

# MEETING SUMMARY

Clear Path 465 TMP #3 Meeting Summary

Des. No. 1400075

May 26, 2022, 10:00 AM, Clear Path Project Office and Microsoft Teams

## ATTENDANTS

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## MEETING SUMMARY

### Meeting Started – 10:00 AM

Welcome and introductions (Alex Lee)

#### Meeting Agenda:

1. Project Overview
2. Contract 1 Project Status
3. Contract 2 TMP

#### Role of TMP Meeting (Alex Lee)

- Provide input throughout the planning and design of a major project transportation strategy
- Serves as a sounding board for maintenance of traffic approach
- Facilitates collaborative problem solving, discussion of specific issues
- Each person provides a different take

#### Project Overview

Alex Lee - Reconstructing 465 from White River to Fall Creek, Binford Boulevard, and the main interchange I-69 interchange up to 86<sup>th</sup> Street. But the overall to improve safety and reduce the collisions that have been occurring in the corridor.

#### Project Area

Overall project area has been broken up into two separate project areas. I-465 from White River to the west down to the Fall Creek area, I-69/Binford Boulevard from south of 75<sup>th</sup> Street up into the main interchange, and I-69 up to 86<sup>th</sup> Street.

#### Two Contracts for Clear Path 465

One challenge will be the overlap of both contracts 1 and 2 in the years of 2023 and 2024.

- Contract 1: I-465 from White River to Fall Creek except I-69 interchange.
  - Contract 1 was started this year and is anticipated to finish in the middle of 2024.
- Contract 2: I-69/Binford Boulevard including 82<sup>nd</sup> Street, 7<sup>th</sup> Street and I-465.
  - Most of Contract 2 will be completed by the end of 2025 with some work in early 2026.

### **Contract #1 Project Status Update**

- Rebuild and add lanes to I-465
- Widen I-465 bridge over 71<sup>st</sup> Street
  - 71<sup>st</sup> Street is currently closed so the contractor can widen I-465, regrade, and physically lower 71<sup>st</sup> Street and the multi-use trail underneath.
- Realign Castleton Road
- I-465 ramp connections at Allisonville Road
- Thin bridge deck overlay on Allisonville Road over I-465

### **Contract #1 Project Team**

INDOT, Parsons, E&B Paving, Reith-Riley, GradeX

### **Ramp Closures (Long Term)**

- Allisonville Road on-ramp to eastbound I-465
- Northbound Binford Blvd. on-ramp (loop ramp) to westbound I-465
- 56th Street/Shadeland Avenue on-ramp to northbound I-465
  - Shadeland Avenue access will be maintained

### **Short-Term Closure**

#### **Allisonville Road bridge over I-465**

- One-time closure, currently planned on June 26th from 9 pm Sunday to 6 am Friday
- 60, 14, and 3-day advance notice
- Parsons will be doing outreach to major businesses around the Castleton area after Memorial Day.

### **Long-Term Closure**

#### **East 71<sup>st</sup> St. and Trail**

- Road and Trail closed on March 28 Trail and re-opened on May 2nd
- Trail may close a total of 365 days/1 year (Open by August 2024)
- Still working through the closure and the contractors means and methods in order to limit the number of days closed
- One week notice for trail and four weeks' notice for the road

Austin Gible: What are the detour plans for the trail? Will there be a traffic-separated detour for bicyclists and pedestrians?

Alex Lee: Still working with the contractor for the means and methods, still don't have a final answer. Trail is still closed for pedestrian safety but we are still working through this.

## Temporary Ramp

### SB I-69 to WB I-465 Ramp

This is a temporary ramp from southbound I-69 to westbound I-465. The temporary ramp is almost complete. The contractors want to switch traffic during the next phase change. The communications team will be handling the messaging for the traffic switch because it is a major Interstate to Interstate switch.

