

# **OFFICIAL THOROUGHFARE PLAN MARION COUNTY, INDIANA**

**As amended by Resolution 02-CPS-R-010**

**June 19, 2002**

**A Segment of the Comprehensive Plan of Marion County, Indiana as Amended**

City of Indianapolis  
Department of Metropolitan Development  
Division of Planning  
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## **FOREWORD**

This document reflects the recommendations pertaining to the Marion County portion of the Update of the Indianapolis Regional Transportation Plan for 2025 adopted by the Metropolitan Development Commission on June 16, 1999, amendments to the Thoroughfare Plan adopted July 1999, and recent Amendments to the Indianapolis Regional Transportation Plan, adopted April 2002.

This Thoroughfare Plan incorporates changes resulting from an update of the Indianapolis Regional Transportation Plan. The Regional Plan forecasts transportation needs through the year 2025 for the Planning Area as shown on Map 1. The Regional Plan was amended to reflect the most recently updated information and changes in project priorities. Other changes to this Thoroughfare Plan include mapping and editorial corrections as well as amendments approved since July 7, 1999.

The overall goal of this revised Thoroughfare Plan is to make it consistent with and incorporate the recommendations from the amended Indianapolis Regional Transportation Plan.

This report constitutes the Official Thoroughfare Plan for Marion County, Indiana and has been adopted by the Metropolitan Development Commission as a segment of the Comprehensive Plan for Marion County, Indiana.

## Map 1 Indianapolis Metropolitan Planning Area

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## **INTRODUCTION**

The streets identified in the Thoroughfare Plan comprise an interconnecting hierarchical system of roadways that include freeways, expressways and arterials (primary and secondary). This system is intended to channel traffic onto the thoroughfare system and off of local streets, as well as to provide continuity and connectivity across the system. The fact that a street is on the system indicates its importance to the overall transportation network. The area's limited financial resources are principally directed toward maintaining and improving the thoroughfare system. The system was developed using established principles relative to functional relationships, connectivity and arterial spacing. The Thoroughfare Plan also identifies major street improvements proposed for Marion County, Indiana. The proposed improvements are to provide roadway capacity needed to accommodate forecasted traffic demand to the year 2025. The future traffic demand is based on projected changes in population and employment.

There are 1,029 miles of roads on the Thoroughfare Plan (see Maps 2 and 3). Of these, 208.18 miles have been recommended for major improvement by the year 2025. Priorities for these improvements range from "A" to "D", with "A" being the highest and "D" being the lowest. See page 18 for a detailed discussion of the priority setting procedure. Map 6, page 19, identifies the priority recommendations.

<b><u>Priority</u></b>	<b><u>Miles</u></b>	<b><u>Construction Cost</u></b>
<b>A</b>	<b>61.47</b>	<b>\$595,380,568</b>
<b>B</b>	<b>79.46</b>	<b>\$1,145,917,093</b>
<b>C</b>	<b>25.52</b>	<b>\$140,747,585</b>
<b>D</b>	<b>41.73</b>	<b>\$393,022,939</b>
<b>TOTAL</b>	<b>208.18</b>	<b>\$2,275,068,185</b>

The Indianapolis Department of Public Works and the Indiana Department of Transportation are the responsible implementing agencies for these recommended improvements. The City of Carmel is responsible for improvements to 96<sup>th</sup> Street, the northern boundary of Marion County. Hendricks County is responsible for improvements along Raceway Road, the western boundary of Marion County. The Indianapolis Department of Public Works has the jurisdiction for implementing 108.71 miles of the recommended priority improvements at a total estimated construction cost of \$489,999,771. The Indiana Department of Transportation has jurisdiction for implementing 99.47 miles of roadway improvements at a total estimated construction cost of \$1,785,068,414.

Generally, the implementation of a roadway project in the Thoroughfare Plan progresses through the following six phases:

1. Feasibility Study
2. Environmental Impact Study
3. Preliminary Engineering
4. Final Design
5. Right-of-way Acquisition
6. Construction

Typically three (3) years is needed to implement a major roadway project depending on the scope and complexity of the project. Public hearings by the implementing agency are often held as part of the planning and implementation of a project. Public hearings are required if federal funds are being used. In addition to these intermediate steps, final construction of a roadway is always subject to funding availability.

In order for a project to receive federal funds it must be included in the Indianapolis Regional Transportation Improvement Program (IRTIP) which is prepared every year by the Indianapolis MPO, Division of Planning, Department of Metropolitan Development and adopted by the Metropolitan Development Commission. The IRTIP identifies the transportation improvements proposed for the Indianapolis Metropolitan Planning Area over a three-year period.

