



## I-465 SOUTHWEST FAQs

### What are INDOT's plans for I-465 on the southwest side of Indianapolis?

INDOT plans to advertise a construction contract to be awarded in August for:

- Pavement removal and replacement and concrete bridge approach replacements at four bridges:
  - I-465 over Kentucky Avenue/State Road 67
  - I-465 over State Ditch
  - I-465 over White River
  - I-465 over Harding Street/S.R. 37
- Bridge joint replacements
- Asphalt and concrete pavement patching

### What is the project area?

I-465 between I-65 on the south side (Mile Marker 0) and I-70 on the west side (Mile Marker 9).

### When will this happen?

Eastbound I-465 will close at 9 p.m. on Sept. 14 and reopen on or before 5 a.m. Sept. 24.

Westbound I-465 will close at 9 p.m. on Sept. 28 and reopen on or before 5 a.m. Oct. 8.

### Will I-465 be closed for this work?

INDOT's current plan is to close one direction of I-465 between I-65 and I-70 for approximately nine days to complete this work, reopen that side, then close the other direction for approximately nine days to complete the work in the opposite direction. INDOT does not anticipate closing both directions of I-465 at the same time for this work.

### What are the detour routes?

The detour around I-465 on the south and southwest sides of Indianapolis will use I-65 and I-70 through downtown Indianapolis.

### What about traffic that would normally use S.R. 37, S.R. 67, or U.S. 31?

S.R. 37 (Harding Street), S.R. 67 (Kentucky Avenue), and U.S. 31 (East Street) will remain open to northbound and southbound traffic during the I-465 construction, as will Mann Road. Traffic that would normally use I-465 to reach S.R. 37 or S.R. 67 will be directed to use I-70 to Harding Street (Exit 78). Southbound Harding Street will take motorists to S.R. 37 or S.R. 67 via Kentucky Avenue. Traffic that would normally use U.S. 31 should consider I-65 as an alternate route.

### Why close one direction at a time rather than a full closure, like on I-65 downtown?

The scope of work for I-465 on the southwest side is not as extensive as the bridge rehabilitation work happening on I-65 on the northwest side and downtown Indianapolis. The work planned for the southwest side can be completed in a shorter time frame. Closing only one side of I-465 at a time will

better preserve mobility on the southwest side, where there are fewer options for local detours compared with the downtown street grid.

**Why not just close individual lanes, rather the entire roadway sections?**

Using partial closures will allow this critically needed work to happen at a much more accelerated pace than possible if traffic were maintained throughout the project. Without using the closure plan INDOT has developed, this project could likely take five to six months, if not longer, with typical maintenance of traffic in place. Maintaining traffic during the work would also result in long traffic backups. Closing all the westbound and eastbound lanes in sequence also improves safety for motorists and construction workers. Finally, maintenance of traffic represents a significant cost, especially on interstate projects. By using INDOT's closure strategy, this work can be completed with a sizeable cost savings to taxpayers.