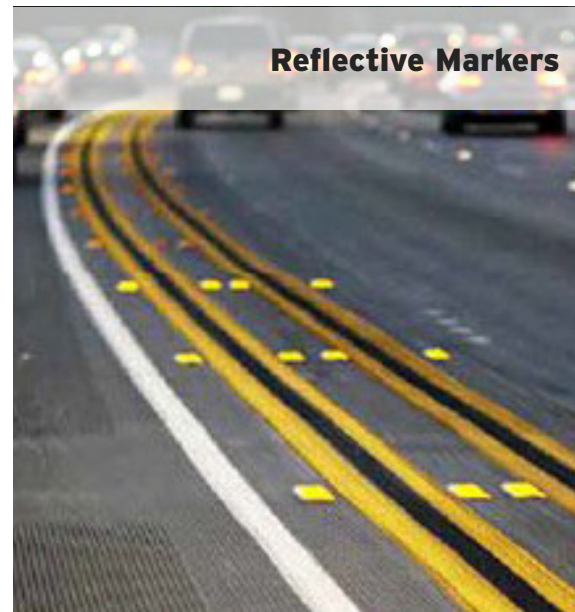


Lighting, wayfinding, signage, quiet pavement, new sidewalks, landscaping, gateways, and other urban design improvements may be considered as design elements in conjunction with the alternative concepts.

EXAMPLES



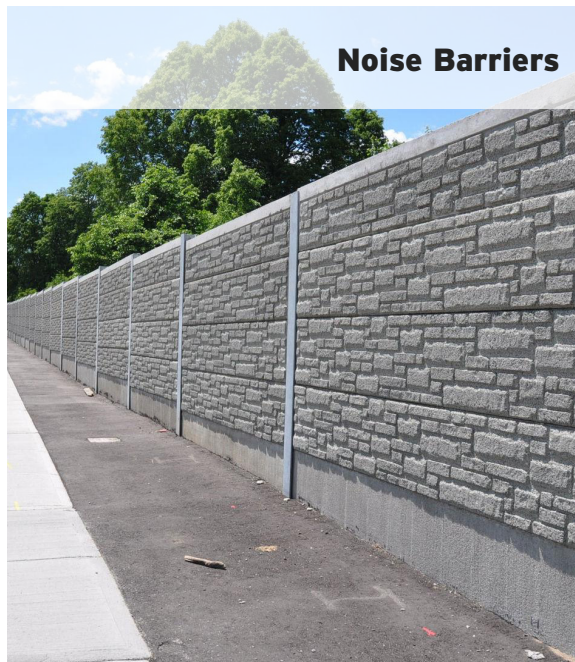
Improved Road Striping



Reflective Markers



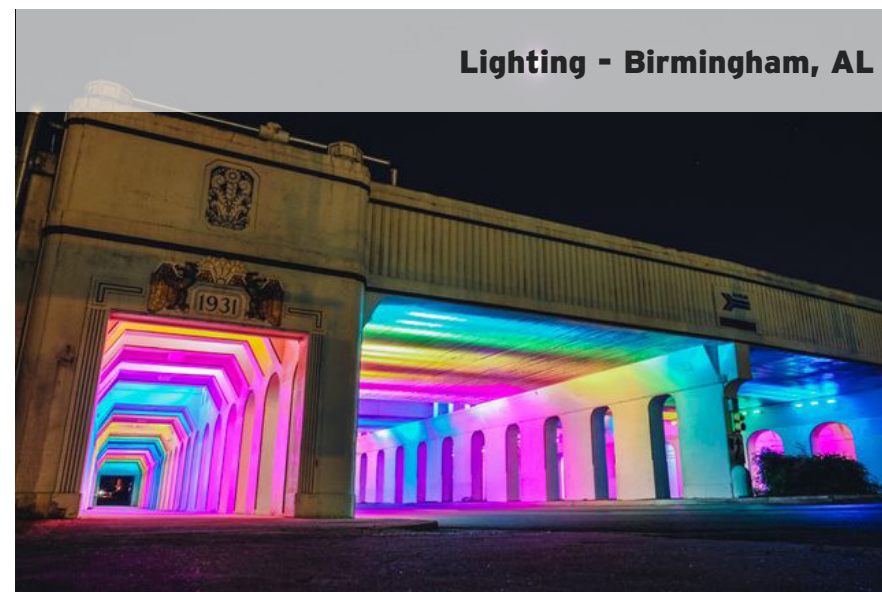
Litter Collection



Noise Barriers



Enhanced Underpass - Central Park Blvd, Denver, CO



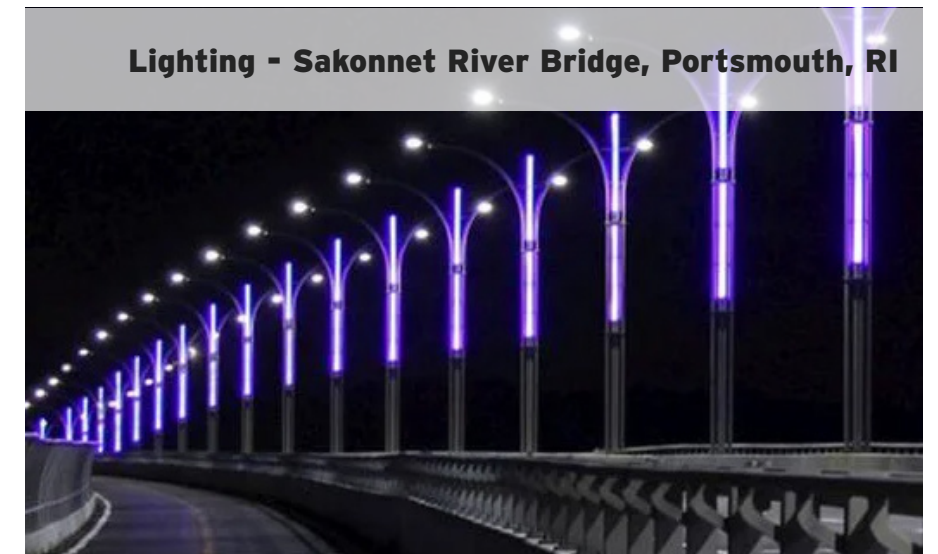
Lighting - Birmingham, AL



Landscaping - Orlando, FL



Wayfinding / Monument Signage - Johnson County, IN



Lighting - Sakonnet River Bridge, Portsmouth, RI

EXISTING CONDITIONS



DESCRIPTION

The No-Build concept represents the conditions expected if no improvements are made to interstates within the study area beyond routine maintenance activities and projects programmed in the Indianapolis Metropolitan Planning Organization's (IMPO's) Transportation Improvement Program (TIP) and INDOT's Statewide Transportation Improvement Program (STIP). Routine maintenance activities would continue, but new connections, major reconstruction, and additional capacity would not be provided. The No-Build concept may meet interim bridge and pavement condition needs but would not address infrastructure at the end of its useful lifespan for which routine maintenance is no longer sufficient to keep assets in good condition.

The No-Build concept is considered the baseline condition that various build concepts are compared against to evaluate their effectiveness in addressing study area needs and their impacts on human and natural environments. The No-Build concept is required for the PEL screening process and NEPA.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✓

CONCLUSION

FINAL RESULT

The No-Build concept will be carried forward in the study and into NEPA for any projects that move forward. Currently programmed projects may not address all the infrastructure, safety, operations, and multimodal connectivity needs identified in the study.



EXISTING CONDITIONS



DESCRIPTION

A rebuild with modern design/materials concept considers only the replacement of existing assets in a form similar to how they currently exist, without altering the layout and connections. This could include replacement of some or all infrastructure elements such as a bridge deck or superstructure. Over time, rebuilding with modern design/materials would be a normal function of system preservation.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✓

CONCLUSION

FINAL RESULT

The rebuild with modern design/materials concept will be carried forward into the next level of screening. At least one study area need would be addressed by the concept. No fatal flaws are identified for this concept.



EXAMPLES



DESCRIPTION

Geometric conditions refer to the dimensions and alignments of roadway features, such as slopes, grades, and curvature. Geometric deficiencies that may impact traffic and safety operations include, but are not limited to, left side exit and entrance ramps, weaving segments, lane drops, and insufficient sight distance. Improvements could include horizontal and/or vertical curve correction, widened shoulders, correction of lane drops, elimination of weaving segments, roadway realignments, or reconfiguration of left side interchange ramps.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	?

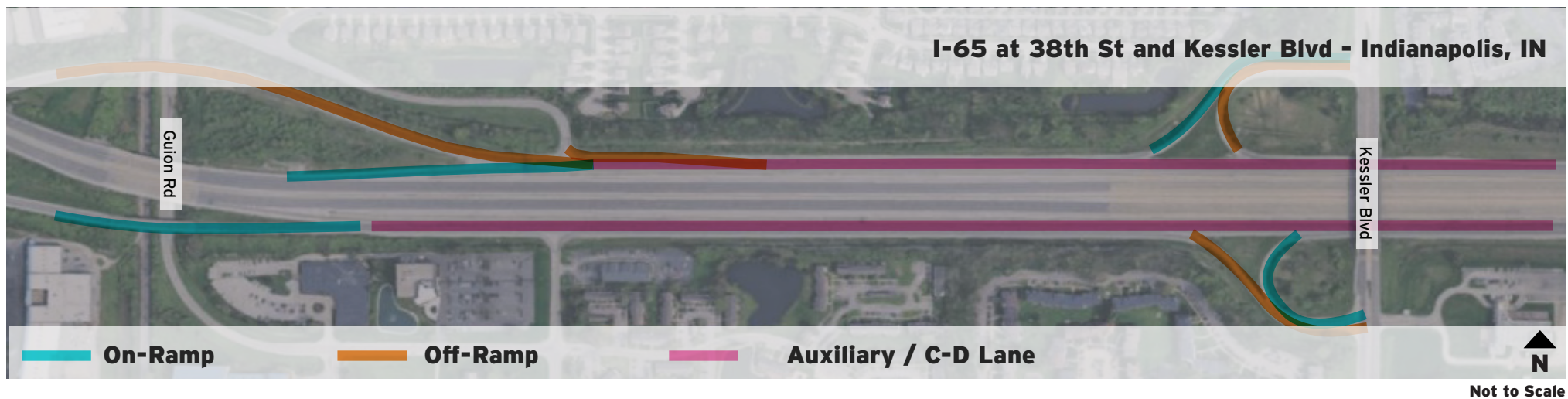
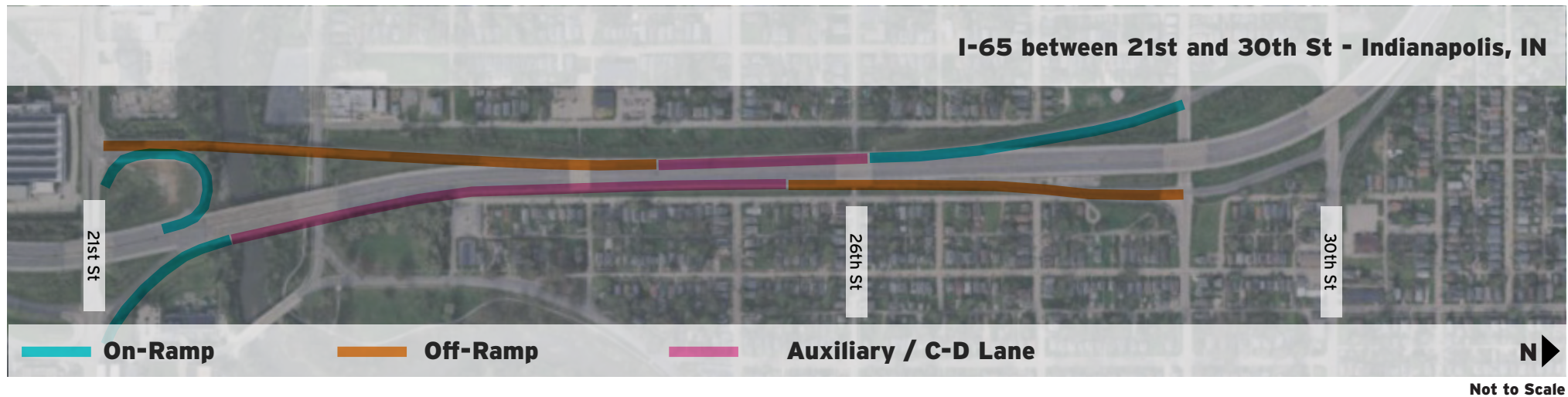
CONCLUSION

FINAL RESULT

The address geometric deficiencies concept will be carried forward into the next level of screening since at least two study area needs are addressed. Impacts of this concept will be site-specific and are unknown at this stage, but no fatal flaws are identified based on information available at this screening level.



