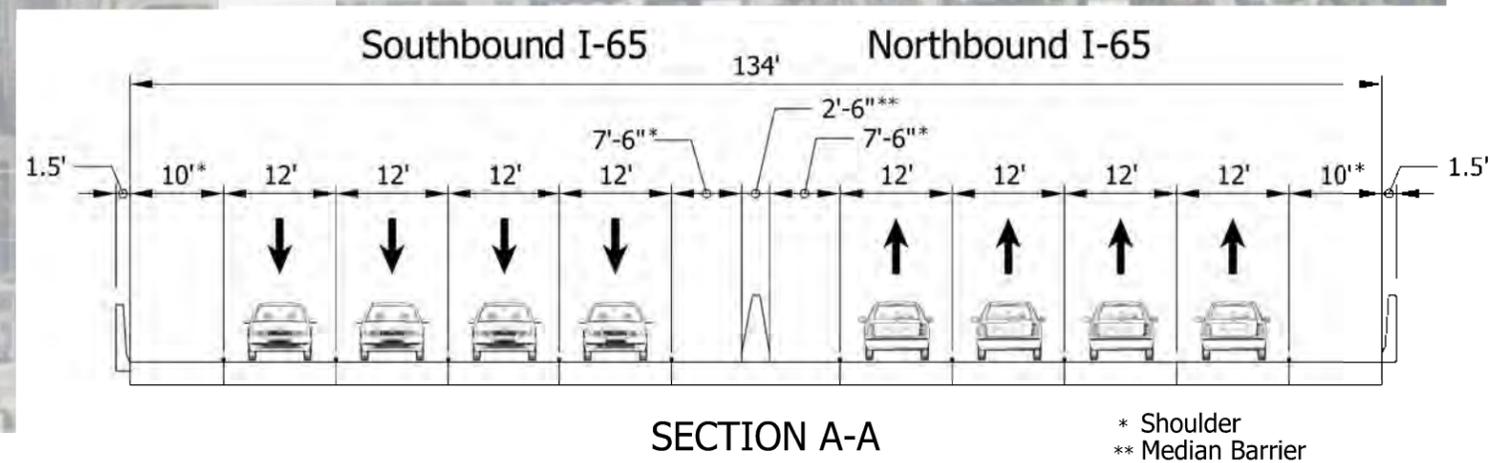
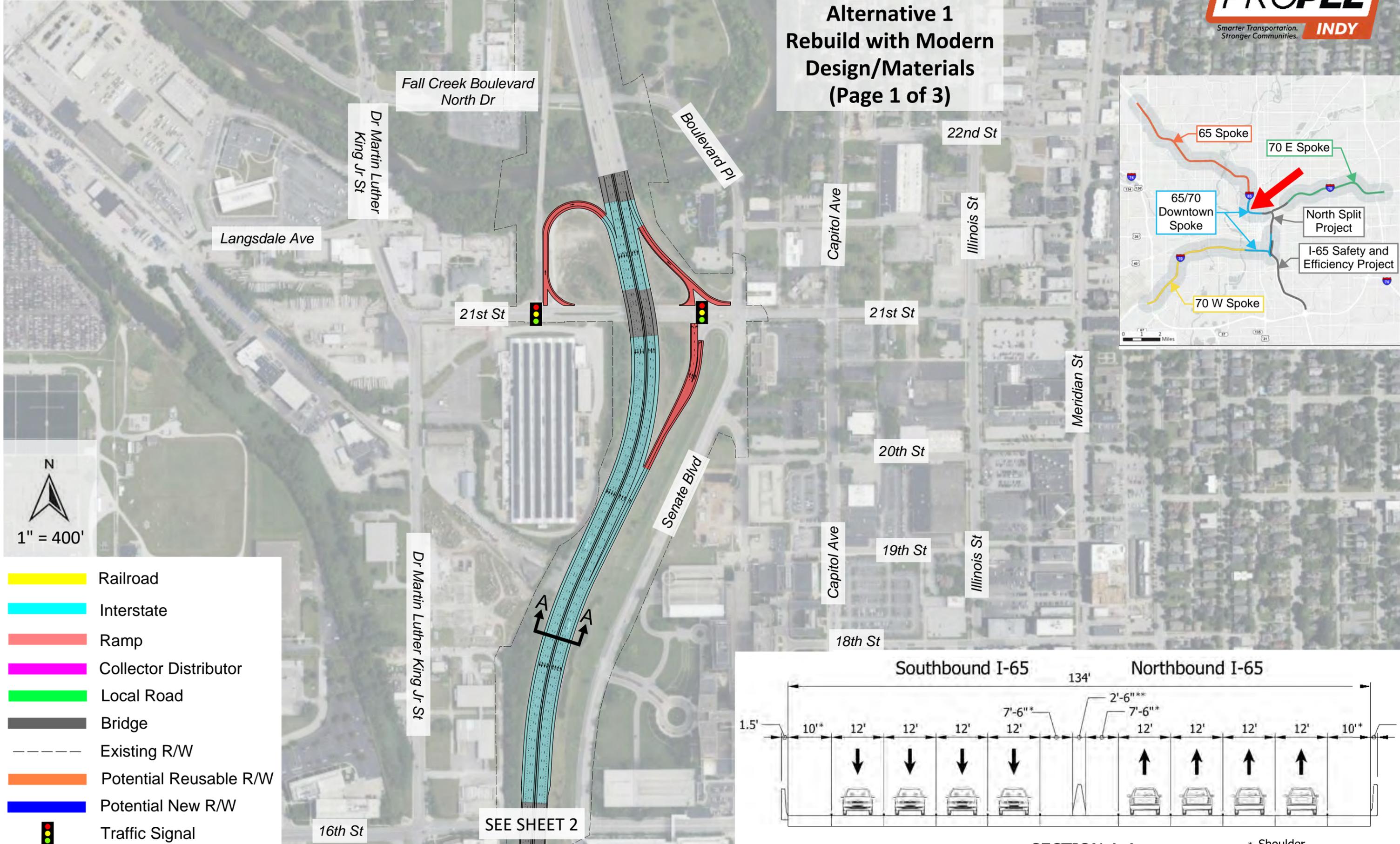


65 DOWNTOWN SPOKE

Alternative 1: Rebuild with Modern Design/Materials (RMM):
 Involves a full reconstruction of the spoke.

**65 Downtown Spoke
 Alternative 1
 Rebuild with Modern
 Design/Materials
 (Page 1 of 3)**



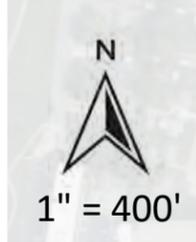
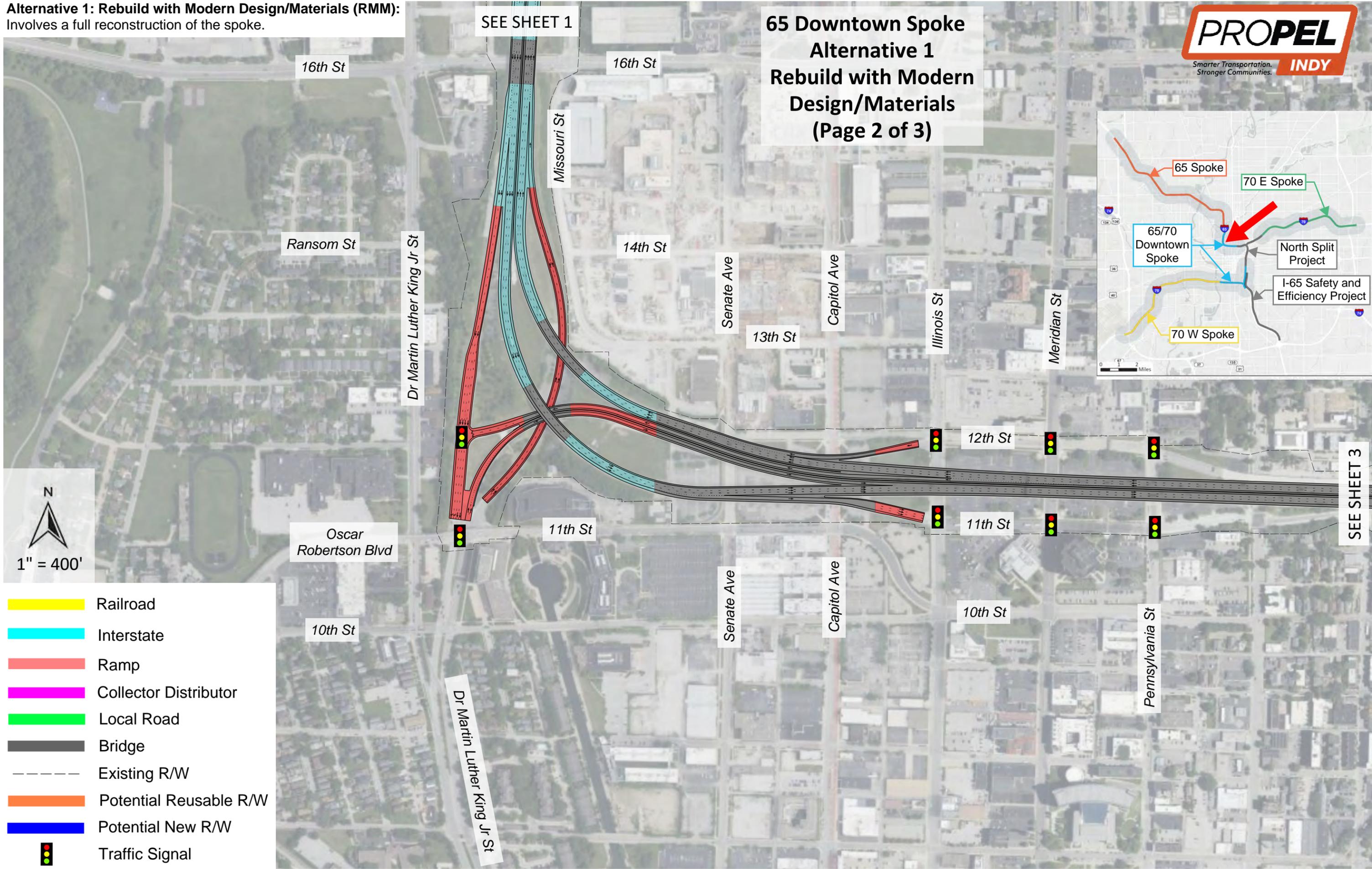
SEE SHEET 2

* Shoulder
 ** Median Barrier

Alternative 1: Rebuild with Modern Design/Materials (RMM):
 Involves a full reconstruction of the spoke.



**65 Downtown Spoke
 Alternative 1
 Rebuild with Modern
 Design/Materials
 (Page 2 of 3)**



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal

SEE SHEET 3

Alternative 1: Rebuild with Modern Design/Materials (RMM):
 Involves a full reconstruction of the spoke.

**65 Downtown Spoke
 Alternative 1
 Rebuild with Modern
 Design/Materials
 (Page 3 of 3)**



SEE SHEET 2

-  Railroad
-  Interstate
-  Ramp
-  Collector Distributor
-  Local Road
-  Bridge
-  Existing R/W
-  Potential Reusable R/W
-  Potential New R/W
-  Traffic Signal

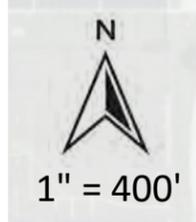
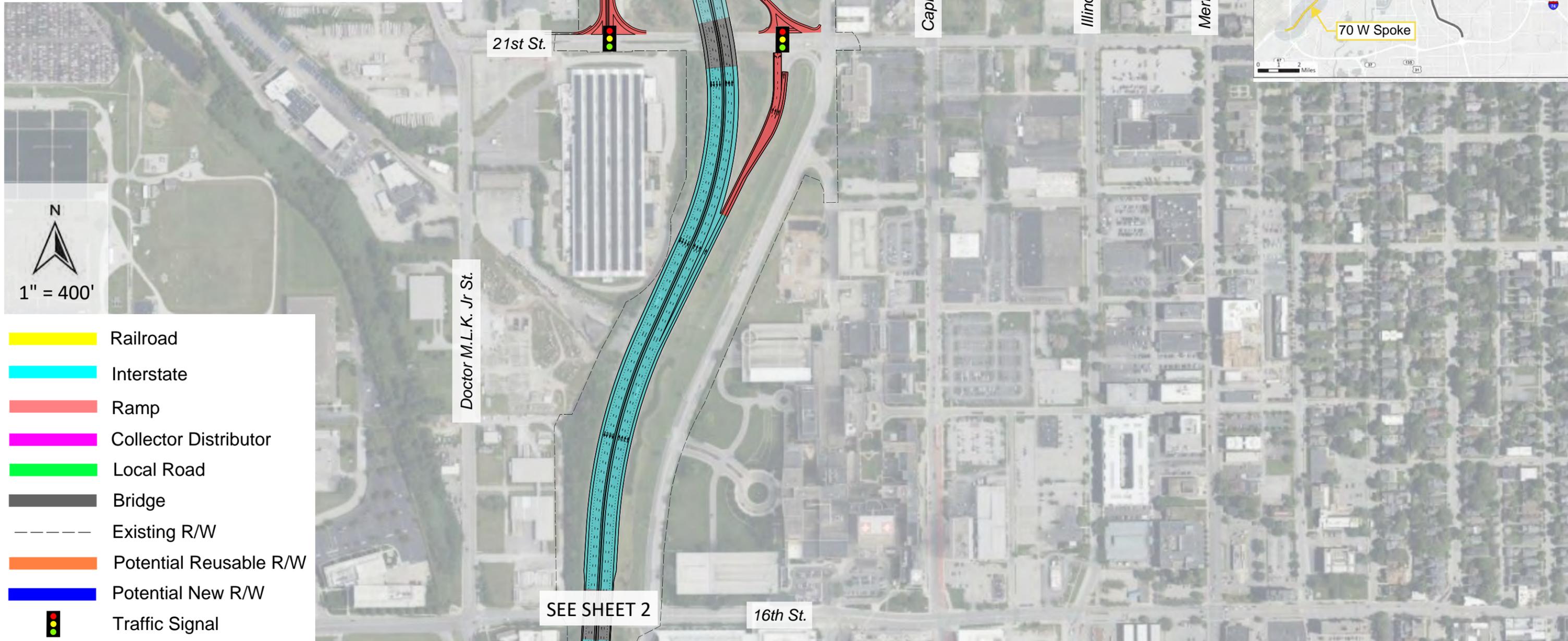


Alternative 2: Rebuild with Modern Design/Materials (RMM) with I-65/West Street Interchange Improvements:

Enhances Alternative 1 by making interchange improvements at the West Street and North Split interchanges. The northbound I-65 to West Street left-side exit ramp would be split into two ramps—one for westbound 11th Street and the other for southbound West Street. The southbound I-65 to West Street exit ramp would be split into two ramps, one to serve westbound 11th Street traffic and the other to serve southbound West Street. The West Street interchange would be improved by grade separating the I-65 exit ramps from 10th and 11th streets. This eliminates potential stop conditions at the ramp terminals that exist today and eliminate queues spilling back onto I-65. The left-side entrance ramp from West Street to southbound I-65 would be replaced with a right-side entrance ramp to improve merging conditions. The ramp would join with the existing entrance ramp from Delaware Street to provide access to eastbound I-70 and provide a connection to southbound I-65 inside the North Split interchange.



**65 Downtown
Alternative 2
Rebuild with Modern
Design/Materials +
I-65/West Street
(Page 1 of 3)**



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal

Fall Creek Blvd.

21st St.

Doctor M.L.K. Jr St.

SEE SHEET 2

16th St.

Capital Ave.

Illinois St.

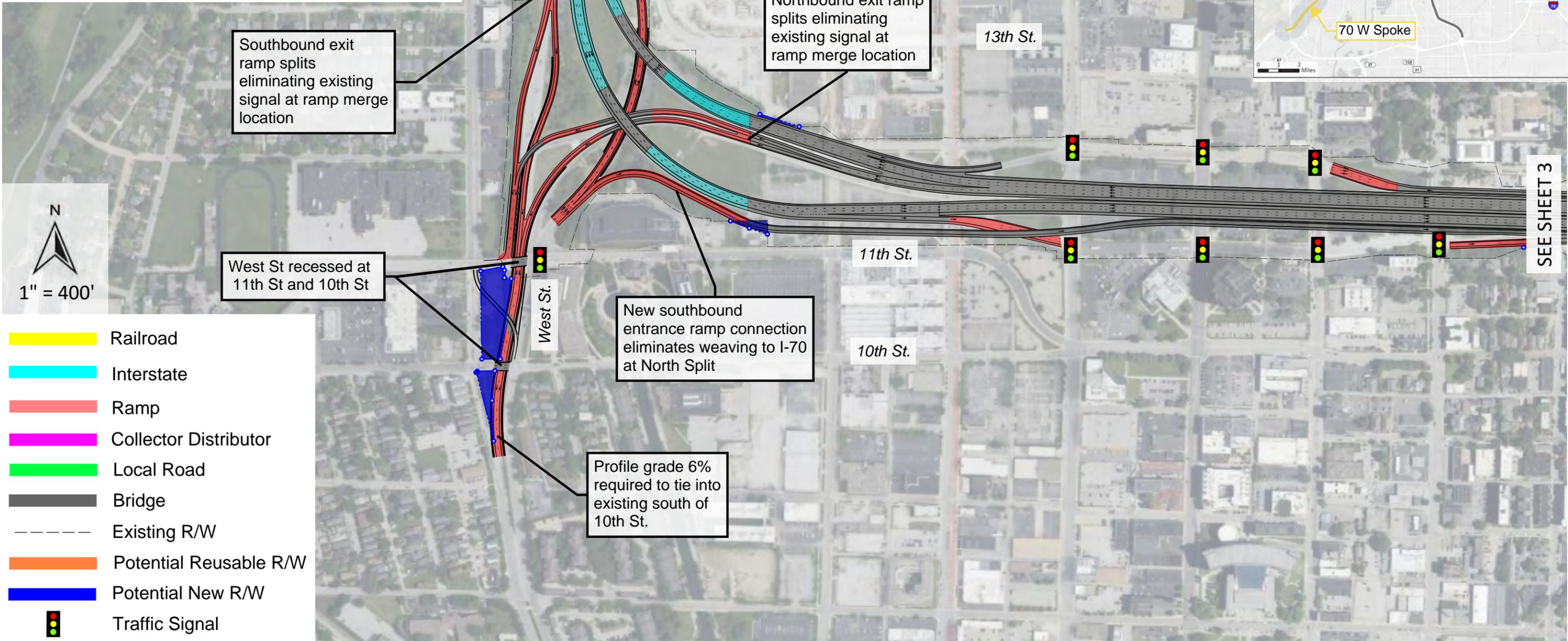
Meridian St.

Alternative 2: Rebuild with Modern Design/Materials (RMM) with I-65/West Street Interchange Improvements:

Enhances Alternative 1 by making interchange improvements at the West Street and North Split interchanges. The northbound I-65 to West Street left-side exit ramp would be split into two ramps—one for westbound 11th Street and the other for southbound West Street. The southbound I-65 to West Street exit ramp would be split into two ramps, one to serve westbound 11th Street traffic and the other to serve southbound West Street. The West Street interchange would be improved by grade separating the I-65 exit ramps from 10th and 11th streets. This eliminates potential stop conditions at the ramp terminals that exist today and eliminate queues spilling back onto I-65. The left-side entrance ramp from West Street to southbound I-65 would be replaced with a right-side entrance ramp to improve merging conditions. The ramp would join with the existing entrance ramp from Delaware Street to provide access to eastbound I-70 and provide a connection to southbound I-65 inside the North Split interchange.



**65 Downtown
Alternative 2
Rebuild with Modern
Design/Materials +
I-65/West Street
(Page 2 of 3)**



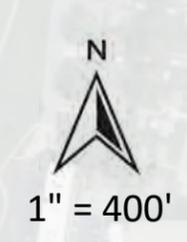
Southbound exit ramp splits eliminating existing signal at ramp merge location

Northbound exit ramp splits eliminating existing signal at ramp merge location

West St recessed at 11th St and 10th St

New southbound entrance ramp connection eliminates weaving to I-70 at North Split

Profile grade 6% required to tie into existing south of 10th St.



