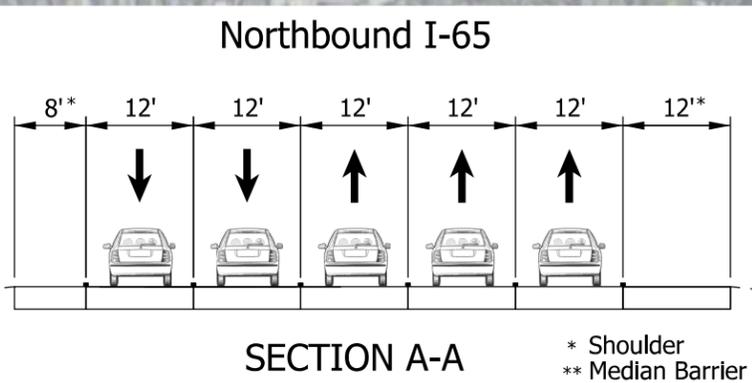
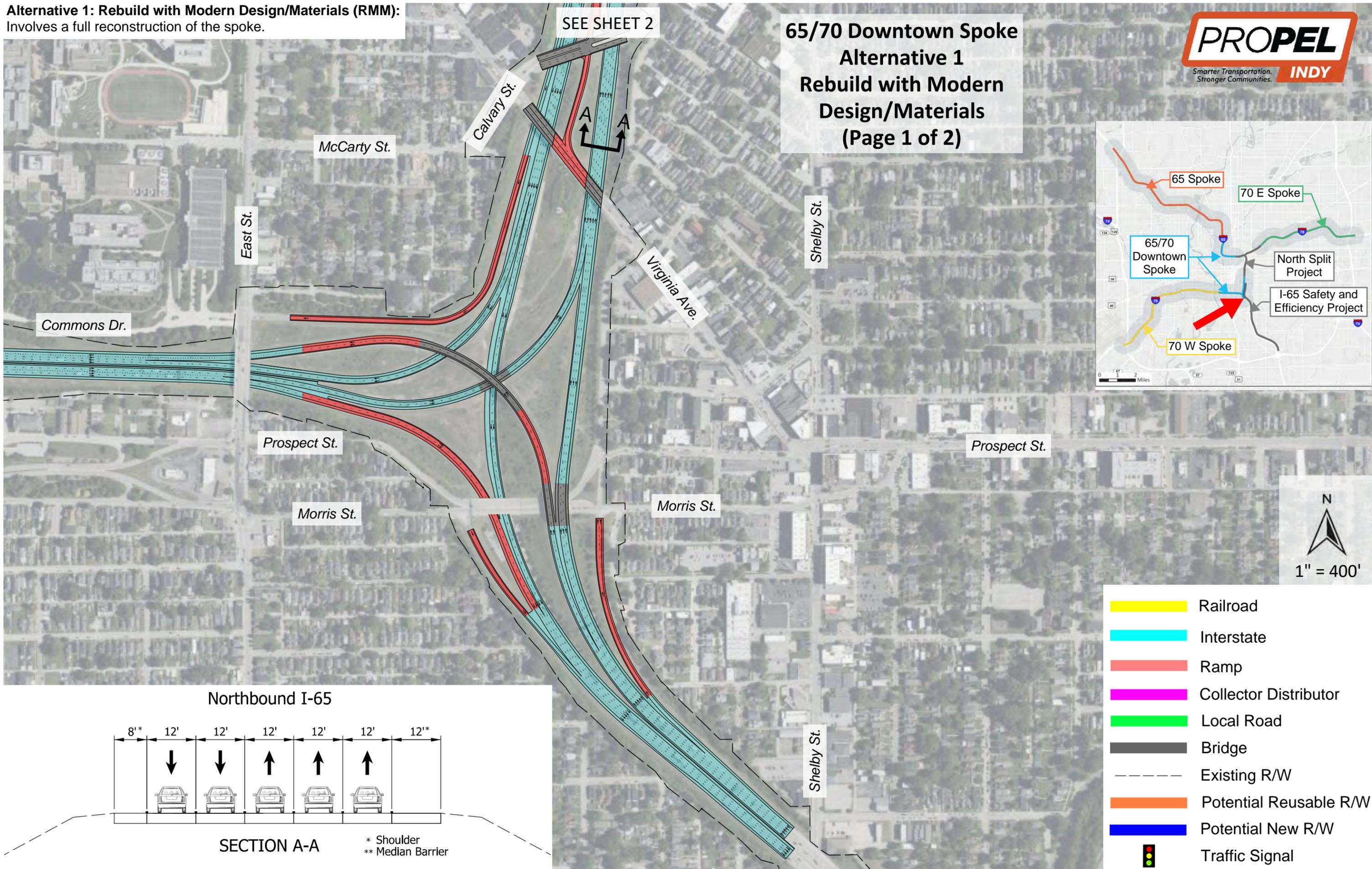


65/70 DOWNTOWN SPOKE

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

**65/70 Downtown Spoke
 Alternative 1
 Rebuild with Modern
 Design/Materials
 (Page 1 of 2)**

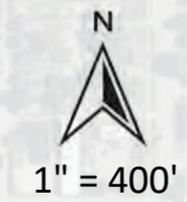
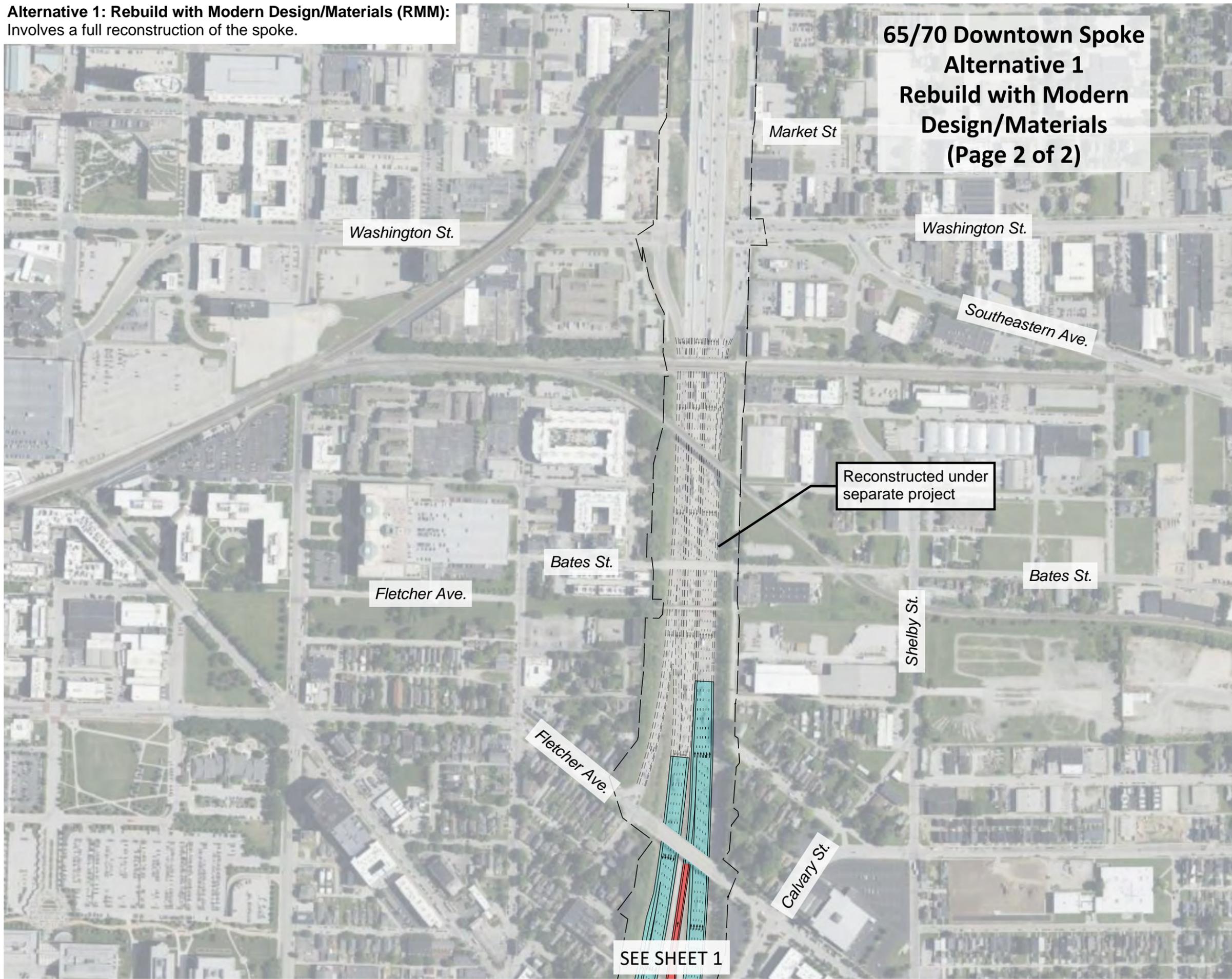


- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal

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

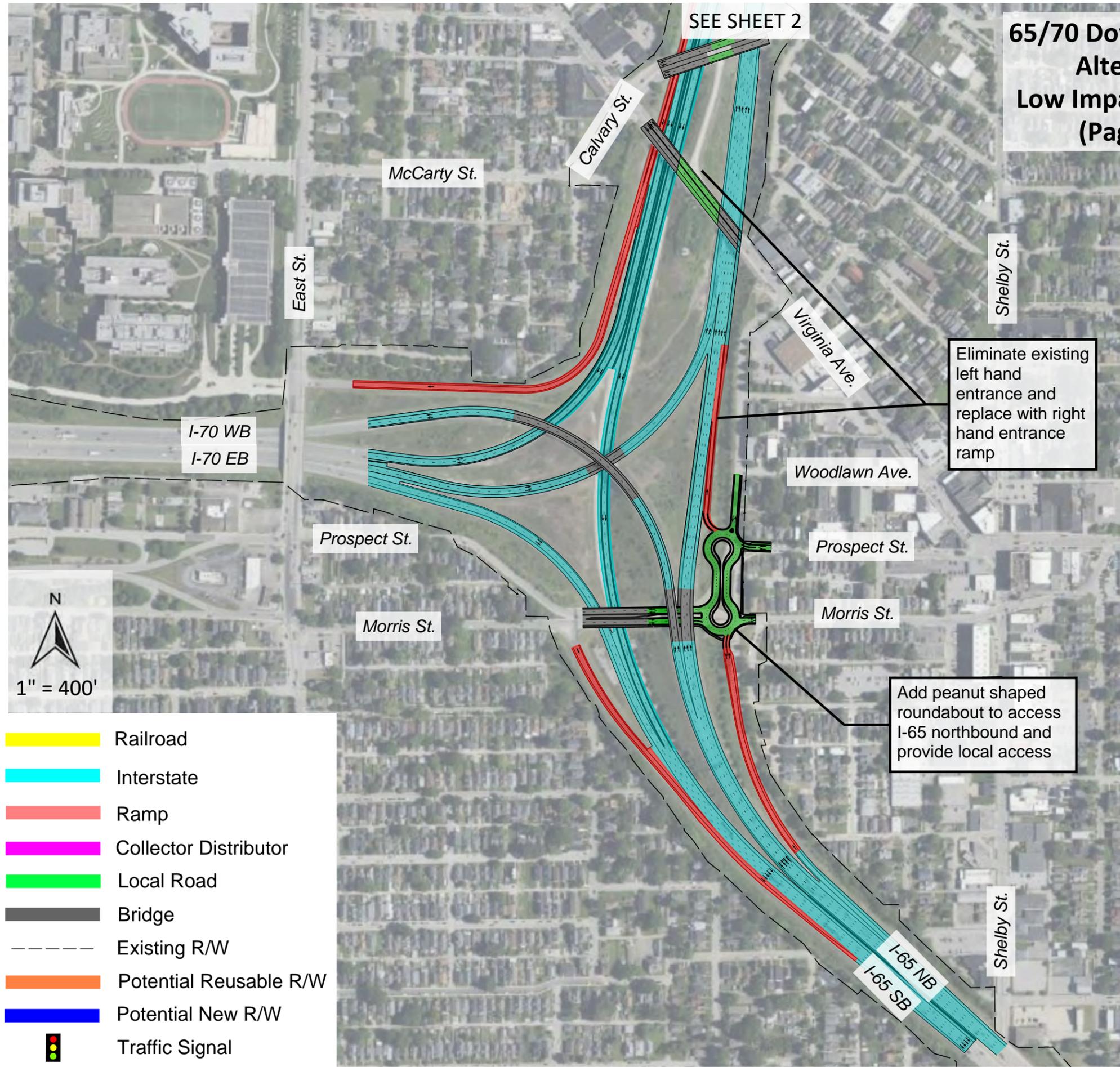


**65/70 Downtown Spoke
 Alternative 1
 Rebuild with Modern
 Design/Materials
 (Page 2 of 2)**



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

**65/70 Downtown Spoke
Alternative 2
Low Impact South Split
(Page 1 of 3)**



Eliminate existing left hand entrance and replace with right hand entrance ramp

Add peanut shaped roundabout to access I-65 northbound and provide local access



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

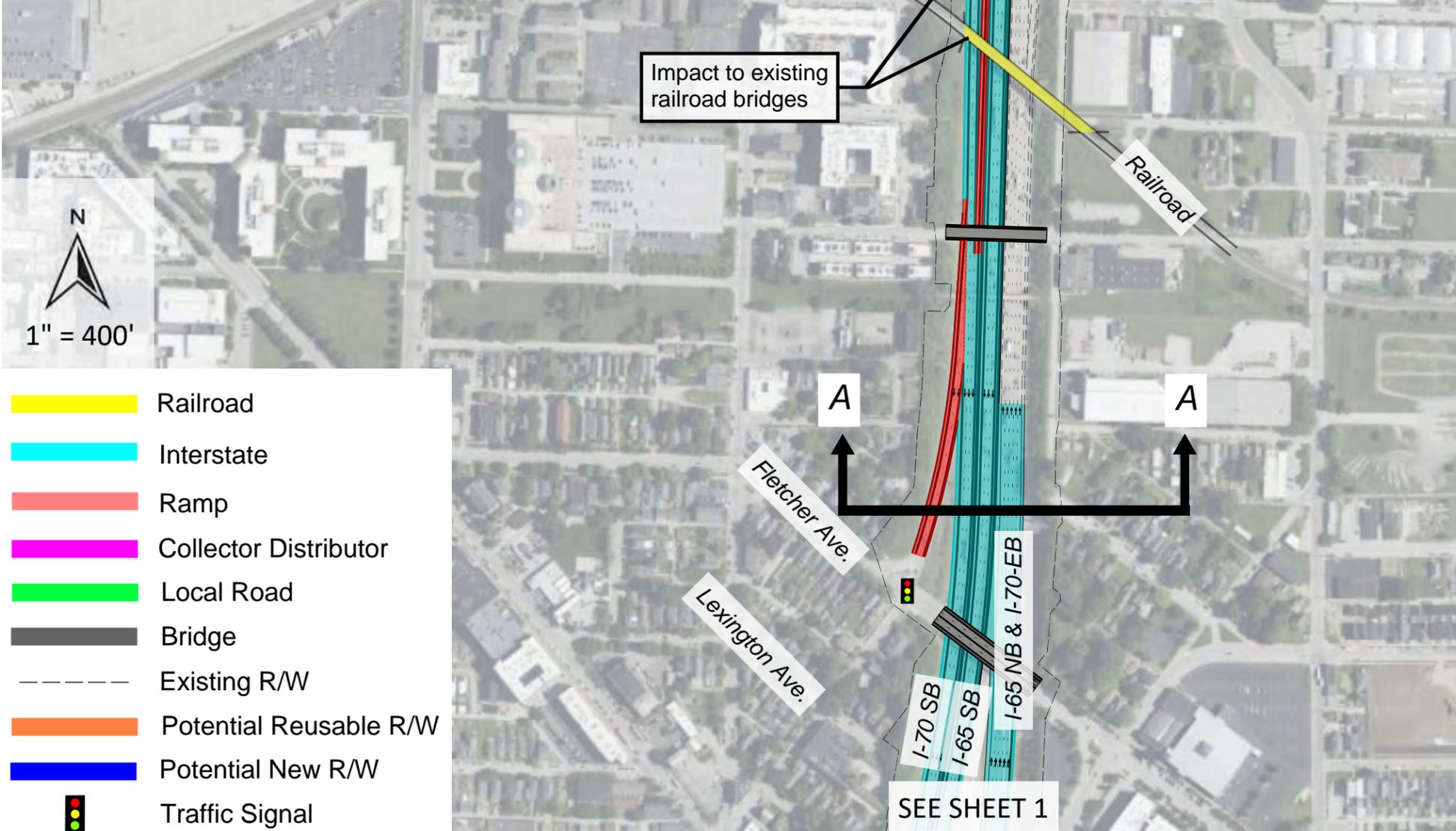
Alternative 2: Rebuild with Modern Design/Materials (RMM) with Low Impact South Split Interchange Improvements:
 Enhances Alternative 1 by making additional improvements along the spoke. North of South Split interchange, an additional lane would be added to the existing southbound collector distributor (C-D) lanes south of the Ohio Street exit ramp and these lanes would be repurposed as westbound I-70. Access from westbound I-70 and southbound I-65 to Downtown via Michigan Street and Ohio Street would be maintained, and the existing southbound I-65/70 mainline lanes would be repurposed as southbound I-65. Access to both southbound I-65 and westbound I-70 from Washington Street would be provided by placing a new entrance ramp between southbound I-65 and westbound I-70 that would merge separately with each route. This interstate reconfiguration and the Washington Street ramp would require reconstruction of the existing southbound C-D lanes from Vermont Street to the South Split as well along with two existing railroad bridges crossing I-65/70 south of Washington Street. The left side entrance ramp from Calvary Street would be replaced with a right-side entrance ramp from Morris Street, maintaining access to the interstate from the southeast side of Downtown. A peanut-shaped roundabout would be constructed at Morris and Prospect Streets to access to I-65 northbound lanes at the Morris Street interstate entrance ramp as well as to provide local access.

Alternative 2: Rebuild with Modern Design/Materials (RMM) with Low Impact South Split Interchange Improvements:

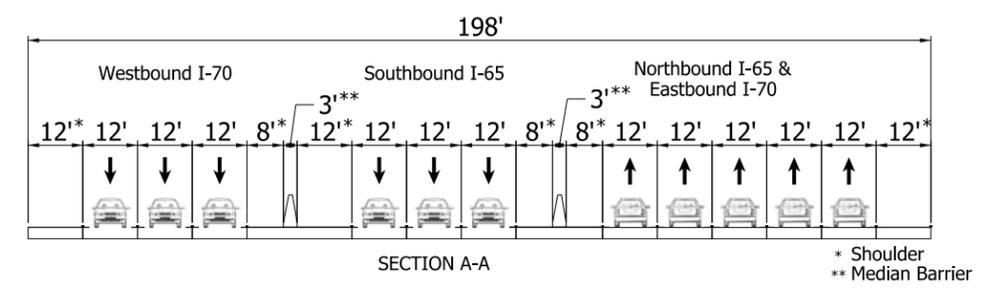
Enhances Alternative 1 by making additional improvements along the spoke. North of South Split interchange, an additional lane would be added to the existing southbound collector distributor (C-D) lanes south of the Ohio Street exit ramp and these lanes would be repurposed as westbound I-70. Access from westbound I-70 and southbound I-65 to Downtown via Michigan Street and Ohio Street would be maintained, and the existing southbound I-65/70 mainline lanes would be repurposed as southbound I-65. Access to both southbound I-65 and westbound I-70 from Washington Street would be provided by placing a new entrance ramp between southbound I-65 and westbound I-70 that would merge separately with each route. This interstate reconfiguration and the Washington Street ramp would require reconstruction of the existing southbound C-D lanes from Vermont Street to the South Split as well along with two existing railroad bridges crossing I-65/70 south of Washington Street. The left side entrance ramp from Calvary Street would be replaced with a right-side entrance ramp from Morris Street, maintaining access to the interstate from the southeast side of Downtown. A peanut-shaped roundabout would be constructed at Morris and Prospect Streets to access to I-65 northbound lanes at the Morris Street interstate entrance ramp as well as to provide local access.



**65/70 Downtown Spoke
Alternative 2
Low Impact South Split
(Page 2 of 3)**



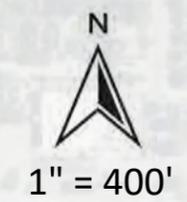
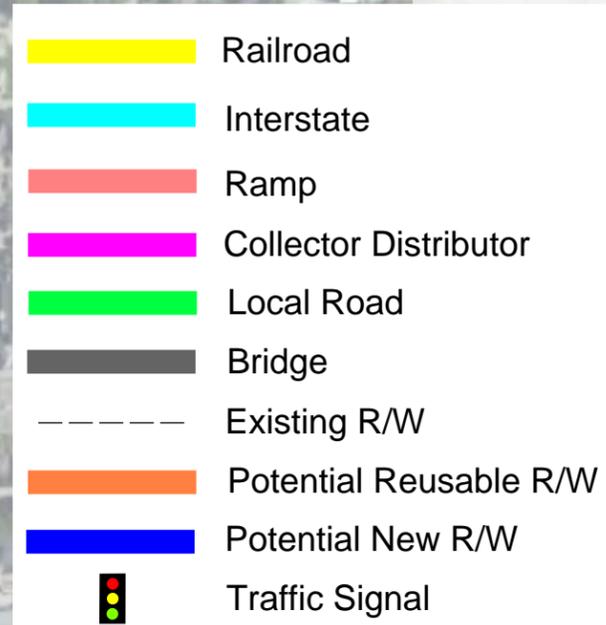
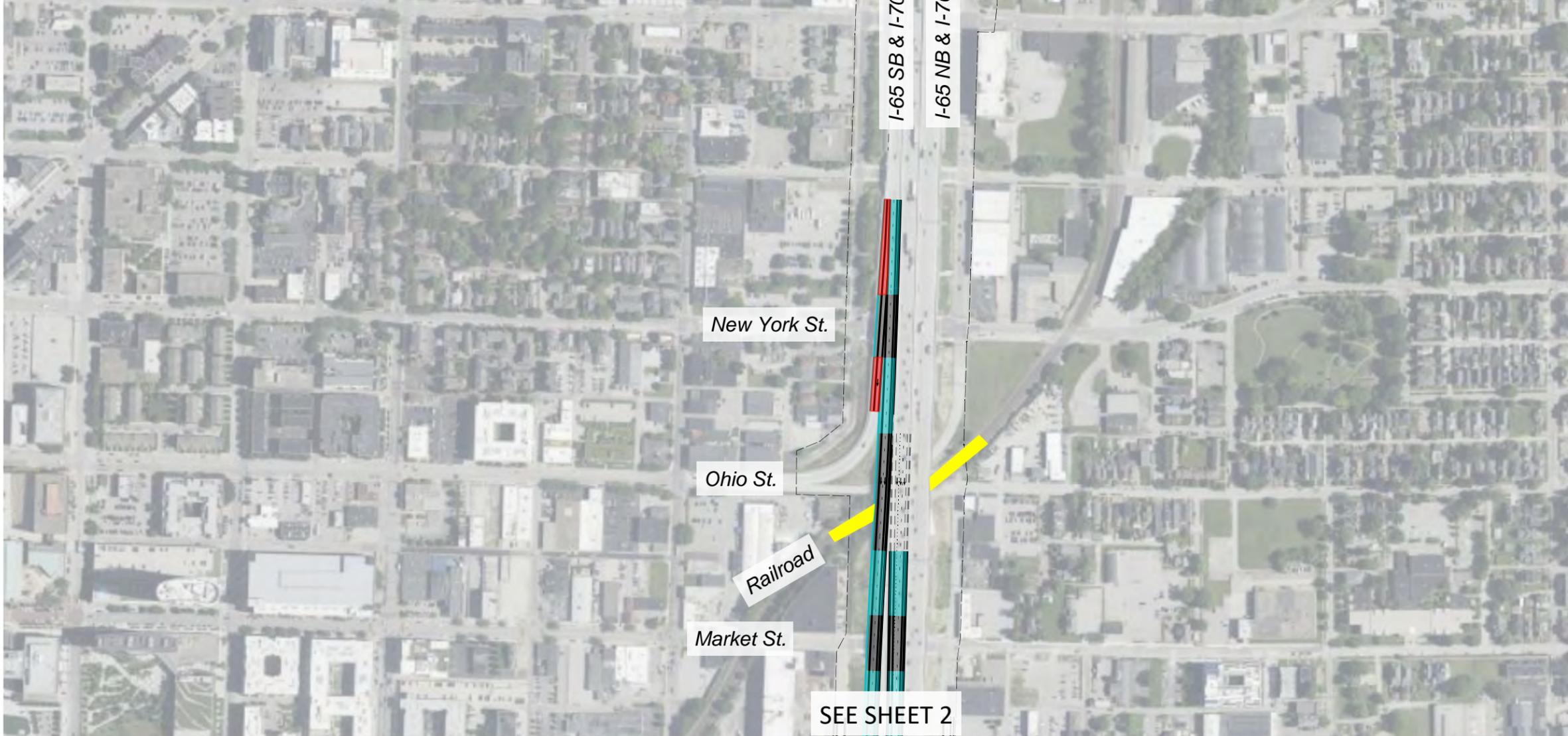
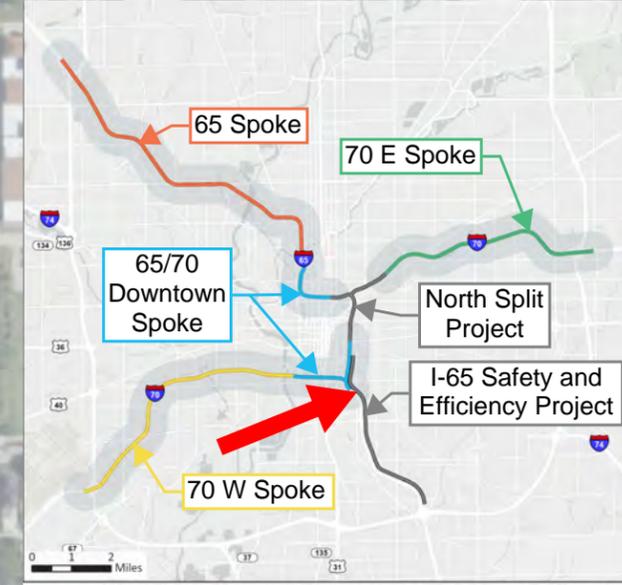
- Railroad
- Interstate
- Ramp
- Collector Distributor
- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



