

**MEMORANDUM:**

To: IndyGo – Matt Duffy, PE, PTOE

From: WSP - Will Tolbert, PE

**RE: IndyGo Blue Line – Maintenance of Traffic and Proposed Road Closure**

Project: IndyGo Blue Line

Date: November 5, 2024 (**DRAFT Version 6**)

The purpose of this memorandum is to communicate the proposed maintenance of traffic plan for Blue Line construction and proposed roadway/street closures. The closures requested in this memorandum were developed to minimize impact on the traveling public and businesses, expedite construction, provide a better finished product, and increase safety of both the traveling public and the construction workers.

Bridge clearances, intersection geometry, and street widths were considered in the selection of proposed detour routes. While no specific truck turning templates were generated, engineering judgement and prior DPW input was applied for route selection for detouring.

Due to the size of the project and different construction impacts across the Blue Line corridor we have separated the project into four design segments as follows:

- Segment 2 – W. Washington Street (Holt Road to White River)
- Segment 3 – W./E. Washington Street (White River to Highland Avenue)
- Segment 4 – E. Washington Street (Highland Avenue to Edmondson Avenue)
- Segment 5 – E. Washington Street (Edmondson Avenue to East Terminus)

The four design segments are depicted in Figure 1 - Blue Line Design Graphic.

The project has been further broken down into twelve construction segments.

- Segment A1 - Holt Road to Rockville Road
- Segment A2 - Rockville Road to Belmont Avenue
- Segment A3 - Belmont Avenue to The White River Bridge
- Segment B1 – The White River Bridge to Alabama Street
- Segment B2 - Alabama Street to Southeastern Avenue
- Segment C1 - Southeastern Avenue to State Avenue
- Segment C2 - State Avenue to Emerson Avenue
- Segment D1 - Emerson Avenue to Ritter Avenue
- Segment D2 - Ritter Avenue to Arlington Avenue

# BLUE LINE

- Segment D3 - Arlington Avenue to Shadeland Avenue
- Segment E - Shadeland Avenue to Post Road
- Segment F – Post Road to Woodlark Drive

The twelve construction segments are depicted in Figure 2 - Construction Segment Map. Maintenance of Traffic phasing descriptions, and details of proposed roadway/street closures for each construction corridor, are discussed. Construction is broken down between Package A (Roadway/Street Construction) and Package B (Bus Station & Bus Pad Construction).

A Summary of Proposed Closures are shown in Table 1 at the end of this memorandum. It summarizes durations of roadway/street closures, closure location/direction, reason for closure, anticipated detour routes, year of anticipated closure, and additional comments.

The DPW Clean Zone Maps and dates, including but not limited to, Indy 500 festival events, Firefighter Convention, Gen Con Convention, JW Marriot Events, and Historic Irvington Halloween Festival, will be accommodated with all roadway/street closures and detours included in this memo as directed in the Volume 1 – PROCUREMENT, CONTRACTING AND GENERAL REQUIREMENTS document.



**Figure 1 - Blue Line Design Graphic**

# BLUE LINE

## BLUE LINE BRT SEGMENT MAP

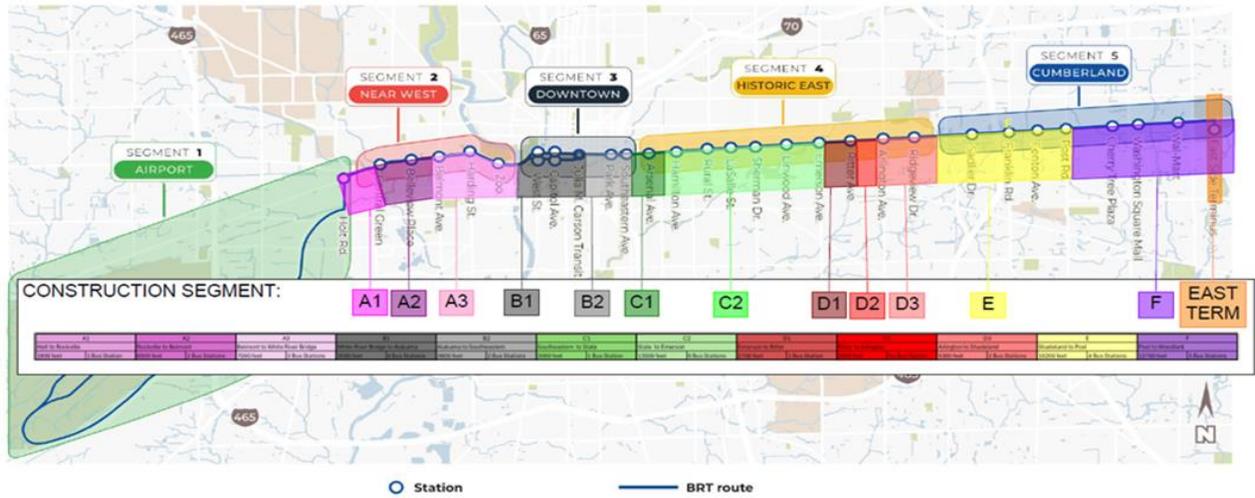
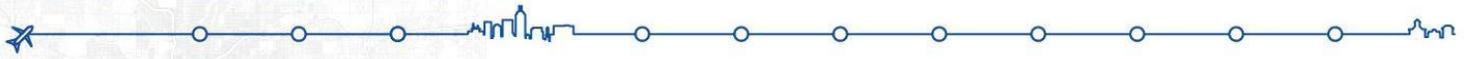


Figure 2 - Construction Segment Map



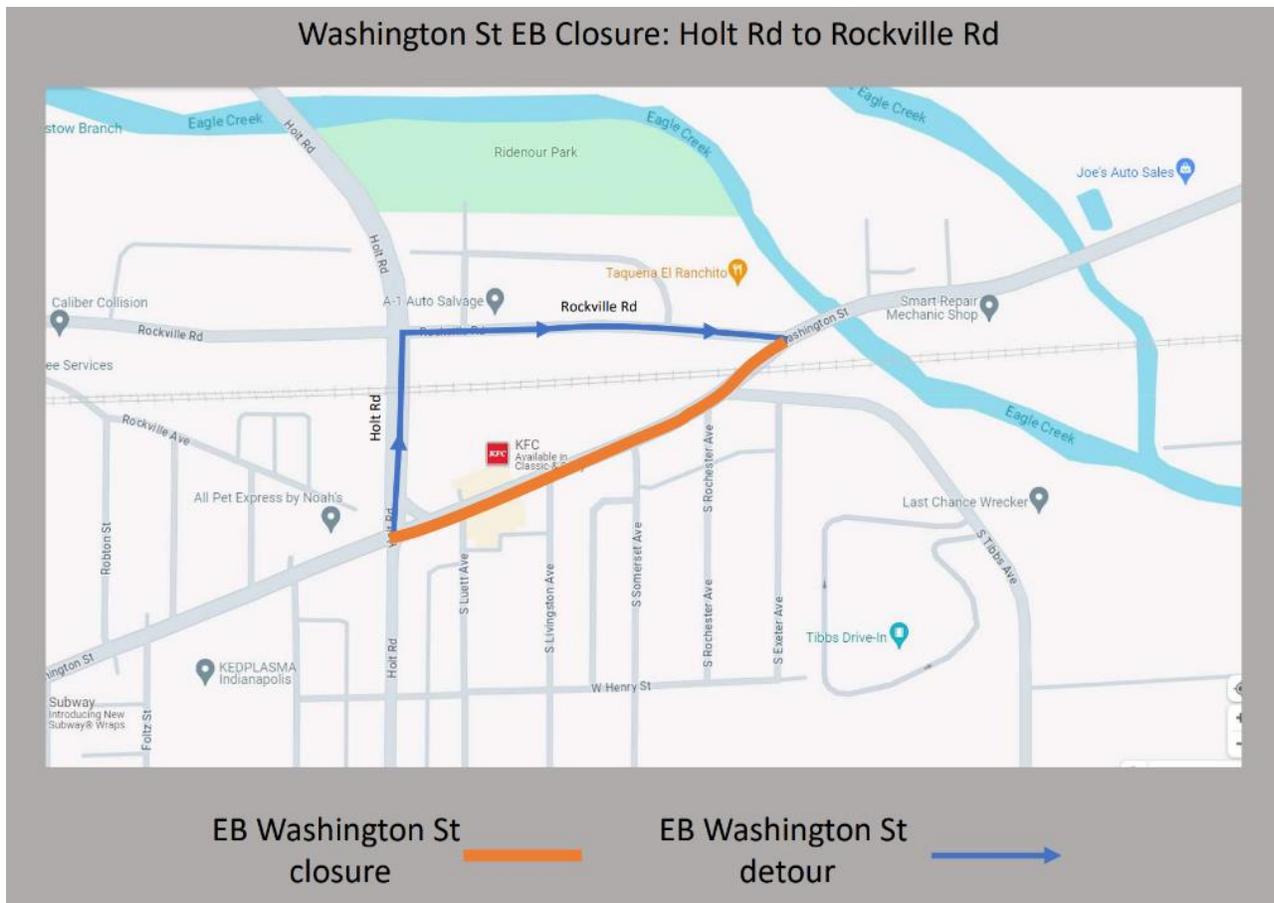
## **Segments A1, A2 & A3 – W. Washington Street (Holt Road to White River)**

### **Sequence of Operations Segment:**

- **Pre-Phase (DPW West Washington project & outfall work) – Storm trunk line installation and Sanitary sewer from Belmont Ave. to Tremont St. (using Detours and standard MOT details)**
- **Phase 1A (Package A) – Construct two lanes of the roadway that are common with the trunk line location. Utilize detour and maintain at least one lane of traffic.**
- **Phase 1B (Package A) – Utilize the newly constructed travel lanes to maintain one lane in each direction. Construct the other half of the roadway.**
- **Phase 2 (Package B) – Utilize the outside lanes for one lane in each direction and close the center future bus lanes. Construct below grade portion of station and bus pads.**
- **Phase 3 (Package A & B) – Resurface Washington Street, install center curbs and install permanent pavement markings. Lane closures utilizing channelizing devices and flaggers as necessary. Complete above grade portions of station.**

## Long Duration Closure – Eastbound Washington Street from Holt Road to Rockville Road (Detour 2-1)

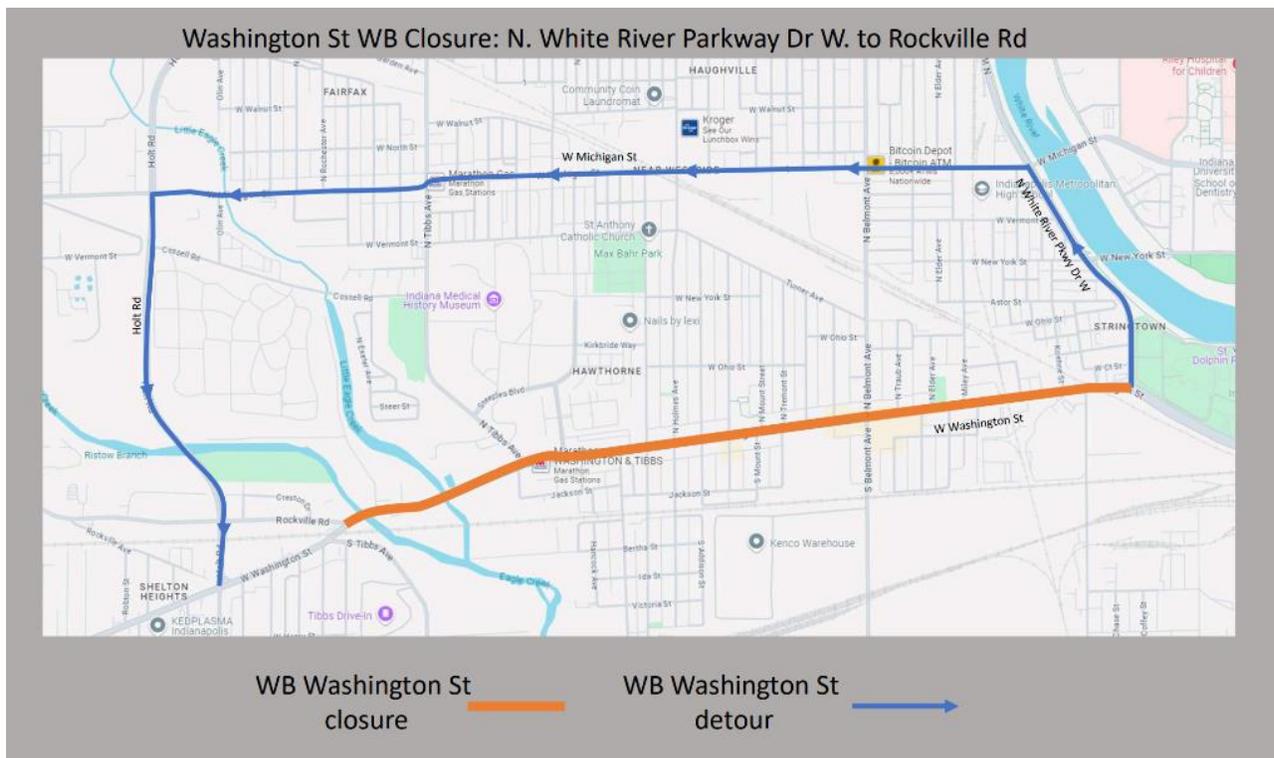
During the Construction Segment A1, Pre-Phase 1 (Sequence of Operations shown on Page 4), closes eastbound Washington Street to through traffic from Holt Road to Rockville Road utilizing a 270-day closure. This closure is required to construct the deep storm sewer trunk line and two lanes of the roadway. Through traffic for eastbound Washington Street will be detoured via Holt Road/Rockville Road – See Figure 2-1. Local access will be maintained to all residents and businesses via westbound Washington Street. The length of eastbound left turn lane at Holt Road will be temporarily increased to accommodate the increased traffic movement. To help reduce the amount of traffic on the local detour, signs will be added for eastbound thru traffic to use Holt Road south to I-70 eastbound. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. It is anticipated that this closure would occur in 2026/2027.



