



FROM: MARCH 2008

Interstate ramp project imminent

AFTER A SETBACK LAST FALL, THE PROJECT to remove the Market Street interstate ramp and replace it with ramps on Washington Street is back on track. Construction is set to begin on an “any day now” basis, officials of the Department of Public Works said in mid-February.

After utility relocation is completed, the first phase of the project will be construction of the southbound entrance ramp, followed by the northbound entrance ramp. Both of those phases should be completed this summer.

The existing Market Street ramp will be removed in late fall of 2008 or early spring 2009. The entire project should be complete by fall of 2009.

Utility relocation was scheduled to begin last fall, but was delayed when the first round of bids came in above budget. A subsequent second round was successful, putting the project back on track. The bulk of the \$20 million project is being financed by the federal government, with the City of Indianapolis providing \$2 million of that total.

At press time, city officials were finalizing plans for a public meeting to bring neighborhood stakeholders up to date on the project. That meeting was targeted for late-February.

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From May 2007, our report on the project, including a map and architect’s drawings of the new streetscape



▲ The Cole-Noble landscape will change significantly when the two-block-long Market Street ramp is removed.

FROM: MAY 2007

Ramp project to dramatically change traffic flow



NOTE: The timetable featured in this story is obsolete. Please refer to the schedule in the March 2008 story on page one of this package.

◀ This illustration from American Structurepoint looks down the new-and-improved Market Street westward from College Avenue, contrasted with the current streetscape with the Market Street on-ramp to southbound Interstate 65. The illustration presumes construction on the former Market Square Arena site.

THE PENDING REMOVAL OF THE MUCH-maligned “ski ramp” has been the focal point of the rapidly approaching project to relocate the Market Street and Ohio Street interstate ramps.

But perhaps of far greater importance to Downtown residents is the new traffic patterns which will be in place after the project is complete in the Fall of 2008 – most notably the fact that Market Street will emerge as a two-way street from Monument Circle all the way east to Highland Street.

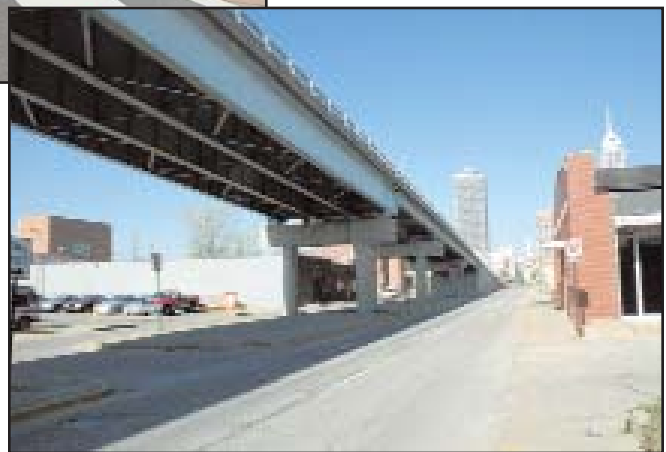
The change will, for the first time in over four decades, allow motorists and pedestrians to travel Market

Street eastbound from Downtown to the Holy Cross and other near-Eastside neighborhoods.

City officials believe the project will boost the redevelopment efforts of the two city blocks opened up by the 2001 demolition of Market Square Arena, and also stimulate additional revitalization and reinvestment in the surrounding area.

The revamped Market Street, in fact, is a major impetus of the \$20 million project scheduled to begin this fall with construction of a new southbound on-ramp at Washington and Davidson streets.

The opening up of Market Street – including “gateway” amenities to help welcome people to Downtown – is not the



▲ The stretch of Market Street as it appears now.

only significant change involving city streets. Others include:

- The reopening of Davidson Street between Washington and Market streets, allowing people a southbound route to the new interstate ramp.

- The reopening of Pine Street between Market and Washington streets, allowing traffic coming off northbound Interstate 65 a direct route to Market Street (a one-way stretch), and a two-way stretch north to Ohio Street.

The I/65-70 off-ramp will have five lanes: two for left turns onto westbound Washington Street, a middle lane for left turns or straight north on Pine Street, and two for right



Illustration by American Structurepoint

turns on to eastbound Washington Street.

Those increased options, officials believe, will result in that off-ramp being used much more than the current off-ramp which opens only to Market Street and prevents through traffic on that artery.

□ Southeastern Avenue, which begins at Washington Street immediately east of Hardee's Restaurant, will be relocated slightly eastward, to provide more separation between traffic lights at the off-ramp and Southeastern Avenue. The move will also compensate Hardee's for land being taken for the new five-lane off-ramp.

The new Washington-Southeastern interchange will align with Cruse Street, a north-south street a block east of the re-established Pine Street.

□ The Fletcher Avenue off-ramp from southbound I-65 will be widened to two lanes to allow for an expected increase in usage.

□ The Ohio Street on-ramp, which begins east of the interstates, will be removed.

New traffic signals will be placed at the new Washington

Street on- and off-ramps, as well as at Pine and Market streets, College Avenue and Market Street, College Avenue and East Street, and at the Southeastern-Washington intersection.

Market Street will be reconstructed from east to Cruse Street, including a left-turn lane, and will re-striped two-way from Cruse Street to Highland Avenue.

Construction is expected to begin this fall, assuming the final stages of land acquisition go as expected. Phase 1 includes the closing of the Ohio Street on-ramp and construction of a new southbound on-ramp. That phase is expected to be complete in the spring of 2008, along with construction of the northbound off-ramp. Removal of the Market Street ramp is scheduled for the spring and summer of 2008.

Another element of the project is the rehabilitation of existing brick sewers under Washington and Market streets.

The project will result in lane closings, but city officials do not expect any complete street closures except for Market Street east of College Avenue, which will be closed from

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March to June 2008. City officials are working with businesses facing Market Street to insure constant access.

City officials are also working with consultants to develop a “theme/identity” for the revitalized stretch of Market Street, which will feature improved landscaping, street lighting and parking configurations.

The railroad bridge over Market Street will also be improved with pedestrian lighting and a perforated screen to shield the train traffic from the streetscape. A plan to add decorative canopies to the overpass was scrapped due to budget restrictions.

The project is financed primarily by federal funds.



◀ The new streetscape: Looking west toward Downtown on Market Street from Park Avenue.

- Bill Brooks