Alternative 2: Rebuild with Modern Design/Materials (RMM) with Low Impact South Split Interchange Improvements:

Enhances Alternative 1 by making additional improvements along the spoke. North of South Split interchange, an additional lane would be added to the existing southbound collector distributor (C-D) lanes south of the Ohio Street exit ramp and these lanes would be repurposed as westbound I-70. Access from westbound I-70 and southbound I-65 to Downtown via Michigan Street and Ohio Street would be maintained, and the existing southbound I-65/70 mainline lanes would be repurposed as southbound I-65. Access to both southbound I-65 and westbound I-70 from Washington Street would be provided by placing a new entrance ramp between southbound I-65 and westbound I-70 that would merge separately with each route. This interstate reconfiguration and the Washington Street ramp would require reconstruction of the existing southbound C-D lanes from Vermont Street to the South Split as well along with two existing railroad bridges crossing I-65/70 south of Washington Street. The left side entrance ramp from Calvary Street would be replaced with a right-side entrance ramp from Morris Street, maintaining access to the interstate from the southeast side of Downtown. A peanut-shaped roundabout would be constructed at Morris and Prospect Streets to access to I-65 northbound lanes at the Morris Street interstate entrance ramp as well as to provide local access.

**65/70 Downtown Spoke
Alternative 2
Low Impact South Split
(Page 3 of 3)**

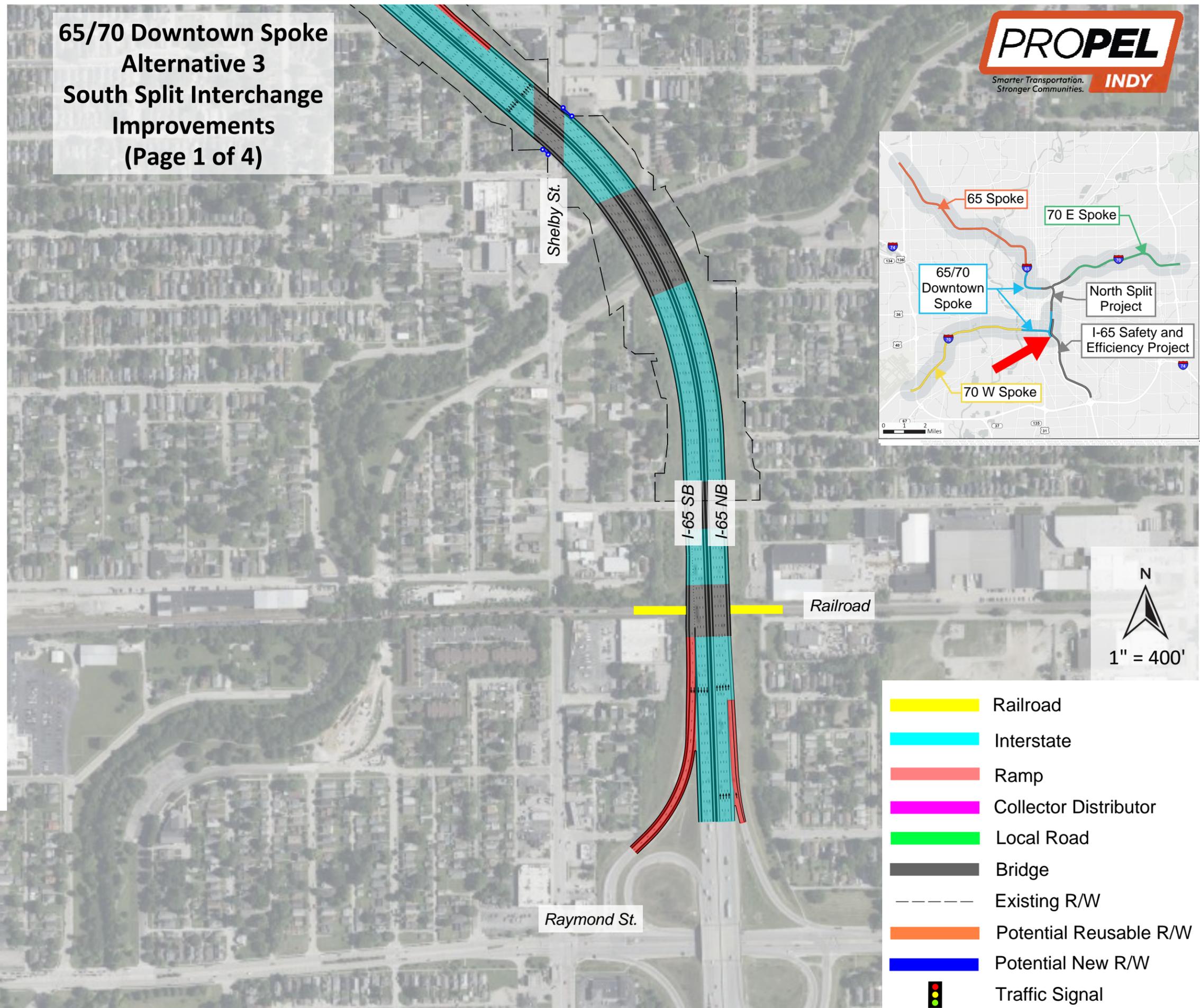
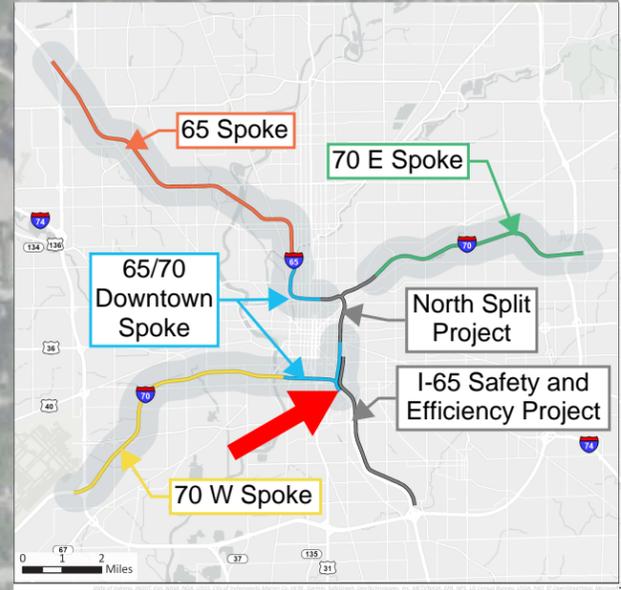


Alternative 3: South Split Interchange Improvements:

Alternative 3 (South Split) would provide improvements in both directions along I-65/70, improve the South Split interchange, provide new local street improvements and connections, while retaining the existing depressed I-65/I-70 roadway south of Washington Street. The existing southbound collector distributor (C-D) lanes would be converted to westbound I-70 lanes including construction of an additional travel lane. The existing southbound I-65 and westbound I-70 lanes would be converted to southbound I-65 only lanes separated from newly constructed westbound I-70 lanes. The existing southbound C-D exit ramp to Fletcher Avenue and the entrance ramp at Calvary Street would be removed. The southbound C-D exit ramp to East Street would be converted to a two-lane exit to access a new westbound local road. A new two-lane northbound C-D road would be constructed from the South Split to Washington Street, which would address weaving segments and safety issues.

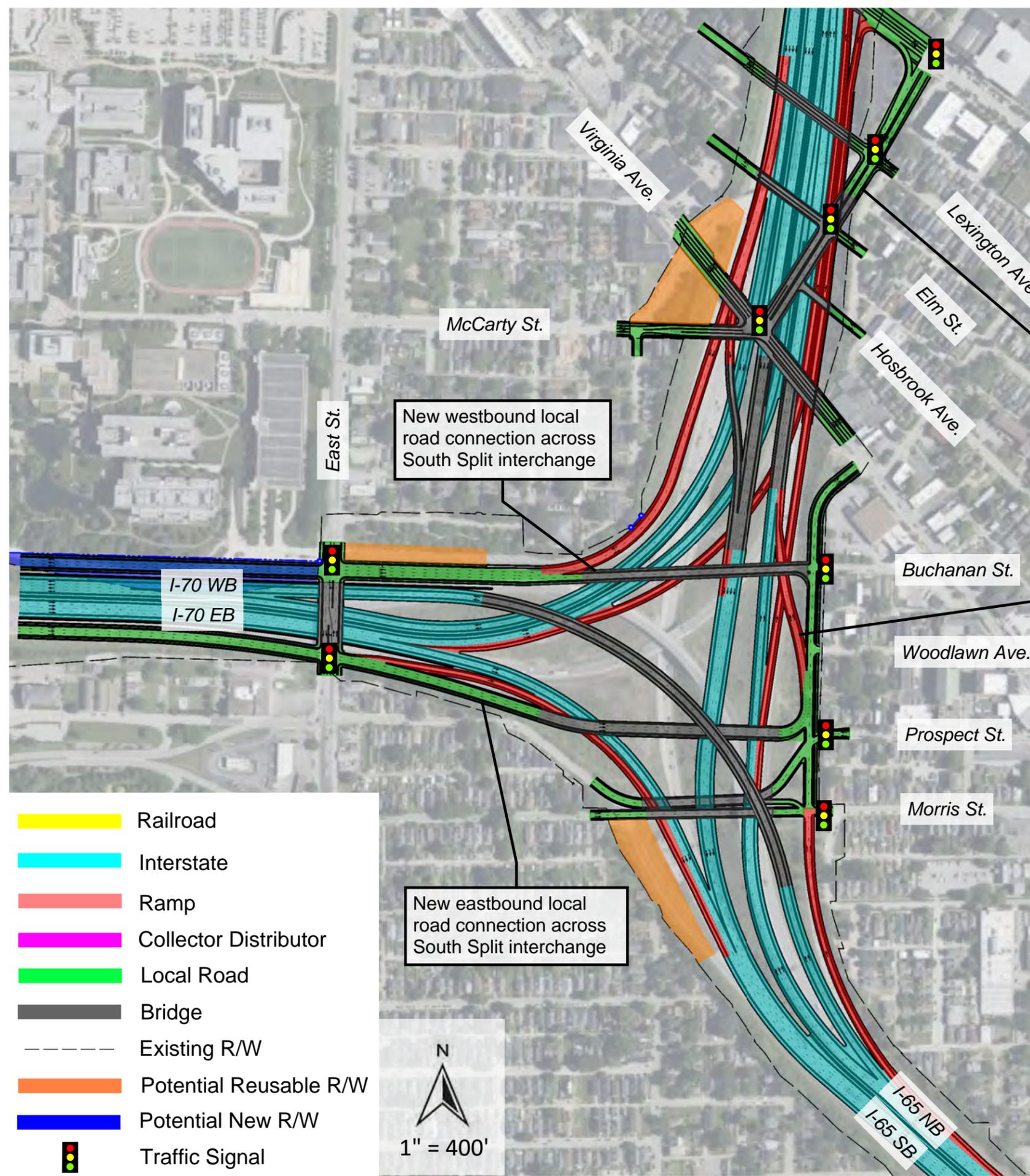
Alternative 3 would also provide several ramp and local street connections and improvements. North of the South Split, local streets would be reconnected over the interstate at McCarty Street, Elm Streets, and Lexington Avenue. The existing alignment of Calvary Street across the interstate would be relocated and an eastbound local road would be constructed to connect across the South Split to Prospect Street. Buchanan Street would be connected across the South Split by a new westbound local road. Both eastbound and westbound local roads would be connected on the east side of the South Split by an extension of Leonard Street. New ramps would be constructed at Leonard Street for access to I-65 northbound, and from the new eastbound local road for access to I-65 southbound. An additional lane would be constructed in both directions on I-65, south of the South Split, to the Raymond Street interchange.

