



Level Up 31 – Public Meeting Presentation Transcript

[SLIDE 1]

(Speaker: Karl Krukenberg, PE - Consultant Project Manager)

Thank you for coming to the meeting today for the Level Up 31 project. We are glad you're here and appreciate your involvement in this public information meeting.

[SLIDE2]

First, I'd like to introduce you to the project team.

[SLIDE 3]

The INDOT project manager is Jonathan Wallace. I am Karl Krukenberg, the consultant project manager. We also have Rusty Holt, the deputy project manager and traffic lead on the project. Leah Boits is here as our environmental services lead.

[SLIDE 4]

At the meeting today, we will tell you:

- 1) about the project
- 2) the proposed improvements
- 3) project timeline and
- 4) next steps
- 5) We will also let you know how to stay informed as the project progresses through design and later construction
- 6) Lastly, we will transition to an open house format where you can visit our project boards and talk to team members with your questions about the project.



Leah will be sharing with us about the project. Rusty will talk us through the proposed improvements, and I'll close it out with the next steps and how to stay informed.

[Slide 5]

Leah, take it away

[SLIDE 6]

(Speaker: Leah Boits - Environmental Services Lead)

Level Up 31 is an interchange modification project aimed to add capacity and increase efficiency at the I-465 and US 31 interchange, located north of Indianapolis. The project will alleviate congestion along the I-465 to northbound US 31 ramps, which will improve motorist safety while also supporting economic growth in the area.

[SLIDE 7]

If you're thinking this project sounds familiar, you're absolutely right. In October 2022 the addition of the Level Up 31 project limits to the I-465 Northwest project was presented at a public information meeting. At that time, it was determined that the I-465 Northwest project could not meet INDOT standards without also improving congestion and the level of service, which is to say how freely traffic is flowing within the I-465 and US 31 interchange.

Since the 2022 public information meeting, additional analyses have been conducted evaluating the existing conditions of the I-465 and US 31 interchange. Heavy congestion has resulted in low levels of service, with significant queuing occurring along both eastbound and westbound I-465 to northbound US 31 ramps, extending all the way to the I-465 mainline.



These issues are current, and when factored in with the continued economic development and growth expected in the area, traffic conditions will continue to worsen if no work is completed on the existing interchange. Therefore, in March 2024 INDOT and the Federal Highway Administration determined that the Level Up 31 project area would be separated from the I-465 Northwest project. The proposed modification to this interchange is needed now and is not reliant on any work occurring along the I-465 mainline to meet the project purpose and need.

[SLIDE 8]

Level Up 31 is located between two other major projects along the I-465 corridor; construction for this project is anticipated to begin in late 2025 with improvements open to traffic by the end of 2027.

Level Up 31 focuses on ramp improvements within the I-465 and US 31 interchange, which are anticipated to receive more traffic as the Clear Path I-465 and I-465 Northwest projects are completed.

[SLIDE 9]

The Level Up 31 project limits begin north of 96th Street at the I-465 and US 31 interchange extending north along US 31 to the 116th Street bridges.

The limits also extend approximately 4,200 feet along eastbound and westbound I-465, which is the minimum amount of distance required to tie the Level Up 31 project into the existing I-465 mainline. As depicted on the map there are two bump outs to the project limits along US 31 north of 106th Street. These areas are being considered for potential retention areas required for the proposed Level Up 31 project.



[SLIDE 10]

Level Up 31 aims to resolve two primary needs — poor traffic operations and safety concerns. As previously mentioned, the level of service is a measure of how freely traffic flows. Currently the I-465 and US 31 interchange is operating at substandard levels of service, with excessive queuing occurring along the eastbound I-465 to northbound US 31 ramp, and the westbound I-465 to northbound US 31 ramp.

Future traffic conditions model depict even more queuing and congestion within this interchange if no work is complete.

[SLIDE 11]

Currently, a high volume of crashes occurs within the existing I-465 and US 31 interchange, particularly during morning and evening rush hours.

The red and yellow areas shown on the map depict the locations of the highest frequency of crashes within the interchange and along the ramps leading traffic from I-465 to US 31.

Traffic modeling, which takes into account the anticipated economic growth and development occurring in the surrounding areas, forecasts an increase in severe crashes within the I-465 and US 31 interchange, if no work is completed.

