

Public Hearing

August 3, 2020



Public Hearing Format

- Presentation with three speakers
 - Kia Gillette with HNTB, Environmental Lead
 - Seth Schickel with HNTB, Project Manager
 - Ron Taylor with TSW Design Group, Urban Design Lead
- Formal verbal comments for the project record immediately following the presentation
- To allow time for all public comments, there will not be a question and answer session during or after the presentation.
- The project team will not answer questions posed in the formal comments



Agenda

- EA Availability / Opportunities to make Formal Comments
- Purpose and Need
- Alternatives / Preferred Alternative
- Environmental Impacts
 - Historic Properties
 - Highway Noise
 - Environmental Justice (EJ)
 - Traffic Impacts
- Context Sensitive Solutions (CSS)
- Next Steps
- Formal Public Comments





Environmental Assessment Availability

- Environmental Assessment (EA) available at:
 - northsplit.com/ea
 - HNTB Office 111 Monument Circle, Suite 1200, Indianapolis, IN 46204
 - Central Library 40 E. Saint Clair Street, Indianapolis, IN 46204
 - Spades Park Branch Library 1801 Nowland Avenue, Indianapolis, IN 46201
 - Garfield Park Branch Library 2502 Shelby Street, Indianapolis, IN 46203
 - Martindale-Brightwood Branch Library 2434 N. Sherman Drive, Indianapolis, IN 46218

- Presentation and exhibits available at:
 - northsplit.com/ea-sessions



Opportunities to Make Formal Comments

- Verbally at the public hearing (transcribed by court recorder)
- Verbally via toll free telephone recording at 1-877-799-6570 (toll free)
- Completed comment form or correspondence at the hearing or via:
 - Email: info@northsplit.com
 - Website: northsplit.com/contact-us/
 - U.S. Mail: P.O. Box 44141, Indianapolis, IN 46244
- Formal Comment Period ends on Aug. 17, 2020





North Split Project

- Where I-65 and I-70 meet at northeast corner of downtown Indianapolis inner loop
- Busiest interchange in region, second-busiest 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





Need for the Project: Poor Condition

- Most North Split components are more than 50 years old
- 32 bridges need rehabilitation or replacement due to poor structural condition
 - 11 bridges only have 2-5 years of remaining service life
- Existing pavement requires constant repair and patching due to condition and age







Need for the Project: Safety

- 1,600 crashes from 2012 to 2016
 - #1: Rear-end crashes due to congestion and stopped traffic
 - #2: Sideswipes crashes due to congestion and weaving movements
- Merges, weaves, and lane changes over short distances cause:
 - Numerous crashes
 - Driver confusion
 - Poor traffic flow

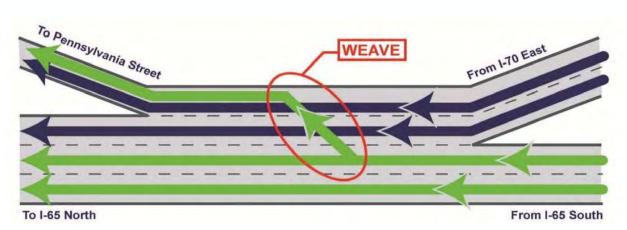




Need for the Project: Roadway Congestion

- Weaving areas on west leg of interchange cause most congestion
- Weaving areas also result in highest crash rate in project area

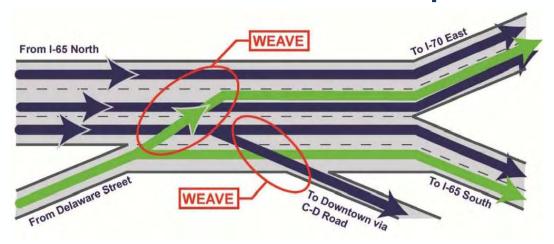
Pennsylvania Street Exit Ramp



Most frequent crash type:

Rear-end, followed by sideswipe

Delaware Street Entrance Ramp



Most frequent crash type:

Sideswipe, followed by rear-end



Purpose and Need

PURPOSE – The purpose of the North Split Project is to rehabilitate and improve the existing interstate facilities within the North Split project area.