**65/70 Downtown Spoke
Alternative 3
South Split Interchange
Improvements
(Page 1 of 4)**



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

65/70 Downtown Spoke Alternative 3 South Split Interchange Improvements (Page 2 of 4)



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



Reconfigure local street grid to eliminate curves

New westbound local road connection across South Split interchange

Eliminate existing left hand entrance and replace with right hand entrance ramp

New eastbound local road connection across South Split interchange

Alternative 3: South Split Interchange Improvements:
Alternative 3 (South Split) would provide improvements in both directions along I-65/70, improve the South Split interchange, provide new local street improvements and connections, while retaining the existing depressed I-65/I-70 roadway south of Washington Street. The existing southbound collector distributor (C-D) lanes would be converted to westbound I-70 lanes including construction of an additional travel lane. The existing southbound I-65 and westbound I-70 lanes would be converted to southbound I-65 only lanes separated from newly constructed westbound I-70 lanes. The existing southbound I-65 and westbound I-70 lanes would be converted to southbound I-65 only lanes separated from newly constructed westbound I-70 lanes. The existing southbound C-D exit ramp to Fletcher Avenue and the entrance ramp at Calvary Street would be removed. The southbound C-D exit ramp to East Street would be converted to a two-lane exit to access a new westbound local road. A new two-lane northbound C-D road would be constructed from the South Split to Washington Street, which would address weaving segments and safety issues.

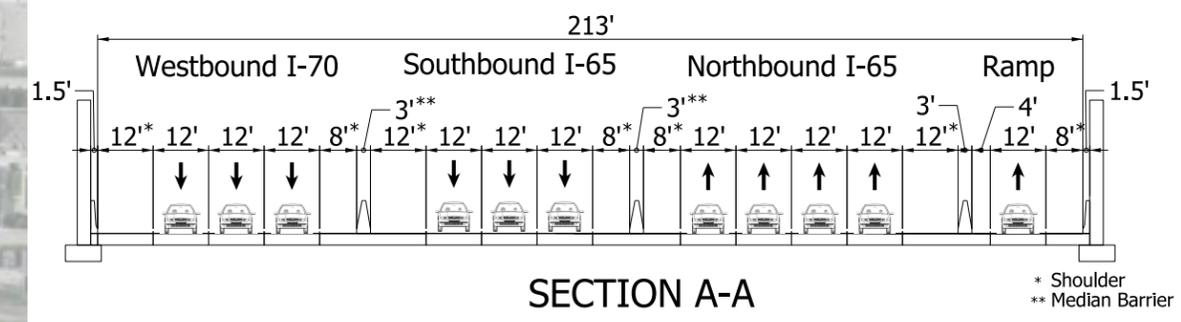
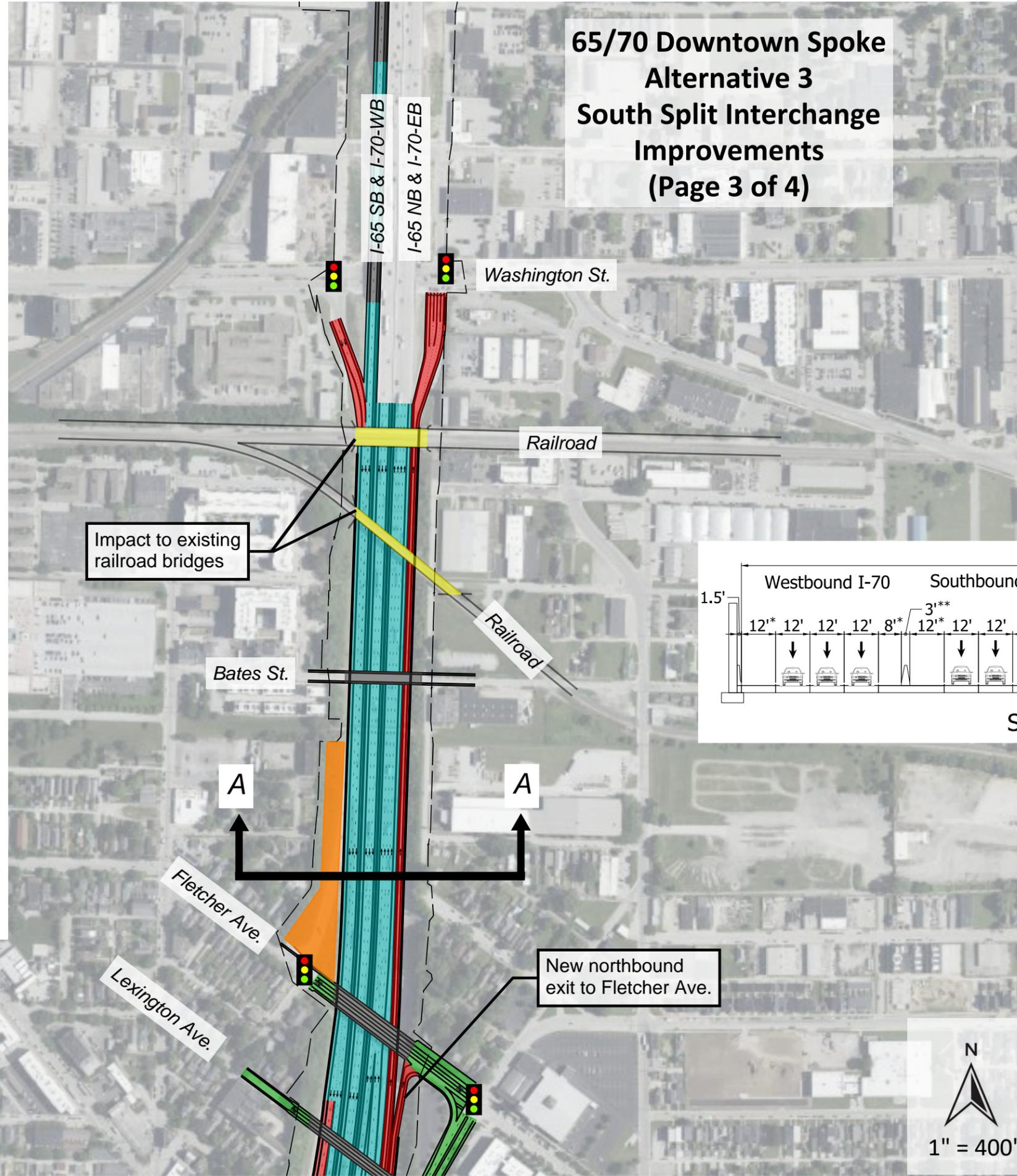
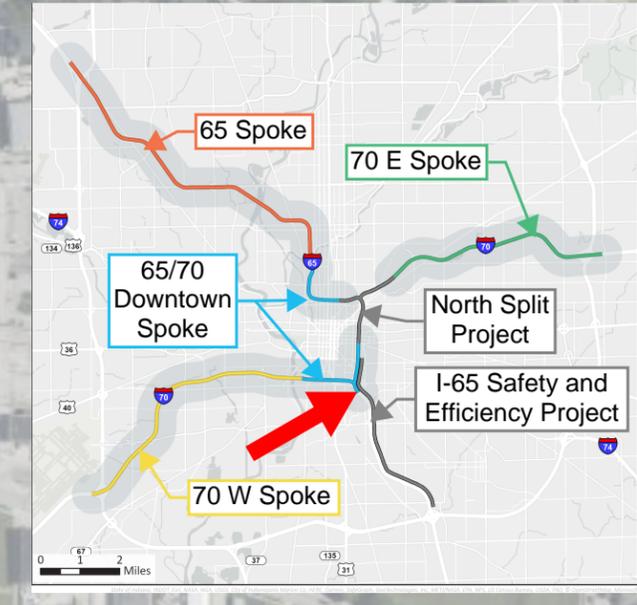
Alternative 3 would also provide several ramp and local street connections and improvements. North of the South Split, local streets would be reconnected over the interstate at McCartney Street, Elm Streets, and Lexington Avenue. The existing alignment of Calvary Street across the interstate would be relocated and an eastbound local road would be constructed to connect across the South Split to Prospect Street. Buchanan Street would be connected across the South Split by a new westbound local road. Both eastbound and westbound local roads would be connected on the east side of the South Split by an extension of Leonard Street. New ramps would be constructed at Leonard Street for access to I-65 northbound, and from the new eastbound local road for access to I-65 southbound. An additional lane would be constructed in both directions on I-65, south of the South Split, to the Raymond Street interchange.

Alternative 3: South Split Interchange Improvements:

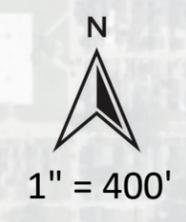
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Alternative 3 would also provide several ramp and local street connections and improvements. North of the South Split, local streets would be reconnected over the interstate at McCarty Street, Elm Streets, and Lexington Avenue. The existing alignment of Calvary Street across the interstate would be relocated and an eastbound local road would be constructed to connect across the South Split to Prospect Street. Buchanan Street would be connected across the South Split by a new westbound local road. Both eastbound and westbound local roads would be connected on the east side of the South Split by an extension of Leonard Street. New ramps would be constructed at Leonard Street for access to I-65 northbound, and from the new eastbound local road for access to I-65 southbound. An additional lane would be constructed in both directions on I-65, south of the South Split, to the Raymond Street interchange.

