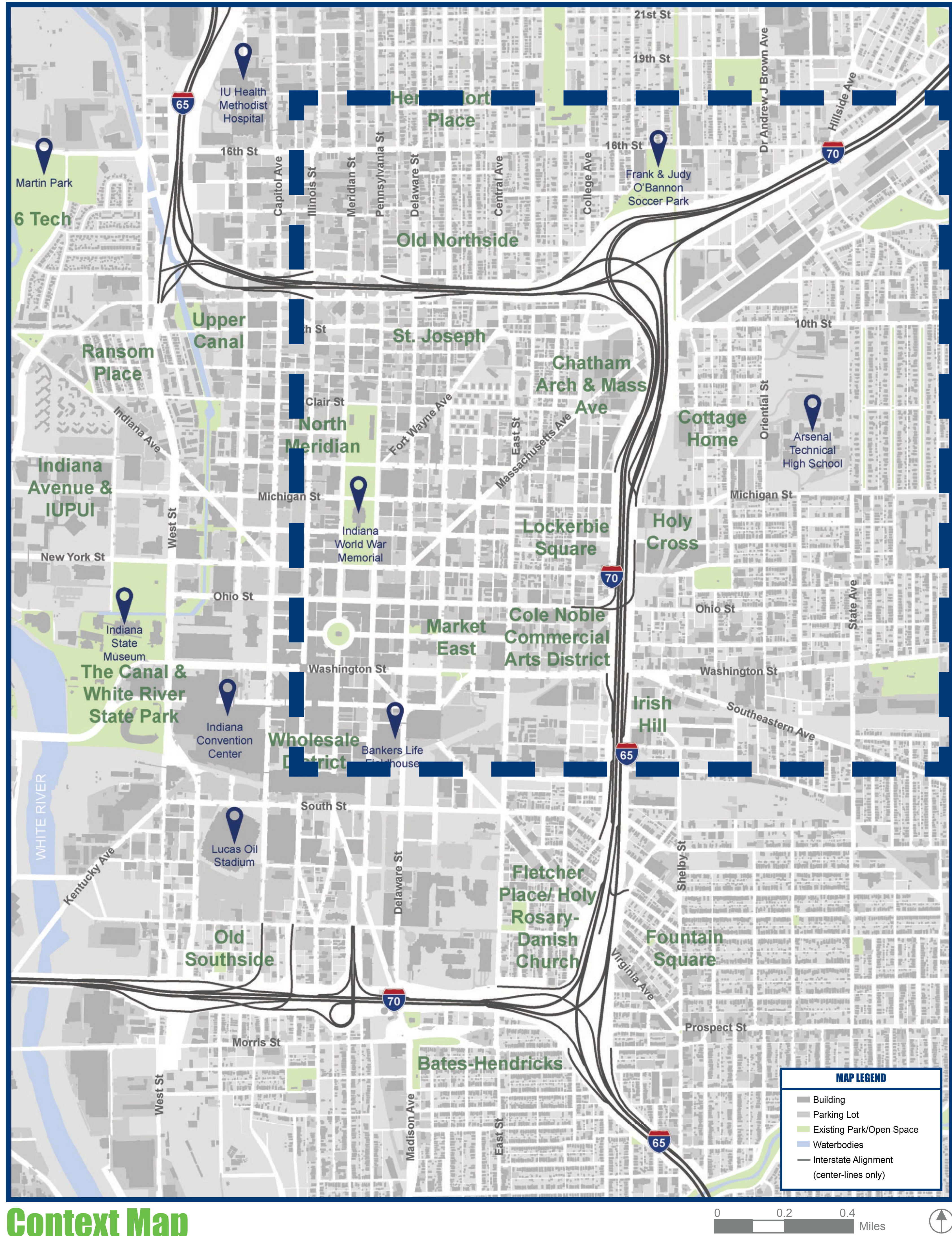
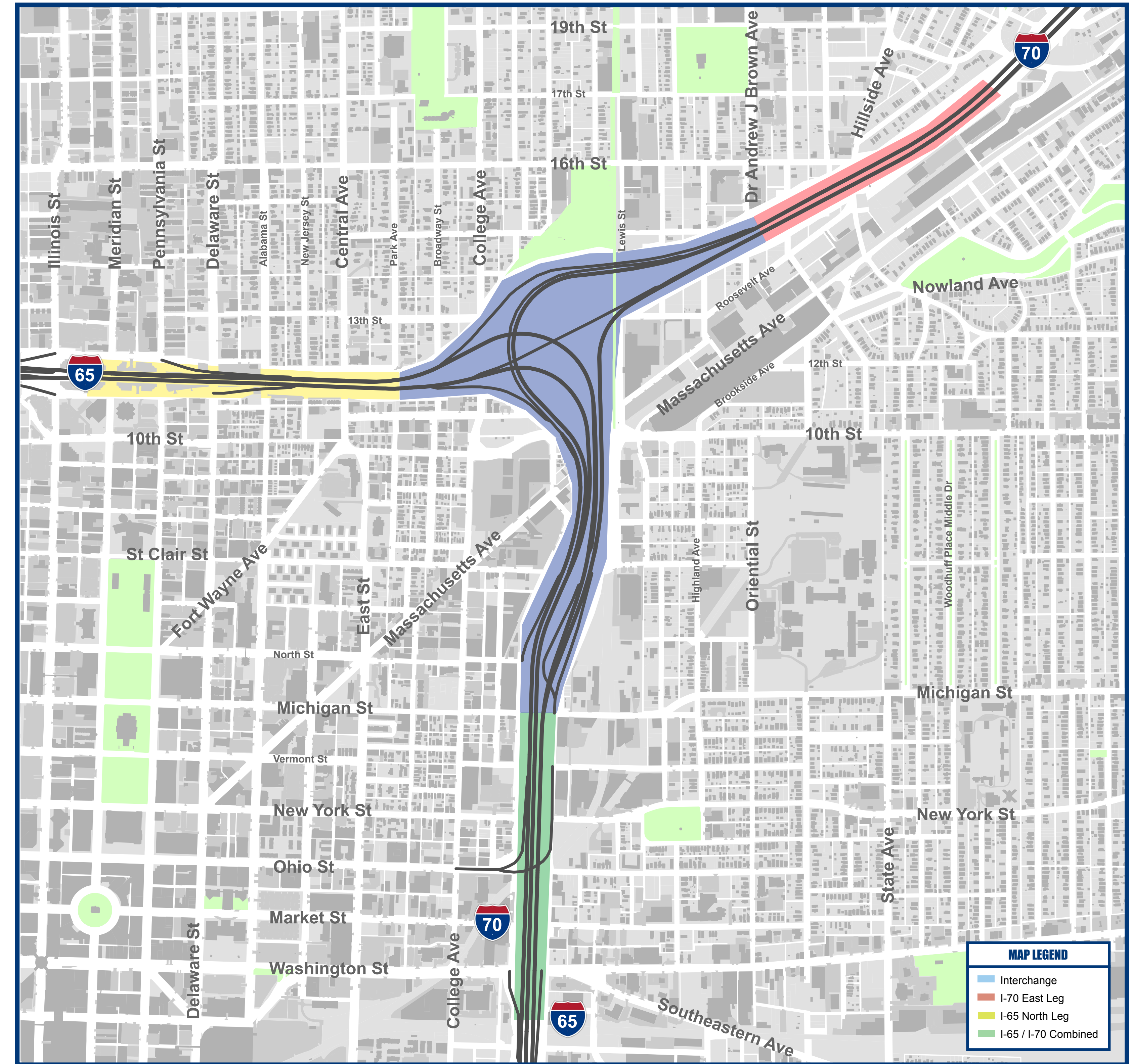


