NORTH SIDE IMPACT ANALYSIS
INDOT

INTERSTATE PROJECTS

Heavy investment in a fifty-year-old central Indiana interstate system is in process, and unless redirected, will incrementally embed the system's inefficiencies and inequities for another half century.

The INDOT overall project is separated into three sections as shown in the location maps:

- **Green**: I-65/70 North Junction bounded by Vermont Street, Central Avenue and Commerce Avenue (Des #1600808)
- **Red**: I-65 from Central Avenue to Fall Creek (Des #1600713)
- **Blue**: I-70 from Commerce Avenue to I-465 East Leg (Des #1600712)

*From “Project Intent Report”, Revision July 18, 2016, INDOT*
INDOT

CURRENT PROJECT

50-year impact
neighborhoods just beginning to recover from original interstate construction

Incremental - part of a larger project area
let's take the time to study alternatives and look at the big picture for all the projects

Added travel lanes
don’t solve future congestion - we need a more forward-thinking solution that considers autonomous vehicles, transit and logistics traffic
Added lanes to create a 5 lane section on NB I-65. Two of the five lanes exit to the right to go to West St and MLK St. Removes the existing movements from the left to the existing MLK St / West St exit. The added travel lanes and new ramp configuration will require widening of the large bridge over several local streets.
INDIANAPOLIS

NORTH SPLIT

INDOT ATTACHMENT A

LANE MARKING
RETAINING WALL/BARRIER
BRIDGE 20'-30' HIGH
BRIDGE 40'-50' HIGH
BRIDGE 60'-70' HIGH

*Drawing from “Project Intent Report”, Revision July 18, 2016 INDOT

Reconfigure the I-65 and I-70 north split interchanges ramps for the Pennsylvania St and Meridian Street which provides easier movements to and from I-65.

Peach lines indicate transitions for project phasing.

New configuration provides a dedicated on-ramp from Delaware Street which provides easier movements to I-65.

*Drawing from “Project Intent Report”, Revision July 18, 2016 INDOT
With the new lane configuration and added lanes in both directions, it is necessary to reconstruct the bridges over College Ave.

New configuration provides a dedicated on-ramp from Delaware Street which provides easier movements to get to EB I-70 ramp.

*Drawing from "Project Intent Report", Revision July 18, 2016, INDOT
Added lanes to create a 5 lane section on NB I-65. Two of the five lanes exit to the right to go to West St and MLK St. Removes the existing movements from the left to the existing MLK St / West St exit. The added travel lanes and new ramp configuration will require widening of the large bridge over several local streets.
Indianapolis
North Split
Indot Attachment D

Lane Marking
Retaining Wall/Barrier
Bridge 20’-30’ High
Bridge 40’-50’ High
Bridge 60’-70’ High

Notes:
Western Exit Ramp at Grade

New configuration provides a dedicated on-ramp from Delaware Street which provides easier movements to get to EB I-70 ramp.

*Drawing from “Project Intent Report”, Revision July 18, 2016 INDOT
INDIANAPOLIS
NORTH SPLIT
EXISTING BETWEEN PENN & COLLEGE

12TH ST.  50’  134’  50’  PARKING

+/- 250’ INDOT R.O.W.
INDIANAPOLIS
NORTH SPLIT
INDOT PROPOSAL ‘A’ BETWEEN PENN & COLLEGE

*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
INDIANAPOLIS
NORTH SPLIT
INDOT PROPOSAL ‘D’ BETWEEN PENN & COLLEGE

*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
*This illustration is an interpretation of INDOT's plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
*This illustration is an interpretation of INDOT's plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT.
INDIANAPOLIS NORTH SPLIT EXISTING

INDIANA LANDMARKS

CENTRAL 12TH ST.

ALABAMA DOWNTOWN
*This illustration is an interpretation of INDOT’s plan. Source: "Project Intent Report", Revision July 18, 2016 INDOT
INDIANAPOLIS
NORTH SPLIT
COMPARISON

*Downtown

*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
INDIANAPOLIS
NORTH SPLIT
AFTER - 12TH & ALABAMA

*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
Indianapolis
North Split
After - 12th & Central

*This illustration is an interpretation of INDOT's plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
This illustration is an interpretation of INDOT's plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
INDIANAPOLIS

NORTH SPLIT

BEFORE - 11TH & PARK
*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT*