

Project Details

Mainline I-465 Upgrades

The Accelerate 465 project reconstructed approximately 11 miles of an urban interstate. The purpose of the project was to upgrade mainline I-465 and interchange capacities, improve deteriorating pavement and bridges, and upgrade geometric conditions to current standards throughout the project length. The project upgraded I-465 from a six-lane interstate to an eight-lane interstate with 12-foot lanes and a 30-foot paved median. Inside shoulders are 14 feet wide; outside shoulders are 10 feet wide. Seven interchanges were also reconfigured to improve both safety and capacity for travelers entering and exiting I-465, as well as those traveling across the I-465 corridor.

Interchange Upgrades

West 38th Street

- Capacity constraints and undesirable weaving conditions were corrected. The existing loop ramp in the NW quadrant was reconstructed. A loop ramp in the SE quadrant was added, which improved interchange capacity. Both loops joined the cross street exit ramp to I-465 behind a concrete barrier before merging with I-465 at a single freeway entrance point via a partial collector-distributor system.
- The existing signals at the ramp junctions were replaced and dual left and dual right turn lanes added capacity at each ramp approach to the signalized intersection. All cross street pavement within the limited access right of way was replaced. The 38th Street bridge over I-465 was replaced allowing for an outside exit lane to the loop ramp and three through lanes with a curbed median in each direction.
- The 38th Street to NB I-465 entrance ramp was merged with the four lane NB I-465 section via a conventional two lane entrance ramp. One of the ramp lanes continued as an auxiliary lane to 56th Street. Additionally, the SB I-465 exit to 38th Street was directed off of the SB four mainline lane sections via a conventional parallel exit ramp. The SB auxiliary lane between 56th Street and 38th Street now exits.
- Within the limits of the interchange, aesthetic and safety enhancements were made to the 38th Street center-curbed median creating a pedestrian promenade. This facility separates pedestrians and bicycles from vehicular traffic with concrete barriers and safely conveys users between the east and west signalized intersections and across I-465.

I-74/Crawfordsville Road

- The interchange was redesigned to increase capacity, decrease travel time and address weaving, routing, and stopping sight distance deficiencies. The new interchange separates traffic traveling from interstate to interstate from traffic traveling from interstate to the non-freeway, urban arterial (US 136/Crawfordsville Road). To achieve this separation, a service interchange with semi-direction ramps was constructed providing full access between US 136/Crawfordsville Road with both I-74 and I-465. A system interchange provided direction, free flow movement between I-74 and I-465.
- The US 136 alignment was altered at the intersection of Crawfordsville Road and High School Road to allow US 136 and Crawfordsville Road traffic to travel along the same alignment, thus changing the intersection of US 36, Crawfordsville Road and High School Road from a four-leg intersection to a T-intersection. As a result, operational confusion in this area was eliminated and the transition from I-74 to Crawfordsville Road was more apparent creating a safer conversion from freeway to arterial.

- To decrease travel time, the existing NB to WB and SB to loop ramps were eliminated and replaced with higher speed directional flyover ramps. This eliminated the hazards associated with the weaving areas of the existing full cloverleaf interchange.

West 10th Street Interchange

- Capacity constraints and undesirable weaving conditions were corrected. A partial clover leaf with a single loop in the SE quadrant was constructed. The loop meets the WB to NB ramp behind a concrete barrier prior to merging with I-465 at a single freeway entrance point. This partial collector-distributor system improves driver safety by reducing weaving conflicts between ramp traffic and freeway traffic.
- New signals were provided on the east and west sides of I-465 at the exit ramp junctions with the cross street. These intersections included dual left turn lanes with a single right turn lane at the east ramp junction and a dual right turn lane at the west ramp junction. All cross street pavement within the limited access right-of-way were replaced, and the WB left turn lane at High School Road and the EB turn lane at Vinewood Avenue extended to provide better intersection operation. The 10th Street bridge over I-465 was replaced to increase capacity by providing three WB through lanes, dual WB left turn lanes, a center curbed median, two EB through lanes, and an EB and NB exit lane.
- Within the limits of the interchange, aesthetic and safety enhancements were made to the 10th Street center-curbed median to create a pedestrian promenade. This facility separates pedestrian and bicycles from vehicular traffic with a concrete barrier and safely conveys users between the east and west signalized intersections and across I-465.

