

Interchange Type Selection Criteria

- Level of service (freeway/ramps)
- Operations (weaving, signage)
- Road User Impacts (safety, time)
- Driver Expectancy (right side exits)
- Roadway Configuration
- Construction/Maintenance Costs
- Ease of Construction
- Right-of-way impacts/availability
- Environmental impacts
- Growth of surrounding area



DIAMOND
Keystone Avenue at Interstate 465



FOLDED DIAMOND
State Road 67 at Interstate 465



FULL CLOVERLEAF
US 31 at US 30



PARTIAL CLOVERLEAF
US 31 at Interstate 465

Why Roundabouts?

- Optional Intersection
- Thoroughfare Plan
- Reduces Injury and Fatal Accidents
- Reduces Traffic Congestion
- Good Traffic Flow
- Functions Well at Low to Moderate Traffic Intersections

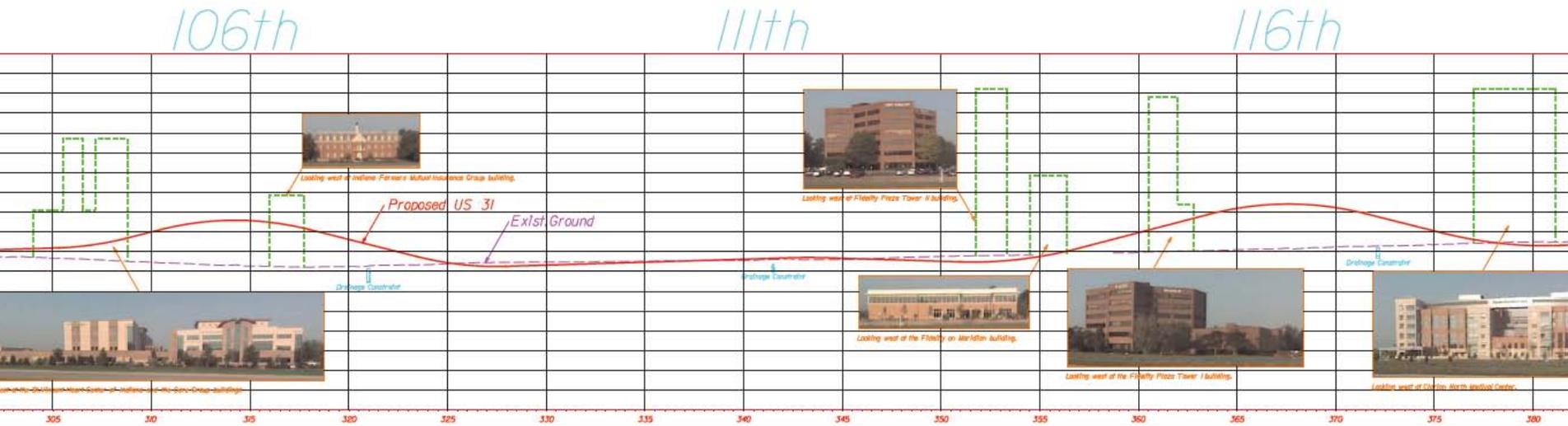
Cross Roads & Interchange Overview

- I-465 – Interchange
- 103rd – Cul-de-sac
- 106th – Interchange
- 111th – Crosses over US 31
- 116th – Interchange
- Old Meridian St. – Northbound slip ramp
- 126th – Crosses over US 31
- 131st – Interchange
- 136th – Interchange
- Monon Trail – Crosses under
- Circle Dr. – Access redirected to Clay Terrace
- Rangeline Rd. – Crosses under
- 146th – Split interchange
- Greyhound Pass - Either right in/right out access or crosses over
- 151st – Split interchange

Cross Roads & Interchange Overview

- South Union / Westfield Boulevard – Cul-de-sac (under consideration)
- 156th – Cul-de-sac
- Buena Vista Dr. – no access, rerouted to Farr Hills Drive
- 161st – Interchange
- 169th – Crosses under
- Park Street - Cul-de-sac
- SR 32 – Interchange
- 181st – Crosses over
- South Dr. or North Glen Dr. – Closed, no cul-de-sac
- Blackburn Ave. – Cul-de-sac
- North Union – Removing pavement between US 31 and North Union
- 191st – Interchange
- 196th – Cul-de-sac
- 202nd – Cul-de-sac
- 203rd – Cul-de-sac
- SR 38 – Interchange

MAINLINE Profile



- Drainage / Utility Constraints
- Gravity Drained
- Elevation of the Surrounding Area -