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal

SEE SHEET 1

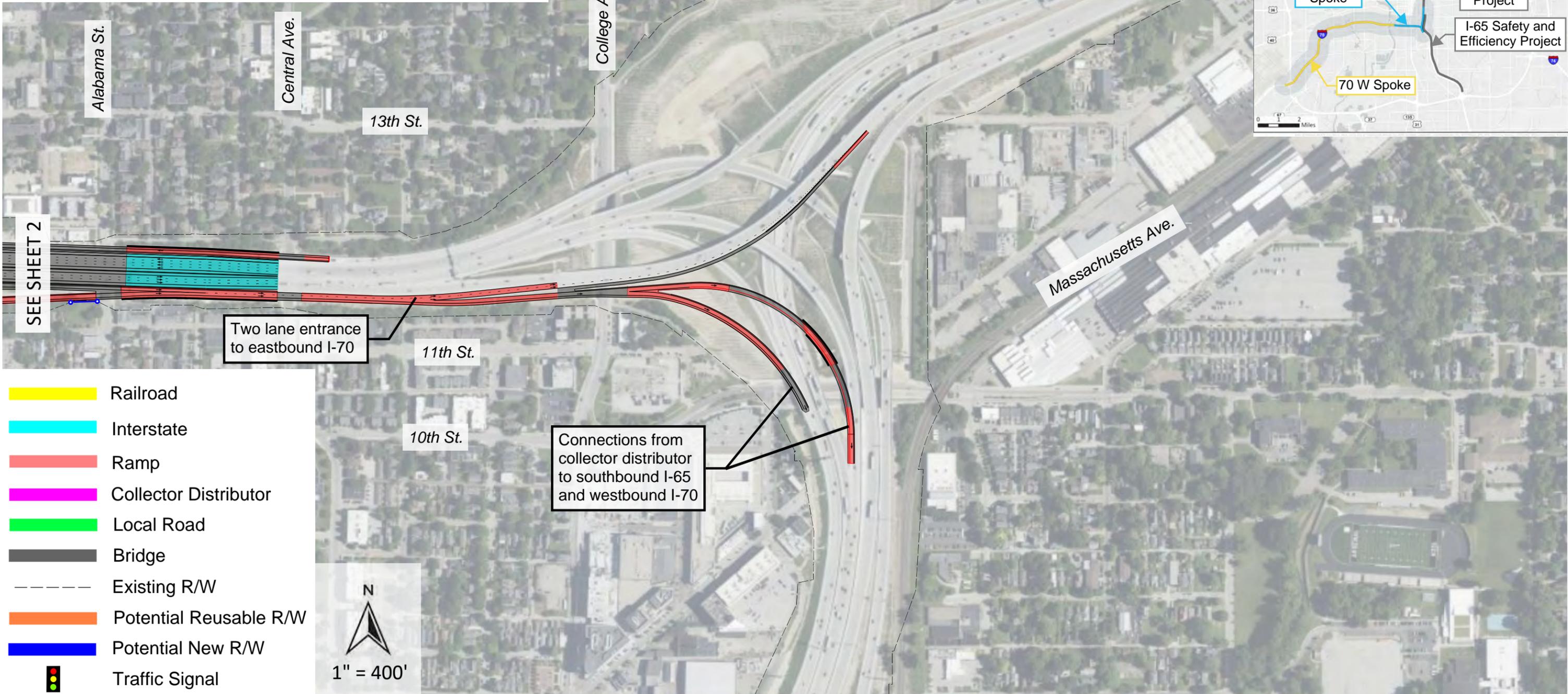
SEE SHEET 3

Alternative 2: Rebuild with Modern Design/Materials (RMM) with I-65/West Street Interchange Improvements:

Enhances Alternative 1 by making interchange improvements at the West Street and North Split interchanges. The northbound I-65 to West Street left-side exit ramp would be split into two ramps—one for westbound 11th Street and the other for southbound West Street. The southbound I-65 to West Street exit ramp would be split into two ramps, one to serve westbound 11th Street traffic and the other to serve southbound West Street. The West Street interchange would be improved by grade separating the I-65 exit ramps from 10th and 11th streets. This eliminates potential stop conditions at the ramp terminals that exist today and eliminate queues spilling back onto I-65. The left-side entrance ramp from West Street to southbound I-65 would be replaced with a right-side entrance ramp to improve merging conditions. The ramp would join with the existing entrance ramp from Delaware Street to provide access to eastbound I-70 and provide a connection to southbound I-65 inside the North Split interchange.



**65 Downtown
Alternative 2
Rebuild with Modern
Design/Materials +
I-65/West Street
(Page 3 of 3)**



SEE SHEET 2

- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



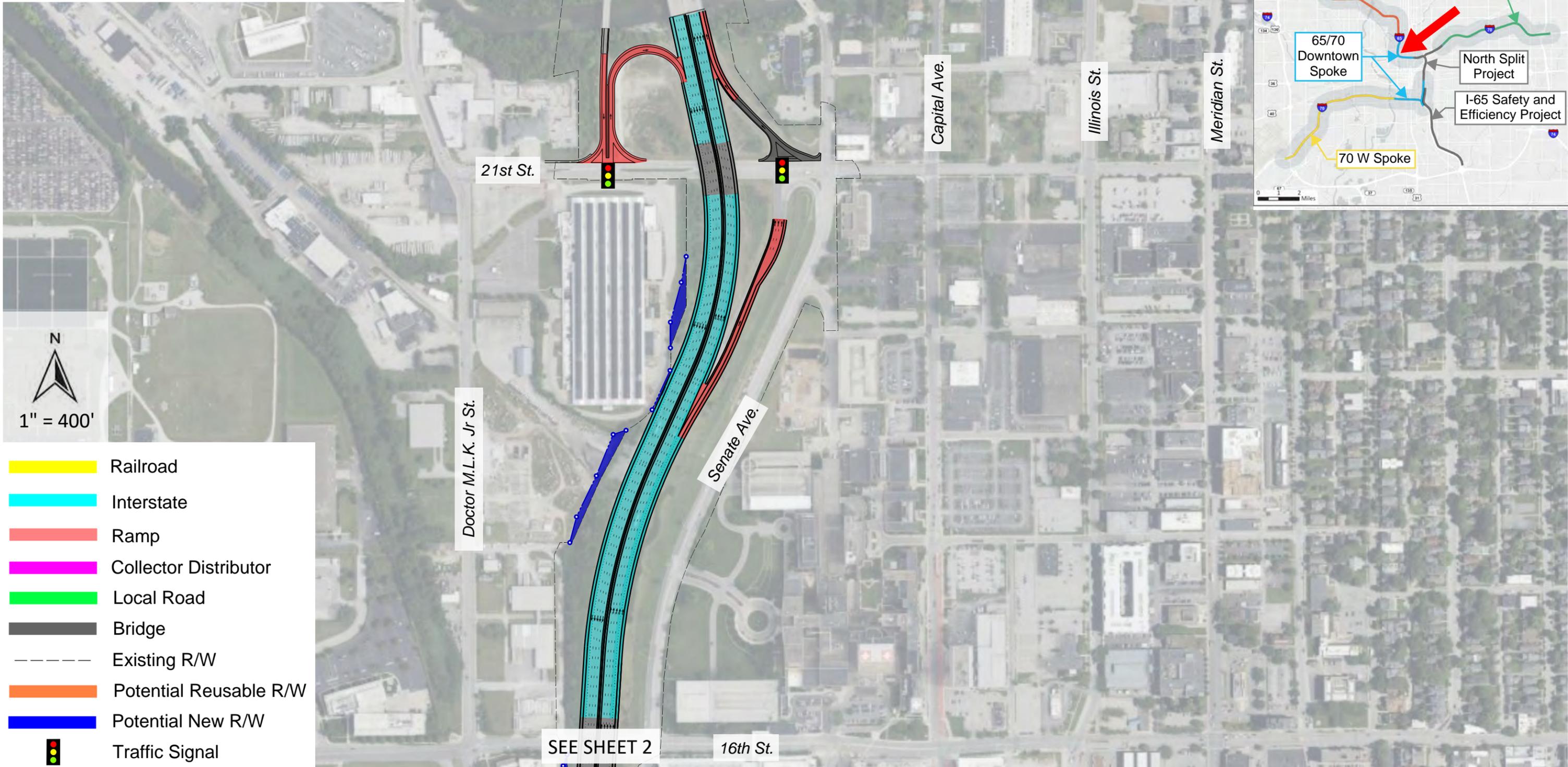
Two lane entrance to eastbound I-70

Connections from collector distributor to southbound I-65 and westbound I-70

Alternative 3: Added Travel Lanes (ATL):

Involves full reconstruction of I-65 with an additional travel lane in each direction, providing four travel lanes each way between the North Split interchange and the West Street interchange. The added travel lanes would also be provided from the Meridian Street ramps to Fall Creek. An auxiliary lane in each direction would be provided between the West Street interchange and the 21st Street interchange to facilitate entering and exiting traffic. Like in Alternative 2, the West Street interchange would also be improved by recessing the I-65 exit ramps under 10th and 11th streets.

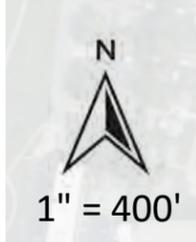
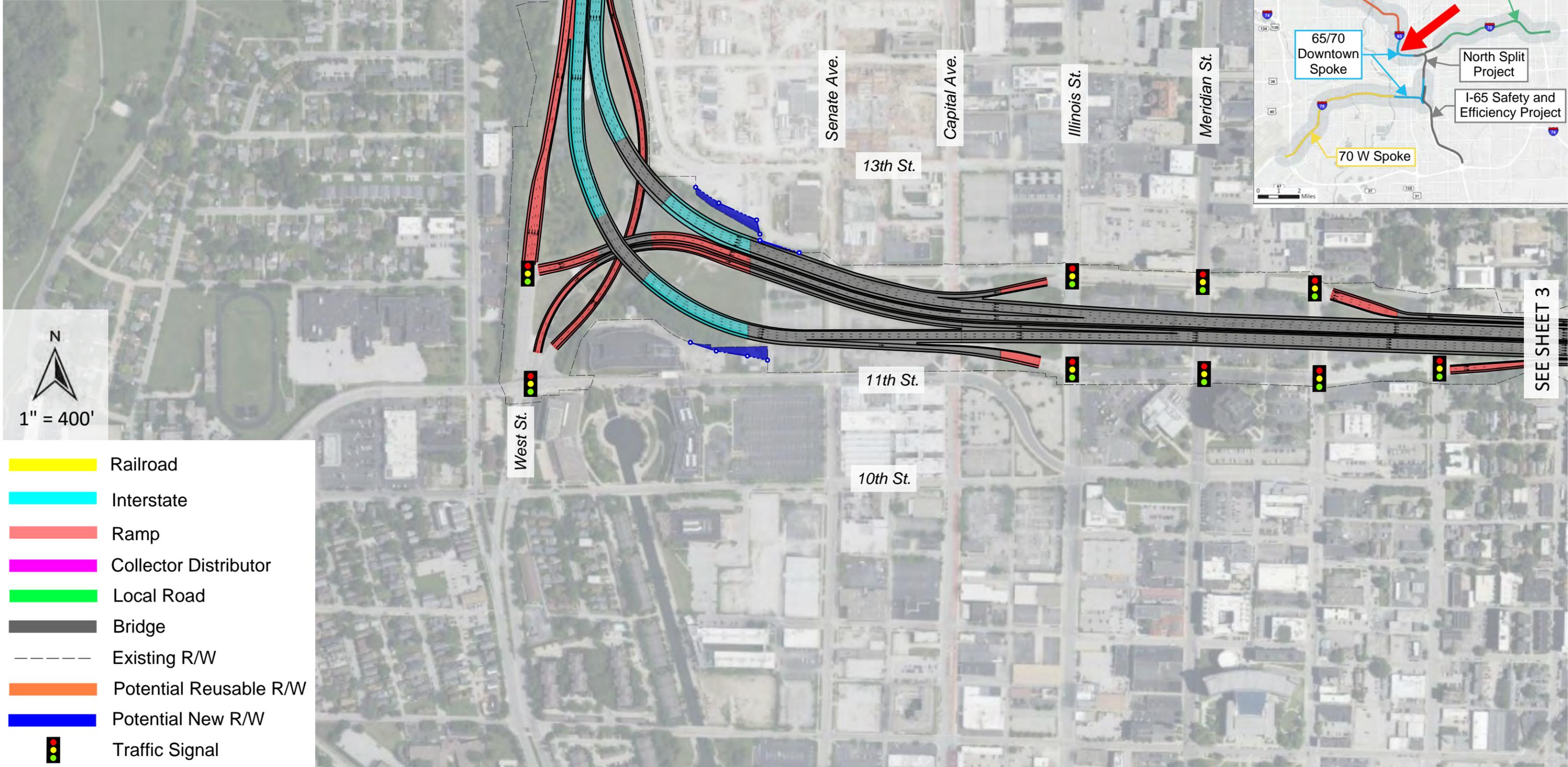
**65 Downtown
Alternative 3
Added Travel Lanes
(Page 1 of 3)**



Alternative 3: Added Travel Lanes (ATL):
 Involves full reconstruction of I-65 with an additional travel lane in each direction, providing four travel lanes each way between the North Split interchange and the West Street interchange. The added travel lanes would also be provided from the Meridian Street ramps to Fall Creek. An auxiliary lane in each direction would be provided between the West Street interchange and the 21st Street interchange to facilitate entering and exiting traffic. Like in Alternative 2, the West Street interchange would also be improved by recessing the I-65 exit ramps under 10th and 11th streets.



**65 Downtown
 Alternative 3
 Added Travel Lanes
 (Page 2 of 3)**



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal

SEE SHEET 1

16th St.

Senate Ave.

Capital Ave.

Illinois St.

Meridian St.

13th St.

11th St.

10th St.

West St.

SEE SHEET 3

Alternative 3: Added Travel Lanes (ATL):
 Involves full reconstruction of I-65 with an additional travel lane in each direction, providing four travel lanes each way between the North Split interchange and the West Street interchange. The added travel lanes would also be provided from the Meridian Street ramps to Fall Creek. An auxiliary lane in each direction would be provided between the West Street interchange and the 21st Street interchange to facilitate entering and exiting traffic. Like in Alternative 2, the West Street interchange would also be improved by recessing the I-65 exit ramps under 10th and 11th streets.

**65 Downtown
 Alternative 3
 Added Travel Lanes
 (Page 3 of 3)**



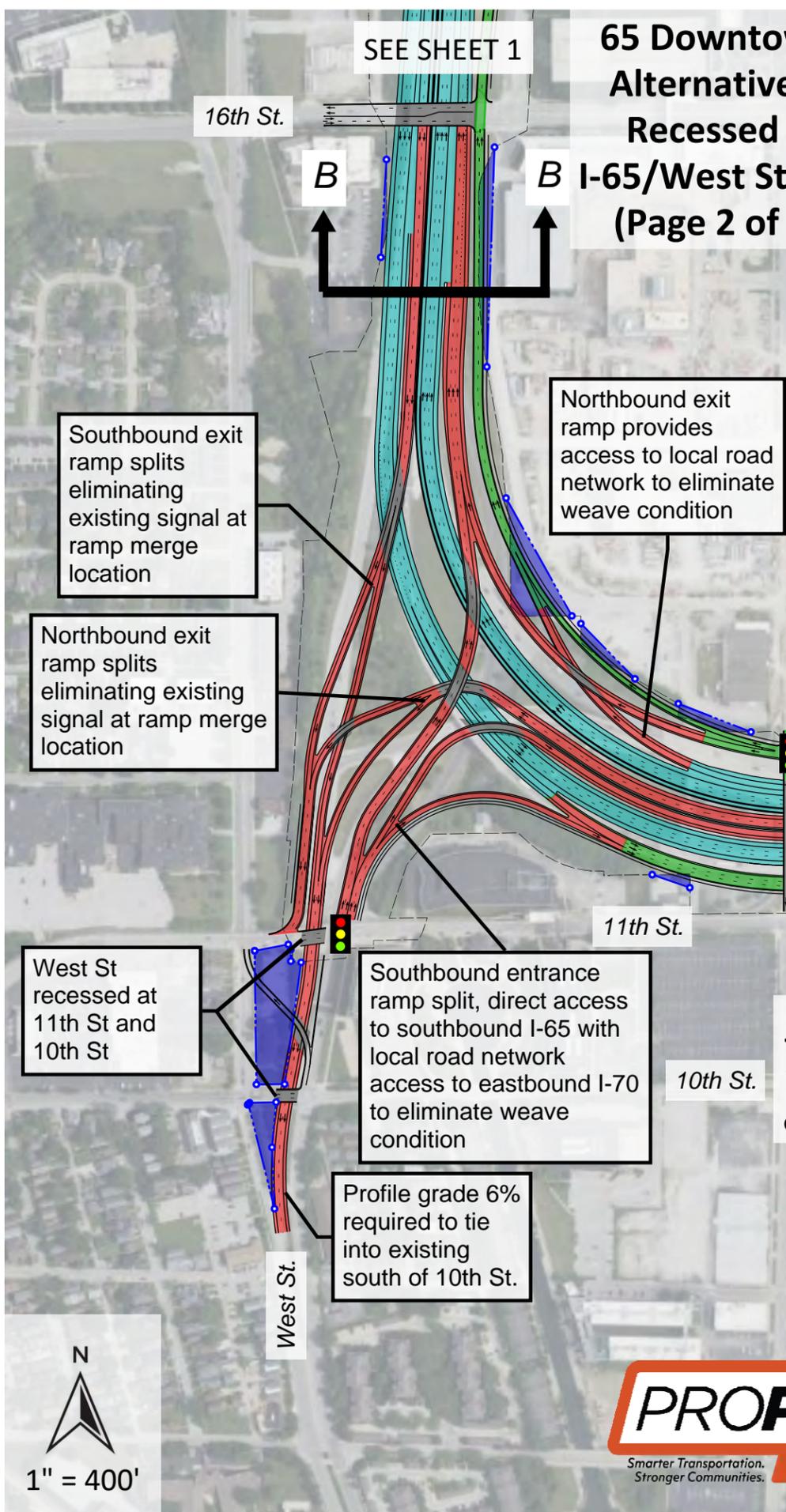
SEE SHEET 2

Alternative 4: Recessed with I-65/West Street Interchange Improvements:

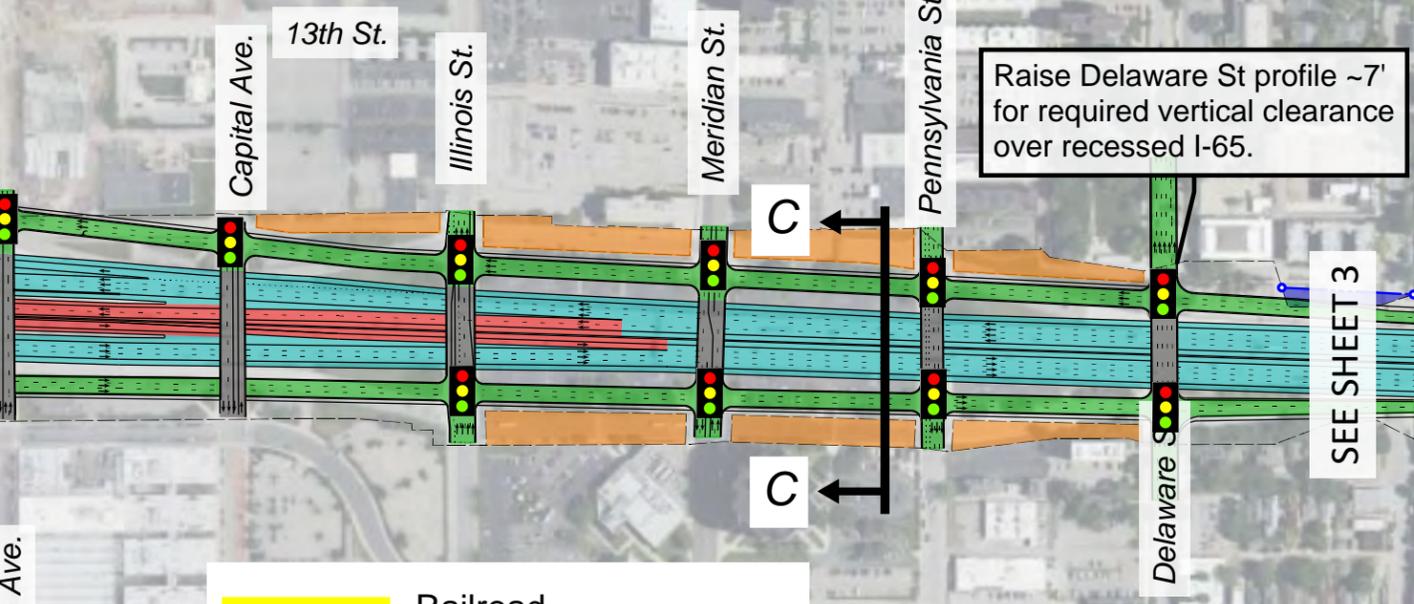
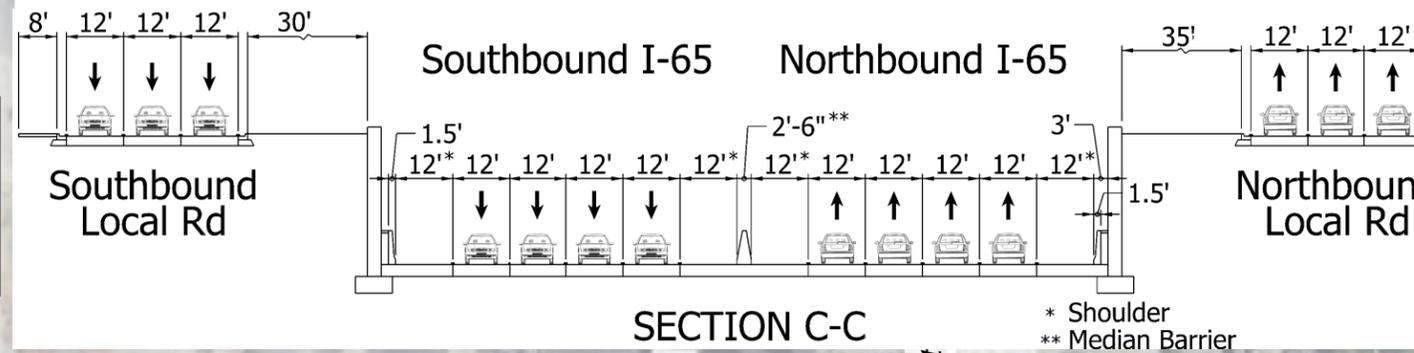
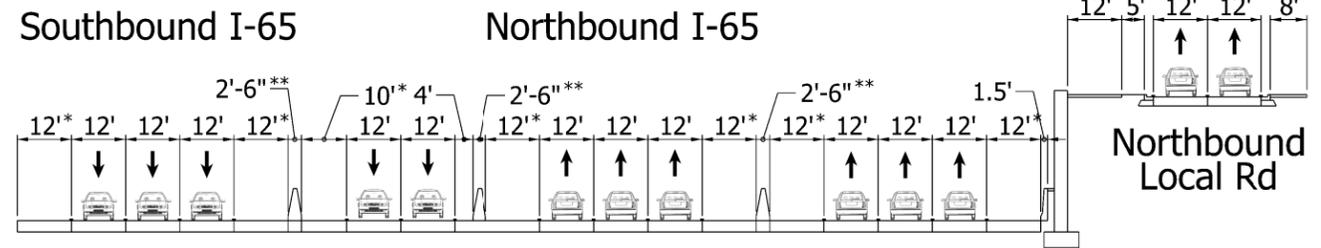
I-65 would be recessed below adjacent street levels from south of the Fall Creek bridge to just west of the North Split interchange. It would include an added lane in each direction between the North Split interchange and West Street and an added lane in each direction between West Street and Fall Creek. It would also include construction of a one-way street system on either side of the interstate. Each street would include three lanes east of West Street. The northbound street would be from the North Split interchange to 21st Street. The southbound street would be from West Street to the North Split interchange.