NEED – The project is needed in order to:

- Correct deteriorated bridge conditions
- Correct deteriorated pavement conditions
- Improve safety
- Improve interchange operations and reduce congestion



Alternatives Evaluation

Alternatives eliminated - do not meet purpose and need

- 1. No Build
- 2. Transportation System Management (TSM)
- 3. Bridge and Pavement Replacement In-Kind

Alternative eliminated – causes unacceptable impacts

5. All Ramp Connections and Added Travel Lanes

Alternatives balancing purpose, need, and impact

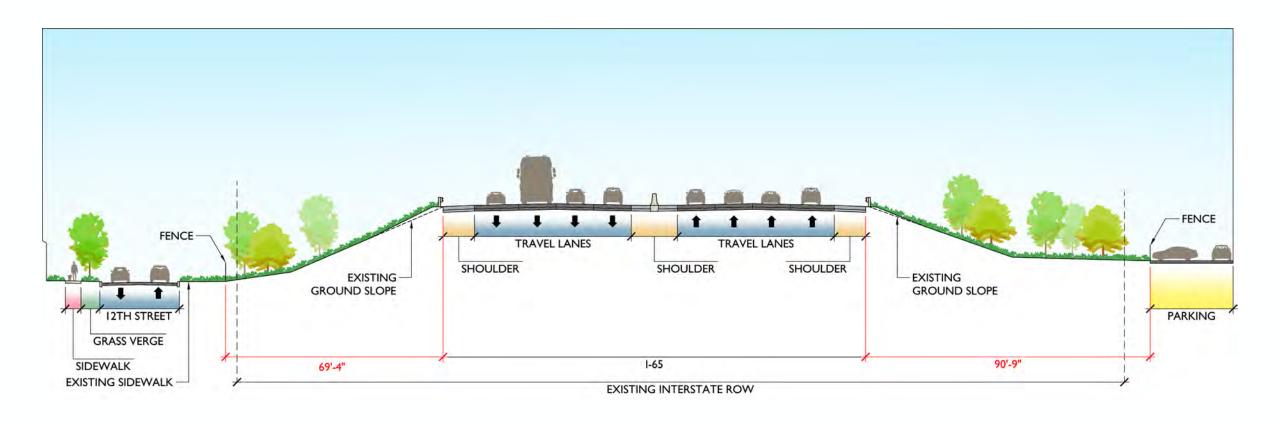
- 4a. Ramps closed at Pennsylvania and Delaware
- 4b. Full access at Pennsylvania and Delaware
- 4c. Selected ramp restrictions at Pennsylvania and Delaware





Alternative 4a: Ramps Closed

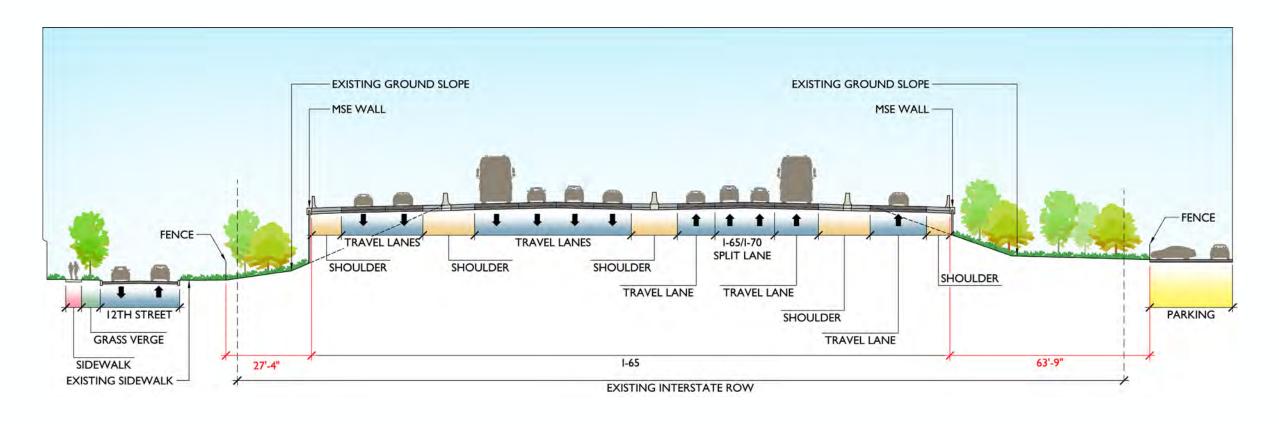
I-65 Cross Section View near Central Avenue (looking east)





