



## **FREQUENTLY ASKED QUESTIONS**

### **What is Improve 64?**

The Improve 64 project will provide added capacity, improved safety, and operational upgrades along I-64 in Floyd County. Improve 64 is one of several infrastructure projects planned by the Indiana Department of Transportation (INDOT) to reduce congestion and improve mobility in Southern Indiana.

Improvements will address the recent growth of the communities served by I-64 and support continued economic development in the area. Over the next five years, the department will undertake more than 65 transportation projects in Floyd and Clark counties to create a regional, large-scale, cohesive infrastructure improvement effort.

### **Where is the project area?**

Improve 64 includes work on I-64 between US 150 and Main Street in New Albany. Additional work will occur on I-265 from I-64 to Green Valley Road and on US 150 from I-64 to Old Vincennes Road.

### **What improvements are planned?**

Additional travel lanes will be constructed in each direction of I-64 from US 150 to just north of Cherry Street.

The project includes changes to the I-64/I-265 interchange that will reduce traffic lane changes and congestion by changing the left-hand exit ramp from eastbound I-64 to I-265 to a right exit.

Additional lanes are also planned along I-265 eastbound from I-64 to State Street, on the I-64 westbound to US 150 westbound exit ramp, as well as on the I-64/I-265 interchange entrance and exit ramps.

Other planned improvements include pavement replacement or rehabilitation on I-64 and I-265, bridge replacement and rehabilitation, new bridge construction, drainage improvements, guardrail installation, updated signage, additional lighting, and updated pavement markings.

### **Why is this project underway?**

As a heavily used transportation corridor, I-64 experiences recurring congestion within the project area during peak travel times. Over time, increased use has resulted in reduced traffic flow. Improve 64 aims to resolve this issue. To further improve drivability within the area, aging pavement and bridges will also be rehabilitated or replaced during construction.

### **How will the project improve traffic?**

Constructing additional lanes on I-64 will reduce congestion as well as improve safety and mobility. Modifying the I-64 and I-265 interchange to eliminate left-hand exit ramps and increasing the number

of lanes will improve traffic flow, particularly during morning and evening commutes. Improvements to eastbound I-64 will also reduce morning commute congestion that occurs between US 150 and SR 62/SR 64.

**Will this project conflict with Sherman Minton Renewal construction?**

The Improve 64 Project Team is actively coordinating with the Sherman Minton Renewal Project Team. Work on the Sherman Minton Bridge is anticipated to be complete in summer 2024. Improve 64 construction is scheduled to begin in late 2025 after Sherman Minton construction is complete. Improvements made during the project will be designed to connect with those made on the bridge.

**What is the project development timeline?**

The project is currently under development which includes design work, surveying, and environmental studies. Pre-construction activities, such as utility relocations, are expected to be completed by late 2025.

**When is construction expected to begin?**

Construction is expected to begin in late 2025. The project is expected to be completed in three years.

**Who is on the project team?**

Improve 64 is being led by INDOT's Seymour District with support from HNTB Corporation and its subconsultants. INDOT is also coordinating with the Federal Highway Administration (FHWA), state and local officials, resource agencies, and other project stakeholders.

**What traffic impacts are expected during construction?**

The Project Team will develop a Traffic Management Plan (TMP) in coordination with emergency responders, school transportation departments, and local officials to minimize traffic impacts during construction.

**Will I-64 and I-265 be closed during construction?**

There will be no long-term full closures of I-64 or I-265 during construction. The existing number of lanes will remain open in each direction along both interstates during peak periods. Short-term lane closures may occur for certain construction activities.

**Will interchanges be closed during construction?**

Short term closures will be necessary for the I-64/US 150, I-64/I-265, and I-265/State Street interchange ramps.

Four- to six-month closures of the I-64/Spring Street interchange ramps will be necessary to complete the concrete pavement replacement and bridge rehabilitation. Detours will include I-64, I-265, and State Street.

**Will local streets be closed for construction?**

Quarry Road, Captain Frank Road, State Street, Cherry Street, and Spring Street will only be closed or have flaggers for short timeframes for overhead bridge work.

State Street will be reduced to one lane for approximately one month.

### **How much will the project cost and how is it being funded?**

Improve 64 is funded through a combination of state and federal transportation funding programs. A detailed cost estimate will be developed during project design.

### **How will I-64 be widened through the steep incline and cut near Floyds Knobs?**

To minimize issues with rock removal, the road will be widened into the median.

### **Are noise barriers planned as part of the project?**

A noise analysis was completed in accordance with the INDOT Traffic Noise Analysis Procedures (2022) (INDOT Noise Policy). Three noise barriers are likely to be constructed as part of this project.

- Noise Barrier 5 – Located east of I-64 approximately 75 feet north of Cottom Street and 600 feet south of Cherry Street
- Noise Barrier 6 – Located east of I-265 from Maevi Drive to 400 feet south of the Green Valley Road overpass (excluding a gap between Wedgewood Drive and Redwood Drive due to conflicts with overhead transmission lines)
- Noise Barrier 7 – Located west of I-265 from approximately 235 feet south of Village Pine Drive to 630 feet north of Barrington Court

To review the Improve 64 Traffic Noise Technical Report, please visit

<https://improve64.com/documents/>.

To learn more about noise barriers and INDOT's noise policy, please read [this brochure](#).

(<https://www.in.gov/indot/files/Noise-Barriers-Brochure.pdf>)

### **Will any land be purchased for the project?**

The project requires 0.26 acre of permanent right-of-way acquisition and 0.44 acre of temporary right-of-way acquisition.

### **What are the environmental impacts of the project?**

The environmental impacts of Improve 64 are discussed in the environmental document. It is available for review at <https://improve64.com/documents/>.

### **How can I get involved in the project?**

Public comments are being accepted until January 25, 2024. Formal comments can be made:

- Via email at [kgillette@hntb.com](mailto:kgillette@hntb.com)
- Online via the [improve64.com](https://improve64.com) website
- Via U.S. mail to Kia Gillette, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204

Project information can be found on the project website, [Improve64.com](https://improve64.com), and through the INDOT Southeast [Facebook](#) and [Twitter](#) pages. The public is also encouraged to subscribe to the INDOT Seymour District email and text message list at [alerts.indot.in.gov](https://alerts.indot.in.gov) to learn more about the project.

Questions, and comments can be made by visiting [INDOT4U.com](http://INDOT4U.com)) or by calling 855-INDOT4U (855-463-6848).