**Figure 2-1**

## Long Duration Closure – Westbound Washington Street from N. White River Parkway Drive W. to Rockville Road (Detour 2-2)

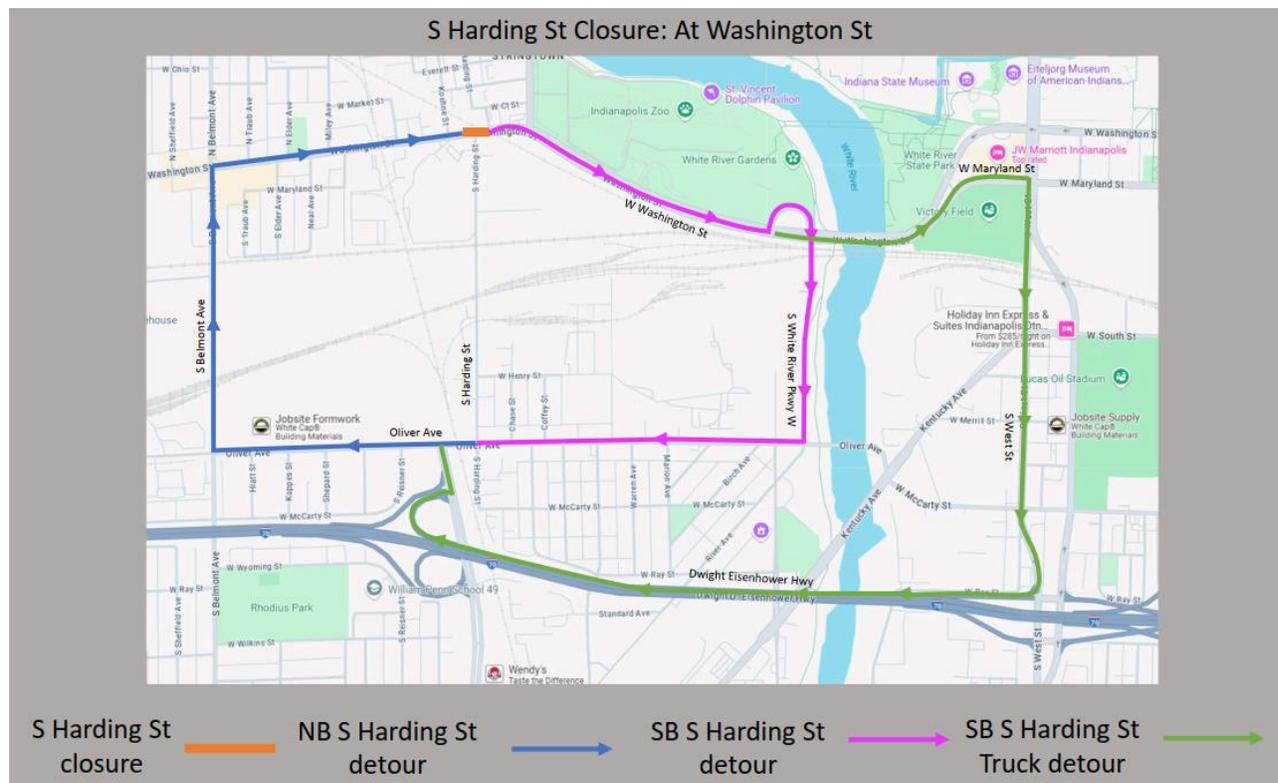
During Construction Segments A2 and A3, Phase 1A, (Sequence of Operations shown on Page 4), closes westbound Washington Street to through traffic from N. White River Parkway W. to Rockville Rd. utilizing a 150-day closure for A2 and a 180-day closure for A3. One eastbound lane will be maintained along the eastbound curbline. This closure is required to construct the deep storm sewer trunk line. Through traffic for westbound Washington Street will be detoured via N. White River Parkway W./W. Michigan Street/Holt Road– See Figure 2-2. Local access will be maintained to all residents and businesses via eastbound Washington Street. To help reduce the amount of traffic on the local detour, signs will be added for westbound thru traffic to use N. West Street south to I-70 westbound and at other north-south connections to I-70 to reduce traffic volumes in both directions on Washington St. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will not occur at the same time as Figure 2-1 detour. This detour will occur at the same time as the detour shown in Figure 2-3. The closure of local westbound Washington Street traffic between Harding Street and N. White River Parkway will be limited to 60 days while other portions of the work area may remain closed. It is anticipated that this closure would occur in 2025/2026.



**Figure 2-2**

## Long Duration Closure – S. Harding Street at WB Washington Street Intersection (Detour 2-3)

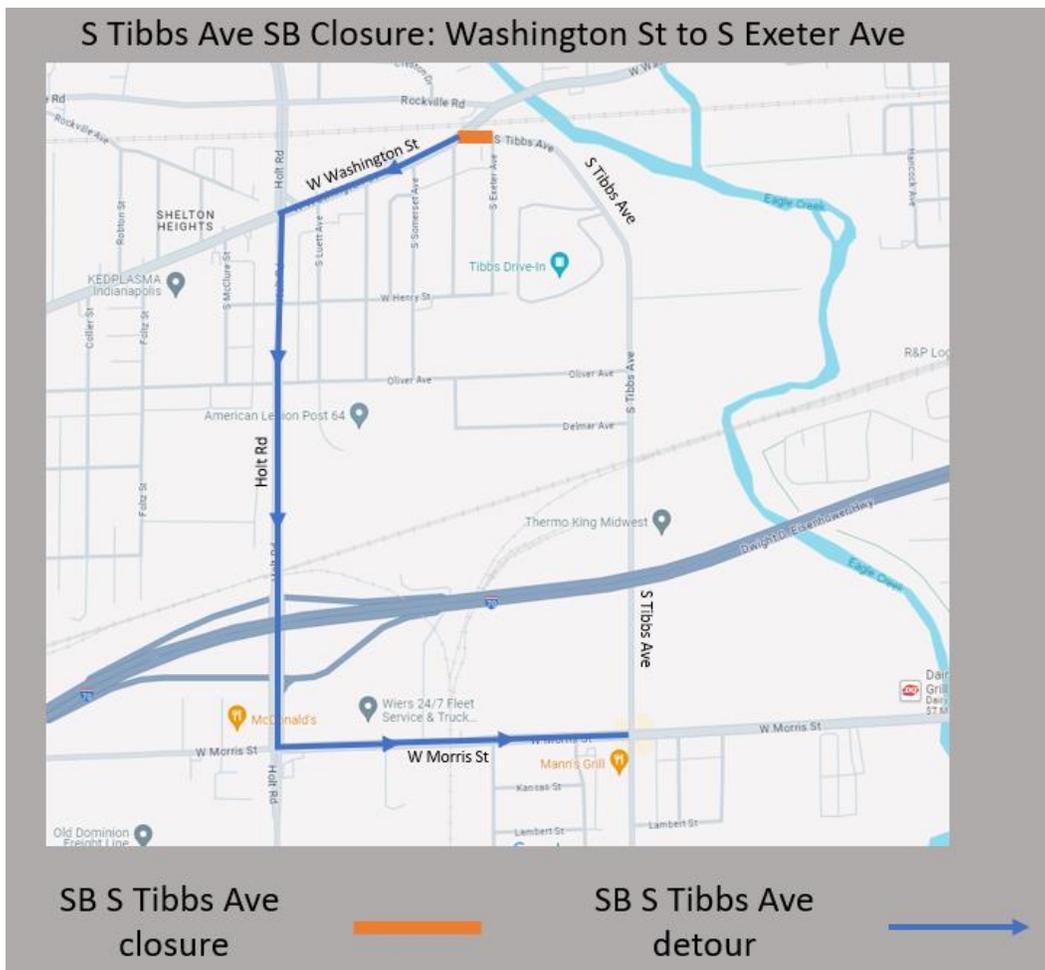
During Construction Segment A3, Phase 1A (Sequence of Operations shown on Page 4), closes S. Harding Street at Washington Street utilizing a 60-day closure to construct the approximately 10-foot deep storm sewer trunk line in the middle of Washington Street and due to the close proximity of the RR overpass impacting turning movements with the lane configuration. Southbound traffic will be detoured via Washington Street/S. White River Parkway West/Oliver Avenue. Due to the low bridge clearance at the S. White River Parkway Bridge, trucks will be detoured via Washington Street/Maryland Street/West Street/I-70/S. Harding Street. Northbound traffic will be detoured via Oliver Avenue/Belmont Avenue/Washington Street. – See Figure 2-3. Local access will be maintained to all residents and businesses via S. Harding Street. IndyGo will coordinate with the Zoo concerning this detour and the contractor will notify them when this detour will be implemented. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the westbound closure of Washington Street in Phase 1A. It is anticipated that this closure would occur in 2025.



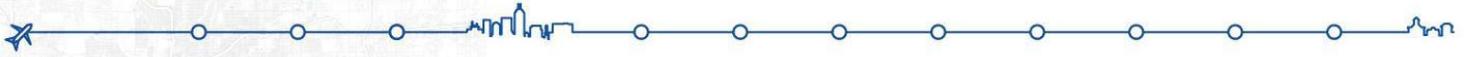
**Figure 2-3**

## Short Duration Closure – Southbound S. Tibbs Avenue from Washington Street to Exeter Ave. (Detour 2-4)

During Construction Segment A1, Phase 1A (Sequence of Operations shown on Page 4), close southbound S. Tibbs Avenue from Washington Street to 300 feet east of Exeter Avenue utilizing a 20-day closure to construct the approximately 10-foot-deep storm sewer trunk line along S. Tibbs Avenue. Southbound traffic will be detoured via Washington Street/Holt Road/Morris Street– See Figure 2-4. Local access will be maintained to all residents and businesses via northbound S. Tibbs Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A. It is anticipated that this closure would occur in 2026.



**Figure 2-4**



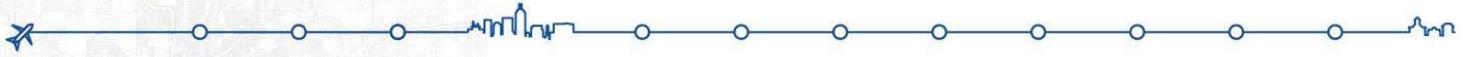
## Segment B1 – W./E. Washington Street (White River to Alabama St.)

### Sequence of Operations

- **Phase 1A (Package A & B) Complete work opposite side of curb stations**
  - Maryland – West to Senate:**  
Reduce travel lanes to 3 eastbound lanes. Construct drainage elements, curbs, curb ramps, full depth pavement, and station platform.
  - Maryland – Senate to Capital:**  
Reduce travel lanes to 2 eastbound lanes, reducing to 1 eastbound through lane and 1 eastbound right turn lane at the Capital Avenue intersection. Construct drainage elements, curbs, curb ramps, full depth pavement.
  - Washington – Schumacher to Capital:**  
Reduce travel lanes to 2 westbound lanes. Construction drainage elements, curbs, curb ramps, full depth pavement, and station platform.
- **Phase 1B (Package A & B) Close future bus lane and complete Package A station side work.**
  - Maryland – West to Capital and Washington – Schumacher to Capital:**  
Resurface and install permanent pavement markings. Lane closures shall utilize channelizing devices and flaggers, as necessary.
- **Phase 2 (Package B)**
  - Construct below grade portion of station and bus pads.
- **Phase 3 (Package A)**
  - Resurface, install center curb, concrete pavement patching, and install permanent pavement markings. Lane closures shall utilize channelizing devices and flaggers, as necessary.