EXAMPLES



DESCRIPTION

Auxiliary / collector-distributor (C-D) lanes provide additional lanes between interchanges to reduce congestion and/or improve operations in weaving segments. Auxiliary lanes allow for speed changes between freeway entrances and exits. C-D lanes allow entering, exiting, and weaving movements to occur on a separated facility with minimal impacts to the interstate mainline.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	?

CONCLUSION

Auxiliary / C-D lanes address at least two study area needs. No fatal flaws are identified based on information available at this screening level. An auxiliary / C-D lanes concept will be carried forward into the next level of screening.

FINAL RESULT

✓

EXAMPLES

I-65 / I-70 North Split - Indianapolis, IN



Before

I-65 / I-70 North Split - Indianapolis, IN



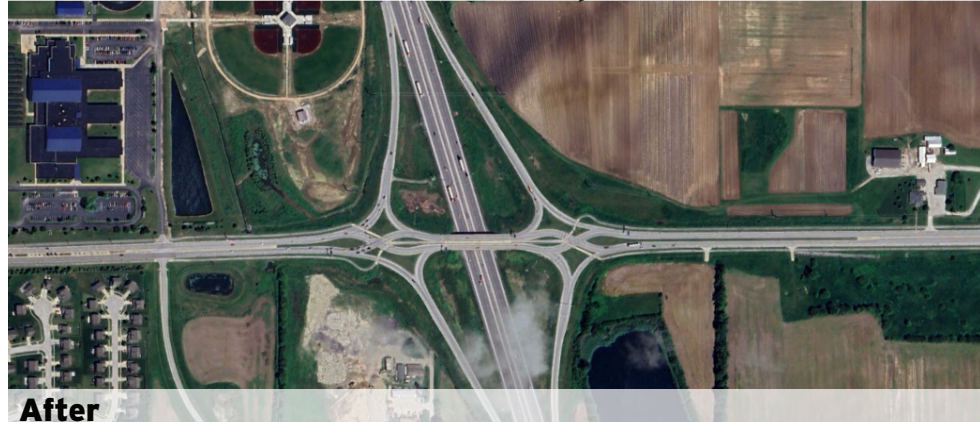
After

I-65 and Worthsville Road - Indianapolis, IN



Before

I-65 and Worthsville Road - Indianapolis, IN



After

DESCRIPTION

Access to the interstate system is provided exclusively at interchanges. The location and configuration of these interchanges is subject to formal approval by the Federal Highway Administration to ensure that mobility objectives are achieved while maintaining safe and efficient operations on the interstates. Interstate access modifications could include the addition, modification, or removal of interchange ramps or the removal, relocation, or addition of complete interchanges.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	?
FATAL FLAW SCREENING	?

CONCLUSION

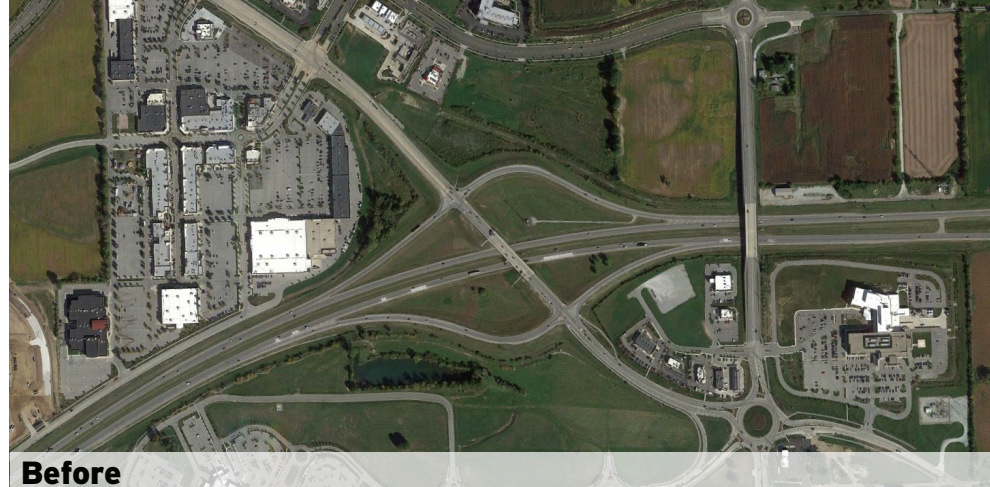
Interstate access modifications provide an opportunity to improve system mobility and safety of existing facilities. This concept will meet at least two study area needs, and no fatal flaws are identified at this stage. This concept will be carried forward into the next level of screening.

FINAL RESULT



EXAMPLES

I-69 and Campus Parkway - Fishers, IN



Before

I-69 and Campus Parkway - Fishers, IN



After

I-70 / State Road 39, - Clayton, IN



Before

I-70 / State Road 39, - Clayton, IN



After

DESCRIPTION

Interchange improvements address safety or operational deficiencies, ranging from modifications to ramp terminal intersections to redesigning the entire interchange.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	?
FATAL FLAW SCREENING	?

CONCLUSION

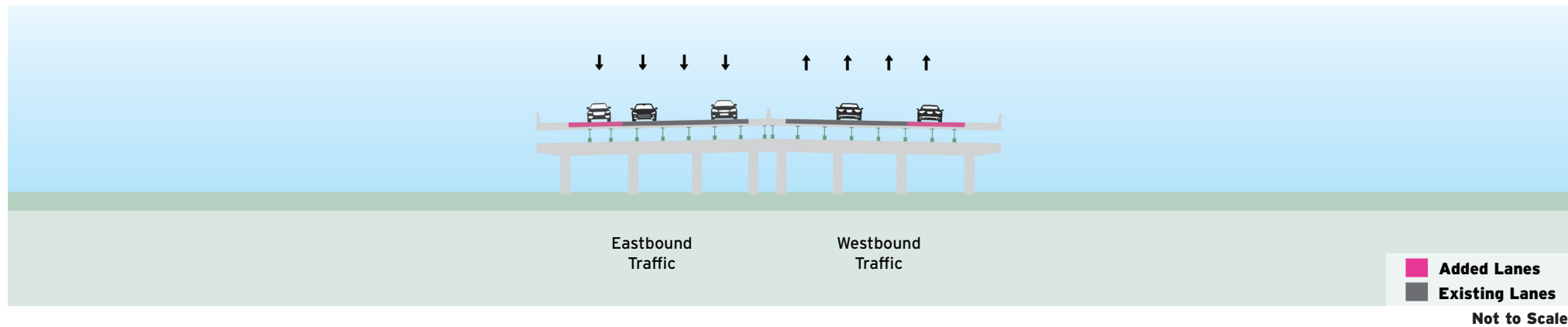
Interchange improvements would address at least two study area needs. Impacts of this concept will be site-specific and are undetermined at this stage, but no fatal flaws were identified based on information available at this screening level. This concept will be carried forward into the next level of screening.

FINAL RESULT

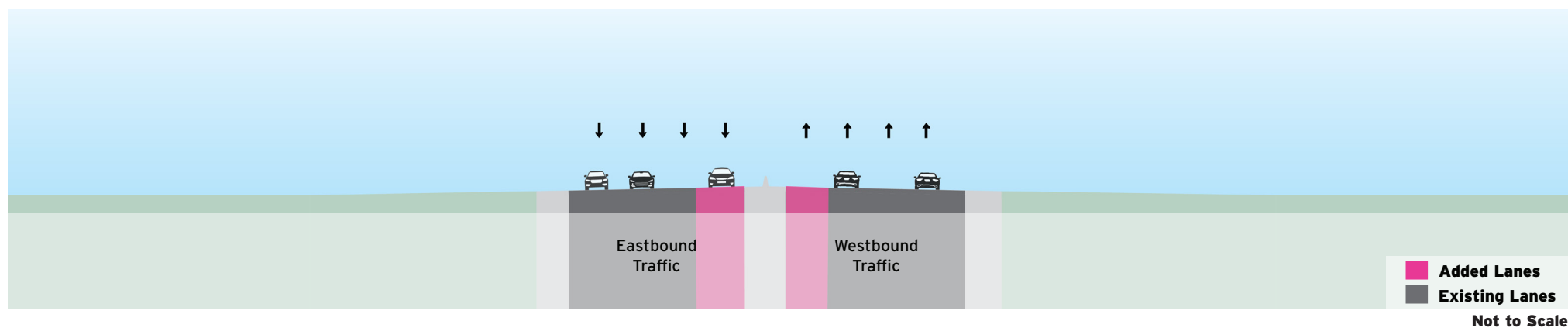


POTENTIAL CONDITION

POTENTIAL ADDED TRAVEL LANES ON ELEVATED STRUCTURE



POTENTIAL ADDED TRAVEL LANES AT GRADE



DESCRIPTION

The added travel lanes concept includes constructing one or more continuous through lanes to selected roadway segments to address existing or forecasted congestion. Added travel lanes are typically provided where an increase in capacity is needed to meet growing demand and provide improved mobility. In most cases, the added capacity would also improve safety since congestion is closely related to crashes.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	?