- New SB I-69 to WB I-465 ramp is over existing
- No Suitable Detour
- Temporary 2-Lane System Ramp in-lieu of Part-Width Construction
- New SB I-69 Traffic Pattern

Katherine Smutzer: Is the temporary ramp going to be completely open in that gore area for people? Will there be advanced notice, warning, and space for folks?

Alex Lee: I don't have the detailed plans of what the signs are, but we can get that to you.

## Long-Term Closures

### Northbound Binford Blvd. on-ramp (loop ramp) to westbound I-465

- The contractor has to widen the footprint of the bridge structure
- Four weeks notice
- Expected to extend beyond end of Contract 1 (late 2023) into Contract 2

### 56<sup>th</sup> Street/Shadeland Avenue on-ramp to northbound I-465

- Contractor may close up to 29 months/2.5 years
- Four weeks notice
- Northbound I-465 exit ramp to 56th Street and Shadeland Avenue remains open
- 56th Street access to northbound Shadeland Avenue remains open

### EB I-465 On-Ramp from Allisonville Road Closure

The contractor did a lane switch last weekend and there are now two through movements through the interchange. Now it's a dedicated Binford Boulevard to I-69 northbound movement.

- Continuous 24/7 Closure
- Emergency vehicle access will be maintained
- Closure starting on or after March 15, 2022
- Must be open by August 5, 2024
- 28-Day Advance Notice Required

Catherine Kostyn: Will you share this presentation?

Mark: Yes, the presentation will be sent out today or tomorrow.

### **Traffic Pattern Change**

#### **SB I-69 On-Ramp from 82<sup>nd</sup> Street Closure during Allowable I-69 Traffic Pattern Change Hours**

- Complete Closure is allowed
- Shall maintain emergency vehicle access
- 14-Day Advance Notice Required

### **I-465 MOT Phase Changes**

#### **Closure of NB I-465 on-ramp from Pendleton Pike during allowable I-465 phase change hours**

- Complete Closure is allowed
- Shall maintain emergency vehicle access
- 7-Day Advance Notice Required
- Up to 8 occurrences (weekends)

### **I-465 Phase Changes**

#### **Keystone Avenue on-ramps to eastbound I-465**

- Closed up to 8 weekends
- One week notice

#### **Contra-Flow Lane Design**

- Maintain existing number of lanes
- Move left lane of NB/WB I-465 across median
- 11-ft lane, 7-ft shoulder (Wider than Min.)
- No trucks allowed
- No exit to NB I-69 or Allisonville Road

### **Contract #2 TMP (Mark Perron)**

There will be 14 new bridges with a lot of offline work. A lot of the prep work has already been done, you've probably already seen a lot of demo work and site preparation. We've got some utility work that will continue through the summer, into early next year. One of the big goals is to separate Interstate and local traffic. When we start building the initial collector distributor (CD) roads offline, we're going to use those for MOT, but that will eventually carry the local traffic and the separation will occur.

### **Contract #2 Projected Timeline**

- Letting: Late 2022
- Restrictions begin: Early 2023
- Overlaps with Contract 1 in 2023 and part of 2024
- Open to traffic: End of 2025
- Finishing touches: 2026

### **Maintenance of Traffic (Mark Perron)**

The phase one piece is going to be a lot of the offline work of I-69 because we've got the different contractors and the different contracts. The tri-venture under contract #1 is going to have control of 465 until their contract is complete. We can't have two contractors in that same area with overlap work. So that being said when we start the second contract, we're going start farther up the corridor up by I-69. Start building some of the offline CD roads and some of the bridges that we can. The ramps at 82<sup>nd</sup> Street are slated to start early. During phase two, the rest of southbound I-69 will be built. The last group of phases are back in the I-465 area. We will then do the southbound and northbound lanes with the southbound 69 to westbound 465 ramp (proposed ramp). Then the southbound I-69 to Binford Blvd (temporary ramp). Phase four will include the interchange of I-465 and Binford Blvd (loop ramp), reconnect the northbound to westbound as well as the new northbound to northbound ramp. During phase five, work will start for building our main line lanes and then the southbound Binford Blvd. During phase six we're going to start on the westbound and shift 465 offline through the interchange but finish the eastbound 465 to 82<sup>nd</sup> Street Loop ramp. Phase 7 to 8 is where we finish Binford and build the eastbound 465 to northbound 69 ramp.