**Short Duration Closure - No closures required.**

**Long Duration Closure - No closures required.**



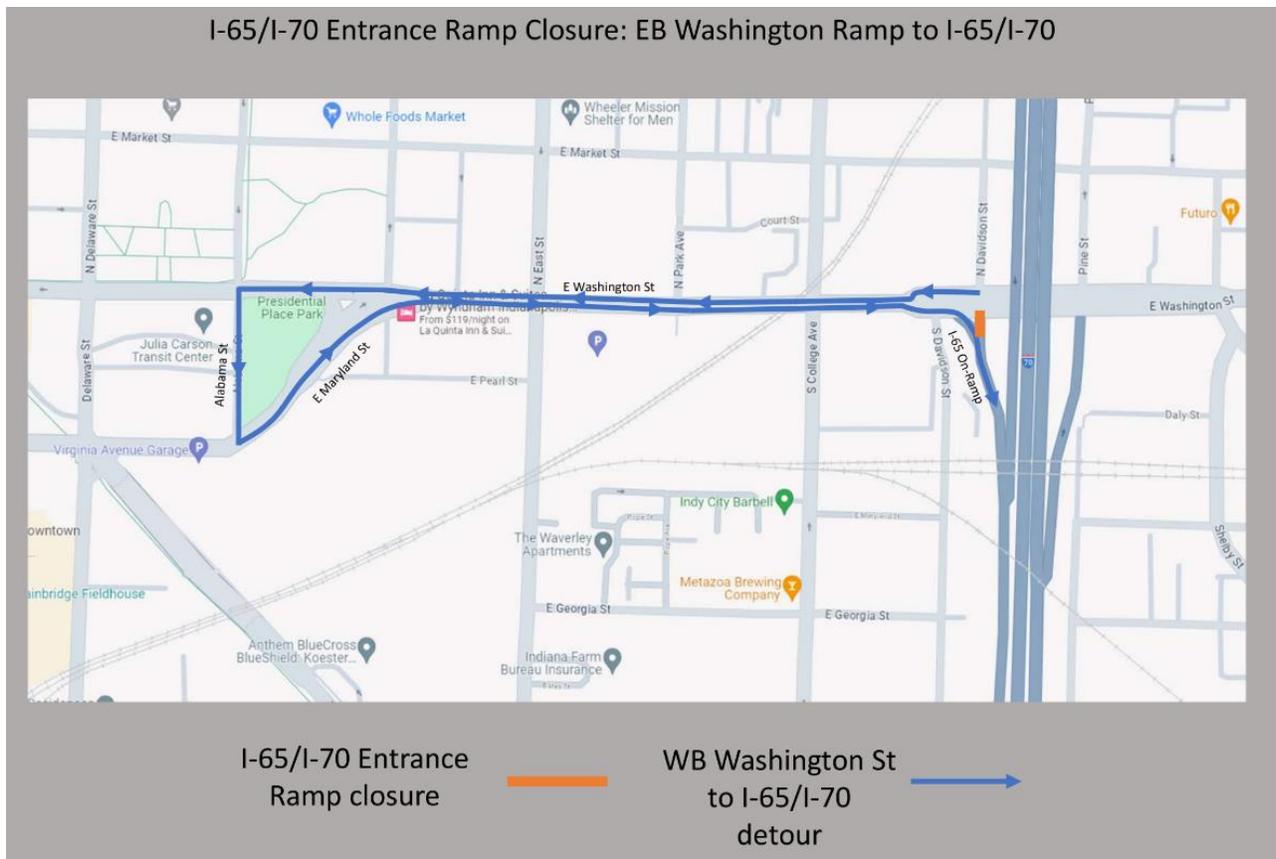
## **Segments B2, C1, C2, D1, D2, & D3 – W. Washington Street (Alabama Street to Shadeland Avenue)**

### **Sequence of Operations**

- **Phase 1A (Package A) – Construct sanitary sewer and construct two lanes of the roadway that are common with the trunk line location. Utilize detour and maintain at least one lane of traffic. Include sub phases as needed.**
- **Phase 1B (Package A) – Utilize the newly constructed travel lanes to maintain one lane in each direction. Construct the other half of the roadway.**
- **Phase 2 (Package B) – Utilize the outside lanes for one lane in each direction and close the center future bus lanes. Construct below grade portion of station and bus pads.**
- **Phase 3 (Package A & B) – Resurface Washington Street, install center curbs and install permanent pavement markings. Lane closures utilizing channelizing devices and flaggers, as necessary. Complete above grade portions of station.**

## Short Duration Closure – I-65/I-70 Entrance Ramp at WB Washington Street Intersection (Detour 3-1)

During Construction Segment B2, Phase 1A (Sequence of Operations shown on Page 10), entrance ramp to I-65/I-70 to WB Washington St. traffic utilizing a weekend closure to construct the approximately 10-foot-deep storm sewer trunk line in the middle of Washington Street. EB traffic on Washington St. can still access the ramp while westbound traffic will be detoured via Washington Avenue/Alabama Street/Maryland Street/Washington Street/EB entrance I-65/I-70 ramp– See Figure 3-1. The existing signal at Alabama Street and Pearl Street will be considered for setting to flash mode to help reduce the delay for the users of this detour. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. It is anticipated that this closure would occur in 2025.

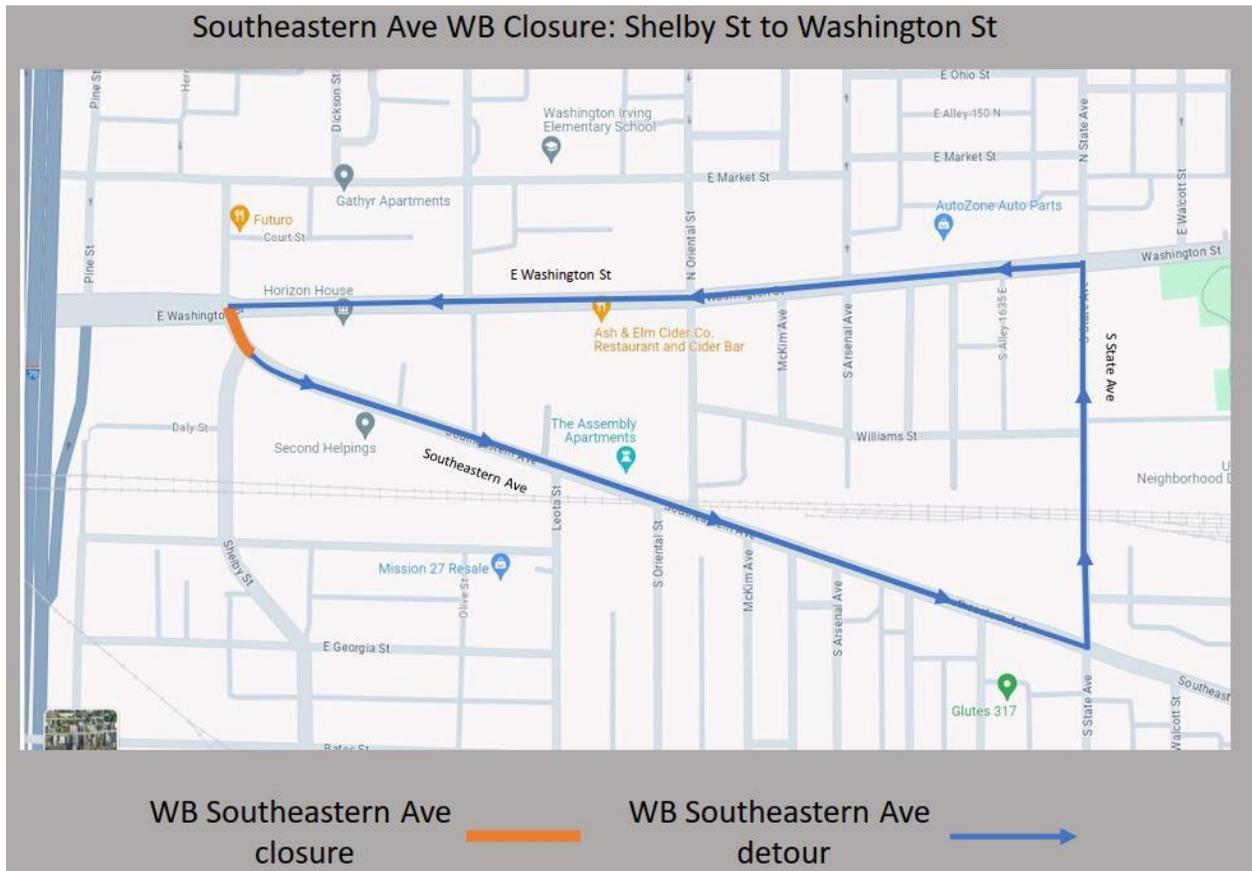


**Figure 3-1**

## Short Duration Closure – (Note: Detours 3-2 and 3-3 have been removed; 11-1-24)

### Short Duration Closure – Westbound Southeastern Avenue at Washington Street Intersection (Detour 3-4)

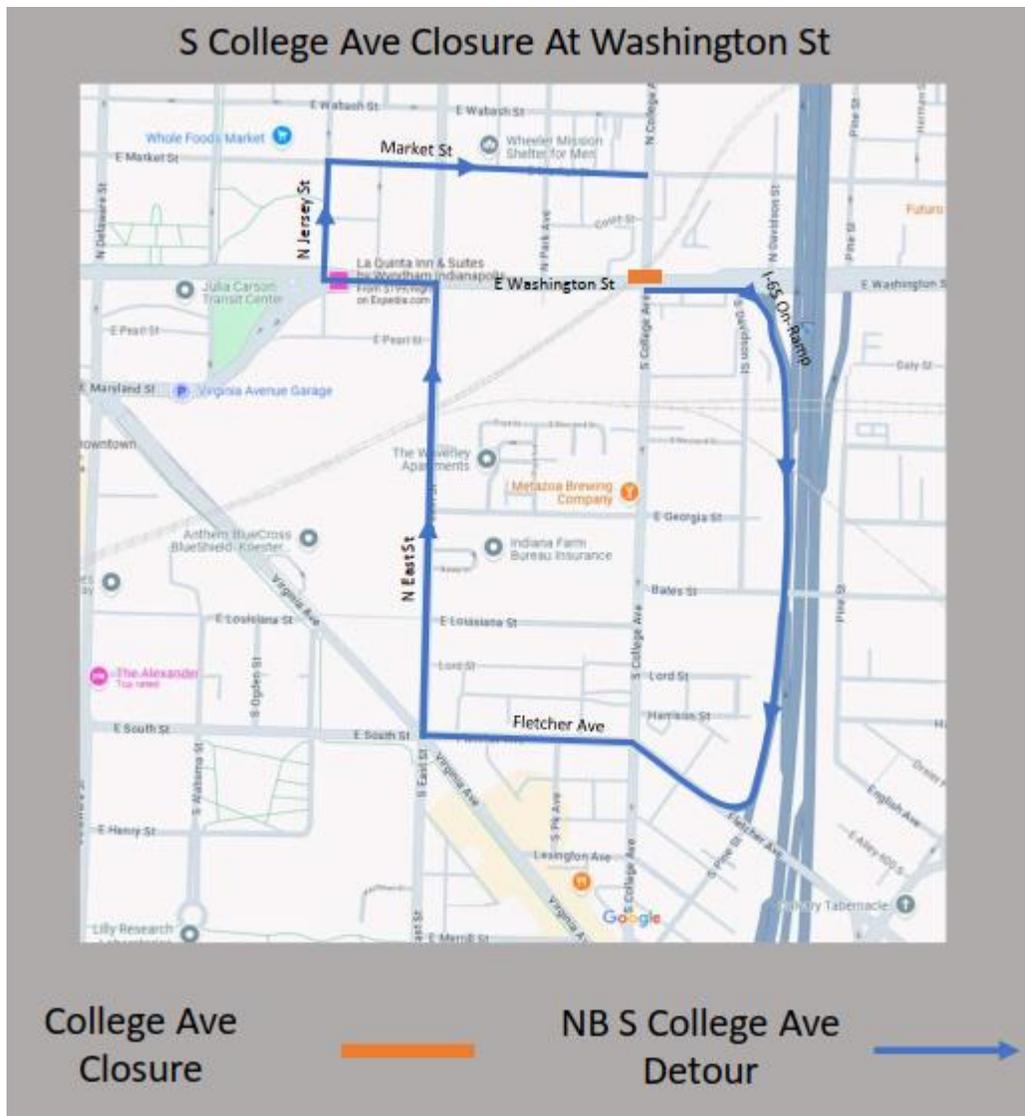
During Construction Segment B2, Phase 1A (Sequence of Operations shown on Page 10), close westbound Southeastern Avenue from Shelby Street to Washington Street utilizing a 12-day closure to construct the approximately 10-foot-deep storm sewer trunk line crossing Southeastern Avenue and a manhole in the middle of Washington Street. Westbound traffic will be detoured via State Avenue/Washington Avenue – See Figure 3-2. There are no driveways within the closure area. The stop bar for southbound left turns from State Avenue to Southeastern Avenue will be moved back 40' to accommodate larger vehicles turning left from Southeastern Avenue to NB State Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A. It is anticipated that this closure would occur in 2025.



**Figure 3-4**

## Long Duration Closure – Northbound S. College Ave at Washington Street Closure (Detour 3-5)

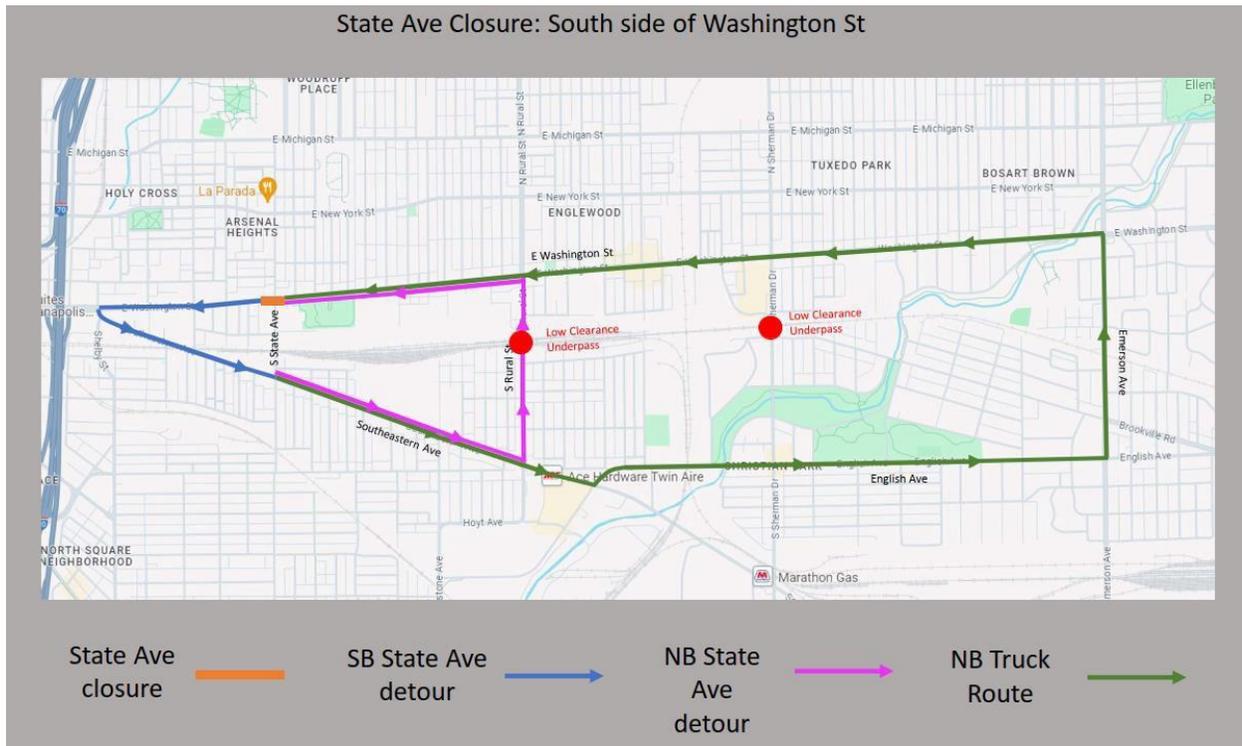
During Construction Segment B2, Phase 1A (Sequence of Operations shown on Page 10), northbound S. College Avenue will be closed at Washington Street utilizing a 30-day closure to construct the approximately 10-foot-deep storm sewer trunk line crossing S. College Avenue and along Washington Street. At S. College Avenue, the thru traffic will be closed, but a lane will be available eastbound on Washington Street over to the entrance ramp to I-65/I-70. Traffic will be detoured via Washington Street/I-65 I-70/Fletcher Street/East Street/Washington Street (WB)/N. Jersey Street/Market Street – See Figure 3-5. Local access will be maintained to all residents and businesses via S. College Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. It is anticipated that this closure would occur in 2025.