**65/70 Downtown Spoke
Alternative 3
South Split Interchange
Improvements
(Page 3 of 4)**



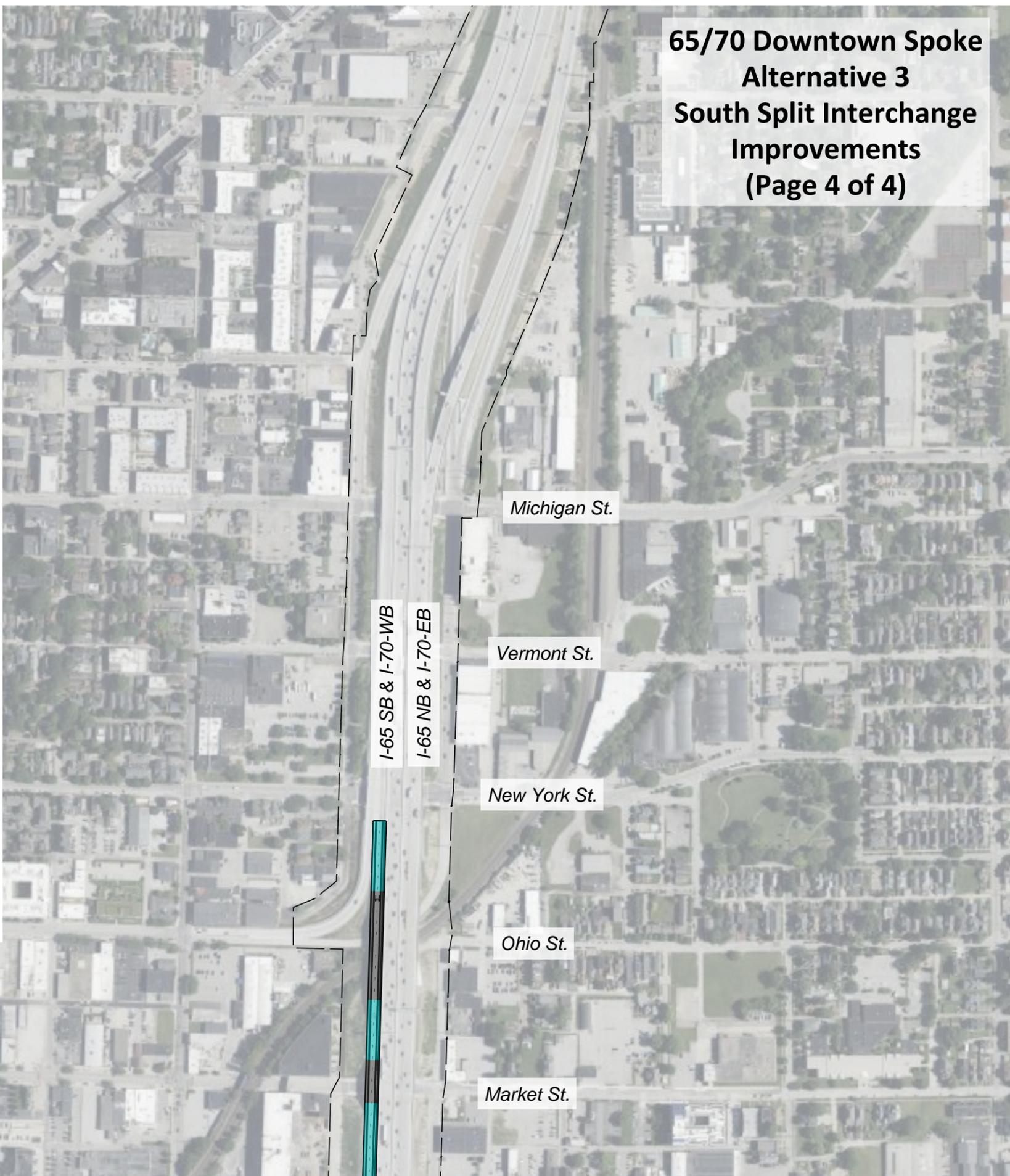
- Railroad
- Interstate
- Ramp
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- Local Road
- Bridge
- Existing R/W
- Potential Reusable R/W
- Potential New R/W
- Traffic Signal



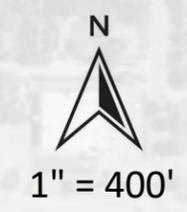
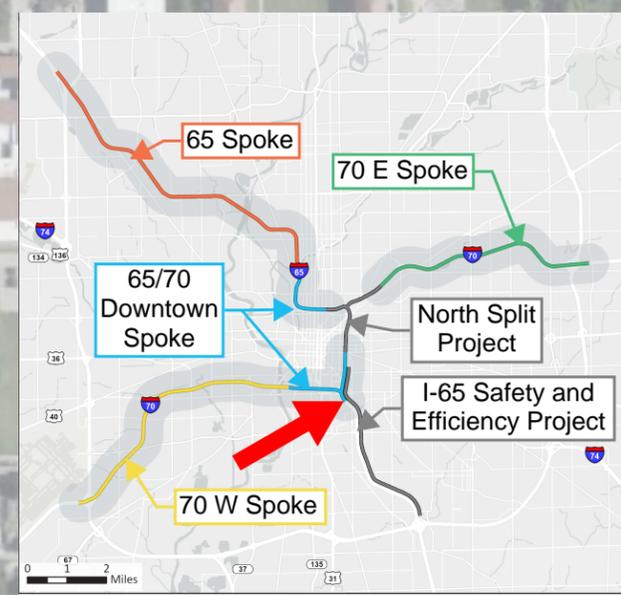
Alternative 3: South Split Interchange Improvements:

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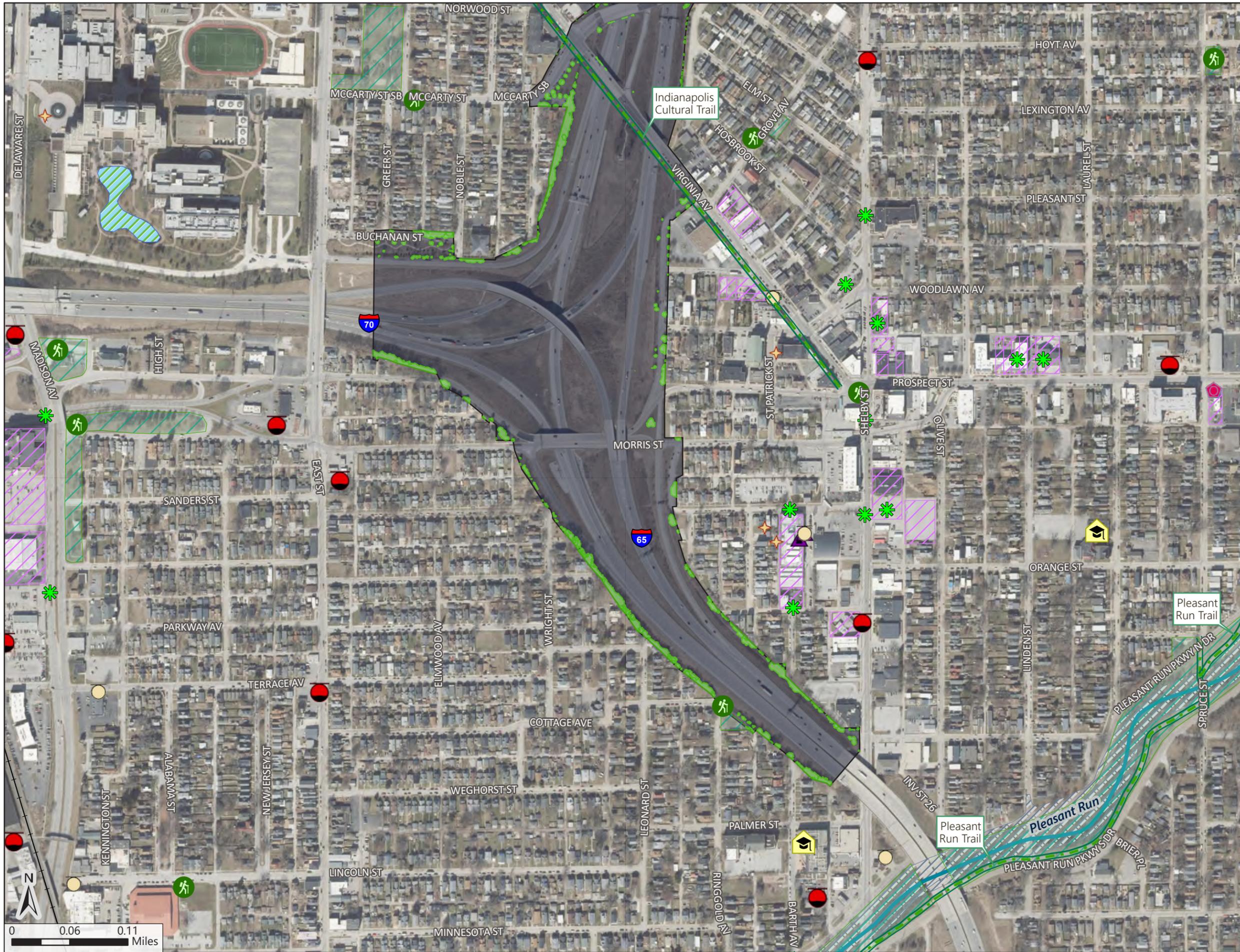
Alternative 3 would also provide several ramp and local street connections and improvements. North of the South Split, local streets would be reconnected over the interstate at McCarty Street, Elm Streets, and Lexington Avenue. The existing alignment of Calvary Street across the interstate would be relocated and an eastbound local road would be constructed to connect across the South Split to Prospect Street. Buchanan Street would be connected across the South Split by a new westbound local road. Both eastbound and westbound local roads would be connected on the east side of the South Split by an extension of Leonard Street. New ramps would be constructed at Leonard Street for access to I-65 northbound, and from the new eastbound local road for access to I-65 southbound. An additional lane would be constructed in both directions on I-65, south of the South Split, to the Raymond Street interchange.



**65/70 Downtown Spoke
Alternative 3
South Split Interchange
Improvements
(Page 4 of 4)**



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



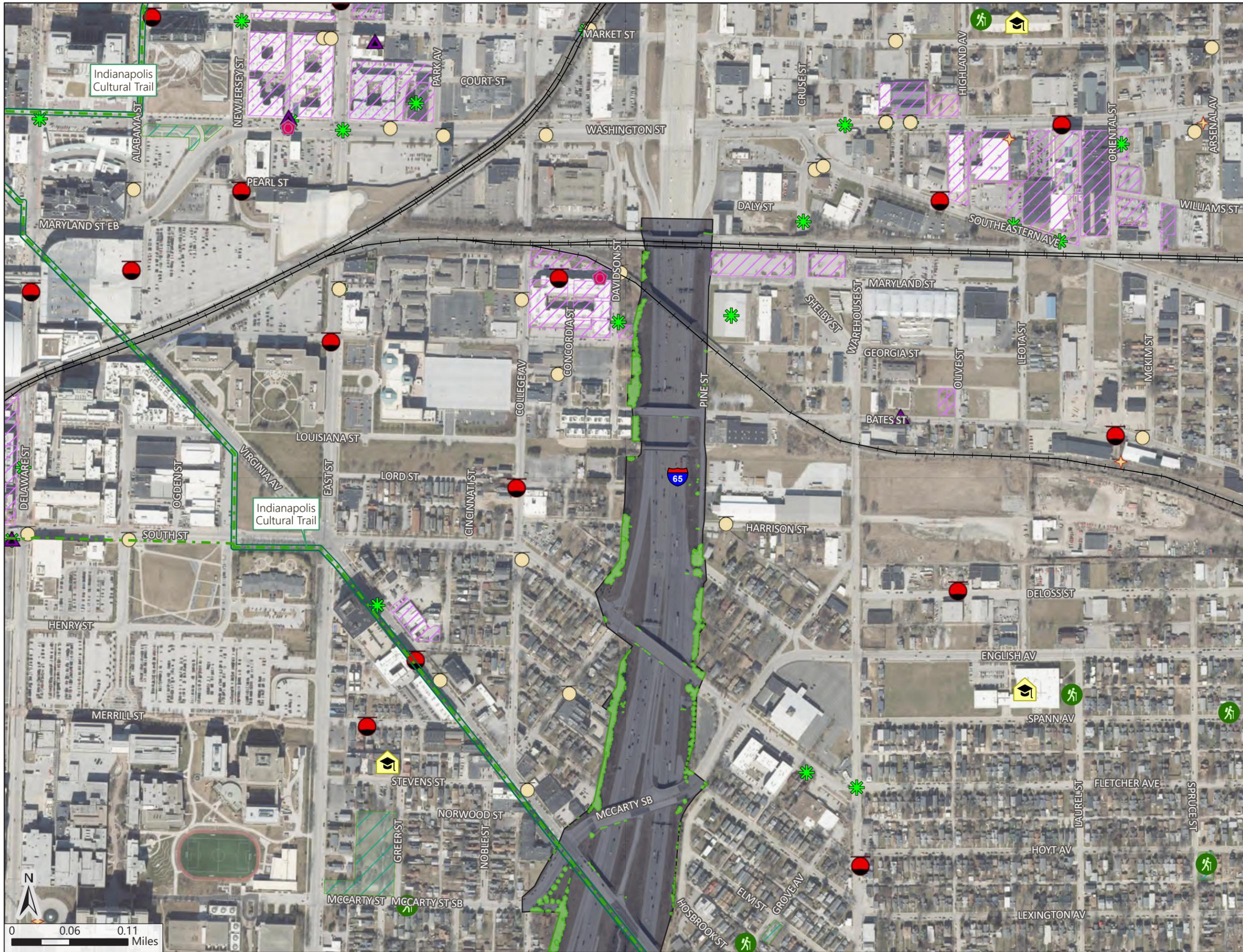
Alternative Screening Impact Analysis

65/70 Downtown Spoke Alternative 1

Rebuild with Modern Design/Materials

Map 1 of 2 1:5,500

- 65/70 Downtown Alternative 1 Footprint
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- River/Stream
- Floodplain
- NWI Wetland
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site