Alternative 4b: Full Access

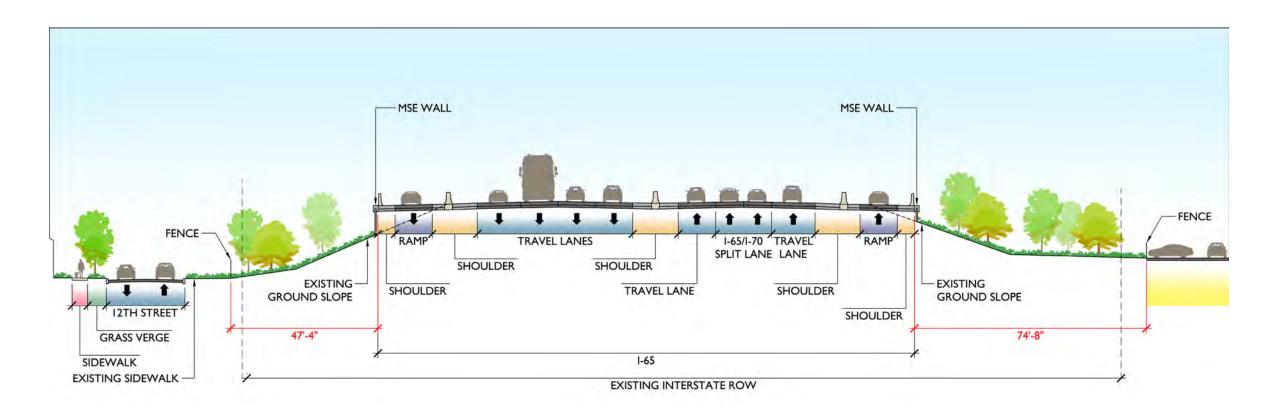
I-65 Cross Section View near Central Avenue (looking east)





Alternative 4c: Selected Ramp Restrictions

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





Preferred Alternative - Alternative 4c

Meets Purpose and Need

- New pavement and bridges
- Corrects the worst safety problems
- Removes the worst bottlenecks

Avoids Major Impacts

- Smaller, more compact footprint
- Minimal widening with shorter walls
- Within existing right-of-way





Modified Downtown Access - Alternative 4c

Pennsylvania Street off-ramp

Access from:

• I-65 South leg

No access from:

• I-70 East leg





Delaware Street on-ramp

Access to:

• I-70 East leg

No access to:

- I-65 South leg
- Michigan St*
- Ohio St*
- Fletcher Ave*

*via Collector-Distributor Road



Environmental Assessment (EA)

- National Environmental Policy Act (NEPA) requirement
- Analyzes impacts to both human and natural environment
- Following the public comment period for the EA, FHWA will make a determination of:
 - Finding of no significant impact (FONSI), or
 - Significant impacts require preparation of an Environmental Impact Statement (EIS)
- Key North Split focus areas:
 - Historic Properties (Section 106)
 - Highway Noise
 - Environmental Justice
 - Traffic Impacts of Construction







Historic Properties Impacts

- Section 106 of the National Historic Preservation Act of 1966 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 identified to compensate for the diminishment of historic properties and documented in a Memorandum of Agreement (MOA)