**Figure 3-5**

## Short Duration Closure – State Avenue at the south side of the Washington Street Intersection (Detour 4-1)

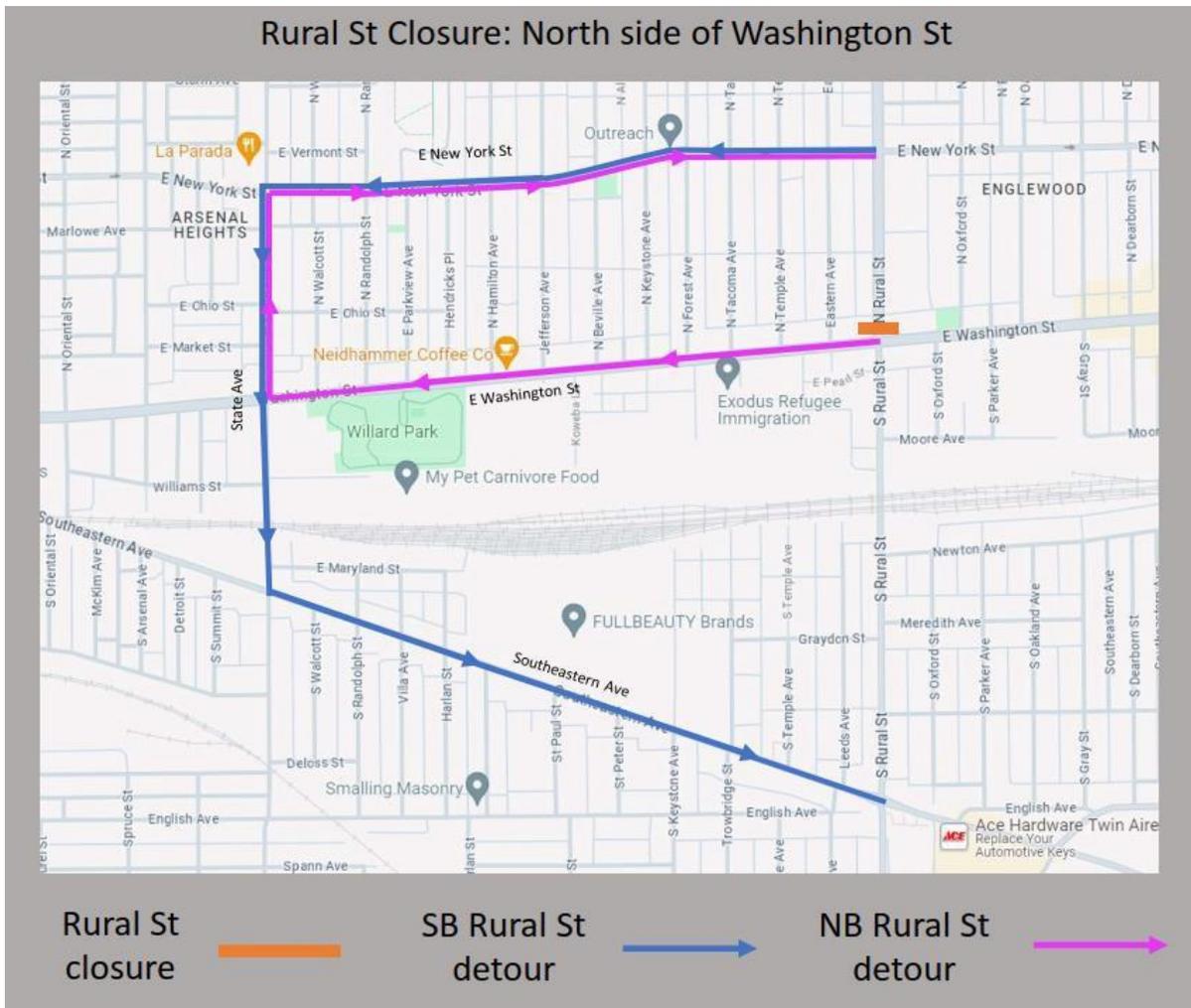
During Construction Segment C1, Phase 1A (Sequence of Operations shown on Page 10), close State Avenue on the south side of the intersection with Washington Street utilizing an 8-day closure to construct the approximately 20-foot-deep storm sewer trunk line crossing State Avenue. Southbound traffic will be detoured via Washington Street/Southeastern Avenue. Northbound traffic will be detoured via Southeastern Avenue/Rural Street/Washington Street. Due to the low clearances on RR underpasses on Rural Street and Sherman Drive, trucks will be detoured via Southeastern Avenue/E. Pleasant Run Parkway North Drive/English Avenue/Emerson Ave/Washington Street – See Figure 4-1. Additional signs will be installed at Rural Street and Sherman Drive to alert trucks of the low clearances. Local access will be maintained to all residents and businesses via State Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A but will not occur at the same time as the closure of the westbound Southeastern Avenue at Washington Street Intersection, the closure of Rural Street at the north side of the Washington Street Intersection and the closure of Emerson Avenue at the south side of Washington Street. It is anticipated that this closure would occur in 2026.



**Figure 4-1**

## Short Duration Closure – Rural Street at the north side of the Washington Street Intersection (Detour 4-2)

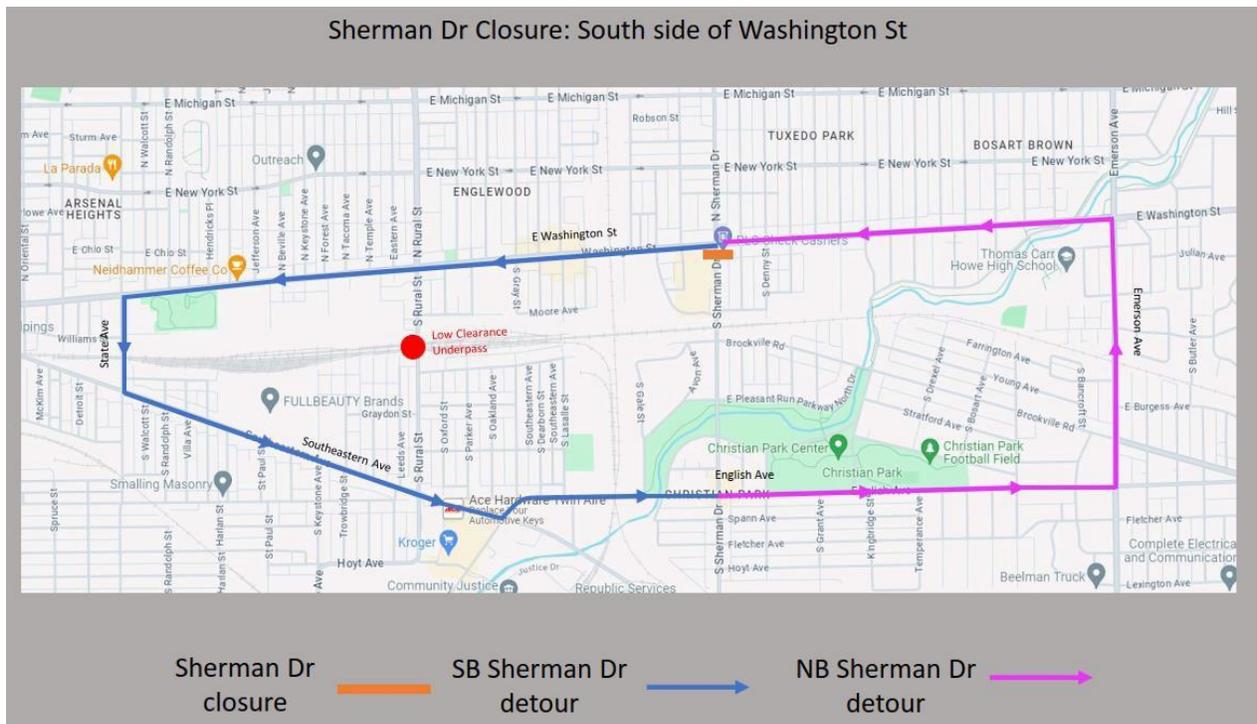
During Construction Segment C2, Phase 1A (Sequence of Operations shown on Page 10), close Rural Street on the north side of the intersection with Washington Street utilizing a 10-day closure to construct the approximately 20-foot-deep storm sewer trunk line crossing Rural Street and a manhole in Washington Street. Southbound traffic will be detoured via New York Street/State Avenue/Southeastern Avenue, due to the low clearances on RR underpasses on Sherman Drive, it was not used as part of this detour. Northbound traffic will be detoured via Washington Avenue/State Avenue/New York Street. Local access will be maintained to all residents and businesses via Rural Street – See Figure 4-2. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A but will not occur at the same time as the closure of State Avenue at the south side of the Washington Street Intersection and the closure of Sherman Drive at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025.



**Figure 4-2**

## Short Duration Closure – Sherman Drive at the south side of the Washington Street Intersection (Detour 4-3)

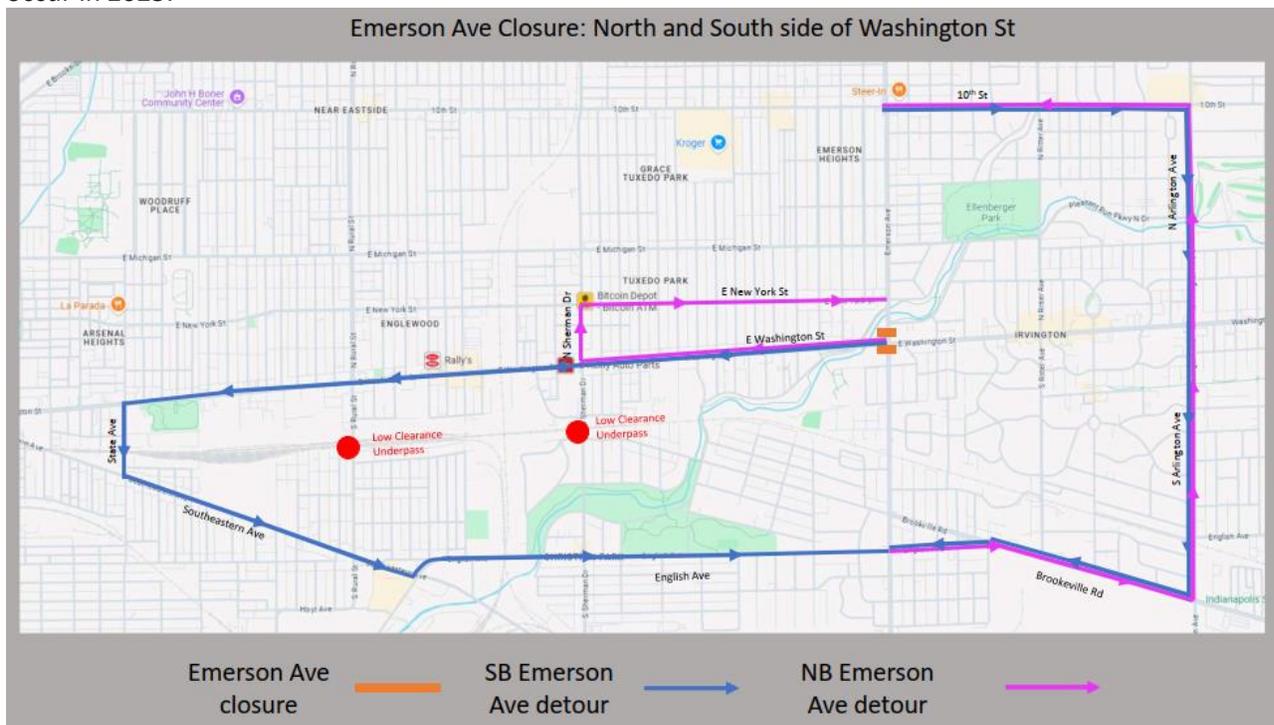
During Construction Segment C2, Phase 1A (Sequence of Operations shown on Page 10), close Sherman Drive on the south side of the intersection with Washington Street utilizing an 8-day closure to construct the approximately 10-foot-deep storm sewer trunk line crossing Sherman Drive and a manhole in Washington Street. Southbound traffic will be detoured via Washington Street/State Avenue/Southeastern Avenue/E. Pleasant Run Parkway North Drive/English Avenue due to the low clearance at the RR underpasses on Rural Street, it was not used as part of the detour. Northbound traffic will be detoured via English Avenue/Emerson Avenue/Washington Street – See Figure 4-3. Additional signs will be installed at Rural Street to alert trucks of the low clearance. Local access will be maintained to all residents and businesses via Sherman Drive. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A, but will not occur at the same time as the closure of State Avenue at the south side of the Washington Street Intersection, Rural Street at the north side of the Washington Street Intersection and Emerson Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025.