Overview STUDY AND PROJECT AREA



Context Map



I-65 / I-70 North Split Project Study Area

OVERVIEW

Alternatives screening is the process used to narrow potential alternatives for evaluation in the environmental study. The goal of the Alternatives Screening Report is to present the project's range of alternatives considered, discuss the results of the screening analysis, and identify the preliminary preferred alternative to be carried forward for further development and evaluation in the Environmental Assessment (EA). Alternatives must first meet the project's purpose and need, and they are then evaluated for environmental impacts.

Schedule NEPA PROCESS

ONGOING PUBLIC INVOLVEMENT

Late 2017/Early 2018 NEPA Study Begins

Study of impacts on homes, businesses and the natural environment

Includes analysis of cultural resources and environmental justice populations

First meetings held for advisory committees

Spring 2018 System-Level Analysis

Alternative concepts considered to improve the full downtown interstate system

Will help guide North Split interchange project

Supports public dialogue by providing basic information about downtown interstate system concepts

Public open houses and advisory committee meetings to collect feedback

North Split Project Alternatives Screening Report

Preliminary preferred alternative or alternatives carried forward for more detailed study

Includes preliminary field work, engineering analysis and traffic modeling

Advisory committee and public meetings held to collect feedback

2019 Alternative Refinement

Preliminary design, maintenance of traffic and construction schedule developed

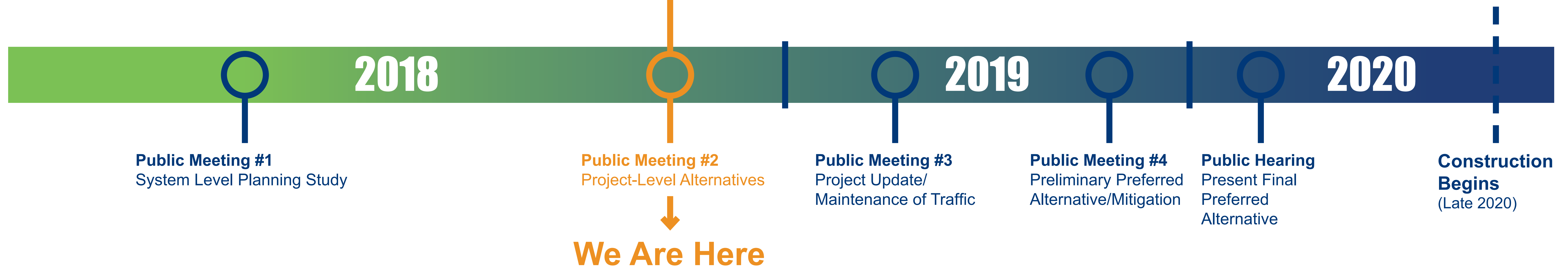
Right-of-way impacts are determined

Section 106 process is concluded

2020 NEPA Process Completed

Environmental document published and preferred alternative selected

Public Hearing is held



OVERVIEW

- The National Environmental Policy Act (NEPA) requires federal agencies to consider the impacts that a proposed action may have on the human environment as part of their decision making process.
- In accordance with NEPA, the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are preparing an Environmental Assessment (EA) for the North Split interchange project.
- The EA will help determine if there will be significant impacts to the environment and if an Environmental Impact Statement (EIS) will be required.