The I-65/West Street interchange would be improved. The exit ramp from northbound I-65 to West Street would remain a left-side exit but would be reconstructed as a two-lane ramp. This ramp would provide separate connections to West Street and 11th Street to improve traffic flow. Like in Alternatives 2 (RMM + West) and 3 (ATL), the West Street interchange would be improved by grade separating the I-65 exit ramps from 10th and 11th streets. The northbound I-65 exit ramp to 21st Street would be moved south to avoid creating a weaving segment between West Street and 21st Street. This ramp would provide access to 21st Street via a new local road. The entrance ramps from West Street to southbound I-65 would join as an additional (fourth lane) approaching the North Split interchange. A new southbound I-65 exit ramp would be constructed to access the local street network.

The North Split interchange would be improved. For I-70 westbound access, a new exit ramp would be constructed outside I-70 and north of the North Split interchange, connecting to a local road system with consolidated interstate access points. For I-65 southbound access, an 11th Street entrance ramp and new local road would be expanded to two lanes, and one lane would be constructed to provide access to I-65 South/ I-70 West on the southwest corner of the North Split interchange.



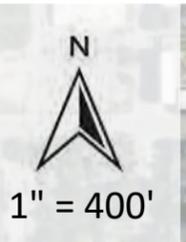
65 Downtown Alternative 4 Recessed + I-65/West Street (Page 2 of 3)



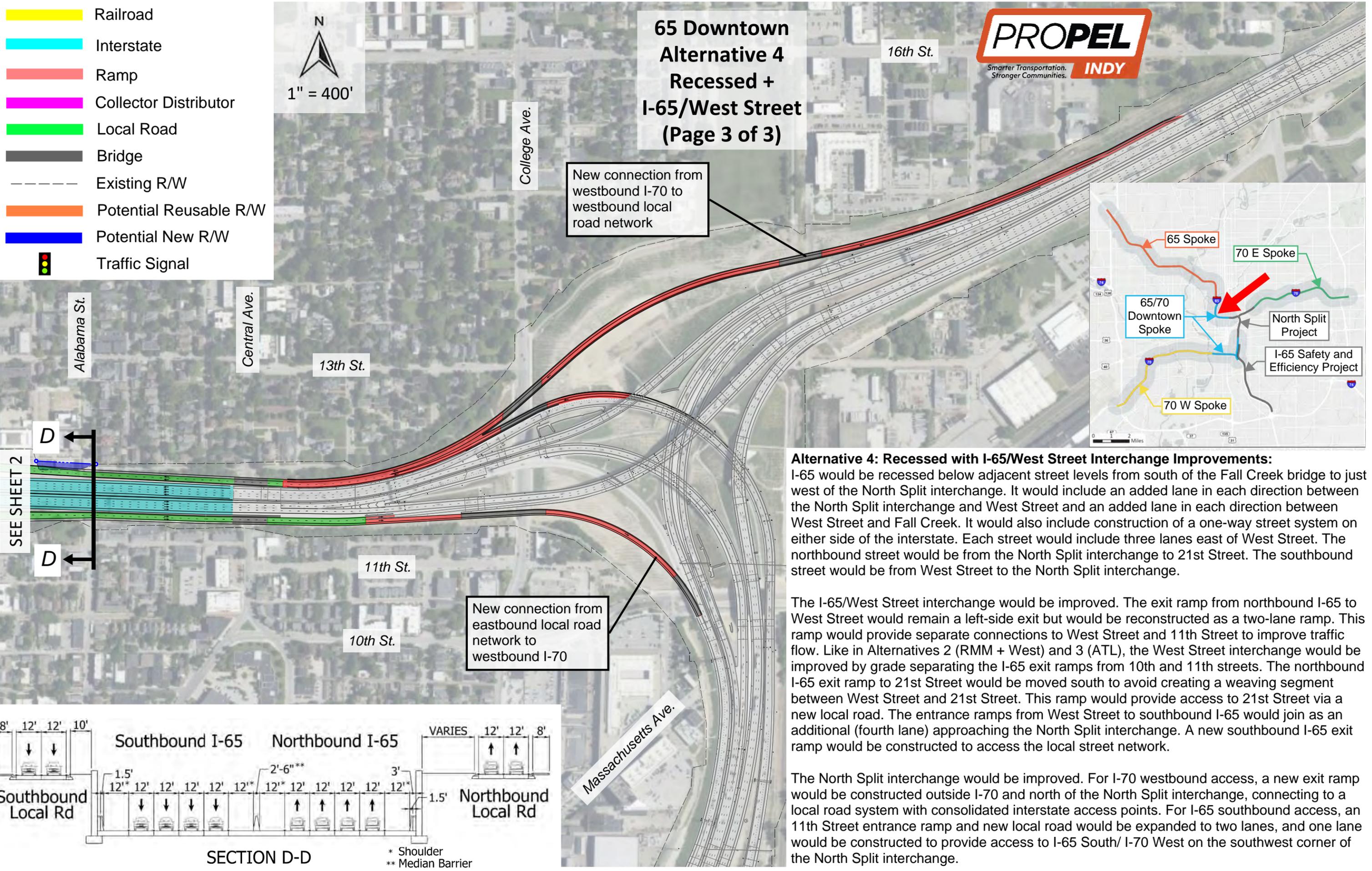
- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



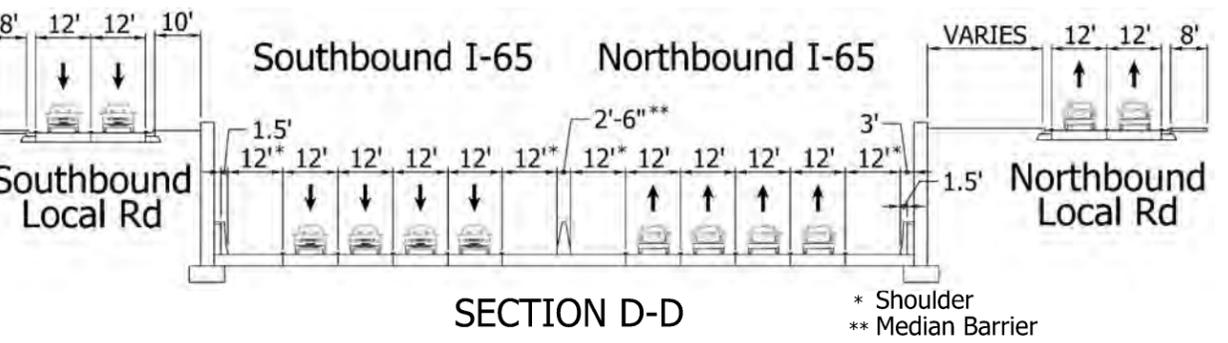
65 Downtown Alternative 4 Recessed + I-65/West Street (Page 3 of 3)



Alternative 4: Recessed with I-65/West Street Interchange Improvements:
 I-65 would be recessed below adjacent street levels from south of the Fall Creek bridge to just west of the North Split interchange. It would include an added lane in each direction between the North Split interchange and West Street and an added lane in each direction between West Street and Fall Creek. It would also include construction of a one-way street system on either side of the interstate. Each street would include three lanes east of West Street. The northbound street would be from the North Split interchange to 21st Street. The southbound street would be from West Street to the North Split interchange.

The I-65/West Street interchange would be improved. The exit ramp from northbound I-65 to West Street would remain a left-side exit but would be reconstructed as a two-lane ramp. This ramp would provide separate connections to West Street and 11th Street to improve traffic flow. Like in Alternatives 2 (RMM + West) and 3 (ATL), the West Street interchange would be improved by grade separating the I-65 exit ramps from 10th and 11th streets. The northbound I-65 exit ramp to 21st Street would be moved south to avoid creating a weaving segment between West Street and 21st Street. This ramp would provide access to 21st Street via a new local road. The entrance ramps from West Street to southbound I-65 would join as an additional (fourth lane) approaching the North Split interchange. A new southbound I-65 exit ramp would be constructed to access the local street network.

The North Split interchange would be improved. For I-70 westbound access, a new exit ramp would be constructed outside I-70 and north of the North Split interchange, connecting to a local road system with consolidated interstate access points. For I-65 southbound access, an 11th Street entrance ramp and new local road would be expanded to two lanes, and one lane would be constructed to provide access to I-65 South/ I-70 West on the southwest corner of the North Split interchange.



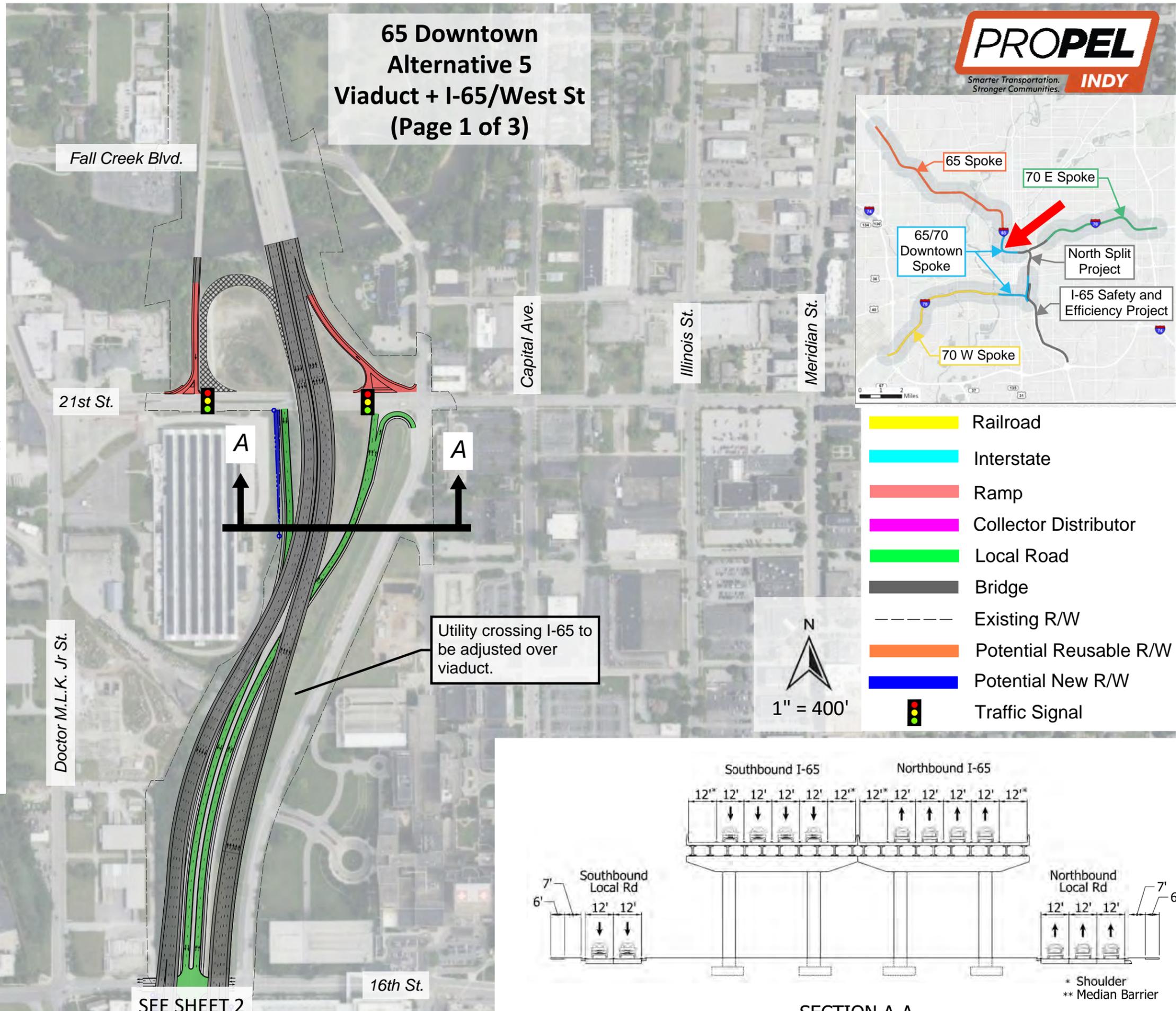
Alternative 5: Viaduct with I-65/West Street Interchange Improvements:

I-65 would be on an elevated viaduct from the bridge over Fall Creek to just west of the North Split interchange with an added travel lane between the North Split and 21st Street. Most of the viaduct would be approximately 55 feet above the local street level compared to 25 feet for a standard bridge. The added clearance would provide opportunities for green space, natural light, and enhanced pedestrian access—features often lacking under standard-height bridges, which can cast dark shadows and create visual and physical barriers between opposite sides of the interstate.

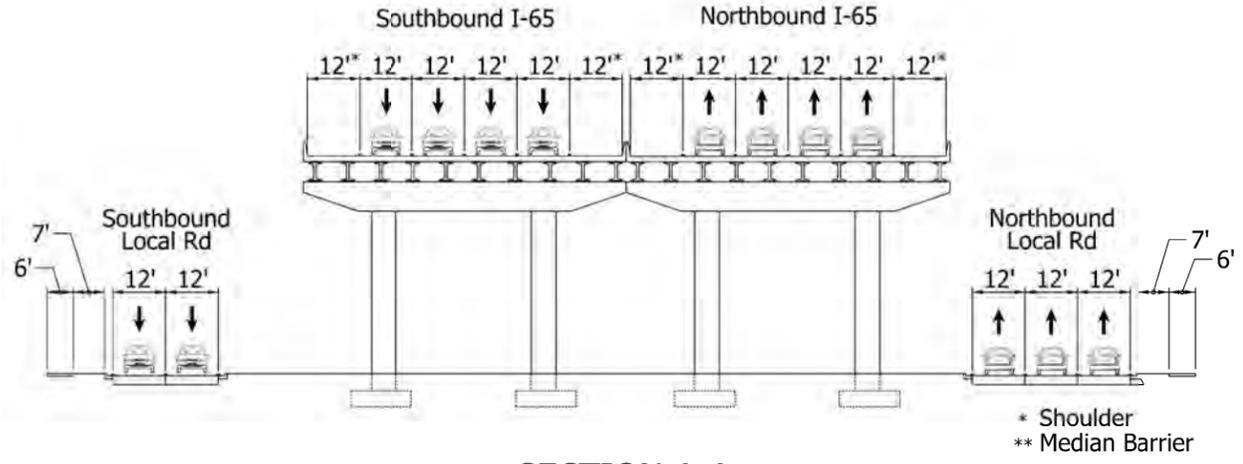
A new local street would be constructed under the middle of the northbound and southbound elevated viaduct from 21st Street to just west of the North Split interchange near Alabama Street. The new local street would require three lanes in each direction between the North Split and West Street and would essentially replace both 11th and 12th Streets in this area.

Traffic from northbound West Street would not have direct access to the local street system at the West Street interchange but would access the local street system through north and south local street connections. West Street interchange safety, operations, and geometric deficiencies would be addressed. Connections to and from the West Street interchange to northbound and southbound I-65 would be reconstructed with a layout similar to Alternative 4. Like in Alternatives 2 (RMM + West), 3 (ATL) and 4 (Recessed), the West Street interchange is also improved by grade separating the I-65 exit ramps from 10th and 11th streets. For I-65 northbound access, a new exit ramp would be constructed outside I-70 and north of the North Split interchange, connecting to a frontage road system with consolidated interstate access. For I-65 southbound access, an 11th Street on-ramp and new street would be expanded to two lanes, and one lane would be constructed to provide access to I-65 South/ I-70 West on the southwest corner of the North Split interchange.

**65 Downtown
Alternative 5
Viaduct + I-65/West St
(Page 1 of 3)**



- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



SEE SHEET 2

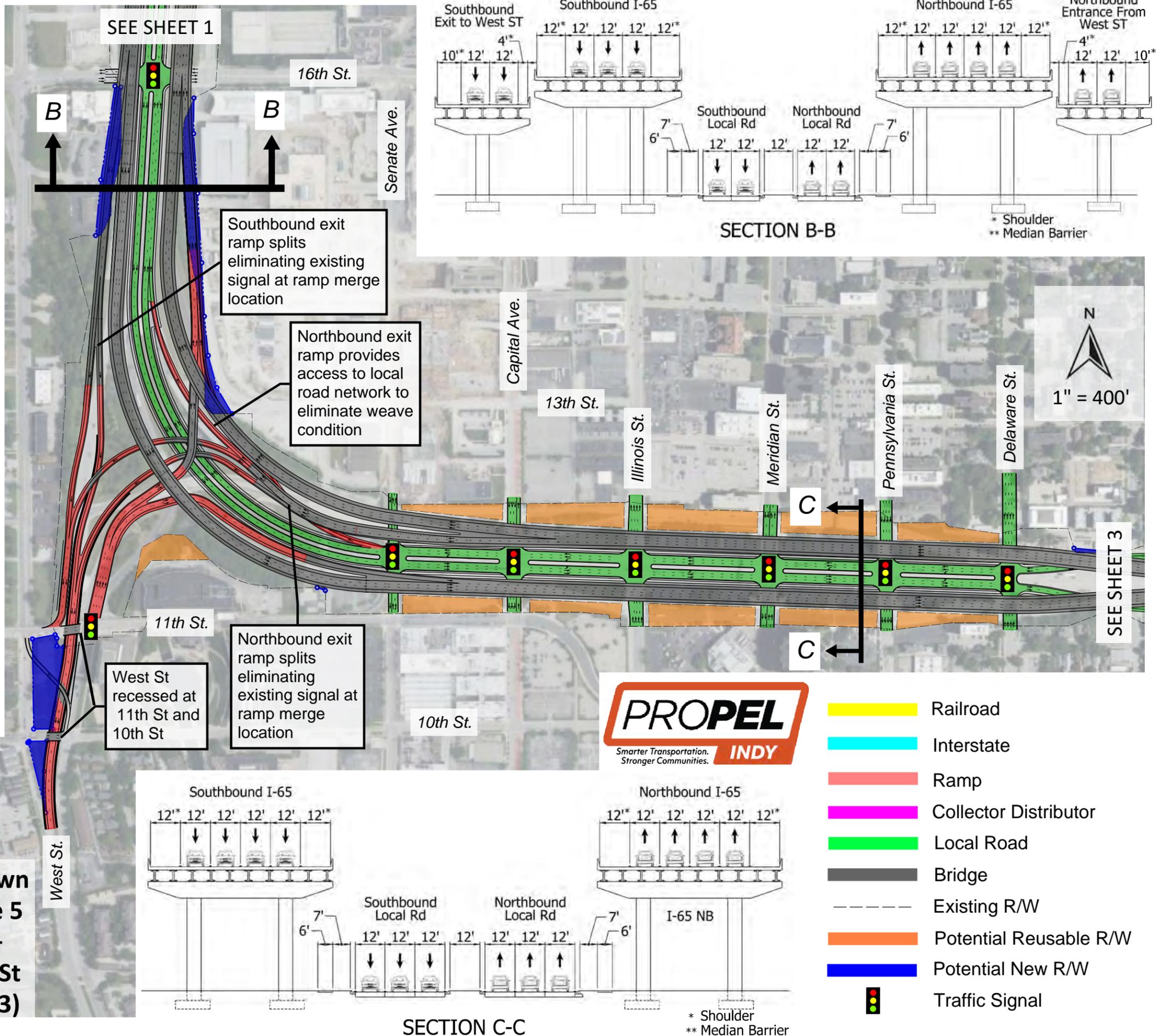
SECTION A-A

Alternative 5: Viaduct with I-65/West Street Interchange Improvements:

I-65 would be on an elevated viaduct from the bridge over Fall Creek to just west of the North Split interchange with an added travel lane between the North Split and 21st Street. Most of the viaduct would be approximately 55 feet above the local street level compared to 25 feet for a standard bridge. The added clearance would provide opportunities for green space, natural light, and enhanced pedestrian access—features often lacking under standard-height bridges, which can cast dark shadows and create visual and physical barriers between opposite sides of the interstate.