**Figure 4-3**

## Short Duration Closure – Emerson Avenue at the south and north side of the Washington Street Intersection (Detour 4-4)

During Construction Segment C2, Phase 1A (Sequence of Operations shown on Page 10), close Emerson Avenue on the south side and north side of the intersection with Washington Street utilizing a 12-day closure to construct the approximately 10-foot deep 5'x8' box storm sewer trunk line crossing Emerson Avenue and a manhole in Washington Street. Southbound traffic will be detoured via 10<sup>th</sup> Street/Arlington Avenue/Brookville Road/English Avenue. Northbound traffic will be detoured via English Avenue/Brookville Road/Arlington Avenue/10<sup>th</sup> Street. For WB Washington Street to north Emerson Avenue traffic will be detoured via Washington Street/Sherman Drive/New York Street. For WB Washington Street to south Emerson Avenue traffic will be detoured via Washington Street/State Avenue/Southeastern Avenue/N. Pleasant Run Parkway Drive/English Avenue. Due to the low clearances on RR underpasses on Rural Street and Sherman Drive they were not used as part of the Emerson Avenue south detour – See Figure 4-4. It was also determined that Ritter Avenue was not a sufficient detour route option and was not used as part of this detour. Additional signs will be installed at Rural Street and Sherman Drive to alert trucks of the low clearances. Local access will be maintained to all residents and businesses via Emerson Ave. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A, but will not occur at the same time as the closure of State Avenue at the south side of the Washington Street Intersection, Rural Street at the north side of the Washington Street Intersection and Sherman Drive at the south side of Washington Street or Ritter Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025.



**Figure 4-4**

## Short Duration Closure – Ritter Avenue at the south side of the Washington Street Intersection (Detour 4-5)

During Construction Segment D1, Phase 1A (Sequence of Operations shown on Page 10), close Ritter Avenue on the south side of the intersection with Washington Street utilizing a 30-day closure to construct the approximately 20-foot-deep storm sewer trunk line and a 15 foot deep sanitary sewer crossing Ritter Avenue. Southbound traffic will be detoured via Washington Street/Emerson Avenue/English Avenue/Brookville Road. Northbound traffic will be detoured via Brookville Road/Arlington Avenue/Washington Street – See Figure 4-5. Local access will be maintained to all residents and businesses via Ritter Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A but will not occur at the same time as the closure of Emerson Avenue at the south side of the Washington Street Intersection and Arlington Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025.

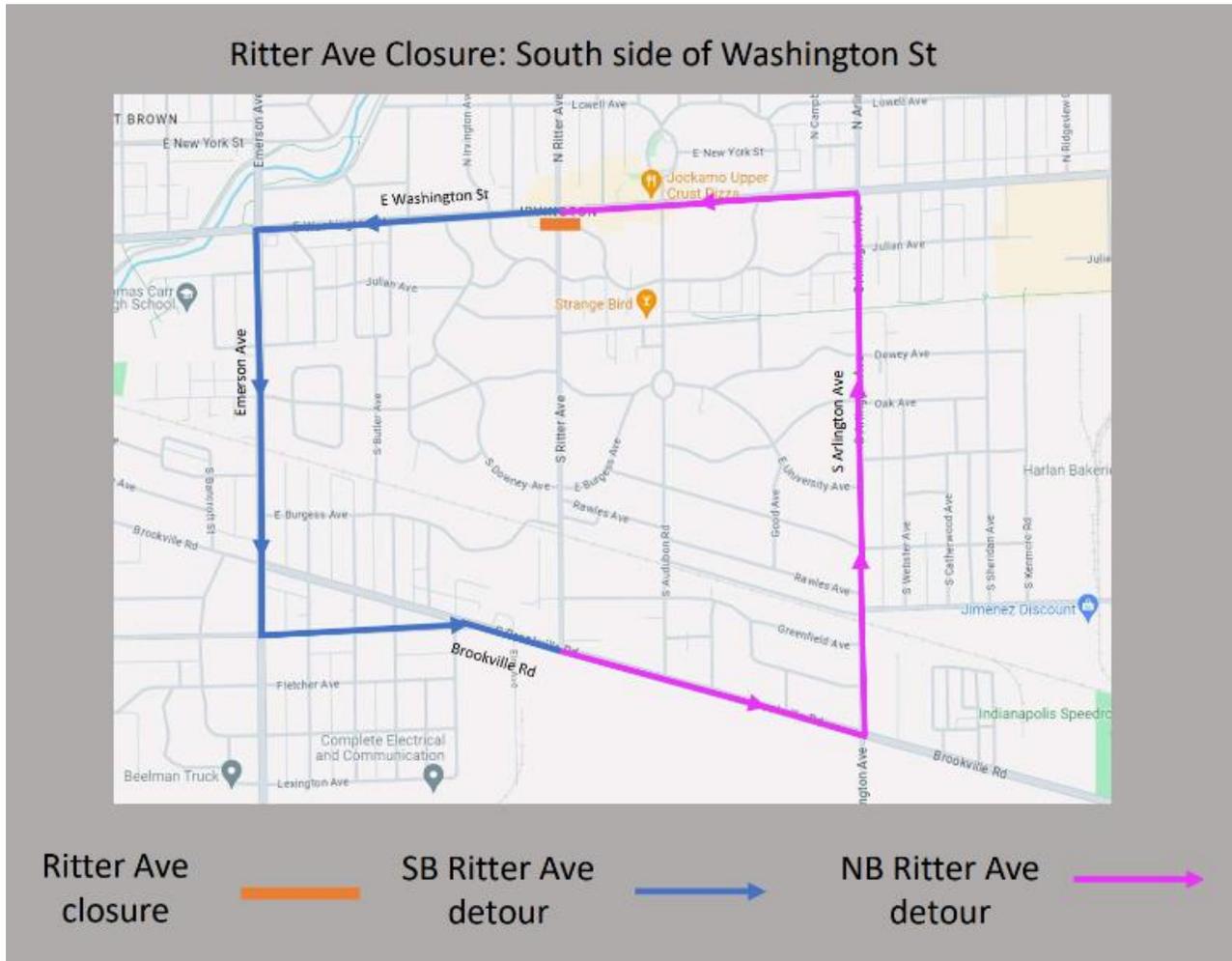
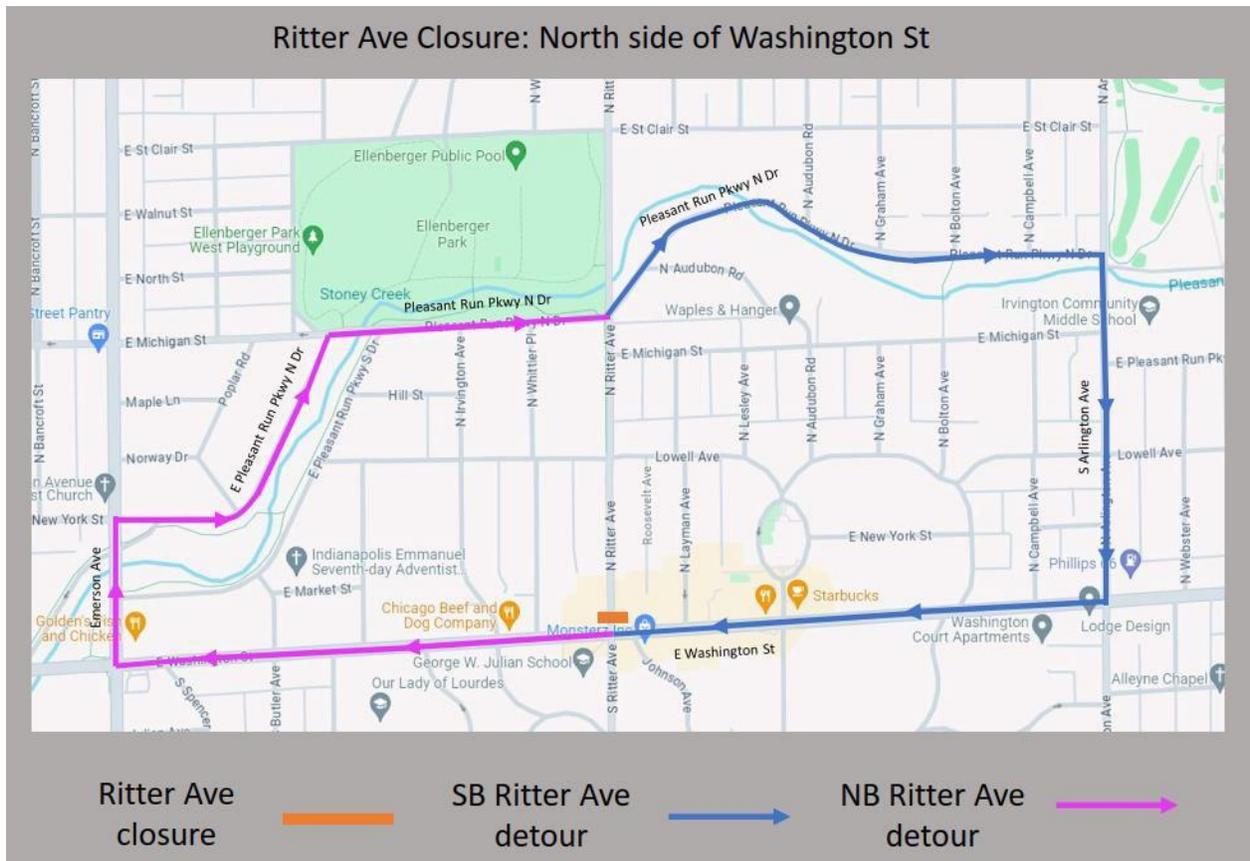


Figure 4-5

## Short Duration Closure – Ritter Avenue north of the Washington Street Intersection (Detour 4-6)

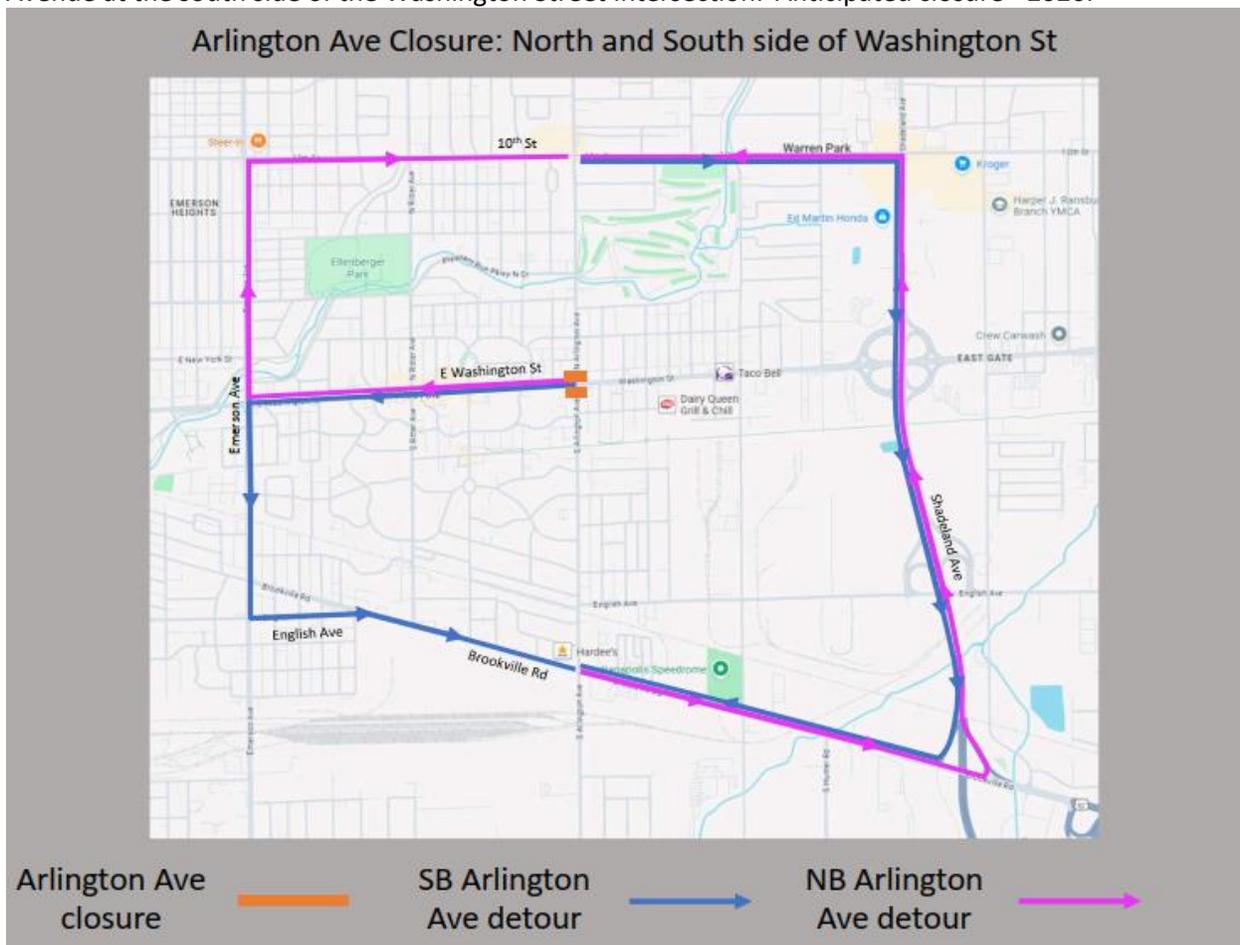
During Construction Segment D1, Phase 1B (Sequence of Operations shown on Page 10), close Ritter Avenue on the north side of the intersection with Washington Street utilizing a 10-day closure to construct the approximately 50 feet of full depth pavement, sidewalk and drainage work along Ritter Avenue. Southbound traffic will be detoured via Pleasant Run Parkway N. Drive/Arlington Avenue/Washington Street. Northbound traffic will be detoured via Washington Street/Emerson Avenue/New York Street/E. Pleasant Run Parkway N. Drive– See Figure 4-6. Local access will be maintained to all residents and businesses via Ritter Avenue since no driveways are located within closure area. Pennsy Trail along the west side of Ritter will be maintained through the closure area. The contractor will be required to alternate the sidewalk/trail work to one side of Ritter Avenue at a time and having a temporary crossing of Ritter Avenue north of the road closure area. It is anticipated that this closure would occur in 2025. If CEG still has closures scheduled on E. Pleasant Run Parkway when this detour would be implemented, the alternative detour route would use Emerson Avenue/10<sup>th</sup> Street/Arlington Avenue.