US 36/Rockville Road Interchange

- The weaving, capacity, and safety issues inherent to a cloverleaf interchange were reduced by reconstructing this full cloverleaf interchange to a partial cloverleaf interchange with a single loop in the SE quadrant. The loop meets with the WB to NB ramp behind a concrete barrier prior to merging with I-465 at a single freeway entrance point. This partial collector-distributor system provides driver safety and travel time benefits by reducing weaving conflicts between ramp traffic and freeway traffic. A loop in the NW quadrant was not required because it would push the proposed SB I-465 exit ramp farther west and nullify the travel time and capacity benefits gained by the proposed spacing of the two signalized intersections.
- New signals are provided at ramp junctions on the east and west sides of I-465 at the ramp approaches to US 36. These intersections include dual left turn lanes and a single right at the east ramp junction and a dual right turn lane at the west ramp junction. All cross street pavement within the limited access right-of-way was replaced, and the WB left lane at High School Road extended. The US 36 bridge over I-465 was replaced to increase capacity by allowing three WB through lanes, a WB turn lane, a center-curbed median, two EB through lanes and an EB to NB exit lane.
- Within the limits of the interchange, aesthetic and safety enhancements were made to the US 36 center-curbed median to create a pedestrian promenade. This facility separates pedestrian and bicycles from vehicular traffic with a concrete barrier and safely conveys users between the east and west signalized intersections and across I-465.

US 40/Washington Street Interchange

- Undesirable weaving movements along with present capacity and safety constraints were reduced by reconstructing this full cloverleaf to a partial cloverleaf with loops in the NW and SE quadrants. These loops meet with cross street exit ramps to I-465 behind a concrete barrier prior to merging with I-465 at a single freeway entrance point. This partial collector-distributor system provides driver safety and travel time benefits by reducing weaving conflicts between ramp traffic and freeway traffic.

- New signals were installed on the east and west sides of I-465, and dual left turn lanes provide additional capacity at the exit ramp junctions with the cross street. The I-465 bridge over US 40 was lengthened and the vertical clearance increased. All cross street pavement within the limited access right of way were replaced and now accommodate two WB through lanes, a WB to SB exit lane, a center-curbed median, two EB through lanes, and an EB to NB exit lane.
- Within the limits of the interchange, aesthetic and safety enhancements were made to the US 40 center-curbed median creating a pedestrian promenade. This facility separates pedestrians and bicycles from vehicular traffic with a concrete barrier and safely conveys users between the east and west signalized intersections and across I-465.

Sam Jones Expressway

- The Sam Jones Expressway interchange has been reconstructed as a diamond interchange with traffic signals at the ramp terminals. Southbound I-465 drivers that are heading to eastbound I-70 and downtown Indianapolis have the option of using Sam Jones Expressway, which will have robust signals and large intersections designed to handle the traffic, or heading further south to the I-70 interchange where there will be no signals and using a loop ramp to access I-70. The diamond interchange eliminates an existing substandard horizontal curve in the southbound to eastbound flyover ramp. This ramp could not be upgraded without significant impacts to the airport and adjacent businesses.
- New signals were installed on the east and west sides of I-465, and triple left turn lanes provide additional capacity at the exit ramp junctions with the cross street. The Sam Jones Expressway bridge over I-465 was lengthened and the vertical clearance increased. All cross street pavement within the limited access right of way were replaced and now accommodate two EB and WB through lanes with dual left turn lanes at the intersections.

I-70 Interchange

- The re-design of this interchange increased capacity, eliminated a hazardous weave section, and improved travel times by replacing the existing 25 mph EB to NB loop ramp with a 40 mph directional flyover ramp. Capacity is further increased by adding a second lane to the EB to NB and NB to WB ramps. The SB to EB and WB to SB loop ramps merge onto a collector-distributor ramp and are separated from mainline traffic by a concrete barrier. The EB to SB ramp, added to this collector-distributor system before merging with I-465 traffic as a two-lane ramp entrance, provides driver safety and travel time benefits by reducing weaving conflicts between ramp traffic and freeway traffic.
- Within the limits of this project, all I-70 pavement and structures were replaced. The design of I-70 provides a sufficiently wide grass median to allow for the possibility of future lane additions to I-70 and matches what was recently constructed to the west. The redesign of this interchange also addressed existing drainage problems within the interchange.