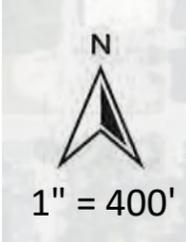
A new local street would be constructed under the middle of the northbound and southbound elevated viaduct from 21st Street to just west of the North Split interchange near Alabama Street. The new local street would require three lanes in each direction between the North Split and West Street and would essentially replace both 11th and 12th Streets in this area.

Traffic from northbound West Street would not have direct access to the local street system at the West Street interchange but would access the local street system through north and south local street connections. West Street interchange safety, operations, and geometric deficiencies would be addressed. Connections to and from the West Street interchange to northbound and southbound I-65 would be reconstructed with a layout similar to Alternative 4. Like in Alternatives 2 (RMM + West), 3 (ATL) and 4 (Recessed), the West Street interchange is also improved by grade separating the I-65 exit ramps from 10th and 11th streets. For I-65 northbound access, a new exit ramp would be constructed outside I-70 and north of the North Split interchange, connecting to a frontage road system with consolidated interstate access. For I-65 southbound access, an 11th Street on-ramp and new street would be expanded to two lanes, and one lane would be constructed to provide access to I-65 South/ I-70 West on the southwest corner of the North Split interchange.

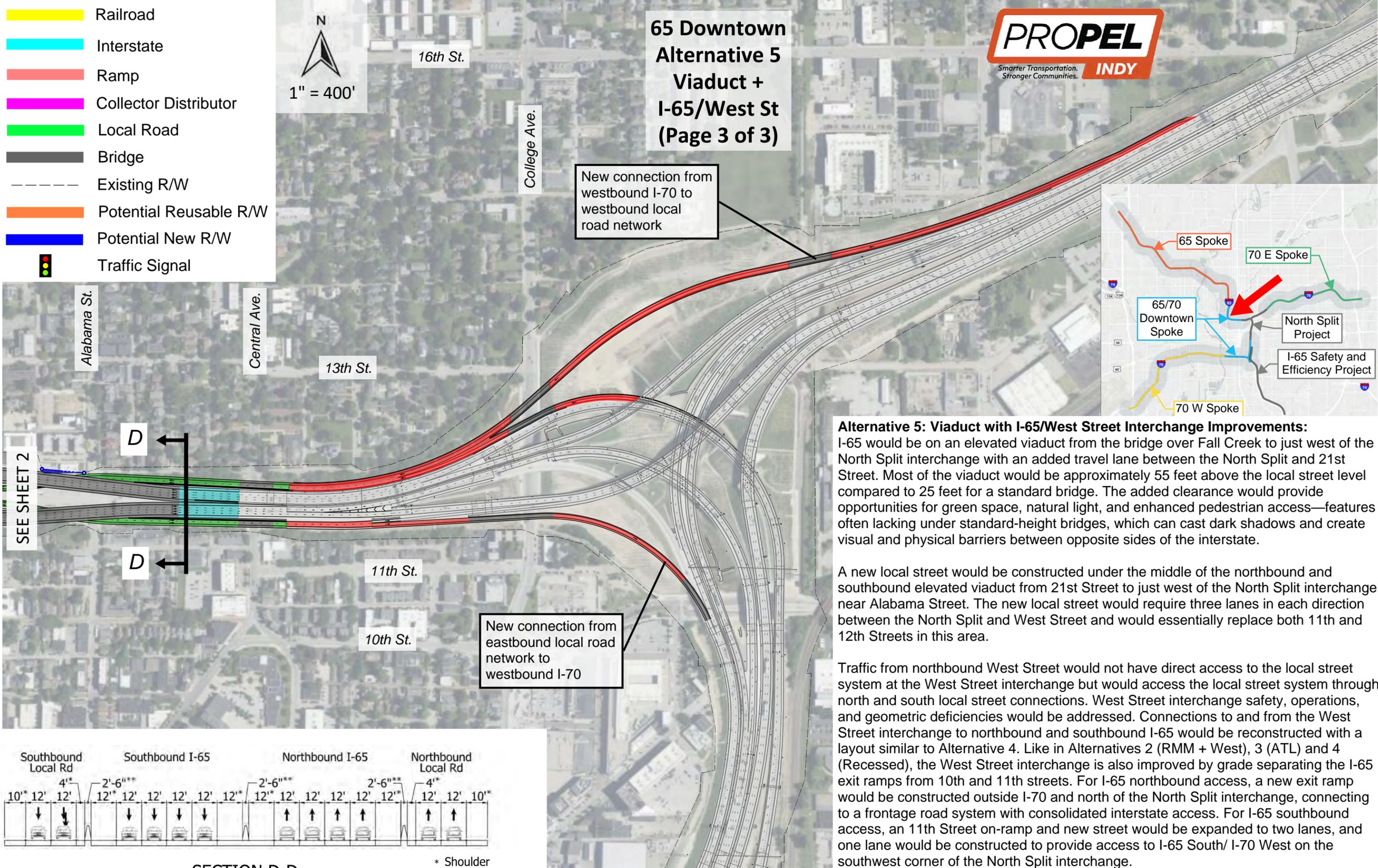


65 Downtown Alternative 5 Viaduct + I-65/West St (Page 2 of 3)

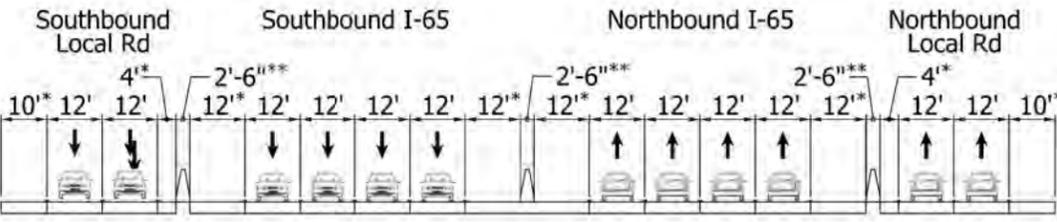
-  Railroad
-  Interstate
-  Ramp
-  Collector Distributor
-  Local Road
-  Bridge
-  Existing R/W
-  Potential Reusable R/W
-  Potential New R/W
-  Traffic Signal



65 Downtown Alternative 5 Viaduct + I-65/West St (Page 3 of 3)



SEE SHEET 2



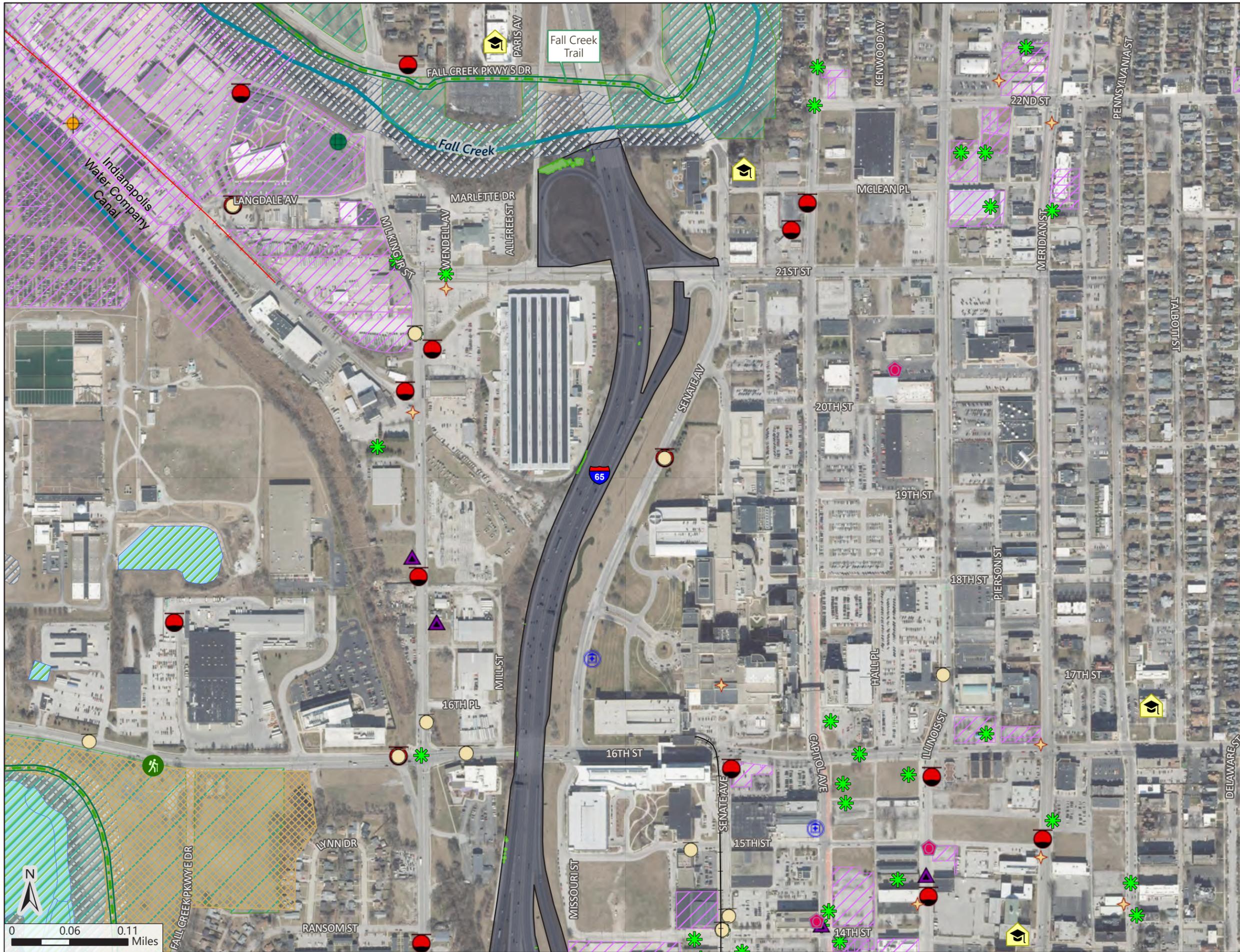
SECTION D-D

* Shoulder
** Median Barrier

Alternative 5: Viaduct with I-65/West Street Interchange Improvements:
 I-65 would be on an elevated viaduct from the bridge over Fall Creek to just west of the North Split interchange with an added travel lane between the North Split and 21st Street. Most of the viaduct would be approximately 55 feet above the local street level compared to 25 feet for a standard bridge. The added clearance would provide opportunities for green space, natural light, and enhanced pedestrian access—features often lacking under standard-height bridges, which can cast dark shadows and create visual and physical barriers between opposite sides of the interstate.

A new local street would be constructed under the middle of the northbound and southbound elevated viaduct from 21st Street to just west of the North Split interchange near Alabama Street. The new local street would require three lanes in each direction between the North Split and West Street and would essentially replace both 11th and 12th Streets in this area.

Traffic from northbound West Street would not have direct access to the local street system at the West Street interchange but would access the local street system through north and south local street connections. West Street interchange safety, operations, and geometric deficiencies would be addressed. Connections to and from the West Street interchange to northbound and southbound I-65 would be reconstructed with a layout similar to Alternative 4. Like in Alternatives 2 (RMM + West), 3 (ATL) and 4 (Recessed), the West Street interchange is also improved by grade separating the I-65 exit ramps from 10th and 11th streets. For I-65 northbound access, a new exit ramp would be constructed outside I-70 and north of the North Split interchange, connecting to a frontage road system with consolidated interstate access. For I-65 southbound access, an 11th Street on-ramp and new street would be expanded to two lanes, and one lane would be constructed to provide access to I-65 South/ I-70 West on the southwest corner of the North Split interchange.



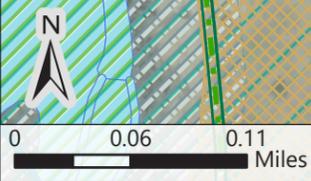
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 1

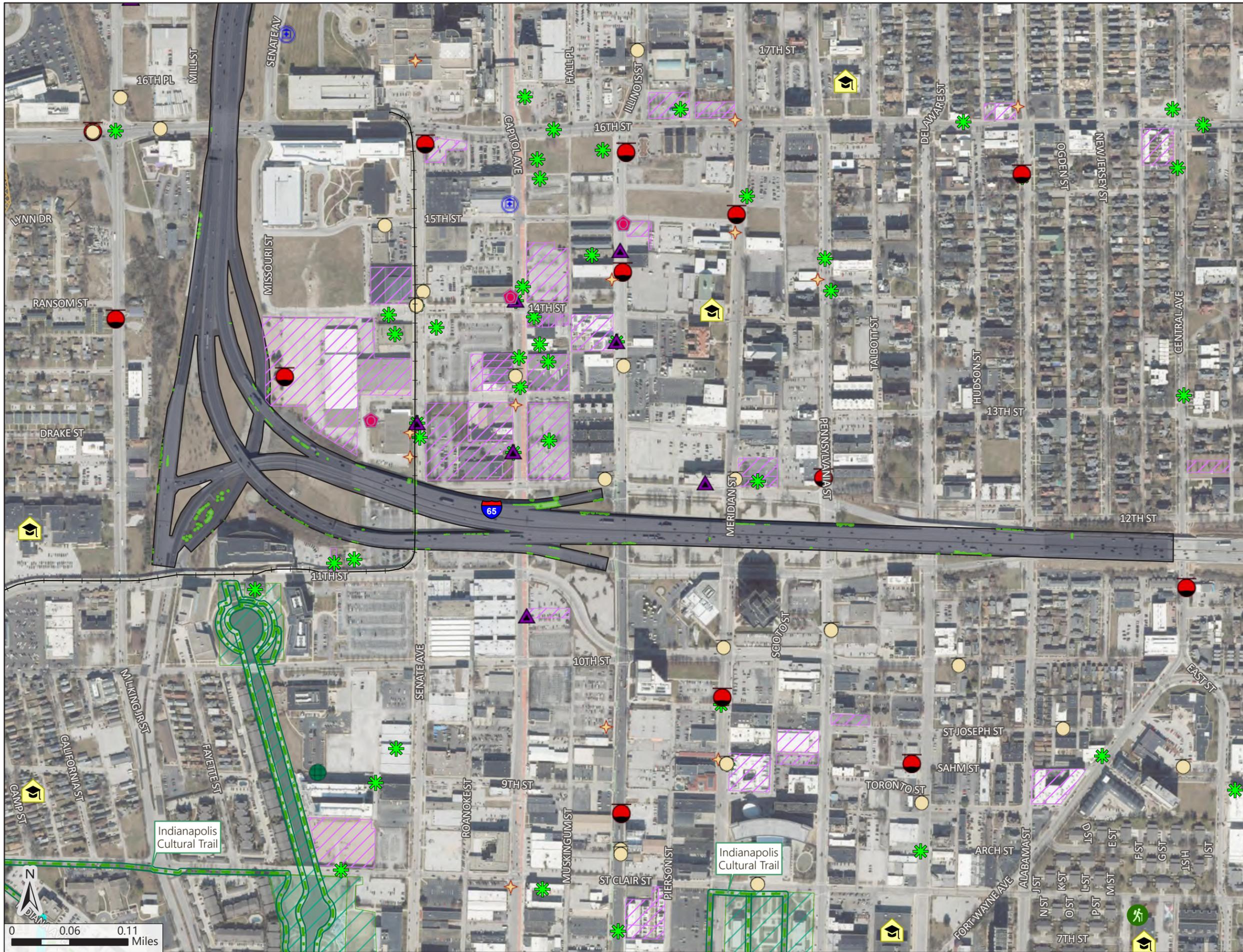
Rebuild with Modern Design/Materials

Map 1 of 2 1:5,500

- 65 Downtown Alternative 1 Footprint
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
- River/Stream
- Floodplain
- NWI Wetland
- Abandoned Railroad
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- Waste Transfer Station
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries



IndianaMap, IGI, NCES, State of Indiana, INDOT, Esri, NASA, NGA, USGS, City of Indianapolis Marion Co, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, EPA, NPS, US Census Bureau, USDA, FAO, © OpenStreetMap, Microsoft



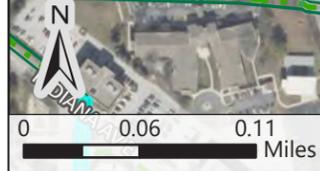
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 1

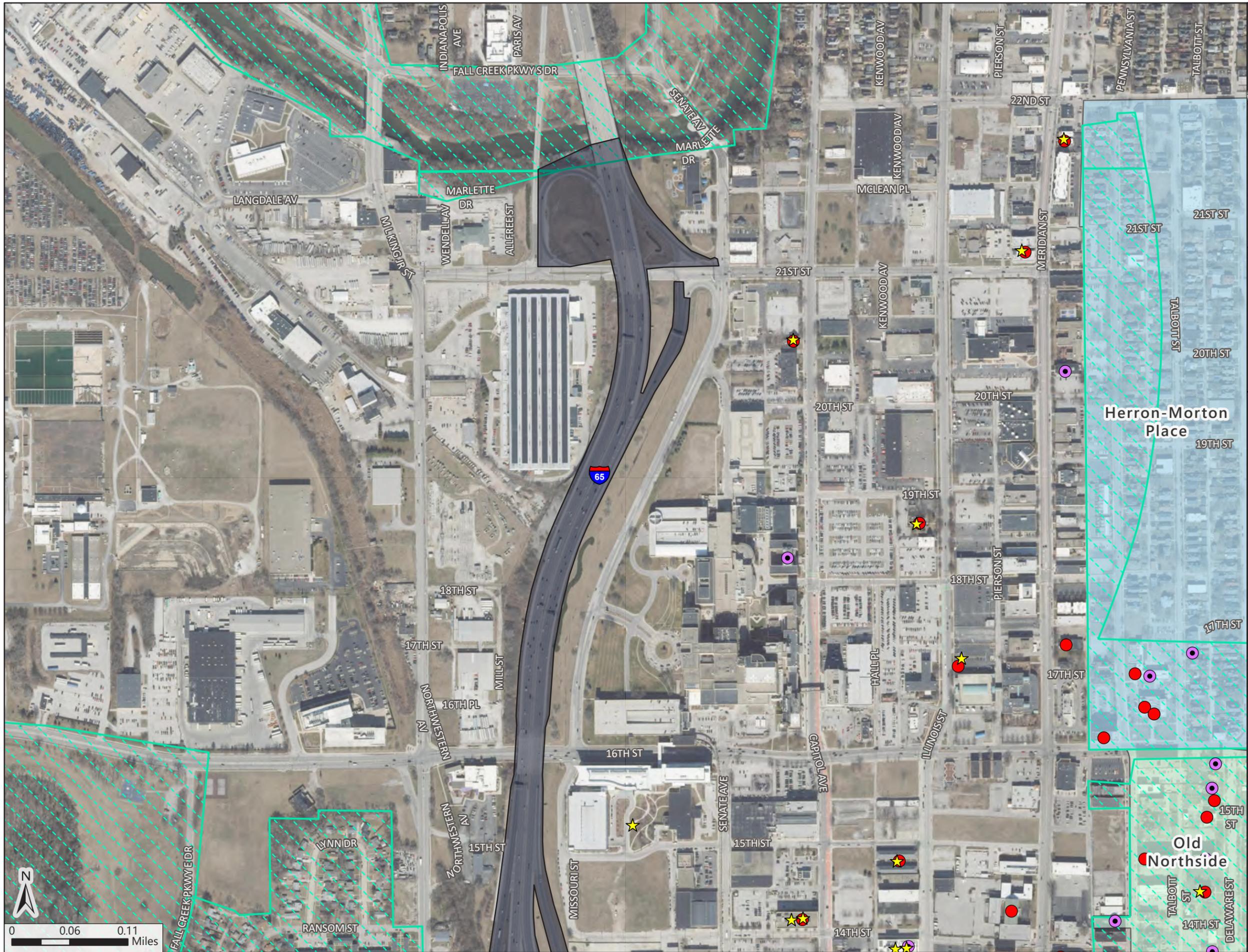
Rebuild with Modern Design/Materials

Map 2 of 2 1:5,500

- 65 Downtown Alternative 1 Footprint
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- Tree Cover (within Alternative Footprint)
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries

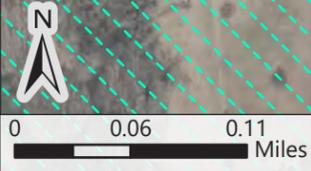


IndianaMap, IGIO, NCES, State of Indiana, INDOT, Esri, NASA, NGA, USGS, City of Indianapolis Marion Co, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, EPA, NPS, US Census Bureau, USDA, FAO, © OpenStreetMap, Microsoft

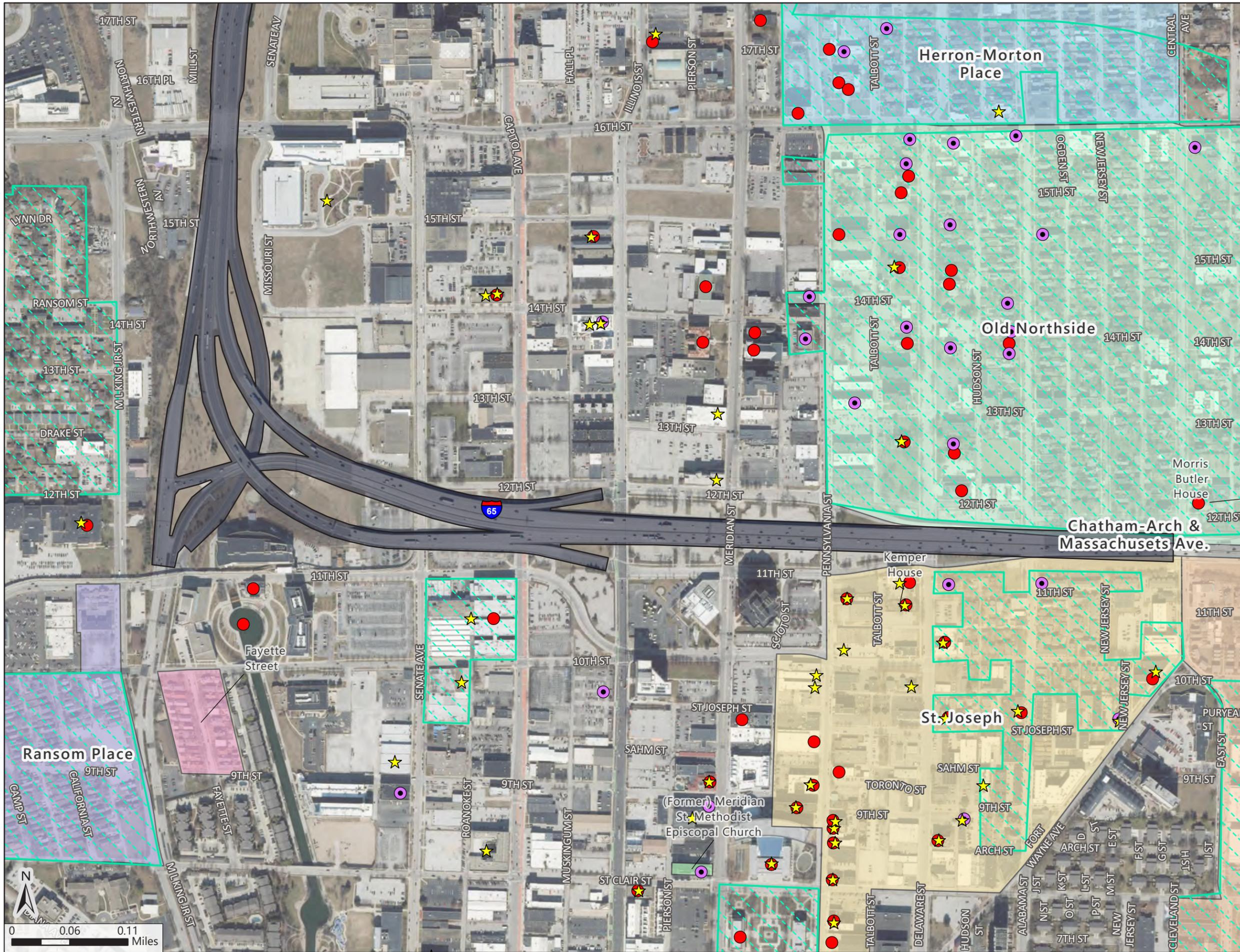


Alternative Screening Impact Analysis - Cultural Resources
65 Downtown Spoke
Alternative 1
 Rebuild with Modern Design/Materials
 Map 1 of 2 1:5,500

- 65 Downtown Alternative 1 Footprint
- National Register Site
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- National Register Historic District
- IHPC Historic District**
- Herron-Morton Place
- Old Northside



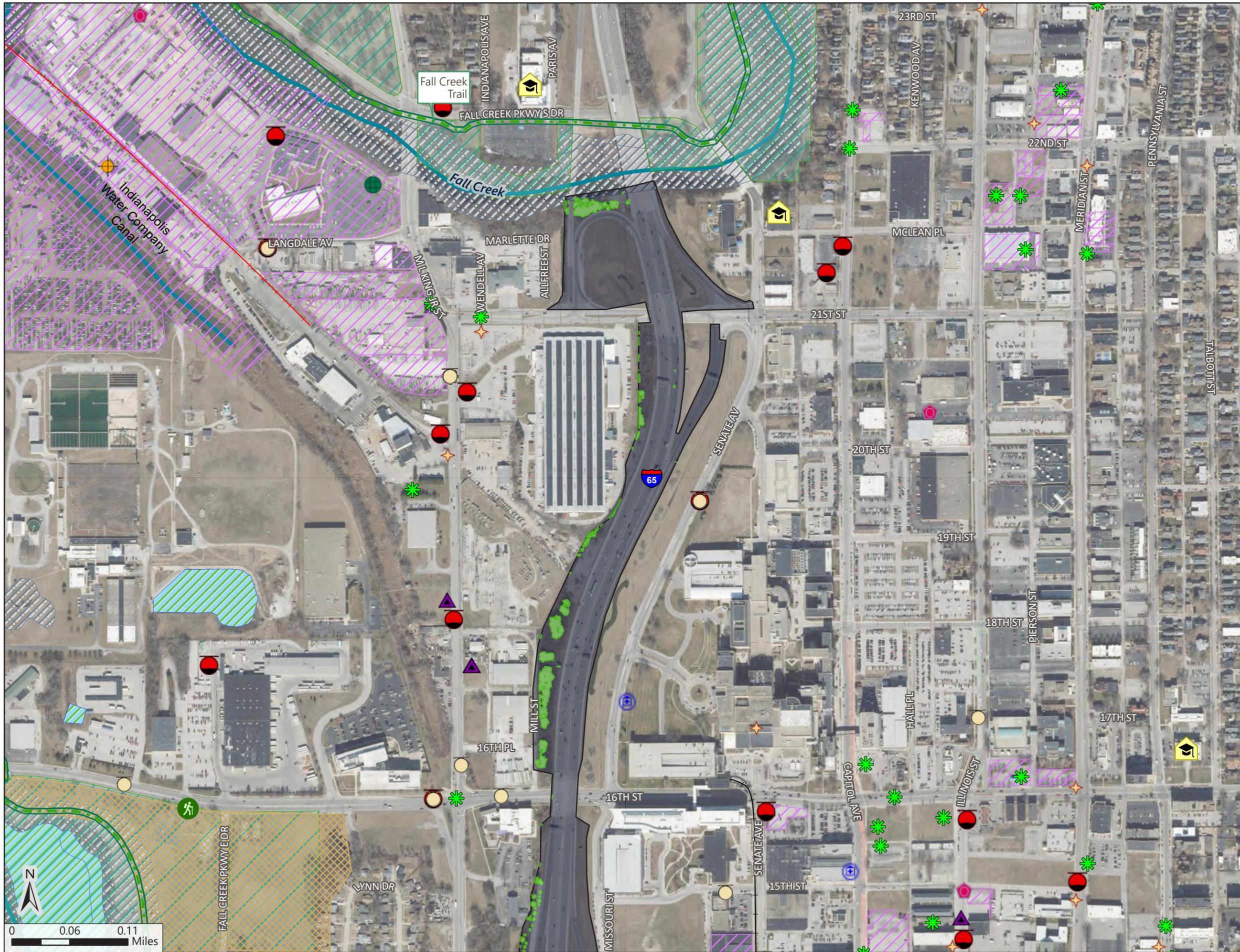
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Alternative Screening Impact Analysis - Cultural Resources
65 Downtown Spoke
Alternative 1
 Rebuild with Modern Design/Materials
 Map 2 of 2 1:5,500

- 65 Downtown Alternative 1 Footprint
- National Register Site
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- National Register Historic District
- IHPC Historic District
- (Former) Meridian St. Methodist Episcopal Church
- Chatham-Arch & Massachusetts Ave.
- Fayette Street
- Herron-Morton Place
- Kemper House
- Morris Butler House
- Old Northside
- Ransom Place
- St. Joseph

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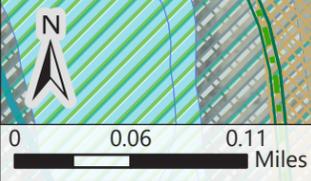
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 2

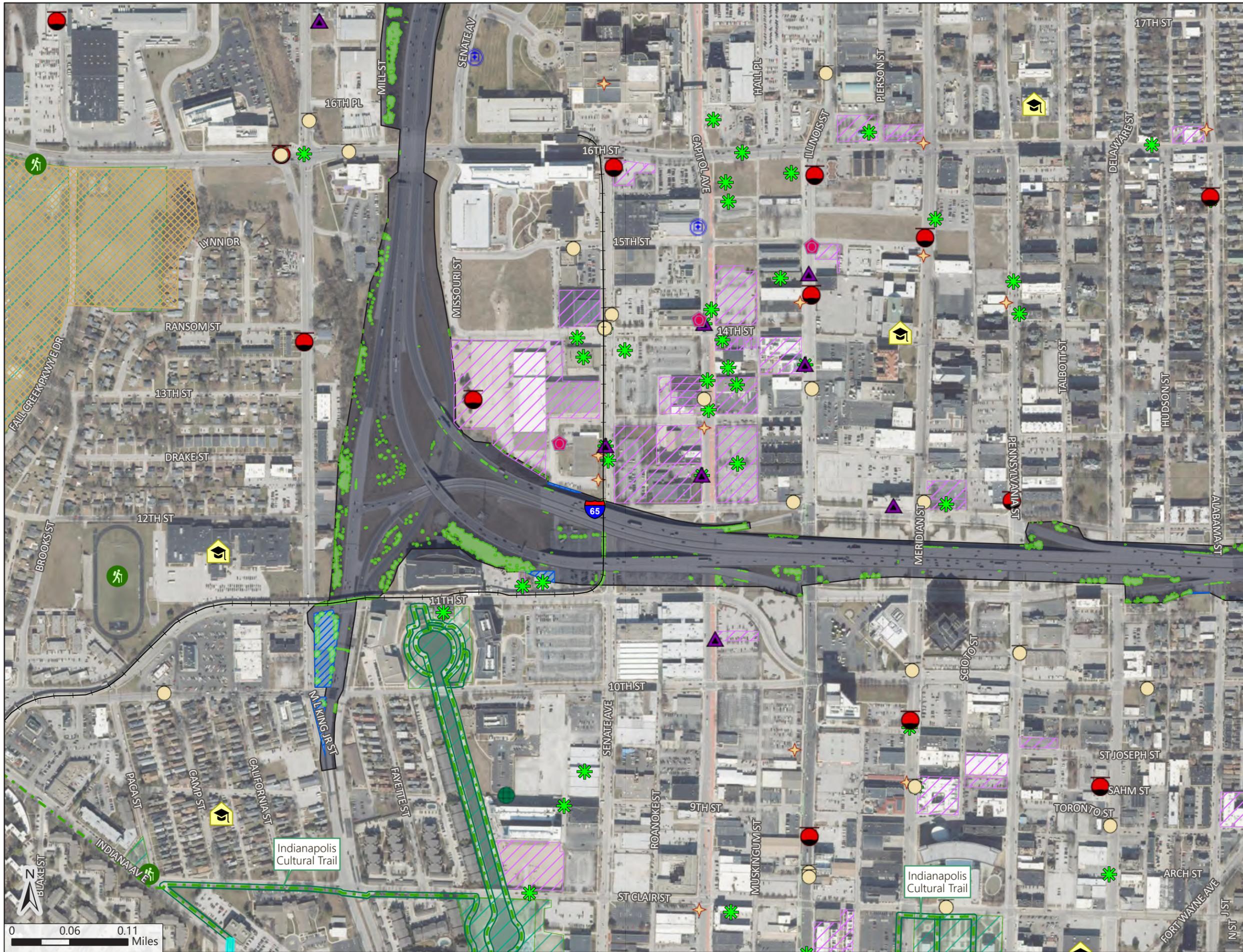
Rebuild with Modern Design/Materials + I-65/West St

Map 1 of 3 1:5,500

- 65 Downtown Alternative 2 Footprint
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
- River/Stream
- Floodplain
- NWI Wetland
- Abandoned Railroad
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- Waste Transfer Station
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries



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Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 2

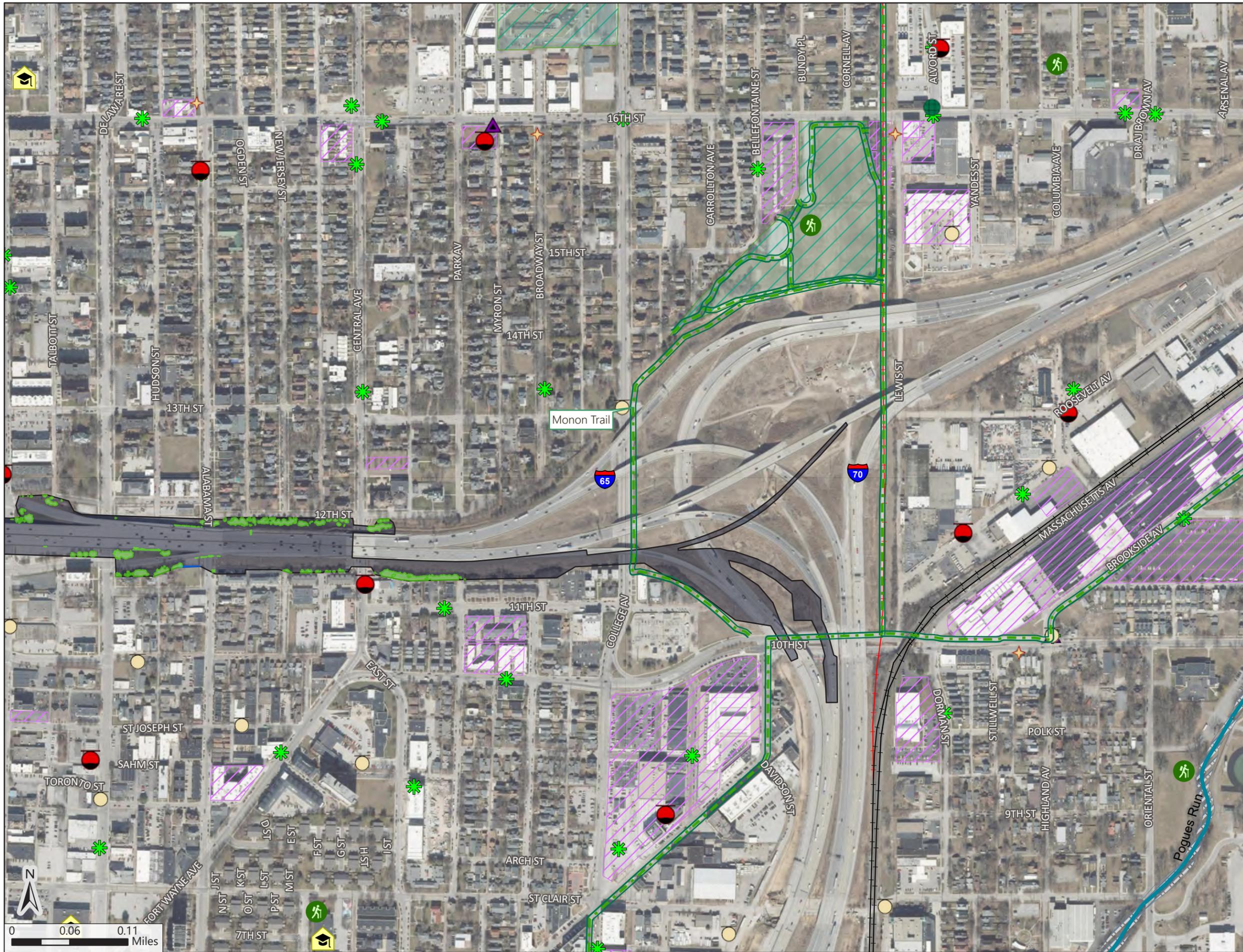
Rebuild with Modern Design/Materials + I-65/West St

Map 2 of 3 1:5,500

- 65 Downtown Alternative 2 Footprint
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- Tree Cover (within Alternative Footprint)
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
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- Infectious/Medical Waste Site
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- Brownfield Site
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- Landfill Boundaries



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Alternative Screening Impact Analysis

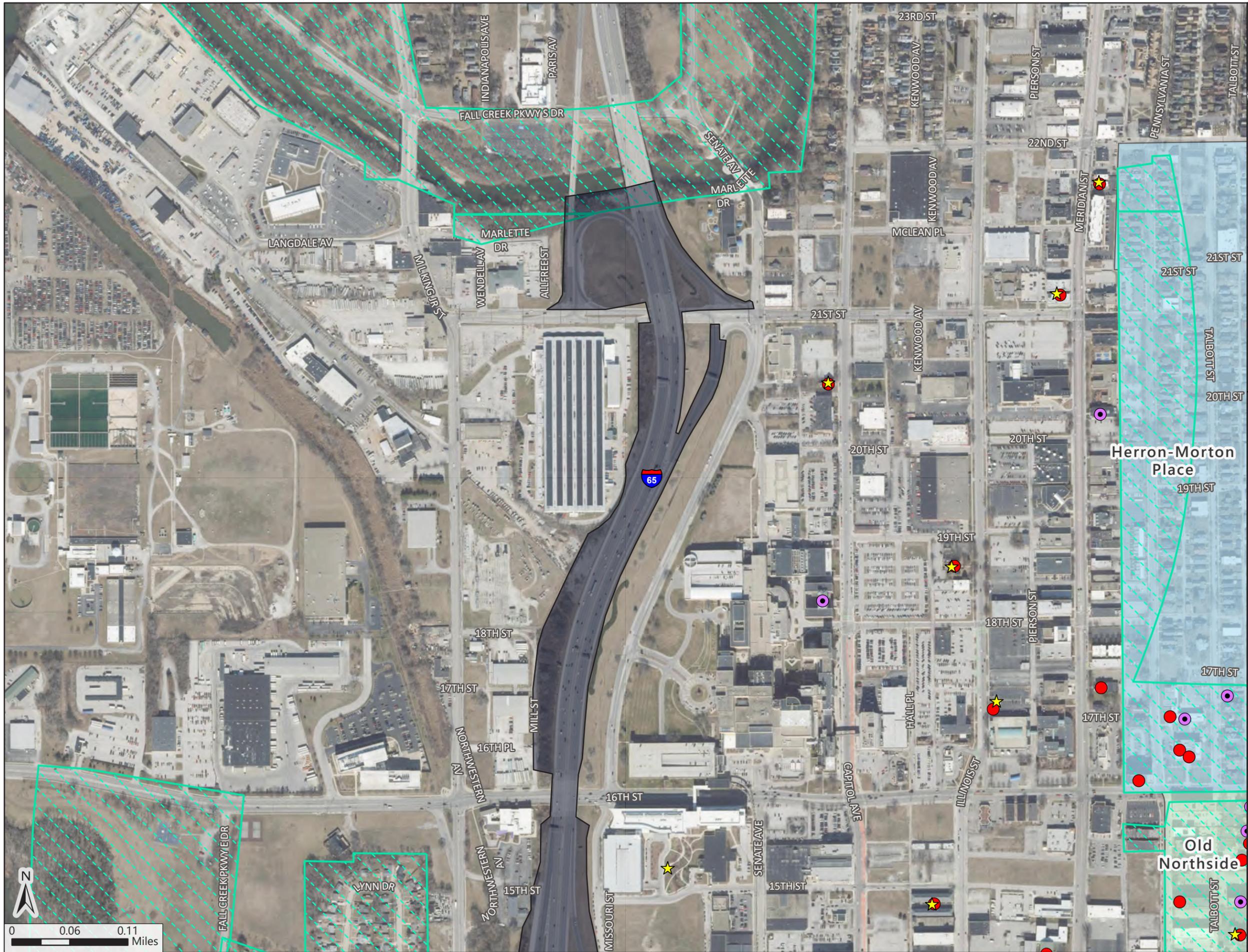
65 Downtown Spoke Alternative 2

Rebuild with Modern Design/Materials + I-65/West St

Map 3 of 3 1:5,500

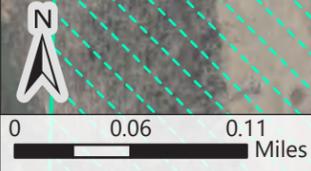
- 65 Downtown Alternative 2 Footprint
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- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
- River/Stream
- Floodplain
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- Brownfield Site
- Institutional Control Site