NEXT STEPS

- Refine preliminary preferred alternative
- Determine maintenance of traffic measures
- Work with the community to minimize impacts, improve connectivity, and design aesthetic treatments
- Continue Section 106 consultation process

Preferred Alternative Factors

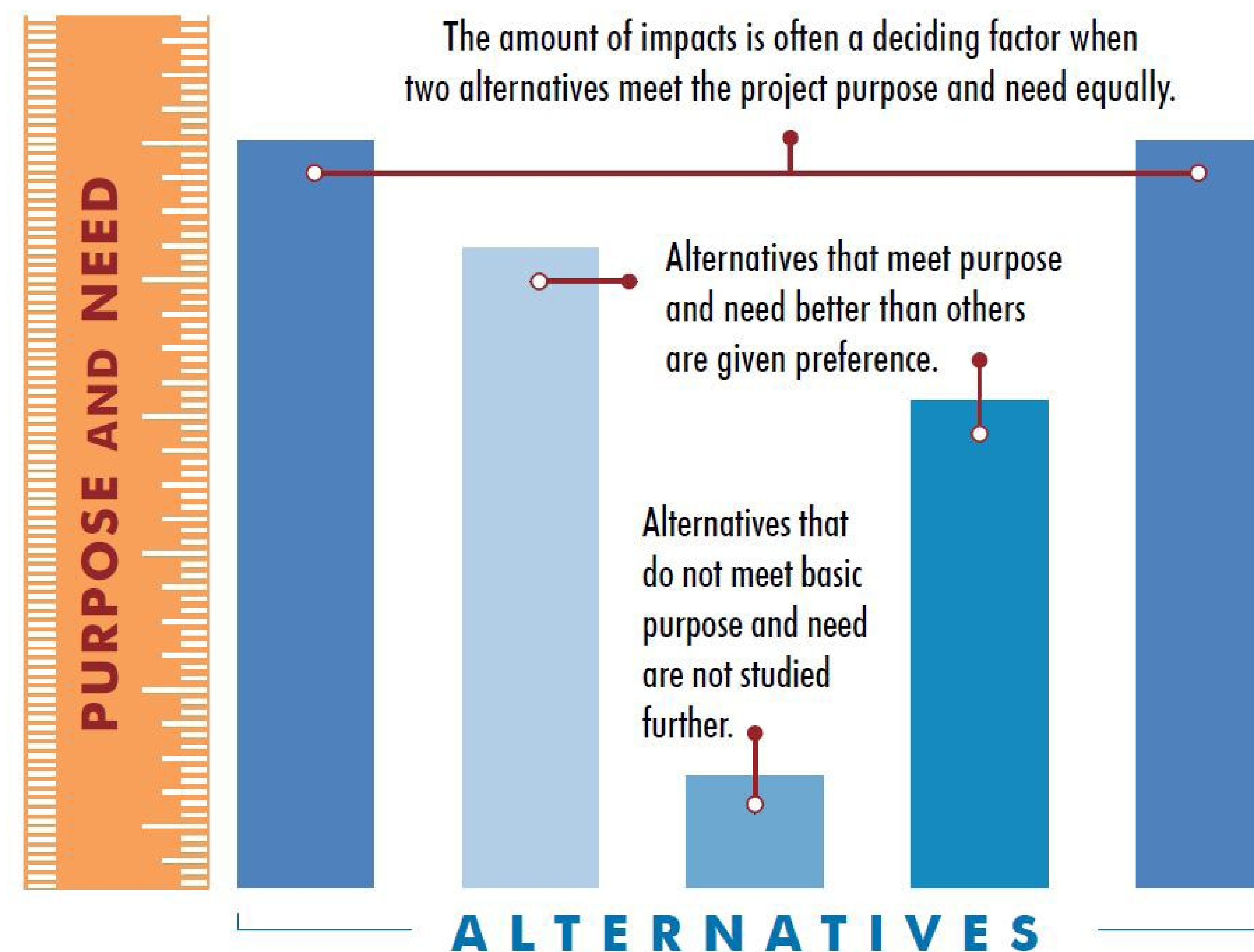


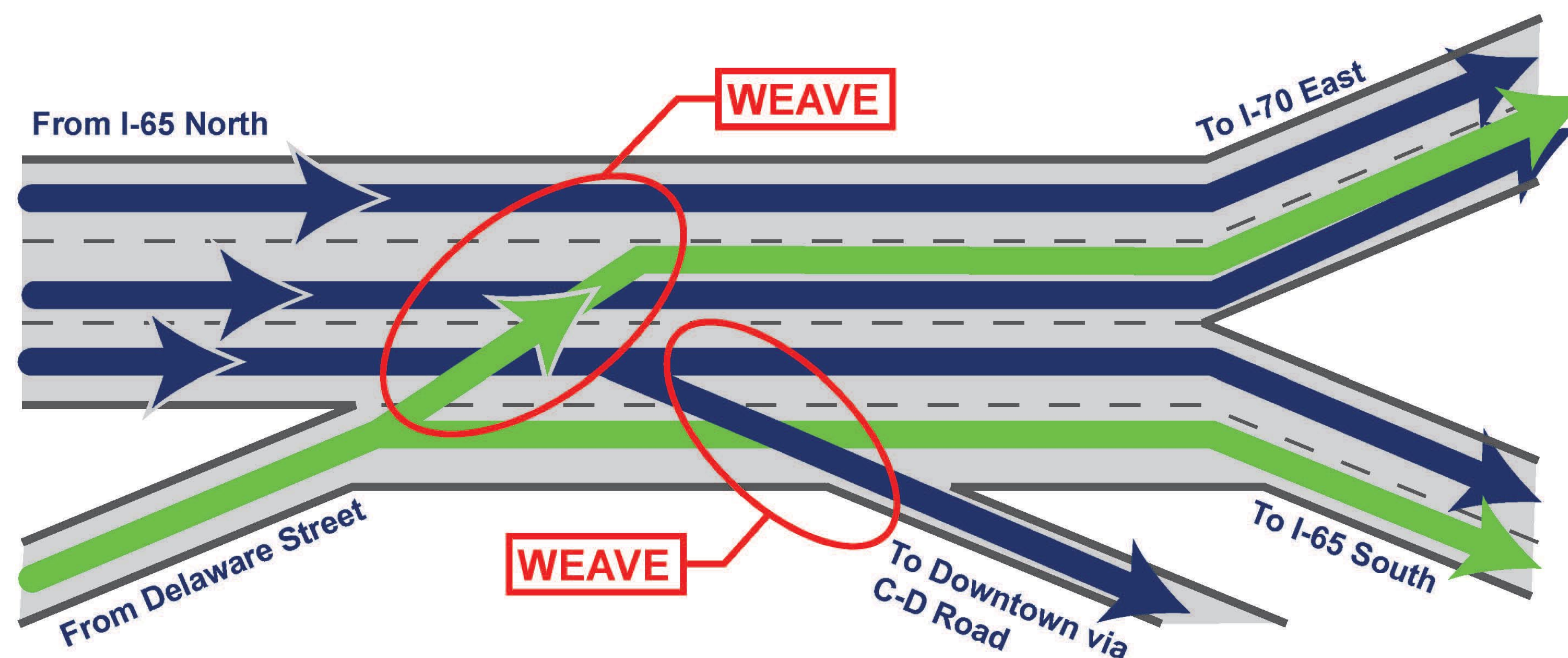
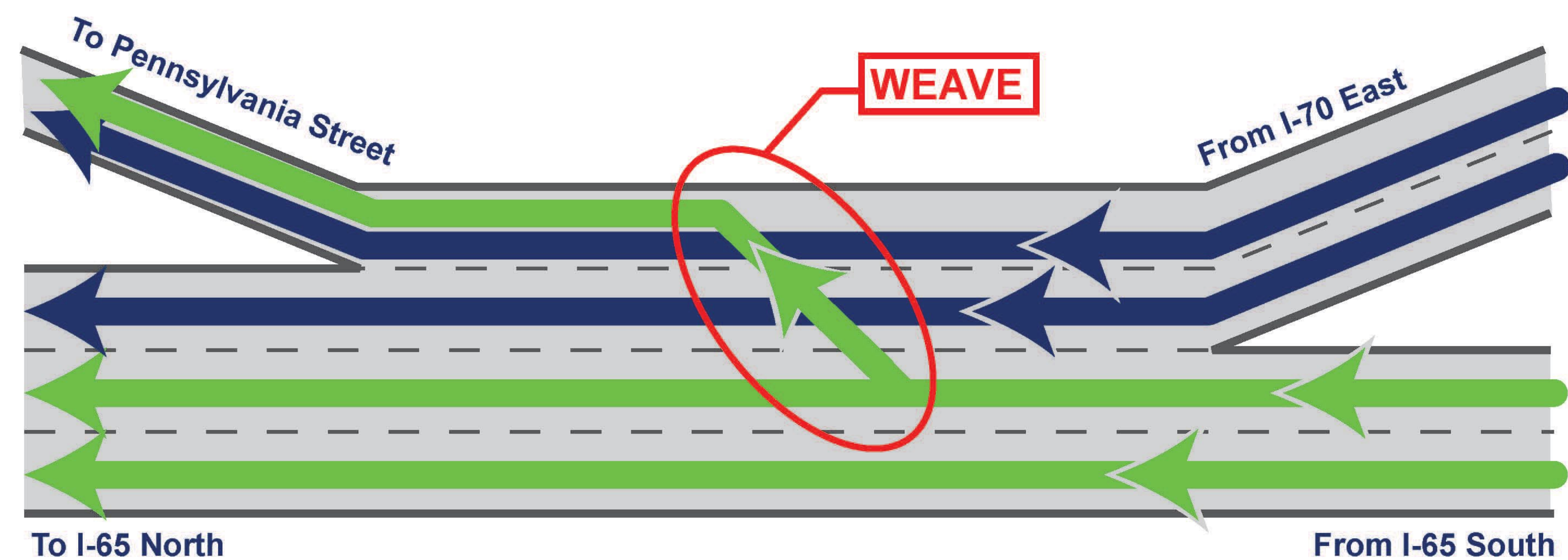
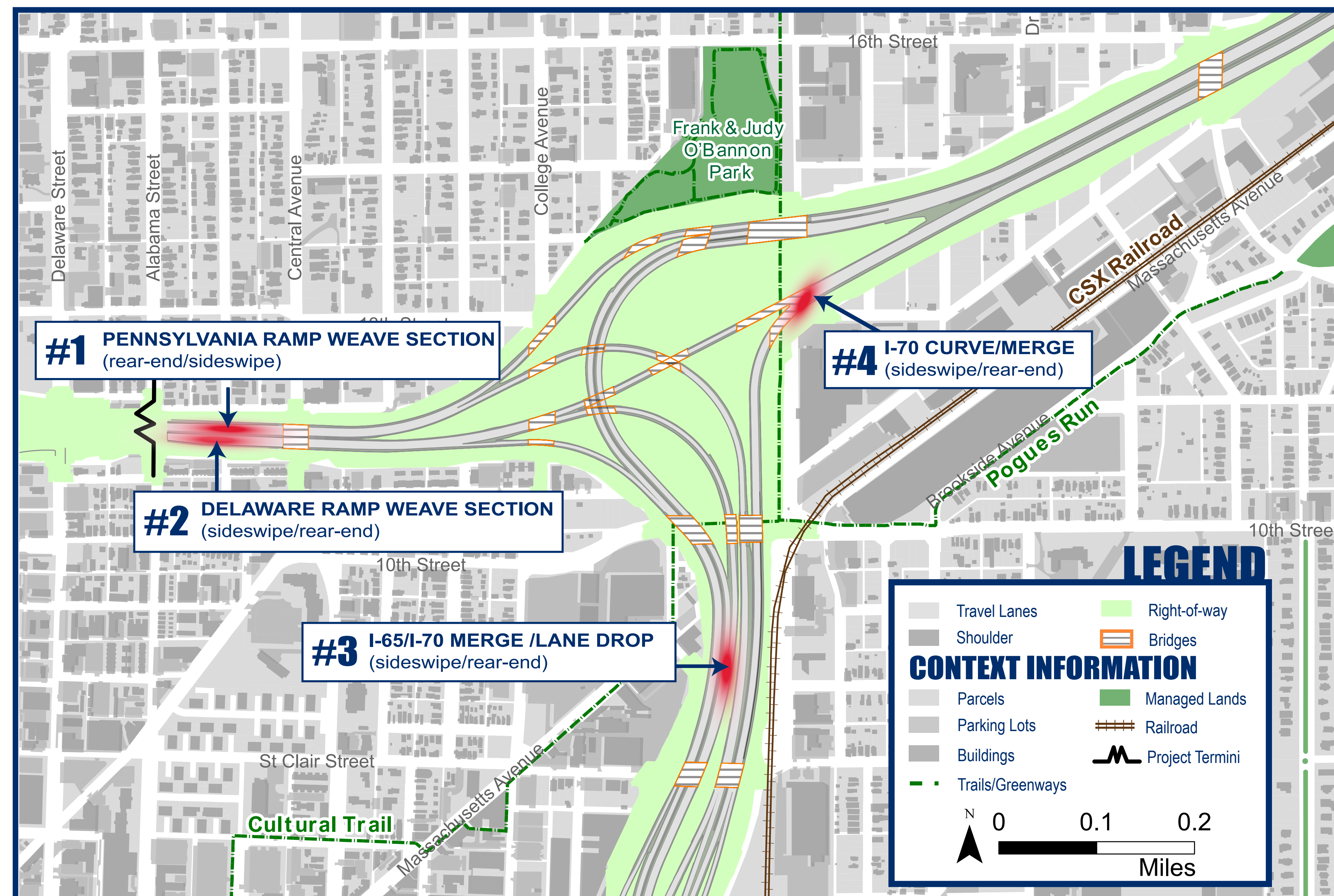
PURPOSE

