



APPENDIX E
Conceptual Alternatives General Advantages and
Disadvantages



This document describes 26 initial Conceptual Alternative alignments that were developed for I-69 Section 6 between Martinsville and I-465. A brief description of each alternative, along with a preliminary list of its advantages and disadvantages, is provided on the following pages. This information was developed to support qualitative screening of initial alternatives. Some of the alternatives that were advanced to quantitative analysis were renamed. Where this has occurred, the revised names are shown in parentheses.

Advantages and disadvantages of each alternative identified in this document were based on information that was apparent during initial layout of alternatives. These were identified for the purpose of qualitative comparisons among alternatives and to aid the identification of engineering or environmental flaws. No quantitative analysis of impacts was conducted during initial layout, and the mapping available during initial layout of the alternatives did not contain the detailed information available during subsequent quantitative analysis. Some impacts identified during later evaluation were therefore not known at the time these advantages and disadvantages were developed and are not identified in this document. For example, only some managed lands and recreational facilities were shown on initial mapping, so the potential impact of Alternative K1 to the Amos Butler heron sanctuary was not known.

Each Conceptual Alternative was drawn using MicroStation CAD software on a background of digital aerial photography and digital mapping of key environmental constraints. Each Conceptual Alternative is drawn with a 400-foot wide footprint of potential impact and additional width in possible interchange areas. Conceptual Alternatives were developed with the following general objectives

- Provide a continuous Interstate freeway between the end of I-69 Section 5 at Indian Creek south of Martinsville and I-465 in Indianapolis.
- Minimize impacts to developed areas, especially residential and commercial development
- Avoid steep terrain, forested areas, wetlands and identified bat roost trees
- Avoid churches, cemeteries, schools, parks and managed lands
- Minimize bridges and bridge length
- Minimize impacts to the Habitat Conservation Plan area established for bats in the vicinity of the Indianapolis International Airport
- Consider the need for local access modifications where the alternative follows an existing road or where an interchange is proposed adjacent to an existing interchange
- Provide interchange spacing recommended by AASHTO, where possible (1 mile urban, 3 miles rural)
- Minimize the construction of new terrain freeway



Alternative A (Later renamed A1)

Description:

Alternative A follows SR 37 north through Martinsville to near Egbert Road in Morgan County, where it leaves SR 37 and turns northwest across the White River. The alternative then joins SR 67 near Centerton Road and follows the existing SR 67 alignment for five miles. South of Mooresville the alternative diverges from SR 67 and generally follows along the western edge of White Lick Creek to meet I-70 at a new interchange location. Alternative A then follows I-70 northeast to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion Counties
- Alignment is adjacent to the Indianapolis International Airport
- Follows existing SR 67 for over 5 miles, which reduces right of way acquisition and pavement costs over alternatives on new alignment
- Follows I-70 for almost 10 miles, which reduces right of way acquisition and pavement cost compared to alternatives on new alignment
- I-70 connection point provides appropriate spacing from adjacent interchanges
- SR 67 interchange provides access to Mooresville
- Improves regional connectivity across the White River southwest of Indianapolis
- Appears to have fewer bat habitat impacts than alternatives E, J and M, which connect to I-70 near the airport

Disadvantages:

- Long crossing of White River floodway increases bridge costs
- Requires local access changes along SR 67
- Possible impacts to forested areas along SR 67
- I-70 interchange could require structures at White Lick Creek
- Crosses approximately 5 tributaries of White Lick Creek west of Mooresville



Alternative A2

Description:

Alternative A2 follows SR 37 north through Martinsville to near Egbert Road in Morgan County, where it leaves SR 37 and turns northwest across the White River. The alternative then joins SR 67 near Centerton Road and follows the existing SR 67 alignment for five miles. South of Mooresville the alternative diverges from SR 67 and follows along the west side of White Lick Creek to meet I-70 at a new interchange location. Alternative A2 then follows I-70 northeast to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion Counties
- Alignment is adjacent to the Indianapolis International Airport
- Follows existing SR 67 for over 5 miles, which reduces right of way acquisition and pavement costs over alternatives on new alignment
- Follows I-70 for almost 10 miles, which reduces right of way acquisition and pavement cost compared to alternatives on new alignment
- I-70 connection point provides appropriate spacing from adjacent interchanges
- SR 67 interchange provides access to Mooresville
- Improves regional connectivity across the White River southwest of Indianapolis
- Appears to have fewer bat habitat impacts than alternatives E, J and M, which connect to I-70 near the airport