Highway Noise Impacts

- Five potential noise barriers were identified according to INDOT's Traffic Noise Policy
- Two noise barriers recommended based on benefited receptor surveys and other factors
- Both recommended noise barriers are on the north side of I-70, east of the North Split
- Noise reducing technologies throughout the project – jointless pavement, jointless bridges, and "next generation" grooving







Environmental Justice Impacts

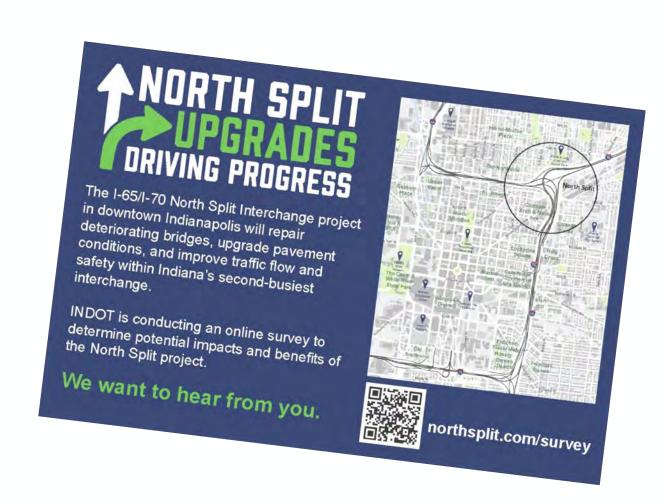
- Environmental Justice is:
 - Fair treatment and meaningful involvement of all people regardless of race or income
 - Identifying and addressing disproportionately high and adverse effects on minority or lowincome populations
 - Equitable distribution of benefits and burdens of the project





Environmental Justice Impacts

- Identify potential EJ populations using Census data
- Organize and consult with EJ Working Group
- Conduct EJ public survey
 - Advertised via Email, Text, Social Media, Advisory Committees, IndyGo Transit Center, and Bus Ads
 - Over 1,600 surveys completed
 - Similar EJ and non-EJ responses
- No disproportionate impacts on minority or low-income populations identified





- Most North Split traffic impacts will occur during construction
- Permanent long-term traffic changes minimal due to no added through lanes
- Maintenance of Traffic (MOT) plan developed by design-build contractor per INDOT criteria
- INDOT criteria establish allowable closure durations and required notifications
- Mobility Management Plan administered by INDOT to reduce traffic impacts





- I-65/I-70 through traffic closed between the North Split and Washington Street
- Through traffic detour to I-465
- East-west link between I-65 and I-70 to remain open

Closure Period:

- I-65 two construction years
- I-70 two construction years







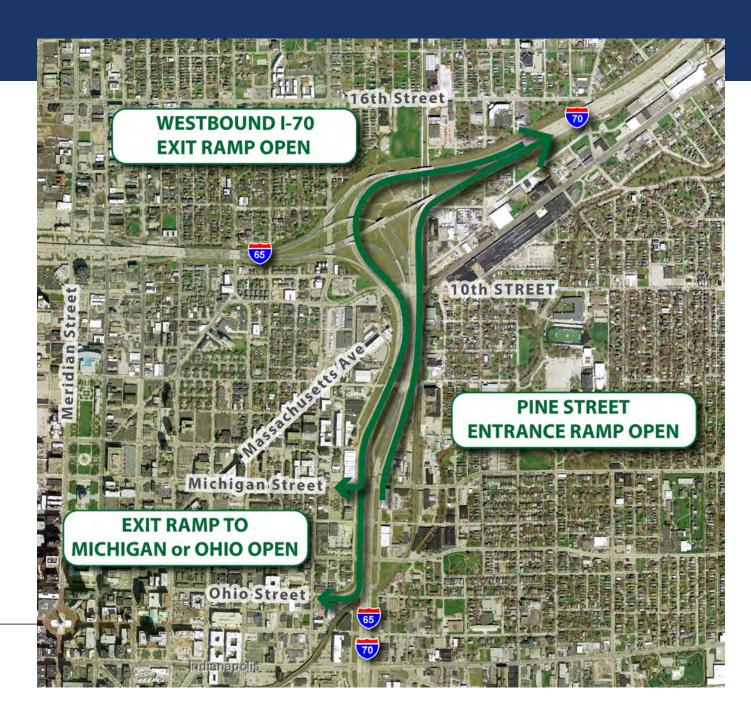


- Pine Street entrance ramp to eastbound I-70 open at all times
- Westbound I-70 exit ramp to collector-distributor road open at all times
- Collector-distributor closed south of Ohio St. (no access to Fletcher Ave.)

Closure Period:

- Ohio St. exit up to one year
- Michigan St. exit up to one year





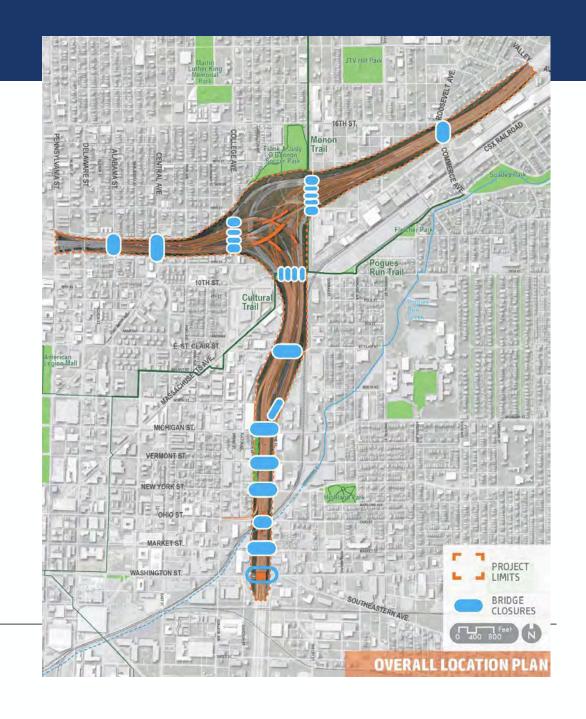
Downtown Bridge Closures

- All I-65/I-70 bridges over local streets to be replaced, except:
 - Alabama St.
 - Roosevelt/Commerce Ave.
- Washington St. bridge to remain open with lane closures
- Closure of adjacent bridges not allowed at the same time

Closure Period:

All local bridges – up to 90 days





Mobility Management Plan (MMP)

MMP Goals

- Optimize traffic operations on the available transportation network
- Reduce overall roadway network demand
- Provide enhanced motorist information
- MMP Activity Areas
 - MOT/Construction (Design-Build Team)
 - Traffic Operations Management
 - Subgroup Emergency Response
 - Travel Demand Management (TDM)
 - Real-Time Traveler Information Systems







Traffic Operations Management

- Traffic Monitoring
 - Camera
 - System Detection
 - Other
- Traffic Control
 - Interstate System
 - Local Intersections
- Motorist Information
 - Wayfinding and Notifications
 - Real-Time Traffic Information
- Incident Management





Travel Demand Management (TDM)

- Mode Choice
 - Transit
 - Carpool/Vanpool
 - Bike/Walk
- Trip Reduction / Reschedule
 - Staggered Work hours
 - Flextime
 - Work from Home
- Public and employer TDM education program

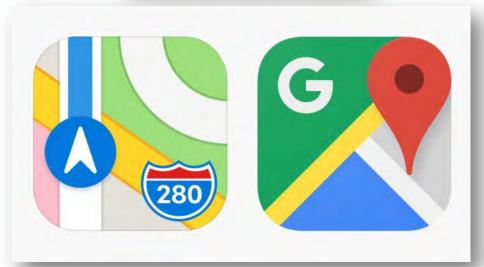




Real-Time Traveler Information

- Traveler Information
 - Road closure advanced notifications
 - Social media Facebook, Twitter
 - Public broadcast and print media
 - Changeable message freeway signs
- Real-time data sources
 - INDOT cameras and detection systems
 - Project cameras
 - Traffic aps Waze, Google Travel
 - Vehicle probes







