



# CLEAR PATH 465

## Clear Path 465: Preferred Alternative C Modified

### I-465 Re-Alignment

- Re-align I-465 to the north through the I-69 interchange
- Four I-465 mainline travel lanes in each direction
- Auxiliary and ramp lanes added as needed



### EB I-465 Exits

- New 2-lane ramp from EB I-465 to NB I-69
- Ramp from the EB to NB ramp to SB Binford Blvd.
- EB I-465 to 82nd St. via loop ramp and C/D

C/D = Collector-Distributor (Auxiliary lanes separated from the freeway mainline.)



### NB I-465 to NB I-69

- Three NB I-465 to NB I-69 ramp lanes
- Slip ramp from NB to NB ramp to 82nd Street via C/D
- This ramp becomes part of I-69 route



## Project Schedule

- Environmental Assessment (EA) released for Public Involvement – September 23, 2020
- Virtual Public Information Meeting – October 13, 2020
- In-Person Public Hearing – October 14, 2020
- Comment Period Ends October 29, 2020**
- Finding of No Significant Impact (FONSI) – Late 2020/Early 2021
- Contract awarded – Anticipated Fall 2021
- Construction begins – Anticipated Spring 2022
- Completion of all activities – Anticipated Late 2025

## Preliminary Maintenance of Traffic (MOT)

- I-465 realigned to north through the I-69 interchange to allow for off-line construction.
- Interstate to interstate system movements at the I-465/I-69 interchange will primarily remain open.
- Service interchange ramp closures will be required.
- MOT will require several phases; majority of the work is anticipated to be completed in the first three years.

# Clear Path 465: Preferred Alternative C Modified continued...

## NB Binford Boulevard

- Three NB Binford lanes at 75th St.
- Two NB Binford lanes to NB I-69
- One NB Binford lane to WB I-465 loop ramp/82nd St. via C/D



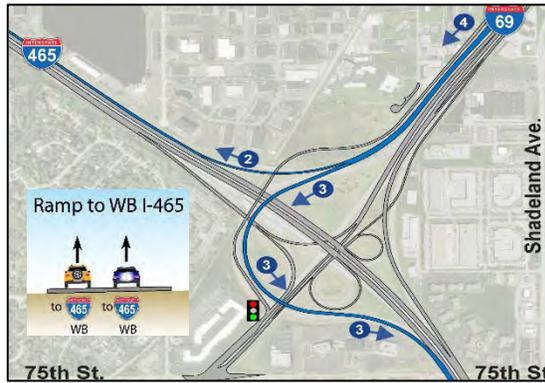
## 82nd St. Ramps to I-465/Binford Blvd

- One right hand exit for all traffic from SB I-69 to 82nd St. / Binford Blvd.
- SB 82nd St. on-ramp splits into 2 directions
  - SB I-69 to I-465
  - SB Binford Blvd. C/D
- Eliminates the weave from SB 82nd St. to Binford Blvd. (crossing SB I-69 traffic)



## SB I-69

- Remove left-hand exit to Binford Blvd.
- Three ramp lanes to SB I-465 which becomes part of I-69 route
- Two ramp lanes to WB I-465



## SB Binford Boulevard C/D

- All SB Binford Blvd. traffic exits I-69 north of 82nd St.
- SB Binford Blvd. C/D road is relocated to the outside of the interchange
- Speed is reduced as traffic approaches signal



## Glossary

NB = Northbound; EB = Eastbound  
 SB = Southbound; WB = Westbound  
 C/D = Collector-Distributor (Auxiliary lanes separated from the freeway mainline.)

## Legend

Blue, numbered icons on the figures correlate to the number of travel and/or auxiliary lanes proposed at the location.

① = 1 lane   ② = 2 lanes   ③ = 3 lanes  
 ④ = 4 lanes   ⑤ = 5 lanes   ⑥ = 6 lanes

## Impact Summary

- 14.076 acres of permanent right-of-way
- 4.222 acres of temporary right-of-way
- A total of seven buildings will be acquired and demolished.
- Four businesses will be relocated.
- 9,716 linear feet of streams
- 6.090 acres of wetlands
- 20.49 acres of tree trimming or removal
  - 8.99 acres of "suitable summer habitat" for federally protected bats