Alternative Screening Impact Analysis

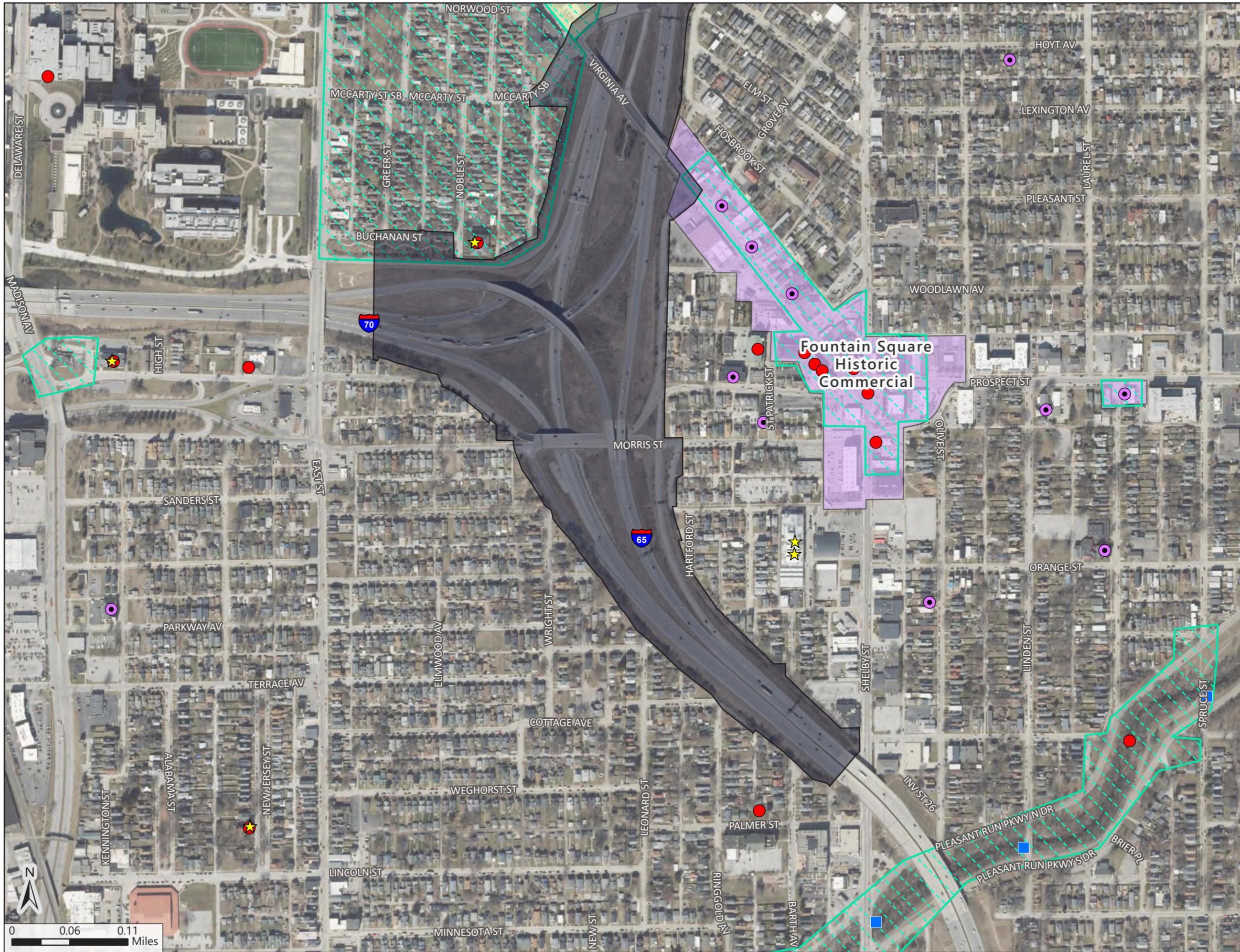
65/70 Downtown Spoke Alternative 1

Rebuild with Modern Design/Materials

Map 2 of 2 1:5,500

- 65/70 Downtown Alternative 1 Footprint
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site



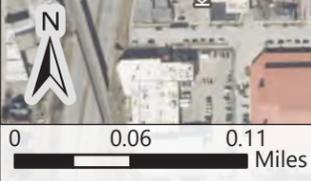


Alternative Screening Impact Analysis - Cultural Resources

65/70 Downtown Spoke
Alternative 1
 Rebuild with Modern Design/Materials

Map 1 of 2 1:5,500

- 65/70 Downtown Alternative 1 Footprint
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - IDNR Historic Bridge (Outstanding)
 - National Register Site
 - National Register Historic District
- IHPC Historic District**
- Fletcher Place
 - Fountain Square Historic Commercial





Alternative Screening Impact Analysis - Cultural Resources

65/70 Downtown Spoke
Alternative 1
 Rebuild with Modern Design/Materials

Map 2 of 2 1:5,500

- 65/70 Downtown Alternative 1 Footprint
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - National Register Site
 - National Register Historic District
- IHPC Historic District**
- Fletcher Place
 - Fountain Square Historic Commercial
 - Monument Circle
 - Wholesale District





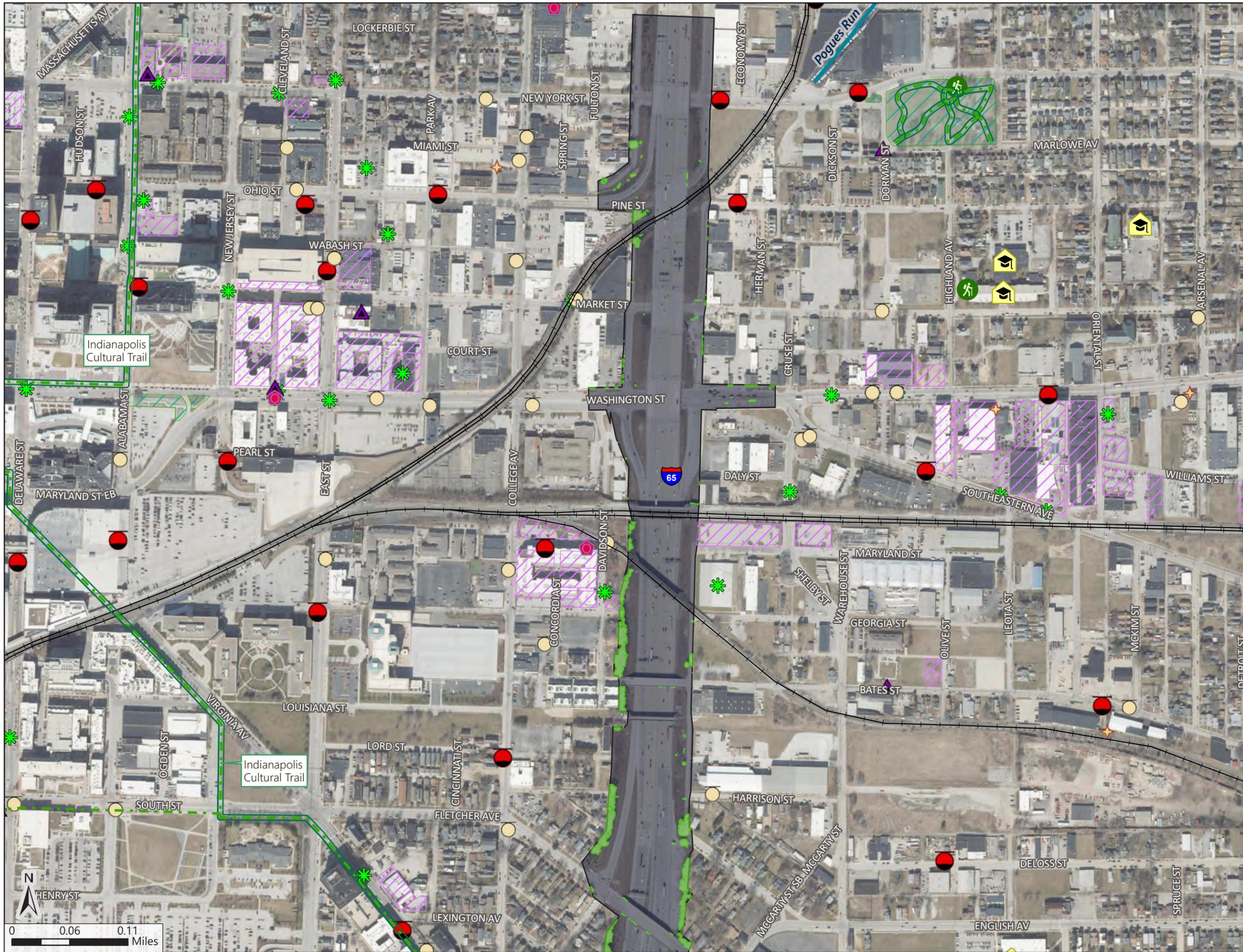
Alternative Screening Impact Analysis

65/70 Downtown Spoke Alternative 2

Low Impact South Split

Map 1 of 2 1:5,500

- 65/70 Downtown Alternative 2 Footprint
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- River/Stream
- Floodplain
- NWI Wetland
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site



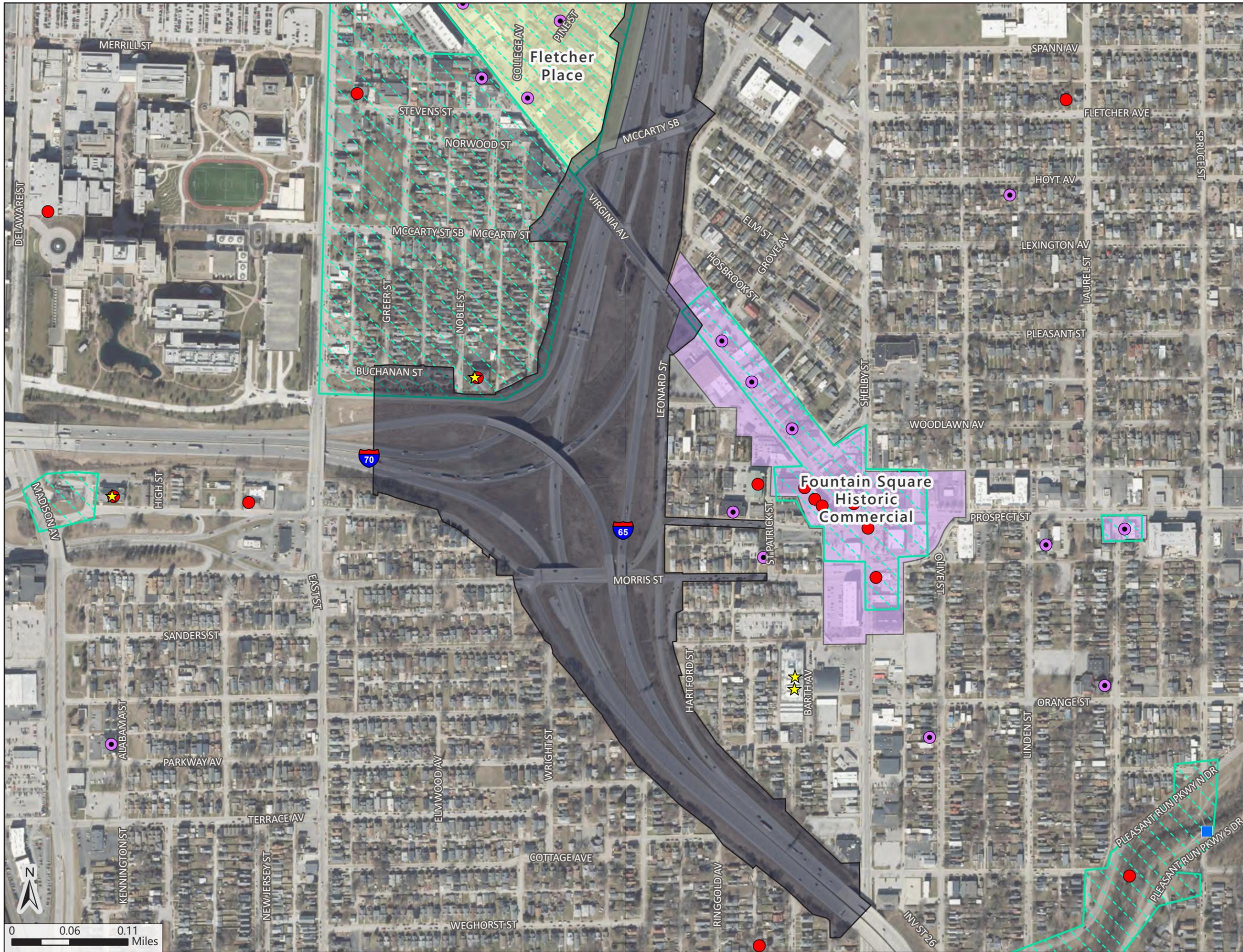
Alternative Screening Impact Analysis

65/70 Downtown Spoke Alternative 2

Low Impact South Split

Map 2 of 2 1:5,500

- 65/70 Downtown Alternative 2 Footprint
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- River/Stream
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site