**Figure 4-6**

## Short Duration Closure – Arlington Avenue at the south and north side of the Washington Street Intersection (Detour 4-7)

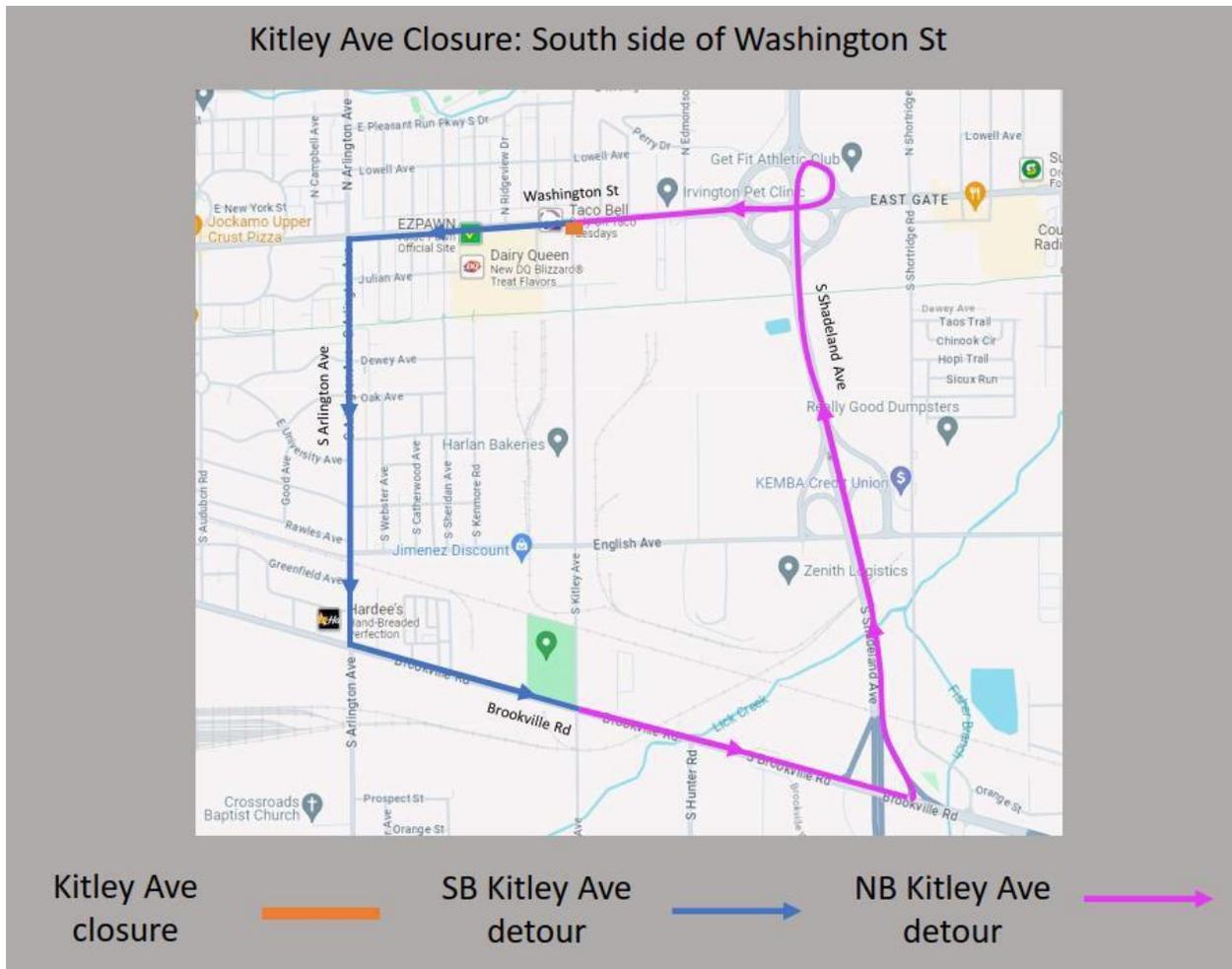
During Construction Segment D3, Phase 1A (Sequence of Operations shown on Page 10), close Arlington Avenue on the south side and north side of the intersection with Washington Street utilizing a 12-day closure to construct the approximately 20-foot-deep storm sewer trunk line crossing Arlington Avenue and a manhole in Washington Street. Southbound traffic will be detoured via 10<sup>th</sup> Street/Shadeland Avenue/Brookfield Road. Northbound traffic will be detoured via Brookfield Road/Shadeland Avenue/10<sup>th</sup> Street. For WB Washington Street to North Arlington Avenue traffic will be detoured via Washington Street/Emerson Avenue/10<sup>th</sup> Street. For WB Washington Street to South Arlington Avenue traffic will be detoured via Washington Street/Emerson Avenue/English Avenue/Brookfield Road. It was determined that Ritter Avenue was not a sufficient detour route option and was not used as part of this detour – See Figure 4-7. Local access will be maintained to all residents and businesses via Arlington Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A, but will not occur at the same time as the closure of Emerson Avenue at the south side of the Washington Street Intersection, Ritter Avenue on the south side of Washington St. and Kitley Avenue at the south side of the Washington Street Intersection. Anticipated closure - 2026.



**Figure 4-7**

## Short Duration Closure – Kitley Avenue at the south side of the Washington Street Intersection (Detour 4-8)

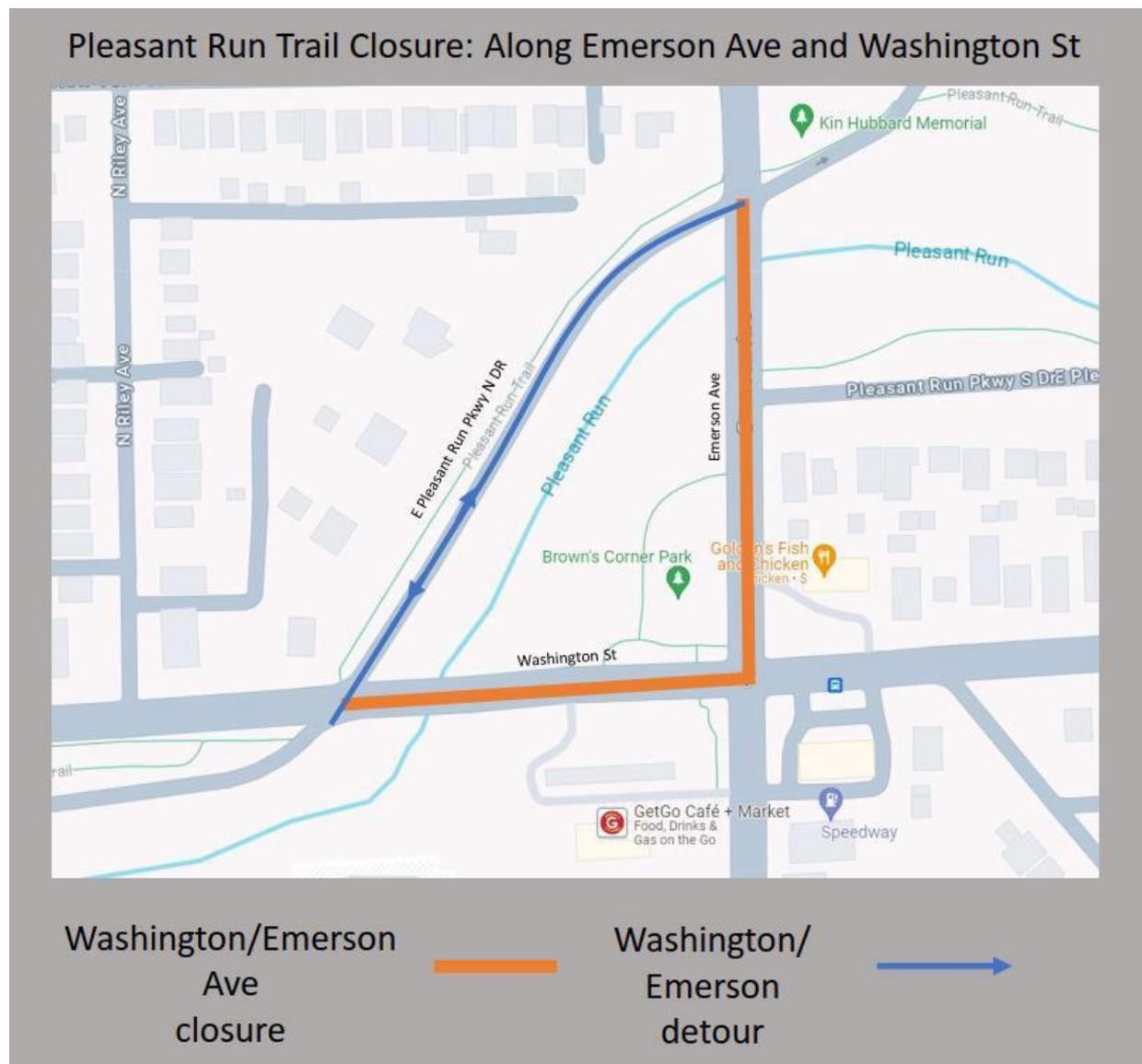
During Construction Segment D3, Phase 1A (Sequence of Operations shown on Page 10), close Arlington Avenue on the south side of the intersection with Washington Street utilizing a 3-day closure to construct the approximately 10-foot-deep storm sewer trunk line crossing Kitley Avenue and a manhole in Washington Street. Southbound traffic will be detoured via Washington Street/Arlington Avenue/English Avenue/Brookville Road. Northbound traffic will be detoured via Brookville Road/Shadeland Avenue/Washington Street – See Figure 4-8. Local access will be maintained to all residents and businesses via Kitley Avenue. The closure will increase safety to both construction traffic and motorists by providing additional construction storage and staging areas, and buffer zones between construction and the traveling public. This closure duration will occur in series with the eastbound closure of Washington Street in Phase 1A, but will not occur at the same time as the closure of Emerson Avenue at the south side of the Washington Street Intersection, Ritter Avenue on the south side of Washington Avenue and Arlington Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2027.



**Figure 4-8**

## Short Duration Closure – Pleasant Run Trail along Emerson Avenue and Washington Street (Detour 4-9)

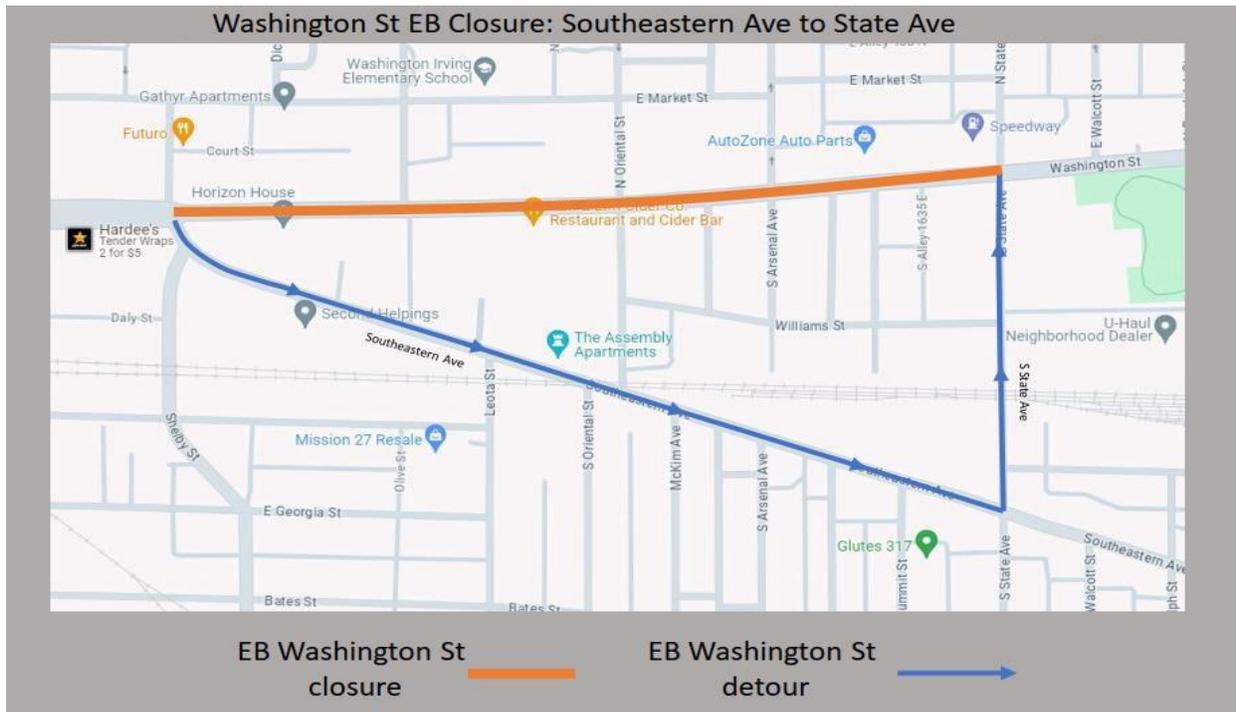
During Construction Segment C2, Phase 1A and Phase 1B (Sequence of Operations shown on Page 10), close the Pleasant Run Trail along the west side of Emerson Avenue and the south side of Washington Street utilizing two (2) 45-day closures to construct the widening of Emerson Avenue and Washington Street, including construction of sidewalk/trail. The trail will be detoured via E. Pleasant Run Parkway North drive between Washington Street and Emerson Avenue – See Figure 4-9. Sharrow markings will be added, and a temporary northbound bike lane will be added in the area where the road is one-way southbound. A temporary crosswalk, temporary curb ramps and a temporary RRFB will be required for the crossing of Washington Street at E. Pleasant Run Parkway N. Drive. It is anticipated that this closure would occur in 2025 and 2026.