- The purpose of the Aesthetic Design Guidelines is to provide the landscape architects 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



Context Sensitive Solutions (CSS) Process

MONTH 1
MONTH 3

MONTH 4
MONTH 6

MONTH 7
MONTH 9

MONTH 10 MONTH 12

PART 1 VISIONING

Conduct Inventory

Develop Character

and Themes

and Assessment

PART 2 PRELIMINARY DESIGN TREATMENTS

- •Develop Conceptual Treatments
- Develop Conceptual
 CSS Plan

PART 3 CSS DESIGN GUIDELINES PACKAGE

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

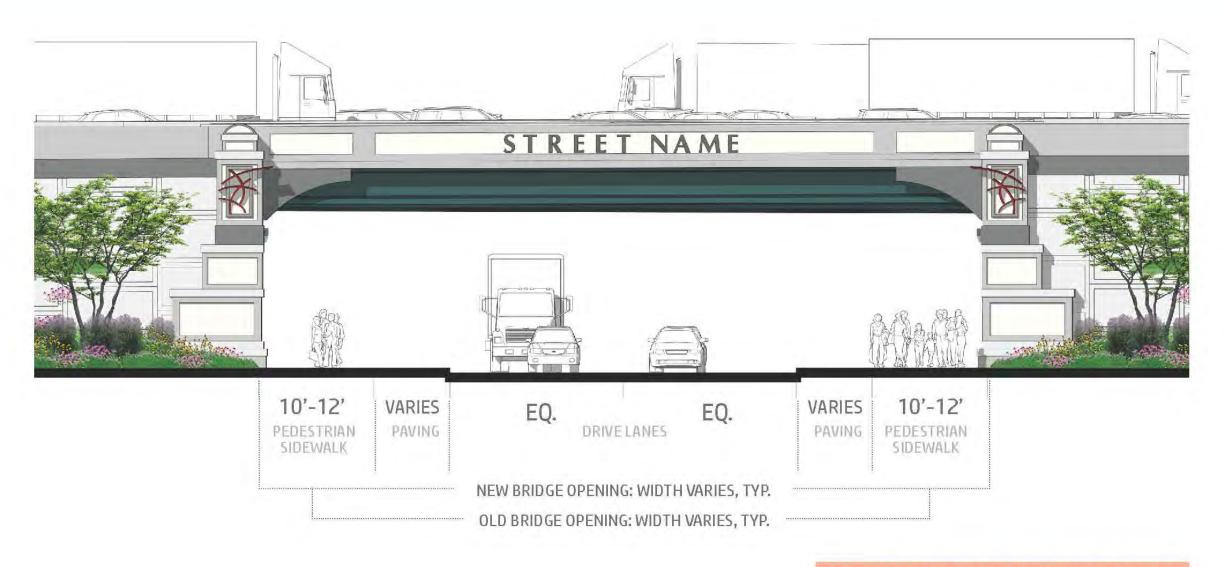
SPECIFICATIONS & STANDARD DETAILS

 Develop specifications and standard details



CSS Public Engagement...by the Numbers





Bridge Opening Type

Bridge Opening Type 2

Opening Type

Bridge



Overview:

The proposed design of the bridge opening infrastructure provides wider underpass openings, creating a safer and more inviting environment for accommodating pedestrians and vehicles.