Disadvantages:

- Long crossing of White River floodway increases bridge costs
- Requires local access changes along SR 67
- Possible impacts to forested areas along SR 67
- I-70 interchange could require structures at White Lick Creek
- Crosses approximately 5 tributaries of White Lick Creek west of Mooresville



Alternative B

Description:

Alternative B follows SR 37 north through Martinsville to near Perry Road where it leaves SR 37, turns northwest and crosses the White River. The alternative then continues northwest across White Lick Creek south of Mooresville. After an interchange with SR 67, the alternative continues on the west side of White Lick Creek to meet I-70 at a new interchange location. Alternative B then follows I-70 northeast to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion Counties
- Alignment is adjacent to the Indianapolis International Airport
- Follows I-70 for almost 10 miles, which reduces right of way acquisition and pavement costs over alternatives on new alignment
- Appears to have fewer bat habitat impacts than alternatives E, J and M, which connect to I-70 near the airport
- I-70 connection point provides appropriate spacing from adjacent interchanges
- Improves regional connectivity across the White River southwest of Indianapolis
- Has interchange with SR 67 near Mooresville

Disadvantages:

- Crosses White River floodway, with potential I-69/SR 37 interchange impacts to floodway
- Crosses White Lick Creek south of Mooresville and could also impact White Lick Creek at I-70 interchange



Alternative D

Description:

Alternative D follows SR 37 north through Martinsville to Henderson Ford Road where it leaves SR 37 and turns north. Alternative D crosses the White River parallel to the existing Henderson Ford Road bridge, continues north and then turns to the west just north of Brooklyn. After crossing White Lick Creek and an interchange with SR 67, the alternative follows the west side of White Lick Creek to meet I-70 at a new interchange location. Alternative D follows I-70 northeast from the interchange to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Alignment is adjacent to the Indianapolis International Airport
- Follows I-70 for almost 10 miles, which reduces right of way acquisition and pavement cost over alternatives on new alignment
- I-70 connection point provides appropriate spacing from adjacent interchanges
- Has interchange with SR 67 near Mooresville
- Appears to have fewer bat habitat impacts than alternatives E, J and M, which connect to I-70 near the airport

Disadvantages:

- Crosses White River floodway, with potential I-69/SR 37 interchange impacts to floodway
- Could impact Henderson Bridge Public Access Site at White River
- Crosses White Lick Creek south of Mooresville and could also impact White Lick Creek at I-70 interchange



Alternative E (Alternatives E1 and E2)

Description:

Alternative E follows SR 37 north through Martinsville to Henderson Ford Road where it turns north. Alternative E then passes north across the White River parallel to the existing Henderson Ford Road bridge. Alternative E continues north to an interchange with SR 144 and an interchange with SR 67 on the north side of Mooresville. From this point Option E1 bears northwest into Hendricks County and ties into I-70 at the existing SR 267 interchange. Option E1 then follows I-70 northeast to I-465. Option E2 turns northeast from the interchange with SR 67 and follows along the north edge of the SR 67/Indiana Southern RR corridors. At a point near the AmeriPlex Parkway it then turns north to tie into I-70 at the existing airport interchange. Alternative E follows I-70 northeast from the interchange to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Option E1 follows I-70 for approximately 6.5 miles and Option E2 follows I-70 for approximately 3.5 miles, which reduces right of way acquisition and pavement cost over alternatives on new alignment
- Alignment is adjacent to the Indianapolis International Airport
- Option E2 does not require crossing White Lick Creek, as other alternatives near Mooresville do
- Option E1's I-70 connection at existing SR 267 interchange provides service to Plainfield other areas of Hendricks county, while maintaining adequate I-70 interchange spacing
- Provides service to Mooresville via SR 144 and SR 67 interchanges

Disadvantages:

- Crosses White River floodway, with potential I-69/SR 37 interchange impacts to floodway
- Both Options E1 and E2 impact the Indiana Bat Habitat Conservation Plan area between Mooresville and the Indianapolis International Airport
- Option E1's connection to I-70 requires reconstruction of the existing SR 267 interchange to accommodate freeway-to-freeway movements as well as safe access to SR 267 Option E2's connection to I-70 requires reconstruction of the existing interchanges with the terminal access road and with AmeriPlex Parkway in order to provide both freeway-to-freeway movements as well as safe access to these destinations
- Option E2 impacts the AmeriPlex Industrial Park and the Purdue Research Park
- Option E2 could constrain the proposed 3rd runway location at Indianapolis International Airport
- Option E2 impacts development along the SR 67 / Indiana Southern RR corridors. Crossing over and running parallel to the Indiana Southern RR could increase costs and would require coordination with the railroad



