

Indianapolis MPO (IMPO)  
INDOT Meeting Notes for 2010 Long-Range Plan  
Held at Greenfield District Office on March 29, 2010  
1:30 PM to 3:30 PM

In Attendance: Philip Roth, IMPO Assistant Director  
Stephanie Belch, IMPO Principal Planner  
Steve Cunningham, IMPO Principal Planner  
Tom Beck, IMPO Principal Planner  
Steve Smith, INDOT – Manager, Urban and Long Range Planning  
Dwane Myers, INDOT – Greenfield District Planning Director  
Larry Heil, FHWA Planning  
Seema Alvi, INDOT Modeling Section  
Bill Flora, INDOT Urban and Long Range Planning  
Randy Walter, INDOT Urban and Long Range Planning

Steve Smith opened the meeting and introductions were made. Steve noted that INDOT is updating the 2007 Long Range Plan (LRP) in 2010 and extending the planning horizon year from 2030 to 2035. Steve also noted this update of the LRP will not be project specific beyond 2020, but instead will be needs oriented after 2020. The target for adopting the LRP update is July 2010.

The meeting's purposes were noted:

1. Share the results from the statewide modeling process for 2020 and 2035 traffic projections for the Indianapolis MPO (IMPO) area and offer the opportunity to identify any anomalies the MPO staff may detect, including number of lanes and level of service projections.
2. Review the Major Moves information for projects in the IMPO area presented on the INDOT website, including the most recent November 2009 update for the projects.
3. Discuss any long range projected needs the MPO has identified.

There was a general discussion of how to treat funding issues and needs related to specific projects. Smaller amounts of funding will be available to INDOT, especially after the next couple of years. Steve Smith noted there may be some priority corridors identified such as the Illiana Freeway or I-69 with special innovative funding, but INDOT needs to have funds available for maintenance, pavement preservation, safety, etc. Funding will be limited in the future for expansion projects. He noted that innovative financing is subject to study.

Seema Alvi discussed the 2020 and 2035 Congestion Maps and noted that Roy Nunnally will be updating them based on comments already received from INDOT Planning Staff. In reply to questions from the MPO, Seema noted that 2006 count data were used for the modeling. Socio-economic data came from Woods and Pool, REMI and a review of socio-economic forecasts for the Indianapolis area. Benardin, Lochmueller and Associates is doing work on the model at this time. A no-build option is the basis for the modeling.

A review of the Major Moves Projects in the Indianapolis MPO area followed next, including these projects:

I-70 (Corridor 292) in Marion and Hancock Counties from near Post Road to SR 9 – The project will include pavement replacement and added travel lanes through Mt Comfort Road. It appears that the added lanes east of Mt Comfort Road to SR 9 will be delayed beyond 2020 for fiscal reasons.

US 52 / Brookville Road (Corridor 266) in Marion and Hancock Counties from west of the Marion/Hancock Co Line to Hancock County Road 500 W is now shown with a current completion date of 2021. The fact sheet shows it as a four lane divided highway.

I-65 (Corridor 10) in Boone County from I-865 to US 52 will add an additional lane to the existing facility, and it now appears to be a phased project with the southern part already under construction.

US 421 (Corridor 254) in Boone County from SR 334 to north of CR 300S is now shown beyond 2020 with a completion date to be determined.

US 31 (Corridor 228) from I-465 to 216<sup>th</sup> Street in Hamilton County has a completion date in 2018. The project will be a freeway upgrade with 9 new interchanges and 3-5 added lanes with limited access right-of-way. There may be a delay in the additional lanes north of Westfield for fiscal reasons.

SR 32 (Corridor 120) from Westfield to Noblesville in Hamilton County is now shown beyond 2020 with a completion date to be determined.

I-465 and I-69 (Corridor 2) in Hamilton and Marion Counties from 0.35 mile E of US 31 to just N of Fall Creek Road and I-69 from I-465 to 96<sup>th</sup> Street is partly under construction and shows a completion date of 2017. Once it is complete I-465 will have four through lanes in each direction plus a continuous auxiliary lane for exiting and entering the Interstate. I-69 will feature four lanes in each direction plus three collector/distributor lanes from I-465 to north of 82<sup>nd</sup> Street. I-465 interchanges at Keystone Ave, Allisonville Rd, I-465/I-69/Binford Blvd and the interchange at I-69 and 82<sup>nd</sup> Street will be redesigned and constructed as part of this project.

I-69 in the Fishers area (Corridor 22) from 0.5 mile S of 96<sup>th</sup> Street to 1.5 miles N of the 116<sup>th</sup> Street interchange is complete (2009) with an added travel lane to northbound I-69 and westbound to southbound dual left movements at 116<sup>th</sup> Street with the extension of SR 37 southward to 116<sup>th</sup> Street.