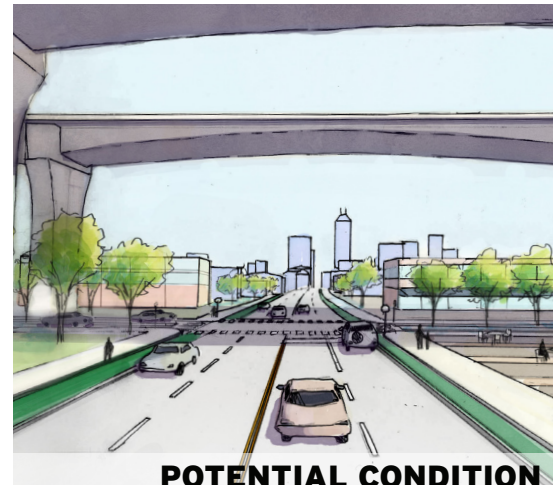
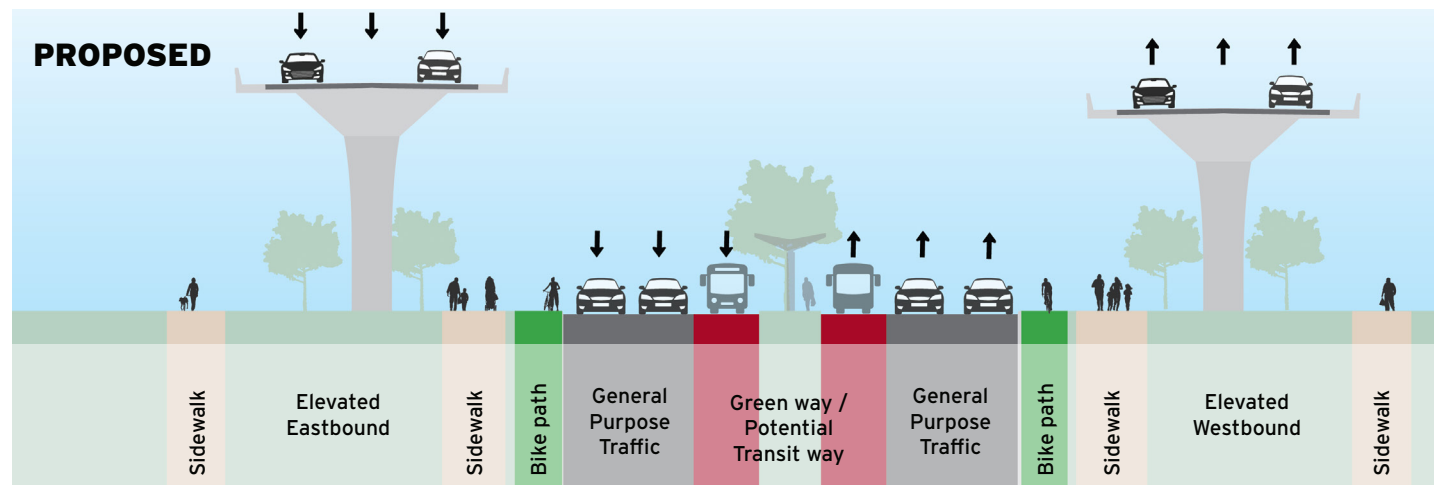
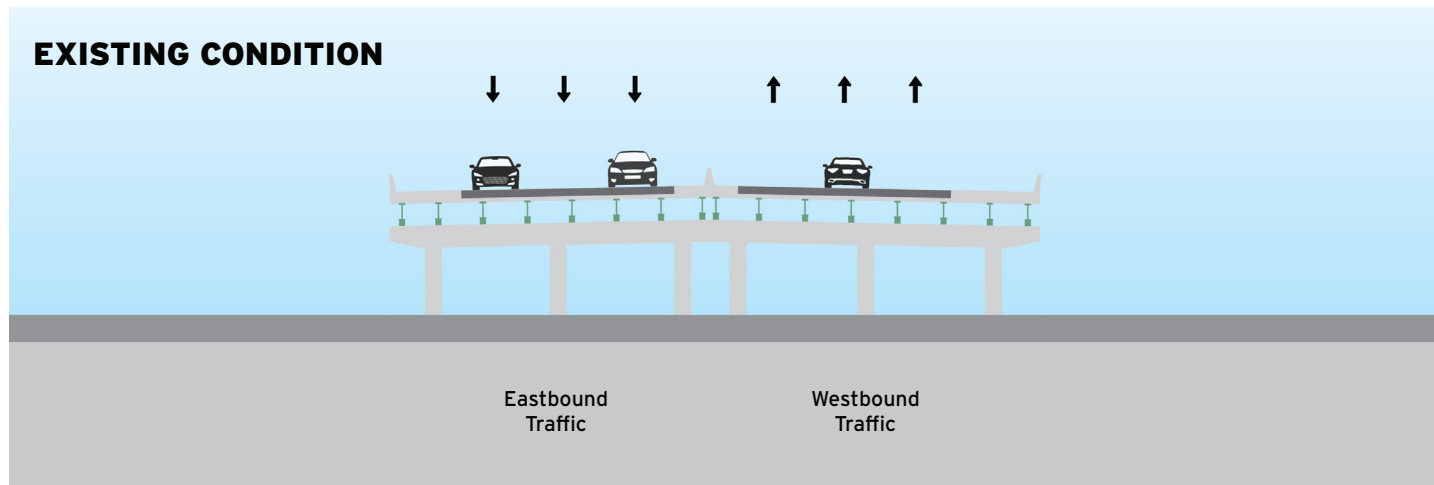
CONCLUSION

Adding travel lanes would address two study area needs and may address more needs depending on details of the alternative. Impacts of this concept will be site-specific, but no fatal flaws are identified at this screening level. The added travel lanes concept will be carried forward into the next level of screening.

FINAL RESULT



CURRENT AND POTENTIAL CONDITION



DESCRIPTION

Viaducts provide travel lanes that are substantially elevated or raised via bridge structures. The primary purpose of a viaduct is to separate freeway traffic from at-grade street networks, allowing clear unobstructed site lines across the corridor, and improving connectivity on either side of the interstate.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	?

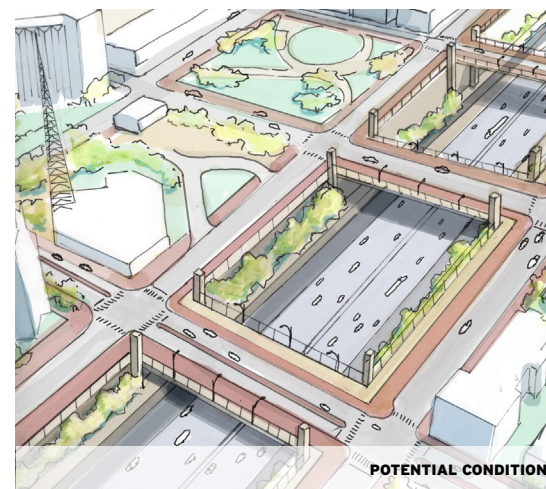
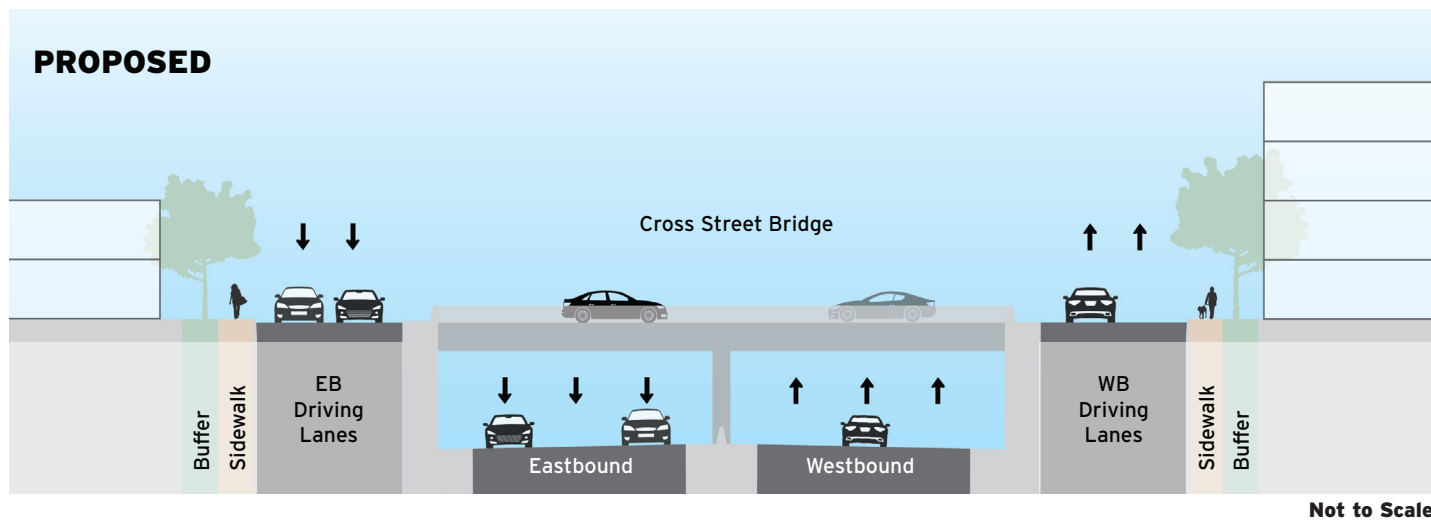
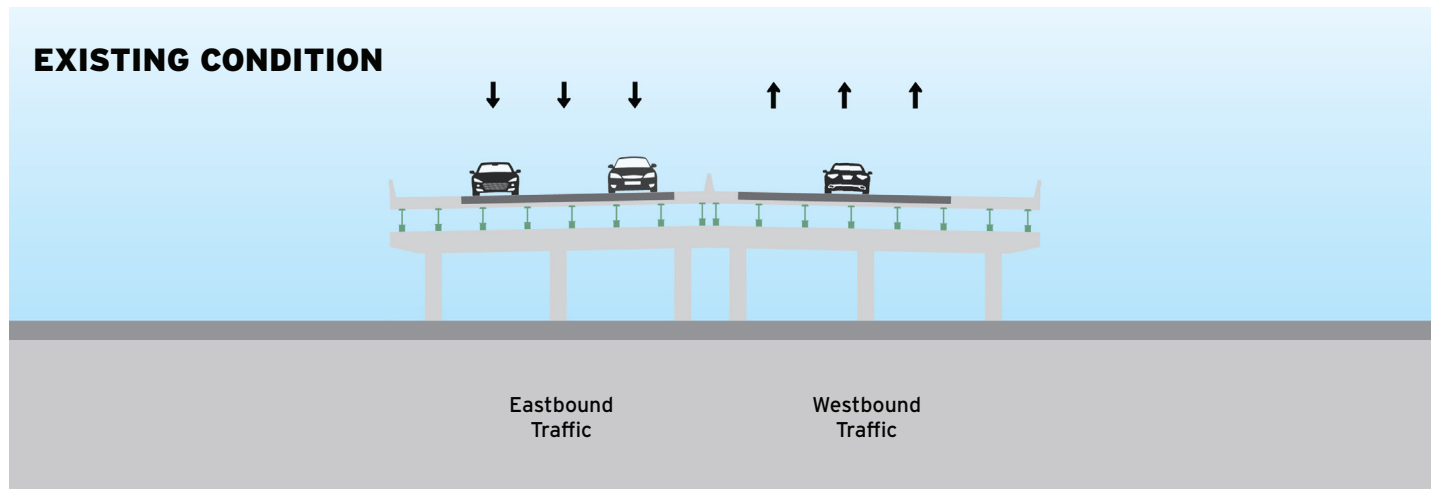
CONCLUSION

A viaduct concept would provide a substantially elevated roadway that would meet at least two study area needs and provide greater connectivity across the interstate. Fatal flaw screening is inconclusive since cost could be extraordinarily high, but no fatal flaws for this concept are evident at this stage of the study. A viaduct concept will be carried forward into the next level of screening.

FINAL RESULT



CURRENT AND POTENTIAL CONDITION



DESCRIPTION

A recessed roadway would provide travel lanes that are lowered or depressed below grade. Recessed roadways separate freeway traffic from at-grade street networks and provide for additional connectivity and unobstructed site lines for communities on either side of the interstate. Recessed roadways could also allow construction of a cap or caps across the interstate in the future, an opportunity not provided by viaducts.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	?