### **Traffic Diversion – Forecasts during Construction (Craig Moore)**

- Requested Indy MPO to perform regional travel demand model runs
- Model runs for each major MOT Phase by AM and PM peak periods (3-hour)
- Compared MOT Phases to base conditions to get the change in traffic and create these difference plots
- Converted peak-period volumes to peak-hour volumes

### **Northbound Ramps at 82<sup>nd</sup> Street**

#### **MOT Phase 1**

- I-69 NB travel lanes remain open
- Exit from NB Binford Blvd. at 82<sup>nd</sup> St. closed
- Exit from EB/NB I-465 at 82<sup>nd</sup> St. closed
- Construction occurs to the outside
- Emergency Vehicle

#### **MOT Phases 2-6**

- NB I-69 travel lanes remain open
- No Exit from EB I-465/NB Binford Blvd. to 82<sup>nd</sup> St.
- Exit from NB I-465 at 82<sup>nd</sup> St. is open
- 82<sup>nd</sup> Street Entrance Ramp to NB I-69 is opens
- Construction occurs on the inside portion of NB I-69
- Emergency Vehicle Access

## Southbound Ramps at 82<sup>nd</sup> Street

### MOT Phase 1

- SB I-69 travel lanes remain open
- No Exit from SB I-69 to 82nd St.
- No Entrance from 82nd St. to SB I-69
- Off-Line construction occurs to the outside
- Emergency Vehicle Access

Tami Houston: Do you have timings on when and how long each of these phases will last?

Mark: I guess it depends on where we end up sequencing things. Right now, phase one, two, and three are big with a lot of the bridge work. Up 69, I think we've got seven or nine other bridges. The two phases where we build eastbound and westbound 465 are also very big. We don't have final durations on it yet. Those time sets will be developed in conjunction with INDOT and the project team this summer.

### MOT Phase 2

- SB I-69 travel lanes remain open
- Exit from SB I-69 to 82nd St. is open
- Entrance from 82ndSt. to SB I-69 is open but no access to WB I-465 or SB Binford Blvd.
- Off-line construction occurs to the outside
- Emergency Vehicle Access

## I-465/I-69 Interchange Ramp Closures

### MOT Phases 1-8

- NB Binford Blvd. to WB I-465 Loop Ramp (closure continues from Contract #1)
- EB I-465 to SB Binford Blvd. (during summer months)
- Emergency Vehicle Access

## 82<sup>nd</sup> Street Interchange

### MOT Phases 7-8

- Split Ramp at 82nd
- To I-69 SB/ I-465 WB/I-465 SB
- To SB Binford Blvd.

## Other TMP Topics

- 82nd Street Lane Closures (1-lane in each direction) to construct bridges, retaining walls, signals, sidewalk, etc.
- Maintain pedestrian access along 82nd Street on one side (either north side or south side)
- Adjacent Project (DPW, Fishers)

- MOT Phase Changes (Close ramps at 82nd Street / 96th Street / I-465 interchange)
- Binford Blvd. / 75th Street intersection construction – split signal phasing
- Emergency Vehicle Access

#### Q&A:

Jill Palmer: 82nd St pedestrian access one side only - make sure there is a signalized crossing with ped heads at each end of the one side sidewalk closure.

Mark: Those signals are being modified and will be accommodated

Austin Gibble: What kind of coordination has been conducted with IndyGo? Has transit been considered as an MOT management strategy?

