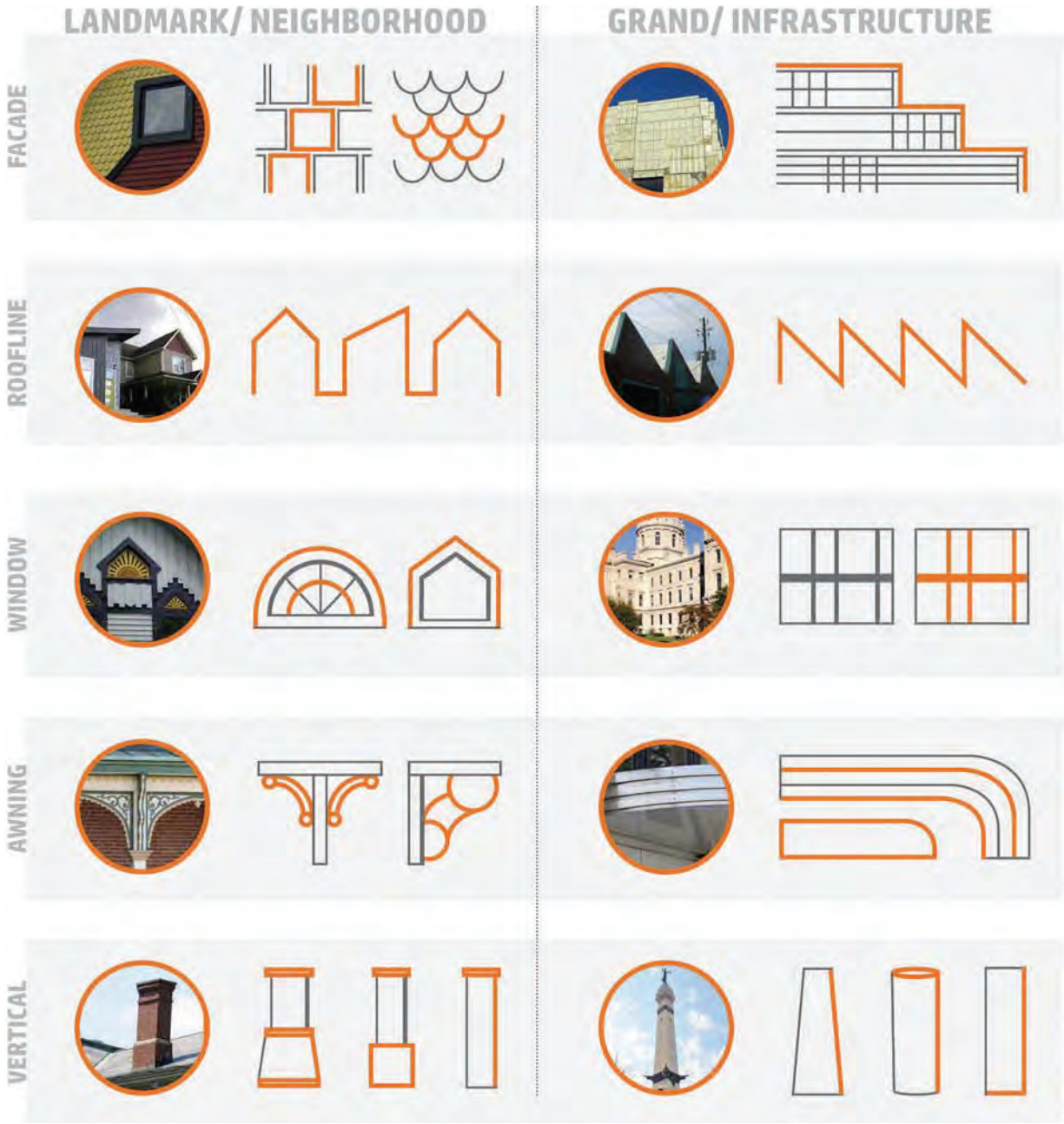
FORM & TEXTURE

Design Summary:

Form and texture are also significant elements in reinforcing corridor continuity. A stronger relationship between the project and the context is achieved by replicating forms and textures seen in environs around the project site. Forms and textures can provide an opportunity to introduce patterns and shapes that both define scale and unify a design palette.

Characteristics:

- Forms and textures are inspired by local structures, buildings, trails, and environment.
- Forms and textures embrace the natural texture of constructed materials that are complementary to other textures proposed, therefore minimizing surface applications.
- Forms and textures should be replicated efficiently at a high quality of construction.



3.2 ABUTMENT WALLS

ABUTMENT WALLS

Design Summary:

Abutment walls are one of the most significant design components within an interstate corridor. These elements act as the primary substructure, elevating interstate bridges over local streets. They provide the opportunity for the inclusion of public art, and expanded pedestrian systems.

Characteristics:

- Abutment walls are constructed upright, rather than the existing sloped abutment walls, using MSE systems to gain pedestrian access space below the bridges and minimize sediment deposit.
- Abutment walls provide a location - an outdoor gallery - for the installation of art.
- Abutment walls Incorporate textured materials to suggest a strong/long-lasting foundation
- Abutment walls provide textural variation in varying scales and details discernible at both driver and pedestrian levels.

Abutment Walls:

The new interstate alignment through downtown maintains and enhances all local city-level circulation with interstate ramps connecting at local roads and interstate bridges spanning overhead local roads. The support for such infrastructure is made possible through the inclusion of abutment walls, which are bridge bents faced with MSE wall panels.

The corner monument and abutment wall integration - a part of the Major Gateway Bridges and Minor Gateway Bridges discussed later in the “Bridge Openings” section - will provide a distinctive landmark feature at each determined location and work as a unifying character elements along the entire project corridor. The abutment walls and corner monuments set a precedent for the desired design improvements and quality of product expected from project completion.

Corner Monuments:

The design vocabulary for the corner monuments has been refined upon input gathered from two rounds of public workshops. The consensus was to develop a design aesthetic that would inform the entire site, better unifying neighborhoods both along and across the interstate. The selected design reflects the historic detailing found in surrounding neighborhoods while the scale and monumentality speaks to the heart-of-downtown.

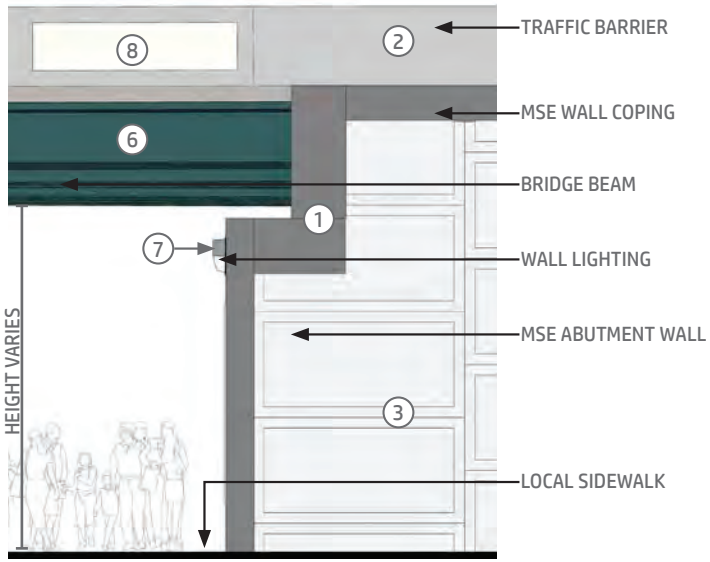
The following pages distinguish between the types of corner abutments seen within the I-65/I-70 North Split Project. Standard Abutments exist as a clean, corner where the face of the abutment wall and perpendicular retaining wall meet. Minor Monument Abutments include a decorative column that extends around the corner edge, from the base of the abutment wall up above the interstate level. Major Monument Abutments include the structure of the Minor Monument Abutments with added ornamentation in the form of a face surface for potential art installations.

STANDARD ABUTMENT

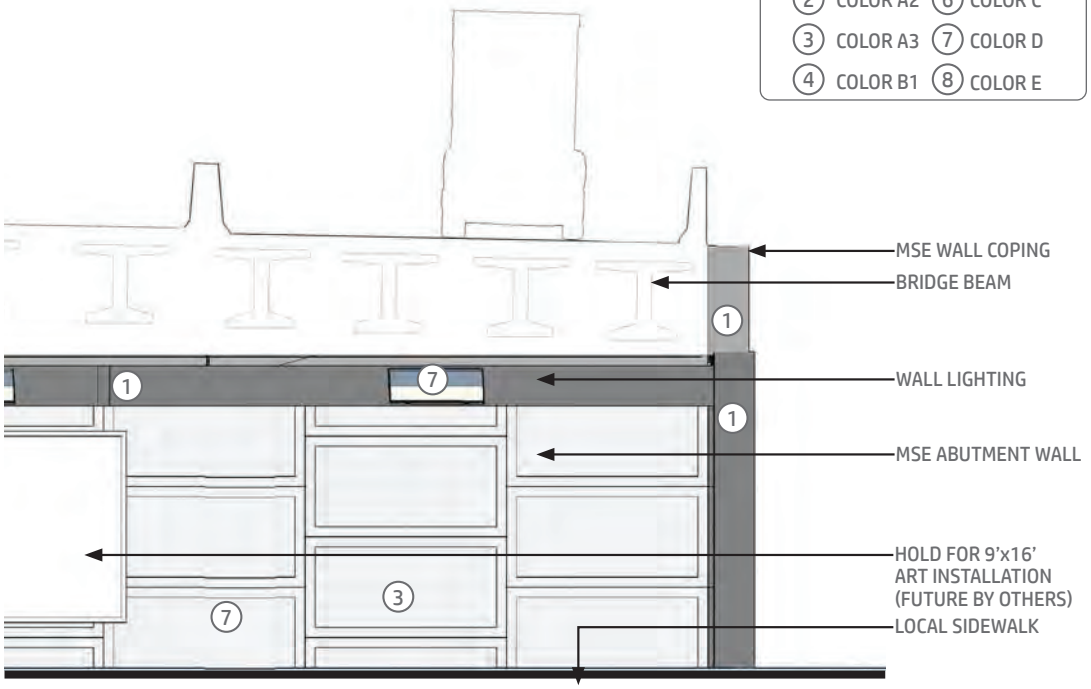
NOTE: Number of down-lighting and column lighting shall be determined in accordance with the technical provisions and project standards.

COLOR LEGEND: *SEE COLOR SECTION*

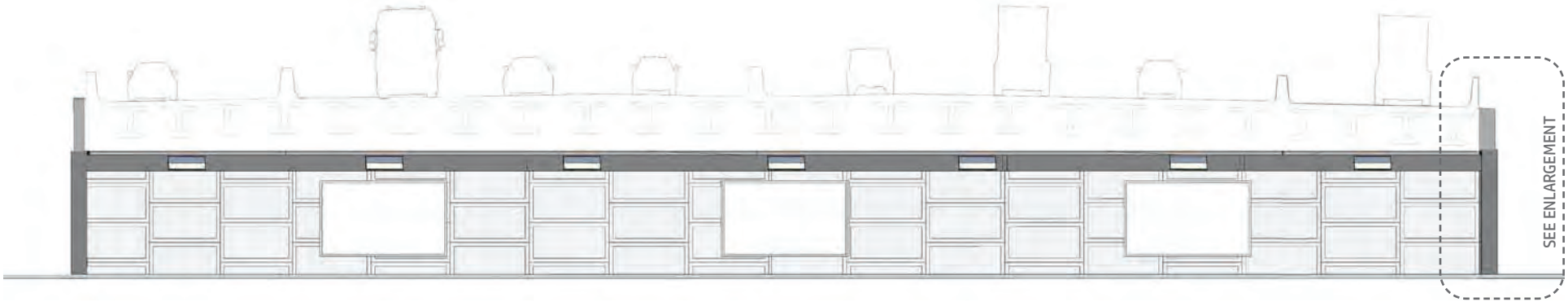
1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



END ELEVATION (TYPICAL)



CROSS SECTION ENLARGEMENT (TYPICAL)



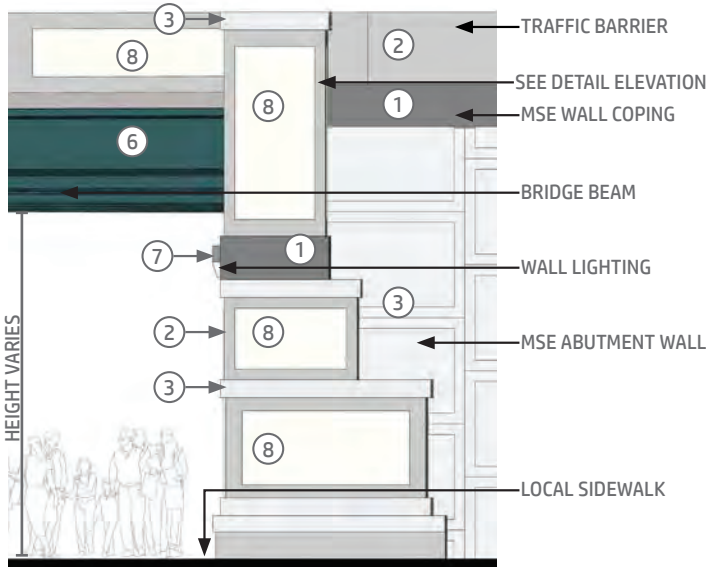
CROSS SECTION ELEVATION (TYPICAL)

MINOR MONUMENT ABUTMENT

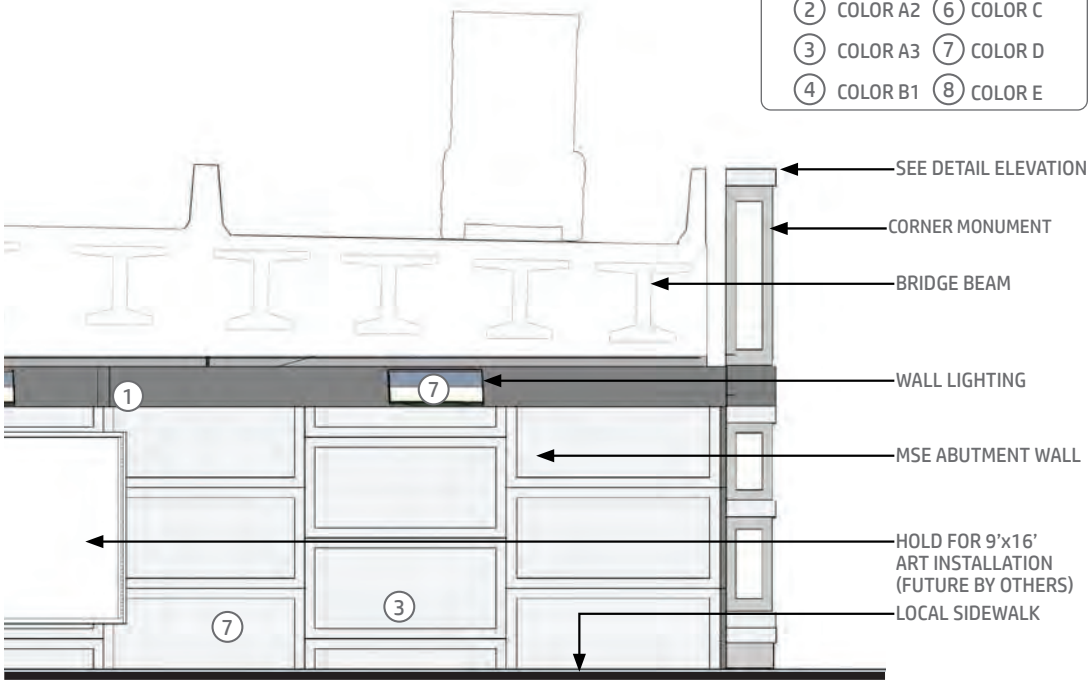
NOTE: Number of down-lighting and column lighting shall be determined in accordance with the technical provisions and project standards.

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



END ELEVATION (TYPICAL)



CROSS SECTION ENLARGEMENT (TYPICAL)

CROSS SECTION ELEVATION (TYPICAL)

SCHEMATIC DETAILS

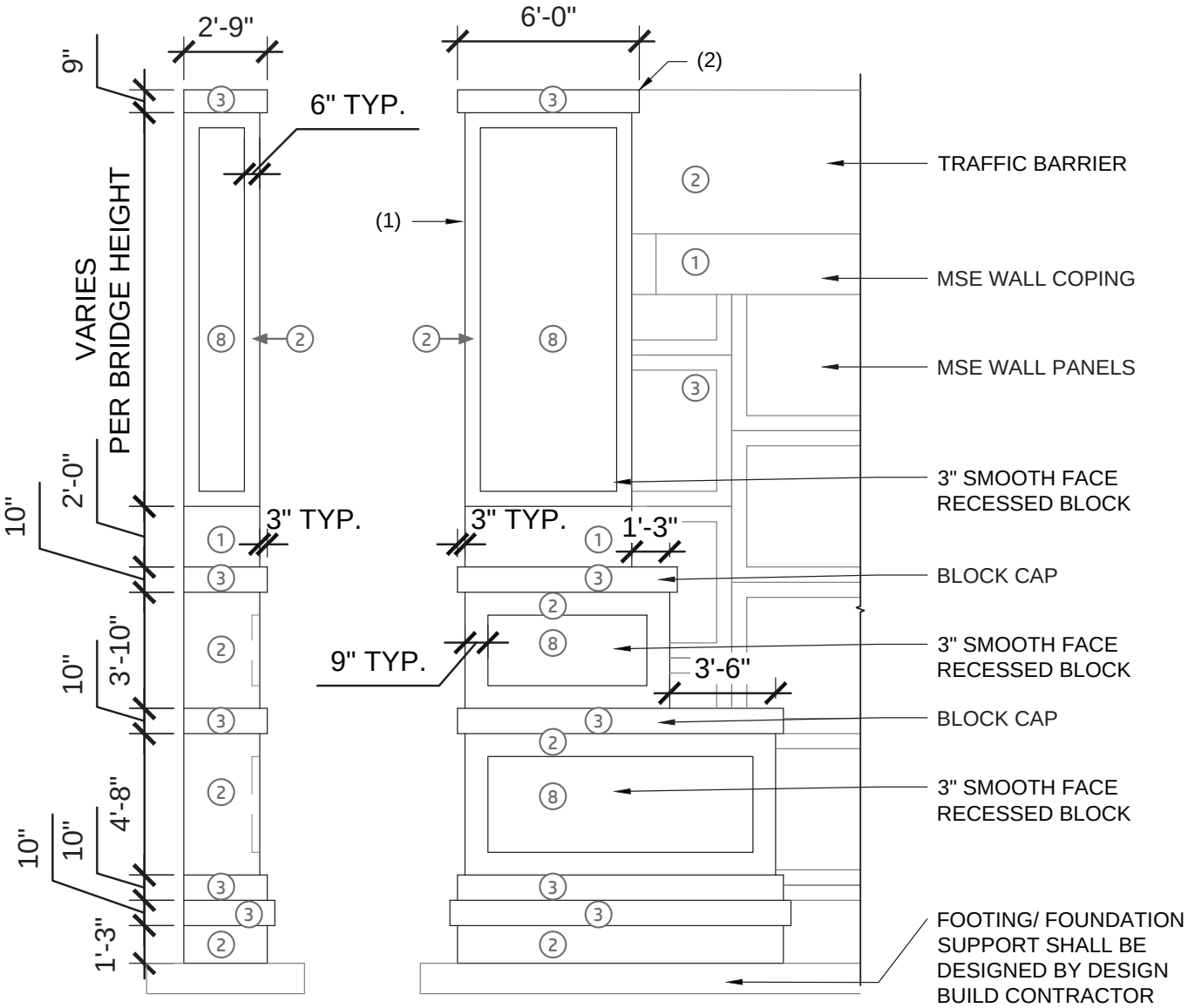
MINOR MONUMENT ABUTMENT

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E

LEGEND:
(1) MONUMENT FACE SHALL BE FLUSH WITH FRONT FACE OF MSE ABUTMENT WALL PRECAST COPING
(2) CAP SHALL BE FLUSH WITH TRAFFIC BARRIER.

NOTE: STRUCTURAL CONCRETE AND REINFORCING DESIGN AND DETAILING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE DESIGN-BUILD CONTRACTOR IN ACCORDANCE WITH THE TECHNICAL PROVISIONS AND PROJECT STANDARDS.



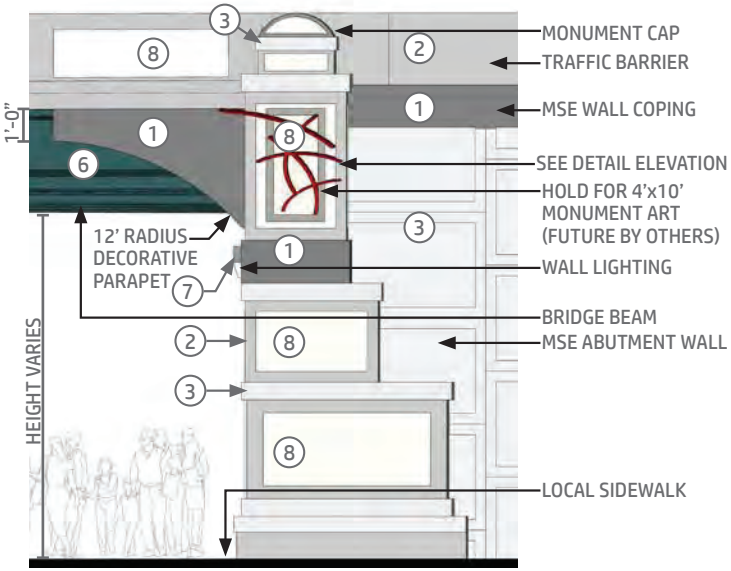
DETAIL ELEVATION (TYPICAL)

MAJOR MONUMENT ABUTMENT

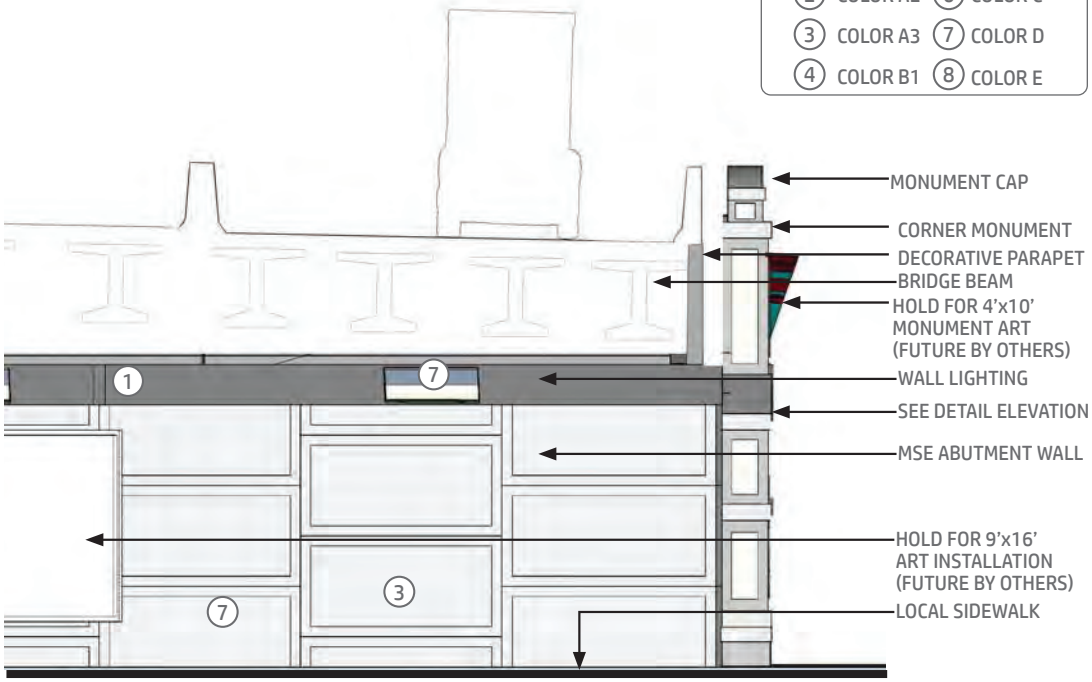
NOTE: Number of down-lighting and column lighting shall be determined in accordance with the technical provisions and project standards.

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



END ELEVATION (TYPICAL)



CROSS SECTION ENLARGEMENT (TYPICAL)

CROSS SECTION ELEVATION (TYPICAL)

SCHEMATIC DETAILS

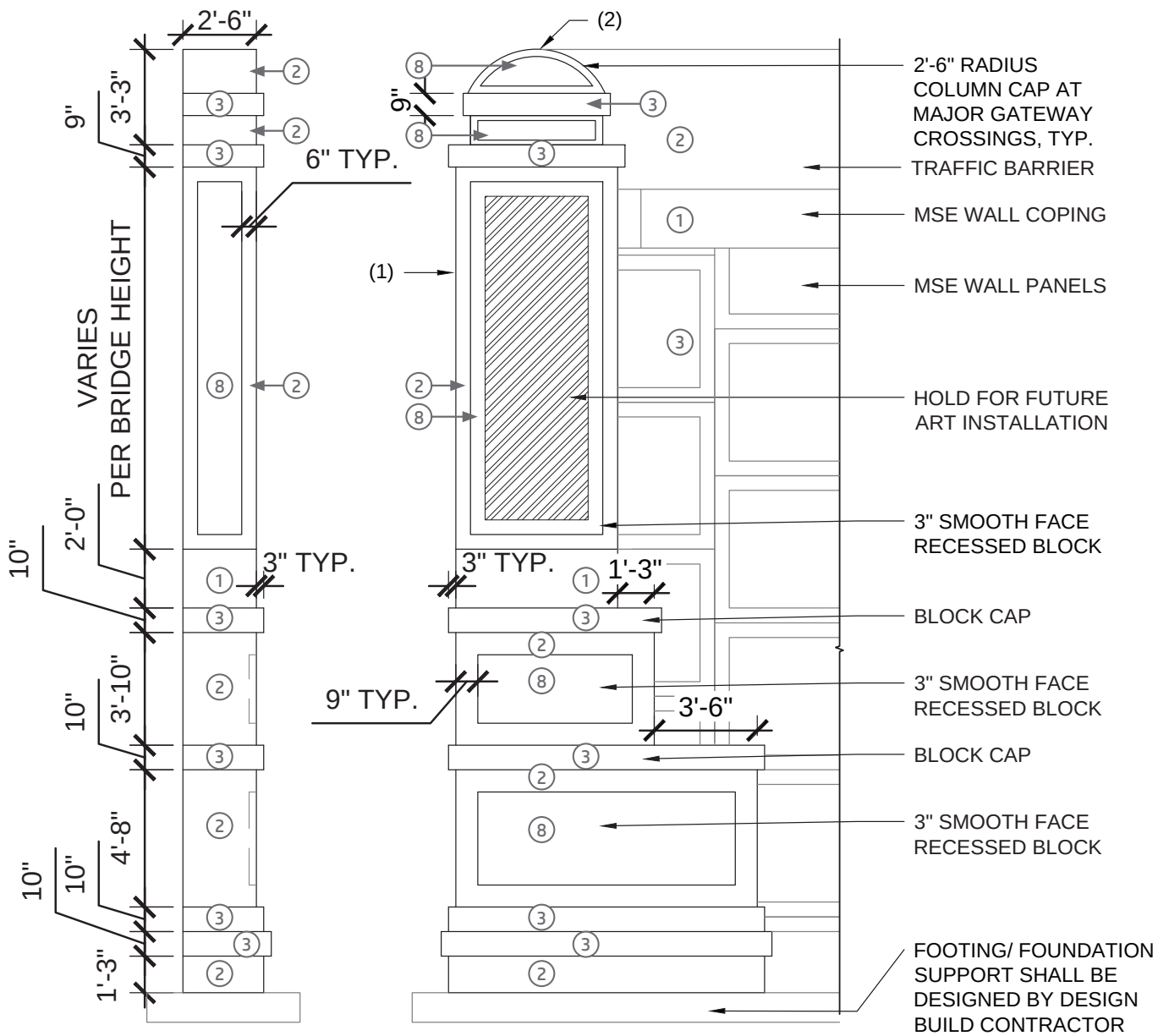
MAJOR MONUMENT ABUTMENT

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E

LEGEND:
(1) MONUMENT FACE SHALL BE FLUSH WITH FRONT FACE OF MSE ABUTMENT WALL PRECAST COPING.
(2) CAP SHALL BE FLUSH WITH TRAFFIC BARRIER.

NOTE: STRUCTURAL CONCRETE AND REINFORCING DESIGN AND DETAILING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE DESIGN-BUILD CONTRACTOR IN ACCORDANCE WITH THE TECHNICAL PROVISIONS AND PROJECT STANDARDS.



DETAIL ELEVATION (TYPICAL)

3.3 RETAINING WALLS

RETAINING WALLS

Design Summary:

Retaining walls help to stabilize steep grades by creating sloped and/or tiered terrain that can provide space for enhanced plantings and expanded pedestrian systems.

Characteristics:

- Retaining walls provide a location for the placement of vegetation to assist in stabilization, and help soften and blend the bridge structures with the surround in a naturalized fashion.

- Retaing walls are designed with textured materials to suggest a strong, natural and long-lasting foundation system- a necessary support for the more architectural, constructed structures above (bridges and noise barriers).

- Retaining walls are designed with textural variation in materials to provide a level of scale and detail that is visible and discernible at both driver and pedestrian levels.