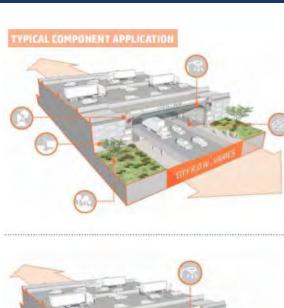
Bridge Opening Types

Three bridge opening types were developed for local roadway connections. These bridge opening types shall be:

- Bridge Opening Type 1: These bridge openings shall function as neighborhood gateways, arterial street enhancements, and access points to the interstate.
- Bridge Opening Type 2: These bridge openings shall be visually similar to the Major Gateway Bridges.
- 3. Bridge Opening Type 3: These bridges 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.



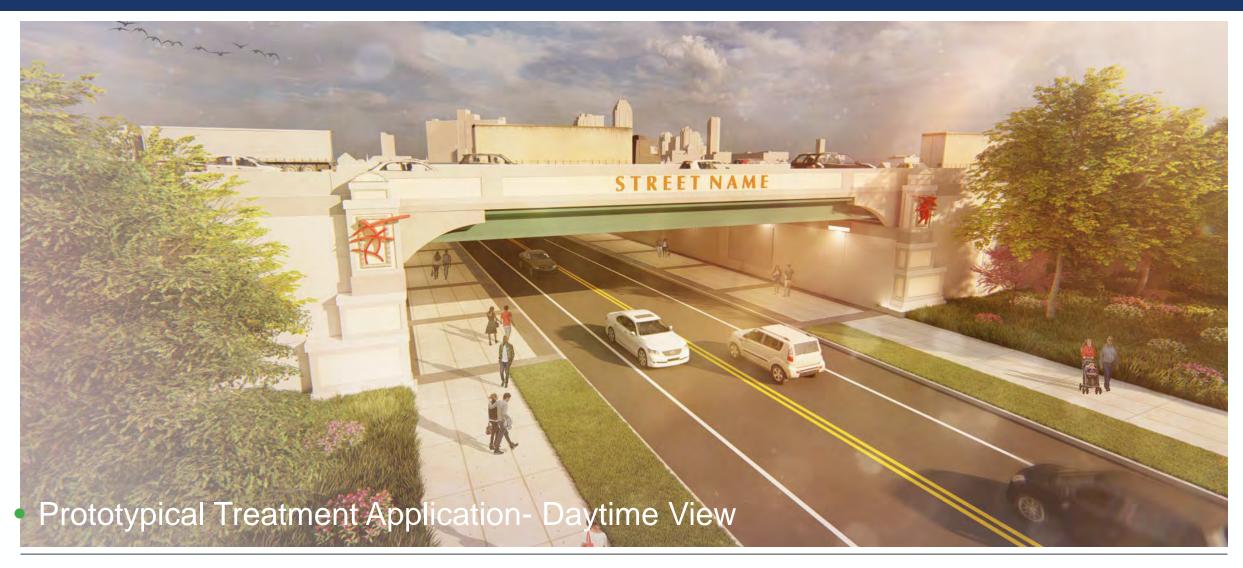


















LANDSCAPE INTRODUCTION

Landscape Summary

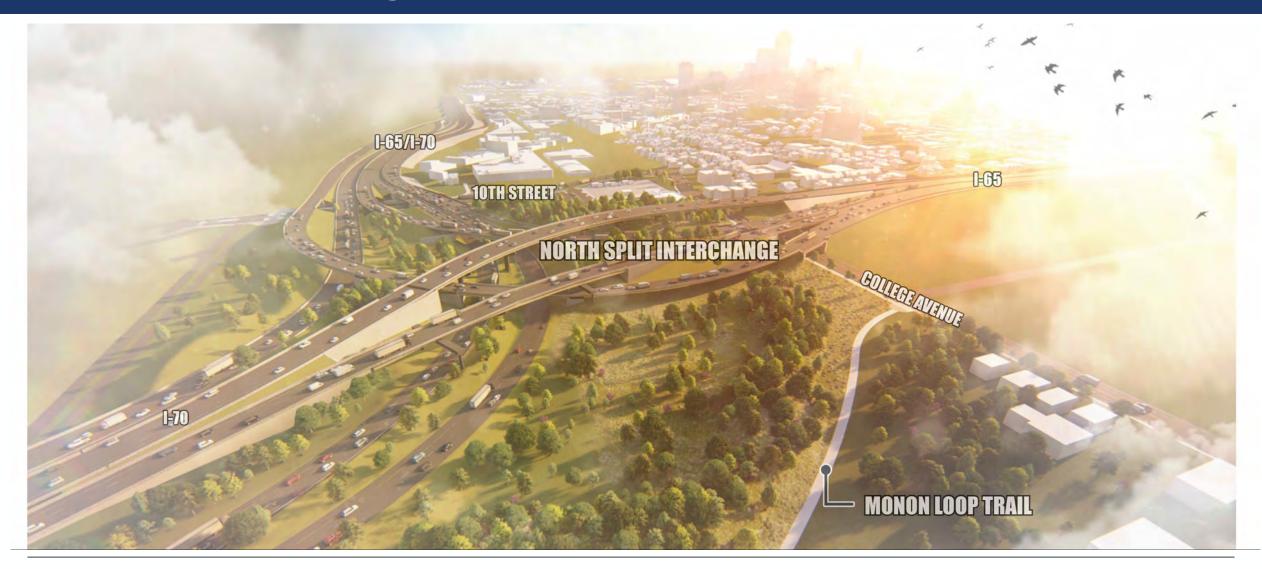
This section of the North Split
Aesthetic Design Guidelines provides
direction for landscape form and
function, evaluating how vegetative
aesthetic treatments can also
serve the needs for the INDOTowned interstate, the City-owned
local streets and the surrounding
communities.

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.