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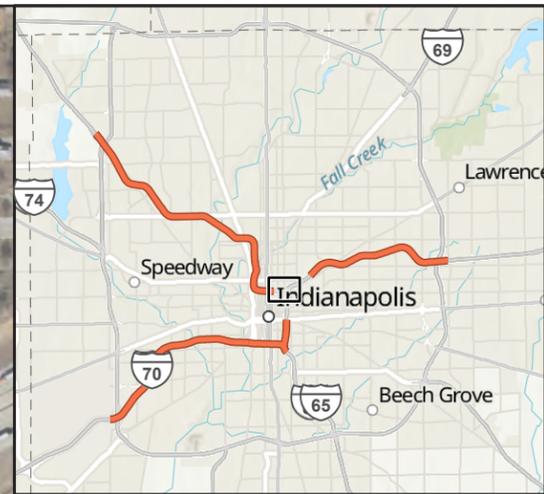
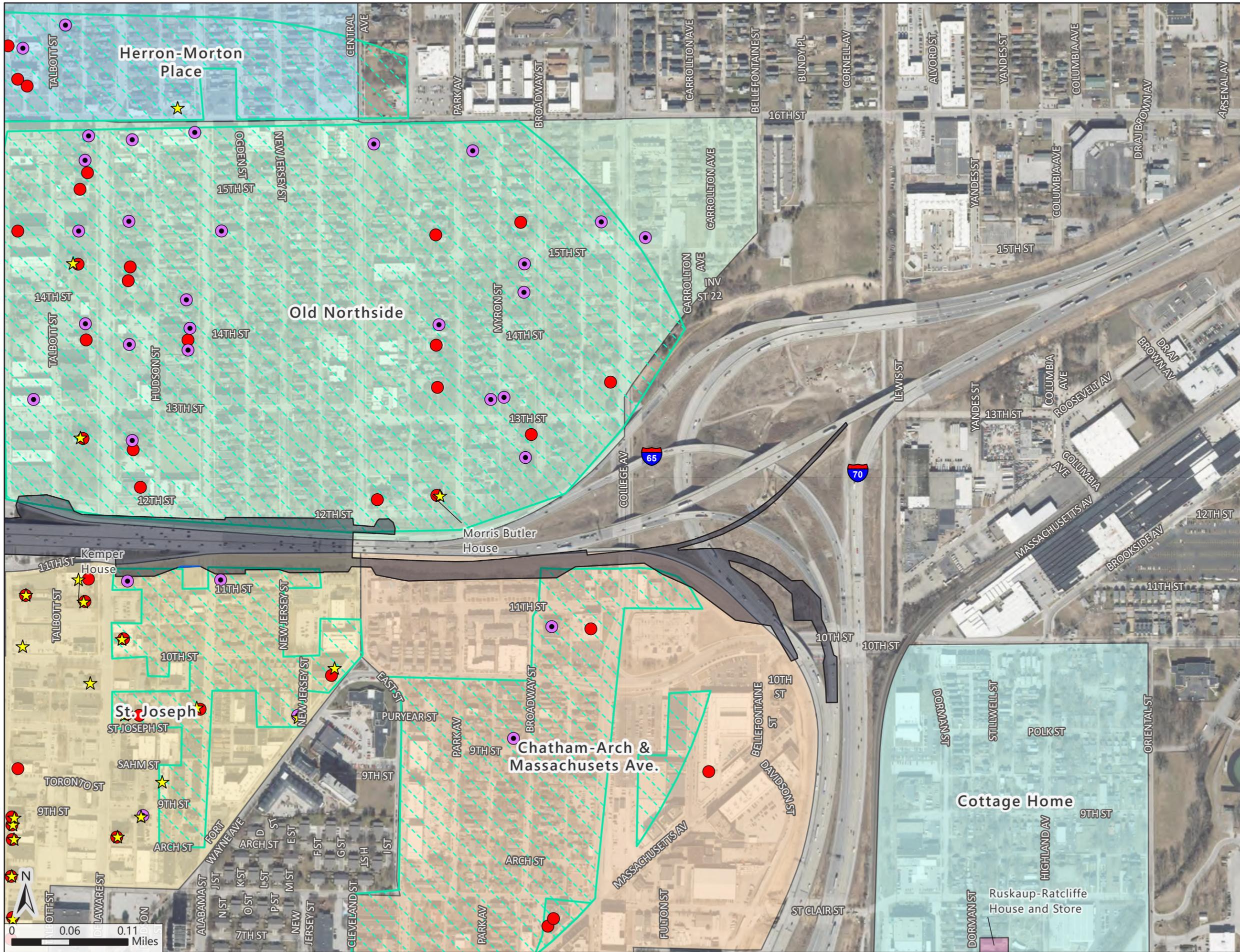


Alternative Screening Impact Analysis - Cultural Resources
65 Downtown Spoke
Alternative 2
 Rebuild with Modern Design/Materials + I-65/West St
 Map 1 of 3 1:5,500

- 65 Downtown Alternative 2 Footprint
- Potential New ROW
- National Register Site
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- National Register Historic District
- IHPC Historic District**
 - Herron-Morton Place
 - Old Northside



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Alternative Screening Impact Analysis - Cultural Resources

65 Downtown Spoke

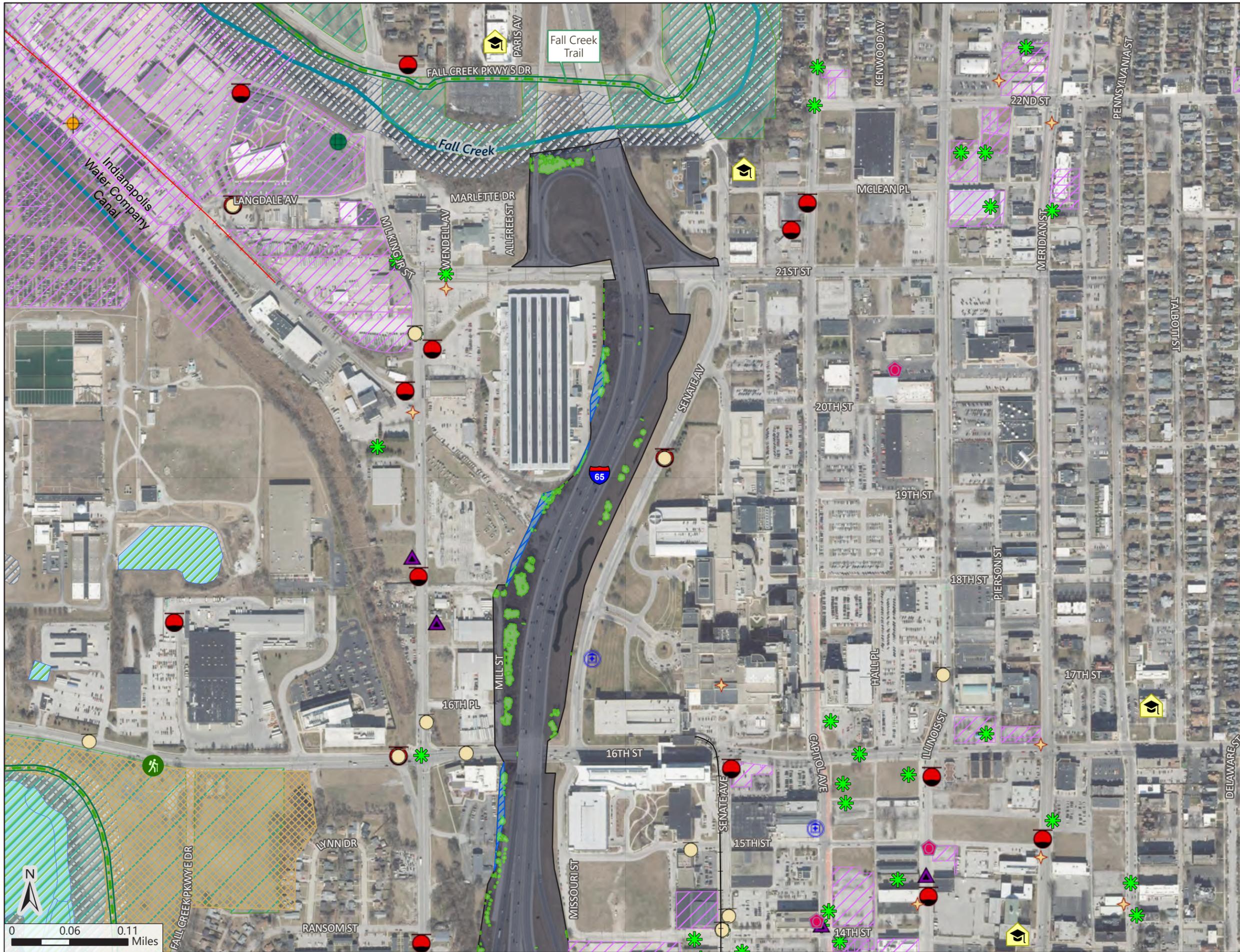
Alternative 2

Rebuild with Modern Design/Materials + I-65/West St

Map 3 of 3 1:5,500

- 65 Downtown Alternative 2 Footprint
 - Potential New ROW
 - National Register Site
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - National Register Historic District
- IHPC Historic District**
- Chatham-Arch & Massachusetts Ave.
 - Cottage Home
 - Herron-Morton Place
 - Kemper House
 - Morris Butler House
 - Old Northside
 - Ruskaup-Ratcliffe House and Store
 - St. Joseph

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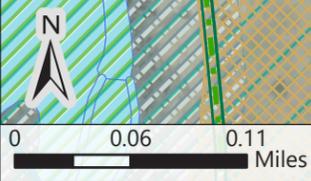


Alternative Screening Impact Analysis

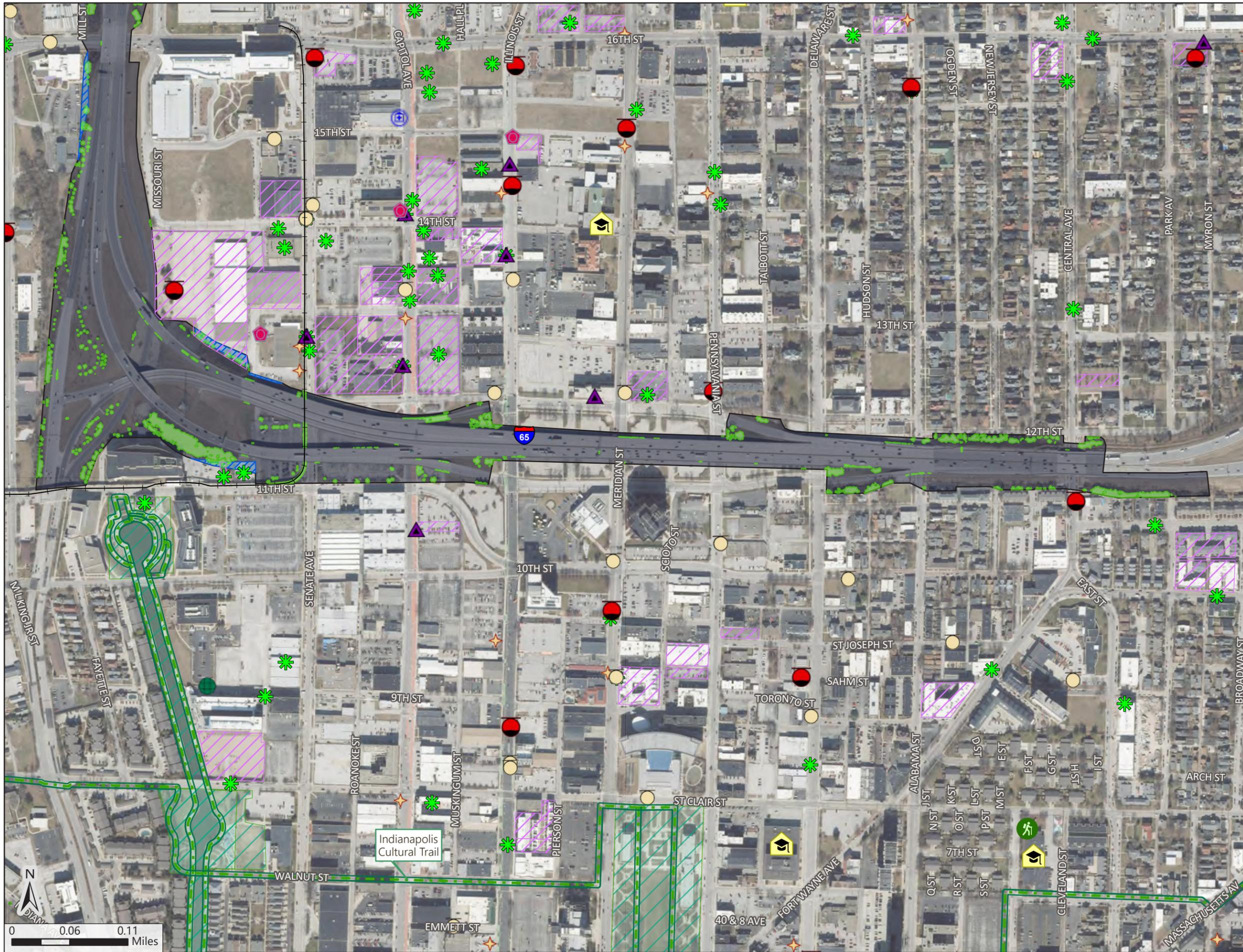
65 Downtown Spoke Alternative 3 Added Travel Lanes

Map 1 of 2 1:5,500

- 65 Downtown Alternative 3 Footprint
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
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- Infectious/Medical Waste Site
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- Brownfield Site
- Institutional Control Site
- Landfill Boundaries



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Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 3

Added Travel Lanes

Map 2 of 2 1:5,500

- 65 Downtown Alternative 3 Footprint
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Planned Trail
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- Leaking Underground Storage Tank
- Manufactured Gas Plant
- Brownfield Site
- Institutional Control Site



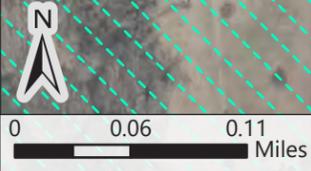
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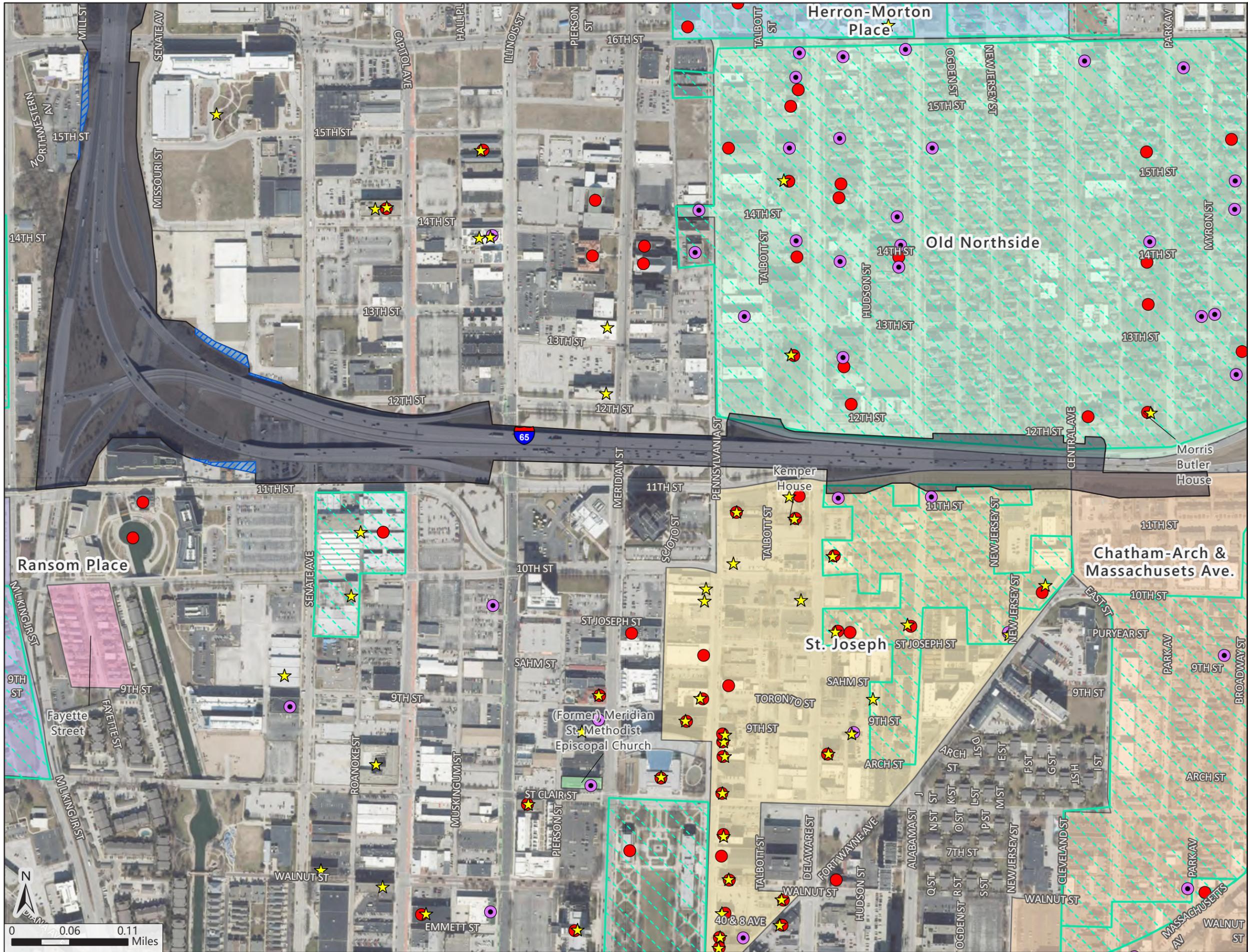
Alternative Screening Impact Analysis - Cultural Resources
65 Downtown Spoke
Alternative 3
Added Travel Lanes

Map 1 of 2 1:5,500

- 65 Downtown Alternative 3 Footprint
 - Potential New ROW
 - National Register Site
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - National Register Historic District
- IHPC Historic District**
- Herron-Morton Place
 - Old Northside



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Alternative Screening Impact Analysis - Cultural Resources