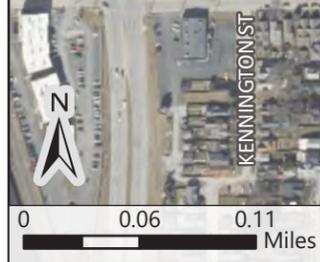


Alternative Screening Impact Analysis - Cultural Resources

65/70 Downtown Spoke
Alternative 2
Low Impact South Split

Map 1 of 2 1:5,500

- 65/70 Downtown Alternative 2 Footprint
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- IDNR Historic Bridge (Outstanding)
- National Register Site
- National Register Historic District
- IHPC Historic District**
- Fletcher Place
- Fountain Square Historic Commercial



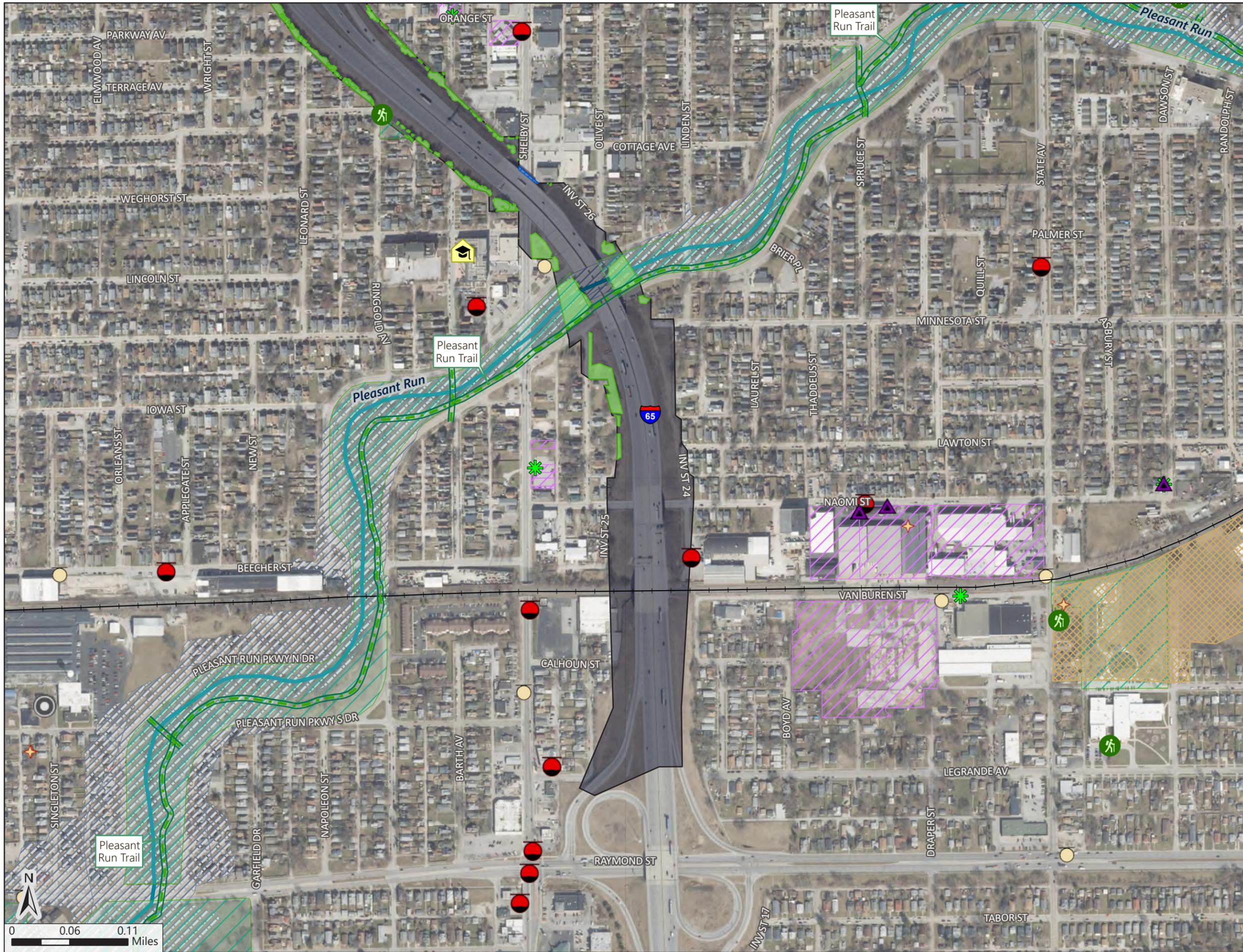


Alternative Screening Impact Analysis - Cultural Resources

65/70 Downtown Spoke
 Alternative 2
 Low Impact South Split

Map 2 of 2 1:5,500

- 65/70 Downtown Alternative 2 Footprint
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - National Register Site
 - National Register Historic District
- IHPC Historic District**
- Chatham-Arch & Massachusetts Ave.
 - Fletcher Place
 - Monument Circle
 - Old City Hall
 - Wholesale District

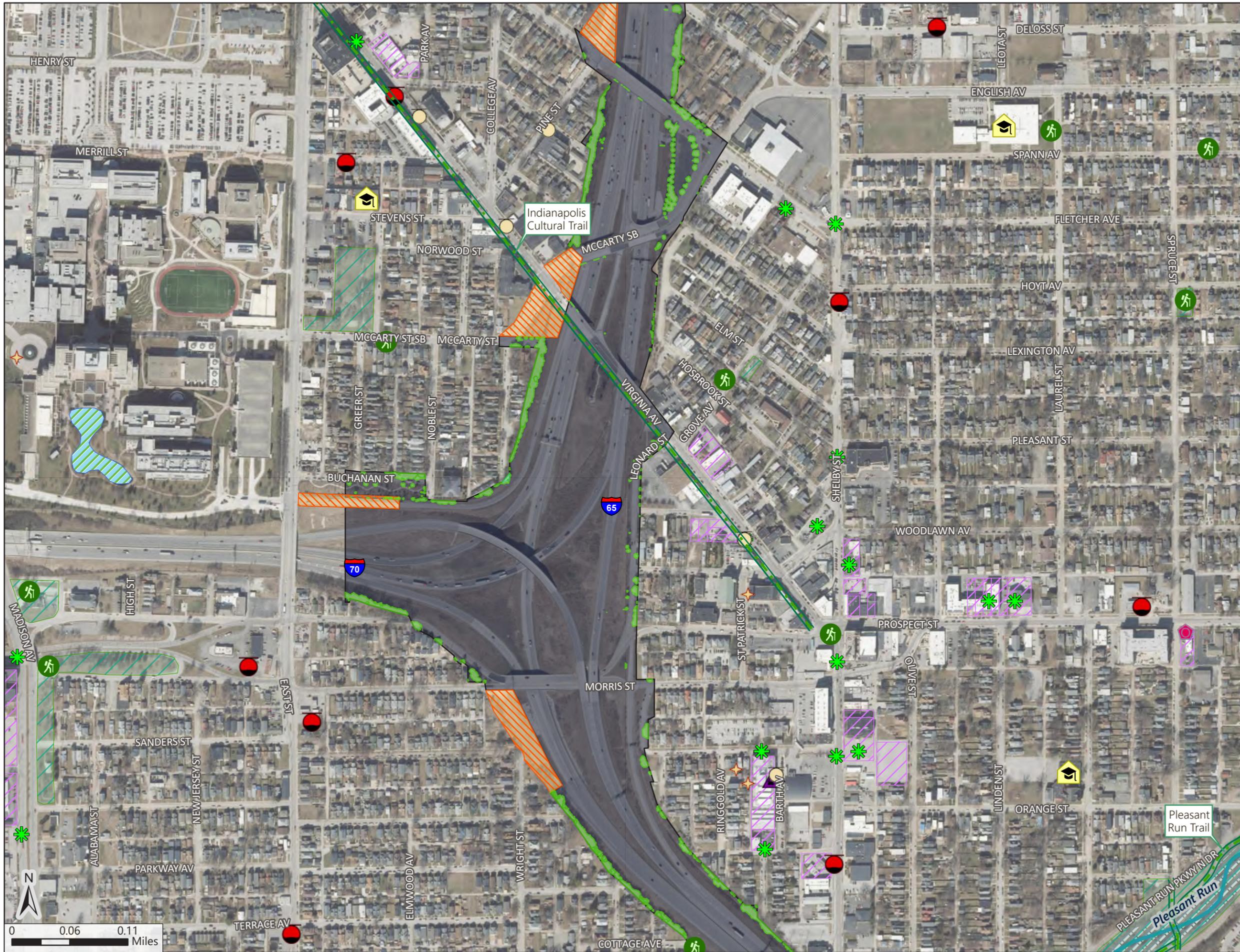


Alternative Screening Impact Analysis

65/70 Downtown Spoke Alternative 3 South Split Interchange Improvements

Map 1 of 3 1:5,500

- 65/70 Downtown Alternative 3 Footprint
- Potential New ROW
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- River/Stream
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Leaking Underground Storage Tank
- Tire Waste Site
- Brownfield Site
- Institutional Control Site
- Landfill Boundaries