General:

Retaining walls are one of the most significant structural components within the I-65/I-70 North Split Project. When combined with engineered slopes, they are the primary structure used to create grade separation, which defines the limited access interstate edge through downtown Indianapolis. Due to the large physical presence of retaining walls in the landscape, their design and relationship to the environment can greatly influence the aesthetic quality of the interstate. A combination of issues including interstate roadway height constraints, re-use of existing fill material, a restrictive right-of-way corridor and substantial grade changes at many of the underpass bridges make retaining walls a dominant visual element on the I-65/I-70 North Split Project. These walls should be constructed to the lowest height possible.

Design Features:

- **Construction Type:** A number of wall construction methods may be utilized for this project. However, it is recommended that Mechanically Stabilized Earth (MSE) wall systems should be the dominant construction method for retaining walls. Therefore, the walls' design features of ordered and uniform-appearing texture were developed considering MSE. This surface design will help minimize appearance of the panel to panel joint lines typically found with MSE wall construction.

- **Alignment and Profile:** The I-65/I-70 North Split Project wall systems should have sloping profiles, resulting in walls that curve smoothly (horizontally) and slope gradually (vertically), making termination of walls logical and gradual.

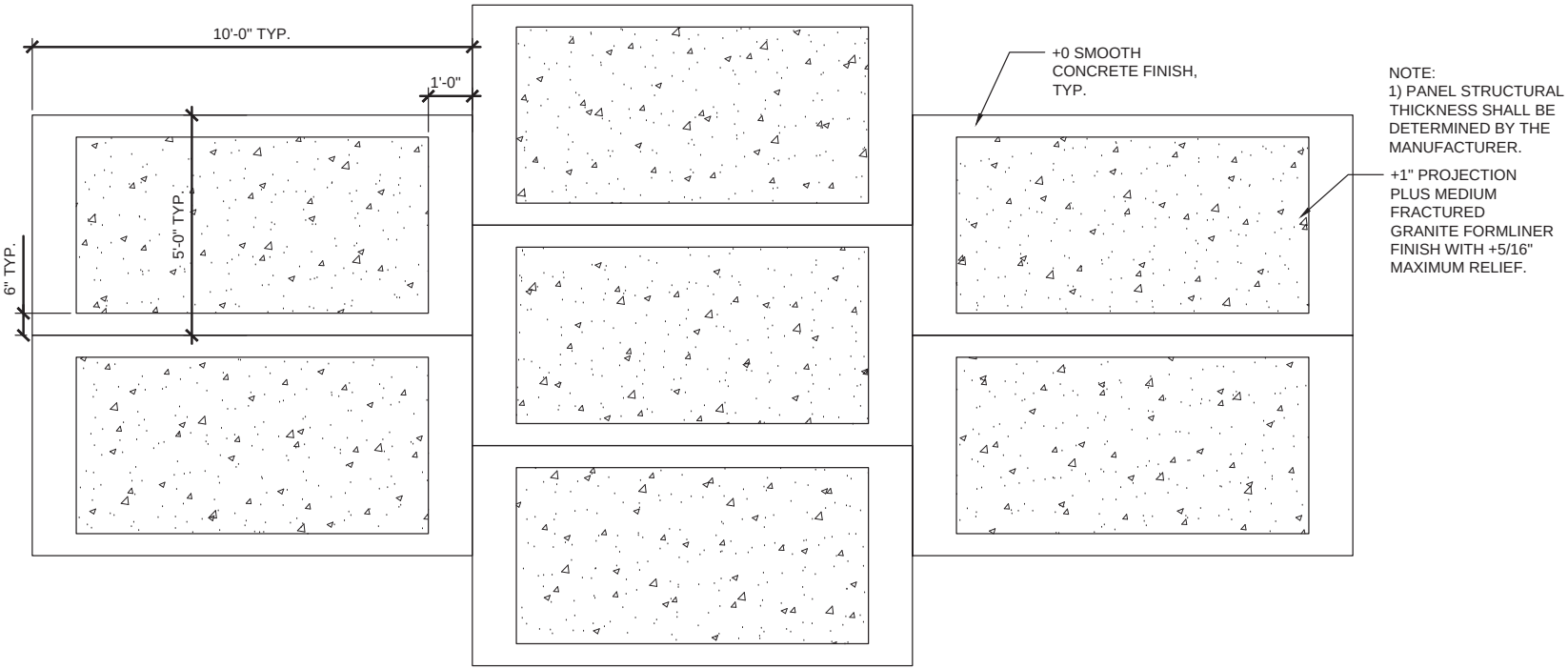
- **Surface Treatments:** The design of the surface for the retaining walls was strongly influenced by smooth hewn Indiana limestone. To create an appearance of saw cut limestone, the designers looked to the rhythm of block stone installed on and near the museums and institutions in downtown Indianapolis. This highly symmetrical textured surface was also selected for its warm and familiar feel, easily reproducible nature, resiliency to vandalism, and low maintenance. This design is proposed for all bridge abutments, retaining walls, and wing walls/ returns, whether they face the corridor or the surrounding neighborhoods.

- **Finish and Color:** The surface finish is proposed to be a smooth, relief texture, intended to replicate extrusions found in smooth cut limestone. A single-color using pigment stain should be used for all walls. This color is identified within the color selection of this guide.

RETAINING WALLS

SCHEMATIC DETAILS

PLAN (TYPICAL)

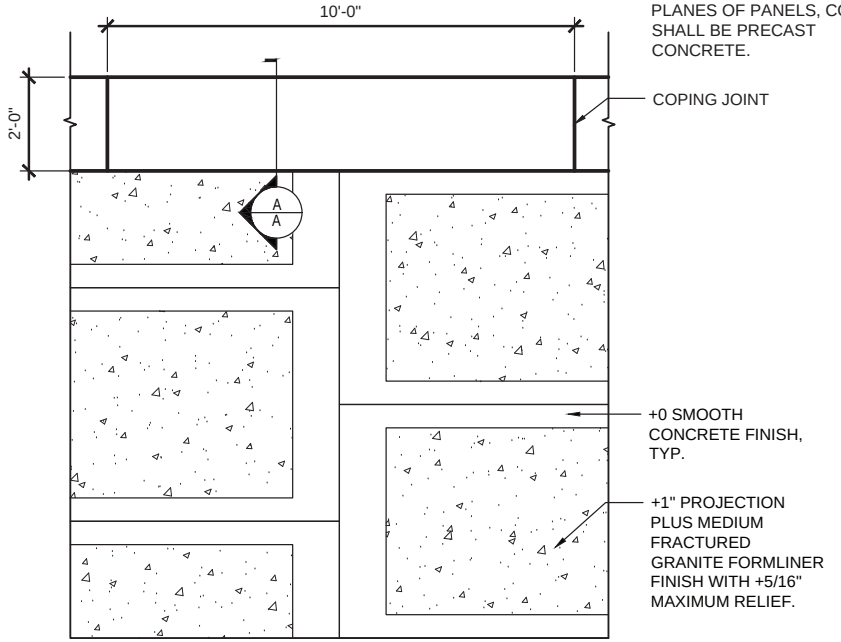


ELEVATION (TYPICAL)

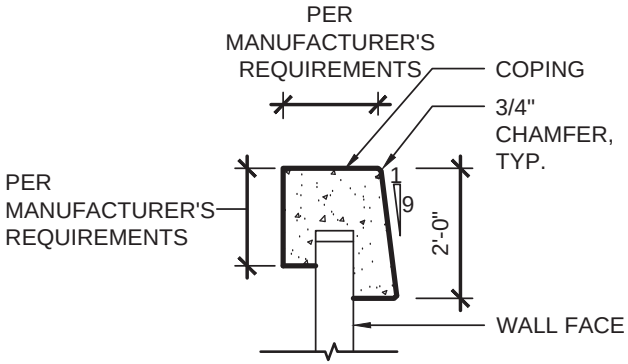
RETAINING WALLS

SCHEMATIC DETAILS

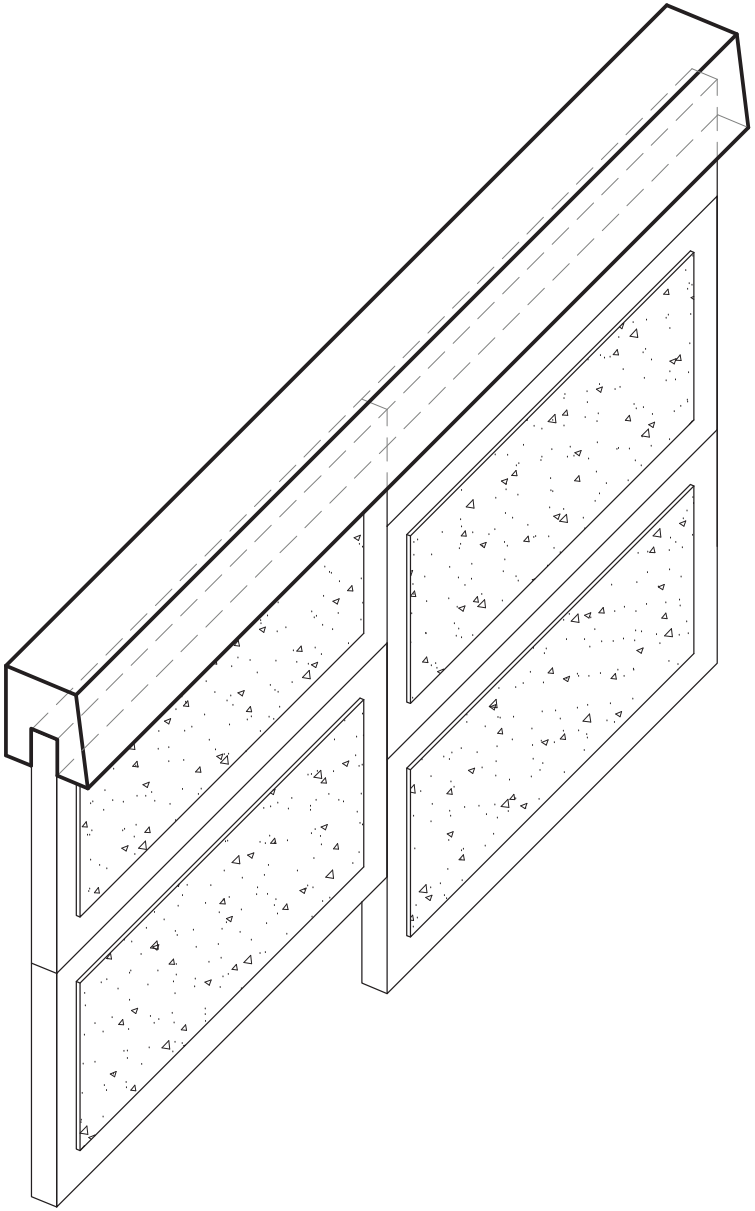
NOTES:
1) DUE TO VARIABLE SURFACE PLANES OF PANELS, COPING SHALL BE PRECAST CONCRETE.



ELEVATION COPING WITH PANEL(TYPICAL)



SECTION A- COPING (TYPICAL)



ISOMETRIC-COPING WITH PANEL (TYPICAL)

3.4 PIERS

PIERS

Design Summary:

Because of their visual prominence, piers can have a great impact on design, especially when paired with the other elements that make up the interchange and local bridge structures. Materials, forms, and colors for the piers are derived from the corner monument of the abutment walls to ensure visual continuity and consistency of the design theme.

Characteristics:

- Piers maintain an aesthetically consistent design theme language to the I-65/I-70 North Split Project that extends along the entire site.
- Piers are consistent in design as they vary in functional requirements of the particular bridge structure.
- Placement creates variation in sequence of piers to provide a platform for wayfinding functionality.

General:

Pier design is significant to the visual experience of interstate users traveling through the North Split interchange. Piers are used to minimize cost and material of elevating roadways to pass over each other by constructing repetitive and incremental structures. This becomes a design challenge as underpasses and flyovers crisscross through the interchange, some pier locations will likely be in peripheral view of motorists and also directly adjacent to the roadway. Due to the structural significance and monumental scale, the piers have been treated with similar architectural applications as the corner monuments in the Abutment Wall Section.

Ground Plane:

The surrounding vegetation and landforms can work to the design's advantage of screening column location views where desired. Vegetation and lighting will be integrated to highlight piers as architectural features with color and/ or other effects to celebrate entering downtown Indianapolis.

Design Features:

The pier design responds to the corridor's context, overall design concept, and public input, and it is beyond typical INDOT standards.

The following descriptions outline the recommended treatment types.

- **Single Column:**

The pier enhancements are consistent throughout the design and maintain a height within view to vehicular traffic. This allows the formliner texture extrusion height to vary per bridge elevation requirements. The concrete pier crossbeam includes simple formliner texture accenting the architectural character of each pier.

- **Multi-Column:**

Similar to the single pier, the multi-pier enhancements are consistent throughout the design and allow the formliner texture to fluctuate based on bridge elevation requirements.

- **Straddle Bent:**

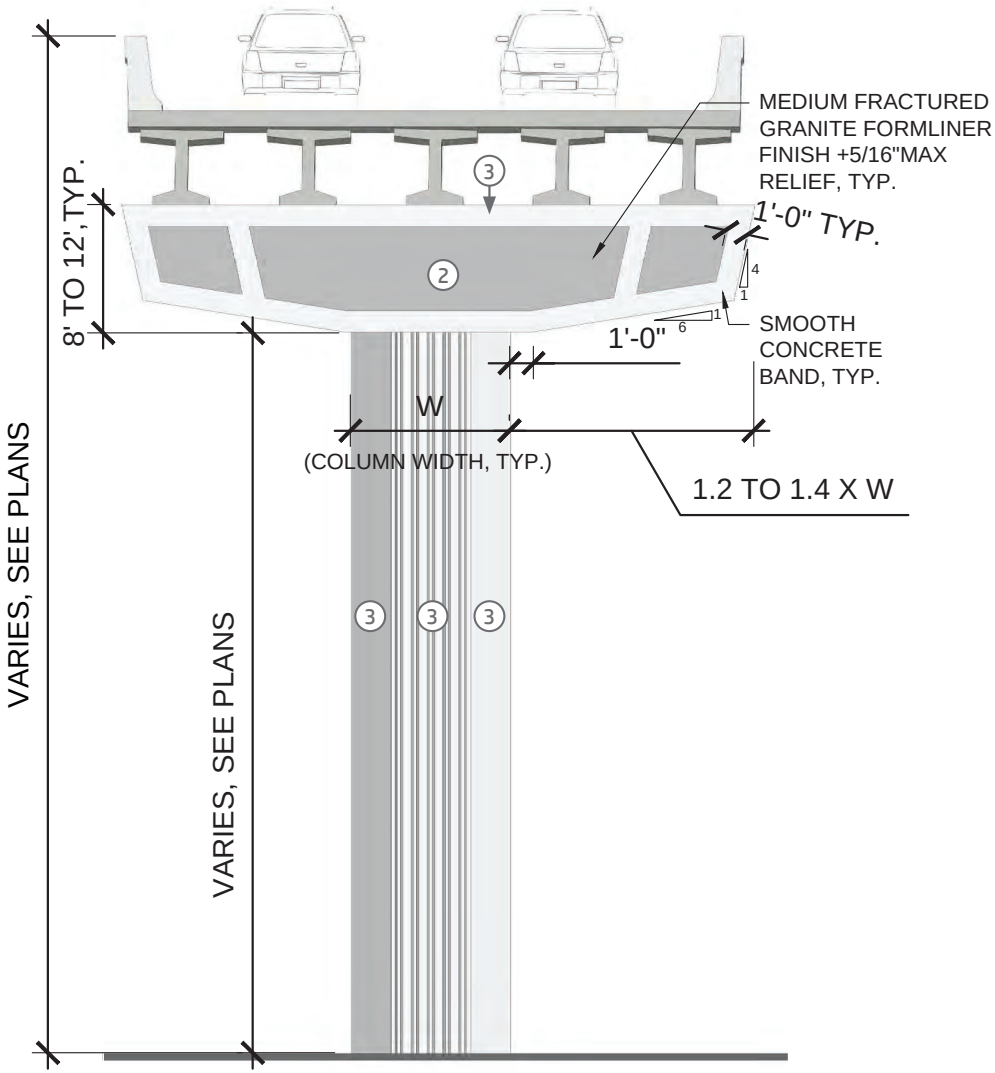
The straddle bent pier condition occurs at various locations within the interchange. It includes the pier enhancements, while allowing the formliner texture to fluctuate based on bridge elevation requirements.

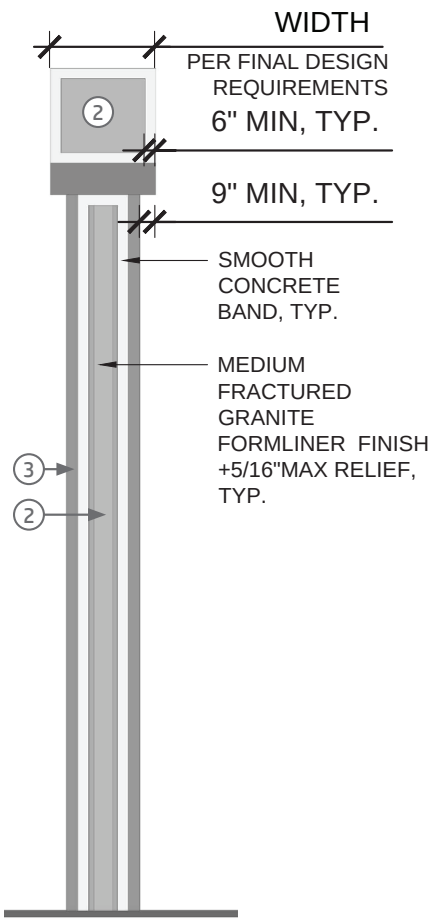
Pier treatment locations occur primarily within the North Split interchange. Two additional pier locations support the flyover movement from I-65 South to I-70 East directly above College Avenue and the double span bridge supporting all travel lanes directly above 10th street.

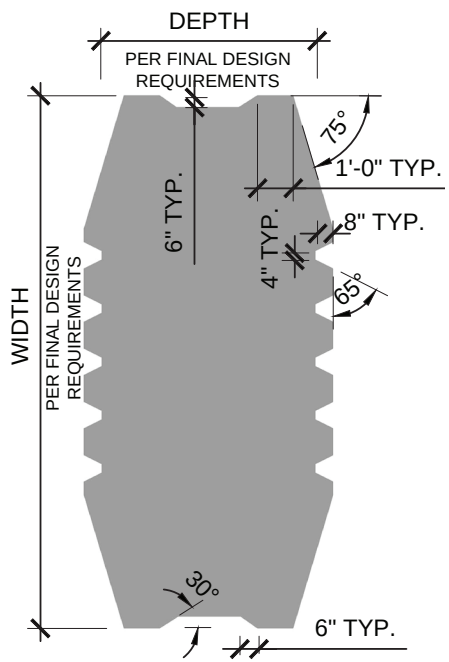
SINGLE COLUMN

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



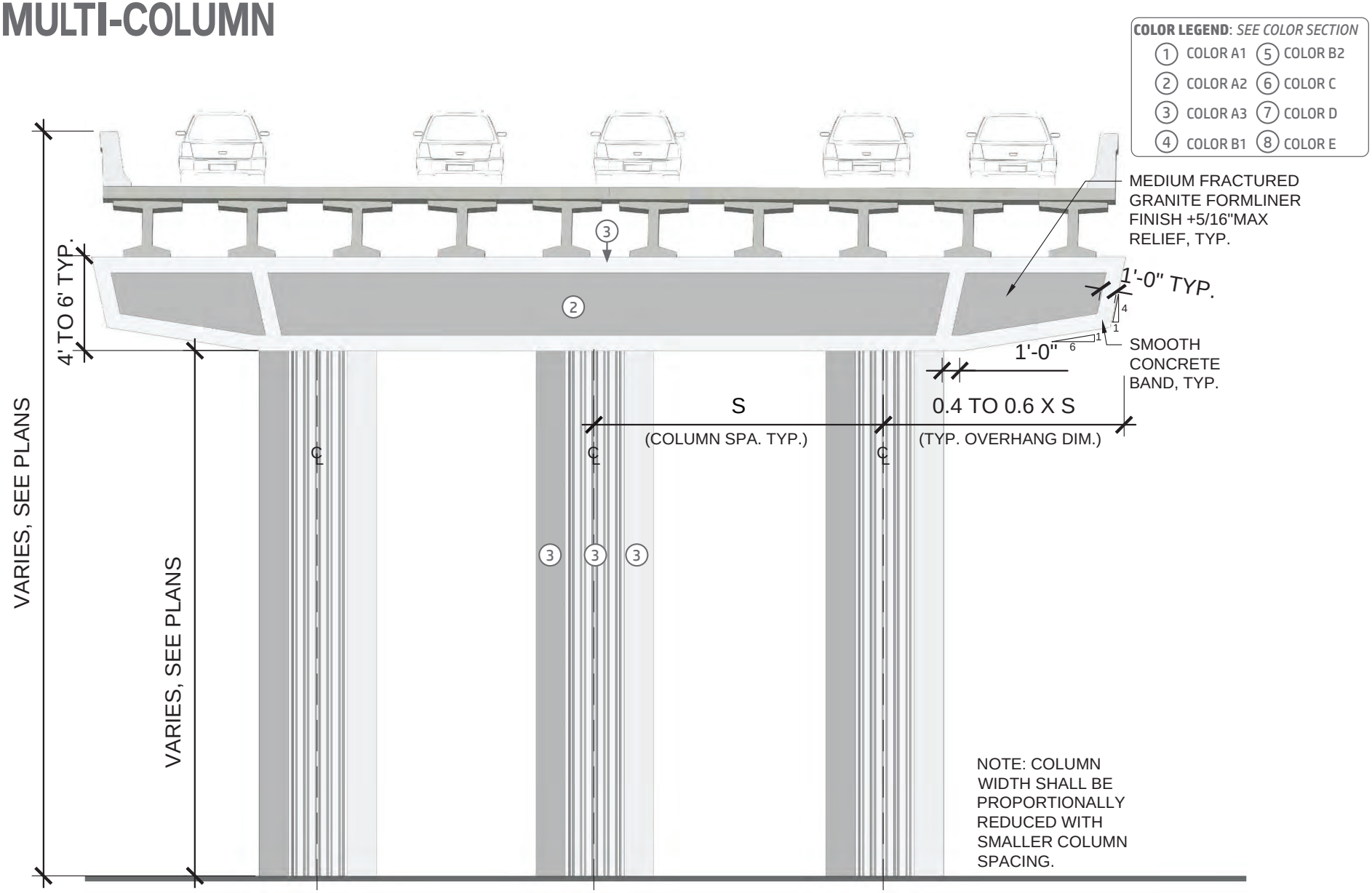




FRONT & SIDE ELEVATION MAXIMUM HEIGHT (TYPICAL)

COLUMN CROSS SECTION (TYPICAL)

MULTI-COLUMN



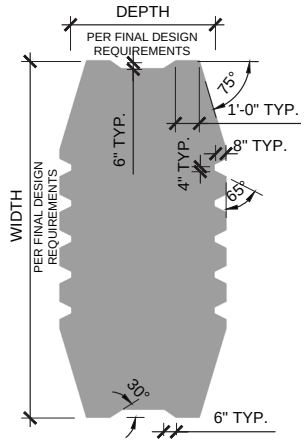
FRONT ELEVATION (TYPICAL)

STRADDLE BENT

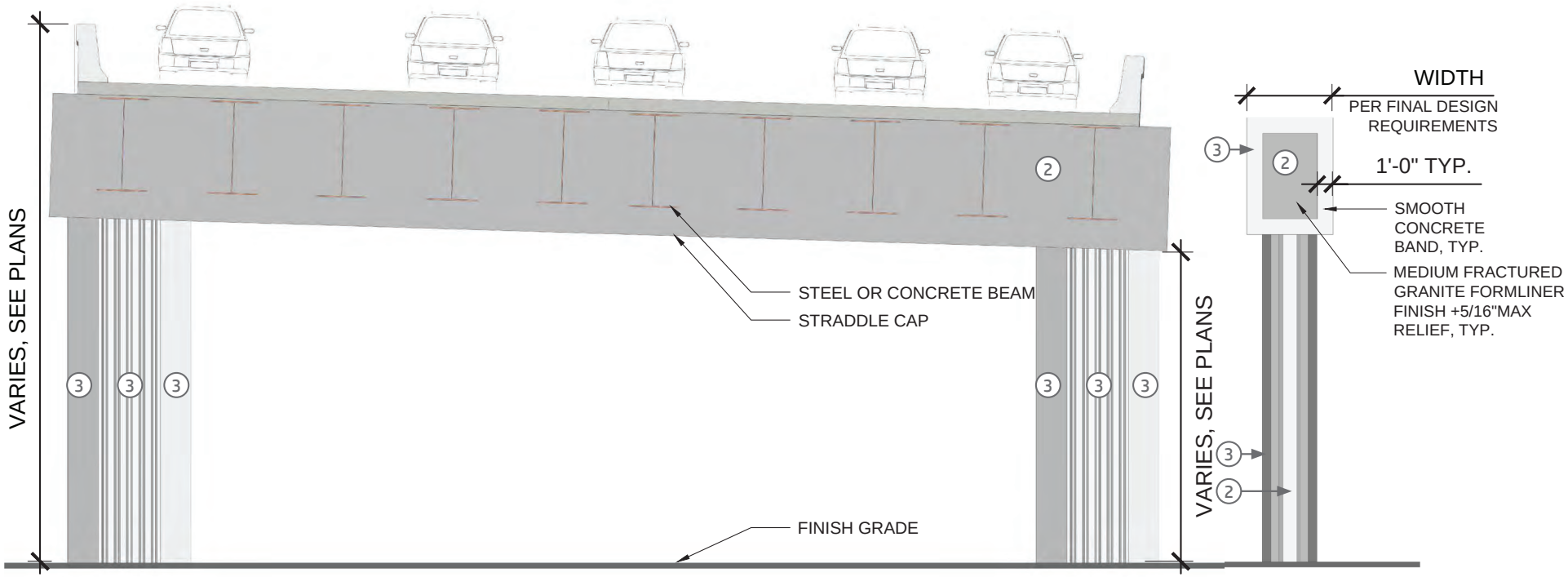
RECTANGULAR

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



COLUMN CROSS SECTION (TYPICAL)



VARIATION 1: FRONT & SIDE ELEVATION (TYPICAL)

3.5 SURFACING

SURFACING

Design Summary

There are several different types of ground plane surface treatments in the I-65/I-70 North Split project, including unit pavers, concrete, and asphalt. Each surface type plays a unique role in the design. The surface selections, finishes, and layouts will establish distinctive colors, patterns, and textures that will help delineate one use zone from another.

Characteristics

- Surface treatments reflect the local character of the natural and man-made environment.
- Surface treatments were chosen based on their high-quality and durability in order to reduce lifetime maintenance costs.
- Surface treatments clearly define the vehicular and pedestrian environment.

General

Surface selections impact the experience of all users regardless of mode including motorists, freight, public transit, bicyclists, and pedestrians. Quantitatively, surface choice can impact overall durability, cost-effectiveness, and pavement performance. Qualitatively, surface choice can create a visual emphasis of an area, contribute to the neighborhood context, and create separate and distinct user zones within a larger paved area.

The recommended surface selections respond to the context of the I-65/I-70 North Split project and include three distinct treatment options, which are reflective of transportation mode, neighborhood location and context, and overall visual priority.

Roadways

Concrete pavements will be used on all interstate roadways and ramps. Concrete pavements meet the needs associated with traffic conditions in the I-65/I-70 North Split project. Within the project area, all pavement should be designed and constructed in accordance with the technical provisions and specifications of the project. Local roadways, under bridges, will remain as existing.

Minor Gateway Bridges and Standard Underpass Bridges Pedestrian Surface

In addition to vehicular surface treatments, Minor Gateway Bridges and Standard Underpass Bridge locations use concrete as their primary surface material within the pedestrian environment. Minor Gateway Bridges and Standard Underpass Bridge locations should be graded to meet all ADA requirements including slope and cross slope. All concrete surfaces should be scored at appropriate intervals and receive a standard broom finish.

Major Gateway Bridges Pedestrian Surface

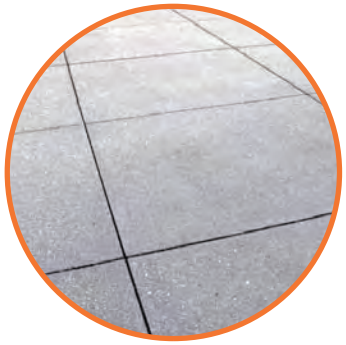
Major Gateway Bridge treatments are areas where a visual prominence is preferred. In addition to the vehicular surface treatments, Major Gateway Bridge areas utilize both concrete and specialty pavement treatments to highlight and emphasize the pedestrian environment.

MAJOR GATEWAY SURFACING SUMMARY

- A consistent 3'-0" wide asphalt block paver band shall be constructed immediately adjacent to the back of curb and parallel to the roadway. Materials shall be a "ground finish." Color shall resemble Hanover A80044 or approved equal.
- Asphalt block paver bands (or other vehicular-rated paver type) shall be constructed perpendicular to the roadway. Paver bands are to be 3'-0" wide at 19'-0" O.C. maximum. Materials should be be a "ground finish." Color shall resemble Hanover A80046 or approved equal.
- Standard concrete pavement will separate each perpendicular asphalt paver band. All concrete surfaces shall be scored as indicated on the following drawings and receive a standard broom finish.