The recommended improvements and priorities in this Thoroughfare Plan are based on the Indianapolis Regional Transportation Plan. The Plan was updated by the Indianapolis Metropolitan Planning Organization, Department of Metropolitan Development and was adopted by the Metropolitan Development Commission in April of 2002. The Regional Transportation Plan is consistent with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) and was developed in cooperation with the Indianapolis Regional Transportation Council using documented procedures.

Detailed technical information supporting the development of the Indianapolis Regional Transportation Plan is contained in a series of technical reports located in the Division of Planning. An Executive Summary is available for purchase from the Division of Planning.

The Indianapolis Thoroughfare Plan Supplement contains sketch plans and project descriptions for the proposed new roadway segments shown on Map 4 and was completed and adopted in 1998. The supplement provides preliminary alignment information intended for use in preserving needed rights-of-way. Copies of the Indianapolis Thoroughfare Plan Supplement are available for purchase from the Division of Planning.

Map 2 Marion County Thoroughfare Plan (click here for map)

Map 3 Marion County Thoroughfare Plan CBD Insert (click here for map)

In addition to recommending priority improvements, this Thoroughfare Plan report identifies the proposed right-of-way for each thoroughfare segment. Needed rights-of-way for roadway facilities are preserved where possible by the Metropolitan Development Commission in zoning petitions for properties which abut the thoroughfares and as part of the administration of Improvement Location Permits. The rights-of-way are protected from development to reduce the cost of future land acquisition and to minimize future disruption to persons living along the roadways should the need for improvements become necessary.

Table 1, page 7, identifies right-of-way standards for the thoroughfare system. **The actual amount of right-of-way preserved as part of the development process may be more or less than the standard, if the deviation from the standard is supported by planning or engineering justification. The Division of Planning should be notified of any deviations.** Detailed technical information supporting the right-of-way standards in Table 1 is contained in the following Division of Planning document:

**Staff Memorandum: Recommendations for Revisions to the Thoroughfare Plan Right-of-Way Standards.** (MDC Resolution 91-CPS-R-1).

The typical right-of-way for a given roadway depends on its functional classification, proposed number of lanes and its development area location. Map 5, page 9, identifies the development area boundaries used for this purpose. Refer to page 14 for additional explanation of development area location.

Figures 1 through 4 show typical cross sections for selected roadway functional classification and number of lanes. They are provided to help the reader visualize the design elements of selected roadways.

Map 4 Plan Supplement (click here for map)

**TABLE 1**  
**Typical Right-of-Way (R-O-W) Standards**

<u>Classification</u>	<u>R-O-W (feet)</u>	<u>Section Reference Number</u>
<b>Freeway:</b>		
10 Lanes	300	1A
8 Lanes	300	1
6 Lanes	300	2
4 Lanes	300	3
<b>Expressway:</b>		
6 Lanes	200	4
4 Lanes	200	5
<b>Two-Way Primary Arterial:</b>		
6 Lanes:		
Area 1	120	6A
Area 2	140	6B
Area 3	160	6C
4 Lanes:		
Area 1	100	7A
Area 2	120	7B
Area 3	140	7C
<b>One-Way Primary Arterial</b>		
3 Lanes:		
Area 1	70	8A.1
Area 2	90	8A.2
Area 3	100	8A.3
4 Lanes:		
Area 1	80	8B.1
Area 2	100	8B.2
Area 3	120	8B.3

**TABLE 1 (Continued)**

<b><u>Classification</u></b>	<b><u>R-O-W (feet)</u></b>	<b><u>Section Reference Number</u></b>
<b>One-way Primary Arterial Continued:</b>		
5 Lanes:		
Area 1	100	8C.1
Area 2	120	8C.2
Area 3	140	8C.3
<b>Two-Way Secondary Arterial:</b>		
4 Lanes:		
Area 1	100	9A
Area 2	120	9B
Area 3	140	9C
2 Lanes:		
Area 1	80	10A
Area 2	80	10B
Area 3	80	10C
<b>One-Way Secondary Arterial:</b>		
3 Lanes:		
Area 1	70	11A
Area 2	90	11B
Area 3	110	11C
<b>Collector:</b>	70	

**Notes:**

- 1 - See Map 5 on page 9 for area boundaries
- 2 - See Figures 1 through 4 for Typical Roadway Cross-Sections
- 3 - See text on page 16 for explanation of Section Reference Number

Map 5 Development Areas (click link for map)

Figure 1 & 2 (coming soon)

Figure 3 & 4 (coming soon)

## **EXPLANATION OF DETAILED PLAN DESCRIPTION**

The Detailed Plan Description section of this report contains two Parts:

**Part 1: Freeways (Pages 21-24)**

**Part 2: Arterials (Pages 25-54)**

Figure 5 is a sample page of the detailed plan description. The columns of the detailed plan description have been numbered so that they correspond with the following column explanations.

