APPENDIX A
Figures and Tables
FIGURE A-1 ALTERNATIVE SCREENING AND EVALUATION PROCESS

1. Purpose & Need
2. Project Scoping
3. Identify Conceptual Alternatives
4. Apply Preliminary Screening Criteria
5. Evaluate Conceptual Alternatives
6. Identify Preliminary Alternatives
7. Agency & Public Input on Conceptual Alternatives
8. Agency & Public Input on Conceptual Alternatives
9. Screen Preliminary Alternatives
10. Refine & Evaluate Conceptual Alternatives
11. Identify Reasonable Alternatives
12. Refine & Evaluate Reasonable Alternatives
13. Identify Final Alternatives
14. Detailed Evaluation of Alternatives in Draft EIS
15. Identification of Preferred Alternative
16. Refinement of Preferred Alternative
17. Agency & Public Input on Alternatives and Draft EIS
18. Refined Preferred Alternative Developed
19. Alternative Evaluation
20. Final EIS/ ROD for Refined Preferred Alternative
Figure A-3(1)
I-69 Section 6
Conceptual Alternatives

Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap

Legend
- Interstate Highways
- Existing Interchanges
- US and State Highways
- Interchange Under Construction
- Local Roads
- Streams
- White River
- County Line
- Perry Township

Miles
0 1 2 4

April 22, 2015
Legend:
- Interstate Highways
- US and State Highways
- Local Roads
- Existing Interchanges
- Interchange Under Construction
- Streams
- White River
- Alternative Selected in Tier 1 ROD (C)
- County Line
- Perry Township
- B

Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap

Figure A-3(3)
I-69 Section 6
Conceptual Alternative- B
Figure A-3(5)
I-69 Section 6
Conceptual Alternatives- F1 and F2

Legend
- Interstate Highways
- US and State Highways
- Local Roads
- Existing Interchanges
- Interchange Under Construction
- Streams
- White River
- Alternative Selected in Tier 1 ROD (C)
- Perry Township
- F1
- F2

Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap

April 22, 2015
Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap

Legend
- Interstate Highways
- US and State Highways
- Local Roads
- Existing Interchanges
- Interchange Under Construction
- Streams
- White River
- Perry Township
- County Line

Alternative Selected in Tier 1 ROD (C)
G1
G2
G1, G2

Figure A-3(6)
I-69 Section 6
Conceptual Alternatives- G1 and G2
Figure A-3(7)  
I-69 Section 6  
Conceptual Alternatives- K1, K3, and K4

Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap

Legend
- Interstate Highways
- US and State Highways
- Local Roads
- Existing Interchanges
- Interchange Under Construction
- Streams
- White River
- Perry Township
- K1
- K3
- K4
- Alternative Selected in Tier 1 ROD (C)

April 22, 2015
Table A-1. Summary of I-69 Section 6 Conceptual Alternatives

<table>
<thead>
<tr>
<th>Initial Alternative Designation</th>
<th>Passed Qualitative Review</th>
<th>Revised Alternative Designation</th>
<th>Reasons for Elimination</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>✓</td>
<td>A1</td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C*</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1</td>
<td>×</td>
<td></td>
<td>Impacts mitigation areas near I-70/SR 267 interchange. Major reconstruction of I-70/SR 267 interchange with significant impact would be needed to accommodate I-69 and maintain safe SR 267 local access.</td>
</tr>
<tr>
<td>E2</td>
<td>×</td>
<td></td>
<td>Major reconstruction of I-70/Airport interchange with significant impact would be needed to accommodate I-69 and maintain airport access. Possible violation of protection zone for future airport runway.</td>
</tr>
<tr>
<td>F1</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F2</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F3</td>
<td>×</td>
<td></td>
<td>Impacts development near US 31 and has multiple creek crossings near Franklin. F1 and F2 are superior.</td>
</tr>
<tr>
<td>G1</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G2</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>×</td>
<td></td>
<td>High impacts on development and on existing I-65 interchanges.</td>
</tr>
<tr>
<td>I</td>
<td>×</td>
<td></td>
<td>High impacts on development and on existing I-65 interchanges.</td>
</tr>
<tr>
<td>J</td>
<td>×</td>
<td></td>
<td>Major reconstruction of I-70/Ameriplex Parkway interchange with significant impact would be needed to accommodate I-69 and maintain safe local access. Bat mitigation areas and streams near the interchange make this extremely difficult. Long floodway crossing of White River would be expensive.</td>
</tr>
<tr>
<td>K1</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K2</td>
<td>×</td>
<td></td>
<td>Long and expensive floodway crossing of White River. Indirect routing of I-69 would likely result in many continuing to use SR 37. Other K alternatives are superior.</td>
</tr>
<tr>
<td>K3</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>×</td>
<td></td>
<td>Multiple engineering issues, including impacts to development along SR 67, expense of accommodating railroad along SR 67, and I-69/I-465 interchange that would be too close to existing I-70/I-46 interchange.</td>
</tr>
</tbody>
</table>
## Table A-1. Summary of I-69 Section 6 Conceptual Alternatives (continued)