TREATMENT PATTERNS


RUNNING BOND PATTERN


SAW CUT JOINTS


COLOR BANDING


ACCENT COLORS


HEAVY DUTY

MAJOR GATEWAY SURFACING SCHEMATIC DETAILS

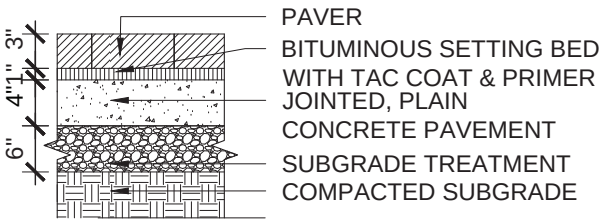
Major Gateway Pedestrian Surfaces

In addition to the Roadway Surfaces and the Minor Gateway and Standard Pedestrian Surfaces, Major Gateway Pedestrian Surface areas utilize both concrete and specialty pavement treatments to highlight and emphasize the pedestrian environment.

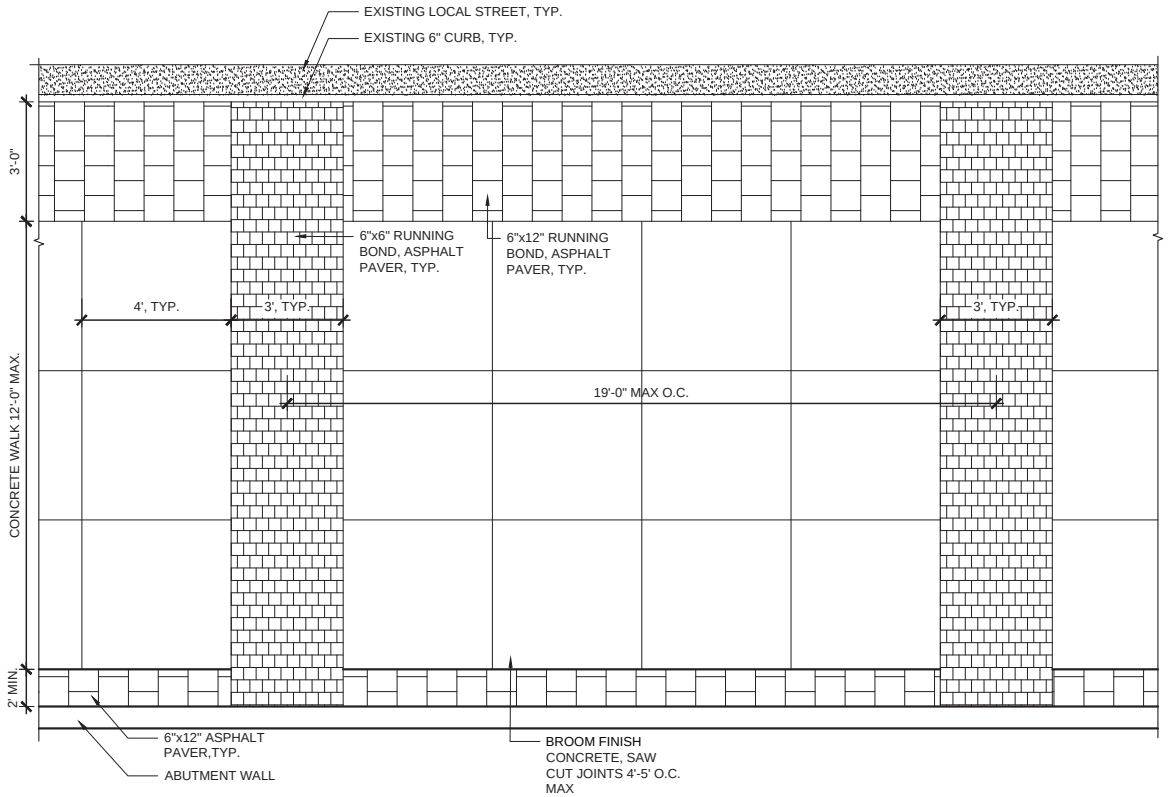
Major Gateway treatments occur at New York Street, Central Avenue, College Avenue, Alabama Street, 10th Street, Michigan Street, and Washington Street.

Major Gateway Pedestrian Surfaces: Recommended Manufacturers

- Hanover Architectural Products
- Belgard Pavers & Hardscapes
- Or Approved Equal



SURFACING SECTION VIEW (TYPICAL)



SURFACING PLAN VIEW (TYPICAL)

3.6 LIGHTING

LIGHTING

Design Summary

Lighting is both a safety and aesthetic component of the I-65/I-70 North Split project. Lighting is not only functional and provides significant safety benefits for motorists, bicyclists, and pedestrians, but it also provides aesthetic value by playing a significant role in identifying use zones and highlighting areas of visual interest.

Characteristics

- Lighting types include a hierarchy to match appropriate lighting levels to specific conditions.
- Fixture recommendations reduce light pollution in order to have the least amount of impact to surrounding neighborhoods
- Lighting "families" enforce uniformity and consistency throughout the project area.

General

Appropriate lighting helps ensure a safe condition for all users, regardless of mode. One of the primary concerns in the reconstruction of the I-65/I-70 North Split area is adequate and effective light sources. The current lack of lighting and the safety hazards they pose have generated real concern amongst community members. This was voiced in all of the CSS public workshops and must be considered in future design and construction of the I-65/I-70 North Split project.

Design Features

Lighting is particularly critical in underpasses and areas where pedestrian and vehicular traffic intersect. Along the roadway, patterns and placement of lighting elements enhance the appearance of the roadway and delineate key features such as ramps and exits. Within the roadway setting, lighting is required to meet certain standards for vehicular traffic volumes; however, lighting must also be provided to make underpasses feel safe. Lighting must also offer aesthetic enhancements to surroundings, reduce light pollution, and adapt to neighborhood character.

The recommended lighting elements respond to the context of the I-65/I-70 North Split project and include two distinct treatment options - down and up lighting - that reflect the needs of vehicles, pedestrians, bicyclists and adjacent property owners.

LIGHTING

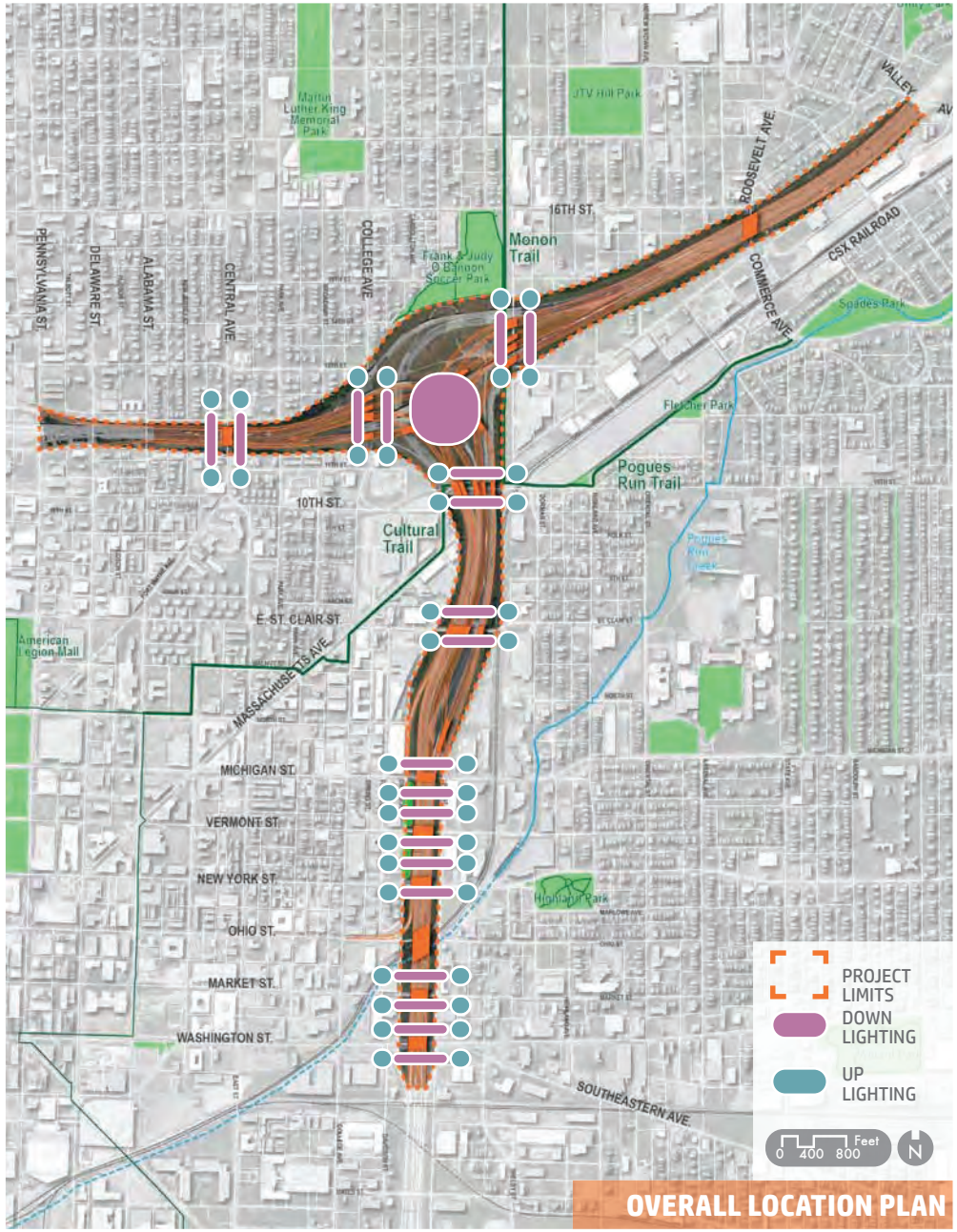
Design Summary

The recommended lighting types include two distinct treatment options that respond to the needs of vehicles, pedestrians, bicyclists and adjacent property owners. These two lighting types shall include:

1. Down Lighting
2. Up Lighting

Each are further discussed on the following pages.

NOTE: Down Lighting in underpasses must meet pedestrian lighting standards.



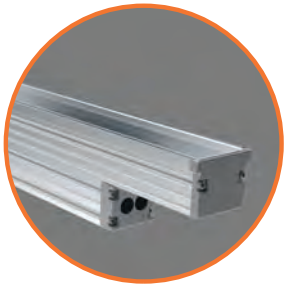
OVERALL LOCATION PLAN

DOWN LIGHTING

Wall Mounted:

Bar Style down lighting shall be surface mounted to abutment wall coping to achieve pedestrian level lighting requirements. Mock-up shall be required for approval.

APPROPRIATE FIXTURES



TARGETTI | JEDI
COMPACT IP67 INTEGRAL

BEGA | LED
WALL WASHER

LED LINEAR | XOOLUM
IP67

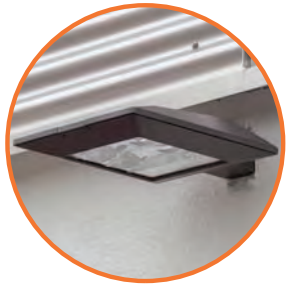
Column Mounted:

Down lighting shall be mounted to the pier cap. Aesthetic light wash shall be directed vertically down the column and horizontally across the bridge underside.

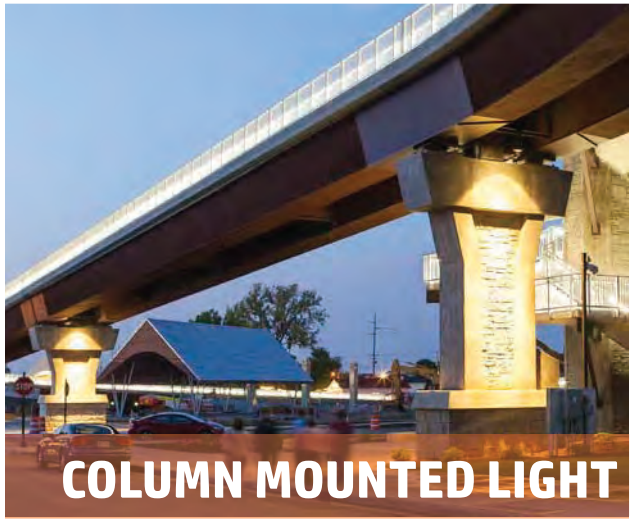
APPROPRIATE FIXTURES

BEGA | LED
WALL WASHER

BEGA | LED
COMPACT FLOOD



SELUX | AVANZA

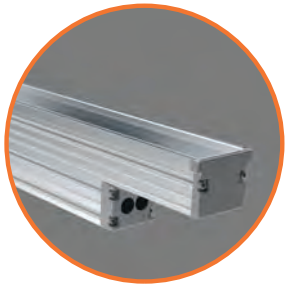


UP LIGHTING

BAR LIGHT:

Bar style up lighting shall be recess mounted to monument for tamper resistance and achieve uniform aesthetic lighting wash across entire monument. Mock-up shall be required for approval.

APPROPRIATE FIXTURES



TARGETTI | JEDI COMPACT IP67 INTEGRAL

BEGA | LED WALL WASHER

LED LINEAR | XOOLUM IP67

SPOT LIGHT:

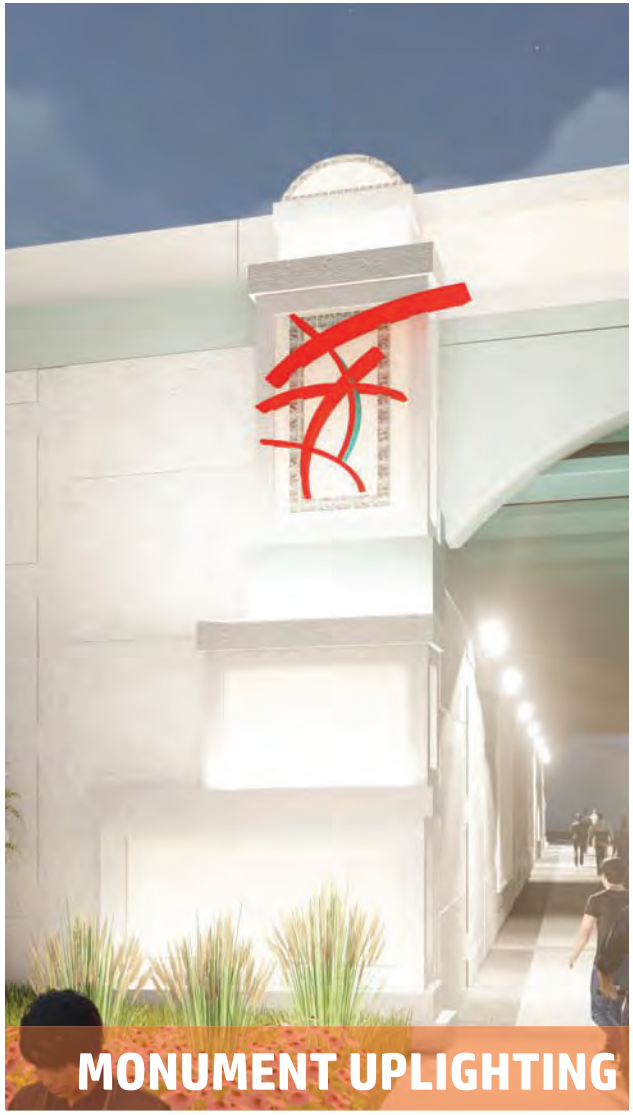
Spot style up lighting shall be ground mounted in a concrete base and achieve focused aesthetic lighting wash at location of future art in upper third of monument. Mock-up shall be required for approval.

APPROPRIATE FIXTURES

TERON CIMMARON LED

HOLOPHANE PSLED

BEGA | LED COMPACT FLOOD



MONUMENT UPLIGHTING

3.7 SIGNAGE

SIGNAGE

Design Summary

Interstate signage is highly standardized and subject to approval by the Federal Highway Administration (FHWA). The CSS process examines base enhancements of on- and off-ramp signage at the local level, rather than at the interstate level, to ensure that it is neighborhood appropriate.

Characteristics

- Signage layout should minimize the number of bridge mounted or adjacent signage to provide clear views of the bridge enhancements.
- Signage should maintain uniform panel sizes where possible.
- Sign base design should conform to corridor theming.
- Signage shold improve wayfinding along the I-65/I-70 North Split project corridor where possible.

General

The primary functions of interstate signage is to encourage predictable traffic movements and to direct motorists safely to their destinations. INDOT standards and the Federal Manual on Uniform Traffic Control Devices (MUTCD) guide the location and placement of signage within the interstate corridor, to ensure uniformity and consistency. However, minor adjustments to the placement and design of signs are often necessary to maintain clarity and improve the appearance of the corridor, particularly at the local level.

It is recognized that INDOT has standards for how interstate signage is designed, constructed, and implemented. Due to the high profile of signage located within the I-65/I-70 North Split project, the sign bases for elements at the local level should be built or constructed in a manner that is in accordance with the design elements of these North Split Aesthetic Design Guidelines. Stylistically, the bases mimic that of the pier design and the textures and forms found in the MSE walls. The recommended sign bases respond to the context of the I-65/I-70 North Split project and include three distinct sign types that reflect the neighborhood context and visual priority.

1. Overhead Box Truss Sign at the Local Road Level AND 2. Overhead Cantilever Sign at the Local Road Level

These are overhead treatments where the ornamentation occurs only where the base of the post meets the ground. The remainder of the sign should be in accordance with INDOT standard box truss or cantilever frame. Upon completion of the project, an appropriate sign treatment will be selected for each location per the new road alignment and on- and off-ramp reconstructions.

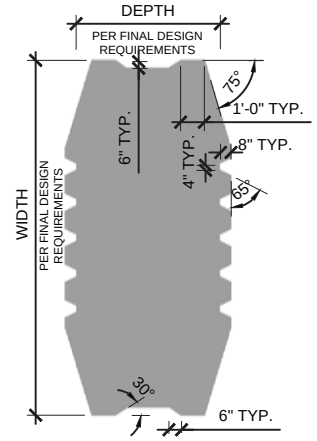
3. Ground-Mounted Panel Sign at Local Road Level

Rather than the typical two-leg metal post sign suggested by INDOT, the ground mounted panel sign at the local road level is recommended to incorporate gateway bridge elements as described in Section 3.10: Bridge Openings. These elements make it appear as part of the gateway and act as a welcome from the interstate to the neighborhood environment. An appropriate sign treatment should be selected for each location per the new road alignment and on-and-off-ramp reconstructions.

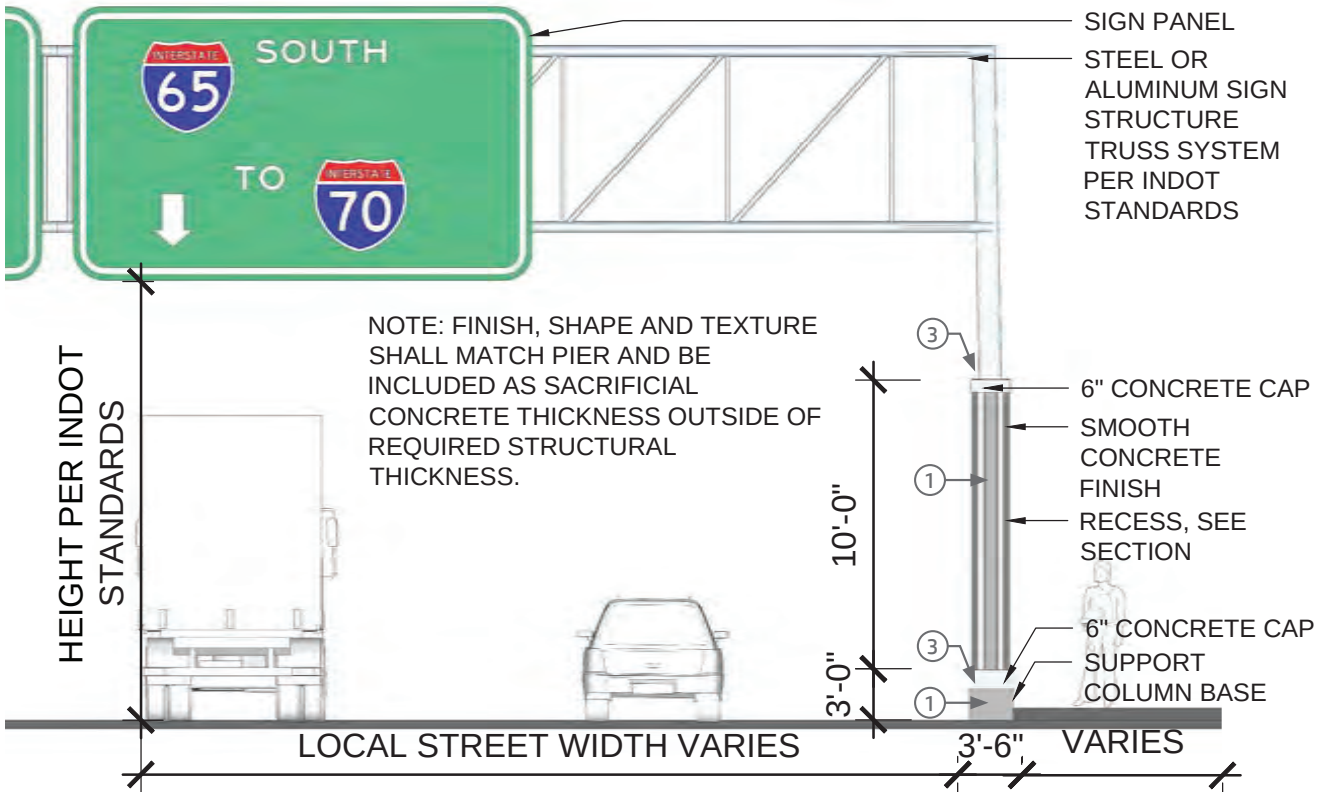
OVERHEAD BOX TRUSS SIGN ON LOCAL STREETS

COLOR LEGEND: *SEE COLOR SECTION*

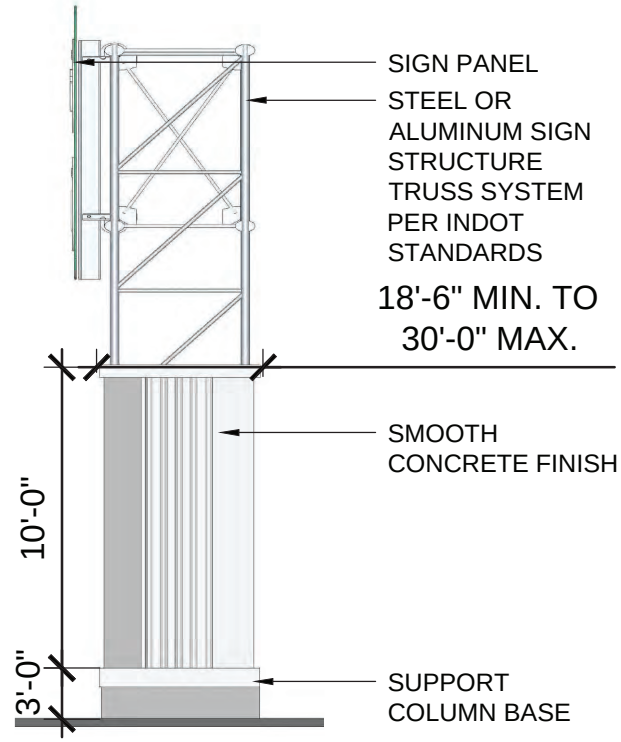
1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



COLUMN CROSS SECTION, TYP.



FRONT ELEVATION (TYPICAL)

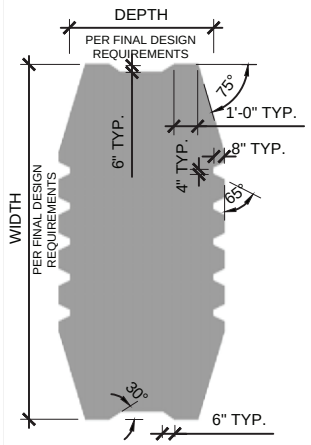


SIDE ELEVATION (TYPICAL)

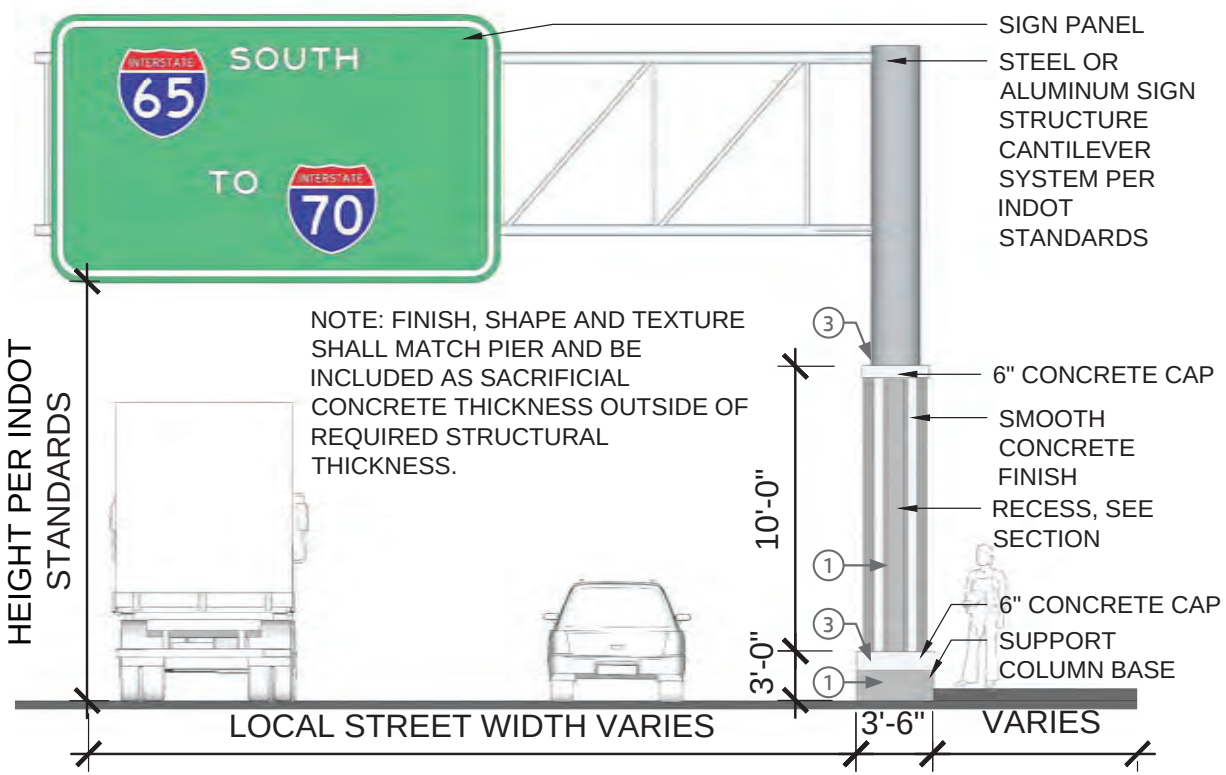
OVERHEAD CANTILEVER SIGN ON LOCAL STREETS

COLOR LEGEND: *SEE COLOR SECTION*

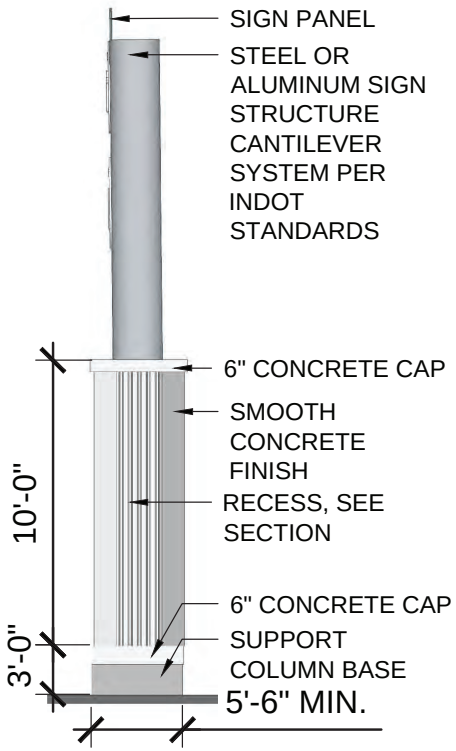
1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



COLUMN CROSS SECTION, TYP.



FRONT ELEVATION (TYPICAL)

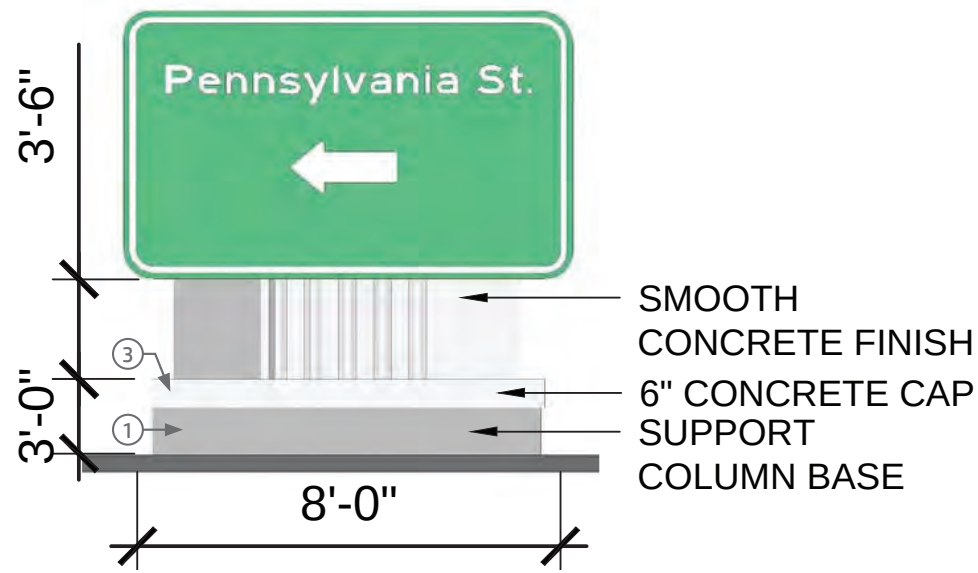


SIDE ELEVATION (TYPICAL)

GROUND- MOUNTED PANEL SIGN AT LOCAL STREETS

COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E



FRONT ELEVATION (TYPICAL)

3.8 TRAFFIC BARRIERS

TRAFFIC BARRIERS

Design Summary

Concrete barriers will be used at the interstate level on the I-65/I-70 North Split project. At a functional level, barriers protect motorists and pedestrians at the local level from any possible movements off bridges or down embankments. At an aesthetic level, they can incorporate graphics, such as type face or imagery.

Characteristics

- Color mixing or concrete material will match that specified in Section 3.1: Color, Form & Texture.
- Font style will be determined as part of the final phase of design development.
- Aside from specialty letter panel treatments, form and construction of concrete barrier will follow INDOT standards.

General

Concrete barriers are important safety elements to include in any interstate reconstruction project. Concrete barriers serve as barricades to reduce the severity of vehicular collisions with oncoming and merging traffic and physical elements such as walls, signage, and lighting. The recommended traffic barriers respond to the context of the I-65/I-70 North Split project and include two distinct treatment options, including sign barriers and standard barriers.

1. Sign Barriers

Sign barriers incorporate naming and lettering that may apply to neighborhoods, districts, or streets. The style used in each condition will be reflective of the context of the sign barrier and will be consistent across the I-65/I-70 North Split project. Sign barriers will only occur at Major and Minor Gateway Bridges. For a complete list of Major and Minor Gateway Bridges, please see Section 3.11: Bridge Openings.

2. Standard Barriers

Standard barriers are typical barriers following INDOT standards. These barriers will be applicable in any other condition throughout the I-65/I-70 North Split project.

For a complete list of Standard Bridge Overpasses, please see Section 3.11: Bridge Openings.

Integration

Sign and Standard Barriers should be visually and aesthetically coordinated with adjacent bridge structures, including bridge piers and corner monuments. Apply elements of coloring, detailing, and rustication to barrier features.

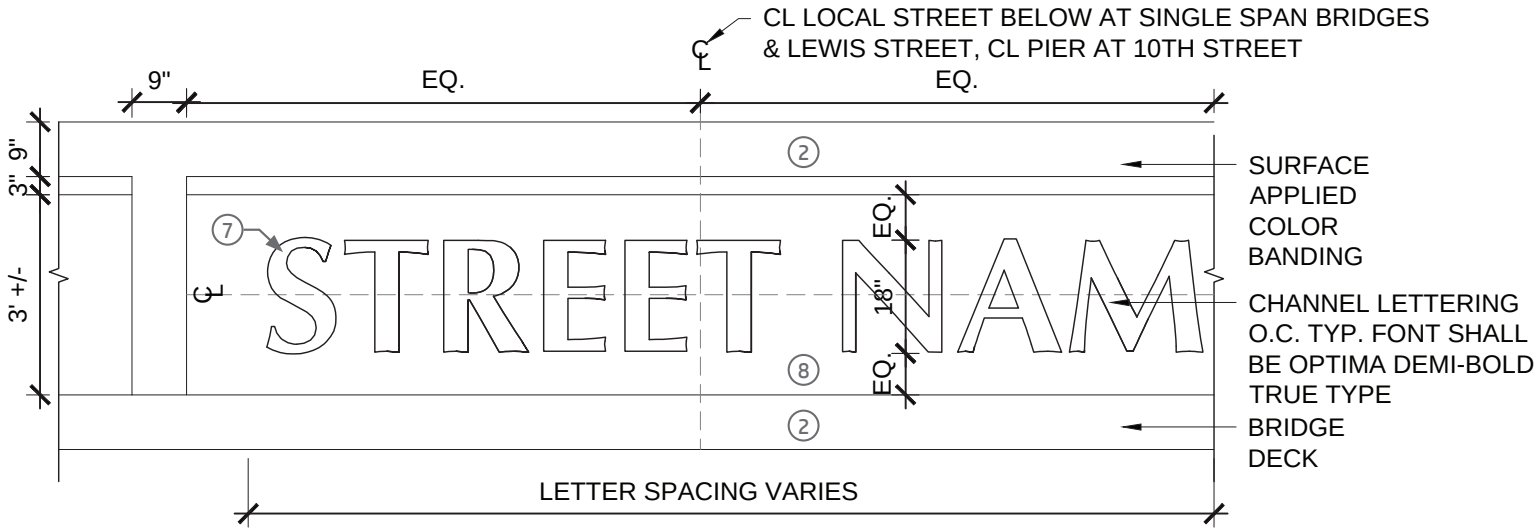
Color and Finish

Color and finish should be consistent with colors and finishes specified for retaining walls and bridge columns as listed in Section 3.1: Color. Integral color should be used over powder color pigments to increase cost effectiveness and lifespan.

TRAFFIC BARRIERS

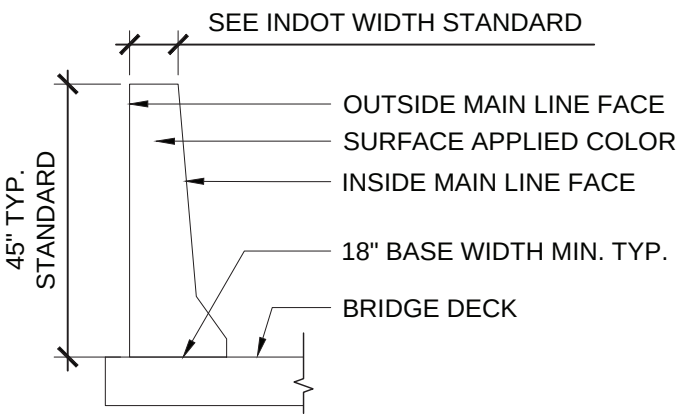
COLOR LEGEND: *SEE COLOR SECTION*

1 COLOR A1	5 COLOR B2
2 COLOR A2	6 COLOR C
3 COLOR A3	7 COLOR D
4 COLOR B1	8 COLOR E

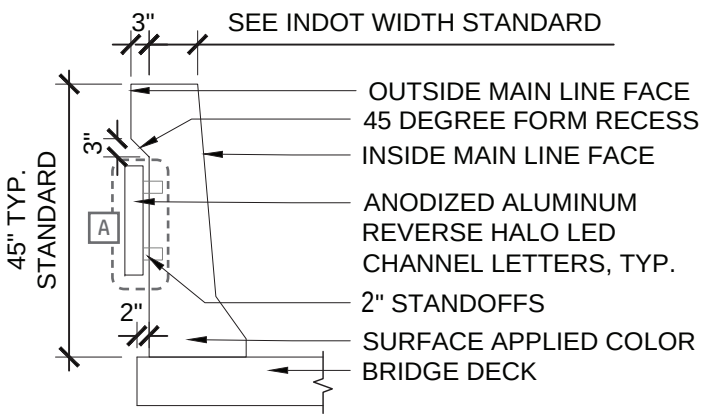


OUTSIDE FACE ELEVATION (TYPICAL)

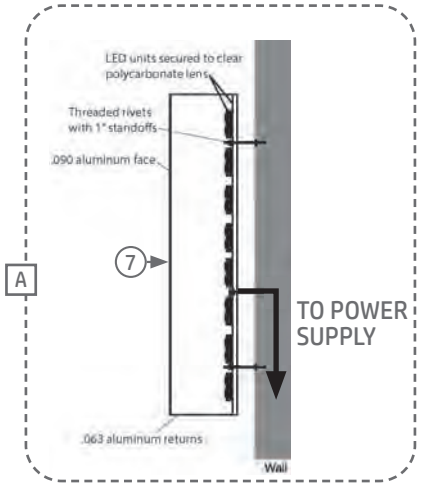
NOTE: *STRUCTURAL DESIGN OF LETTERING CONNECTION TO BARRIER SHALL BE THE RESPONSIBILITY OF THE DESIGN-BUILD CONTRACTOR IN ACCORDANCE WITH THE TECHNICAL PROVISIONS AND PROJECT STANDARDS.*



STANDARD BARRIER CROSS SECTION (TYPICAL)



SIGN BARRIER CROSS SECTION (TYPICAL)



REVERSE HALO CHANNEL LETTER

3.9 SOUND BARRIERS

SOUND BARRIERS

Design Summary

Sound barriers are solid obstructions constructed between the interstate and adjacent land uses, primarly to reduce elevated noise level impacts on affected residents. Sound barriers can reduce sound by absorbing noise from the interstate and reflecting it back across the interstate or forcing it to take a longer path to sound receivers.

Characteristics

- Sound barriers must be feasible in terms of acoustics and engineering.
- The views of adjacent property owners must be considered when planning for sound barriers.
- Sound barriers must be cost-effective and meet noise reduction goals for impacted properties.

General

According to the Indiana Department of Transportation (INDOT), noise is any unwanted sound generated by natural or man-made sources. The level of interstate noise depends on the volume and speed of traffic, the number of trucks, and the location of the interstate in relation to adjacent properties.

In order to be effective, sound barriers must be long and tall enough to block noises from adjacent land uses. This design guideline manual does not address where sound barriers will be feasible, as this is determined as part of the Section 106 Consultation Process. Rather, it acknowledges that these design elements are part of the infrastructure and recommend that the sound barriers consider the context of the I-65/I-70 North Split project and respond to the aesthetics of adjacent neighborhoods.

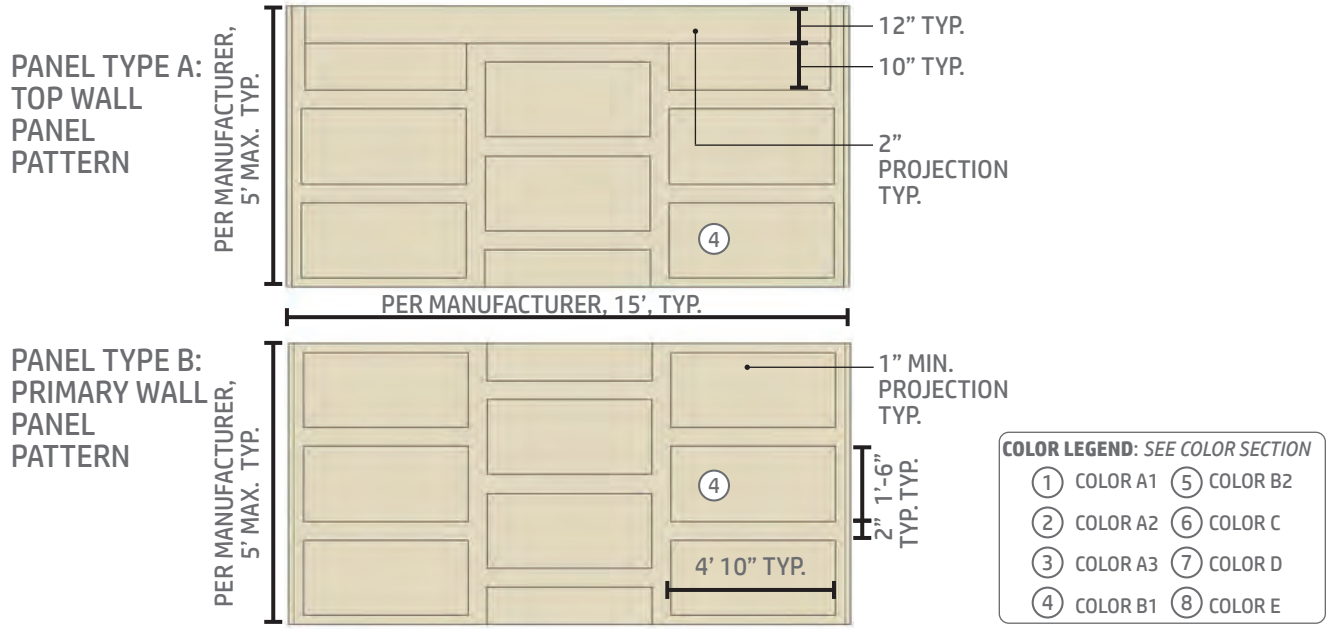
Design Considerations

The design for the sound barriers will be an INDOT standard post and absorptive panel system. The alignment of the noise barriers should be varied to generate visual interest. Sound barriers should be located to allow space for future road improvements and maintenance and consider the needs of adjacent property owners. Design will match patterning, textures, and colors of the MSE wall systems.

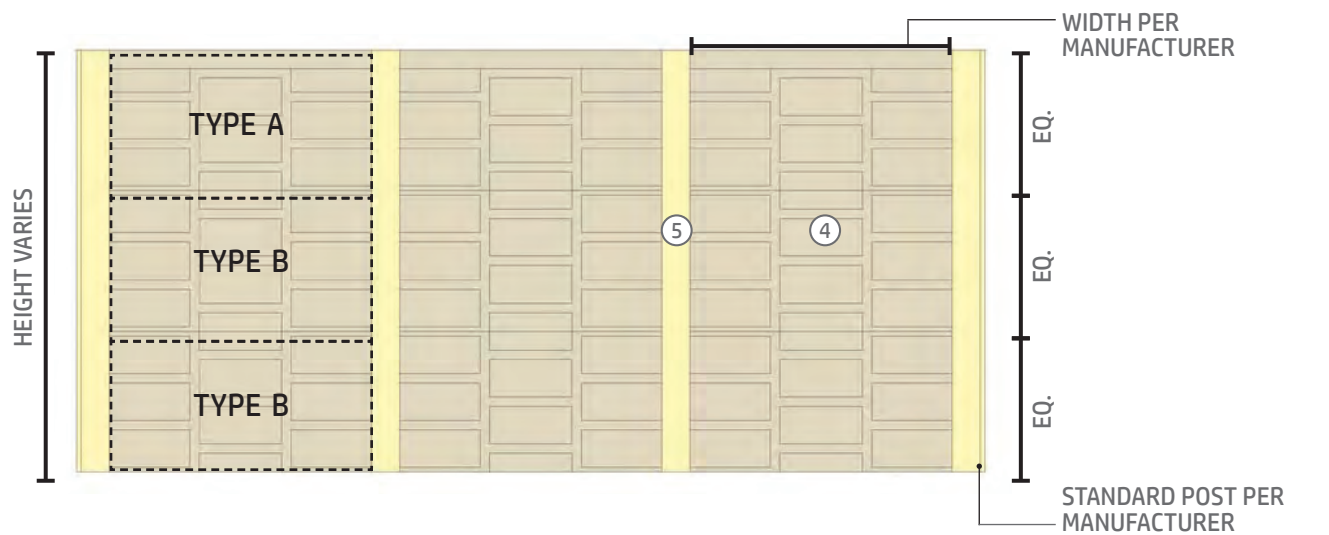
SOUND BARRIERS

Characteristics

- Panel patterns shall be proportionally scaled to meet manufacturer's requirements.
- Panel textures, colors and patterns shall be visually consistent with MSE walls.



SOUND BARRIER PANEL TYPES (TYPICAL)



SOUND BARRIER FRONT ELEVATION (TYPICAL)

3.10 FENCING

FENCING

Design Summary

Fencing is used in the right-of-way to separate pedestrians from the interchange, at ground level, in select locations and on side slopes. Fencing is necessary to protect pedestrians, vehicular traffic, and adjacent property owners from potential conflict. It serves two purposes, including restricting access and defining INDOT maintenance limits. In addition to being a functional element, the design of fencing must consider its surroundings, complement bridge components, and blend with the surrounding landscape.

Characteristics

- Fence treatments should reduce the visibility of fencing in the I-65/I-70 North Split Project.
- Fence materials should complement bridge elements and the landscape.

General

Fencing is typically installed on retaining walls and on steep side slopes where pedestrians need to be protected. Fencing should be installed along INDOT right-of-way lines and adjust to changes in terrain. It should be used as a background element only where necessary to provide safety and delineate INDOT right-of-way.

Fencing should be chain-link and meet height requirements between 4 and 6-feet. Fence components and hardware shall be black vinyl-coated to make it blend with the landscape more acceptable to communities located adjacent to the interstate.

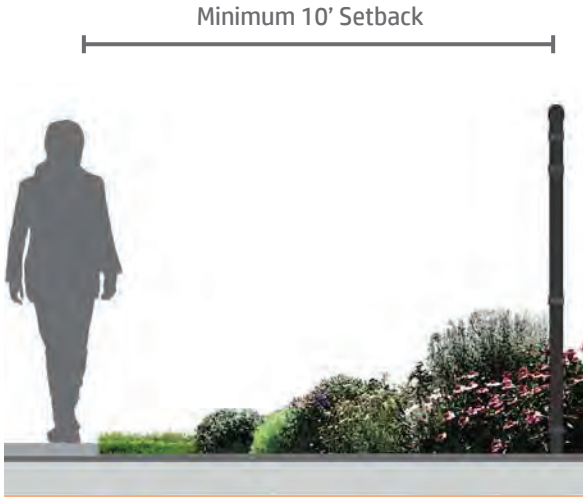
Fencing should have a minimum 10 foot setback from all roadway, walkway, and trail edges. This will allow for a more pleasant pedestrian experience and allow for possible buffer plantings or on-site amenities.

FENCING

Fencing shall be chain-link with black vinyl coating and meet height requirements between 4’ and 6’, with 6’ fencing used adjacent to the Monon Trail.

6’ Black Vinyl-Coated Chain Link Fence

4’ Black Vinyl-Coated Chain Link Fence



Fencing Setback from Walkways

3.11 BRIDGE OPENINGS

BRIDGES OPENINGS

Overview:

With the reconstruction of the I-65/I-70 North Split interchange, the bridges that pass over local city streets will be replaced as part of this project. Thirteen downtown city streets are directly affected by the project. When the project is complete, all existing streets will still function as through streets with the interstate remaining elevated, bridging over the local streets.

The proposed design of the bridge opening infrastructure provides wider underpass openings, creating a safer and more inviting environment for accommodating pedestrians and vehicles.

Bridge Opening Types

Three bridge opening types were developed for local roadway connections. These bridge opening types shall be:

1. **Major Gateway Bridge Openings:** These bridge openings signify the most visible and highly used connections under the interstate. They shall function as neighborhood gateways, arterial street enhancements, and access points to the interstate.
2. **Minor Gateway Bridge Openings:** These bridge openings occur at collector and neighborhood streets and shall be visually similar to the Major Gateway Bridges.
3. **Standard Bridge Openings:** These bridge openings are essentially the base build condition. These bridges are more utilitarian and shall occur at bridges within the interchange, interior bridges sandwiched between a set of Major or Minor Bridges, or other areas where there is little or no pedestrian activity.

The bridge opening types shall contain a basic level of design enhancements proposed as part of the project, including wider sidewalks to encourage pedestrian connectivity, bridge abutment walls to reduce sidewalk edge encampment and loitering, traffic barriers with place making and wayfinding elements, and enhanced underpass lighting and visibility. The structural bridge components shall be designed to highlight the engineering and materials of the bridge components, allowing the engineering design to add to the overall visual interest of the underpass. While not overly detailed, integrating this level of ornamentation at the bridge openings enhances the character and overall visual impact to the infrastructure.

With the exception of only a few locations, all bridge openings cross over a local roadway. In the instance where a bridge opening crosses over a shared use trail, rail line, or on-ramp, the bridge structure aesthetic enhancements shall be applied while the ground plane enhancements shall not be applied due to varying conditions.

MAJOR GATEWAY BRIDGES

Design Summary:

Major Gateway Bridges provide crossing of I-65/I-70 over collector and arterial streets. To accomplish this, the following summarize the general characteristics of the Major Gateway Bridges:

- Provide safe, efficient and accommodating pedestrian and bicycle facilities at the local street level to improve connectivity.
- Apply enhanced treatments to abutment corner monuments, and traffic barriers while maintaining visual consistency to the Minor and Standard Underpass Bridges.

Locations:

The major gateway bridges within the project shall be at the following locations, as illustrated on the corridor map:

- 10th Street (double span)
- Central Avenue (single span)
- College Avenue (single span)
- Lewis Street/ Monon Trail (double span)
- New York Street (Single Span)
- Michigan Street (single span)
- Washington Street (single span)

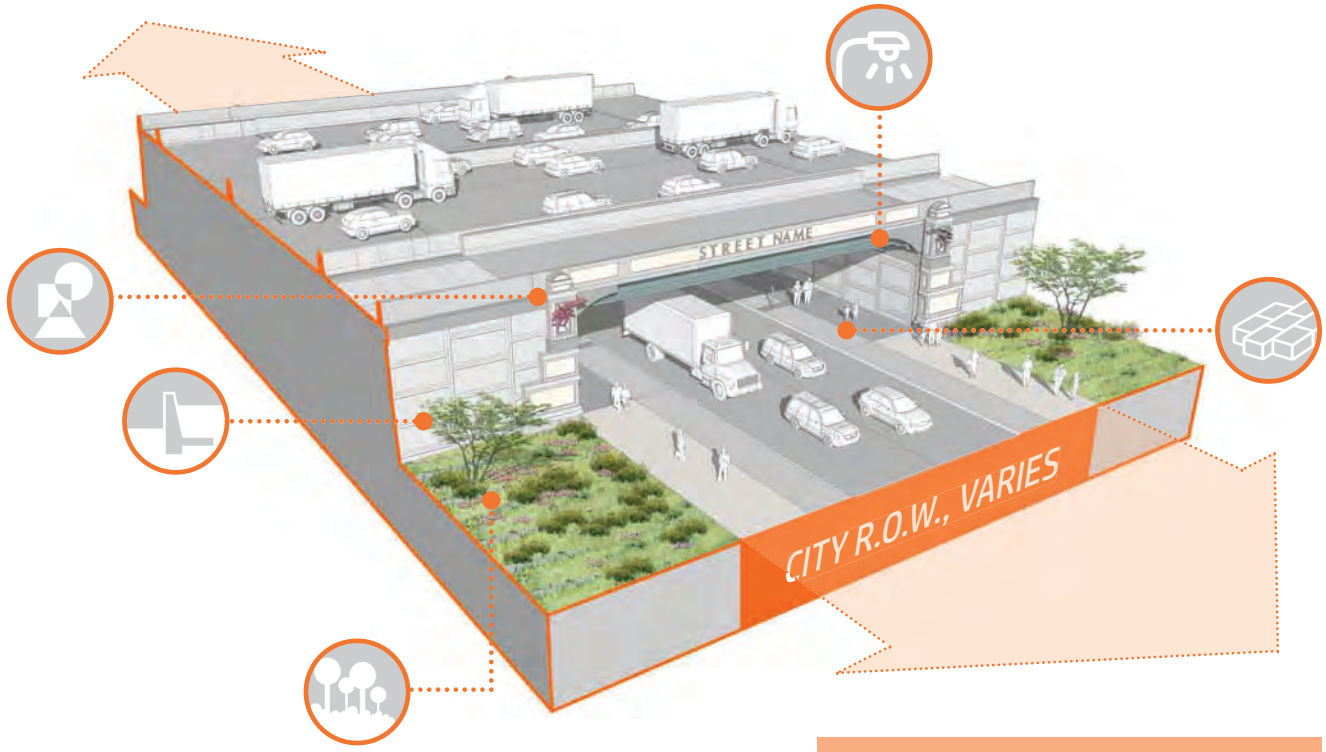
OVERALL LOCATION PLAN

MAJOR GATEWAY BRIDGES

Application Summary:
This bridge type is influenced and inspired by local landmarks, civic identity and historic forms within the context of downtown and surrounding neighborhoods' architecture. The Major Gateway Bridge design builds upon the decorative and detailed character utilizing texture and shapes found in the surrounding context that celebrate the capitol city. It provides an opportunity for the integration of future public art within the public realm.

COMPONENT USE:
Design enhancements for Major Gateway Bridges shall include the following:

- Abutment Walls
- Lighting
- Surfacing
- Landscape
- Public Art Spaces

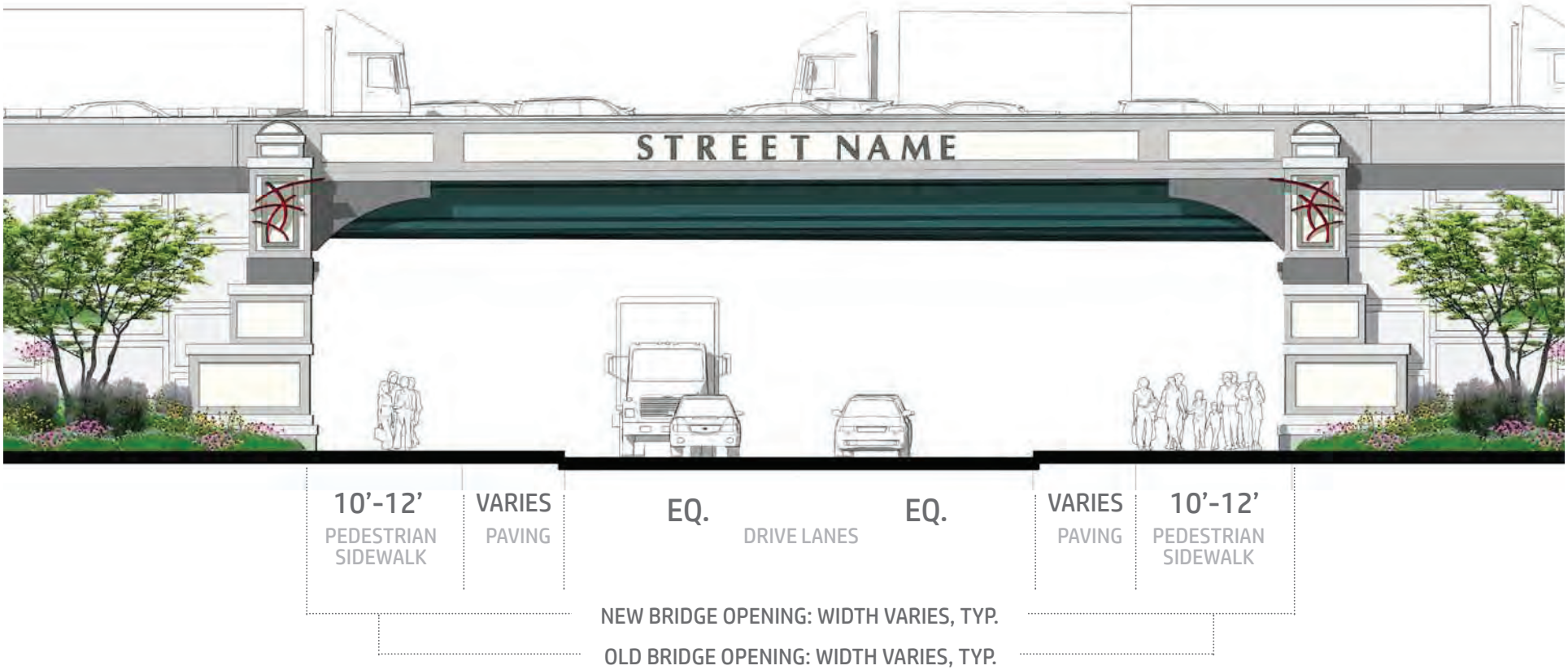


TYPICAL COMPONENT APPLICATION

MAJOR GATEWAY BRIDGE APPLICATION SINGLE SPAN

NOTES:

1. CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.

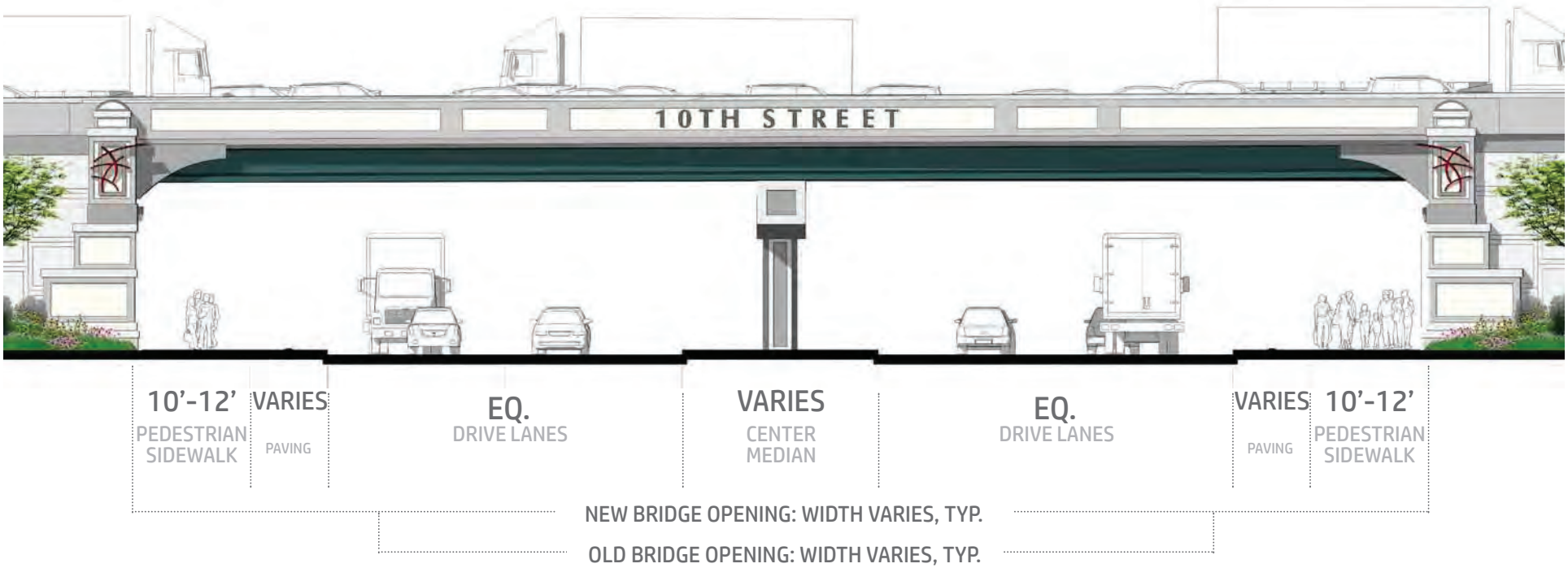


TYPICAL MAJOR GATEWAY BRIDGE ELEVATION

MAJOR GATEWAY BRIDGE APPLICATION DOUBLE SPAN, TYPICAL

NOTES:

1. CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.

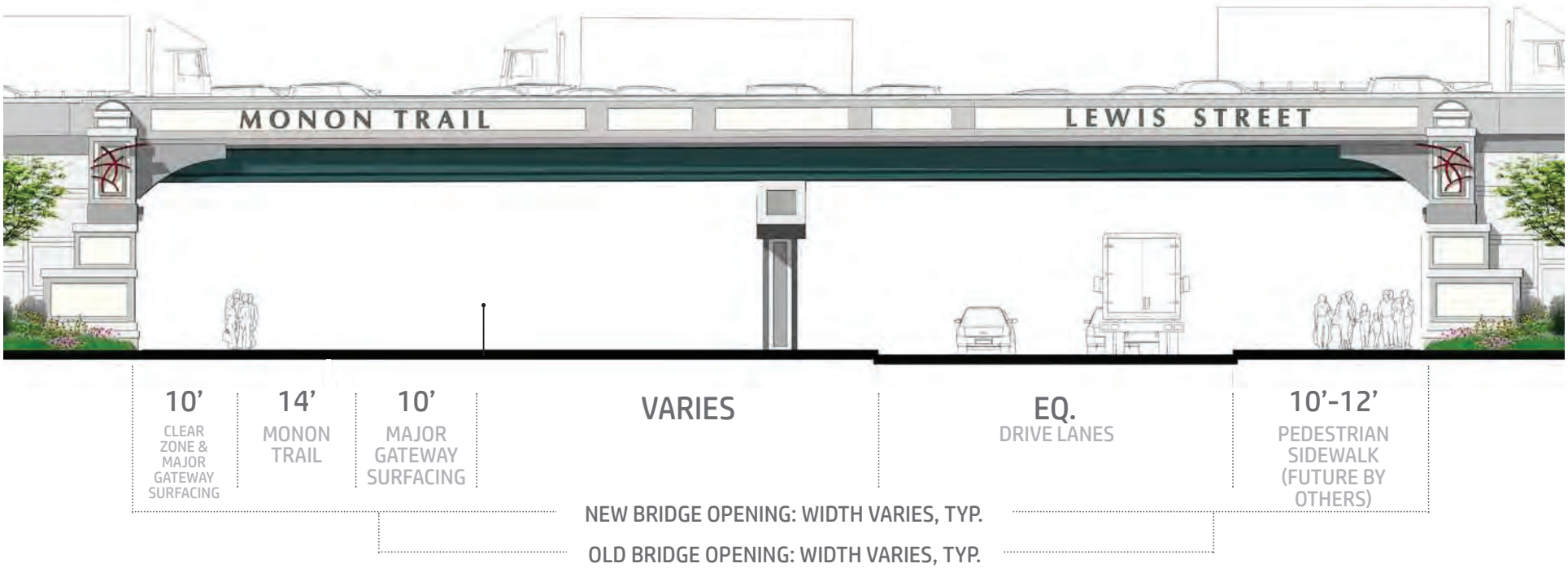


TYPICAL MAJOR GATEWAY BRIDGE ELEVATION

MAJOR GATEWAY BRIDGE APPLICATION DOUBLE SPAN AT MONON & LEWIS STREET

NOTES:

1. CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.



TYPICAL MAJOR GATEWAY BRIDGE ELEVATION

TYPICAL MAJOR GATEWAY UNDERPASS VIEW

MINOR GATEWAY BRIDGES

Design Summary:

Minor Gateway Bridges provide crossing of I-65/I-70 over smaller-scaled less traveled local streets. The following summarizes the general characteristics of the Minor Underpass Bridges:

- Provide safe, efficient and accommodating pedestrian and bicycle facilities through the underpasses at the local street level to improve connectivity.
- Apply simplified treatments to abutment corner monuments, and traffic barriers while maintaining visual consistency to the Major and Standard Underpass Bridges.

Locations:

The bridges identified within the project that shall be considered Minor Gateways, as illustrated on the corridor map:

- Market Street
- Vermont Street
- St. Clair Street

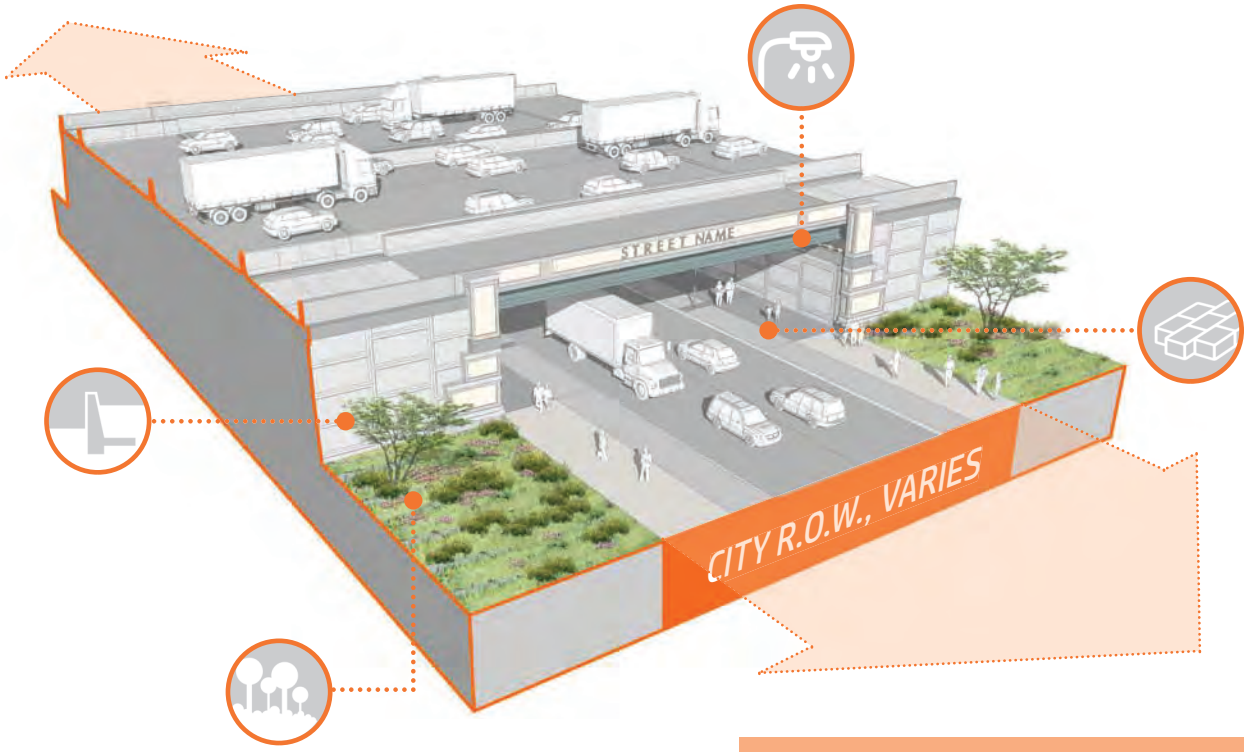
OVERALL LOCATION PLAN

MINOR GATEWAY BRIDGES

Application Summary:
This bridge type is also influenced by landmarks, identity and historic forms within the downtown and surrounding neighborhood context. The Minor Gateway Bridge design simplifies aspects of the major gateway counterpart, while still utilizing texture and shapes found in the surrounding neighborhood that celebrate the capitol city. The consistency in infrastructure features provides for the project's visual uniformity.

COMPONENT USE:
Design treatments for Minor Gateway Bridges shall include the following:

- Abutment Walls
- Lighting
- Surfacing
- Landscape

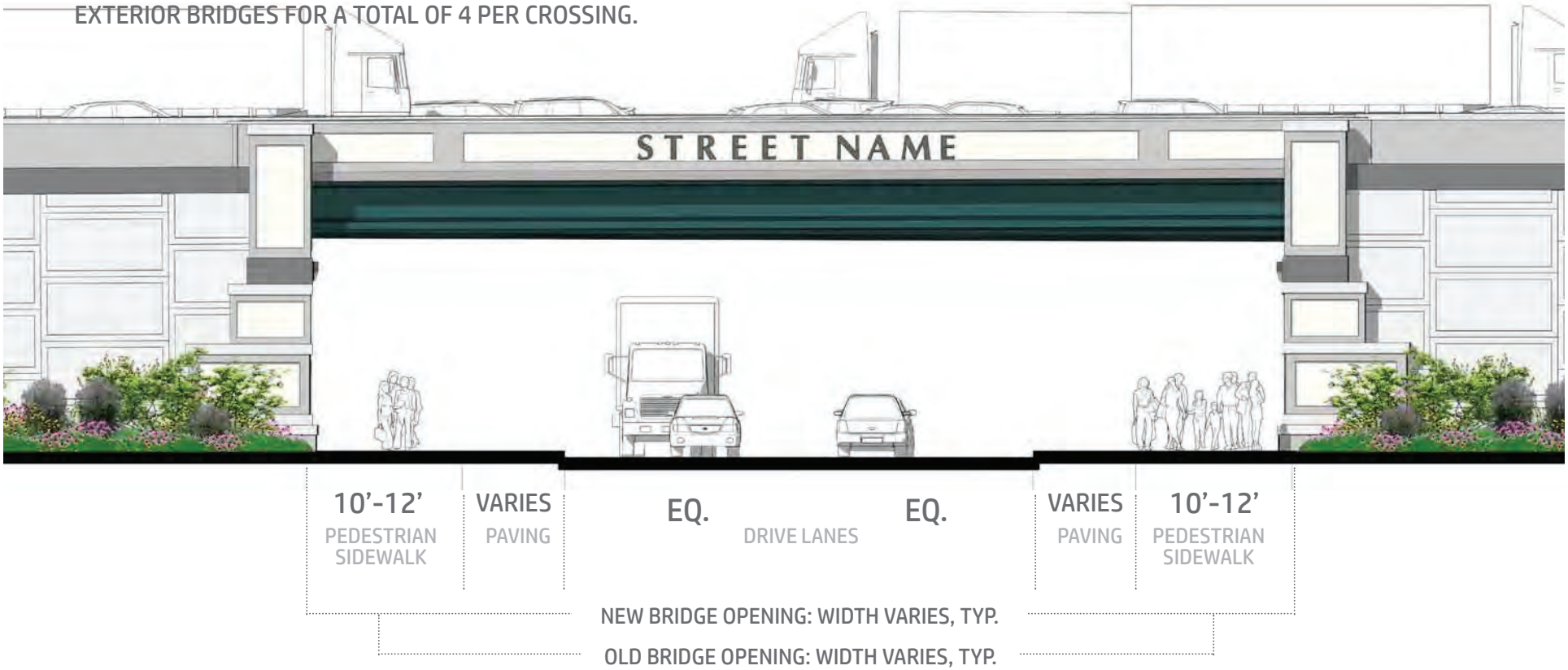


TYPICAL COMPONENT APPLICATION

MINOR GATEWAY BRIDGE APPLICATION

NOTES:

1. PLANTING AND LIGHTING BUFFER ZONES ONLY REQUIRED AT ST. CLAIR STREET CROSSING.
2. CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.



TYPICAL MINOR GATEWAY BRIDGE ELEVATION

STANDARD UNDERPASS & SURFACES

Design Summary:

Standard Underpass Bridges provide crossing of I-65/I-70 over local streets. The following summarize the general characteristics of the Standard Underpass Bridges:

- Provide safe, efficient and accommodating pedestrian and bicycle facilities at the local street level to improve connectivity.
- Apply simplified treatments with visual consistency to the Major and Minor Underpass Bridges.

Standard Underpass Locations:

The bridges identified within the project that shall receive the standard underpass treatment at the following locations, as illustrated on the corridor map:

- College Avenue (2 internal bridges)
- 10th Street (3 internal bridges)
- Pine Street (1 straddle bent)
- Lewis Street/ Monon Trail (3 internal bridges)
- Ohio Street & CSX Railroad (3 bridges)
- Interchange (all bridge locations)

Treatment Notes:

The Standard Bridge at Alabama Street shall recieve surface treatment only and no pedestrian lighting.

The Ohio Street & CSX Railroad and the Pine Street bridges do not include pedestrian lights or surface treatments.

Interchange bridges include down lighting but no pedestrian lighting or surface treatments.

STANDARD UNDERPASS BRIDGES

Application Summary:

This bridge type is a simplified version of the three types. It is to be used in conditions where visibility is less significant or it is less visible, such as between two Major or Minor Gateway Bridges if the bridge span requires multiple bridge decks. This bridge is intended to maintain visual uniformity and continue to enhance the design aesthetic within the project area.

COMPONENT USE:

Standard Bridge treatments shall include the following components:

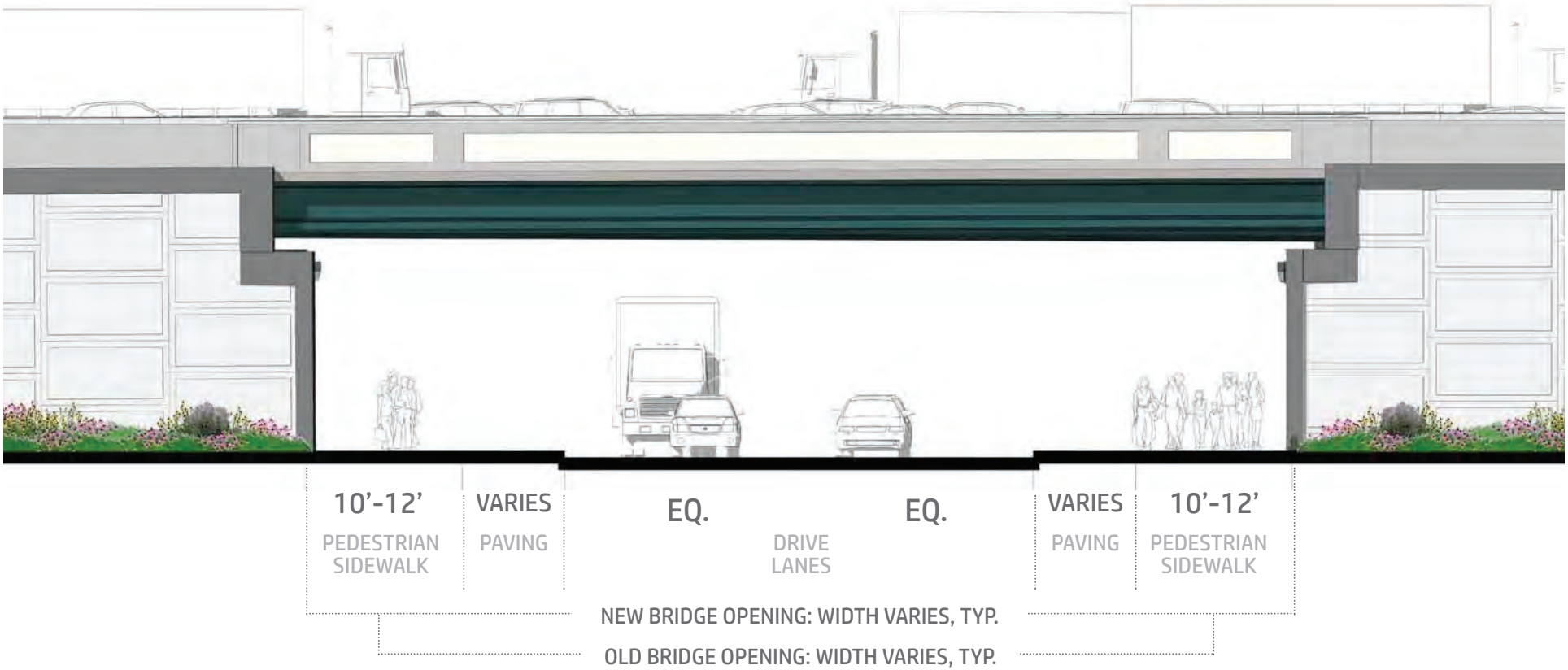
- Abutment Walls
- Lighting
- Surfacing

NOTE:

Local level surface treatments will not apply to interchange bridges and ramp bridges where no pedestrian facilities currently exist.

TYPICAL COMPONENT APPLICATION

STANDARD UNDERPASS BRIDGE APPLICATION



TYPICAL STANDARD BRIDGE ELEVATION

3.12 LANDSCAPE

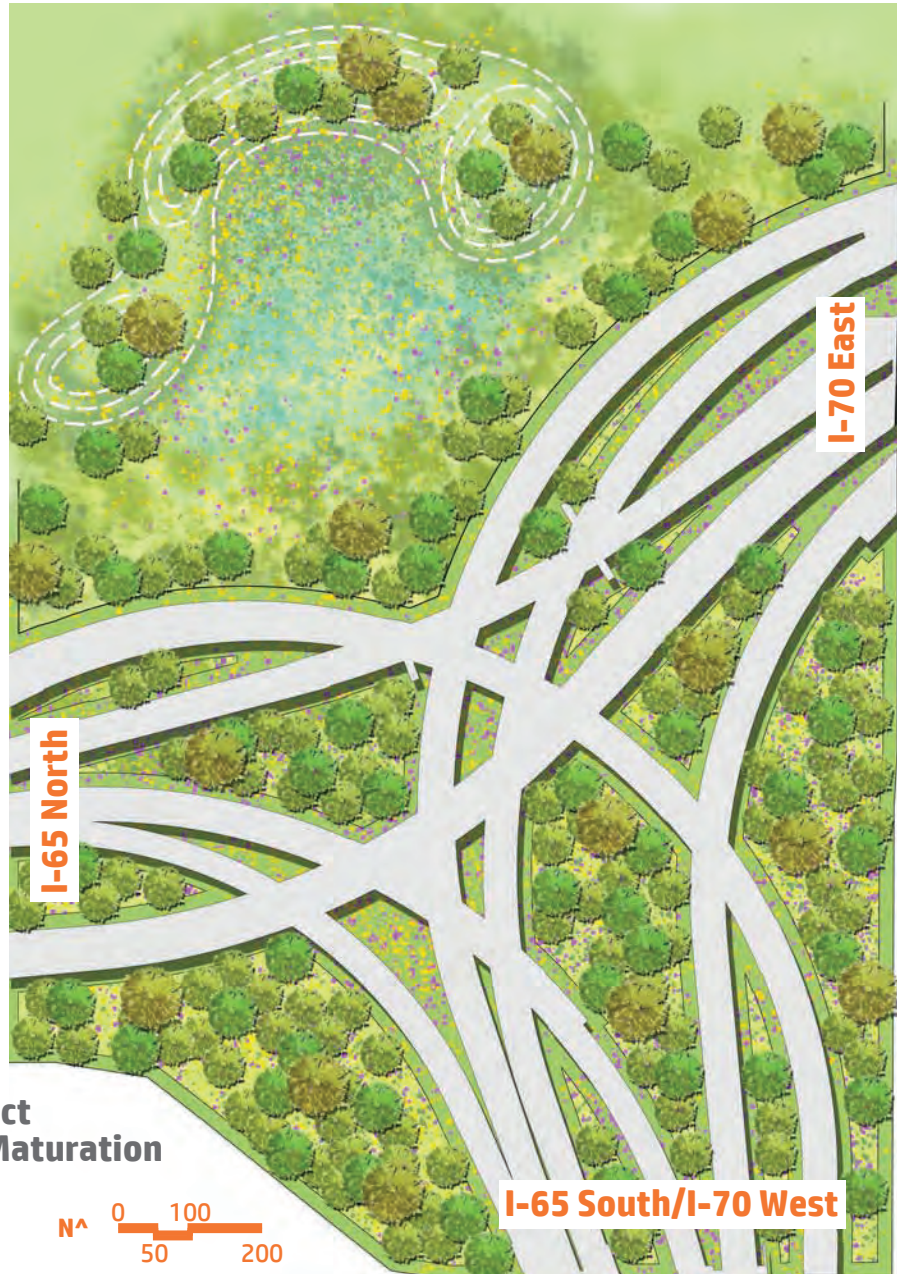
LANDSCAPE INTRODUCTION

Landscape Summary

This section of the North Split Aesthetic Design Guidelines provides direction for landscape form and function, evaluating how vegetative aesthetic treatments can also serve the needs for the INDOT-owned interstate, the City-owned local streets and the surrounding communities.

Information gained from neighborhood workshops and surveys during the Context Sensitive Solutions process of the I-65/I-70 North Split project indicated that the public preferred a more naturalistic approach to landscape design with many referring to the term "urban forest." This urban forest concept has been considered as part of the design guidelines - found in *Interchange Plantings* of this section.

This document also recognizes the existence of INDOT standards, as well local groups (such as Keep Indianapolis Beautiful) and resources for achieving the proposed design.



I-65/I-70 North Split Project
Interchange Plantings at Maturation

LANDSCAPE OVERVIEW

Landscape Design Typology

The landscape palette includes a range of treatments that focus primarily on native plant selections to enhance the aesthetic appeal of the interchange. The design concept places plant species within urban conditions that best represent their naturally occuring plant communities. The typologies for the landscape treatment include:

- Tree Preservation Areas as "The Nature Reserve"
- 10' Buffer-Zones as "The Lawn"
- Side Slope Plantings as "The Uplands"
- Screen Plantings as "The Woodlands"
- Interchange Plantings as "The Prairie's Edge"
- Detention Basin Plantings as "The Wetlands"

Typology 1: Tree Preservation

Tree Preservation Areas protect trees that are deemed "significant" to the landscape. Tree preservation areas were determined through the Section 106 Consultation Process and are included in the final "Do Not Disturb" areas for the project site.

Typology 2: 10' Buffer-Zone

The 10' Buffer-Zone is intended to maintain a set-back for plantings so there is no interference between the landscaped areas and roadway functions.

Typology 3: Side Slope Plantings

Plants, rather than extended infrastructure, can be used for erosion control and soil stabilization along the interstate embankments as a cost-effective and less-infrastructure dependent option.

Typology 4: Screen Plantings

Plants can minimize the appearance of sound barriers from adjacent residences.

Typology 5: Interchange Plantings

Plants can give purpose to expansive spaces, within and around the interchange, in a manner that is low-cost and less maintenance intensive, while still providing visual interest.

Typology 6: Detention Basin Plantings

Plants allow for the filtration and infiltration of storm water on site. As such, a heavily planted area for the purpose of stormwater detention - a dry extended detention basin - is favored over a traditional retention pond for the benefits it can offer the urban landscape.

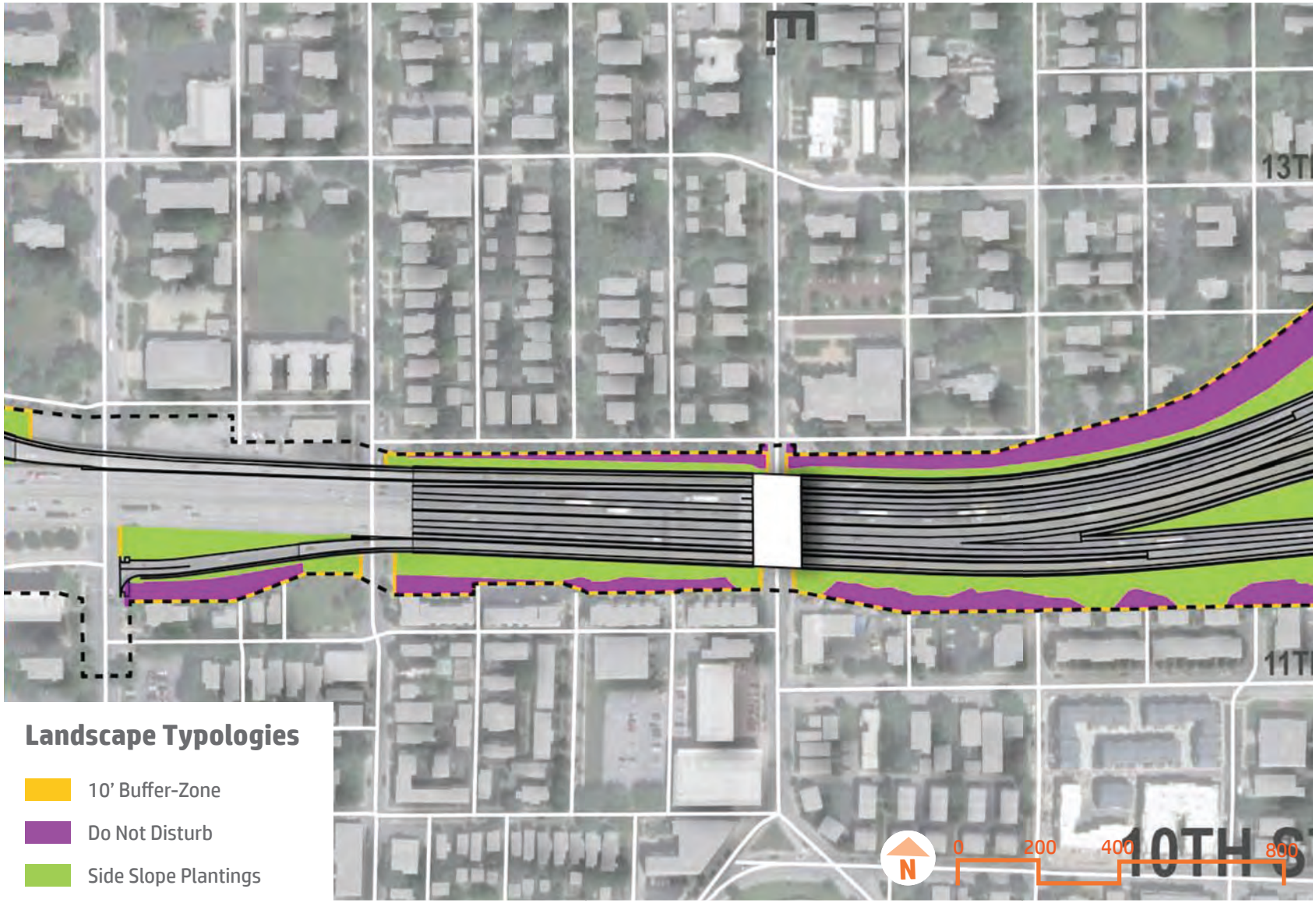
LANDSCAPE OVERVIEW

Design Summary

The landscape palette shall utilize a range of treatments that focus on native plant selections to enhance the interchange and overall corridor. The graphic on the right identifies **general** areas of appropriateness for landscape treatment typologies. Final typologies may vary depending on the final engineering considerations of the interstate and associated structures.