### **COLUMN 1: STREET AND SEGMENT**

The streets identified in the Thoroughfare Plan comprise a system that includes freeways, expressways and arterials (primary and secondary). The fact that a street is on the system indicates its importance to the overall transportation network. The area's limited financial resources are principally directed toward maintaining and improving the thoroughfare system. The system was developed using established principles relative to functional relationships, connectivity and arterial spacing. In the downtown area and older parts of the city, the arterials are spaced as closely as a city block. As distance increases from the central part of the city the spacing of arterials is generally one mile.

The functional hierarchy of the streets on the system is: freeways, expressways, primary arterials and secondary arterials. A street should connect with a roadway of equal or higher ranking so that local streets carry traffic to collectors, collectors carry traffic to arterials and arterials carry traffic to expressways and freeways. Functional definitions of street classifications, including non-thoroughfares (collectors and local streets), follow:

- 1. Freeways** Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic, in particular long trips made within and through the study area. These roads are designed for relatively high-speed operation.
- 2. Expressways** Access controlled routes with design and operational characteristics similar to freeways, with some intersections at grade. Access control is usually obtained by using medians, frontage roads, and by selectively locating intersections. These roads are designed for relatively high speed operation.

3. **Primary Arterials** These routes have greater traffic-carrying capabilities and higher levels of service than other at-grade routes to channel major traffic movements. They either carry higher volumes than other adjacent

Figure 5 Sample Page of Detailed Description

routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving through traffic rather than serving abutting land use.

4. **Secondary Arterials** These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity.
5. **Collectors** Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land uses.
6. **Local Streets** These routes include the remainder of the surface streets. Their primary function is to service abutting land-uses.

## **COLUMN 2: DEVELOPMENT AREA LOCATION**

The right-of-way requirements for a given roadway classification vary depending on its location within Marion County. The county has been divided into three areas based on stages of development as shown on Map 5, page 9. The requirements are greater in the developing areas of the county.

This distinction has been made to account for the fact that in built-up areas of the county, where the infrastructure and substantial development are in place, it is less likely that right-of-way preservation will not be an issue. Thus, the requirements reflect the need for wider right-of-way standards in less developed areas where opportunity exists to preserve right-of-way before development occurs.

These areas were delineated by combining the seven stages of development identified in the Marion County Comprehensive Plan. The comprehensive plan differentiates the stages of urban development for the purpose of tailoring specific development goals and policies to specific stages of development.

For purposes of this thoroughfare plan, the Comprehensive Plan's Stage 1 (Regional Center Area), Stage 2 (Center City Revitalization Area) and Stage 3 (Established Center City Area) were combined into **Area 1: Fully Developed**. Area 1 has essentially been fully developed since 1950. In Area 1 almost all community services are in place but some may need

reconstruction or replacement due to age.

Stage 4 (Suburban Revitalization Area) and Stage 5 (Established Suburban Area) were combined into **Area 2: Partially Developed**. The primary development in this area began in about 1950 and continues today. It is estimated that about 80% or more of the area is developed. Stage 6 (Developing Suburban Area) and Stage 7 (Rural Area) were combined into **Area 3: Developing**. The primary development in this area began around 1965 and continues today.

### **COLUMN 3: EXISTING RIGHT-OF-WAY(R-O-W) AND PAVEMENT**

**Existing R-O-W:** This number indicates the approximate right-of-way currently existing for a particular roadway. **This information is intended for planning purposes only and is not a legal description.** A title search of the properties located on a particular roadway would be needed for a definitive description of existing right-of-way. This information can be obtained from the Marion County Recorder's Office.