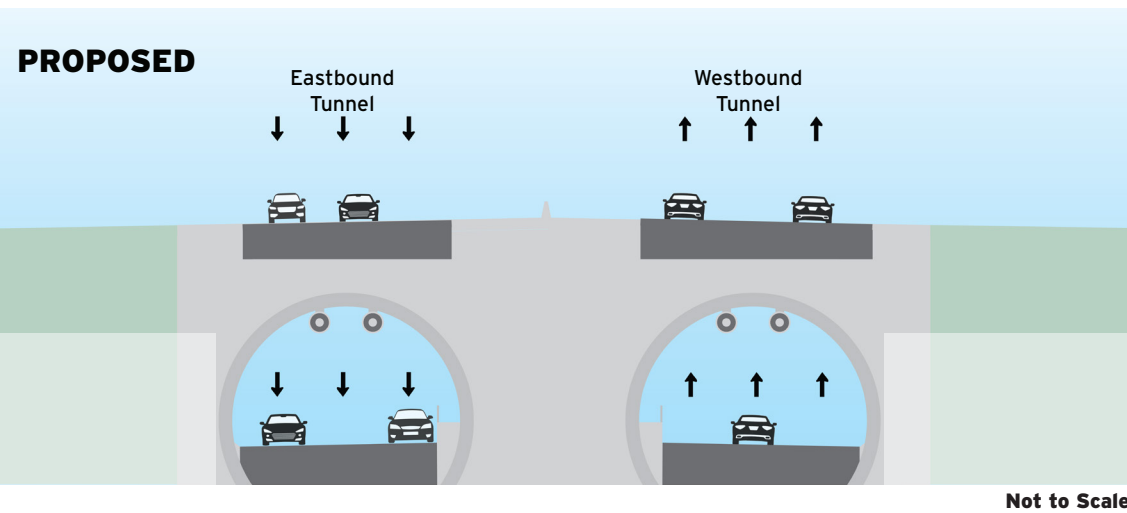
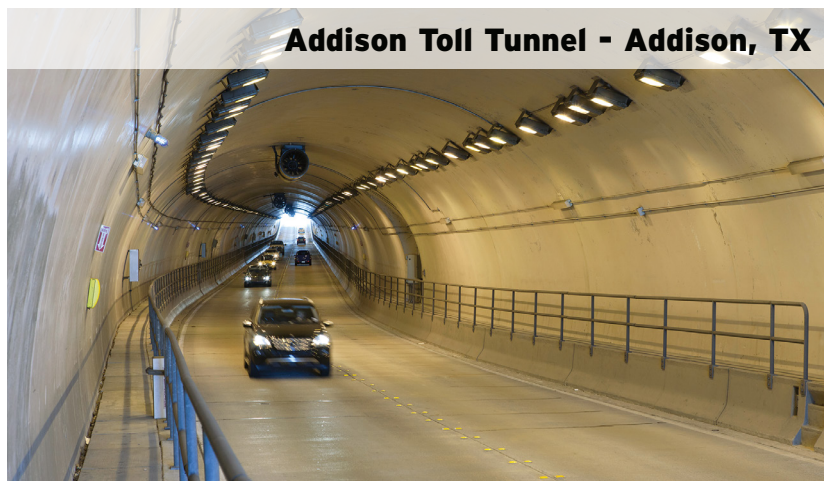
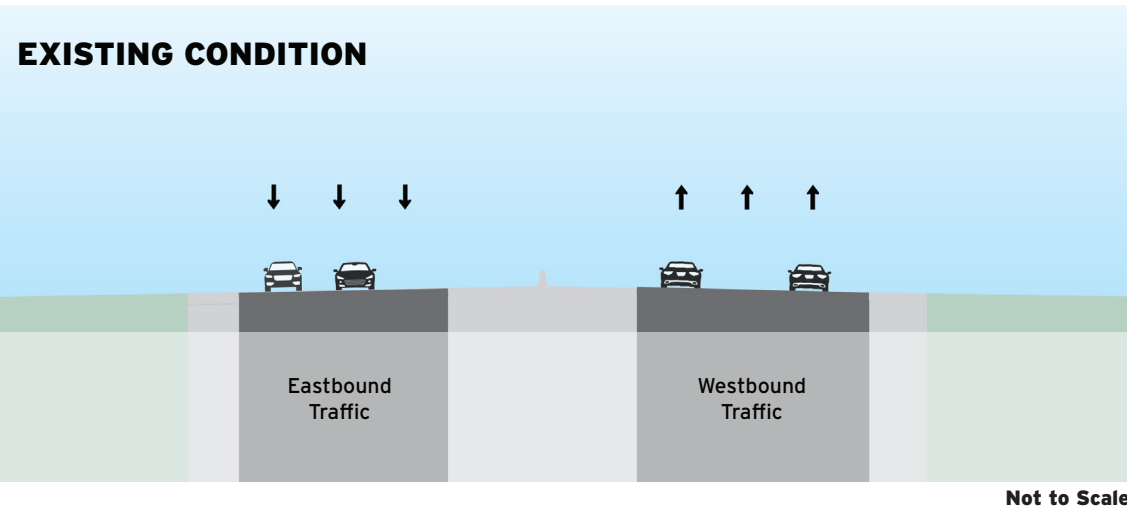
CONCLUSION

A recessed roadway concept meets at least two study area needs and may be a viable option if issues related to local roadway geometrics and connections, local traffic effects, water table elevation, cost, and utilities can be addressed. Impacts of this concept will be site-specific and are unknown at this stage, but no fatal flaws were identified based on information available at this screening level. A recessed roadway concept will be carried forward into the next level of screening.

FINAL RESULT



CURRENT AND POTENTIAL CONDITION



EXAMPLES

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	✗

DESCRIPTION

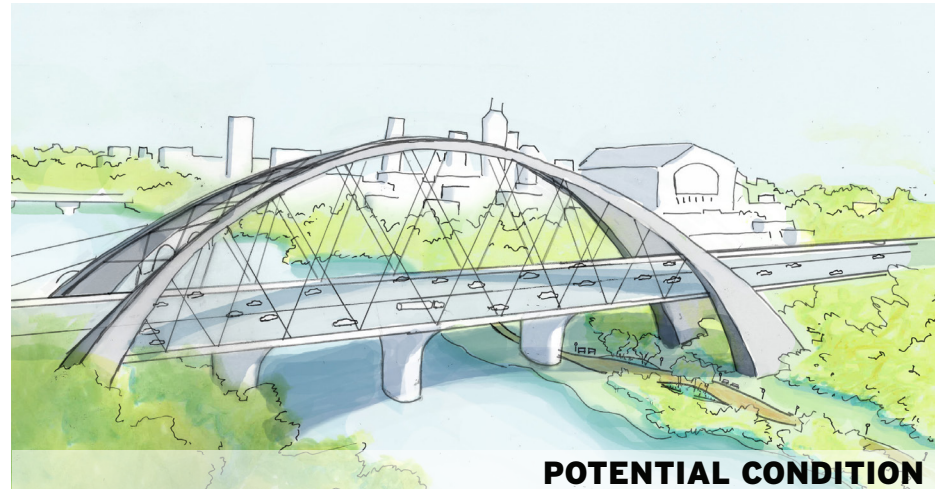
A tunnel concept would relocate all or portions of I-65 and/or I-70 underground. FHWA publications define road tunnels as “enclosed roadways with vehicle access that is restricted to portals...not to include enclosed roadway created by highway bridges.” Road tunnels require special considerations including lighting, ventilation, fire protection systems, and emergency egress capacity. Tunnels typically only serve through traffic, with local connections provided separately.

CONCLUSION	FINAL RESULT
A tunnel concept would be expected to address at least two study area needs, but extraordinarily high costs for construction, operation, and maintenance, coupled with site limitations for implementation are fatal flaws for this concept. A tunnel concept will not be carried forward into the next level of screening.	✗

EXAMPLES



EXISTING AND POTENTIAL VIEWS



DESCRIPTION

Signature bridges serve as visual landmarks or iconic structures. They commonly reflect or compliment the context, character, or heritage of a community. Signature elements may include bridge type, construction materials, color, lighting, decking, or railing. Consideration for new bridges may include improved hydraulics, longer spans, improved under-bridge experience, and better access to amenities.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	?
FATAL FLAW SCREENING	?

CONCLUSION

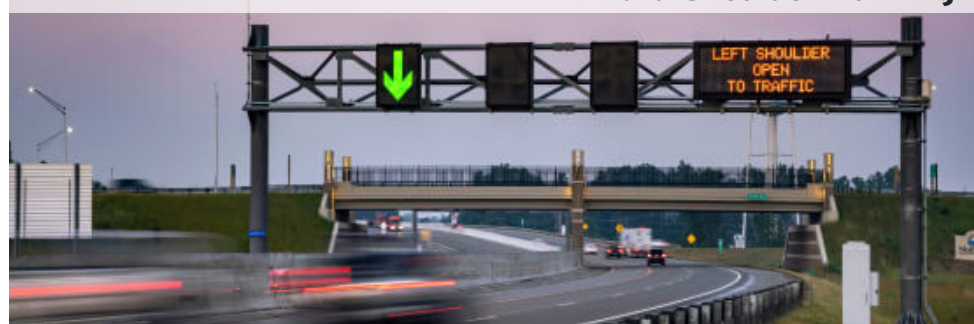
A signature bridge concept would meet at least one study area need and may be an attractive design solution where a community gateway is desired. Impacts of this concept would be site-specific and are undetermined at this stage, but no fatal flaws are identified based on information available at this screening level. A signature bridge concept will be carried forward into the next level of screening.

FINAL RESULT

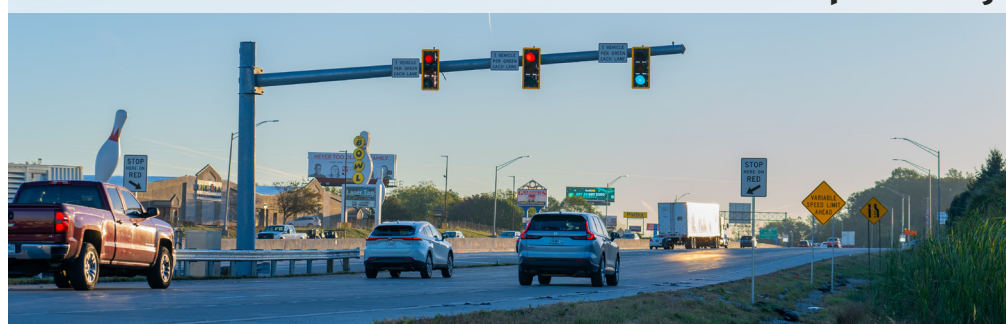


EXAMPLES

Hard Shoulder Running



Ramp Metering



Hard Shoulder Running



Truck Restrictions



DESCRIPTION

Transportation Systems Management and Operations (TSMO) “is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal here is to get the most performance out of the transportation facilities we already have.” A wide range of TSMO strategies are available. Examples of TSMO strategies include:

- Work zone management
- Hard shoulder running
- Truck restrictions (lane or time of day)
- Traffic incident management
- Ramp metering

TSMO is an effective tool for optimizing existing transportation resources, particularly in urban areas where space is at a premium. Many of the processes and tools and for data gathering, agency and traveler information, incident response, and dynamic traffic management are already being performed by INDOT, in coordination with other agencies, at its Traffic Management Center in Indianapolis. TSMO provides a systems perspective, extending beyond one strategy, project, or corridor.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	?

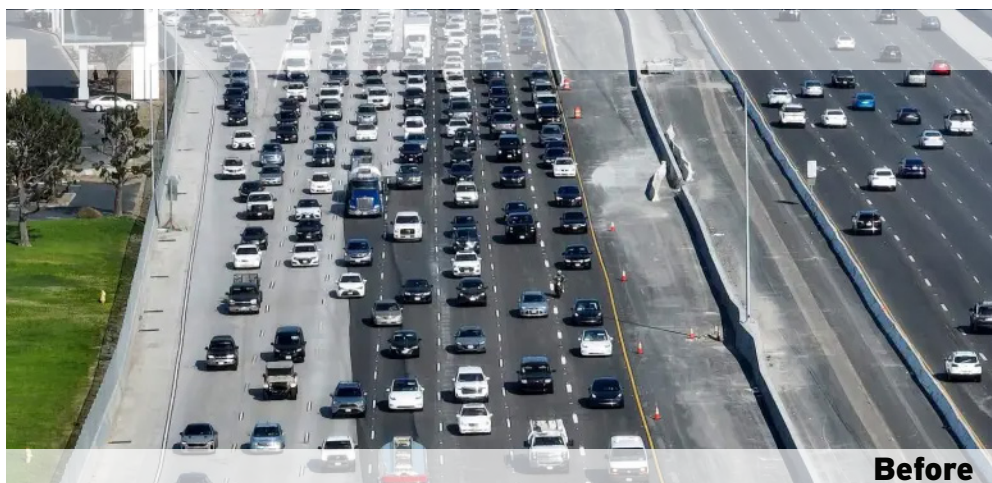
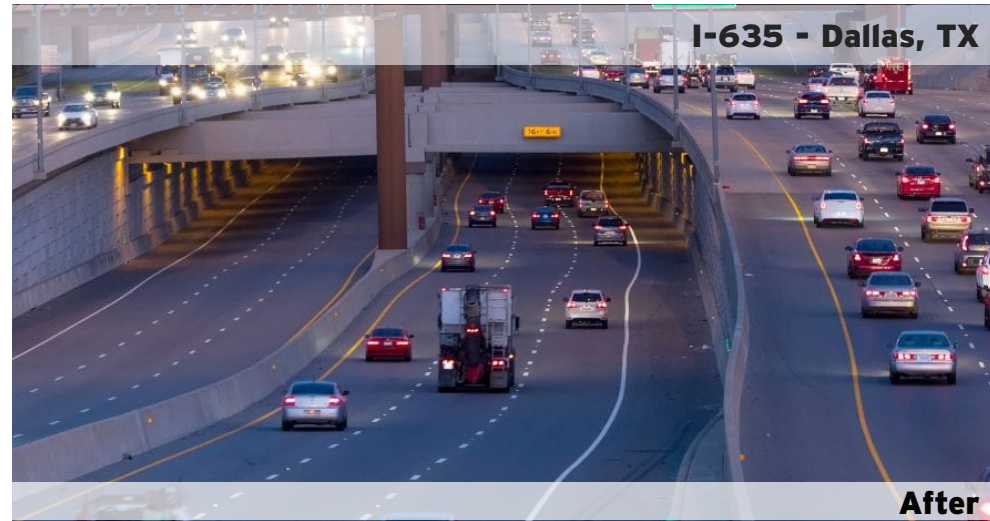
CONCLUSION

The TSMO concept would address at least two study area needs. Its impacts would be site-specific and vary with each TSMO option, but no fatal flaws were identified based on information available at this screening level. The TSMO concept will be carried forward into the next level of screening.