## Public Trails

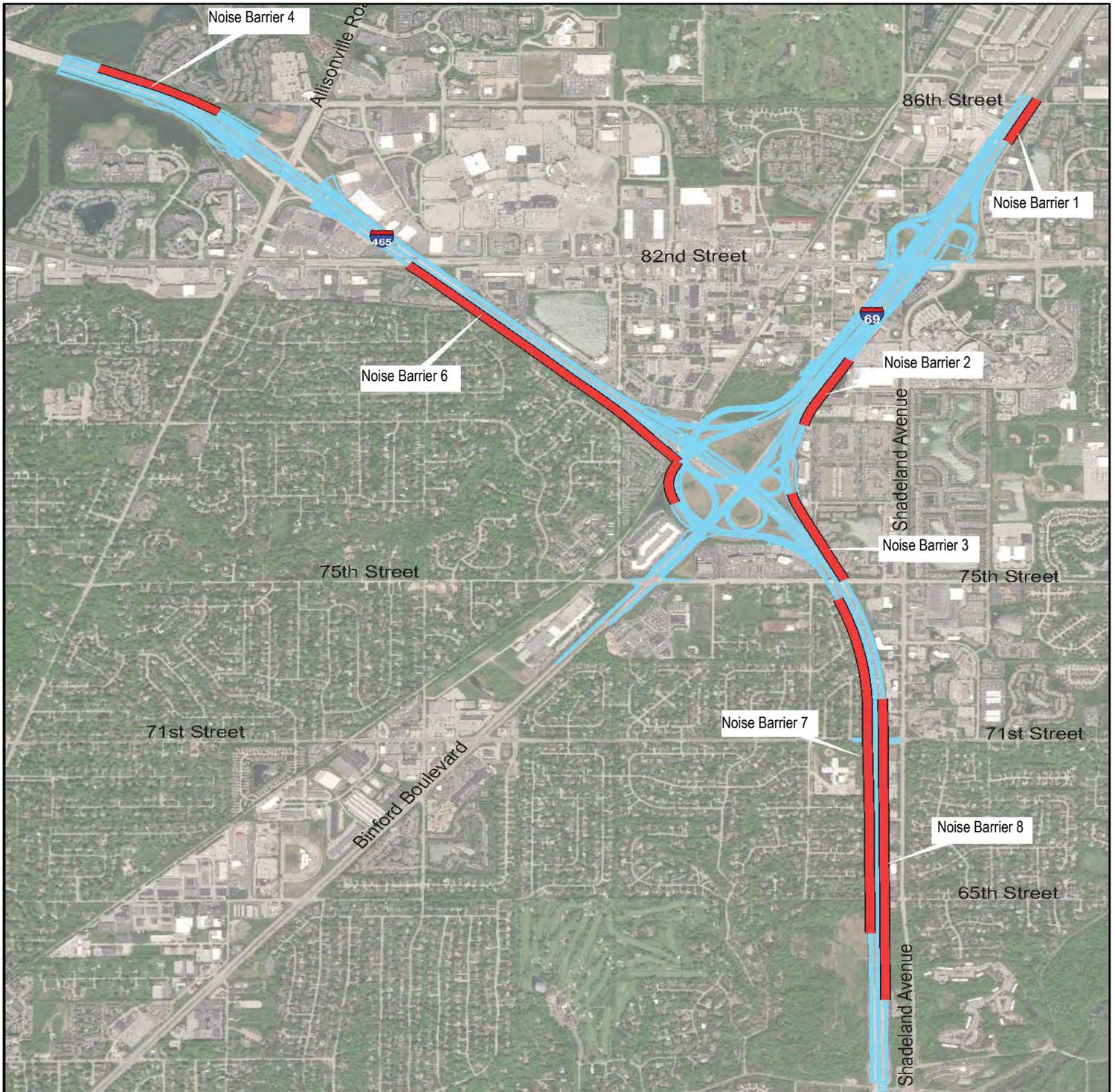
### East 71st Street Multi-Use Trail

- 71st Street will be lowered by appx. 3 feet, and a barrier will be added to separate the trail from traffic.
- The project will result in a temporary closure of both the street and trail for up to one year.
- Temporary scaffolding will be used to allow for the trail to remain open during construction as much as possible.

### Proposed Nickel Plate Trail

- INDOT is working with the City of Indianapolis, who is planning a rails-to-trails project that parallels I-69 to the west.
- The trail is currently under development in Hamilton County as a 10-foot wide asphalt path.

## Noise Barriers Considered Feasible and Reasonable



**█** = Feasible and Cost-Effective Noise Barriers

A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the final design and public involvement process.

Noise Barrier	Location	Length (Feet)
1	East side of I-69, north of 82 <sup>nd</sup> Street	800
2	East side of I-69, south of 82 <sup>nd</sup> Street	350
3	North of 75 <sup>th</sup> St. along NB I-465 to I-69 NB ramp	1,231
4	North side of I-465, west of Allisonville Road	2,000
6	South side of I-465, east of Allisonville Road	5,231
7	West side of I-465, south of 75 <sup>th</sup> Street	5,500
8	East side of I-465, near East 71 <sup>st</sup> Street	4,900

# Public Involvement



Clear Path 465 Public Open House, August 23, 2017

- Three Community Action Committee (CAC) Meetings: August 16, 2017, May 9, 2018, and October 8, 2020
- Public Open House: Heritage Christian School: August 23, 2017
- Kitchen Table Meetings with landowners and businesses who may be impacted by right-of-way acquisition: September 24, 2018 to May 1, 2019
- Noise Meetings at Heritage Christian School: December 17, 2018 and August 7, 2019
- Cultural resources (Section 106) consulting party meetings: December 19, 2018 and December 4, 2019

# Public Feedback

All written and verbal comments submitted prior to, during, and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in a subsequent environmental documentation. Comments may be submitted prior to the public hearing and within the comment period in the following ways:

1. Clear Path 465 Project website - [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm)
2. Clear Path 465 email address - [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov)
3. Parsons Office – Parsons, Attention Dan Miller, 101 W Ohio Street, Suite 2121, Indianapolis, IN 46204
4. INDOT Toll Free Number: 855-INDOT4U (463-6848) (Please mention Clear Path 465)



The public comment period for the EA began on September 30, 2020 and will end on October 29, 2020. INDOT respectfully requests comments be submitted utilizing the options noted above by **October 29, 2020.**