**Existing Pavement:** The existing pavement widths should be viewed as approximations. **This information is intended for planning purposes only and is not a legal description.** The number shown refers to the total width of the travel lanes of the roadway (it does not include auxiliary lanes, e.g. turn lanes). An undivided roadway is shown as a single number (e.g. "24" should be interpreted as a two lane road with a 12-foot lane in each direction) and a divided roadway is shown as two numbers separated by a hyphen (e.g. "24-24" should be interpreted as a four lane road with two 12-foot lanes in each direction, divided by a raised median, striped pavement or continuous left turn lane).

### **COLUMN 4: PROPOSED R-O-W AND PAVEMENT**

**Proposed R-O-W:** This number indicates the standard right-of-way width needed if a roadway is improved in the future. **Only the roadway segments having priority and cost estimates associated with them are proposed for implementation by the Year 2025.** The city will attempt to protect this right-of-way during the development process to insure right-of-way is free of development when and if an improvement is implemented. The right-of-way standards were developed by the Department of Metropolitan Development, Division of Planning in cooperation with the Department's Division of Development Services and the Indianapolis Department of Public Works. The standards reflect the design practices of the Indianapolis Department of Public Works that are consistent with guidelines recommended by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration. The standards underwent extensive technical and community review before being adopted by the Metropolitan Development Commission on January 2, 1991. **In cases where the right-of-way standard is insufficient due to such conditions as irregular topography, creek and river crossings, bridges, or major intersections, additional right-of-way may be required if substantiated by technical justification. Likewise, under certain conditions, less than the standard may be required if substantiated by planning or engineering justification.** The typical cross sections illustrated in Figures 1-4, pages 10 and 11 show the right-of-way components.

Segments containing an “S” in the proposed right-of-way column can be found in the Indianapolis Thoroughfare Plan Supplement (1998) which contains detailed right-of-way requirements for each proposed new roadway segment.

**Proposed Pavement:** The information shown indicates the ultimate pavement width for the roadway segment. **Only the roadway segments having priority and cost estimates associated with them are proposed for implementation by the Year 2025.** The proposed pavement width for non-priority segments should be viewed as the ultimate design standard to be implemented when needed. See the explanation of priority on Page 17 for more detail.

Again, as in the explanation of existing pavement, the number shown refers to the total width of the travel lanes of the roadway (it does not include auxiliary lanes, e.g. turn lanes). An undivided roadway is shown as a single number (e.g. "24" should be interpreted as a two lane road with a 12-foot lane in each direction) and a divided roadway is shown as two numbers separated by a hyphen (e.g. “24-24” should be interpreted as a four lane road with two 12-foot lanes in each direction divided by a raised median, striped pavement or continuous left turn lane). There may be instances where the pavement width is shown as “24”, even though it exists or could be constructed as two 12-foot travel lanes with a center lane.

A four lane facility with an "-X" notation as part of its section reference number is recommended to initially be constructed as a two lane roadway with sufficient right-of-way preserved to construct a four lane roadway when needed. See the explanation of “section reference” below for more detail.

At major intersections and entrances into properties where auxiliary lanes are needed, the pavement width will be greater than shown in this report.

### **COLUMN 5: LENGTH**

This number indicates the length of the segment in miles.

### **COLUMN 6: SECTION REFERENCE**

Initial Letter: This letter indicates whether a particular roadway is existing or proposed and if construction is required. It also indicates whether or not right-of-way must be acquired.

Specifically:

- A = existing road; reconstruction as needed; preserve R-O-W
- B = proposed road; no construction; preserve R-O-W
- C = proposed road; construction required; obtain R-O-W
- D = existing road; no construction; preserve R-O-W
- E = existing road; construction required; obtain additional R-O-W
- F = existing road; construction required; adequate R-O-W available
- G = existing road; leave as is

Reference Number: This number corresponds to the functional classification and right-of-way requirements listed in Table 1, pages 7 and 8.

The section reference number for certain proposed four lane roadway segments is followed by an "-X". This notation indicates a recommendation to design the project, at such time that it is implemented, for the initial construction of two lanes with a two-lane offset. The two-lane offset would be constructed when needed based on traffic demand. Right-of-way is to be preserved for a four-lane facility. The two lane offset recommendation is most often associated with proposals intended to fill in missing segments of the thoroughfare system. Thus, the recommendation is primarily a function of system continuity rather than traffic demand.

### **COLUMN 7: COST ESTIMATES**

Cost estimates were developed as part of the update of the Indianapolis Regional Transportation Plan using a unit cost estimate procedure. Specific cost estimates come from the implementing agency. Estimates are based on the type of improvement (e.g. widening versus new roadway) and area location (e.g. central business district versus fringe areas). The cost estimating procedure is documented in Appendix B of Technical Memorandum, Task 22, Sketch Plans. This Memorandum is available at the Division of Planning.

### **COLUMN 8: PRIORITY**

**Only those roadway segments with an assigned priority and cost estimate are recommended for implementation by the Year 2025 (see Map 6).** The priorities assigned to specific roadway segments were developed using a “ranker/rater” process as part of the Regional Transportation Plan update. Five evaluation categories were ranked and rated by citizens, planners, engineers and public officials. The five categories included:

1. Roadway Service
2. Transportation Preservation, Improvement, and Enhancement
3. Environmental
4. Multimodal Benefits
5. Community Impacts

The information from the ranker-rater process was viewed along with a benefit/cost index in the final prioritizing of projects. The priority rankings were assigned to recommended implementation time frames:

Priority A: 2000-2006

Priority B: 2007-2015

Priority C: 2016-2020  
Priority D: 2021-2025

The priority setting process is documented in Technical Memorandum, Task 29, Evaluation of Multi-Modal Transportation Needs Plan.

It should be noted that these are recommended priorities. The decision to implement a project is made by the Indiana Department of Transportation and/or the Indianapolis Department of Public Works. Refer to the Indianapolis Regional Transportation Improvement Program Report for a listing of the existing three-year implementation program.

It should also be noted that this Thoroughfare Plan is updated to keep it current as conditions change and new information becomes available. Therefore, over time, priorities may change or new priorities may be added to the plan. Such changes are adopted by the Metropolitan Development Commission as plan amendments.

Because of the cost, this report is not necessarily reprinted each time the plan is amended. Persons who have provided the Division of Planning with a completed registration form found at the front of this report will automatically receive Plan changes as they are approved by the Metropolitan Development Commission.

Corrections, questions or comments concerning this report should be referred to the Department of Metropolitan Development, Division of Planning, Transportation Planning Section at (317) 327-5151.

Map 6 Recommended Thoroughfare Priority Improvements

## **DETAILED PLAN DESCRIPTION**

Please click on following links to access the detailed description tables.

### **PART 1: FREEWAY**

## **DETAILED PLAN DESCRIPTION**

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### **PART 2: ARTERIALS**

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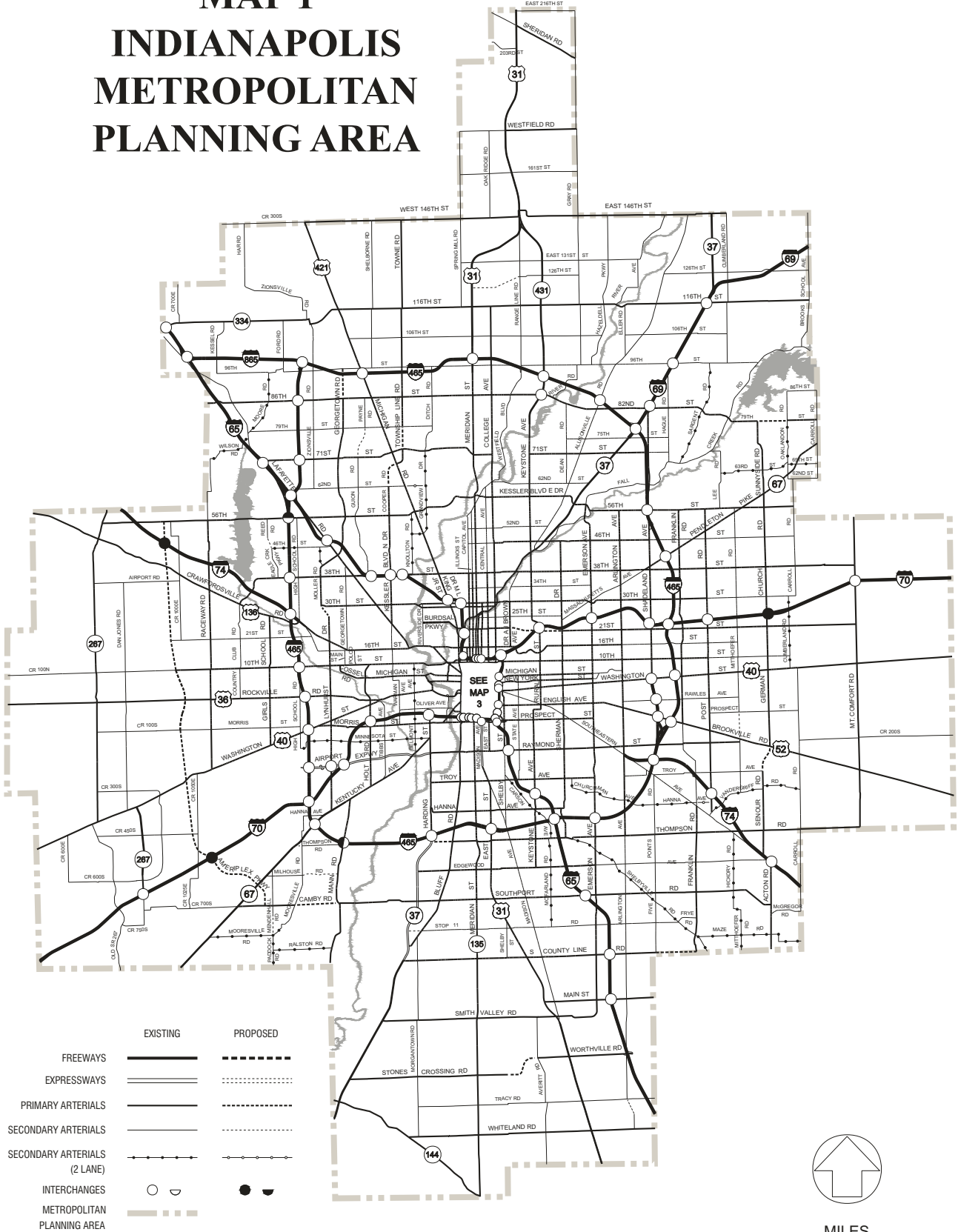
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# MAP 1 INDIANAPOLIS METROPOLITAN PLANNING AREA



STREET & SEGMENT	DEV. AREA LOCATION (1)	EXISTING		PROPOSED		LENGTH (in miles)	SECTION REFERENCE (2)	COST ESTIMATE	PRIORITY(3)
		R.O.W. (in feet)	PAVEMENT (in feet)	R.O.W. (in feet)	PAVEMENT (in feet)				
1. INTERSTATE 465 EAST LEG (SEE I-465 NORTH LEG)									
A. I-69 - 56TH ST	3	200	36-36	300	48-48	2.80	F-2	\$650,000	A
B. 56TH ST INTERCHANGE MODIFICATION	3	-	-	-	-	0	-	\$46,000,000	A
C. 56TH ST - PENDLETON PIKE	2	200	36-36	300	60-60	1.70	F-2	\$42,993,224	A
D. PENDLETON PIKE - I-70	2	200	36-36	300	60-60	2.35	F-2	\$54,000,000	A
E. I-70 - WASHINGTON ST	2	200	36-36	300	48-48	1.85	F-2	\$36,693,861	A
F. WASHINGTON ST - BROOKVILLE RD	3	200	36-36	300	48-48	1.54	G-2	\$11,206,800	D
G. BROOKVILLE RD INTERCHANGE MODIFICATION	3	-	-	-	-	0	-	\$5,900,000	A
H. BROOKVILLE RD - SHADELAND AV	3	200	24-24	300	24-24	0.90	G-3	\$6,724,080	D
I. SHADELAND AV INTERCHANGE MODIFICATION	3	-	-	-	-	0	-	\$6,400,000	A
J. SHADELAND AV - I-74	3	200	36-36	300	48-48	0.78	F-2	\$5,603,400	D
K. I-74 INTERCHANGE MODIFICATION (SEE I-465 SOUTH LEG)	3	-	-	-	-	0	-	\$19,000,000	A
2. INTERSTATE 465 NORTH LEG									
A. I-865 - MICHIGAN RD	3	200	36-36	300	60-60	2.00	F-2	\$26,126,667	B
B. MICHIGAN RD - MERIDIAN ST	3	200	36-36	300	48-48	3.83	F-2	\$85,089,308	B
C. MERIDIAN ST - KEYSTONE AV	3	200	36-36	300	60-60	2.00	F-2	\$95,320,250	B
D. KEYSTONE AV - ALLISONVILLE RD	3	200	36-36	300	48-48	2.02	F-2	\$51,916,346	B
E. ALLISONVILLE RD - I-69 (SEE I-465 EAST LEG)	3	200	36-36	300	48-48	1.55	F-2	\$40,289,248	B
3. INTERSTATE 465 SOUTH LEG (SEE I-465 WEST LEG)									
A. KENTUCKY AV - MANN RD	3	200	36-36	300	48-48	1.14	F-2	\$8,333,635	D
B. MANN RD INTERCHANGE	3	-	-	-	-	-	C-2	-	-
C. MANN RD - HARDING ST	3	200	36-36	300	48-48	2.11	F-2	"	D
D. HARDING ST INTERCHANGE MODIFICATION	3	-	-	-	-	-	F-2	\$12,000,000	A
E. HARDING ST - EAST ST	2	200	36-36	300	48-48	2.16	F-2	\$47,634,365	D
F. EAST ST - I-65	2	200	36-36	300	48-48	2.25	F-2	"	D
G. I-65 - EMERSON AV	3	200	36-36	300	48-48	1.39	F-2	\$10,086,120	D
H. EMERSON AV - I-74 (SEE I-465 EAST LEG)	3	200	36-36	300	48-48	3.20	F-2	\$22,973,940	D
4. INTERSTATE 465 WEST LEG									
A. 96TH ST - 86TH ST	3	200	36-36	300	60-60	1.30	F-2	\$13,063,333	B
B. 86TH ST INTERCHANGE MODIFICATION	3	-	-	-	-	0	E-2	\$5,100,000	A
C. 86TH ST - 71ST ST	3	200	36-36	300	60-60	1.95	F-2	\$24,506,667	B
D. 71ST ST INTERCHANGE MODIFICATION	3	-	-	-	-	0	E-2	\$7,525,000	A
E. 71ST ST - I-65	3	200	36-36	300	60-60	1.20	F-2	\$12,253,333	B
F. I-65 - 56TH ST	3	200	36-36	300	60-60	0.74	F-2	\$15,000,000	B
G. 56TH ST INTERCHANGE	3	-	-	-	-	-	C-3	-	B
H. 56TH ST - 38TH ST	3	200	36-36	250	60-60	2.07	F-2	\$15,000,000	B
I. 38TH ST - I-74	3	200	36-36	300	60-60	1.24	F-2	\$15,000,000	A
J. I-74 - 10TH ST	2	200	36-36	300	60-60	1.90	F-2	\$47,000,000	A
K. 10TH ST - ROCKVILLE RD W / INTERCHANGE MODIFICATION	2	200	36-36	300	60-60	1.03	F-2	\$36,000,000	C
L. ROCKVILLE RD - WASHINGTON ST	2	200	36-36	300	60-60	1.21	F-2	\$22,000,000	A
M. WASHINGTON ST - AIRPORT EXWY	3	200	36-36	300	60-60	1.27	G-2	\$32,641,702	B
N. AIRPORT EXWY - I-70	3	200	36-36	300	60-60	1.22	F-2	\$31,361,636	B
O. I-70 - KENTUCKY AV (SEE I-465 SOUTH LEG)	3	200	36-36	300	36-36	0.81	F-2	\$69,728,449	B
5. INTERSTATE 65 NORTH LEG									
A. I-865 - 71ST ST	3	200	24-24	300	36-36	5.70	F-3	\$11,550,000	B
B. 71ST ST - I-465	3	200	24-24	300	36-36	1.00	F-3	\$36,760,000	B
C. I-465 - LAFAYETTE RD	3	200	36-36	300	36-36	2.42	G-3	-	-
D. LAFAYETTE RD - 38TH ST	3	200	36-36	300	36-36	1.90	G-3	-	-
E. 38TH ST - DR M.L. KING JR ST	1	200	36-36	200	48-48	1.80	F-3	\$75,000,000	D
F. DR M.L. KING JR ST - 30TH ST	1	200	36-36	200	48-48	0.40	F-2	"	D
G. 30TH ST - 21ST ST	1	200	36-36	200	48-48	1.06	F-2	"	D
H. 21ST ST - WEST ST	1	200	36-36	200	48-48	0.80	F-2	"	D
I. WEST ST - I-70 (SEE I-65 - I-70 NORTH)	1	200	36-36	200	60-60	1.30	F-2	"	D
6. INTERSTATE 65/70 NORTH (SEE I-65 NORTH)									
A. I-70 - MARKET ST	1	200	36-36	200	48-48	1.00	F-2	\$1,743,000	A
B. MARKET ST - WASHINGTON ST	1	200	36-36	200	48-48	0.10	F-2	\$125,000,000	B
C. WASHINGTON ST - MORRIS ST	1	200	36-36	200	48-48	1.03	F-2	"	B
7. INTERSTATE 65 SOUTH LEG									
A. I-70 WEST - RAYMOND ST	1	200	36-36	200	48-48	1.14	F-2	\$42,900,000	B
B. RAYMOND ST - KEYSTONE AV	2	200	36-36	300	48-48	2.00	F-2	"	B
C. KEYSTONE AV - I-465	2	200	36-36	300	48-48	1.11	F-2	"	B

(1)See Map 5, pg. 9.  
(2)See text, pg. 17.

(3)Priorities:"A" to "C", pg. 18

"-"data not applicable/available  
v-variable  
-x- 2 lane offset  
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STREET & SEGMENT	DEV. AREA LOCATION (1)	EXISTING		PROPOSED		LENGTH (in miles)	SECTION REFERENCE (2)	COST ESTIMATE	PRIORITY(3)
		R.O.W. (in feet)	PAVEMENT (in feet)	R.O.W. (in feet)	PAVEMENT (in feet)				
D. I-465 - SOUTHPORT RD	3	200	36-36	300	48-48	2.90	F-2	\$25,650,000	B
E. SOUTHPORT RD - COUNTY LINE S RD	3	200	36-36	300	48-48	2.34	F-2	\$49,370,370	B
8. INTERSTATE 69									
A. 96TH ST - 82ND ST	3	200	36-36	300	48-48	1.75	F-2	\$37,033,640	B
B. 82ND ST - I-465 (SEE BINFORD BLVD)	3	200	36-36	300	48-48	0.82	F-2	"	B
9. INTERSTATE 70 EAST LEG									
A. I-65 - KEYSTONE AV	1	200	60-60	200	72-72	1.50	E-1	\$75,000,000	B
B. KEYSTONE AV - EMERSON AV	2	200	48-48	300	60-60	1.90	F-2	"	B
C. EMERSON AV - SHADELAND AV	2	200	48-48	300	60-60	2.30	F-2	"	B
D. SHADELAND AV - I-465	2	200	48-48	300	60-60	0.60	G-1	\$30,000,000	B
E. I-465 - POST RD	2	200	36-36	300	48-48	1.30	G-2		
F. POST RD - GERMAN CHURCH RD	3	200	24-24	300	36-36	2.00	F-3	\$11,895,444	B
G. GERMAN CHURCH RD INTERCHANGE	3	-	-	-	-	0	C-2	\$4,071,186	C
H. GERMAN CHURCH RD - E CARROLL RD	3	200	24-24	300	36-36	1.00	F-3	\$59,477,722	D
10. INTERSTATE 70 WEST LEG									
A. SIX POINTS RD / AIRPORT INTERCHANGE	3	-	-	-	-	0	C-3	\$31,724,502	A
B. SIX POINTS RD/AIRPORT INTERCHANGE - I-465	3	200	36-36	300	60-60	3.45	F-2	\$61,500,000	A
C. I-465 - AIRPORT EXWY	3	200	36-36	300	36-36	1.75	G-2		
D. AIRPORT EXWY - HOLT RD	2	200	36-36	300	48-48	1.82	F-2	\$75,000,000	D
E. HOLT RD - HARDING ST	2	200	36-36	300	48-48	2.00	F-2	"	D
F. HARDING ST - BLUFF RD	1	200	36-36	200	48-48	1.00	F-2	"	D
G. BLUFF RD - MERIDIAN ST	1	200	36-36	200	48-48	0.45	F-2	"	D
11. INTERSTATE 74 WEST LEG									
A. RACEWAY RD - DANDY TRAIL	3	200	24-24	300	36-36	1.76	F-3	\$47,200,000	C
B. DANDY TRAIL - I-465	3	200	24-24	300	36-36	1.55	F-3	"	C
C. I-465 - CRAWFORDSVILLE RD	2	200	24-24	300	36-36	0.38	F-3	"	C
12. INTERSTATE 74 EAST LEG									
A. SOUTHEASTERN AV - I-465	3	200	24-24	300	24-24	0.80	G-3		
B. I-465 - POST RD	3	200	24-24	300	24-24	2.20	G-3		
C. POST RD INTERCHANGE MODIFICATION	3	-	-	-	-	0	E-3	4,071,186	B
D. POST RD - ACTON RD	3	200	24-24	300	24-24	3.00	G-3		
13. INTERSTATE 865									
A. I-65 - I-465	3	200	36-36	300	36-36	3.50	G-2		

(1)See Map 5, pg. 9.  
(2)See text, pg. 17.

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