

HENRY STREET BRIDGE PROJECT

Frequently Asked Questions

August 2022

PROJECT OVERVIEW

What is the Henry Street bridge project?

The City of Indianapolis proposes to construct a new bridge over the White River, adding pedestrian connectivity, and improving the local roadway network, including the approach to the bridge on Henry Street from Kentucky Avenue.

Why is this project needed?

The purpose of the proposed Henry Street Bridge is to provide connectivity between the facilities on each side of the White River and reduce existing congestion on adjacent roadways.

The proposed bridge crossing would provide another east-west connection across the White River, making travel to and within the area more attractive for vehicular traffic and pedestrians, and would reduce congestion experienced at nearby intersections.

What are the limits of the project?

The limits of the bridge project are from the intersection with South White River Parkway on the west side of the White River, to Kentucky Avenue on the east side of the White River.

Was a traffic study conducted before the environmental study and design began?

Yes. The traffic study conducted in 2022 evaluated the existing conditions such as lane configuration, signal versus stop sign or no stop control, and turn lane storage length. Crash data was also obtained and evaluated. Then the future developments were then evaluated with these existing conditions.

Is an increase in traffic to the area expected?

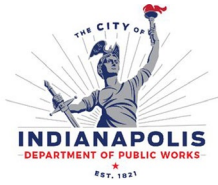
Yes. The majority of the Elanco Headquarters trips are expected to utilize interstates, while the majority of the other developments (whether residential or business) are expected to utilize local roadways.

How much will this project cost?

The budget for the bridge is approximately \$15-\$20 million.

Who is paying for this?

The Henry Street bridge and its approaches are being paid for by the City of Indianapolis. Other roadway improvements are being paid for by the Indiana Economic Development Corporation, or a cost share between the entities.



How long is the environmental study and design expected to take?

The study and the design of the Henry Street Bridge are ongoing. Design is expected to be complete in August 2023.

KEY STAKEHOLDERS

How is this project connected to the White River Innovation District? Are the City and State working together?

While the two projects are separate, the State and City are working together because of their proximity to each other.

For the City, this includes the Department of Metropolitan Development (DMD) and the Department of Public Works (DPW). The Indiana Economic Development Corporation is managing the State's involvement.

What is the White River Innovation District project?

The purpose of the proposed project is to enhance north-south connectivity for vehicles and pedestrians to and from the redeveloped former GM Stamping Plant site. The need for this project is due to the limited pedestrian and vehicular north-south connectivity of South White River Parkway West Drive within the anticipated White River Innovation District.

The proposed project will realign and reconstruct approximately 2,017 feet of South White River Parkway West Drive to the west to connect with the existing intersection of South White River Parkway West Drive/Drover Street at Oliver Avenue.

The proposed typical cross section for the realigned portion of South White River Parkway West Drive will consist of a 10-foot median/left turn lane, two 11-foot travel lanes, eight-foot on-street parking lanes and six-inch curbs. The west side of the roadway will consist of an amenity zone and sidewalk, while the east side will include an amenity zone, 11-foot shared use path, and a planting and seeding zone.

Is this project related to the sale of Diamond Chain and the proposed Indy Eleven stadium?

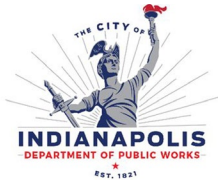
No. While the City will consult property owners in the development of the Henry Street bridge project, the project and the potential development of the former Diamond Chain property are separate.

How will the bridge impact the former GM stamping plant site/future Elanco headquarters?

As the City worked with State partners to plan the redevelopment of the former GM stamping plant site, it was important to improve connectivity within the area and surrounding neighborhoods. These improvements will benefit not only Elanco, but also future development on the site and the adjacent neighborhoods.

How is Elanco involved in this project?

Elanco is a key stakeholder. The City keeps them informed and seeks their feedback at all major project milestones.



BRIDGE AND ROAD IMPROVEMENTS

How large will the bridge be?

This bridge will have 2 vehicular lanes, with a sidewalk on the south side and a wide pedestrian and bicyclist area on the north side. The total length of the bridge is estimated at 770 feet.

What will the bridge look like?

Bridge options are still being determined. Once additional details are available, the City will share them with the public.

What local roads will be improved?

- Henry St. will become a new through street from Harding St. to Kentucky Ave.
- South White River Pkwy. is being relocated from the top of the levee to the west. It will connect to the reconstructed D Loop at the north (where it runs under the bridges), and to Oliver Ave. at Drover St.
- Intersection relocation with lane configuration and stop control improvements will occur at Oliver Ave. and South White River Pkwy. and Henry St. at South White River Pkwy.
- The intersection of Kentucky Ave. at Henry St. will have improved lane configuration.
- Subsequent lane configuration improvements will be made at Washington St. at D Loop / South White River Pkwy intersection and at Oliver Ave.

What is the proposed construction schedule, dependent on approvals?

- Holly Ave. and the D Loop be reconstructed and will connect to Oliver Ave. at Drover St. by the end of 2023.
- Other road construction, realignments, and intersection updates are expected to be complete by late 2024.
- The Henry Street bridge will open by mid-2025.

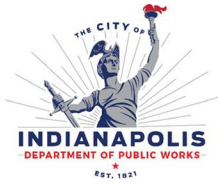
IMPACT TO THE BURIAL GROUND

Will this project impact a burial ground?

The construction footprint for the new Henry Street Bridge project lies across land which is part of a historical burial ground, known in the 1800s as Greenlawn Cemetery. Given this history, the City of Indianapolis and its project team of consultants and contractors are making every effort to proactively proceed in full compliance with all relevant state and federal regulations protecting burial grounds.

Are there any indications that human remains are present? What kind of monitoring has been or will be done?

The larger area is known to have been the site of human burials in the past. However, as part of bridge development and the permitting process, exploratory small diameter geotechnical borings – two on the east side and two on the west side – of the White River have been placed to test areas for possible bridge support locations. These borings were monitored by professional archaeologists and no human remains were encountered.



What state and local agencies/organizations are involved in overseeing the archaeological work?

An archaeological work plan (or treatment plan) approved by the Indiana Department of Natural Resources/Division of Historic Preservation and Archaeology (IDNR/DHPA) will be implemented for any ground-disturbing activities. If human remains, burial objects or grave markers are encountered, work within 100 feet of the discovery will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code (IC) 14-21-1-27 and 29.

Prior to the conclusion of the permitting process, Weintraut & Associates, Inc., under contract with Crawford Murphy & Tilly, will prepare an archaeological work plan for the excavation, analysis and relocation of the unmarked burials encountered and associated with Greenlawn Cemetery. This plan is required under IC 14-21-1-26 and will be provided to DPW and to the IDNR/DHPA.

PUBLIC INVOLVEMENT

How will the public be involved in the project?

The City and State will host public information meetings throughout the environmental study and design process. Further, there are many stakeholders involved as Consulting Parties and Interested Parties for the impacts to historic properties, recreation areas and the White River.

The project team is always willing to provide updates or present to local organizations, including neighborhood groups.