**Figure 4-9**

## Long Duration Closure – Eastbound Washington Street from Southeastern Avenue to State Avenue (Detour 4-10)

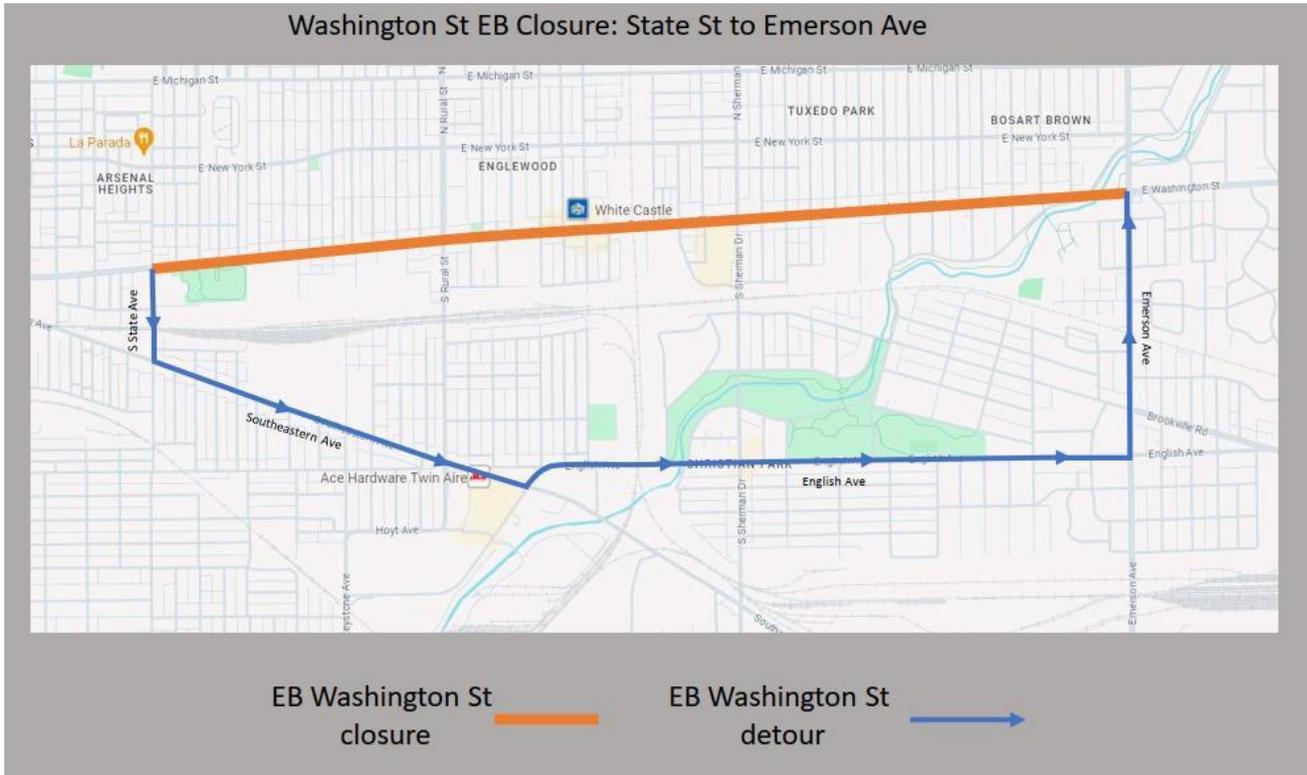
During Construction Segment C1, Phase 1A (Sequence of Operations shown on Page 10), close all lanes except the westbound curb lane of Washington Street to through traffic from Southeastern Avenue to State Avenue utilizing a 90-day closure. This closure is required to construct the deep storm sewer trunk line and two lanes of roadway. Through traffic for eastbound Washington Street will be detoured via Southeastern Avenue/State Avenue – See Figure 4-10. Local access will be maintained to all residents and businesses via westbound Washinton Street. To help reduce the amount of traffic on the local detour, signs will be added for eastbound thru traffic to use N. Delaware Avenue/E. Ohio Street/Pine Street to I-70 eastbound. This closure duration will occur in series with the westbound closure of Southeastern Avenue at Washington Street but will not occur at the same time as the closure of State Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025/2026.



**Figure 4-10**

## Long Duration Closure – Eastbound Washington Street from State Avenue to Emerson Avenue (Detour 4-11)

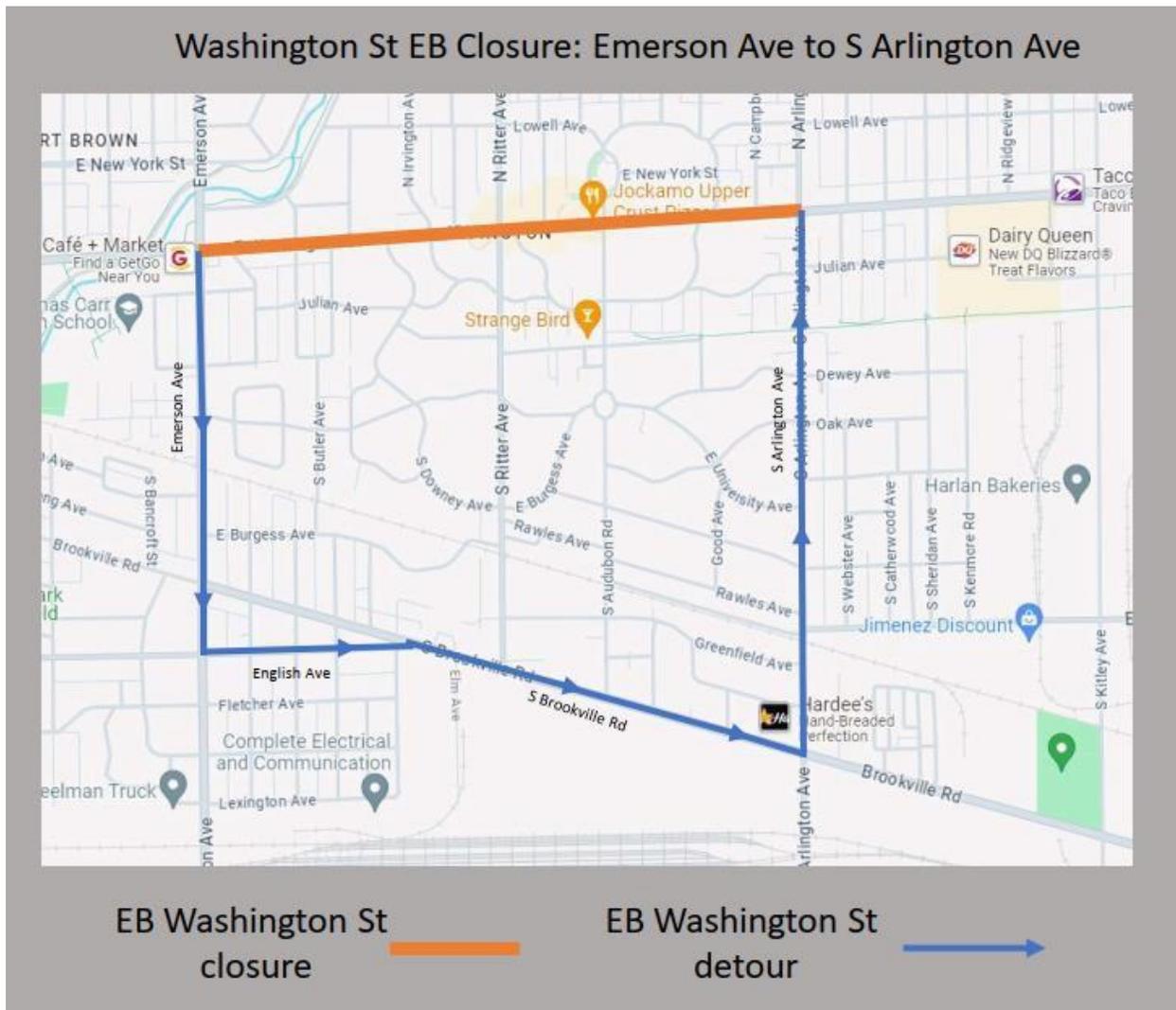
During Construction Segment C2, Phase 1A (Sequence of Operations shown on Page 10), close all lanes except the westbound curb lane of Washington Street to through traffic from State Avenue to Emerson Avenue utilizing a 270-day closure. This closure is required to construct the deep storm sewer trunk line and two lanes of traffic. Through traffic for eastbound Washington Street will be detoured via State Avenue/E. Pleasant Run Parkway North Drive/English Avenue/Emerson Avenue – See Figure 4-11. Local access will be maintained to all residents and businesses via westbound Washington Street. To help reduce the amount of traffic on the local detour, signs will be added for eastbound thru traffic to use N. Delaware Avenue/E. Ohio Street/Pine Street to I-70 eastbound. This closure duration will occur in series with Rural Street on the north side of the intersection with Washington Street, and Sherman Drive on the south side of the intersection with Washington Street but will not occur at the same time as the closure of State Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2026 and 2027.



**Figure 4-11**

## Long Duration Closure – Eastbound Washington Street from Emerson Avenue to Arlington Avenue (Detour 4-12)

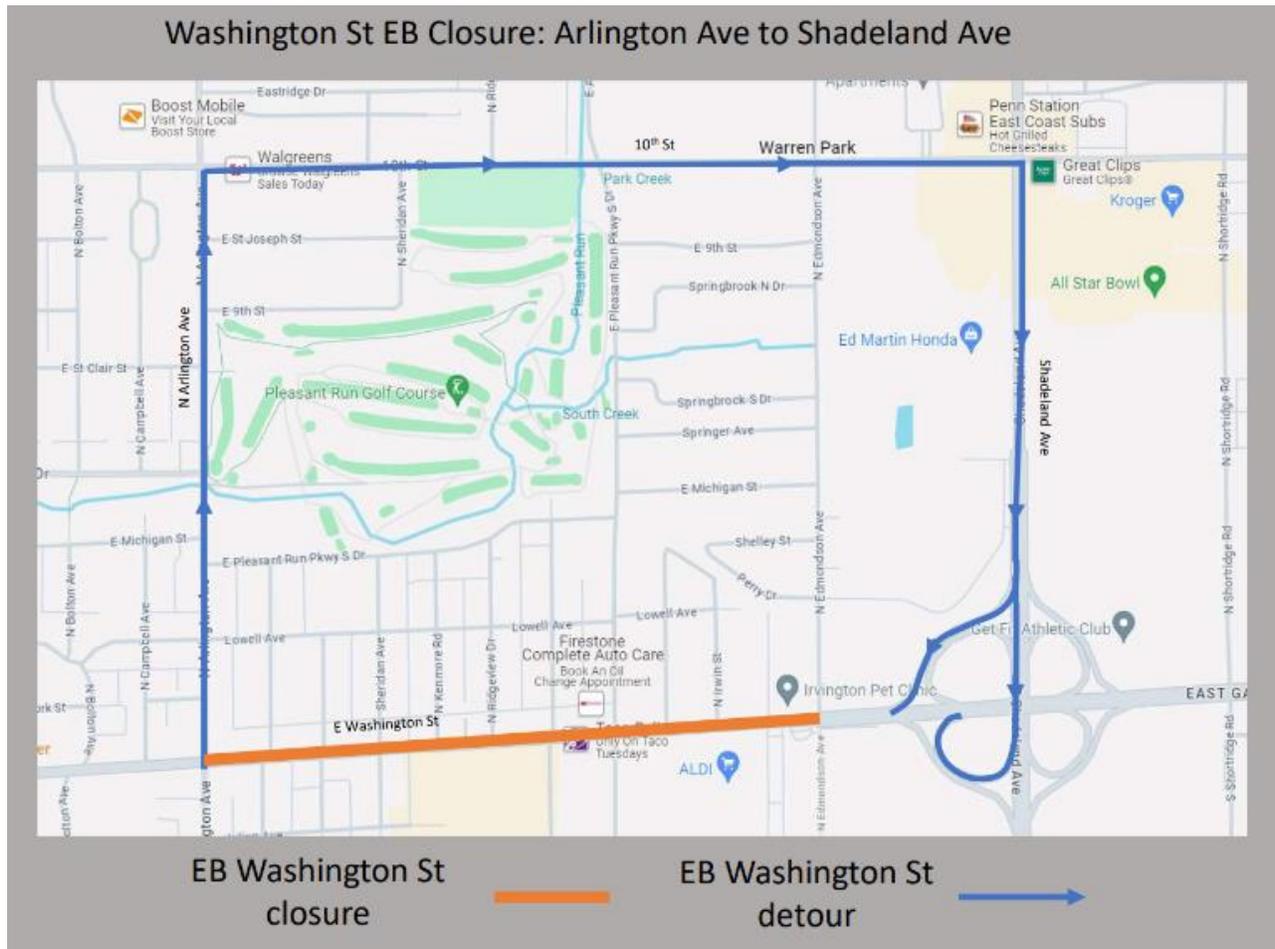
During Construction Segments D1 and D2, Phase 1A (Sequence of Operations shown on Page 10), close all lanes except the westbound curb lane of Washington Street to through traffic from Emerson Avenue to Arlington Avenue utilizing the detour twice for a 160-day closure during D1 and a 195-day closure used during D2. These closures are required to construct the deep storm sewer trunk line. Through traffic for eastbound Washington Street will be detoured via Emerson Avenue/English Avenue/Brookville Road/Arlington Avenue – See Figure 4-12. Local access will be maintained to all residents and businesses via westbound Washington Street. To help reduce the amount of traffic on the local detour, signs will be added for eastbound thru traffic to use Emerson Avenue north to I-70 eastbound. This closure duration will occur in series with the closure of Ritter Avenue at the south side of the Washington Street Intersection. It is anticipated that this closure would occur in 2025 and 2026.