FINAL RESULT



EXAMPLES



DESCRIPTION

Managed lanes are provided for exclusive use by high-occupancy vehicles (HOV), trucks, tolled vehicles, or some combination of these vehicles. Managed lanes may also include options such as reversible lanes to address unbalanced traffic flows. Managed lanes may be created by repurposing existing lanes or adding new lanes. Motorist information regarding use of the lanes is provided by variable message overhead signing, which can be operator controlled or scheduled for time of day.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	?

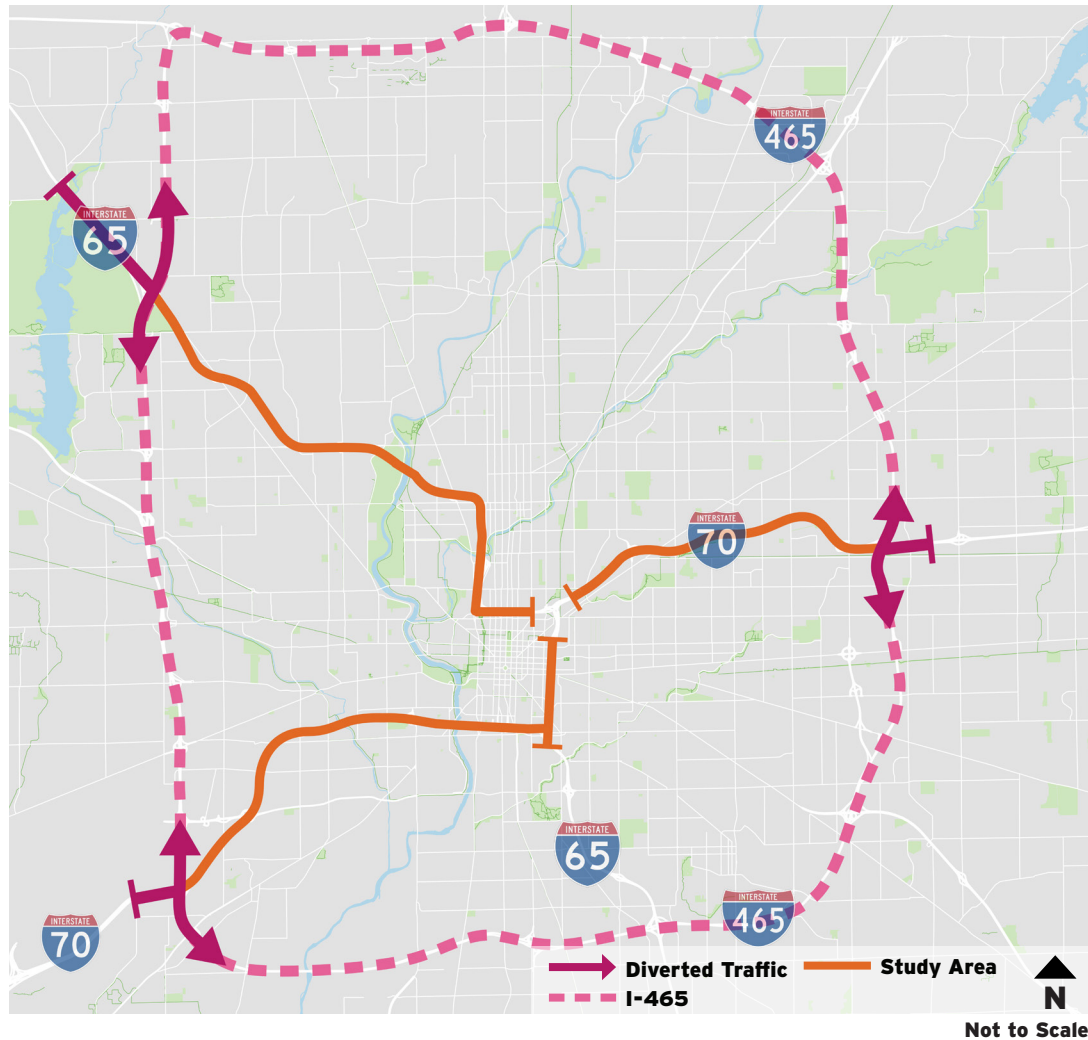
CONCLUSION

FINAL RESULT

Managed lanes have the potential to address multiple study area needs. The managed lanes concept will be carried forward into the next level of screening.



REROUTING TRAFFIC ALONG I-465



EXISTING LOCATIONS



NEEDS AND FATAL FLAW EVALUATION

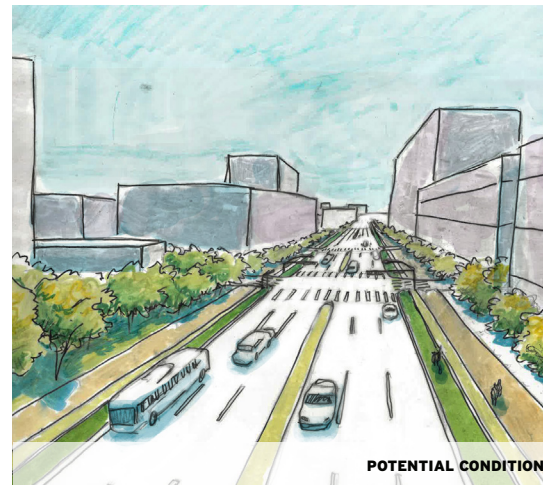
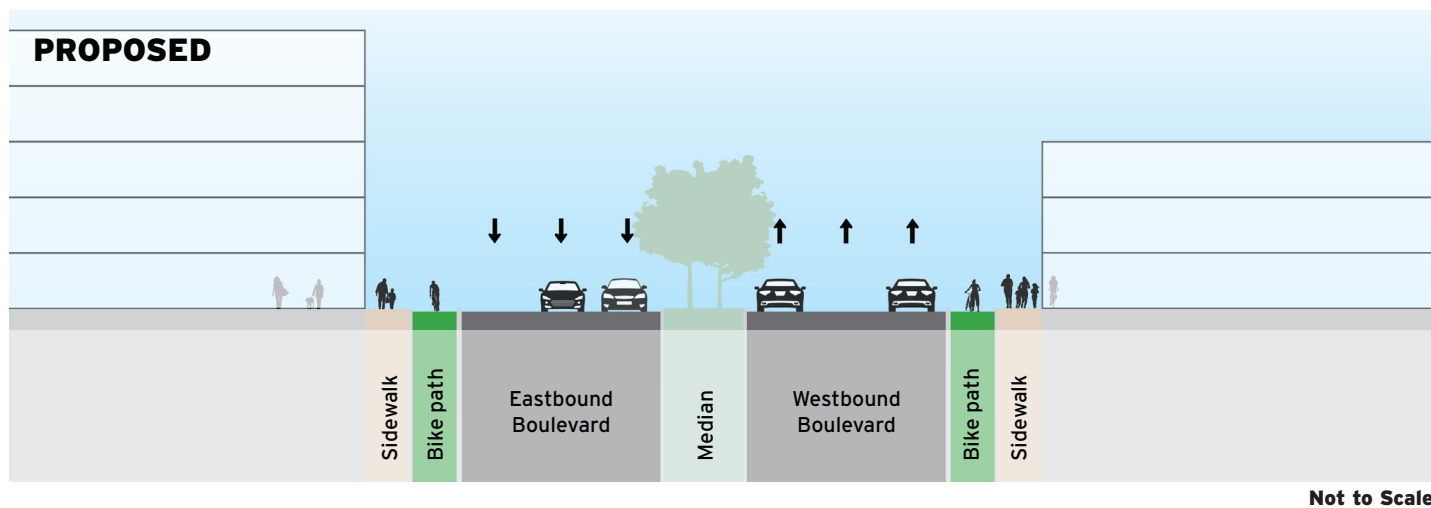
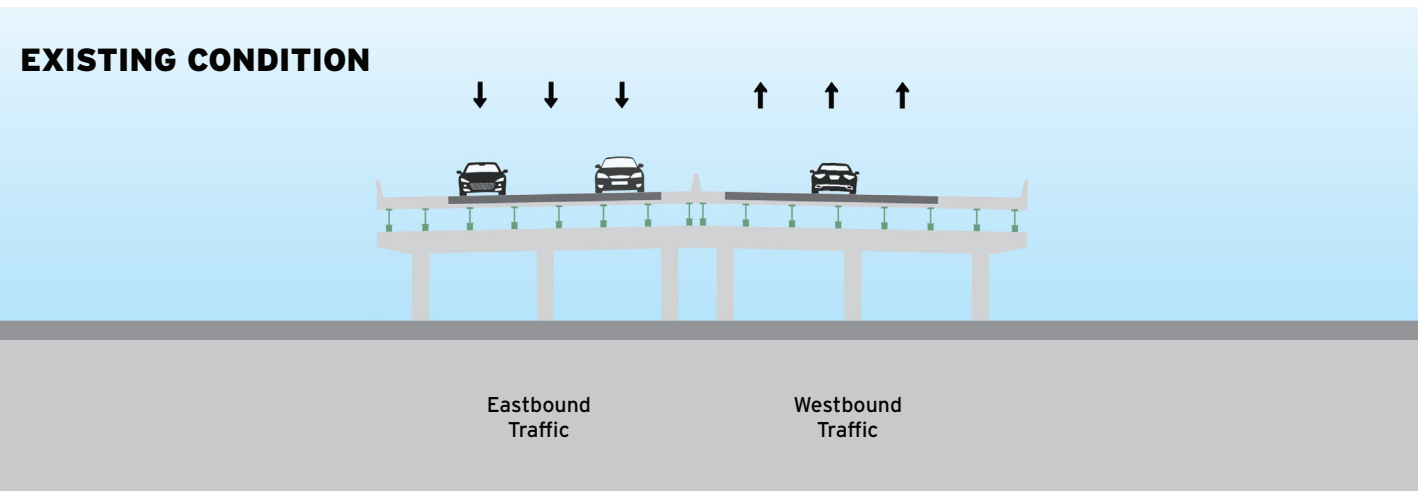
NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✓

DESCRIPTION

In this concept, signage and motorist information systems would be used to reroute through traffic from I-65 and/or I-70 to I-465. The intent would be to divert passenger and freight traffic away from central core of the city. The concept could be applied all or part of the time on a daily basis.

CONCLUSION	FINAL RESULT
Rerouting I-65 or I-70 through traffic to I-465 on an ongoing basis would not meet study needs and will not be advanced into the next level of screening.	✗

CURRENT AND POTENTIAL CONDITION



DESCRIPTION

The remove segment(s) of interstate concept assumes all or part of I-65 and I-70 are removed from the interstate system and replaced with a local road, potentially designed as a boulevard with traffic calming features and amenities to serve bikes, pedestrians, and transit.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✓
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✗

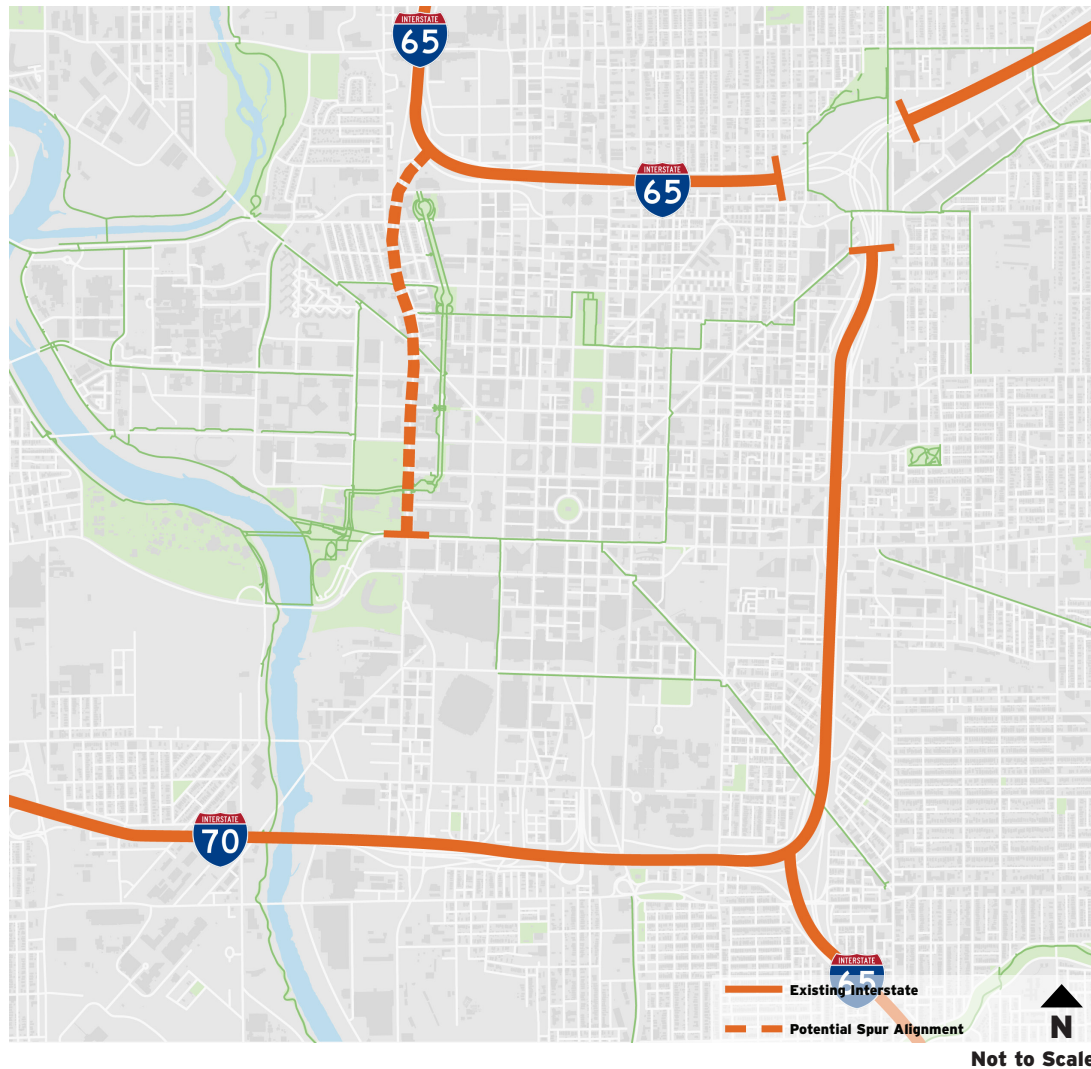
CONCLUSION

Due to conditions specific to Indianapolis, the negative effects of removing downtown interstates would far outweigh potential benefits. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network. Removing segment(s) of interstate did not pass the fatal flaw analysis and will not be carried forward as a concept in this study.

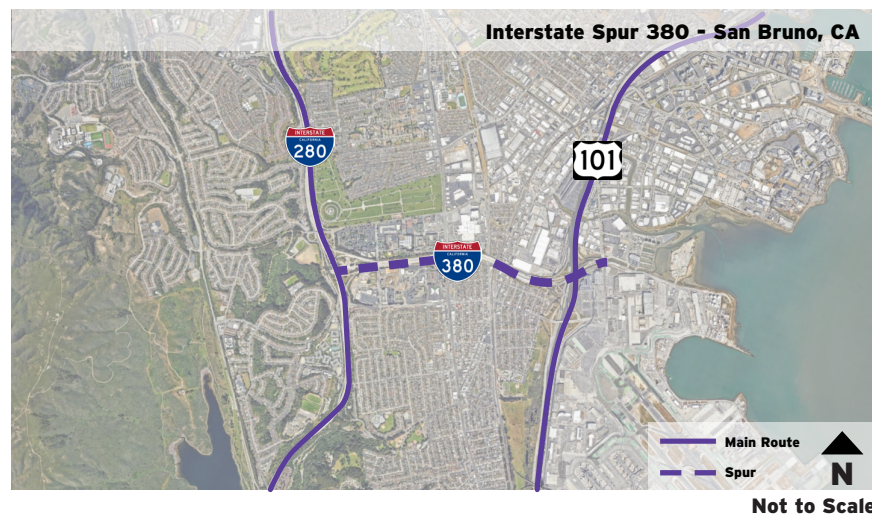
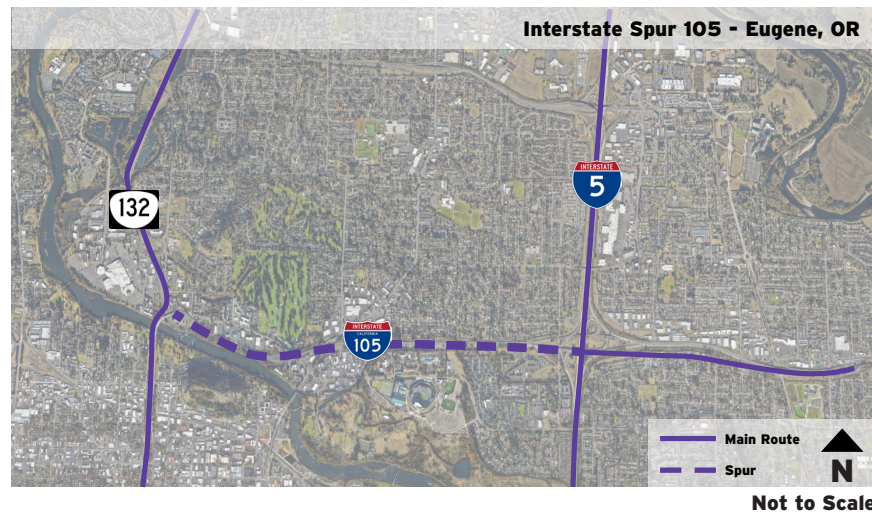
FINAL RESULT



POTENTIAL INTERSTATE SPUR



EXAMPLES



DESCRIPTION

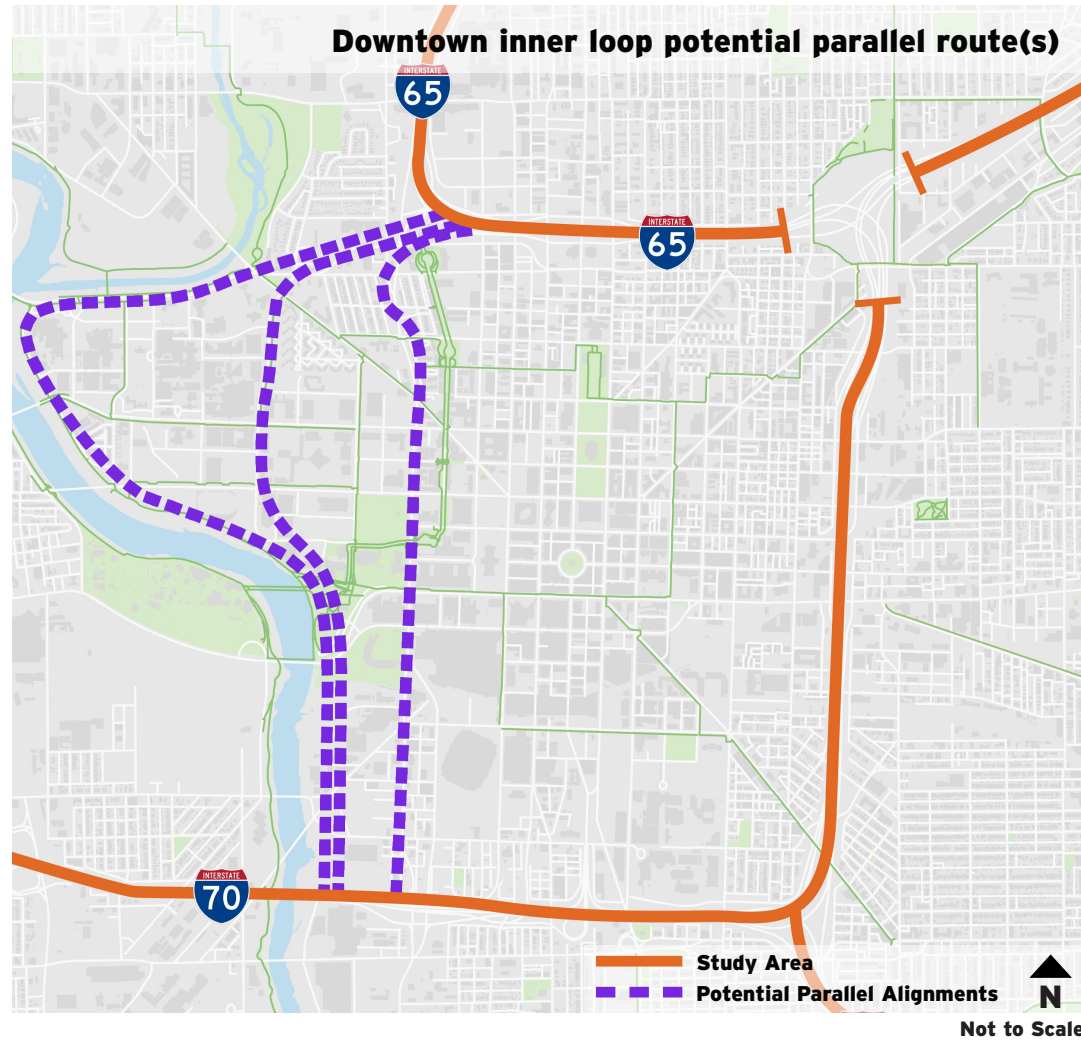
An interstate spur is a short freeway segment branching off an interstate highway. Unlike a bypass route, it makes only one connection to an interstate and connects to a local route or terminates at the other end. As an example, upgrading a portion of West Street to interstate standards between I-65 and Washington Street would create an I-65 spur.