I-465 (Corridor 1) on the west side of Indianapolis from I-70 to I-65 is under construction and planned for completion in 2012. This corridor will include added lanes, interchange modifications and noise walls. The project will upgrade a forty plus year old facility to current standards while adding capacity and improving interchange function.

I-465 / SR 37 interchange modification (Corridor 4) on the south side of Indianapolis is planned for completion in 2011. This project will include pavement replacement on SR 37 with ramp and lane reconfiguration and signal modernization to improve movement of the significant commercial and tractor trailer traffic at this interchange.

SR 135 (Corridor 62) in Johnson County from Whiteland Road (CR 500 N) to Curry Road (CR 850) is planned for completion in 2020. Phase One is a 1.9 mile project to add a travel lane in each direction from Stones Crossing Road (CR 700N) to Curry Road. The road will change from two lanes to a five lane curbed section, matching the roadway north of Curry Road. Phase Two is a 2.03mile project to add a travel lane in each direction and change from two lanes to a five lane curbed section matching the section north of Stones Crossing Road.

I-65 (Corridor 16) in Marion and Johnson Counties is currently planned for completion in 2016. This project will add travel lanes from I-465 to Whiteland Road and improve the interchanges at Southport Road, County Line Road, Main Street and Whiteland Road.

I-69 (Corridor 294) from Evansville to Indianapolis currently does not have a firm completion date. This project will be a new freeway between the two cities.

SR 144 (Corridor 67) in the Mooresville area of Morgan County was completed in 2008. This project ran  $\frac{3}{4}$  mile from SR 67 to Johnson Road (CR 400 E). Its purpose was to improve turning movements at the SR 144 intersections with Rooker and Johnson Roads and included a new 14 foot wide median and replacement of existing pavement on SR 144. Drainage was also improved as part of this project.

SR 39 (Corridor 138) Martinsville Bypass in Morgan County is planned for completion in 2020. The project will go from SR 37 to SR 67 / SR 39 and involves replacement of the bridge over White River and added lanes on SR 39. The bridge will be replaced as an earlier project and additional travel lanes added to improve the roadway level of service. Phase II of the project will involve added lanes for the SR 39 roadway. Alternate alignments for the additional lanes on SR 39 are being considered with an Engineer's Report to be distributed in October 2010.

I-74 and Ronald Reagan Parkway (Corridor 30) in Hendricks County was completed in 2008. The project is located 2.8 miles E of SR 267 and involved construction of a new interchange with I-74 and the Ronald Reagan Parkway formerly known as the North – South Corridor.

US 36 (Corridor 241) from I-465 west in Marion County toward Avon is currently shown beyond 2020 with a completion date to be determined. The project is anticipated to change the current five lane section with a center turn lane to a six lane highway with a median barrier. The project would eliminate the turn lane and shoulders and will relieve congestion and reduce accidents.

The MPO raised questions about the following issues:

1. Is the widening of 75<sup>th</sup> Street and its bridge over I-465 still planned as part of the Corridor 2 projects, and what is the southern/eastern terminus for Corridor 2?
2. Does Corridor 16 at the interchange of I-65 and I-465 include added lanes or is it a pavement replacement project?
3. What is the status of SR 32 (Corridor 120) in Hamilton County?

It was noted that answers should be available by July based on revised project scopes and fiscal realities. The MPO also wanted to know what are the projects beyond 2020, and Steve Smith reiterated that the plan beyond 2020 will not be project specific but needs oriented.

Concerning future needs, the 2006-2030 map and projects from the 2007 LRP update were reviewed. The MPO noted the following needs:

1. The downtown inner-loop for the long term due to issues of the weaving and lane changes required, including the I-65 and I-70 shifts plus the Washington Street interchange ramps.
2. The potential need for additional lanes on I-70 (recently rebuilt) from the north split of the inner-loop to I-465.
3. The likely need for pavement replacement on I-65 south from the south split of the inner-loop to I-465.

In addition, the MPO noted the issue of diverting funds from some road projects to transit will come up at some time before the end of 2010. In response, INDOT noted that some projects on the list identified for possible diversion are tenuous, such as US 52 in Marion and Hancock Counties, SR 32 in Hamilton County, the Perimeter Parkway in Plainfield, SR 67 from Thompson Rd to I-465 and I-65 south of the MPA.

Further, the MPO suggested we need to identify a process to evaluate the need for projects that could free up funds for transit. Pressure for this may come from others outside the MPO and INDOT.

In response, it was noted that recently formed Asset Management Groups may provide a forum for evaluating highway needs and potential projects which could be deferred. These groups are part of a performance driven process.

The meeting was adjourned at about 3:30 PM.