Guidelines

- Use native, low-maintenance plants whenever possible
- Soften urban elements of the corridor with a naturalized placement of plants
- Provide a diverse palette of plants species


Landscape Typologies
10' Buffer-Zone
Do Not Disturb
Side Slope Plantings
13T
11T
10TH S
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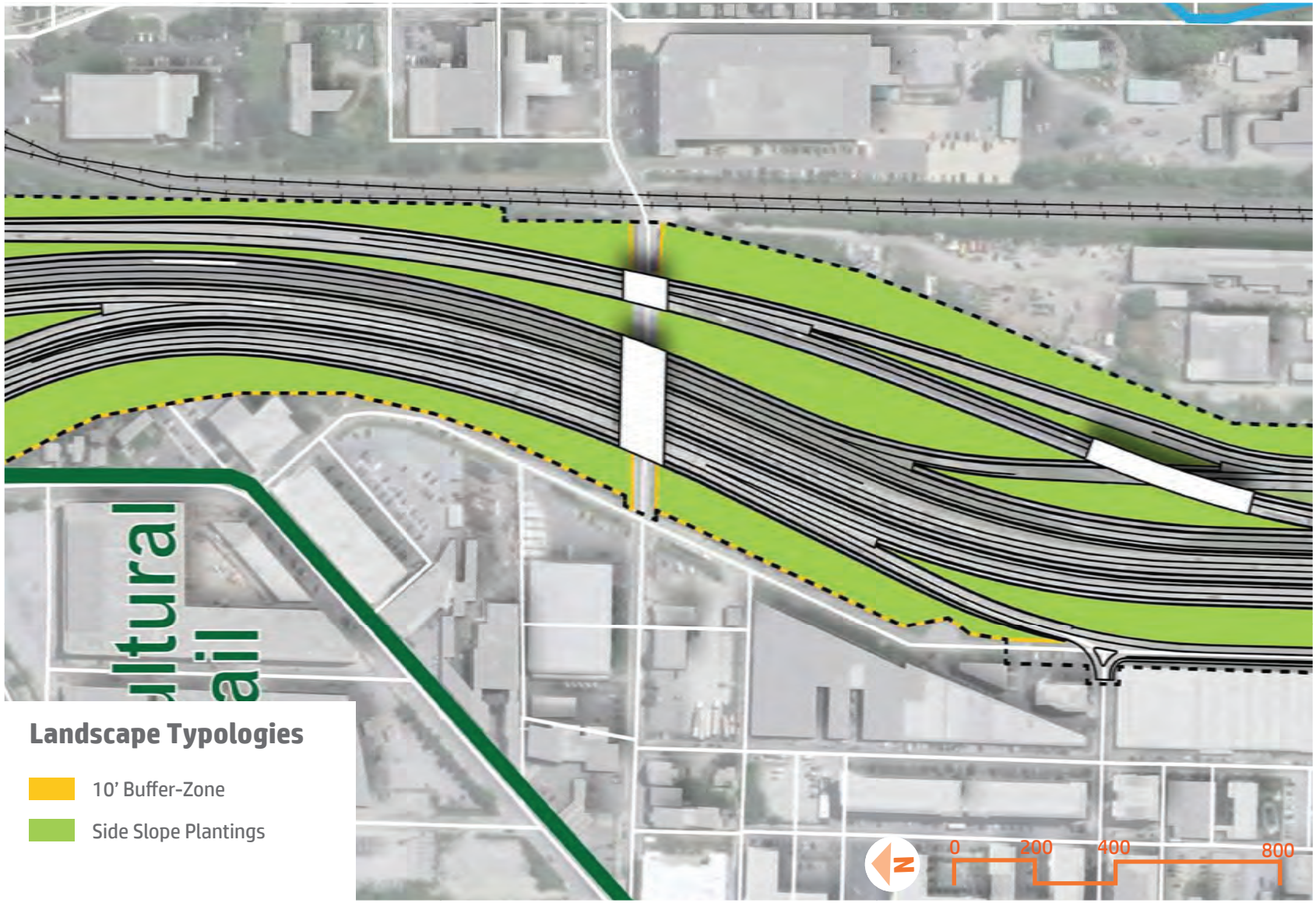
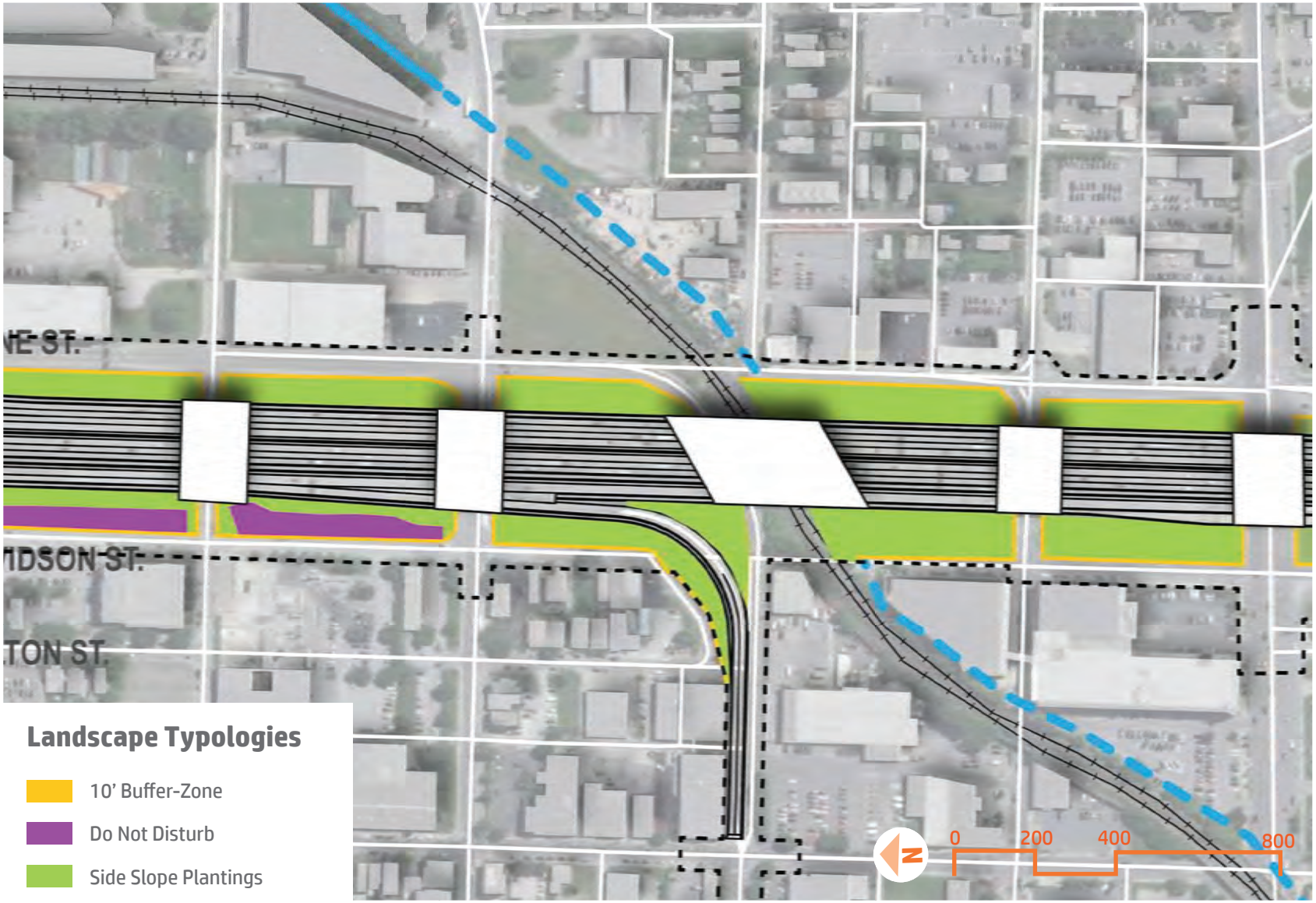
200
400
800

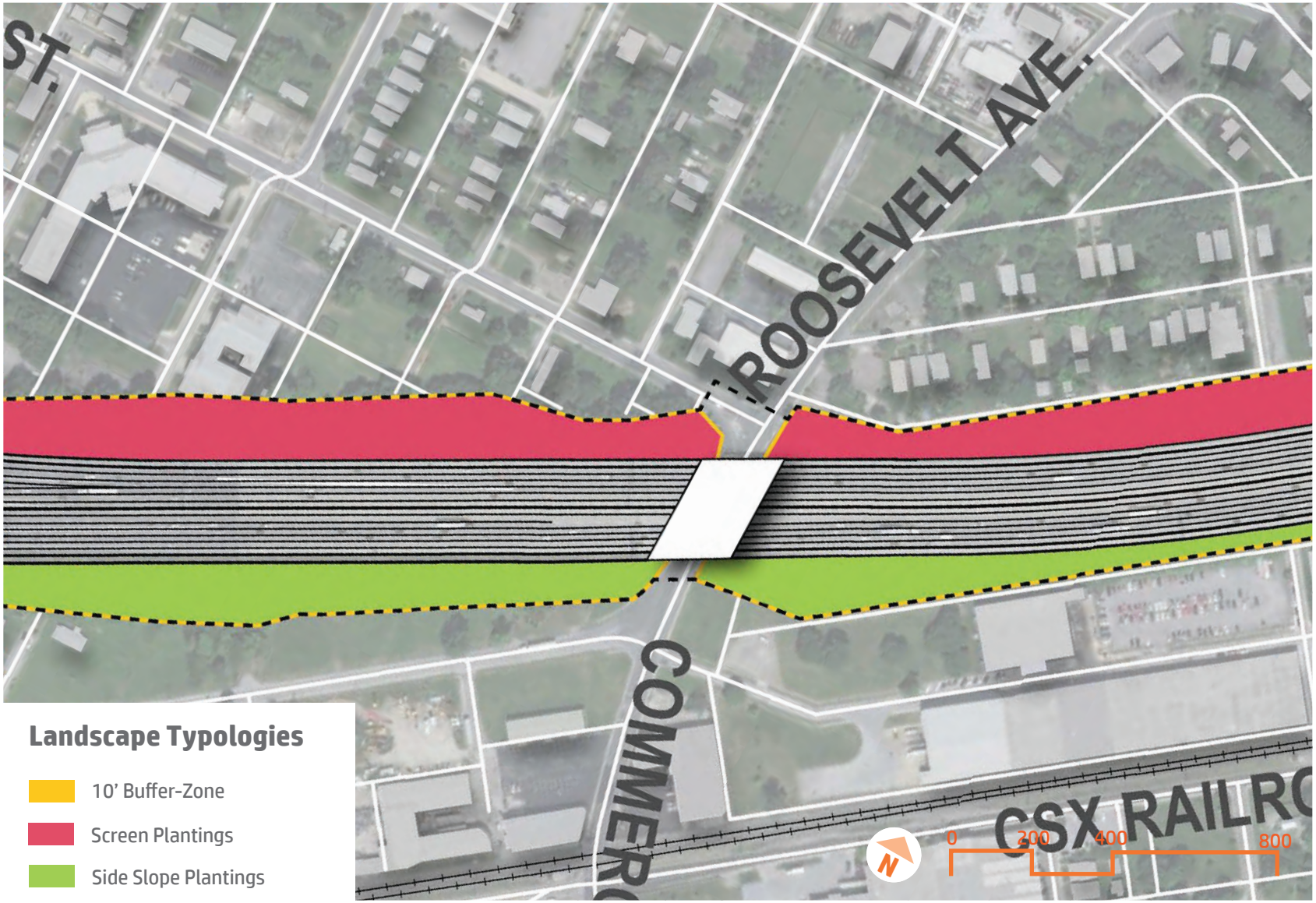
A. WEST LEG



B. SOUTH LEG BETWEEN 10TH STREET AND MICHIGAN STREET



C. SOUTH LEG BETWEEN MICHIGAN STREET AND WASHINGTON STREET


ST.
ROOSEVELT AVE.
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N
Landscape Typologies
10' Buffer-Zone
Screen Plantings
Side Slope Plantings

D. EAST LEG

QUANTITIES FOR COST ESTIMATING

Summary

The information provided outlines the total square feet of each typology and then the square feet of each plant material that makes up the typology. The square footage follows the design guidelines and parameters of placement for all plant material.

Seed coverage and on-center plant spacing are provided, and shall be followed for the unique conditions of each typology.

The plantings will follow Keep Indianapolis Beautiful's (KIB) planting standard of 15' on-center maximum spacing for all deciduous shade and ornamental trees. Evergreen screen trees will differ at a 10' on-center maximum spacing. Small deciduous and evergreen shrubs will be planted at 4' on-center, while large deciduous shrubs will be planted at 8' on-center. Plugs will be planted at 6" on-center.

Typology 1: Tree Preservation Areas Approximate Total Square Feet: 187,300

Typology 2: 10' Buffer-Zone Approximate Total Square Feet: 247,600

NO-MOW, ECO-LAWN SEED MIX **Square Feet of Coverage: 247,600**

Coverage applied at a rate of 220 PLS (Pure Live Seed) pounds per acre.

Typology 3: Side Slope Plantings Approximate Total Square Feet: 1,528,200

SLOPE STABILIZATION SEED **MIX Square Feet of Coverage: 1,528,200**

Coverage applied at a rate of 60 PLS (Pure Live Seed) pounds per acre

NATIVE GRASSES **Square Feet of Coverage: 68,400**

Plugs, Planted 6" On-Center

NATIVE FORBS **Square Feet of Coverage: 68,400**

Plugs, Planted 6" On-Center

SMALL SHRUBS **Square Feet of Coverage: 278,280**

Minimum 3-Gallon Container, Planted 4' On-Center

LARGE, DECIDUOUS SHRUBS **Square Feet of Coverage: 278,280**

Minimum 3-Gallon Container, Planted 8' On-Center

ORNAMENTAL TREES **Square Feet of Coverage: 278,280**

5-6' Tall, Planted at 15' On-Center

SHADE TREES **Square Feet of Coverage: 278,280**

Minimum 2" Caliper, Planted at 15' On-Center

QUANTITIES FOR COST ESTIMATING

Typology 4: Screen Plantings

Approximate Total Square Feet: 378,500

***SLOPE STABILIZATION SEED MIX* Square Feet of Coverage: 378,500**

Coverage applied at a rate of 60 PLS (Pure Live Seed) pounds per acre

***LARGE, DECIDUOUS SHRUBS* Square Feet of Coverage: 23,655**

Minimum 3-Gallon Container, Planted 8' On-Center

***ORNAMENTAL TREES* Square Feet of Coverage: 23,655**

5-6' Tall, Planted at 15' On-Center

***COLUMNAR TREES* Square Feet of Coverage: 23,655**

Minimum 2" Caliper, Planted at 10' On-Center

***SHADE TREES* Square Feet of Coverage: 23,655**

Minimum 2" Caliper, Planted at 15' On-Center

***EVERGREEN TREES* Square Feet of Coverage: 189,250**

Minimum 6' Tall, Ball and Burlap Planted at 10' On-Center

QUANTITIES FOR COST ESTIMATING

Typology 5: Interchange Plantings

Approximate Total Square Feet: 1,476,900

***PRAIRIE SEED MIX* Square Feet of Coverage: 1,476,900**

Coverage applied at a rate of 40 PLS (Pure Live Seed) pounds per acre

***NATIVE WILDFLOWER SEED MIX* Square Feet of Coverage: 1,476,900**

Coverage applied at a rate of 5 PLS (Pure Live Seed) pounds per acre

***ORNAMENTAL TREES* Square Feet of Coverage: 492,300**

5-6' Tall, Planted at 15' On-Center

***SHADE TREES* Square Feet of Coverage: 984,600**

Minimum 2" Caliper, Planted at 15' On-Center

Typology 6: Detention Basin Plantings

Approximate Total Square Feet: 437,700

***STORMWATER SEED MIX* Square Feet of Coverage: 291,800**

Coverage applied at a rate of 35 PLS (Pure Live Seed) pounds per acre

***PRAIRIE SEED MIX* Square Feet of Coverage: 145,900**

Coverage applied at a rate of 40 PLS (Pure Live Seed) pounds per acre

***LARGE, DECIDUOUS SHRUBS* Square Feet of Coverage: 145,900**

Minimum 3-Gallon Container, Planted 8' On-Center

***SHADE TREES* Square Feet of Coverage: 145,900**

Minimum 2" Caliper, Planted at 15' On-Center

TYPOLOGY 1: TREE PRESERVATION AREAS

Design Intent

Tree Preservation Areas protect trees that are deemed "significant" to the landscape. The tree preservation areas are included in the final "Do Not Disturb" areas for the project site.

Further details about tree preservation in the I-65/I-70 North Split Project can be referenced from the Section 106 Consultation Process and should correspond with the final "Do Not Disturb" project limits.

Design Concept 'The Nature Reserve'

Protect trees throughout all phases of construction, keeping valued natural elements existing within the city.

Benefits

- Retain visual interest
- Protect environmental health
- Provide erosion control

Tree Values

Trees provide lifelong environmental and aesthetic benefits that improve community quality of life. Trees add value to their surroundings by preserving water and soil quality, removing pollutants from the air, lowering surface and air temperatures and providing habitat for wildlife. While trees are some of our most valuable urban assets, they are vulnerable to environmental conditions.

Tree Protection

Trees have basic needs for survival and growth. Water and soil nutrients must be managed to maintain their health, safety and appearance. If not properly protected, construction activities such as soil compaction, grading, improper root and limb pruning, bark injury, incorrect storage of construction materials and dumping of waste can cause stress and damage to trees. However, in most cases, trees will survive if separated from construction equipment and materials.

Various professionals are involved in protecting trees throughout the construction process, including arborists, landscape architects, engineers, planners and municipal agencies. Protecting trees takes time, money and communication. All phases of construction should include tree protection procedures.

According to the Penn State Extension's *A Guide to Preserving Trees in Development Projects*, Tree preservation occurs during the entire construction process:

Pre-construction

- Tree inventory
- Planning, design, negotiations
- Removals
- Staking of construction footprints under trees—required limb pruning
- Insect control or other care
- Fencing preserved trees

Construction

- Communication and education
- Protection zones
- Required root pruning
- Maintenance of fencing
- Monitoring tree health
- Tree care

Post-Construction

- Communication and education
- Protecting
- Tree care

*Locations for the tree preservation areas can be found in the map on page 40.

TYPOLOGY 2: 10' BUFFER-ZONES

10' Buffer-Zones

The 10' Buffer-Zones are intended to maintain a set-back for plantings so there is no interference between the landscaped areas and roadway functions, as well as providing unobstructed views.

Design Concept 'The Lawn'

The Buffer-Zones provide a uniform edge around all plantings allowing for a "naturalized" look, while keeping a manicured appearance of turf amongst the urban context. This appearance is created through the use of a "low-to-no-mow" seed mix.

Benefits

- Minimizes costs associated with mowing and maintenance
- Creates a safe, open buffer zone along the roadway
- Provides order to naturalized plantings

Why 10' Buffer-Zones?

The buffer zone is located in the areas between the back-of-curb along all local roadways and plantings, between property owner lines and plantings, and between any trails/walks and plantings. Along roadways, this area helps to increase visibility for drivers at road edges and corners. They are flexible-use spaces offering potential driver and pedestrian amenities, such as street trees and sidewalks, that are dependent upon context conditions. Ten feet was determined an appropriate buffer width, however, this width is able to change with the unique context conditions.

SUGGESTED SEED MIX COMPOSITION:

NO-MOW, ECO-LAWN SEED MIX
The mix shall include, but is not limited to, an equal blend of the following species and be applied at a rate of 220 PLS (Pure Live Seed) pounds per acre.

Shoreline Creeping Red Fescue exhibits both salt tolerance and Rapid Blight resistance, as well as excellent heat and drought tolerance.

Class One Creeping Red Fescue thrives in both sun and shade with little to no irrigation and performs well in high heat and under reduced maintenance.

SR3150 Hard Fescue is among the most heat and drought tolerant of all fine fescues and requires minimal water and fertilization in both sun and shade.

Quatro Sheep Fescue is low growing and establishes rapidly from seed, yet it's one of the slowest growing grasses available. It also exhibits excellent drought and heat tolerance.

Carson Chewings Fescue makes a very high quality turf and is the most competitive of the fine fescues helping to crowd out weeds.

Eco-lawn natural appearance on slope.

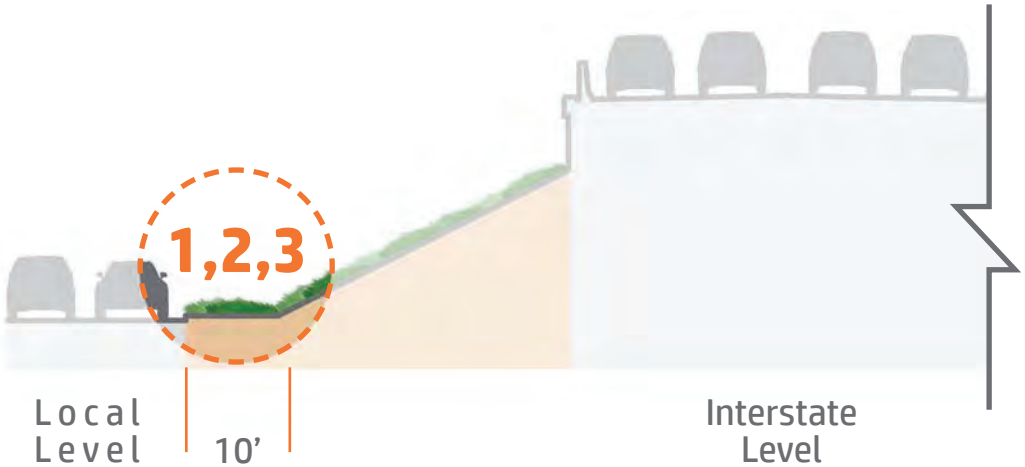
Eco-lawn mown versus natural appearance.

TYPOLOGY 2: 10' BUFFER-ZONES

Standard Condition: Buffer-Zone Lining Local Level Roadway Edges

Potential Condition: Street Tree at Local Level as part of the Buffer-Zone

Potential Condition: Street Tree and Pedestrian Walk at Local Level as part of the Buffer-Zone



Note: The Buffer-Zones also occur in the areas between side slopes and property lines, as well as along the edge of any trails/walks.

10' Mown-Buffer-Zone Scenarios

TYPOLOGY 3: SIDE SLOPE PLANTINGS

Design Intent

Plants, rather than extended infrastructure, can be used for erosion control and soil stabilization along the interstate embankments as a cost-effective and less-infrastructure dependent option.

Design Concept: 'The Uplands'

Species of the upland plant community provide a root system for erosion control measures and adapt to the constructed terrain.

Benefits

- Unifies the east, west and south legs through repetition of plant massing and grouping
- Addresses erosion control concerns with an aesthetic solution
- Minimizes costs associate with mowing and maintenance
- Supports native flora and fauna

SUGGESTED SEED MIX COMPOSITION:

SLOPE STABILIZATION SEED MIX

The seed mix shall include deep-rooted, native species suited for sloped sites and erosion control with the following composition:

Approximately 20% Permanent Grass/ Sedge Species Seed and 80% Temporary Cover Species Seed applied at a rate of approximately 60 PLS (Pure Live Seed) pounds per acre.

This planting application shall be used along the east, west and south interstate leges, in areas where steepness of grade creates erosion control concerns and locations where design can rely on the use of planted slopes rather than built structures for retention of terrain. Tree canopies CANNOT overhang the interstate level roadway.

Side Slope Plantings General Guidelines:

- Plantings (unrelated to seed mixes) should be staggered in mass and placed parallel to contours, dispersing run-off rather than concentrating water flow between plant rows.
- Species with deep and/or wide spreading roots should be incorporated for soil stabilization.
- Broadleaf species should be incorporated to help with impact dispersion of rainfall.
- Protective covering should be used to protect seed from weather and wildlife until maturation - erosion control blankets, vegetated core logs, cover crop, etc.


Cardno Native Plant Nursery
Slope Stabilization Seed Mix


Minnesota Dept. of Transportation
Slope planting - forbs & grasses.


Minnesota Dept. of Transportation
Slope planting - forbs and grasses.

TYPOLOGY 3: SIDE SLOPE PLANTINGS

Suggested Species Summary

The North Split Aesthetic Design Guidelines document provides suggestions for expanded plant palettes, some outside of standard INDOT and KIB plantings, that respond to the design concept of each typology. This is applicable to the suggested mixes and species for all typologies.

SUGGESTED PLANT SPECIES:

Native Grasses
Plugs, Planted 6" On-Center
- Sideoats Grama (*Bouteloua curtipendula*)
- Switchgrass (*Panicum virgatum*)
- Little Bluestem (*Schizachyrium scoparium*)
- Prairie Dropseed (*Sporobolus heterolepis*)

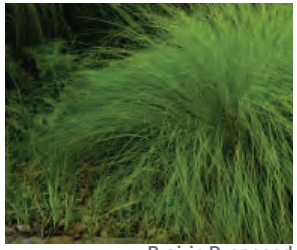
Native Forbs
Plugs, Planted 6" On-Center
- Butterfly Weed (*Asclepias tuberosa*)
- Purple Coneflower (*Echinacea purpurea*)
- New England Aster (*Symphyotrichum novae-angliae*)
- Yellow Coneflower (*Ratibida pinnata*)

Small Evergreen Shrubs
Minimum 3-Gallon Container, Planted 4' On-Center
- Juniper (*Juniperus virginiana* 'Grey Owl')

Small, Deciduous Shrubs
Minimum 3-Gallon Container, Planted 4' On-Center
- Black Chokeberry (*Aronia melanocarpa*)
- New Jersey Tea (*Ceanothus americanus*)
- Virginia Sweetspire (*Itea virginica*)
- Fragrant Sumac (*Rhus aromatica*)


Switchgrass


Little Bluestem


Prairie Dropseed


Asclepias tuberosa


Echinacea Purpurea


New England Aster


Grey Owl Juniper


Chokeberry

TYPOLOGY 3: SIDE SLOPE PLANTINGS

SUGGESTED PLANT SPECIES (continued):

Large, Deciduous Shrubs
Minimum 3-Gallon Container, Planted 8' On-Center

- Winterberry (*Ilex verticillata*)
- Smooth Sumac (*Rhus glabra*)
- Arrowwood Viburnum (*Viburnum dentatum*)

Ornamental Trees
5-6' Tall, Planted at 15' On-Center

- Serviceberry (*Amelanchier x grandiflora*)
- Redbud (*Cercis canadensis*)
- Flowering Dogwood (*Cornus florida*)
- Green Hawthorn (*Crataegus viridis*)

Shade Trees
Minimum 2" Caliper, Planted at 15' On-Center
See "Shade Trees" under *Typology 4: Screen Plantings* section for Appropriate Species


Itea virginica


Fragrant Sumac


Winterberry


Smooth Sumac


Arrowwood Viburnum


Serviceberry


Redbud


Flowering Dogwood


Green Hawthorn

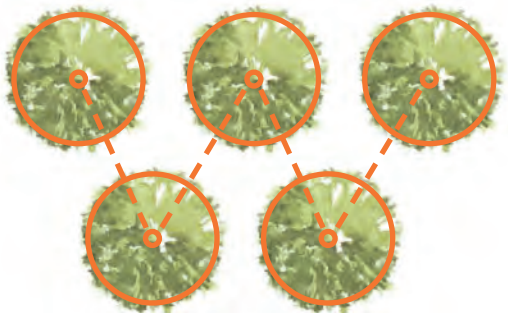
TYPOLOGY 3: SIDE SLOPE PLANTINGS

Deep-rooted, native plants create a fibrous root system for embankment stabilization.

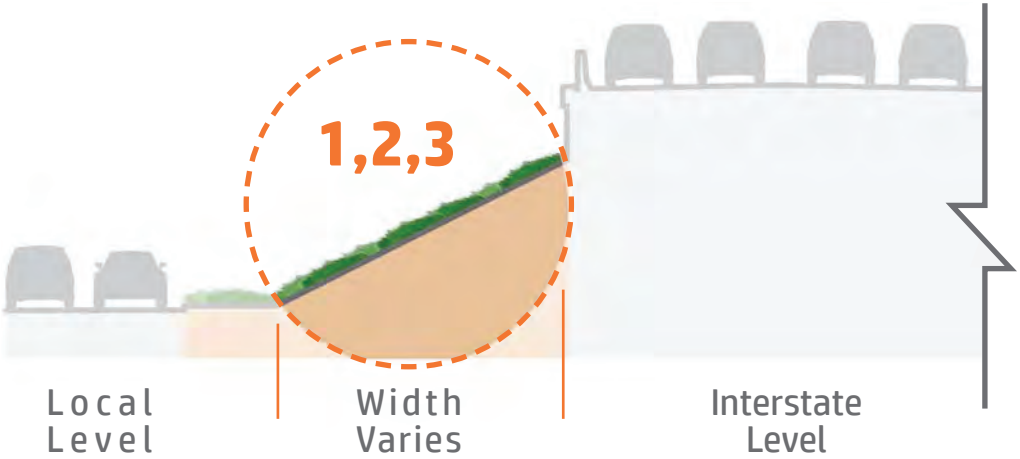
Seed Mix

Seed Mix + Shrubs

Seed Mix + Shrubs + Trees



Staggered planting layouts for shrubs & trees assist with erosion control.



Side Slope Plantings Scenarios

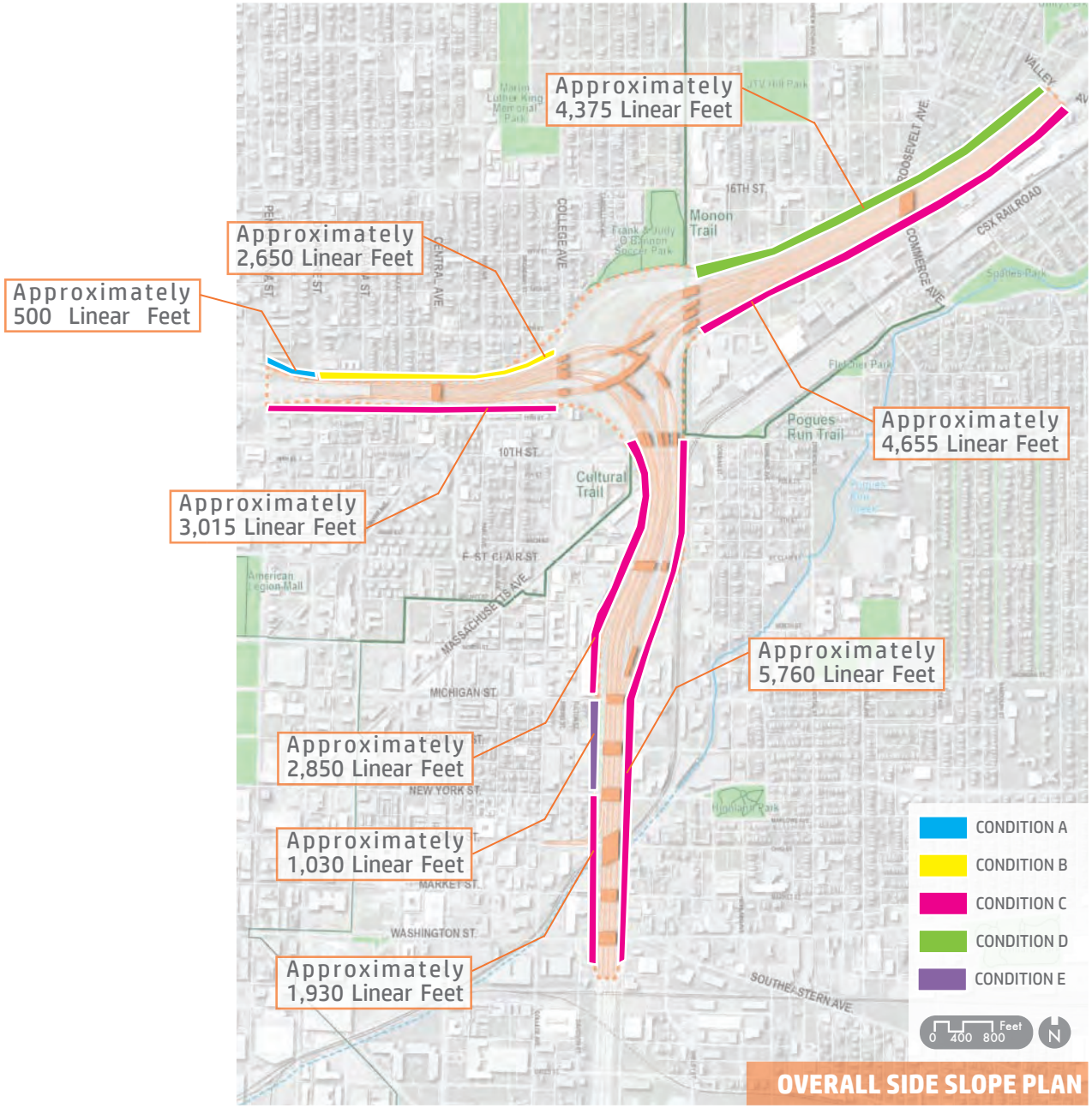
TYPOLOGY 3: SIDE SLOPE PLANTINGS

Interstate Street View Looking North (Approaching I-70 East Leg) of Slope Plantings

TYPOLOGY 3: TYPICAL SIDE SLOPE CONDITIONS

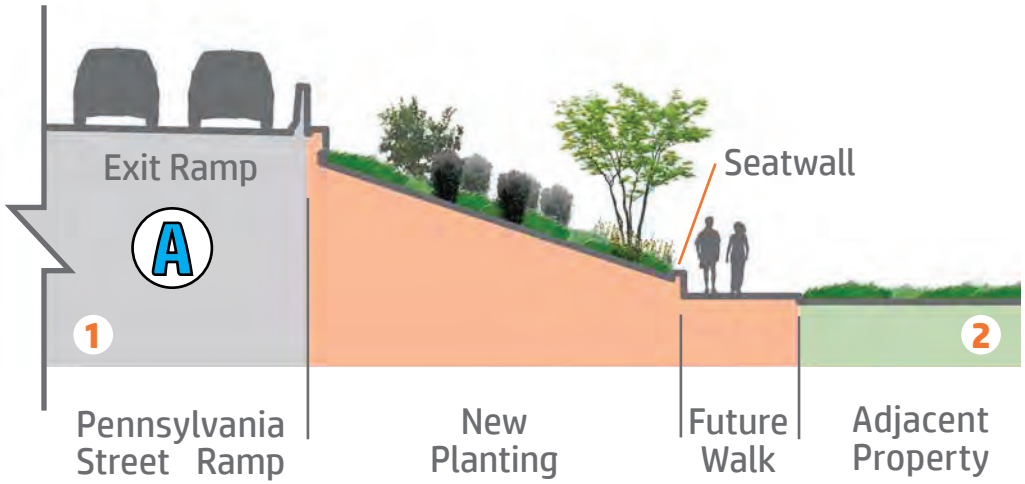
Characteristics of Slopes

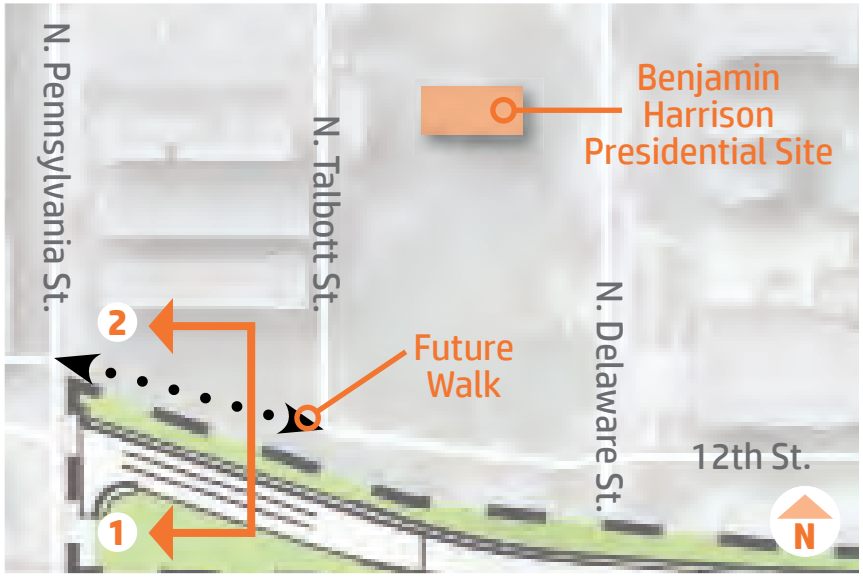
- Integrate landform design, grading, drainage and detention basin configuration with landscaping of interchange
  - Grade embankments to slopes that are safely maintainable and eliminate rip-rap
  - Configure ditches, swales, and detention basins to appear natural



OVERALL SIDE SLOPE PLAN

TYPOLOGY 3, CONDITION A

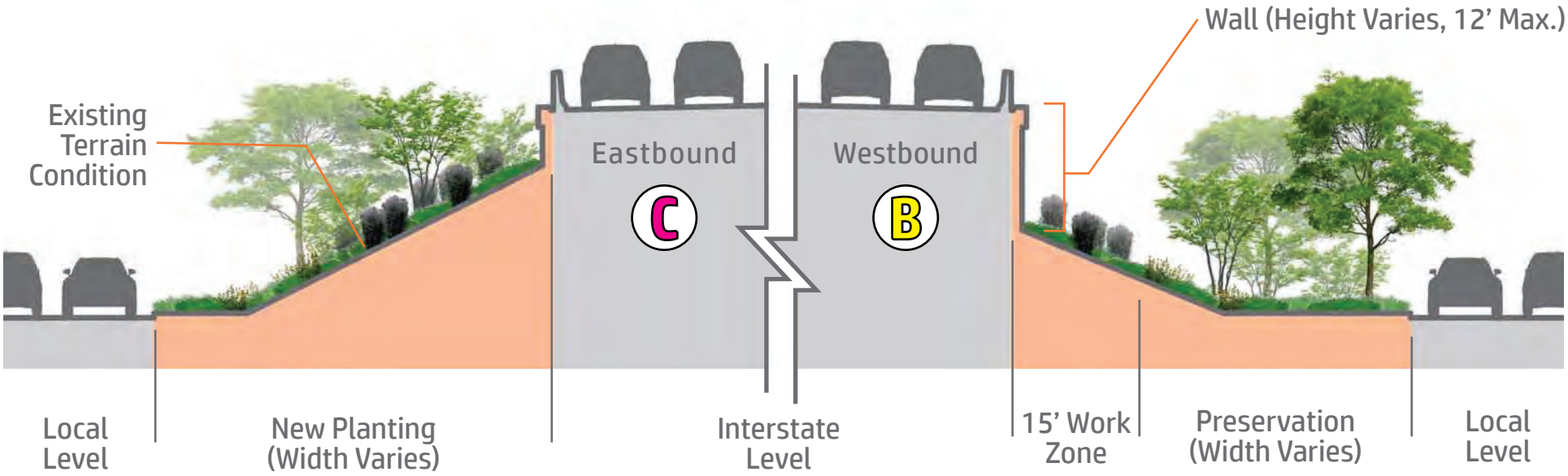


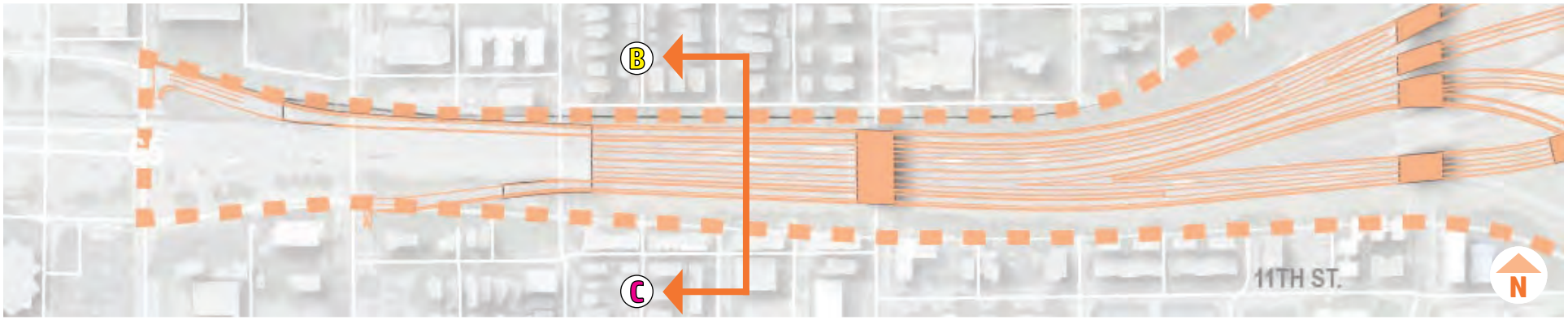


West Leg Pennsylvania Street Ramp Side Slope Conditions (Not to Scale)

*Note: Construction of the future walk will be completed by others, outside of the project Right of Way, and its distance in relation to the seatwall is subject to change.

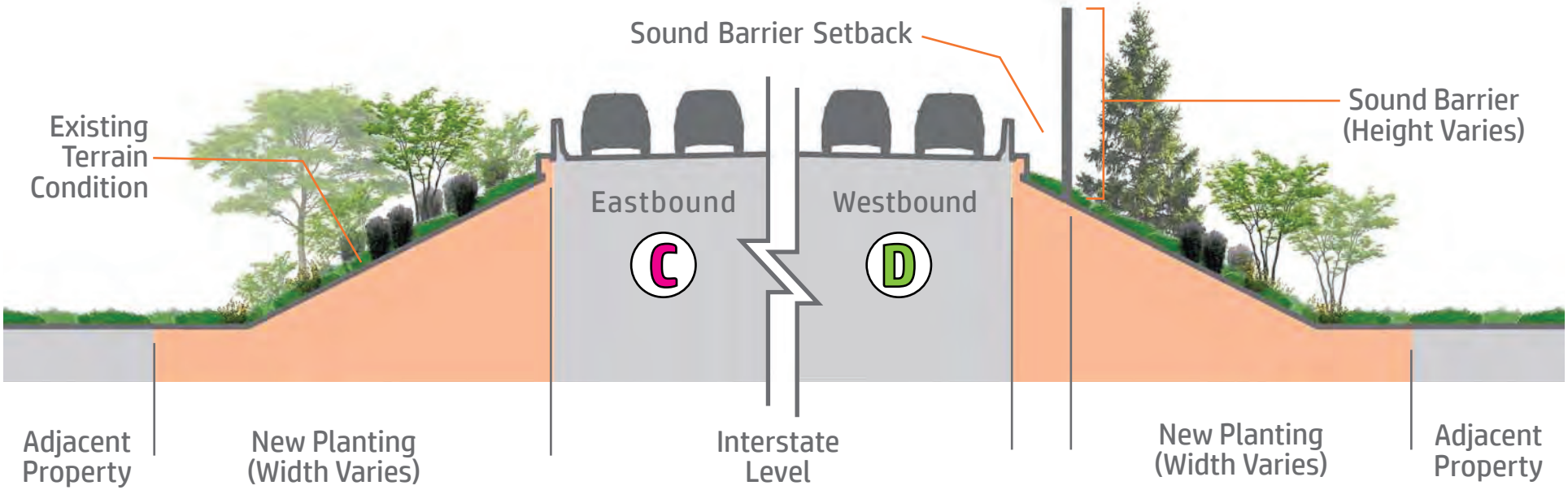
TYPOLOGY 3, CONDITIONS C & B

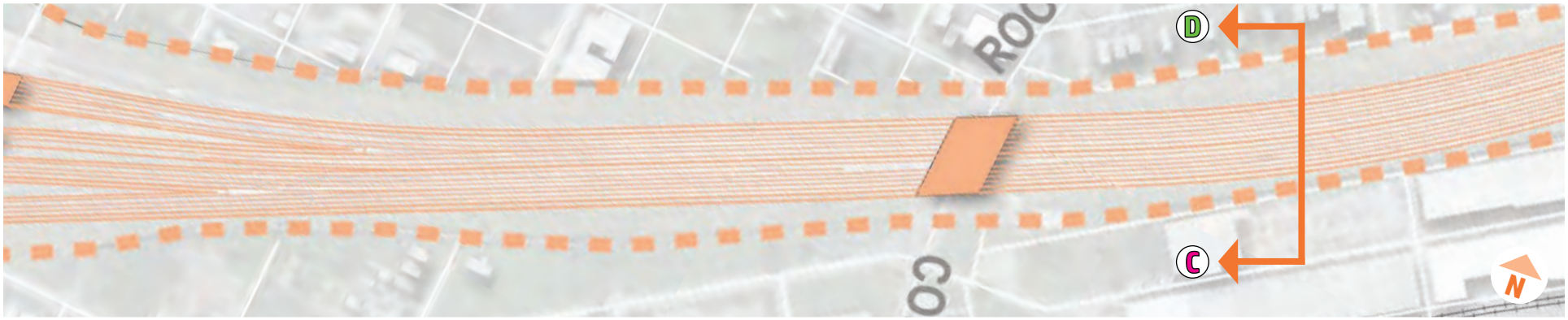




West Leg Slope Conditions (Not to Scale)

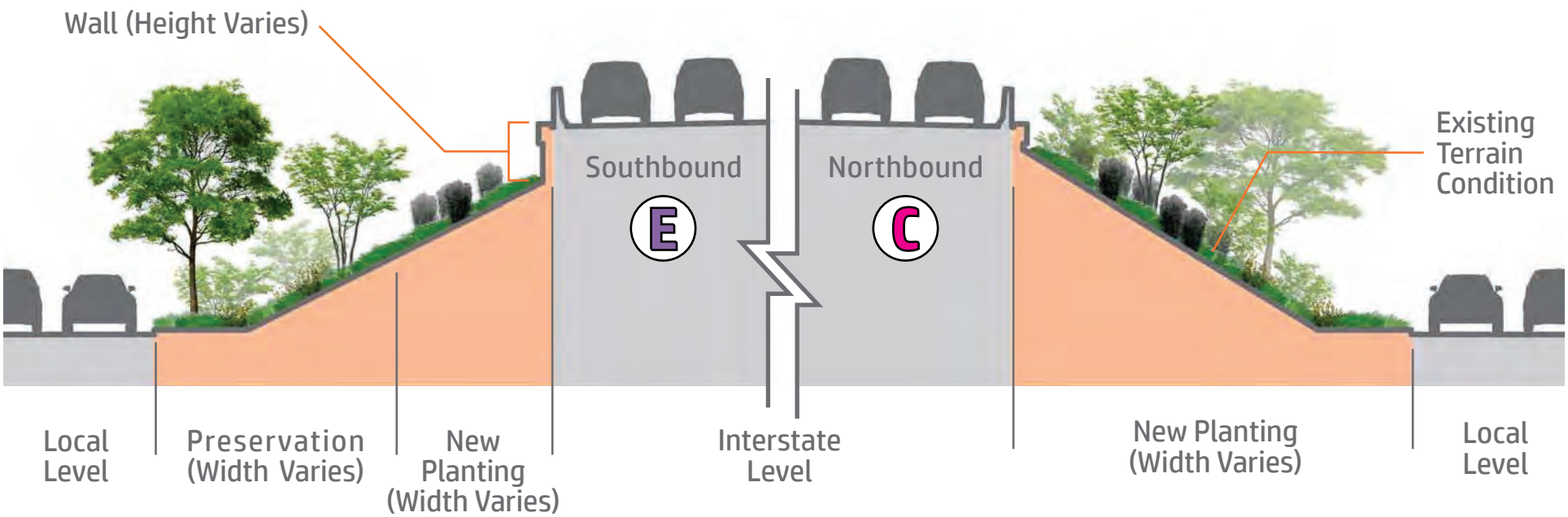
TYPOLOGY 3, CONDITIONS C & D

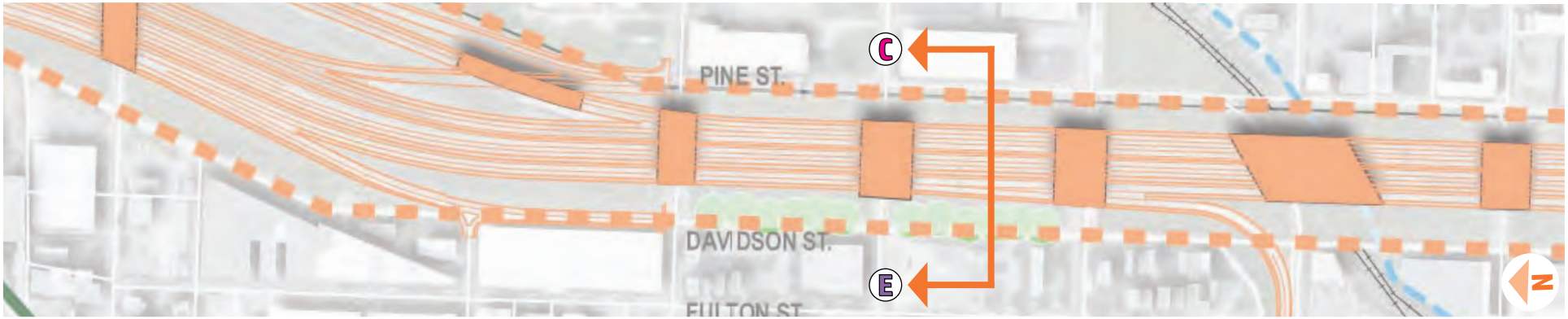




East Leg Slope Conditions (Not to Scale)

TYPOLOGY 3, CONDITION E & C





South Leg Slope Conditions (Not to Scale)

TYPOLOGY 4: SCREEN PLANTINGS

Design Intent

Plants can minimize and soften the appearance of sound barriers.

Design Concept: 'The Woodlands'

The massing of evergreen and deciduous plants at the base of sound barriers can create a natural backdrop that mimics a woodland edge transition, when viewed from adjacent properties.

Benefits:

- Reduces the visual prominence of sound barriers
- Creates a visually interesting buffer and soft edge
- Offers a natural backdrop to neighboring communities

Screen Plantings General Design Guidelines:

- Plantings to screen should be used to mitigate scale between the interstate and neighborhoods.
- Screens need to have a vertical emphasis to provide maximum screening coverage.
- Arrangement should provide pedestrian and vehicular overhead along walks, trails, and roadways - at local street fronts.
- Plantings should include a 2:1 ratio of evergreen to deciduous species, offering year-round screening.
- Species variation is important but may require focus on deciduous varieties that are columnar in form for plants to fit the allotted space.
- Plantings will be placed along side slopes, at the base of sound barriers.

SUGGESTED SPECIES:

Large, Deciduous Shrubs
See "Large, Deciduous Shrubs" under the *Typology 3: Side Slope Plantings* section for Appropriate Species

Ornamental Trees
See "Ornamental Trees" under the *Typology 3: Side Slope Plantings* section for Appropriate Species

Columnar Trees (applicable to narrow locations)
Minimum 2" Caliper, Planted at 15' On-Center

- Sweetgum (*Liquidambar styraciflua* 'Slender Silhouette')
- Pin Oak (*Quercus palustris 'Green Pillar'*)
- Freeman Maple (*Acer x freemanii 'Armstrong'*)
- European Hornbeam (*Carpinus betulus 'Fastigiata'*)


Slender Silhouette Sweetgum


Green Pillar Pin Oak


Freeman Maple


Upright European Hornbeam

TYPOLOGY 4: SCREEN PLANTINGS

SUGGESTED SPECIES (continued):

Shade Trees (applicable along local street front)
Minimum 2" Caliper, Planted at 15' On-Center

- Red Maple (*Acer rubrum*)
- Honey Locust (*Gleditsia triacanthos var. inermis*)
- Red Oak (*Quercus rubra*)
- American Elm (*Ulmus americana* 'Princeton')

Shade Trees Installation Guidelines

- Trees should be placed so that canopies do not overhang the interstate level.
- Trees should be placed to grow together upon maturation.


Red Maple


Red Oak


Honeylocust


American Elm

Evergreen Trees
Minimum 6' Tall, Ball and Burlap Planted at 10' On-Center

- Arborvitae (*Thuja* 'Green Giant')
- Red Cedar (Juniperus virginiana 'Burkii')
- Red Cedar (Juniperus virginiana 'Canaertii')

Evergreen Trees Installation Guidelines

- Trees should be placed so bases do not overhang the buffer-zone.
- Trees should be placed to grow together upon maturation.

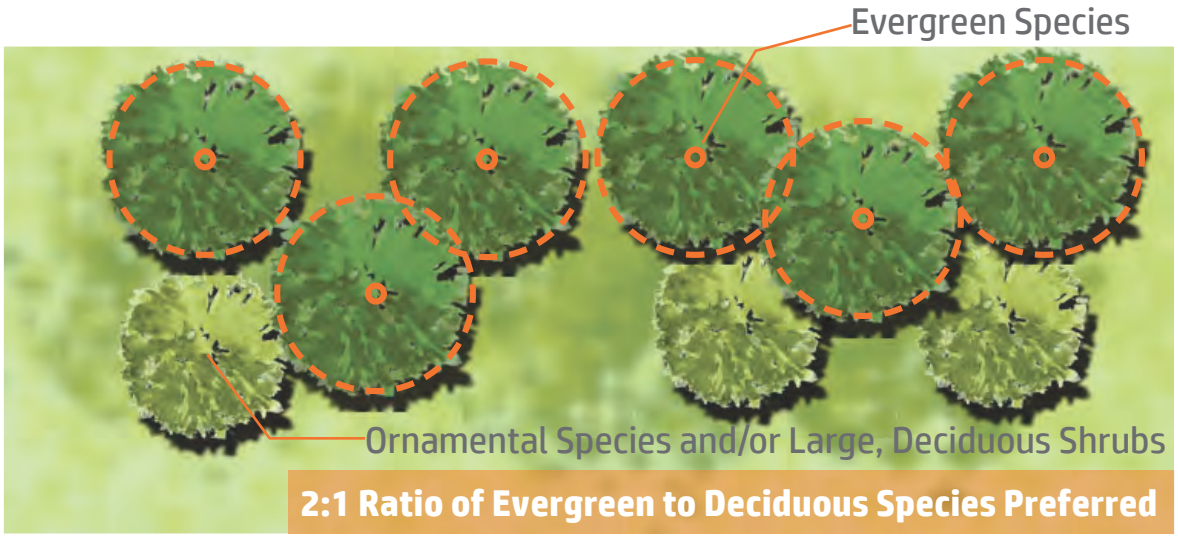

Green Giant Arborvitae


Burkii Eastern Red Cedar


Canaertii Eastern Red Cedar

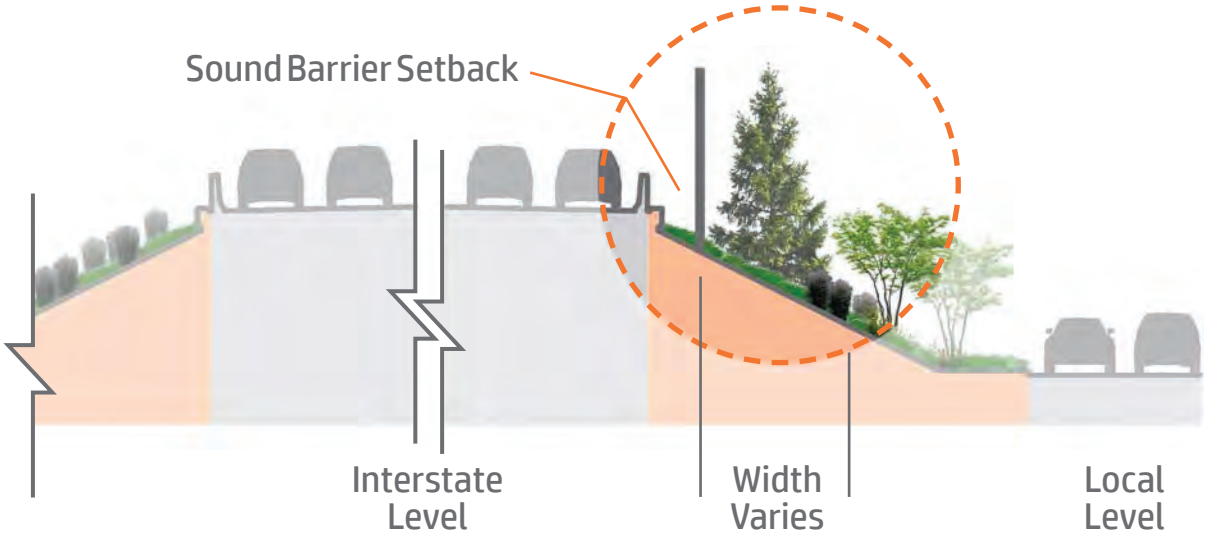
TYPOLOGY 4: SCREEN PLANTINGS

Spacing between screen tree plantings to be a min. of 10'. Plants should be staggered in placement, as seen in diagram on page 54.



2:1 Ratio of Evergreen to Deciduous Species Preferred

Trees (particularly evergreen species) shall be placed so that they grow together to form a "green wall". A 2:1 ratio of evergreen to deciduous species is needed in order to achieve this effect as well as a maximum spacing of 10' on-center. Any location where a sound barrier is implemented, a screen will be used to camouflage and soften the appearance.



Screen Plantings with Sound Barrier

TYPOLOGY 5: INTERCHANGE PLANTINGS

Design Intent

Plants can give purpose to expansive spaces in a manner that is low in cost and required maintenance, but high in visual quality. Over time, the maturation of trees in this area will create a more dense canopy that will begin to take on characteristics of some stakeholder desires to create an "urban forest." This is essentially the heavy massing of trees to create an urban vegetative treatment style.

Design Concept: 'The Prairie's Edge'

The seeding and planting of large, open areas with mixes of native grasses, sedges and forbs, as well as a variety of tree species, responds to the public's desire for a natural-feel landscape juxtaposed against the urban setting.

SUGGESTED SEED MIX COMPOSITION:

PRAIRIE SEED MIX

This planting application shall be used in areas within the interchange.

The mix shall include native prairie grasses, sedges and floweirng species that provide color throughout the growing season and act as food sources for birds, butterflies and insects with the following composition:

Approximately 20% Permanent Grass/Sedge Species Seed, 10% Forb Species Seed and 70% Temporary Cover Species Seed applied at a rate of approximately 40 PLS (Pure Live Seed) pounds per acre.

NATIVE WILDFLOWER SEED MIX

This planting application shall be used to supplement the *Prairie Seed Mix*, offering more color and diversity in blooming species, particularly during prairie establishment.

It shall include quick-blooming, native wildflowers that are beneficial to native bees and pollinators with the following composition:

100% Flowering Forb Species Seed applied at a rate of approximately 5 PLS (Pure Live Seed) pounds per acre.

Seed Mix Installation Guide

- Protective covering shall be used to protect seed from weather and wildlife.
- Installation recommendations from the supplier shall be followed.

Prairie Mix in bloom.

Native Wildflower Seed Mix.

Prairie planting early to late summer.

Prairie planting late summer to early fall.

TYPOLOGY 5: INTERCHANGE PLANTINGS

Benefits

- Softens the road infrastructure with large, plant massing
- Unifies the interchange with the legs in repetition of seed species
- Minimizes costs associated with mowing and maintenance
- Supports native flora and fauna

SUGGESTED SPECIES:

Shade Trees (applicable to the interchange 'urban forest')
Minimum 2" Caliper, Planted at 15' On-Center

- Tulip Tree (*Lirodendron Tulipifera*)
- American Beech (*Fagus grandifolia*)
- Black Gum (*Nyssa sylvatica*)
- American Linden (*Tilia americana*)
- Sugar Maple (*Acer saccharum*)
- Red Maple (*Acer rubrum*)
- Honey Locust (*Gleditsia triacanthos var. inermis*)
- Red Oak (*Quercus rubra*)
- American Elm (*Ulmus americana* 'Princeton')

Ornamental Trees (grouped along the edges of the No-Tree-Buffer-Zones, as shown on the next two pages)
5-6' Tall, Planted at 15' On-Center

- Serviceberry (*Amelanchier x grandiflora*)
- Redbud (*Cercis canadensis*)
- Flowering Dogwood (*Cornus florida*)
- Green Hawthorn (*Crataegus viridis*)

Interchange Tree Installation Guidelines

- Trees should be planted in a grid pattern at a maximum of 15' o.c.
- Trees with messier seeds/fruits are planted further within the interchange.