Commerce/Roosevelt Avenue Underpass

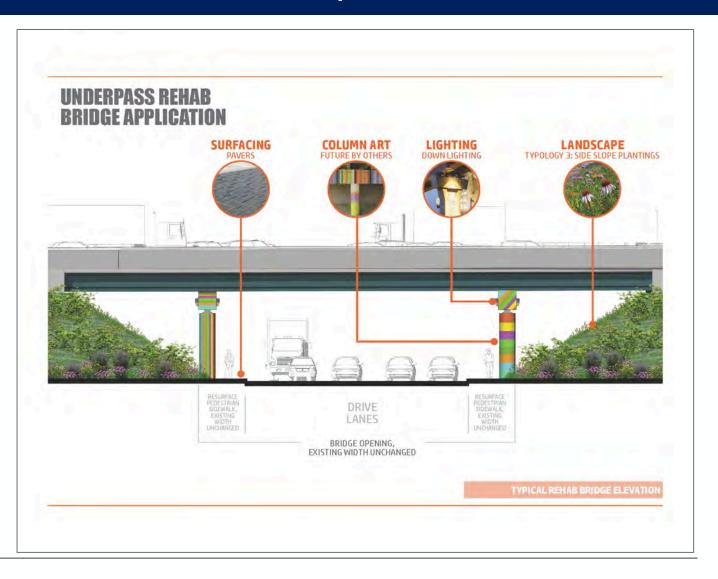
- The I-70 bridge over Commerce Avenue will not be replaced in the North Split project.
- INDOT received comments in April 2020 to provide enhanced features similar to Alabama Street.
- INDOT adjusted plans at Commerce/Roosevelt in May/June 2020.





Commerce/Roosevelt Avenue Underpass

- Existing bridge to remain in place
- Sidewalks to be replaced through bridge area
- Lighting fixtures to be replaced and upgraded
- Side slope landscape plantings
- Funding for mural on existing columns (if desired by community)





Next Steps

- Opportunity for public comment on EA
- Comment period ends August 17, 2020
- NEPA determination by FHWA concludes the environmental study process
- Construction start anticipated in late 2020
- Construction completion anticipated in 2022





Public Comments

Verbal Public Comments





I-65/I-70 North Split Project

Project Information: www.northsplit.com