<table>
<thead>
<tr>
<th>Initial Alternative Designation</th>
<th>Passed Qualitative Review</th>
<th>Revised Alternative Designation</th>
<th>Reasons for Elimination</th>
</tr>
</thead>
<tbody>
<tr>
<td>M</td>
<td>×</td>
<td></td>
<td>Major reconstruction of I-70/Airport interchange with significant impact would be needed to accommodate I-69 and maintain airport access. Possible violation of protection zone for future airport runway. Long and expensive floodway crossing of White River. Indirect routing of I-69.</td>
</tr>
<tr>
<td>P1</td>
<td>×</td>
<td></td>
<td>Major reconstruction of I-70/Airport interchange with significant impact would be needed to accommodate I-69 and maintain airport access. Possible violation of protection zone for future airport runway.</td>
</tr>
<tr>
<td>P2</td>
<td>✓</td>
<td>K4</td>
<td></td>
</tr>
<tr>
<td>P3</td>
<td>×</td>
<td></td>
<td>High construction and maintenance costs necessary to avoid floodplain impacts at White River crossing. Multiple three-legged interchanges required.</td>
</tr>
<tr>
<td>P4</td>
<td>✓</td>
<td>P</td>
<td>High construction and maintenance costs necessary to avoid floodplain impacts at White River crossing. Alternative traverses steep and forested terrain.</td>
</tr>
<tr>
<td>P5</td>
<td>×</td>
<td></td>
<td>High construction and maintenance costs necessary to avoid floodplain impacts at White River crossing. Alternative traverses steep and forested terrain.</td>
</tr>
<tr>
<td>P6</td>
<td>×</td>
<td></td>
<td>High construction and maintenance costs necessary to avoid floodplain impacts at White River crossing. Alternative traverses steep and forested terrain.</td>
</tr>
<tr>
<td>P7</td>
<td>✓</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

*Alternative C is along SR 37 and is within the corridor selected during Tier 1. An alternative or alternatives along SR 37 will be carried forward into the EIS.*
# Table A-2

## Regional Traffic Safety

<table>
<thead>
<tr>
<th>Purpose and Need Performance Measures</th>
<th>West Alternatives</th>
<th>Central Alternatives</th>
<th>East Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Travel Time</strong></td>
<td><strong>Travel Time Savings Beginning and End</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Martinsville to I-465 via I-70</td>
<td>Martinsville to I-465 via SR 37</td>
<td>Martinsville to I-465 via I-65</td>
<td></td>
</tr>
<tr>
<td>West Alternatives</td>
<td>Central Alternatives</td>
<td>East Alternatives</td>
<td></td>
</tr>
<tr>
<td>Martinsville to I-465 via I-70</td>
<td>Martinsville to I-465 via SR 37</td>
<td>Martinsville to I-465 via I-65</td>
<td></td>
</tr>
</tbody>
</table>

### Regional Traffic Congestion Reduction

<table>
<thead>
<tr>
<th>Reduction in Daily Vehicle-Miles Traveled (VMT) under Level of Service (LOS) E or F</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Improvement</td>
</tr>
<tr>
<td>Congestion Reduction</td>
</tr>
<tr>
<td>Congestion Reduction</td>
</tr>
<tr>
<td>No Improvement</td>
</tr>
</tbody>
</table>