Tulip Tree

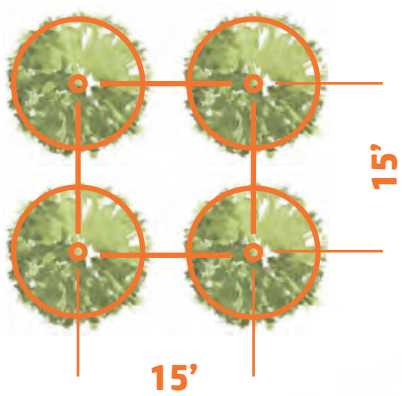

American Beech


Black Gum

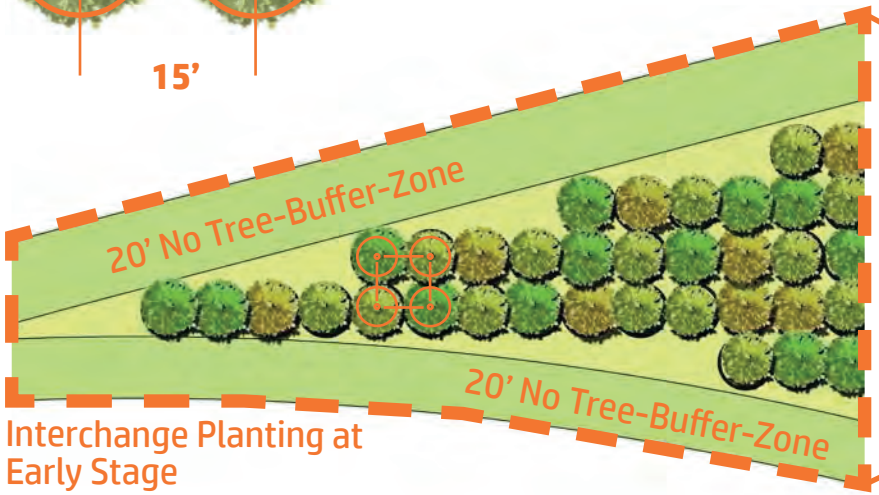

American Linden


Sugar Maple

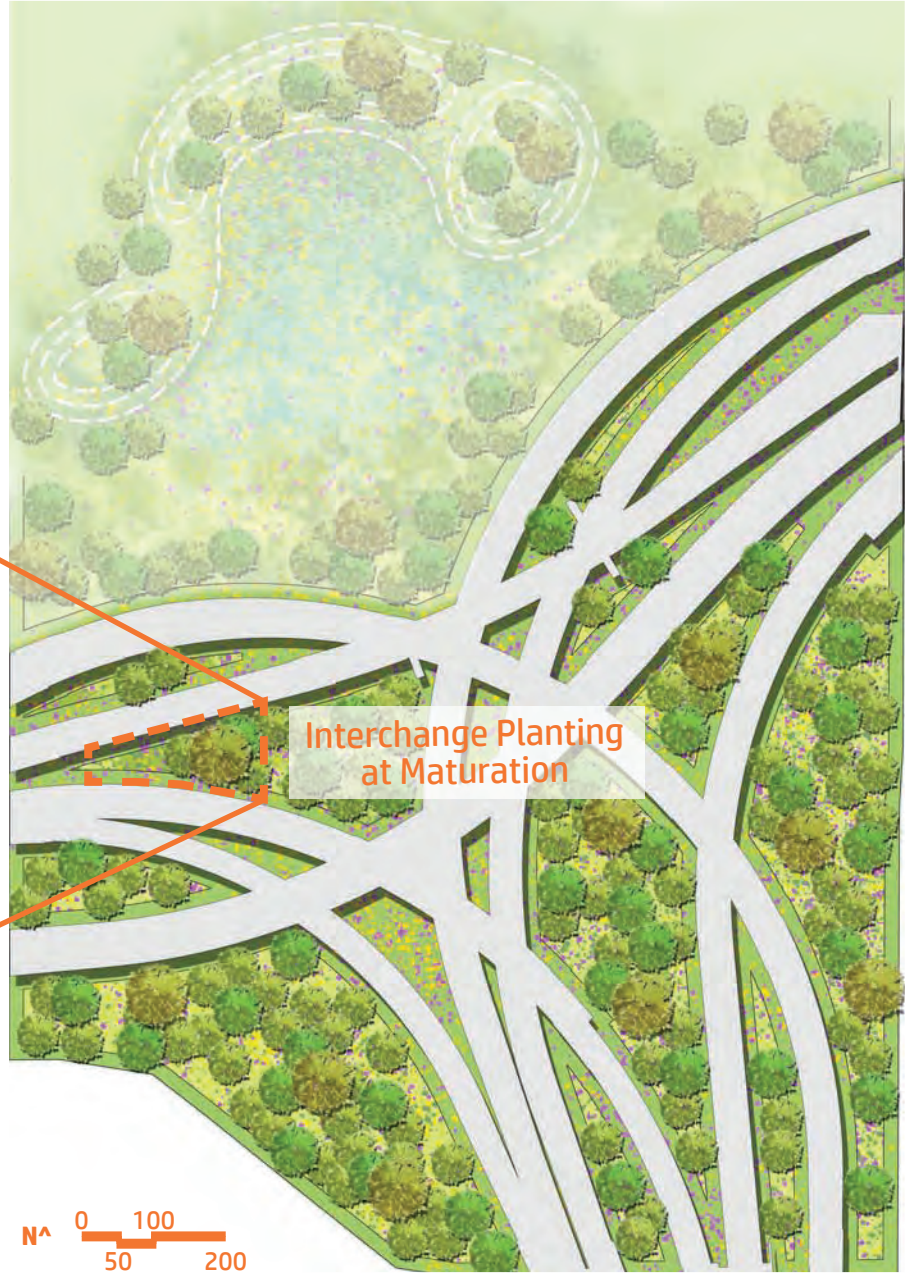
TYPOLOGY 5: INTERCHANGE PLANTINGS, CANOPY TREES



The illustrations to the left and below show the use of a fractured grid pattern for the placement of trees within the interchange.



Interchange Planting at Early Stage



The approach to planting such a space shall be one of restorative quality - planting large quantities in close proximity - where survival of the fittest tree specimen will result in a naturalistic appearance. The interchange planting will follow Keep Indianapolis Beautiful's (KIB) planting standard of 15' on-center maximum spacing.

Canopy Tree Grid Arrangement

TYPOLOGY 5: INTERCHANGE PLANTINGS, CANOPY TREES

The 20' No-Tree-Buffer-Zone within the interchange is a similar concept to *Typology 2: 10' Buffer-Zone* seen along the local roadways. This 20' No-Tree-Buffer Zone (occuring along the edge of all interstate roadways) is a continuation of the chosen seed mixes that extends from the inner portion of the interchange under any interchange bridges. This zone is void of planted trees, and any interior trees shall be planted so that mature canopy widths DO NOT impede the interstate roadway.

Aerial View Looking Towards Downtown of the Interchange Plantings

TYPOLOGY 6: DETENTION BASIN PLANTINGS

Design Intent

A heavily planted area for the purpose of stormwater detention - a dry extended detention basin - is favored over a traditional retention pond for benefits it offers the urban landscape.

Design Concept: 'The Wetlands'

A detention basin to resemble that of a wetland environment will provide more aesthetic value to the site, minimize the amount of standing water and allow even infiltration.

Benefits

- Filtrates pollutants from storm water runoff
- Allows for infiltration of otherwise standing water
- Designed alternative to traditional systems, offering aesthetic value
- Blends "natural" and urban environments
- Supports local flora and fauna

Seed Mix Composition:

STORMWATER SEED MIX

This planting application shall be used within the interchange for vegetated swales and in lieu of a retention pond.

The seed mix must tolerate highly fluctuating water levels and poor water quality associated with urban stormwater runoff with the following composition:

Approximately 10% Permanent Grass/Sedge Species Seed, 5% Forb Species Seed and 85% Temporary Cover Species Seed applied at a rate of approximately 35 PLS (Pure Live Seed) pounds per acre.

PRAIRIE SEED MIX

See *Typology 5: Interchange Plantings* section for Appropriate Seed Mix

The *Prairie Seed Mix* can be incorporated with the *Stormwater Seed Mix* in the upper third of basins that experience long, dry periods.

Detention Basin General Design Guidelines:

- Basin design should conform to regulations set by INDOT and local stormwater ordinances (IDEM Storm Water Quality Manual).
- Construct of basins should allow for the slow infiltration of water, with standing water persisting for no less than 24 hours and no longer than 72.
- Basins should be graded in a way that resembles a natural pond bed, having curvilinear and undulating forms.
- Bio-retention areas should be included at inlets/outlets of basins.
- Basin size should be dictated by the watershed coverage of collected runoff.
- Overall shape and side slopes should follow a 4:1,or flatter, ratio in construct.

Economy Prairie Seed Mix - Yellow Coneflower

Stormwater Seed Mix - Crested Oval Sedge

Naturalized Stormwater Detention Basin

TYPOLOGY 6: DETENTION BASIN PLANTINGS

SUGGESTED SPECIES:

Large, Deciduous Shrubs
Minimum 3-Gallon Container, Planted 8' On-Center

- Sandbar Willow *(Salix interior)*
- Gray Dogwood (*Cornus racemosa*)
- Spicebush *(Lindera benzoin)*
- Elderberry *(Sambucus canadensis)*

Shade Trees
Minimum 2" Caliper, Planted at 15' On-Center

- Bald Cypress (*Taxodium distichum var. distichum*)
- Swamp White Oak *(Quercus bicolor)*
- Black Willow *(Salix nigra)*
- Pin Oak *(Quercus palustris)*


Sandbar Willow


Gray Dogwood


Spicebush


Elderberry

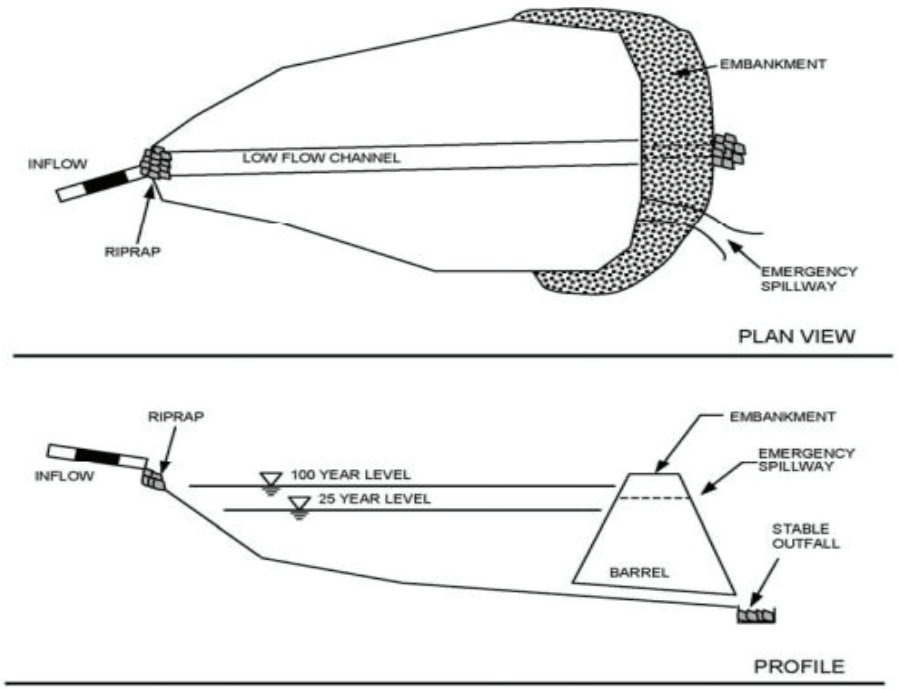

Bald Cypress


Swamp White Oak

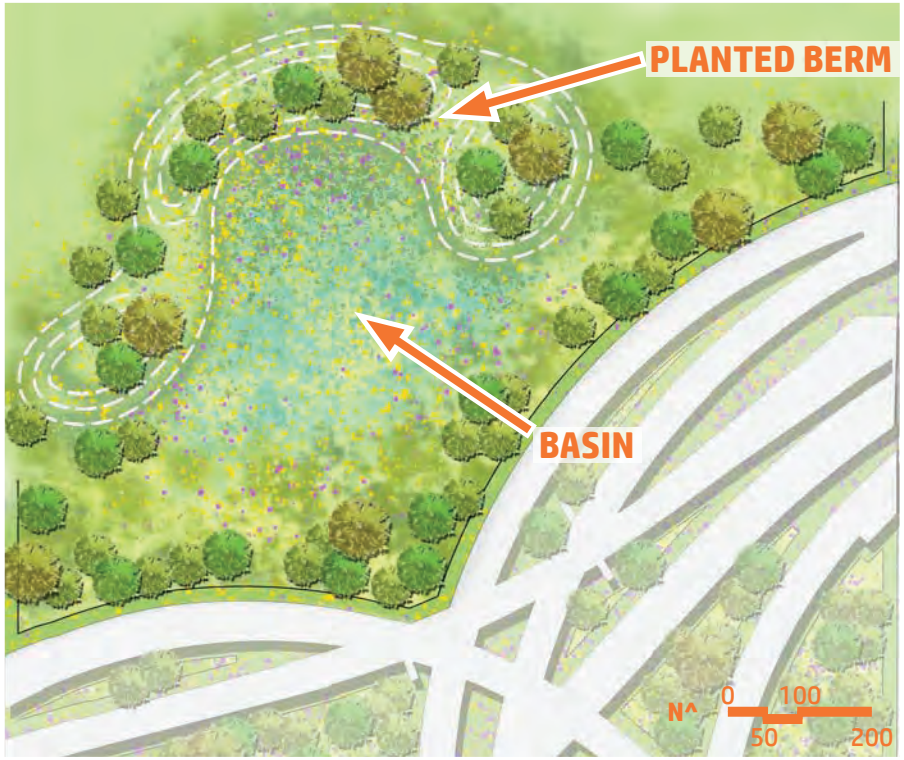

Black Willow


Pin Oak

TYPOLOGY 7: DETENTION BASIN PLANTINGS



Source: Georgia Stormwater Managment Manual, 2001



The conceptual details above show an overview of how such a basin would be arranged. The area north of the interchange - space gained through the shrinking footprint of the new design - provides a perfect location for this to occur. A sculpted berm can provide aesthetic and functional value in the separation of the basin from public activities of the Frank & Judy O'Bannon Soccer Park.

Detention Basin Conceptual Design

University of Illinois
Planted Driy-Detention Basin

SECTION 4

AESTHETIC REFERENCE INFORMATION

A summary of Section 4 was distributed to the design-build proposers as a reference information document.

NORTH SPLIT UPGRADES DRIVING PROGRESS

PUBLIC ART SPACE

PUBLIC ART SPACE

Design Summary

The inclusion of public art was a consideration in the design of the North Split project. The incoprporation of art provides a means for local placemaking and provides an opportunity for local neighborhoods to lend flavor or unique neighborhood elements to the infrastructure.

It should be noted that the identification, creation and installation of public art is not part of the current INDOT design and construction project.

The intent is to provide opportunities for the future incorporation of public art into the infrastructure post construction. The following guidelines were provided as a reference document to the Design Build Team to help guide the design and construction so that art can be installed later if funding and an art program is initiated by the local community.

Art Installation Types:

- Corner Monument Sculpture
- Fence Mural Installation
- Underpass Mural Installation

CORNER MONUMENT SCULPTURES

Sculpture Locations

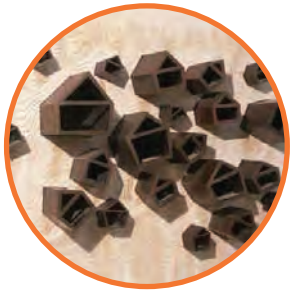
Sculptures are applicable to all Major Gateway Bridge locations.

Concept Overview

The corner monuments, defining the underpass entry point at bridge locations, provide surfaces suitable for applying significant pieces of art in terms of scale, visibility and uniqueness. It is recommended that the selected artist(s) would collaborate with the local neighborhood groups to develop a unified theme for each or all locations. This process would require administration and curation by an experienced local arts agency, such as the Indianapolis Arts Council or a comparable group.

WHIMSICAL

DECORATIVE



SYMBOLIC

ABSTRACT

CHAIN LINK FENCE MURALS

Fence Mural Locations

The most notable location for installation of fence murals, serving both an aesthetic purpose in the activation of the space as well as functional in the hiding of interstate infrastructure mechanics, would be the portion of fencing along the Monon Trail.

Concept Overview:

Fence murals are a low-impact way to enhance the pedestrian experience. They can function for purely aesthetic purposes, working to beautify a space through the inclusion of artwork and the blocking of undesireable views, serve a wayfinding purpose in the inclusion of signage (such as the use of the Monon Trail emblem in the graphic to the right), or do both, integrating wayfinding with artistic expression.

FENCE MURALS: BEAUTIFICATION AND WAYFINDING

FRACTURED FORMS

SOLID FORMS

SOLID IMAGERY

FRACTURED IMAGERY

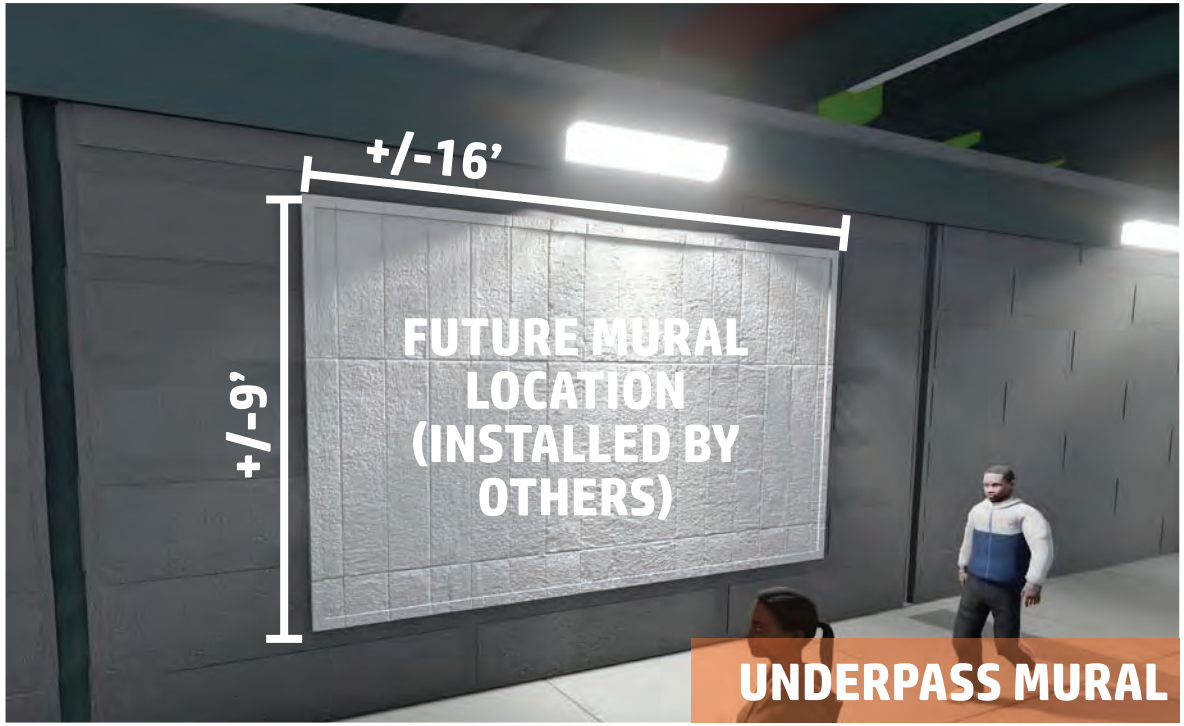
UNDERPASS MURALS

Mural Locations

Murals are applicable to all Major, Minor, and Standard Gateway Bridges.

Concept Overview

The abutment walls, along the sidewalks in the underpass, provide surfaces suitable for applying significant pieces of art in terms of scale, visibility, and uniqueness. It is recommended that the selected artist(s) would collaborate with the local neighborhood groups to develop a unified theme for each or all locations. This process would require administration and curation by an experienced local arts agency, such as the Indianapolis Arts Council, or similar.



NEIGHBORHOOD IDENTITY

NATURAL SURROUNDINGS

CULTURAL HERITAGE

ABSTRACT INTERPRETATION

SECTION 5

DESIGN CHARACTER

NORTH SPLIT UPGRADES DRIVING PROGRESS

DESIGN CHARACTER OVERVIEW

Design Character Summary

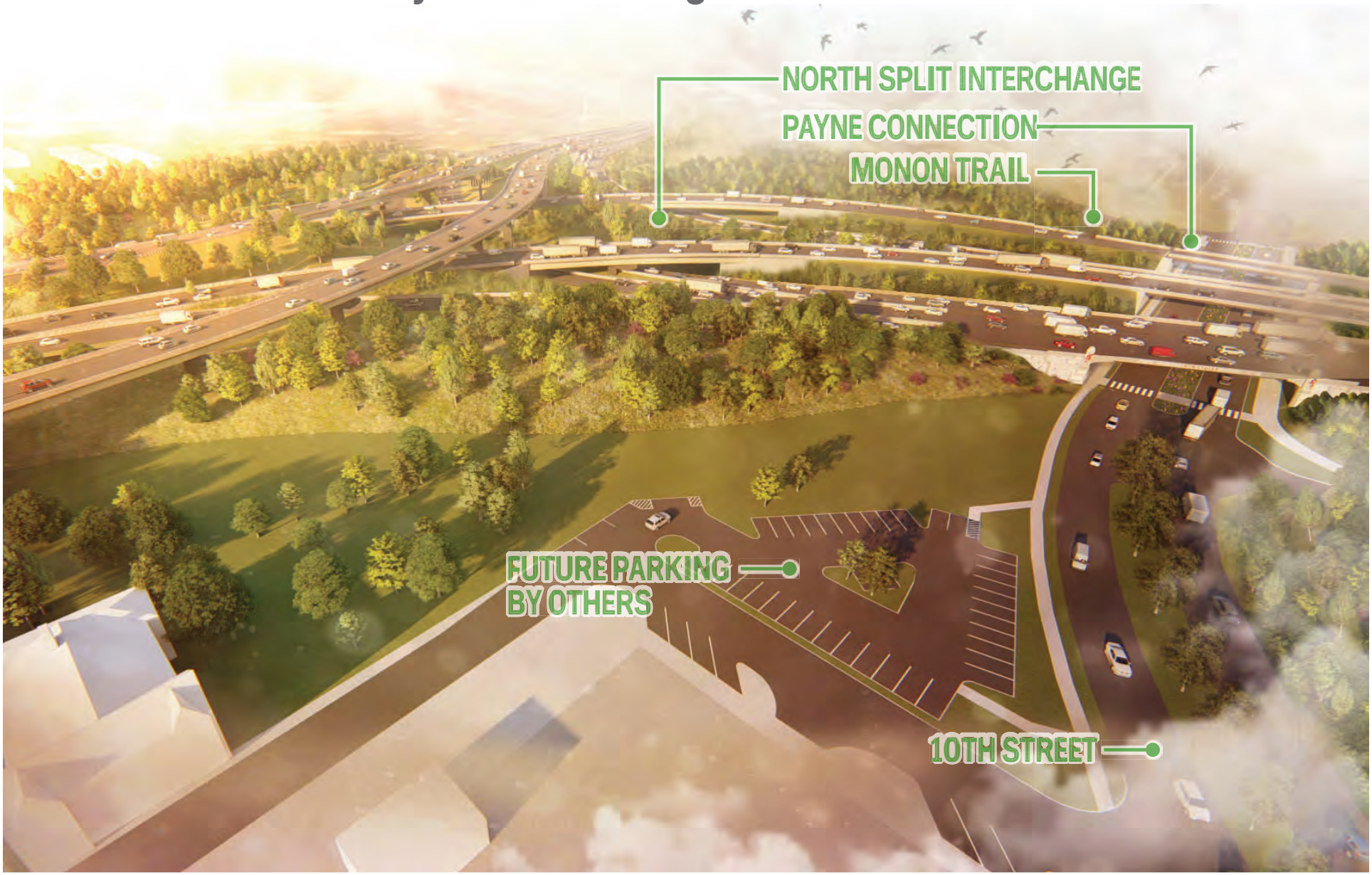
Following publication of the Aesthetic Design Guidelines, a series of renderings were completed to illustrate the design intent for the aesthetic treatments once implemented. The renderings in this section includes views of the interchange design, views depicting the relationship to adjacent properties, and views of bridge underpass treatment applcations at typical and specific local streets. The specific views shown on the following pages include 10th Street, Alabama Street and Washington Street.

INTERCHANGE: PLAN VIEW

INTERCHANGE: Bird's Eye View Looking Southwest

INTERCHANGE: Bird's Eye View Looking Northwest

INTERCHANGE: Bird's Eye View Looking Northeast



STREET VIEW: TYPICAL UNDERPASS

STREET VIEW: TYPICAL UNDERPASS: Night View

STREET VIEW: 10TH STREET & MONON TRAIL: View Looking West

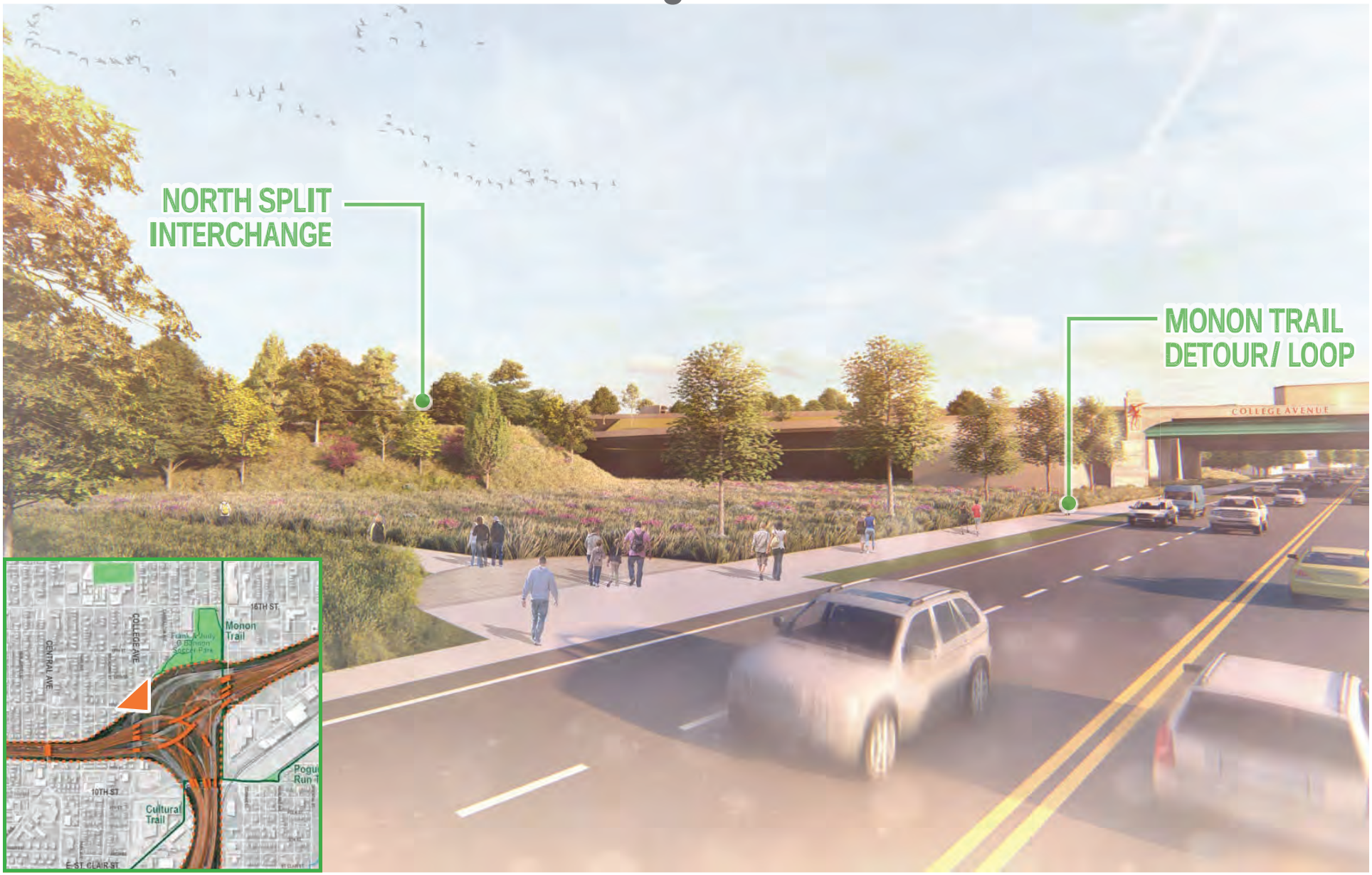
STREET VIEW: ALABAMA STREET: View Looking South

STREET VIEW: ALABAMA STREET: Night View Looking South

STREET VIEW: WASHINGTON STREET: View Looking West

STREET VIEW: WASHINGTON STREET: Night View Looking West

SCREEN PLANTING WITH BERM: College Avenue View Southeast



SCREEN PLANTING WITH BERM: 10th Street View Northeast