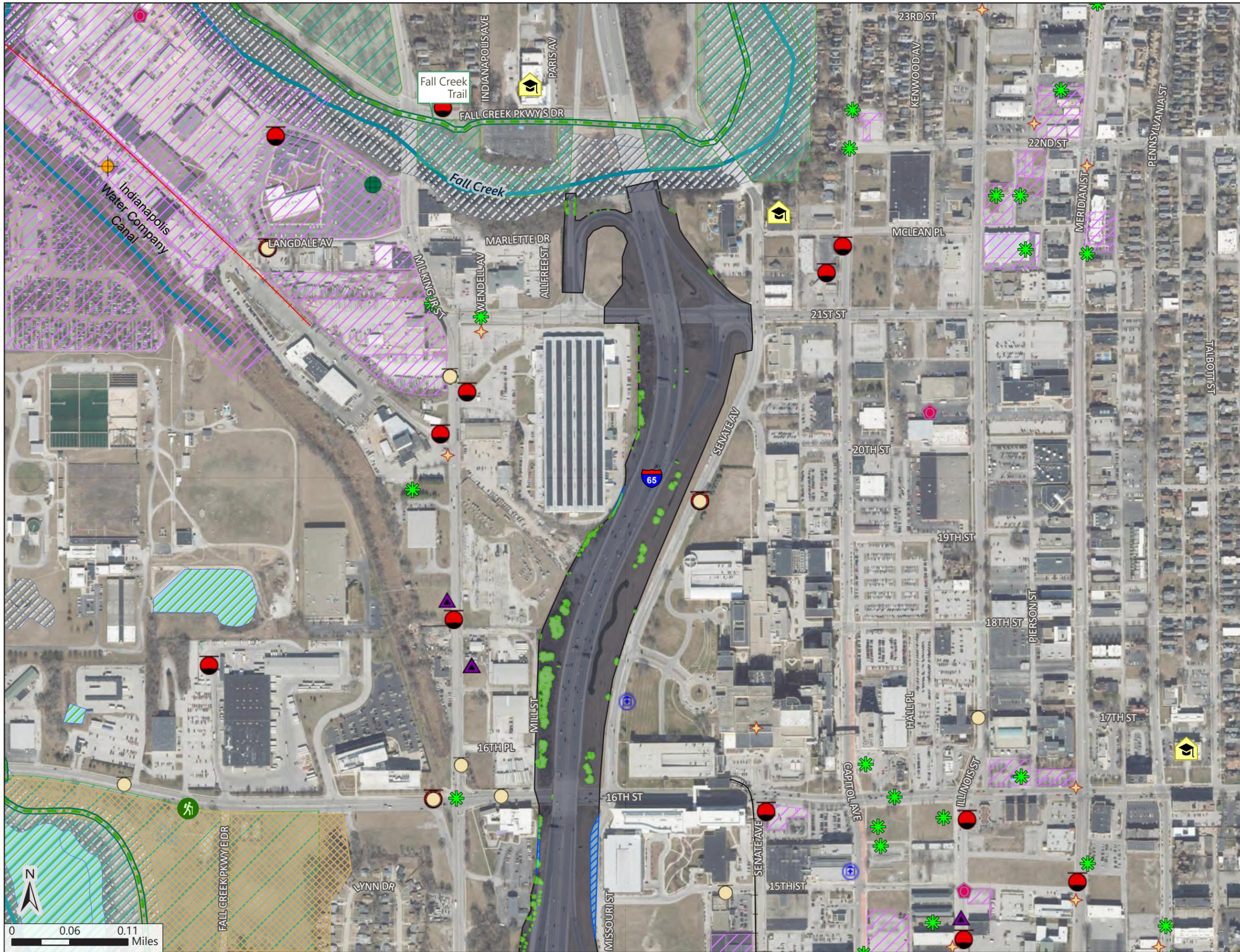
65 Downtown Spoke
Alternative 3
Added Travel Lanes

Map 2 of 2 1:5,500

- 65 Downtown Alternative 3 Footprint
- Potential New ROW
- National Register Site
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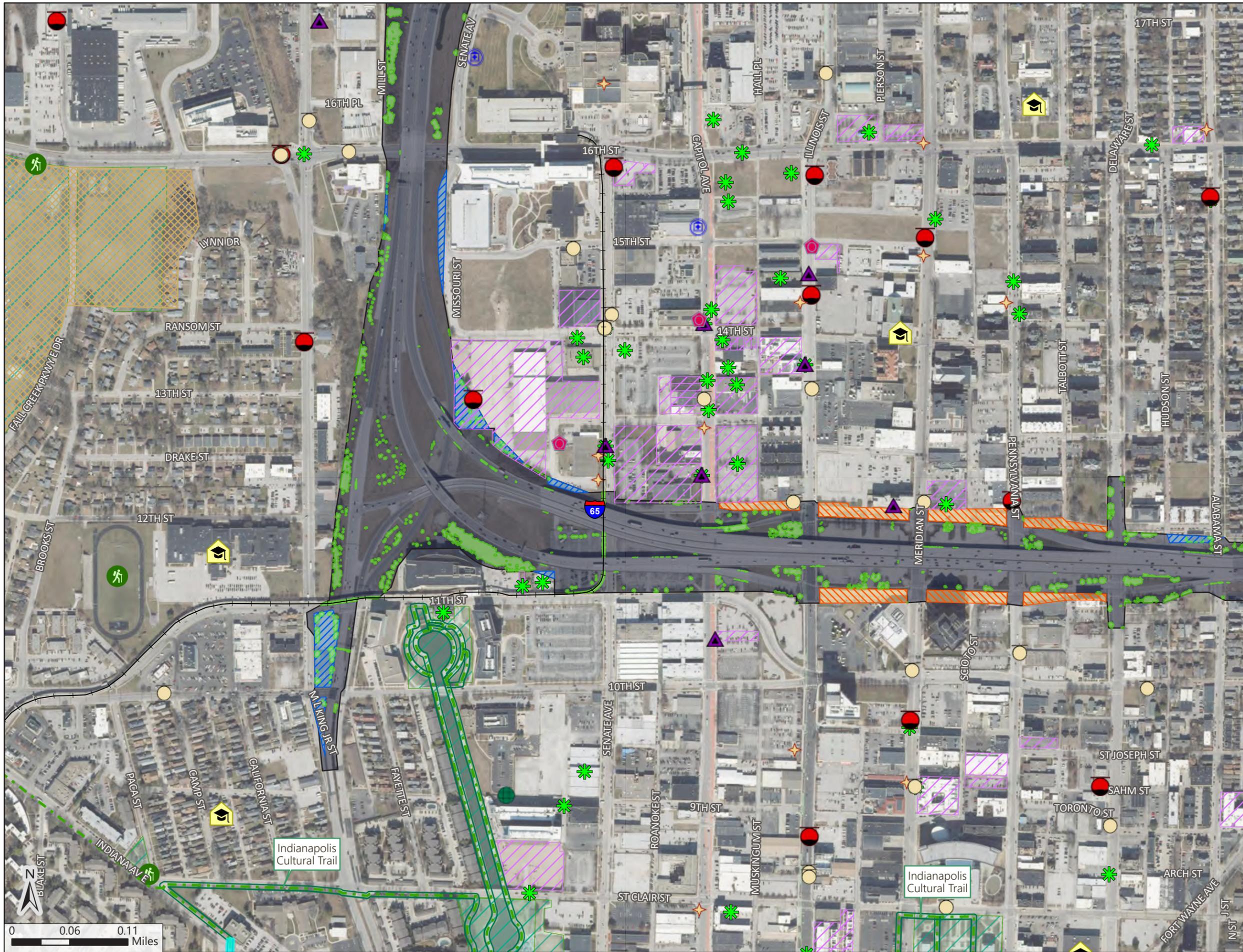
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 4 Recessed + I-65/West Street

Map 1 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
- River/Stream
- Floodplain
- NWI Wetland
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- Leaking Underground Storage Tank
- Manufactured Gas Plant
- Waste Transfer Station
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries

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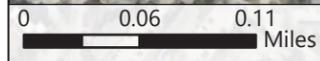
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 4

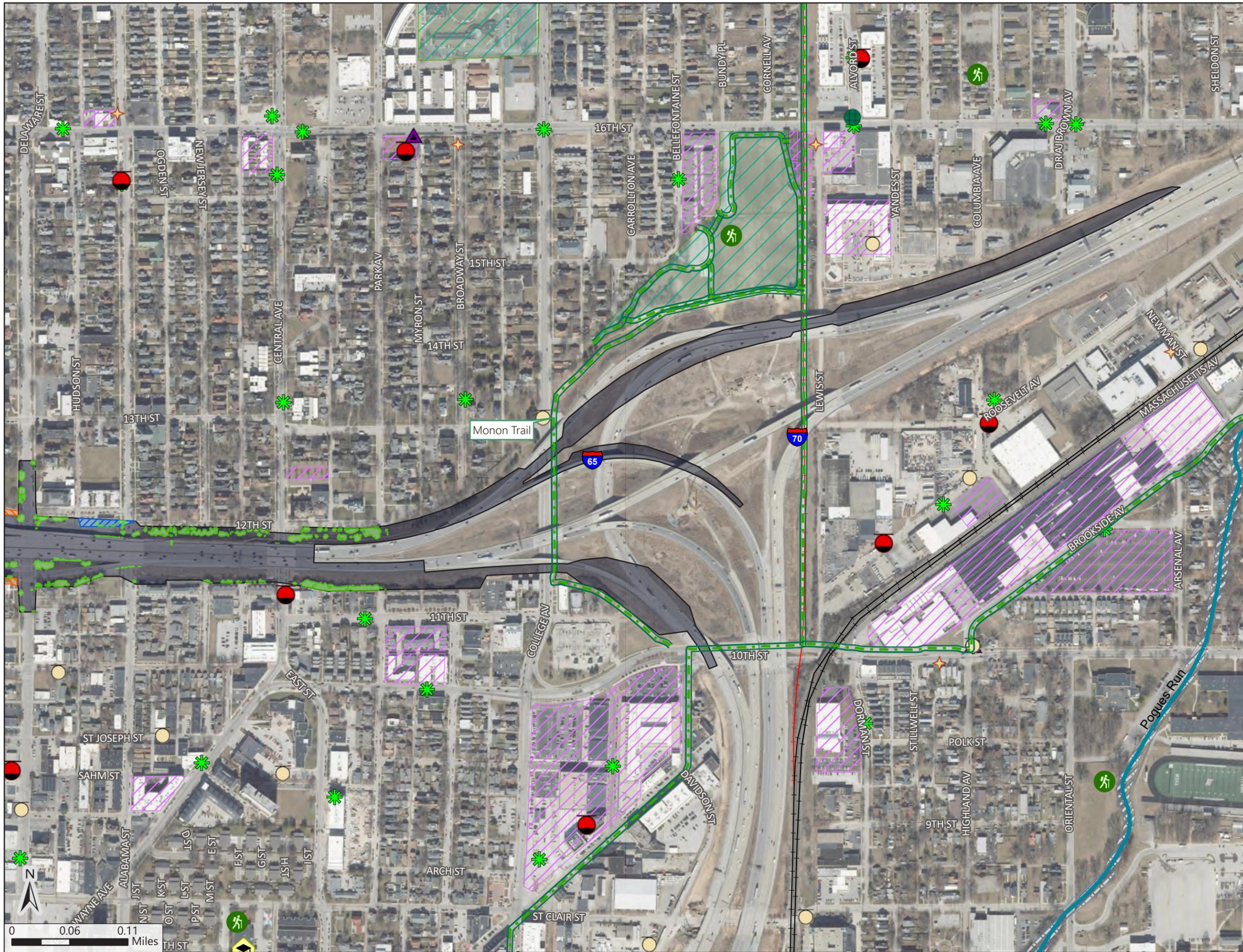
Recessed + I-65/West Street

Map 2 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential Reusable ROW
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- Tree Cover (within Alternative Footprint)
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Infectious/Medical Waste Site
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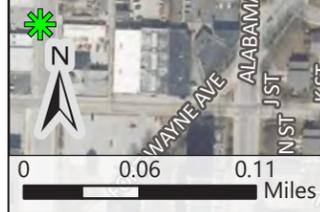
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 4

Recessed + I-65/West Street

Map 3 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential Reusable ROW
- Potential New ROW
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- Brownfield Site
- Institutional Control Site



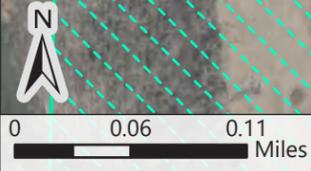


Alternative Screening Impact Analysis - Cultural Resources

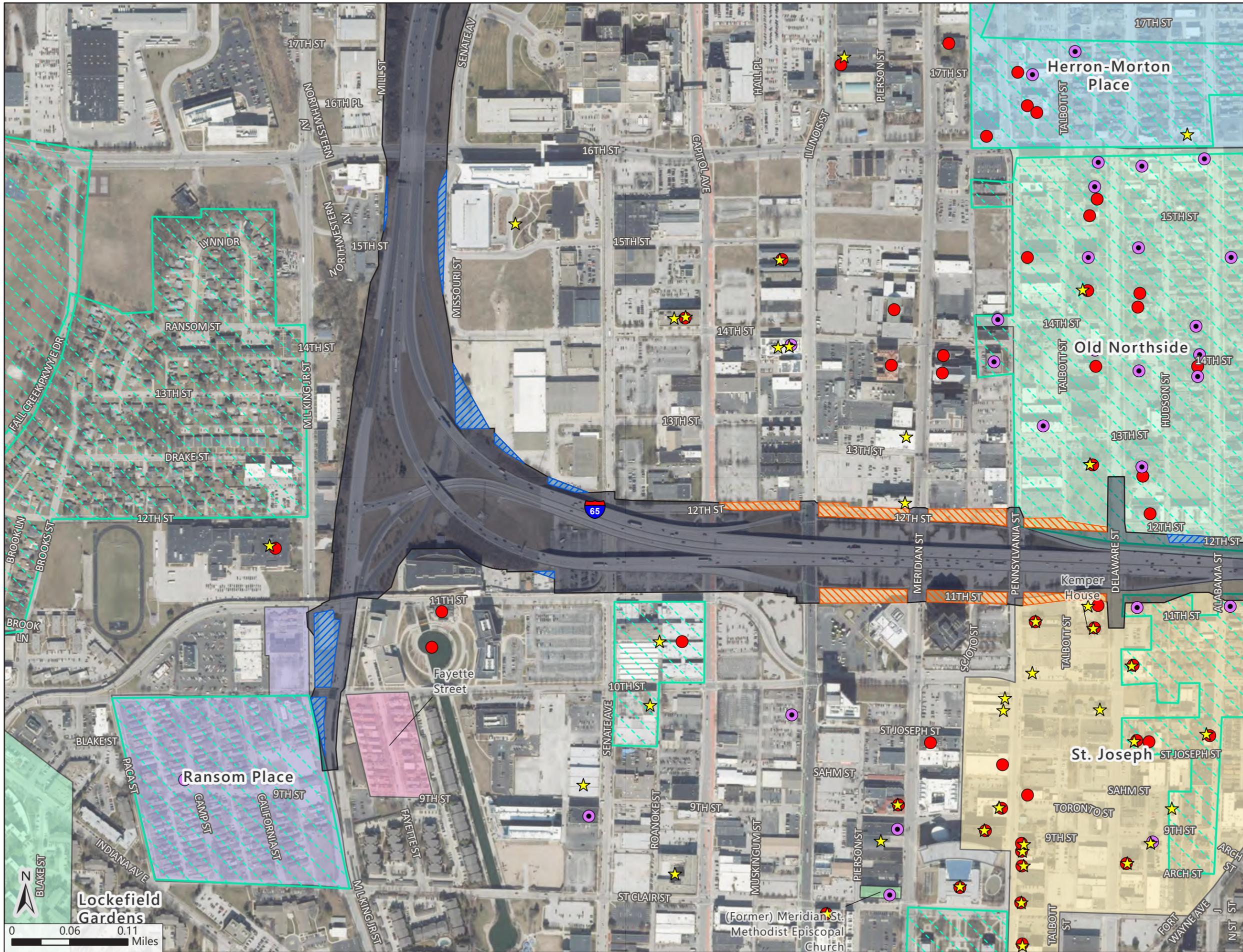
65 Downtown Spoke
Alternative 4
 Recessed + I-65/West Street

Map 1 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential Reusable ROW
- Potential New ROW
- National Register Site
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- National Register Historic District
- IHPC Historic District**
- Herron-Morton Place
- Old Northside



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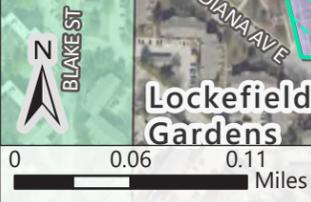


Alternative Screening Impact Analysis - Cultural Resources

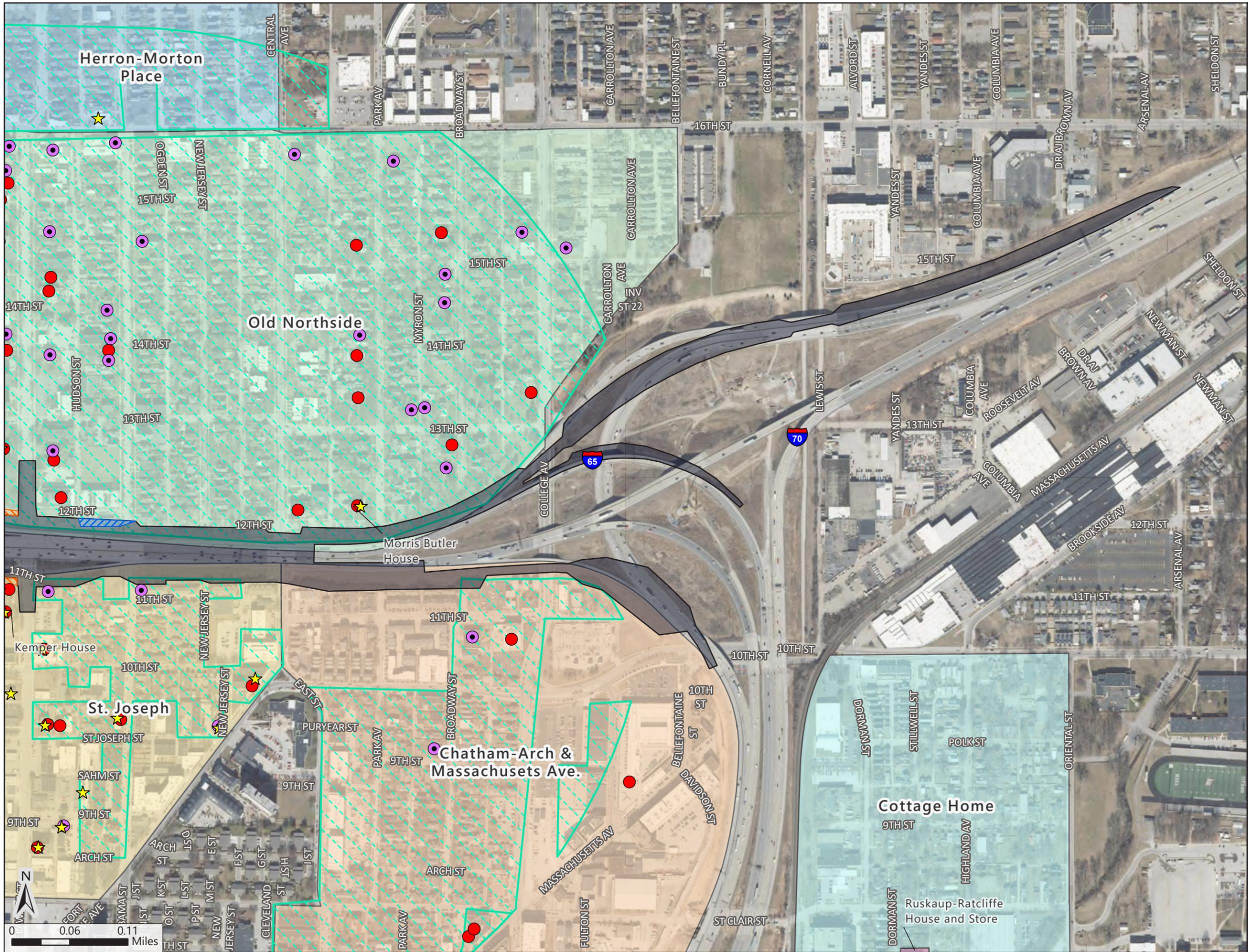
65 Downtown Spoke
Alternative 4
 Recessed + I-65/West Street

Map 2 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential Reusable ROW
- Potential New ROW
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- IHPC Historic District**
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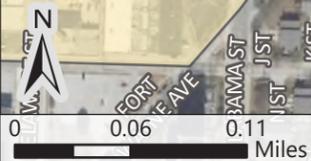