Mark: We have been coordinating with INDYGO

Mark: Looking for ways to get emergency vehicles through the intersection during the 20 minute closure. Another idea we are thinking through here. Using these parcels, parcel 7 (Carvana) and parcel 6 (Hotel), as some sort of access for emergency vehicles because emergency vehicle access in this area is very important.

John McGregor: suggest planning to deploy LEOs on local streets to facilitate ambulance traffic from 96th Street (or wherever) to get to Community North when setting beams or doing other essential closures that affect hospital access.

Mark: We have worked on projects located next to hospitals and I think all of those strategies are very important.

John McGregor: Do you think this project would same issue? Wasn't 82<sup>nd</sup> St. during peak times should be avoided at all costs.

Mark: Yeah, it's tight up there but we do have a little space down here that we could use. Those are things I think we're still kind of working through in terms of where those lay down areas happen. That is something too we have to consider with the hospitals. It's going to be a coordinated effort.

Nathan Sheets: Beam deliveries are currently being dictated by trucking schedules on the north split project, which means they are closing local roads during peak times. This is exacerbated by the size of the beams and lack of a suitable lay down area. Do you think this project will run into the same issue? Closing 82nd Street during peak times should be avoided at all cost.

Mark: Agreed, it is tight up there. Those are things we are still working through on where those lay down areas happen, the time they occur, etc. It's going to be a coordinated effort.

Austin Gibble: On 82<sup>nd</sup> Street, what kinds of changes are being made to the exit/entrance ramps for the purpose of pedestrian safety? Strikes with pedestrians in locations with flying rights or wide turning radii are common (We have long-range plans to locate sidewalks or a multi-use path on the north side of 82nd/86th).

Mark: Our plan is to connect that sidewalk on the north side and ultimately there will be sidewalks on both sides. We are still finalizing the signal plans, but there's going to be modifications to both of those signals that



will have pedestrian heads and access. When we channelize that, it minimizes the distance that pedestrians have to go to cross specific movements.

Austin Gibble: What is the proposed clearance height over the Nickel Plate Rail-Trail?

Mark: We designed that for rail traffic initially. We're not doing anything to lower those bridges, it's going to be approximately 23.5 feet of clearance. Nickle Plate just got funded. There will be conversations in the future on how to address. Have had conversations with DPW and Fishers but don't have concrete plan yet

Austin Gibble: Perfect. The NKPT is a railbanking project, so while there's no plans on moving forward with a regional transit line at this time, things could change rapidly over the next few decades. I appreciate you all keeping it to rail clearance standards.

Derek McMichael: I do have concerns with these adjacent areas all being closed. I just want to make sure that all of the areas can't be closed at the same time. I am concerned by some of the staging at this point.

Craig Moore: Might be helpful to put closures and alternative routes to hospital on the hospital website.

Mark: It's a very important part of the overall strategy that we make sure the community knows what's coming and make adjustments accordingly. The PI team has been very active. Messaging is getting out!

Mark: Special provisions will be similar to Contract 1. Want to keep existing number of lanes open. Helps avoid bottlenecks. MOT plan geared around that.

John McGregor: It might be a good time to bring this up: Typically, Traffic Management has had an informal but productive understanding with DPW that Traffic Management's Signal System Engineers may adjust local signal timings as long as we restore them after construction is complete. I'm asking for Nathan Sheets' concurrence for the record.

Mark: that effort in monitoring the local system will be ongoing. Good coordination with INDOT and DPW. Those are areas that we want to monitor while out in the field. Signal timing can be an effective tool.

Nathan Sheets: We will take all the help we can get. Unfortunately reacting late, Shelby and Raymond need help with signals there. We ask for the same process setup.

Mark: I know traffic predictions based on Contract #1. Will be same for Contract #2. We will continue to monitor traffic predictions. When the ramps close, we will reevaluate.

Craig: The model does not account for local movements though.

*The above summary represents our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Cedric Diefenbaugh, at [cedric.diefenbaugh@parsons.com](mailto:cedric.diefenbaugh@parsons.com), within three days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.*