- The purpose of the I-65/I-70 North Split project is to rehabilitate and improve the existing interstate facilities leading to and through the I-65/I-70 North Split interchange in downtown Indianapolis.

NEEDS

- **CORRECT DETERIORATED BRIDGE CONDITIONS**
- **CORRECT DETERIORATED PAVEMENT CONDITIONS**
- **IMPROVE SAFETY**
By reducing or eliminating conditions that contribute to crashes along I-65 and I-70.
- **IMPROVE OPERATIONS AND REDUCE CONGESTION**
By removing weaving sections and improving the level of service now and in 2041.





IMPROVE SAFETY

- Over 1,600 crashes in the North Split project area between 2012 and 2016
- Crash rates are higher than average for urban interstates in Indiana
- Highest crash rates are rear-end followed by sideswipe

NORTH SPLIT 5-YEAR (2012-2016) CRASH RATE
COMPARED TO INDOT URBAN INTERSTATE RATES

1.8X
HIGHER

FATALITIES

2.8X
HIGHER

PERSONS INJURED

2.3X
HIGHER

PROPERTY DAMAGE



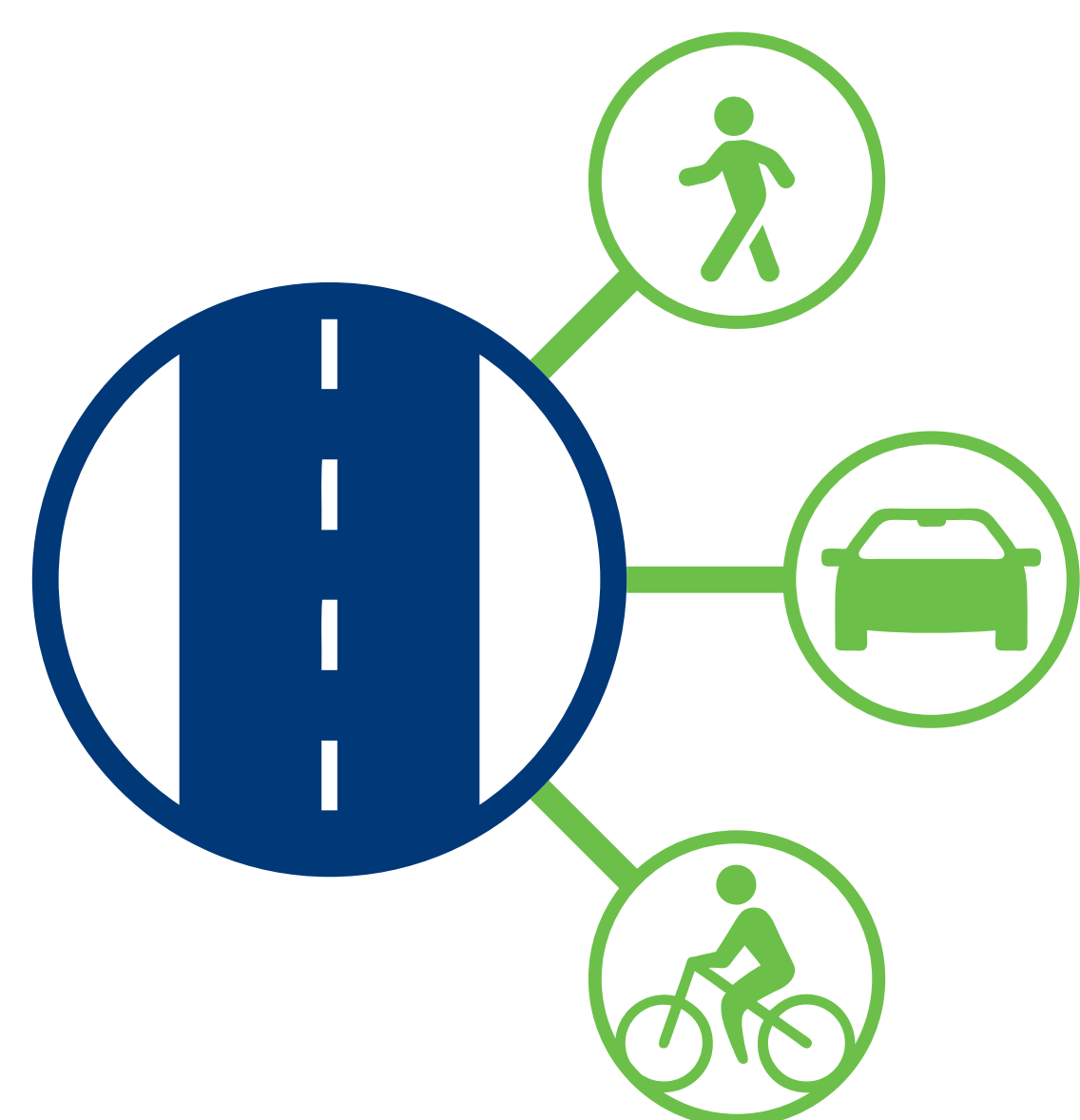
TOP FOUR CRASH SITES IN THE NORTH SPLIT

- Pennsylvania Street exit ramp
- Delaware Street entrance ramp
- I-65/I-70 lane drop and merge
- I-70 abrupt curve entering east leg