### Regional Truck Travel

<table>
<thead>
<tr>
<th>Reduction in Expected Annual Crashes in the Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>280</td>
</tr>
<tr>
<td>278</td>
</tr>
<tr>
<td>344</td>
</tr>
<tr>
<td>280</td>
</tr>
</tbody>
</table>

### Comparative Cost

<table>
<thead>
<tr>
<th>Comparative Cost Rating ($ = lowest cost; $$$$$ = highest cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $</td>
</tr>
</tbody>
</table>
### Table A-2

#### I-69 Section 6 Conceptual Alternatives Evaluation

<table>
<thead>
<tr>
<th>Alternative:</th>
<th>West Alternatives</th>
<th>Central Alternatives</th>
<th>East Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Martinsville to I-465 via I-70</td>
<td>Martinsville to I-465 near Mann Road</td>
<td>Martinsville to I-465 via SR 37</td>
</tr>
<tr>
<td></td>
<td>K1</td>
<td>K2</td>
<td>K3</td>
</tr>
<tr>
<td>P</td>
<td>A1</td>
<td>A2</td>
<td>B</td>
</tr>
<tr>
<td><strong>Impacts to Community Resources</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Recreational Facilities & DNR Managed Lands

- Likely to be impacted, O Impacts may be minimized or avoided if alternative is refined

#### Facility Names:

- Amos Butler Heron Sanctuary
- Bradford Woods
- Cikana Fish Hatchery
- Martinsville Golf Course
- Meyer Nature Preserve
- Sycamore Creek Fishing Area
- Three Rivers Fishing Area
- Whispering Meadows Horse Ranch

#### Total Recreational Facilities & DNR Managed Lands (number)

- Total Recreational Facilities: 4
- Total DNR Management Lands: 6

#### Total Trails (feet)

- 0 ft
- 0 ft
- 0 ft
- 0 ft
- 0 ft
- 745 ft
- 745 ft

#### Historic Resources - Potential Section 4(f) Resources

- No properties or historic districts listed on National Register of Historic Places were found.

#### Notes

1. Impacts identified based on a 400 ft footprint for all alternatives. Impact assessments will be refined and minimized during future study phases.

2. Travel Times based on shortest path chosen by typical driver, not necessarily using I-69. For example, for the East Alternatives, the travel time savings to the Indianapolis International Airport due to reduced traffic on SR 67.

3. Alternative 5A was eliminated due to impacts to the Hoosier National Forest and Blue Springs Cavern, outside the Section 6 study area. A later hybrid alternative (4F/5A) was eliminated due to impacts to Bradford Woods. Values for resources reflect current conditions, and may differ from Tier 1 values.

4. Alternatives using the Mann Road corridor were studied in Tier 1 EIS and not preferred due to potential impacts to wetlands, existing freeway interchange operation, Southwestway Park, and Indianapolis International Airport access, as well as potential conflicts with the Marion County Comprehensive Plan. Values for resources reflect current conditions, and may differ from Tier 1 values.

5. Tier 1 Preferred Alternative.

6. Similar to Tier 1 Preferred Alternative.

7. Alternatives that connect to I-65 were not studied in Tier 1 EIS.

8. Includes new freeway and removal of existing lane-miles of state roads.

9. Approximately 1 acre of impact to Cikana Fish Hatchery ponds. The remaining is an impact to quarry pits.

10. Recorded threatened and endangered species locations are confidential and cannot be disclosed.

11. Managed lands facility location is confidential and cannot be disclosed.

12. Recreational facilities that are not publicly owned.

13. Little Buck Trail is a planned trail near Southport Road and SR 37.

14. Impacts to school properties and religious facilities may be avoided or minimized if alternatives are refined.

15. For alternatives that impact 10 acres of Martinsville High School property there are no school buildings impacted.

16. Due to incomplete county parcel data, the agricultural count of parcels near SR 37/SR 39 interchange in Martinsville is estimated. However, the acreage is valid.