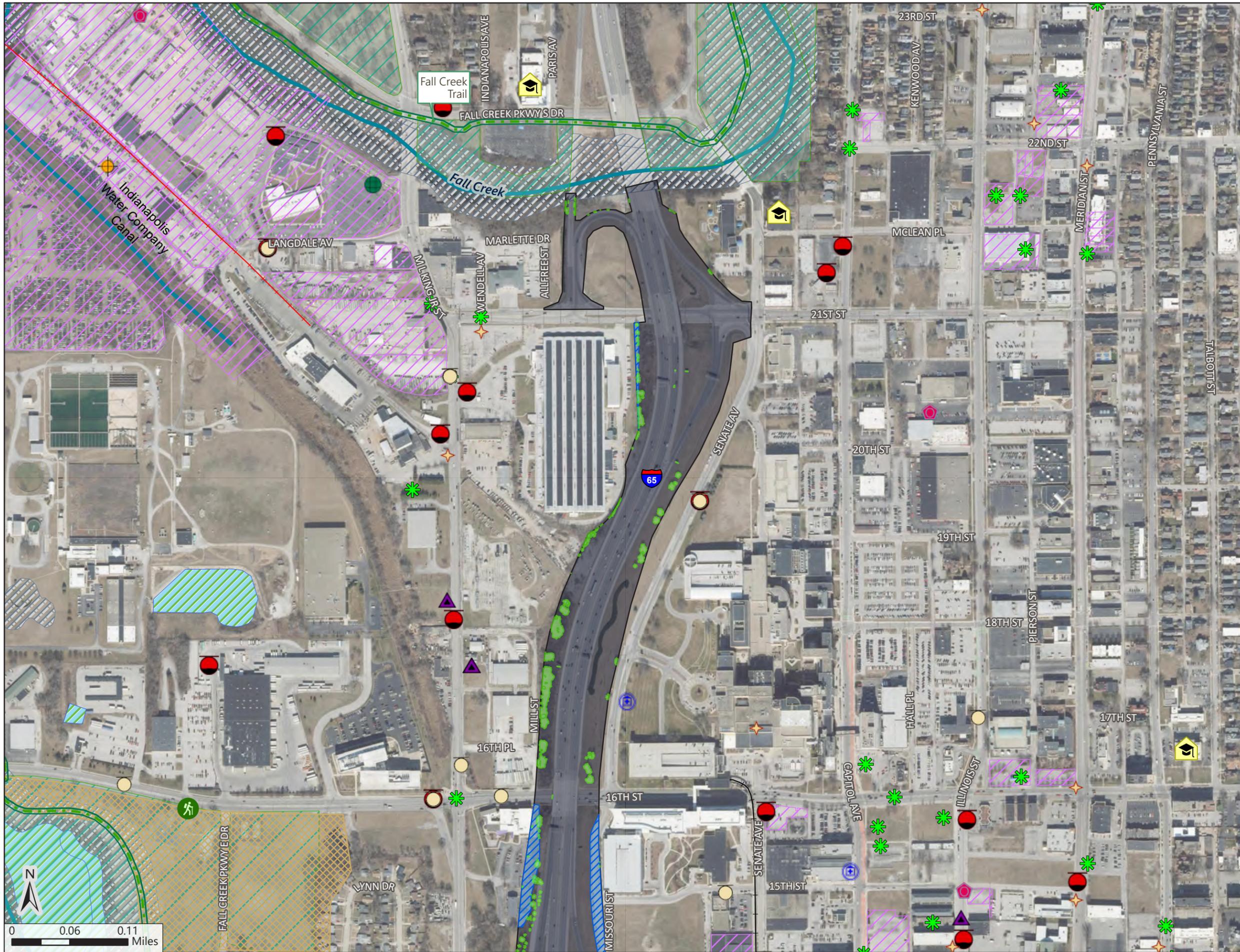
Alternative Screening Impact Analysis - Cultural Resources

65 Downtown Spoke
Alternative 4
 Recessed + I-65/West Street

Map 3 of 3 1:5,500

- 65 Downtown Alternative 4 Footprint
- Potential Reusable ROW
- Potential New ROW
- National Register Site
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- County Survey Site (Notable)
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- IHPC Historic District**
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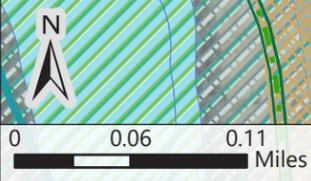
Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 5

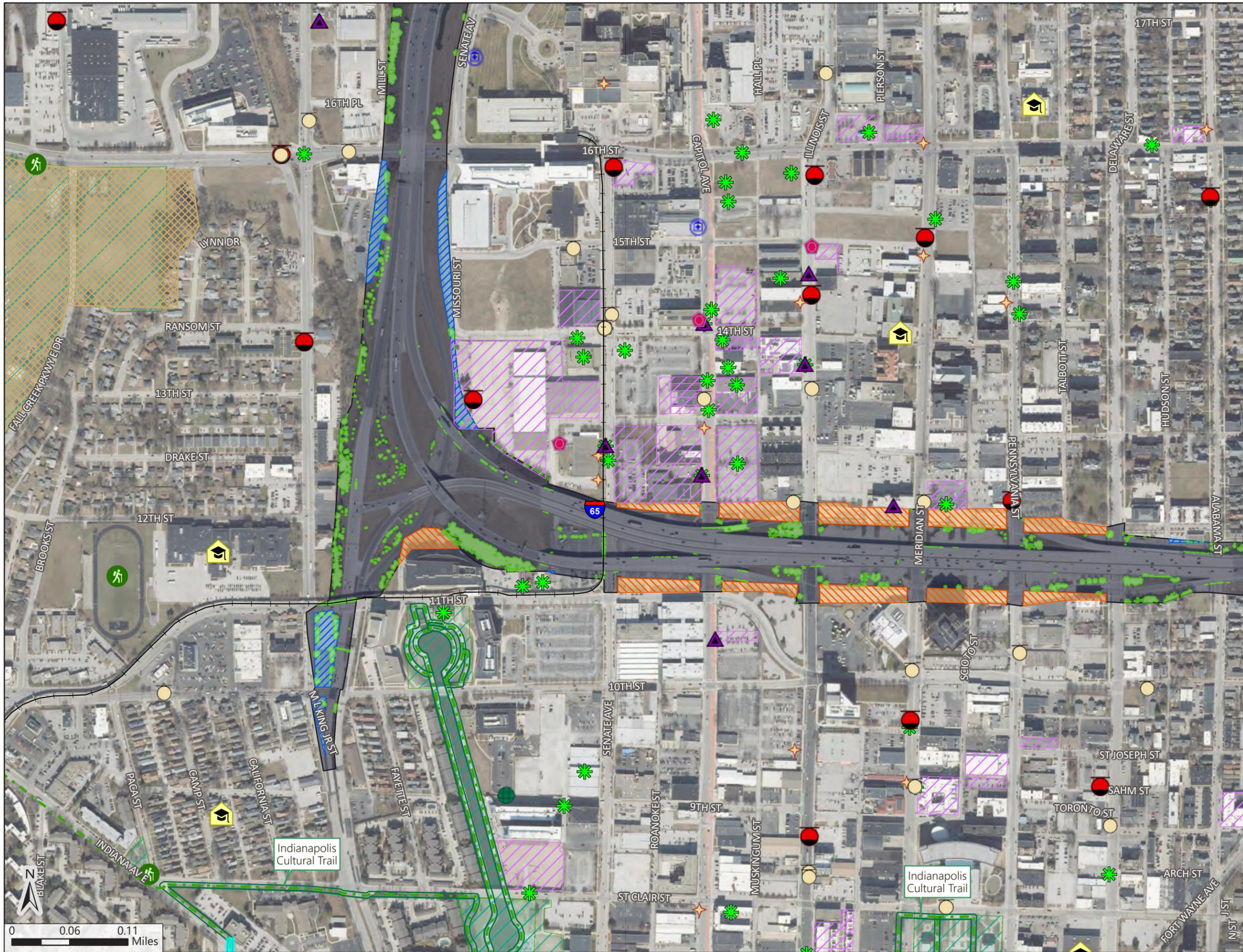
Viaduct + I-65/West Street

Map 1 of 3 1:5,500

- 65 Downtown Alternative 5 Footprint
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Tree Cover (within Alternative Footprint)
- River/Stream
- Floodplain
- NWI Wetland
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- Manufactured Gas Plant
- Waste Transfer Station
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries



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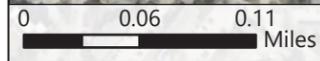


Alternative Screening Impact Analysis

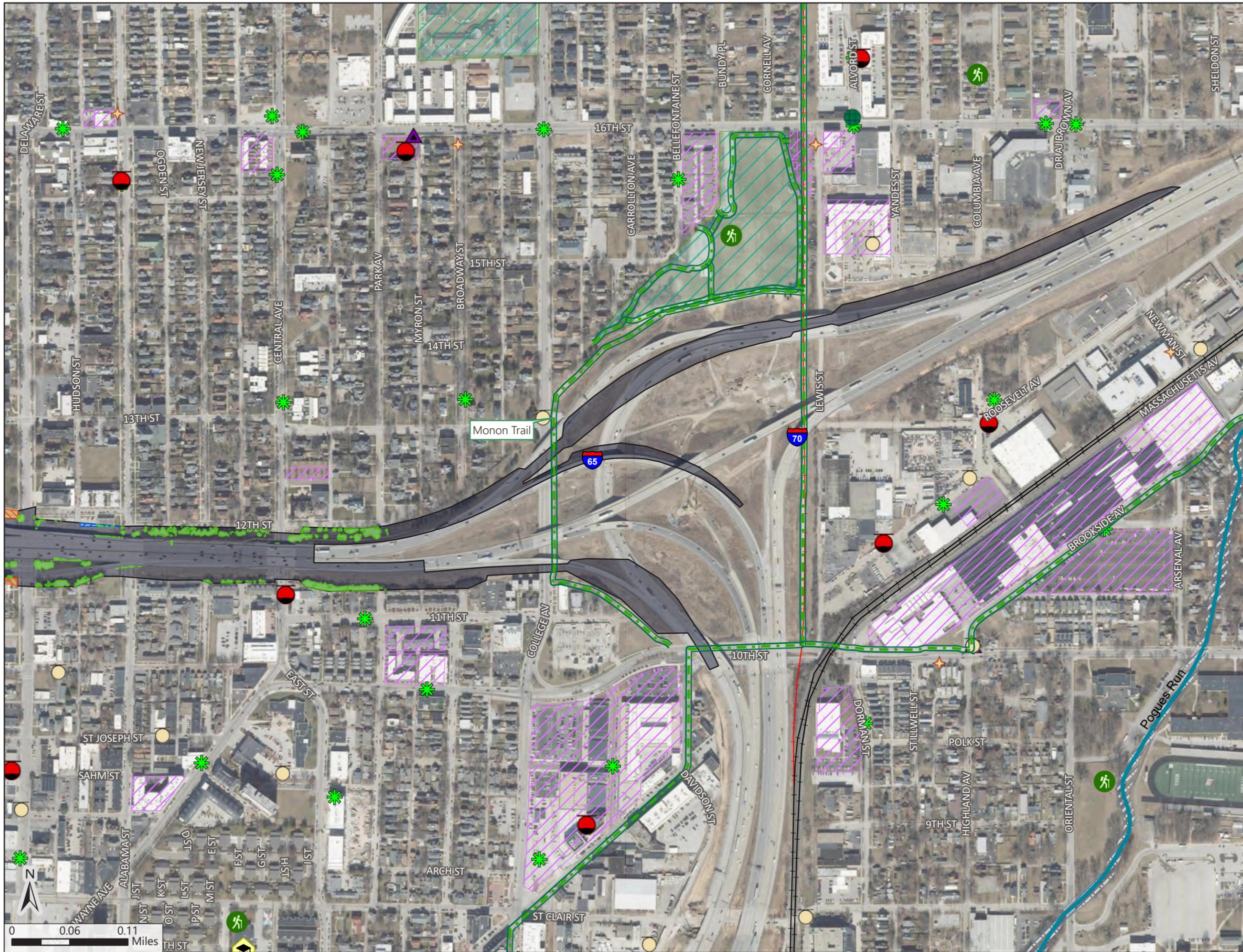
65 Downtown Spoke Alternative 5 Viaduct + I-65/West Street

Map 2 of 3 1:5,500

- 65 Downtown Alternative 5 Footprint
- Potential Reusable ROW
- Potential New ROW
- Managed Lands
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- Tree Cover (within Alternative Footprint)
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
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- Institutional Control Site
- Landfill Boundaries



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Alternative Screening Impact Analysis

65 Downtown Spoke Alternative 5

Viaduct + I-65/West Street

Map 3 of 3 1:5,500

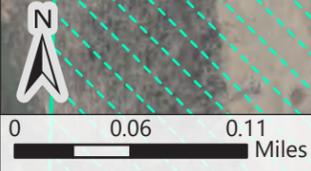
- 65 Downtown Alternative 5 Footprint
- Potential Reusable ROW
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- Recreation Facility
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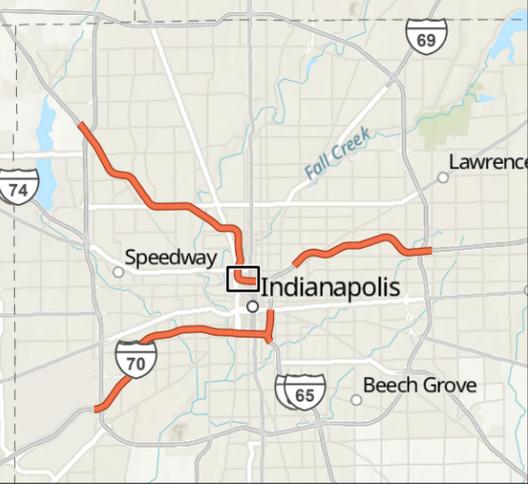
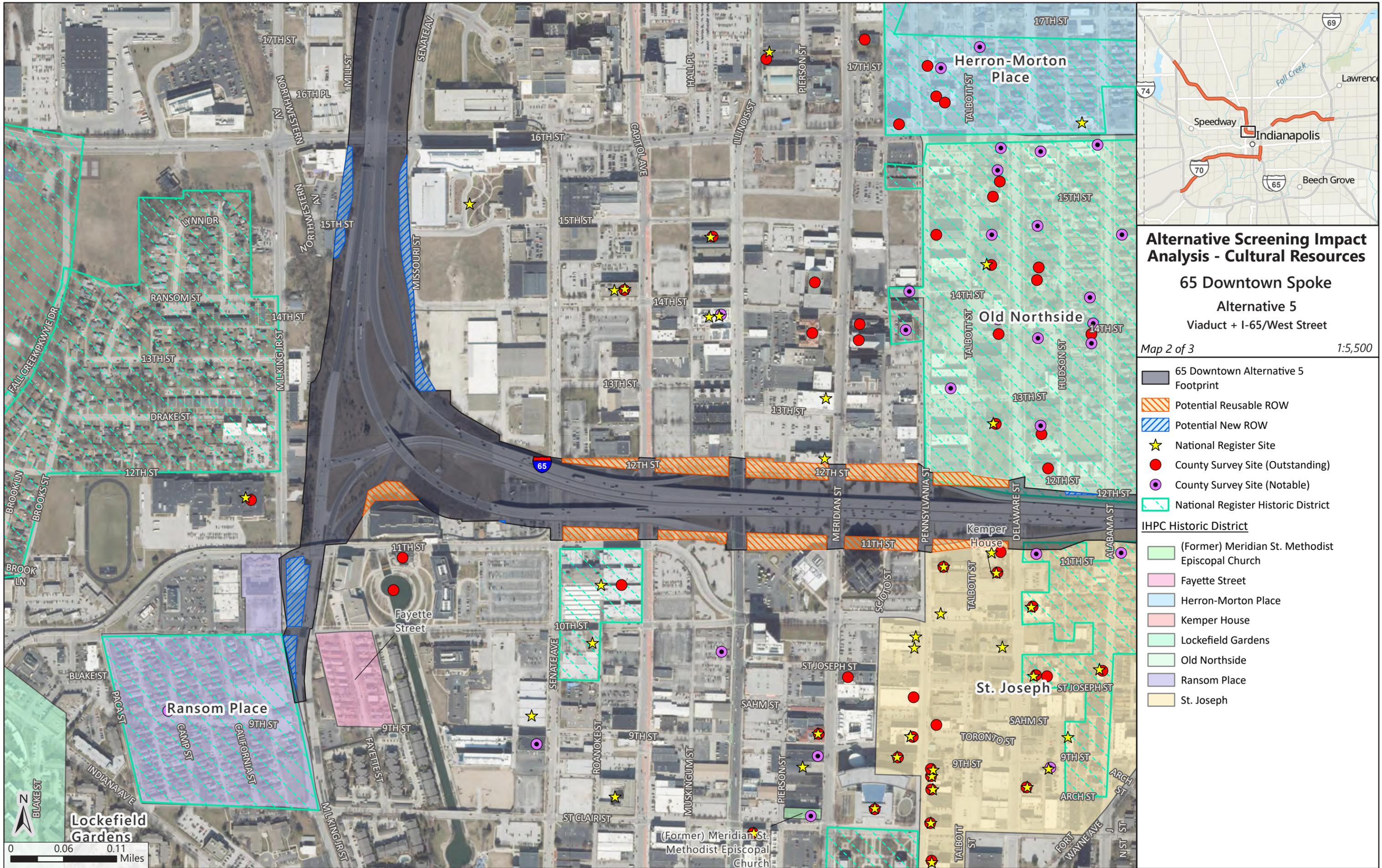


Alternative Screening Impact Analysis - Cultural Resources
65 Downtown Spoke
 Alternative 5
 Viaduct + I-65/West Street
 Map 1 of 3 1:5,500

- 65 Downtown Alternative 5 Footprint
- Potential Reusable ROW
- Potential New ROW
- National Register Site
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- County Survey Site (Notable)
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- IHPC Historic District**
- Herron-Morton Place
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Alternative Screening Impact Analysis - Cultural Resources

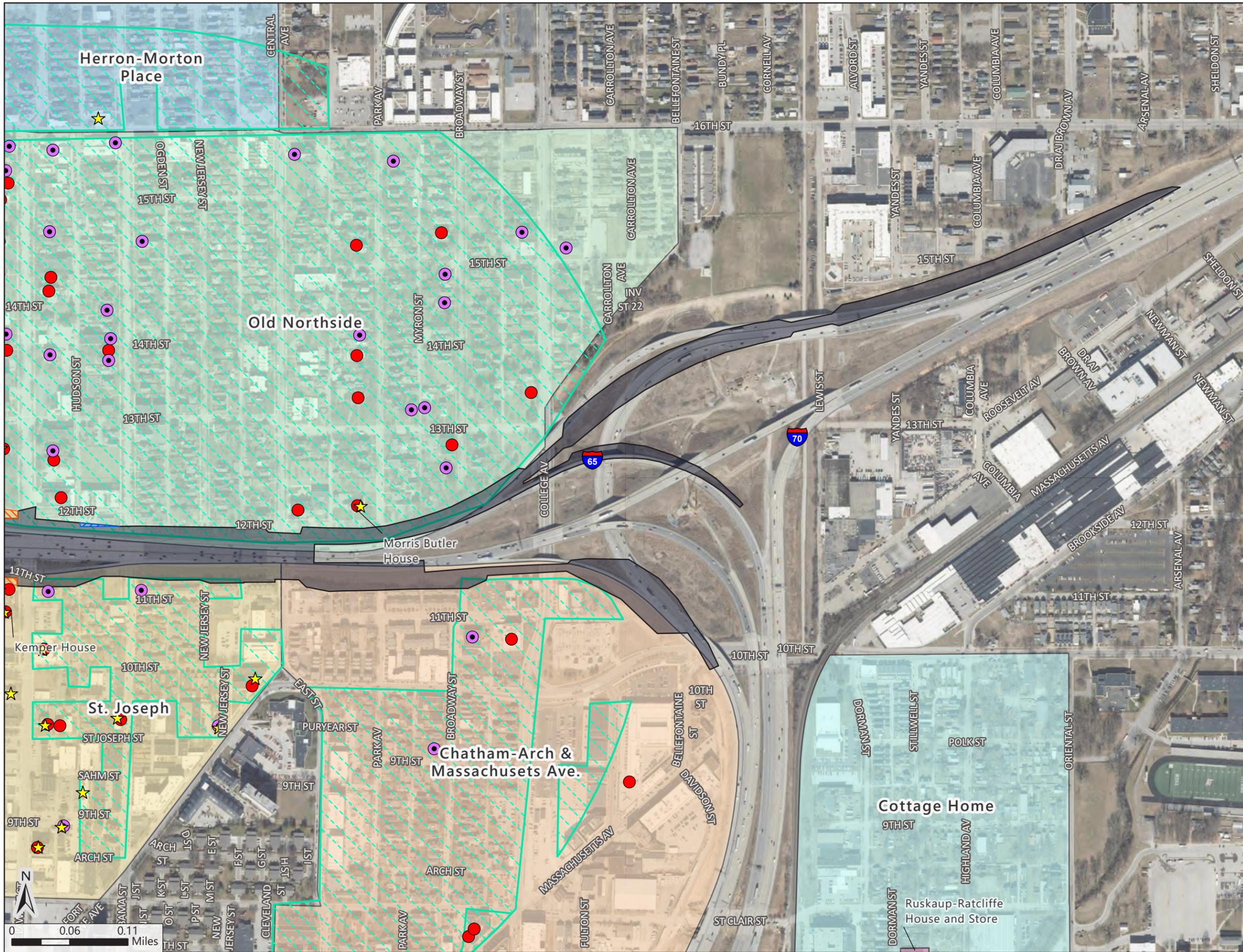
65 Downtown Spoke
Alternative 5
 Viaduct + I-65/West Street

Map 2 of 3 1:5,500

- 65 Downtown Alternative 5 Footprint
- Potential Reusable ROW
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Alternative Screening Impact Analysis - Cultural Resources

65 Downtown Spoke
Alternative 5
 Viaduct + I-65/West Street

Map 3 of 3 1:5,500

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 - Herron-Morton Place
 - Kemper House
 - Morris Butler House
 - Old Northside
 - Ruskaup-Ratcliffe House and Store
 - St. Joseph