Now I'll hand the presentation over to Rusty, who will discuss traffic operations.

[SLIDE 12]

(Speaker: Rusty Holt - Deputy Project Manager & Traffic Lead)



Thanks, Leah. To help explain why traffic operations are a concern today, I want to provide a little context around traffic volumes; on this table and chart we're displaying in blue the previous projects forecast traffic volumes, which were about 64,000 to 93,000 vehicles per day. The current 2023 traffic volume is shown with a purple dot showing that the current volumes are ahead of the projected traffic forecast, and then updated traffic forecasts are shown in the green/blue color, with a larger vision upwards in projected traffic volumes along the corridor.

[SLIDE 13]

The reason for the increase in projected traffic volumes is due to higher growth than anticipated. We've seen more than 30,000 new residents just in Carmel and Westfield since the project was constructed to its current configuration, with up to 60% growth in the population of Westfield, which has been one of the fastest growing communities in Indiana for the past several years.

Our current traffic forecast better anticipates the future growth of the area along the corridor and points further north in Hamilton County. We're also anticipating some level of diversion where current drivers may bypass the interchange or choose another route during peak periods of congestion. But ultimately, we'll return to using US 31 in the future, once the bottlenecks are cleared.

[SLIDE 14]

And now we'll provide an overview of the proposed improvements as we are progressing through the design.

The main point of queuing is due to the eastbound and westbound ramps to northbound US 31 having a single lane, then combining and adding an exit to 106th Street. In the proposed improvements, each



ramp from I-465 to northbound US 31 will be widened to include a second lane.

Additionally, the access to 106th Street will be revised. I'll touch on this more in the next slides. Finally, for southbound traffic, the lane to exit to I-465 tends to queue during morning rush hour; additional southbound lanes between the 116th and 106th Street interchanges will help smooth the flow of traffic heading southbound towards the I-465 ramps.

[SLIDE 15]

As I mentioned on the last slide, the access to 106th Street will be modified in the proposed project. This graphic shows that instead of taking the ramp from eastbound I-465 to northbound US 31, traffic heading to 106th Street will use the Meridian Street exit and turn left on newly constructed lanes, then use the current exit configuration to 106th Street under the I-465 ramps.

[SLIDE 16]

Similarly westbound I-465 traffic headed to 106th Street would use the Meridian Street exit instead of northbound US 31 and then turn right in newly constructed lanes and used a current exit configuration 106th Street under the I-465 ramps.

[Slide 17]

And now I'll turn it back to Karl so he can talk through the project timeline and next steps.

[SLIDE 18]

(Speaker: Karl Krukenberg, PE - Consultant Project Manager)

Thanks Rusty.



For the project timeline it kicked off back in 2022 with the initial need arising from the traffic analysis for the project; as was discussed earlier, we progressed through as a part an extension of that I-465 Northwest project, which we have since separated from, and are advancing on our own timeline now as a standalone project. We submitted Stage 1 plans, performed a preliminary field check, and are proceeding now through final design, and will plan to begin construction as early as summer of 2025 — all of that is contingent on the Environmental Document approval, which would precede the start of construction, and a public hearing would be a part of that process as well.

[SLIDE 19]

As far as next steps, for tonight...

[SLIDE 20]

We would love to hear from you. Your comments are very important to us, and you can complete a comment card tonight and leave it here with the team. You may also reach us through the website or mail the comment card to the address on the slide.

Please submit your comments by October 10.

[SLIDE 21]

For future public involvement we do anticipate holding a public hearing in early 2025 so please be on the lookout for that information of when that meeting will be, and at that public hearing, we will have a draft Environmental Document available for review ahead of time. It will be posted on our website. And this will go through the evaluation of potential alternatives and also explain the preferred alternative in design. It will help to calculate the anticipated impacts of the



alternative.

[SLIDE 22]

So if you're curious how to stay informed, we have many ways that you can reach us.

[SLIDE 23]

We have a project website. You can find us on Facebook and X, formerly known as Twitter.

[SLIDE 24]

If you have questions and comments, especially during construction, Indot4U is a great resource that will get you in touch directly with the project team.

[SLIDE 25]

Thank you for joining us today. We really appreciate your involvement and your input, and as we transition out of this presentation, there will be an open house time where you can see project boards with images and have conversations with project team members and ask questions, and we'd be happy to answer them.