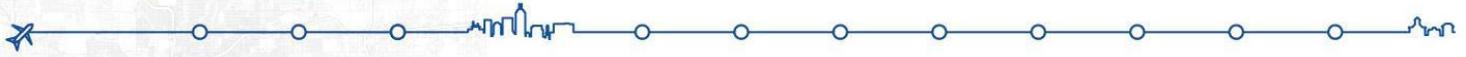
**Figure 4-12**

## Long Duration Closure – Eastbound Washington Street from Arlington Avenue to Shadeland Avenue (Detour 4-13)

During Construction Segment D3, Phase 1A (Sequence of Operations shown on Page 10), close all lanes except the westbound curb lane of Washington Street to through traffic from Arlington Avenue to Shadeland Avenue utilizing a 160-day closure. This closure is required to construct the deep storm sewer trunk line. Through traffic for eastbound Washington Street will be detoured via Arlington Avenue/10<sup>th</sup> Street/Shadeland Avenue – See Figure 4-13. Local access will be maintained to all residents and businesses via westbound Washinton Street. To help reduce the amount of traffic on the local detour, signs will be added for eastbound thru traffic to use Emerson Avenue north to I-70 eastbound. This closure duration will occur in series with the closure of Arlington Avenue at the south side of the Washington Street Intersection and Kitley Avenue on the south side of the intersection with Washington Street. It is anticipated that this closure would occur in 2027 and 2028.



**Figure 4-13**



## Segments E & F – E. Washington Street (Shadeland Avenue to Woodlark)

### Sequence of Operations

- **Pre-Phase (Package A)**
  - Place construction signs and channelizing devices in accordance with MUTCD and INDOT's Standard Drawings. Utilize flaggers as needed.
  - Maintain a minimum one lane or two lanes of traffic in each direction at all times.
  - Nighttime construction may be necessary if additional lanes need to be restricted if approved. Typical for all construction phases.
  - Construct storm sewers, and joint repair at the Shadeland Avenue interchange.
- **Phase 1A (Package A)**
  - Primarily construction of EB outside areas.
  - Place construction signs, temporary pavement markings, channelizing devices, and temporary traffic barriers as shown on the plans.
  - Restrict outside EB lanes to the traffic only sections between Shadeland Avenue and Washington Point Drive. Maintain traffic on inside and middle thru lanes.
  - Restrict WB Lanes to two thru lanes between Washington Point Drive and Arthur Street. Maintain Traffic on inside and middle thru lanes.
  - Maintain access to the entering and exiting ramps traffic movements as shown on the plans.
  - Construct widening areas, curbs, sidewalks, ADA curb ramps, and other incidental.
- **Phase 1B (Package A)**
  - Primarily construction of WB outside areas.
  - Place construction signs, temporary pavement markings, channelizing devices, and temporary traffic barriers as shown on the plans.
  - Restrict outside WB lanes to the traffic only sections between Shadeland Avenue and Washington Point Drive. Maintain traffic on inside and middle thru lanes.
  - Restrict EB Lanes to two thru lanes between Washington Point Drive and Arthur Street. Maintain Traffic on inside and middle thru lanes.
  - Maintain minimum one lane or two lanes in each direction at all times as shown on the plans.
  - Maintain access to the entering and exiting ramps traffic movements as shown on the plans.
  - Construct widening areas, curbs, driveways, sidewalks, ADA curb ramps, and other incidental.
- **Phase 2 (Package A & B)**
  - Construction of bus stops and EB and WB inside areas.
  - Place construction signs, temporary pavement markings, channelizing devices, and temporary traffic barriers as shown on the plans.
  - Restrict inside, and middle thru lanes including middle two way left turn lanes in both directions. Shift EB traffic and WB traffic to the outside lanes. Maintain one or two lanes in each direction at all times as shown on the plans. Provide turning lanes as shown on the plans.

- Install temporary pavement markings and temporary barriers at each station construction as shown on the plans.
- Construct median curbs, widening, curbs, curb bump outs, ADA curb ramps (near stations), and other incidental.
- Phase 3 (Package A)
  - Mill and resurface.
  - Mill and resurface the EB and WB lanes under flagger and mobile operations as noted on the plans.
  - Add the surface layer to the widening areas at the same time as the resurfacing.

**Short Duration Closure - No closures required.**

**Long Duration Closure - No closures required.**

## **Bus Pad Closures**

Bus pad construction is included in the detailed MOT phasing for each segment as needed. In some cases, it may prove beneficial to all parties to utilize Weekend Closures (9PM Friday to 5AM Monday) to install Bus Pads at various locations. Contractor ways and means regarding these potential closures will be at the approval of the Engineer.

## **Conclusion**

The closures requested in this memorandum were developed due to minimal options for construction (particularly the large, proposed storm sewer trunk line and system), and to minimize impact on the traveling public and businesses, expedite construction, provide a better finished product, and increase safety of both the traveling public and the construction workers. The design and CM teams will continue to coordinate with the utilities to identify locations where these closures and the maintenance of traffic scheme can be utilized to expedite utility relocation and ease impact to the motoring public.

The attached Summary of Proposed Roadway/Street Closures Table provides a summary of proposed duration of roadway/street closure, closure location, reason for closure, proposed duration, anticipated detour routes, year of anticipated closure, and additional comments.

**Prepared By: WSP in coordination with BF&S (DRAFT VERSION 6)**



Summary of Short and Long Duration Roadway / Street Closures – Blue Line – Table 1

Segment - Detour Number	Street Closed	From	To	Closure Direction	Construction during Closure	Duration (Day)	Savings Duration (Day)	Detour	Comments	Anticipated Closure Year
2-1	Washington St.	Holt Rd.	Rockville Rd.	Eastbound	Storm Sewer Trunk Line	270	N/A	Holt Rd. to Rockville Rd.	Access to all businesses and residences to be maintained via westbound Washington St.	2026 & 2027
2-2	Washington St.	Rockville Rd.	N. White River Parkway W.	Westbound	Storm Sewer Trunk Line	180/150	N/A	N. White River Pkwy. to W. Michigan St. to Holt Rd.	Access to all businesses and residences to be maintained via eastbound Washington St.	2025
2-3	S. Harding St.	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	60	N/A	Southbound via Washington Street/S. White River Parkway West/Oliver Avenue. Northbound via Oliver Avenue/Belmont Avenue/Washington Street. Southbound (trucks) will be detoured via Washington Street/Maryland Street/West Street/I-70/S. Harding Street.	Access to all businesses and residences to be maintained via S. Harding St. Truck detour is required due to the low bridge clearance at the S. White River Parkway Bridge.	2025
2-4	S. Tibbs Ave.	Washington St.	Exeter Ave.	Southbound	Storm Sewer Trunk Line	20	N/A	Southbound via Washington Street/Holt Road/Morris Street	Access to all businesses and residences to be maintained via northbound S. Tibbs Avenue. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
3-1	I-65/I-70 Entrance Ramp	Washington St.	I-65/I-70	Westbound	Storm Sewer Trunk Line	3	N/A	Washington Avenue to Alabama Street to Maryland Street to Washington Street to EB entrance I-65/I-70 ramp	This will be a weekend closure.	2025
3-2	N/A								This detour has been removed.	2025
3-3	N/A								This detour has been removed.	2025
3-4	Southeastern Ave.	Shelby St.	Washington St.	Westbound	Storm Sewer Trunk Line	12	N/A	State Ave. to Washington St.	There are no driveways within the closure area. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
3.5	S. College Ave.	Washington St.		Northbound	Storm Sewer Trunk Line	30	N/A	Washington Street/I-65 I-70/Fletcher Street/East Street/Washington Street (WB)/N. Jersey Street/Market Street	Local access will be maintained to all residents and businesses via S. College Avenue.	2025
4-1	State Ave. (south)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	8	N/A	Southbound via Washington St. to Southeastern Northbound via Southeastern Ave. to Rural St. to Washington St. Northbound (trucks) via Southeastern Ave. to E. Pleasant Run Pkwy. N. to English Ave. to Emerson Ave. to Washington St.	Access to all businesses and residences to be maintained via State Ave. Truck detour required due to low clearances on RR underpasses on Rural St. and Sherman Drive. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
4-2	Rural St. (north)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	10	N/A	Southbound via New York St. to State Ave. to Southeastern Ave. Northbound via Washington St. to State Ave. to New York Street	Access to all businesses and residences to be maintained via Rural Ave. Truck detour required due to low clearances on RR underpasses on Rural St. and Sherman Drive. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
4-3	Sherman Dr. (south)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	5	N/A	Southbound via Washington St. to State Ave. to Southeastern Ave. to E. Pleasant Run Pkwy. N. Dr. to English Ave. Northbound via English Ave. to Emerson Ave. to Washington St.	Access to all businesses and residences to be maintained via Sherman Dr. Rural St. is not used as part of the detour due to a low clearance on the RR underpass. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025

4-4	Emerson Ave. (south and north)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	12	N/A	Southbound traffic will be detoured via 10 <sup>th</sup> Street to Arlington Avenue to Brookville Road to English Avenue. Northbound traffic will be detoured via English Avenue to Brookville Road to Arlington Avenue to 10 <sup>th</sup> Street. For WB Washington Street to north Emerson Avenue traffic will be detoured via Washington Street to Sherman Drive to New York Street. For WB Washington Street to south Emerson Avenue traffic will be detoured via Washington Street to State Avenue to Southeastern Avenue to N. Pleasant Run Parkway Drive to English Avenue.	Access to all businesses and residences to be maintained via Emerson Ave. Due to low clearances on RR underpasses on Rural St. and Sherman Drive, they were not included as part of the detour. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
4-5	Ritter Ave. (south)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	30	N/A	Southbound via Washington St. to Emerson Ave. to English Ave. to Brookville Rd. Northbound via Brookville Rd. to Arlington Ave. to Washington St.	Access to all businesses and residences to be maintained via Ritter Ave. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2025
4-6	Ritter Ave. (north)	Washington St.		Southbound Northbound	Full Depth Pavement Replacement	10	N/A	Southbound via E. Pleasant Run Pkwy. N. Dr. to Arlington Ave. to Washington St. Northbound via Emerson Ave. to New York St. to E. Pleasant Run Pkwy. N. Dr.	Access to all businesses and residences to be maintained via Ritter Ave.	2025
4-7	Arlington Ave. (south and north)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	12	N/A	Southbound traffic will be detoured via 10 <sup>th</sup> Street to Shadeland Avenue to Brookfield Road. Northbound traffic will be detoured via Brookfield Road to Shadeland Avenue to 10 <sup>th</sup> Street. For WB Washington Street to North Arlington Avenue traffic will be detoured via Washington Street to Emerson Avenue to 10 <sup>th</sup> Street. For WB Washington Street to South Arlington Avenue traffic will be detoured via Washington Street to Emerson Avenue to English Avenue to Brookfield Road.	Access to all businesses and residences to be maintained via Arlington Ave. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2026
4-8	Kitley Avenue (south)	Washington St.		Southbound Northbound	Storm Sewer Trunk Line	3	N/A	Southbound via Washington St. to Arlington St. to Brookville Rd. Northbound via Brookville Rd. to Shadeland Ave. to Washington St.	Access to all businesses and residences to be maintained via Kitley Ave. Eastbound Washington St. is anticipated to be closed concurrently with this detour.	2027
4-9	Pleasant Run Trail	Emerson Ave. Washington St.	Washington St. E. Pleasant Run Pkwy. N. Dr.	Southbound Northbound	Pavement Widening and sidewalk/trail replacement	Twice for 45 days each	N/A	E. Pleasant Run Pkwy. N. Dr. between Emerson Ave. and Washington St.	Sharrow marking will be added, and a temporary northbound bike lane will be added in area where the road is one-way southbound. A temporary crosswalk and temporary curb ramps will be required for the crossing of Washington Street at E. Pleasant Run Parkway N. Drive.	2025 & 2026
4-10	Washington St.	Southeastern Ave.	State Ave.	Eastbound	Storm Sewer Trunk Line	90	N/A	Southeastern Ave. to State Ave.	Access to all businesses and residences to be maintained via eastbound Washington St.	2025
4-11	Washington St.	State Ave.	Emerson Ave.	Eastbound	Storm Sewer Trunk Line	270	N/A	State Ave. to E. Pleasant run Pkwy. N. Dr. to English Ave. to Emerson Ave.	Access to all businesses and residences to be maintained via eastbound Washington St.	2025 & 2026
4-12	Washington St.	Emerson Ave.	Arlington Ave.	Eastbound	Storm Sewer Trunk Line	160 (D1) 195 (D2)	N/A	Emerson Ave. to English Ave. to Brookville Rd. to Arlington Ave.	Access to all businesses and residences to be maintained via eastbound Washington St. This detour would be utilized at 2 different times once during D1 and once during D2	2025 & 2026
4-13	Washington St.	Arlington Ave.	Shadeland Ave.	Eastbound	Storm Sewer Trunk Line	160	N/A	Arlington Ave. to 10 <sup>th</sup> St. to Shadeland Ave.	Access to all businesses and residences to be maintained via eastbound Washington St.	2026 & 2027