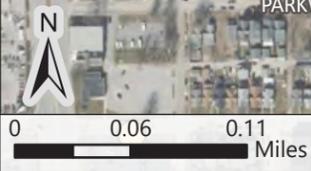
Alternative Screening Impact Analysis

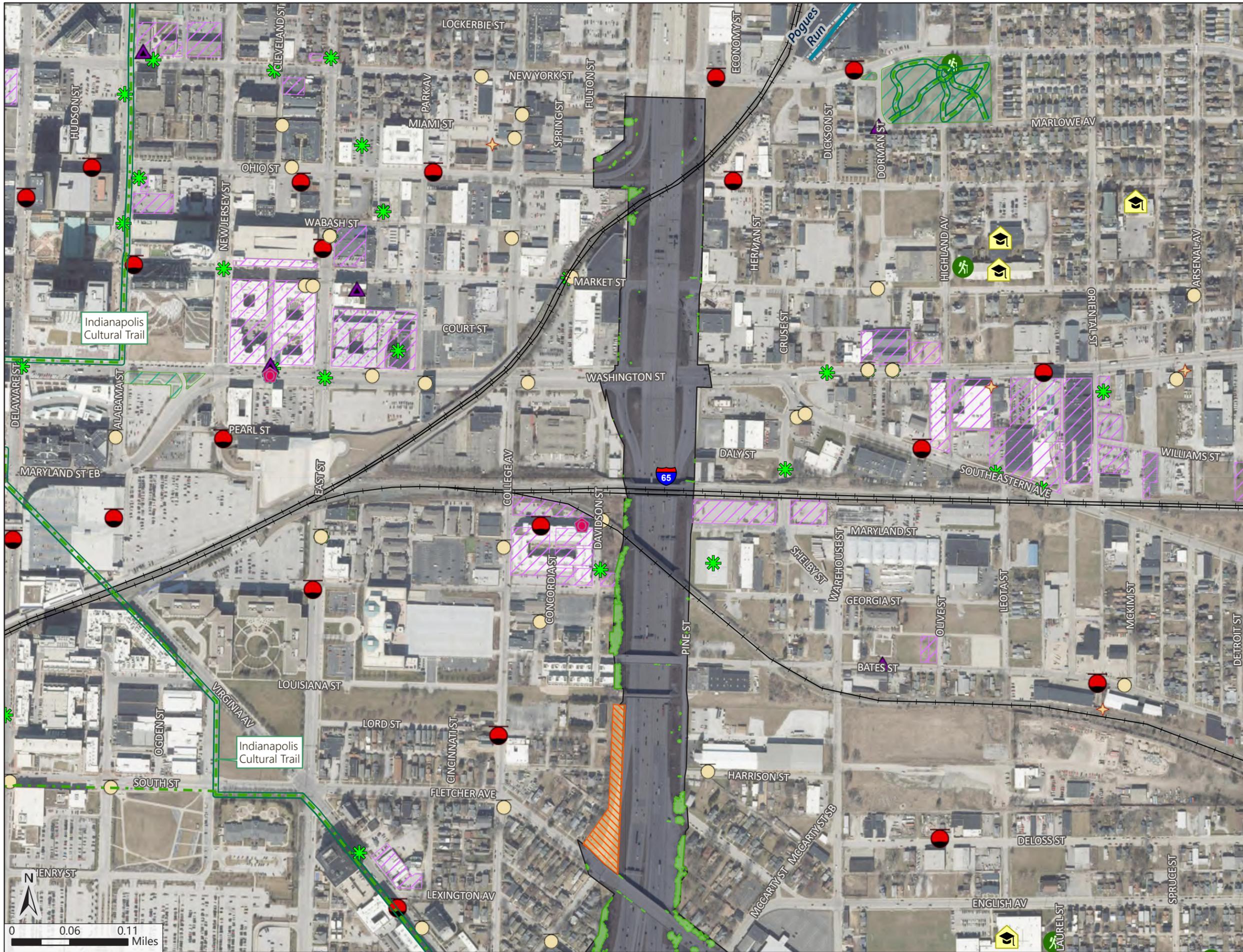
65/70 Downtown Spoke Alternative 3

South Split Interchange Improvements

Map 2 of 3 1:5,500

- 65/70 Downtown Alternative 3 Footprint
- Potential Reusable ROW
- Potential New ROW
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- River/Stream
- Floodplain
- NWI Wetland
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site





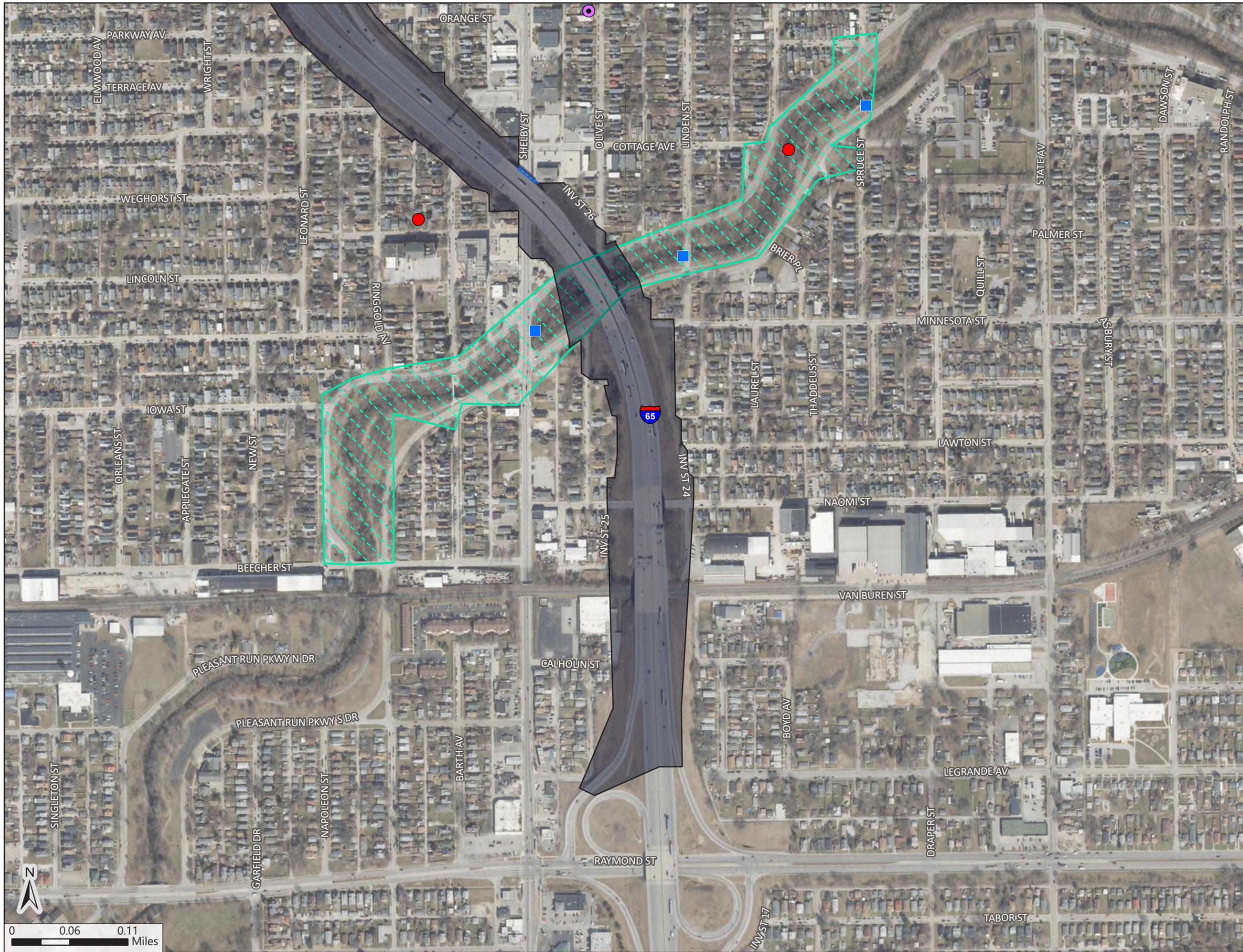
Alternative Screening Impact Analysis

65/70 Downtown Spoke Alternative 3

South Split Interchange Improvements

Map 3 of 3 1:5,500

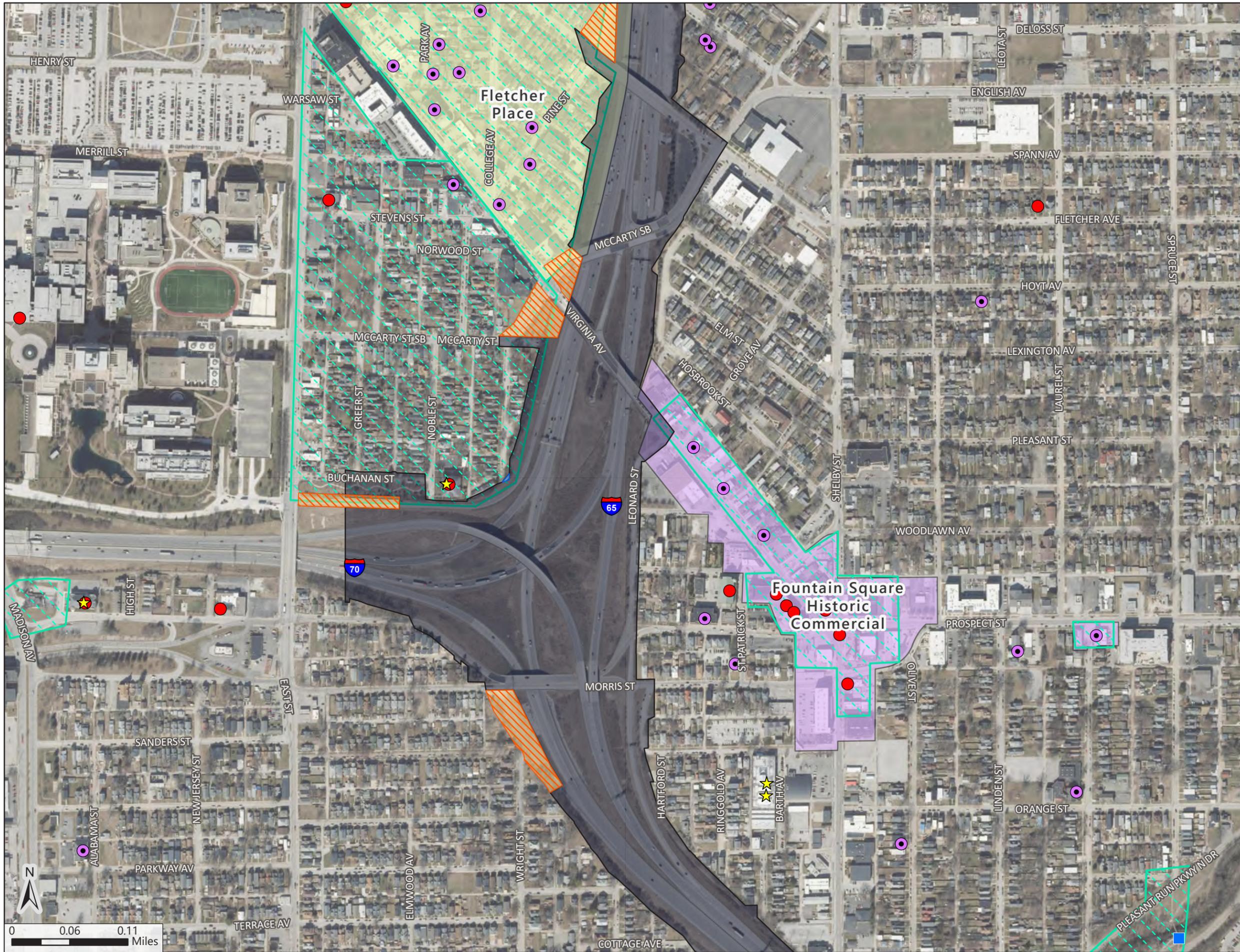
- 65/70 Downtown Alternative 3 Footprint
- Potential Reusable ROW
- Managed Lands
- Tree Cover (within Alternative Footprint)
- School
- Recreation Facility
- Existing Trail
- Planned Trail
- River/Stream
- Floodplain
- Active Railroad
- RCRA Generator/Treatment, Storage, & Disposal Facility
- State Cleanup Site
- Underground Storage Tank
- Voluntary Remediation Program Site
- Leaking Underground Storage Tank
- Brownfield Site
- Institutional Control Site



Alternative Screening Impact Analysis - Cultural Resources
65/70 Downtown Spoke
Alternative 3
South Split Interchange Improvements

Map 1 of 3 1:5,500

- 65/70 Downtown Alternative 3 Footprint
- Potential New ROW
- County Survey Site (Outstanding)
- County Survey Site (Notable)
- IDNR Historic Bridge (Outstanding)
- National Register Historic District

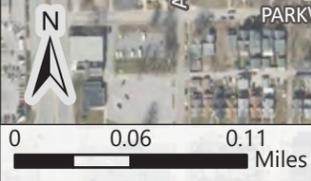


Alternative Screening Impact Analysis - Cultural Resources

65/70 Downtown Spoke
Alternative 3
South Split Interchange Improvements

Map 2 of 3 1:5,500

- 65/70 Downtown Alternative 3 Footprint
 - Potential Reusable ROW
 - Potential New ROW
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - IDNR Historic Bridge (Outstanding)
 - National Register Site
 - National Register Historic District
- IHPC Historic District**
- Fletcher Place
 - Fountain Square Historic Commercial





Alternative Screening Impact Analysis - Cultural Resources
65/70 Downtown Spoke
Alternative 3
South Split Interchange Improvements

Map 3 of 3 1:5,500

- 65/70 Downtown Alternative 3 Footprint
 - Potential Reusable ROW
 - County Survey Site (Outstanding)
 - County Survey Site (Notable)
 - National Register Site
 - National Register Historic District
- IHPC Historic District**
- Chatham-Arch & Massachusetts Ave.
 - Fletcher Place
 - Monument Circle
 - Old City Hall
 - Wholesale District