NEEDS AND FATAL FLAW EVALUATION

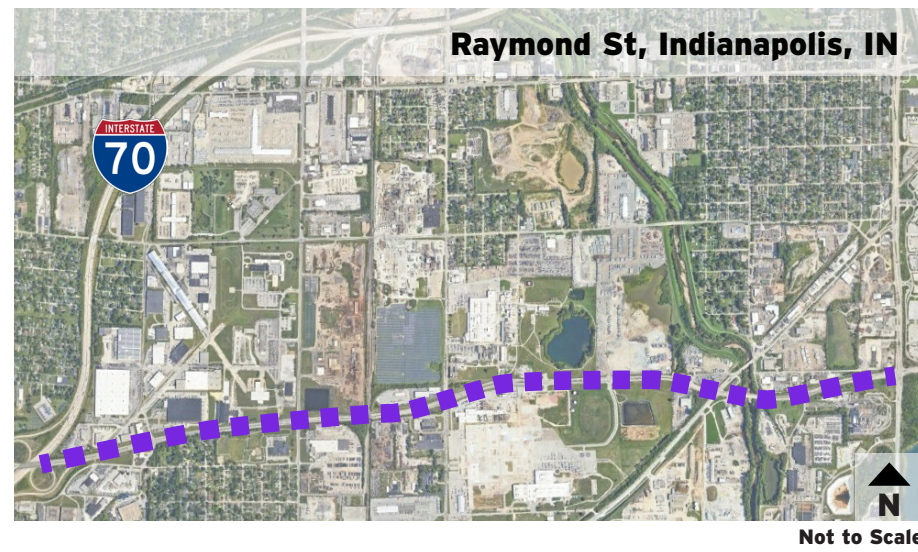
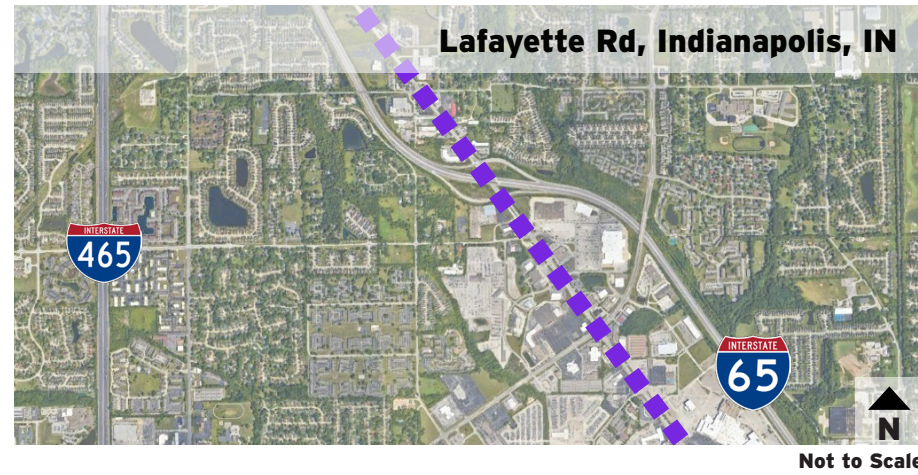
NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✗

CONCLUSION	FINAL RESULT
This concept does not satisfy any of the identified needs and it did not pass fatal flaw screening. Changed conditions such as a large new high-traffic generating development may warrant reconsideration of the concept in the future, but it will not be carried forward to the next screening step of this study.	✗

POTENTIAL PARALLEL ROUTE(S)



POTENTIAL IMPROVEMENT LOCATIONS



DESCRIPTION

The parallel route concept includes the creation of a new parallel interstate route or enhancements to existing route(s) parallel or connecting to I-65 or I-70. The concept is intended to attract trips away from the study corridor(s). Since the parallel route would be outside the I-65 and I-70 corridors and would likely have far-reaching effects on the larger road network, this concept would be defined and reviewed in consultation with the Indianapolis MPO and the City of Indianapolis.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✗

CONCLUSION

Parallel routes may provide operational benefits in some areas. Both the benefits of this concept and its impacts would be site-specific and are unknown at this stage. Due to the overall magnitude of the concept, the cost and impacts are deemed to be a fatal flaw, and the concept will not be carried forward into the next level of screening. Changed conditions such as a large new high-traffic generating development may warrant reconsideration of the concept in the future.

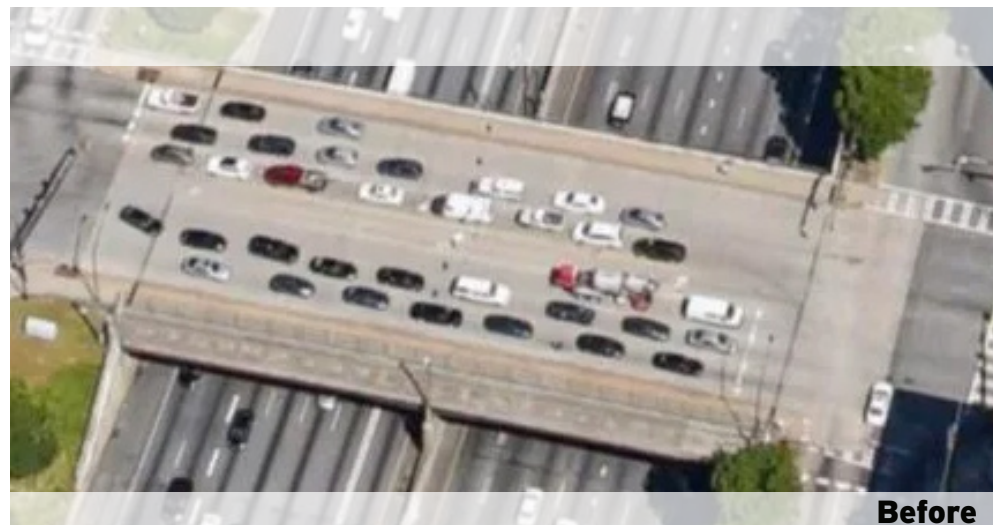
FINAL RESULT

✗

EXAMPLES



North Split Underpass - Indianapolis, IN



Fifth St Bridge, Atlanta, GA

DESCRIPTION

Local mobility / connectivity improvements provide or improve the ability for vehicles, bicyclists, and pedestrians to cross the interstate mainline and/or interstate interchange ramps. Local mobility / connectivity improvements could include a new bridge over the interstate, new complete street road connection, new sidewalk or trail at an underpass or overpass, improvements at existing connections, or other site-specific improvements.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	?
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	✓

CONCLUSION

Local mobility / connectivity improvements may benefit areas with insufficient and limited multimodal connections. No fatal flaws were identified based on information available at this screening level. This concept will be carried forward into the next level of screening.

FINAL RESULT



EXAMPLES



DESCRIPTION

This concept enhances the local road intersections adjacent to interchanges. These improvements may be necessary to address congestion that influences interchange operations. Potential improvements range from traffic signal adjustments to traffic calming measures at locations where interstate traffic movements interface with neighborhoods and local streets.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✓
IMPROVE ROADWAY MOBILITY	✓
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	✓

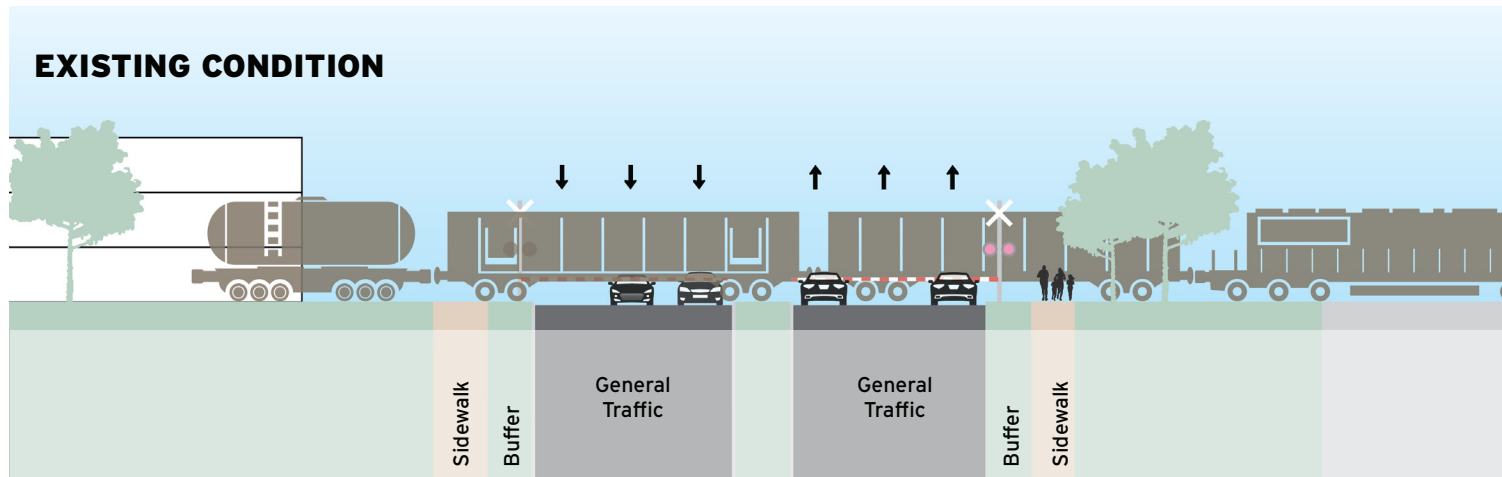
CONCLUSION

Local road intersection improvements are expected to address study area needs at selected locations. No fatal flaws are identified based on information available at this screening level. This concept is carried forward into the next level of screening.

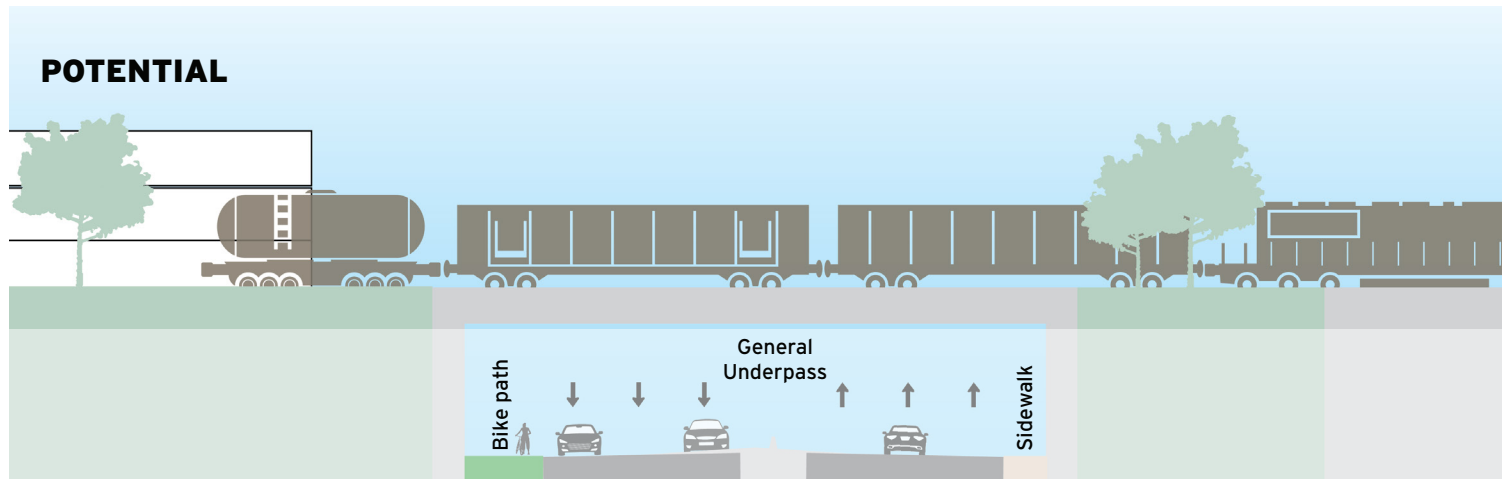
FINAL RESULT

✓

CURRENT AND POTENTIAL CONDITION



Not to Scale



Not to Scale

EXAMPLES



NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✓

DESCRIPTION

Railroads exist close to I-65 and I-70 at various locations in Indianapolis. A CSX main line parallels I-70 along Massachusetts Avenue east of downtown, passes under I-65 and I-70 downtown, and parallels I-70 west of downtown toward CSX yard and stops in Avon. The Louisville and Indiana Railroad, Indiana Rail Road, and Indiana Belt Railroad have facilities crossing or located near I-70 on the south leg of the Inner Loop.