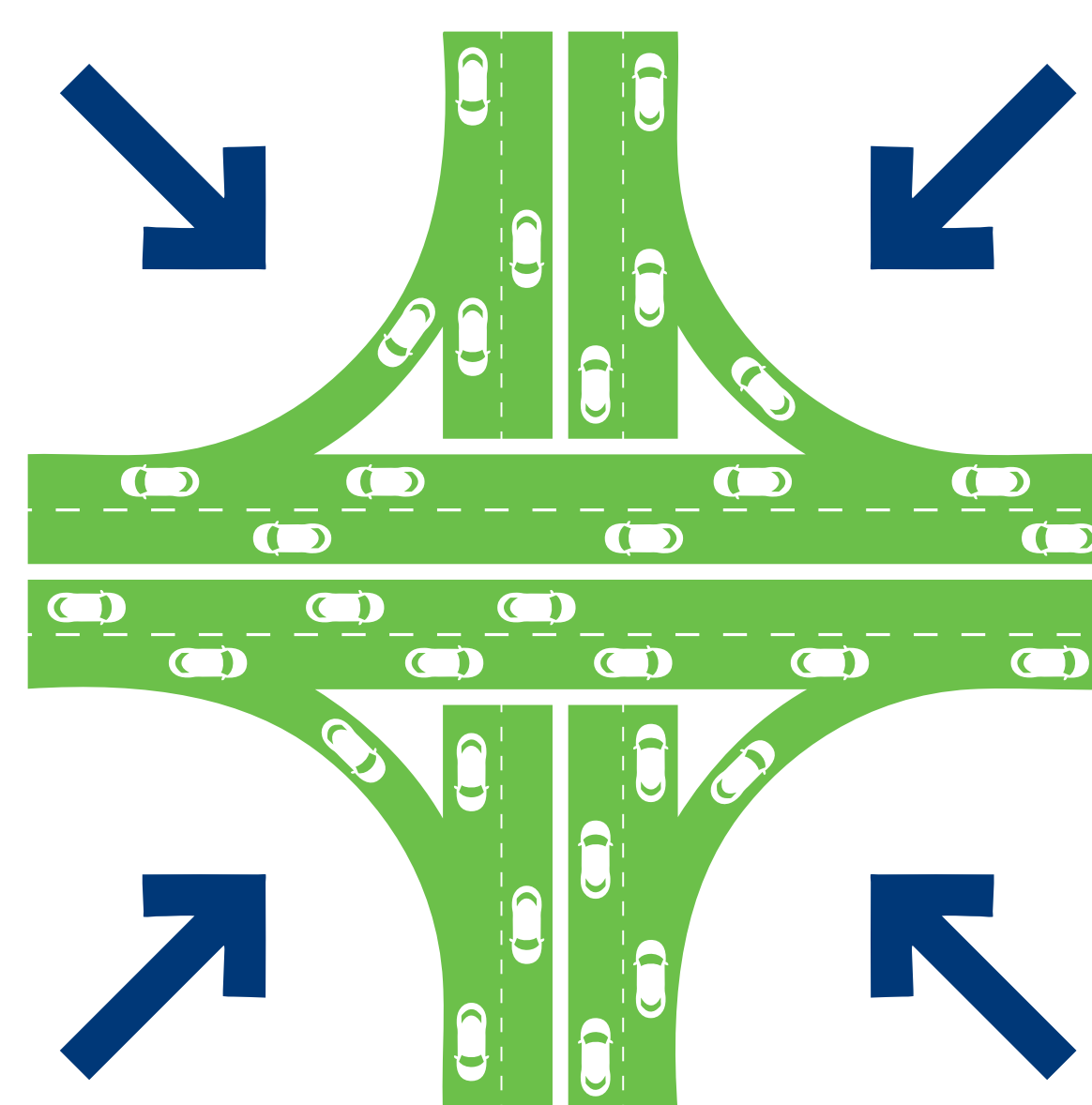
CRITERIA FOR ALTERNATIVES DEVELOPMENT

Alternatives development for the North Split project is influenced by several factors. Factors to be considered that relate to the community being served include:

- Project Purpose and Need
- Community Impacts
- Public and Agency Input



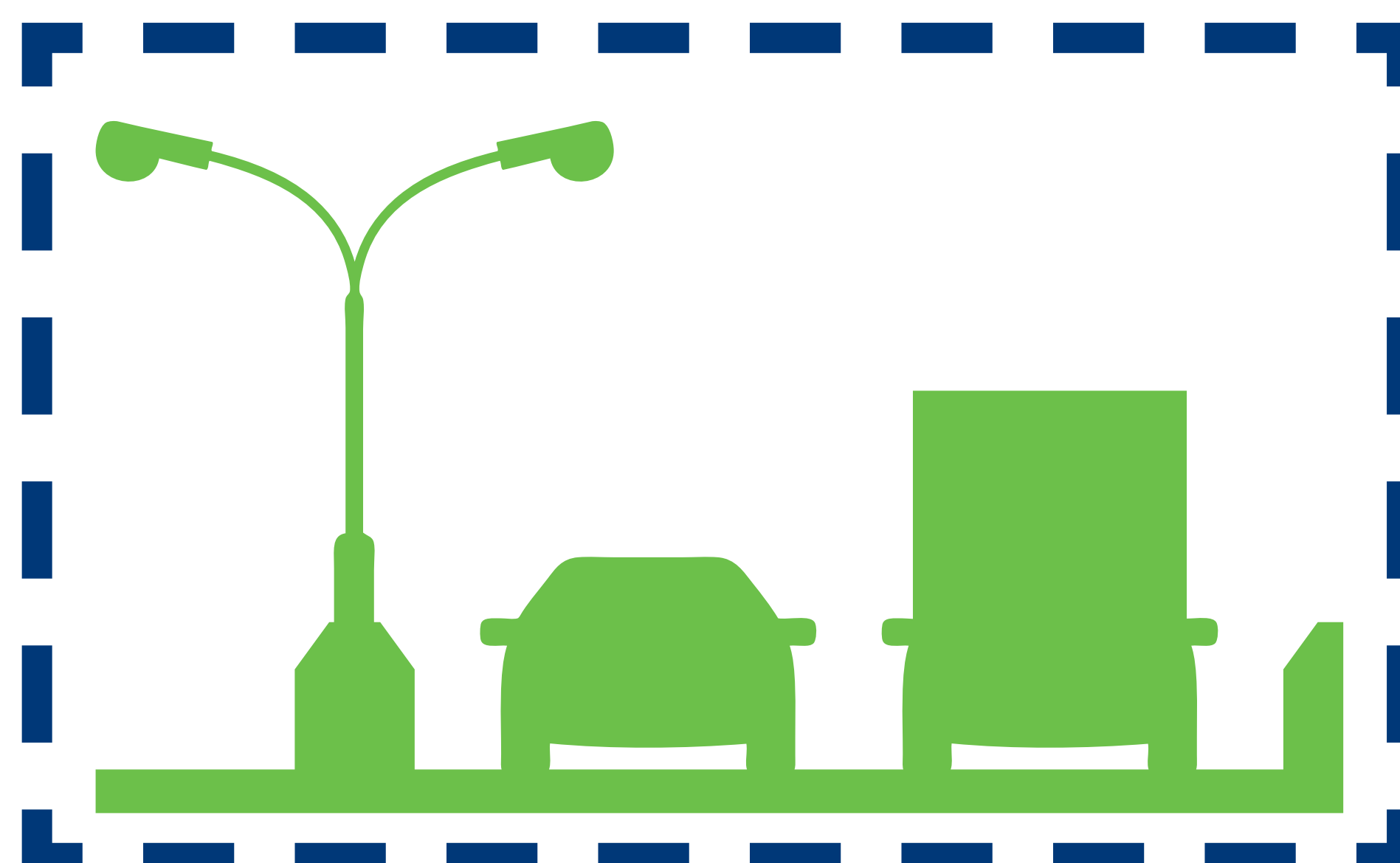
Opportunities for larger connections



Efficient, smaller interchange



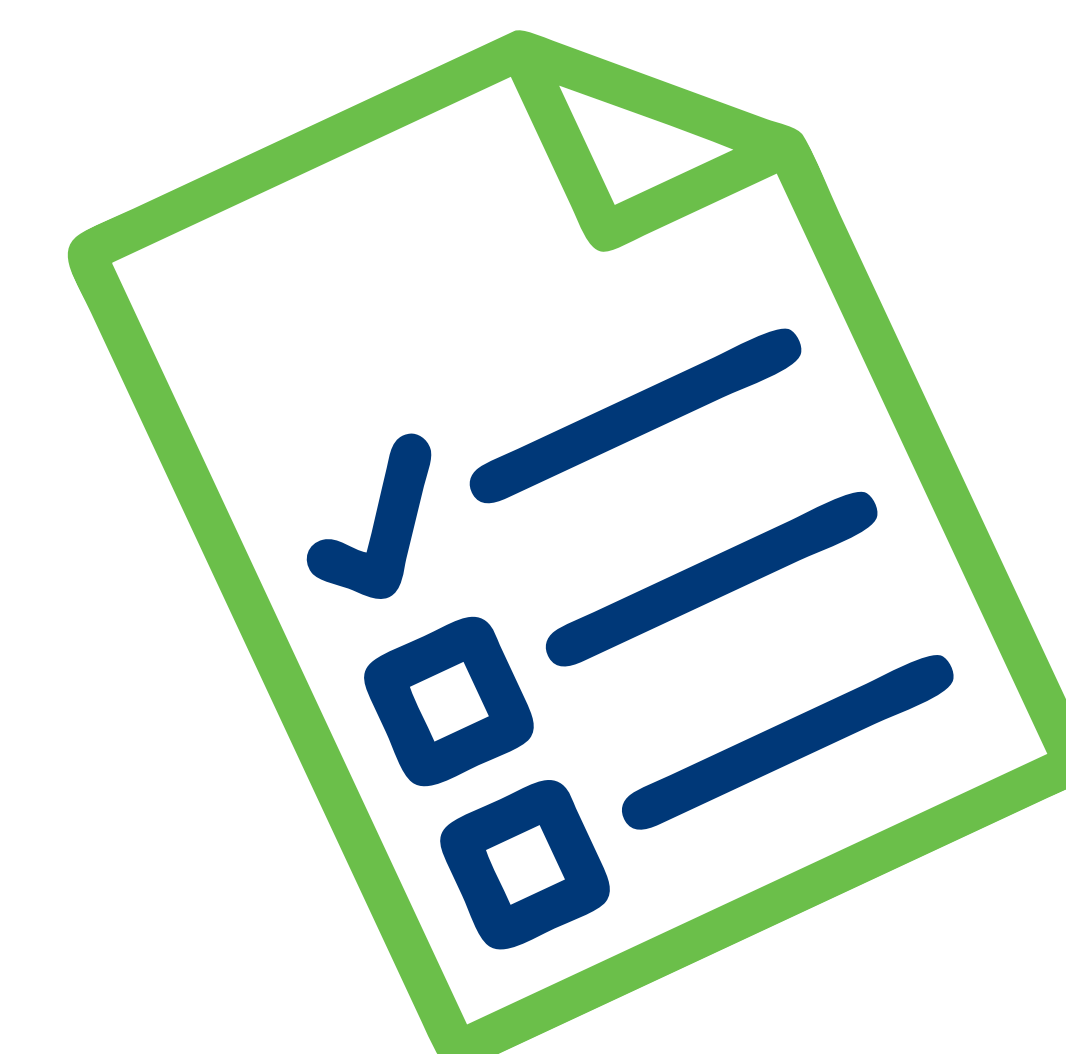
No Added Through Lanes



No New Right-of-Way



Shorten Walls



Meets Project Needs

FACTORS TO BE CONSIDERED

■ PROJECT PURPOSE AND NEED

- NEPA requires that alternatives meet the project purpose and need. Alternatives that do not meet the project purpose and need are eliminated and are not carried forward for evaluation in the EA.

■ COMMUNITY IMPACTS

- Due to the types of land use that surround the project area, an objective with all build alternatives is to minimize or avoid right-of-way acquisition. Visual impact, bicycle and pedestrian connectivity between neighborhoods, and traffic impacts on local streets are other considerations in developing alternatives.

■ PUBLIC AND AGENCY INPUT

- The North Split project has generated a high degree of interest in the community. INDOT will continue to consider input from the CAC, the Environmental Justice Working Group, Section 106 consulting parties, and the public.