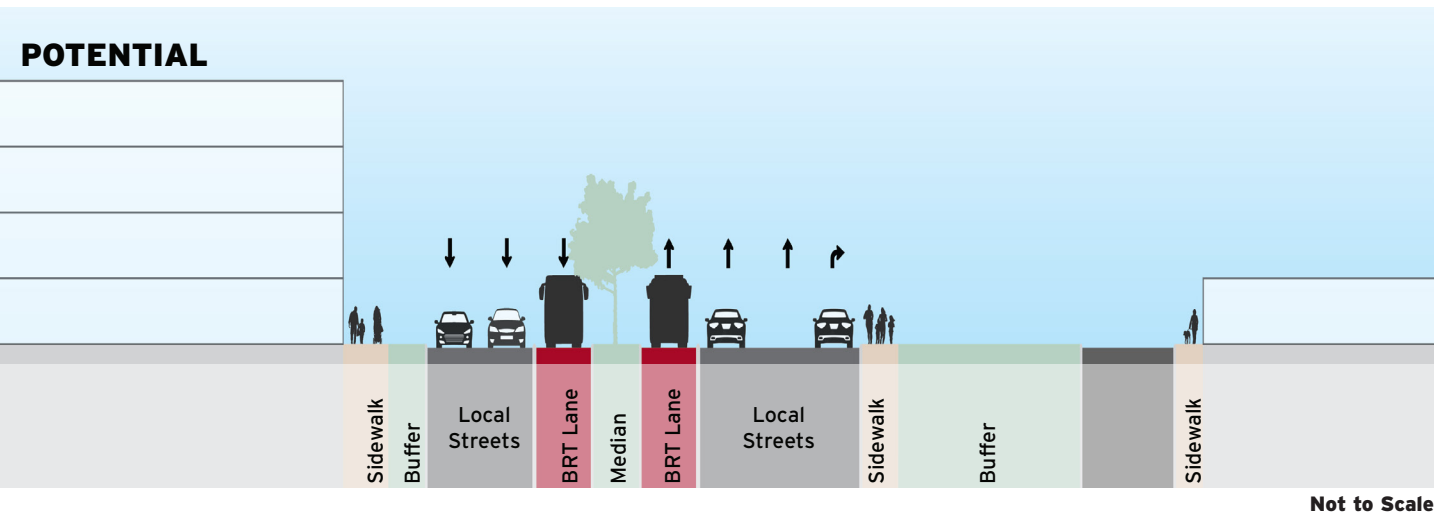
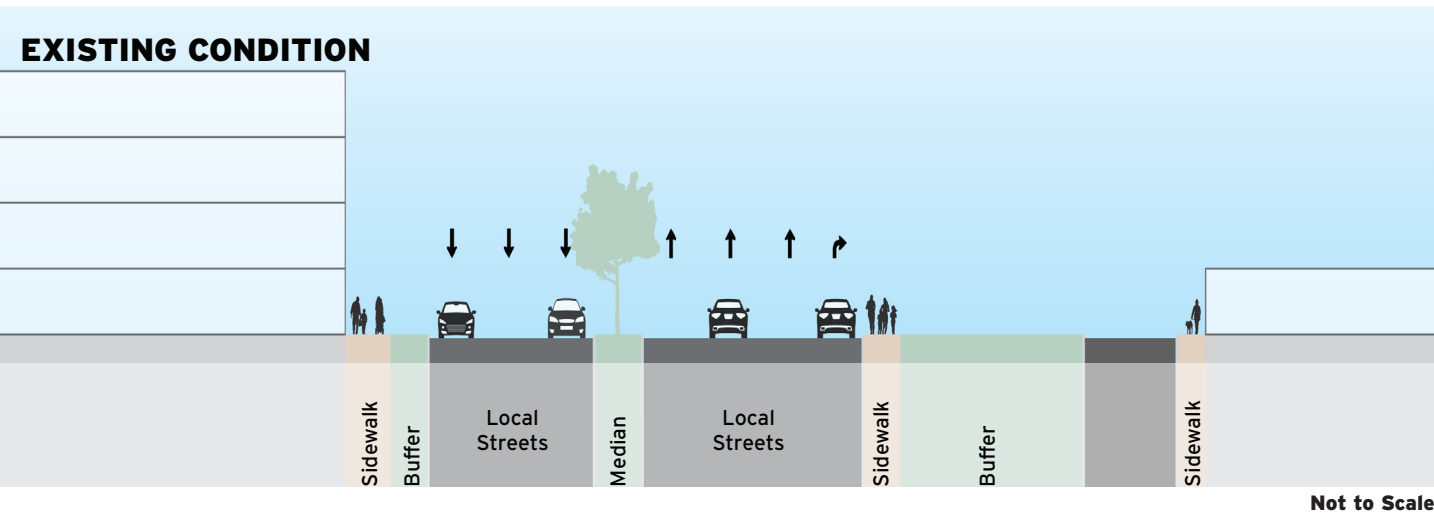
CONCLUSION

Railroad crossing improvements could benefit local roadways but would not meet the needs on the interstates in this study. Railroad crossing improvements will not be carried forward into the next level of screening.

FINAL RESULT



CURRENT AND POTENTIAL CONDITION



EXAMPLES



DESCRIPTION

Bus transit can improve mobility by reducing personal vehicle trips and by providing an option for people who are unable or choose not to drive. Bus transit can target local trips within a community or commuter trips between communities. Fixed route bus service in Central Indiana is provided by IndyGo. In 2024, IndyGo's daily ridership was about 22,500. The most heavily travelled IndyGo route is currently the Red Line, which serves about 6,000 riders per day. This compares to traffic volumes ranging from 102,000 to 160,000 per day on I-65 and I-70.

Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA).

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	✗

CONCLUSION

Improved bus transit would not address general study area needs regarding bridge and pavement condition, traffic safety, and operations. INDOT would coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region, but local bus transit will not be carried forward to meet the purpose and need of I-65 and I-70 in the study area.

FINAL RESULT



EXAMPLES



DESCRIPTION

Passenger rail service can take many forms. Intercity rail serves long distance trips, typically on freight lines in the United States. Commuter rail serves regional trips (i.e. suburb to downtown), with service often limited to peak hours. Light rail transit provides frequent, all-day service within urbanized areas and can operate in dedicated right-of-way or on-street. Street cars serve shorter trips, with slower speeds and frequent stops, and virtually always operate on-street.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✓
FATAL FLAW SCREENING	✗

CONCLUSION

FINAL RESULT

Passenger rail did not pass fatal flaw screening, and the concept will not be carried forward. Rail transit options have been studied extensively by local planning agencies and rejected in favor of bus rapid transit investments. Intercity passenger rail may be possible in the future, but it would likely have little effect on local traffic volumes on I-65 and I-70.



EXAMPLES



DART GoLink - Dallas, TX



Via On-Demand - Arlington, TX



CIRTA Commuter Connect - Indianapolis, IN



ETS On-Demand Transit - Edmonton, AB

DESCRIPTION

Unlike traditional fixed-route transit systems, which operate on predetermined routes and timetables, on-demand transportation services provide more flexibility and convenience to passengers by allowing them to request or schedule rides on an as-needed basis. On-demand transportation service can be accommodated through a combination of shuttle bus (such as IndyGo Access), taxi service, and ride share companies, such as Uber and Lyft. This concept would expand these services.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	✗
IMPROVE ROADWAY MOBILITY	✗
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✗

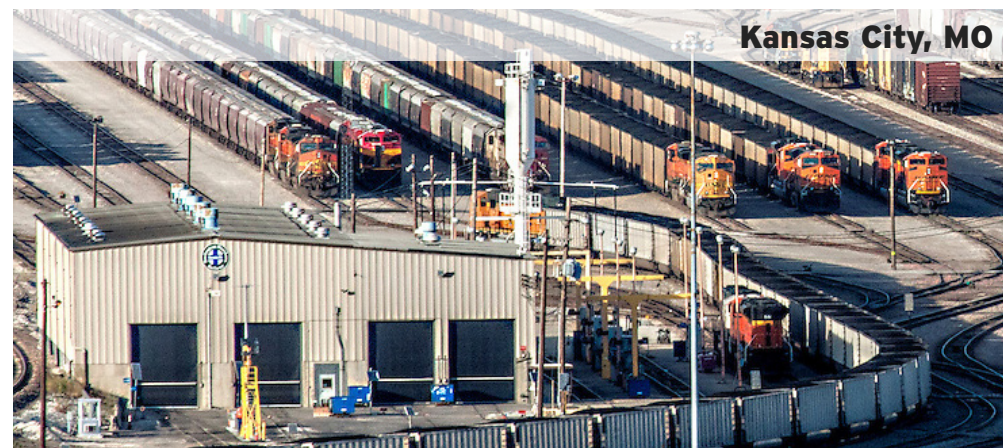
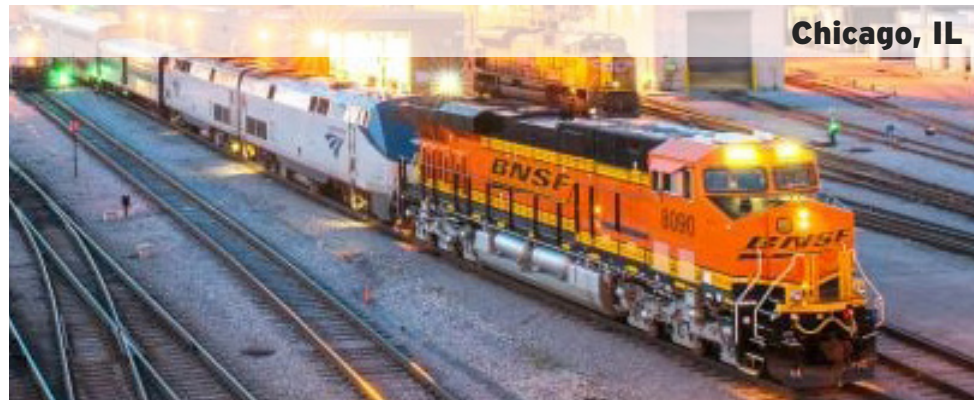
CONCLUSION

FINAL RESULT

Improved on-demand transportation service does not address any of the study area needs, is outside INDOT control, and will not be carried forward.

✗

EXAMPLES



DESCRIPTION

Under this concept freight currently being moved by trucks on highways would be shifted to trains, thereby reducing truck traffic on the interstate system and providing associated benefits with respect to safety, mobility, and overall operations of Indiana roadways. INDOT's 2023 Indiana Multimodal Freight and Mobility Plan reviews the role of various modes including railroads and motor vehicles. The plan makes provision for how the modes interface, including mode transfer facilities, but there is no provision for shifting freight from one mode to another to manage demand levels.

Freight rail is one component of an intermodal system used to move goods and commodities throughout Indiana. Rail service typically involves the movement of bulk commodities and heavy cargo over long-haul distances, with service provided by private operators on tracks owned by the railroads. Trucks interface with railroads and ports, carry smaller loads, and make local deliveries using public roadways. Changing this system would require industry buy-in and could have far-reaching effects.

NEEDS AND FATAL FLAW EVALUATION

NEEDS	RATING
IMPROVE BRIDGE AND PAVEMENT CONDITION	✗
IMPROVE ROADWAY SAFETY	?
IMPROVE ROADWAY MOBILITY	?
IMPROVE MULTIMODAL CONNECTIVITY	✗
FATAL FLAW SCREENING	✗

CONCLUSION

FINAL RESULT

Increased freight rail service would not address study area needs. Even if the concept had merit, the railroad operators and shippers are not under the control of INDOT. This concept will not be carried forward for further evaluation in this study.