Alternative F (Alternatives F1, F2, and F3)

Description:

Alternative F follows SR 37 north through Martinsville to approximately Ennis Road in Morgan County, where it turns east. Option F1 passes north of Bargersville, while Options F2 and F3 pass south of Bargersville. Options F1 and F2 cross US 31 midway between Whiteland and Franklin, while Option F3 proceeds straight through Franklin. Alternative F would join I-65 between Johnson County Roads 200 N and 600 N. The three alignment options demonstrate different possible locations for the I-69/I-65 system interchange. Alternative F then follows I-65 north to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Provides an east-west connector between SR 37 and I-65 south of I-465
- Provides service to Whiteland, New Whiteland, and Franklin along US 31
- Alternative F alignments have fewer impacts to developed areas than Alternatives H and I, which cross Johnson County further north
- Options F1 and F2 cross US 31 at the one remaining undeveloped area north of Franklin
- Options follow I-65 for 10 to 14 miles to reduce right of way acquisition and construction costs compared to alternatives on new alignment

Disadvantages:

- Leaves SR 37 alignment in an area where the White River is close to the SR 37 right of way, with minimal room for interchange ramps
- May impact the White River floodway and require multiple stream crossing bridges at SR 37
- F1 and F3 interchanges with I-65 are located at a stream crossing
- F3 crosses Young's Creek three times just west of Franklin
- F3 impacts several commercial and industrial buildings near US 31
- I-65 interchange location will be close to existing interchange locations and will likely require braided ramps or a collector-distributor system
- Alternative F3 impacts a golf course close to I-65 which could be a costly relocation



Alternative G (Alternatives G1 and G2)

Description:

Alternative G follows SR 37 north through Martinsville to approximately Big Bend Road in Morgan County, where it turns east. It runs due east into Johnson County, just north of Bargersville, and crosses US 31 between Whiteland and Franklin. Options G1 and G2 demonstrate two alternative locations for an I-69/I-65 system interchange, both of which are located between CR 200 N and CR 500 N. Alternative G then follows I-65 north to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Provides an east-west connector between SR 37 and I-65 south of I-465
- Provides service to Whiteland, New Whiteland, and Franklin along US 31
- Leaves SR 37 alignment in an area where there is room between the White River and SR 37 right of way for interchange ramps.
- Follows I-65 for up to 13 miles to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- New terrain alignment options (G1 and G2) avoid developed areas
- Alternative crosses US 31 at the one remaining undeveloped area north of Franklin

Disadvantages:

- I-65 interchange location for either Option G1 or G2 would impact Hurricane Creek and would likely require braided ramps or a collector-distributor system due to proximity to existing interchange at Whiteland Road



Alternative H

Description:

Alternative H follows SR 37 north through Martinsville to approximately Whiteland Road in Morgan County, where it turns east and parallels Whiteland Road. It runs due east through Johnson County and crosses US 31 in Whiteland. Alternative H joins I-65 at the existing Whiteland Road (CR 500 N) interchange. This interchange would be reconstructed to accommodate both freeway to freeway movements and local access, or local access would be move location closer to downtown Whiteland. Alternative H then follows I-65 to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Provides an east-west connector between SR 37 and I-65 south of I-465
- Provides service to Whiteland, New Whiteland, Greenwood and Franklin along US 31
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.
- Follows I-65 for approximately 11.5 miles to reduce right of way acquisition and construction costs
- Remains on SR 37 alignment further north than Alternatives F and G, thereby reducing the new terrain right of way acquisition and construction costs compared to these alternatives on new alignment

Disadvantages:

- New terrain portion of the alignment passes through developed area, especially near US 31, where it passes through the center of the Town of Whiteland
- I-65 interchange would be located at the existing Whiteland Road interchange. This would require the interchange to be reconstructed to accommodate both freeway to freeway movements and local access or to move local access to a separate location



Alternative I

Description:

Alternative I follows SR 37 north through Martinsville to approximately Banta Road in Morgan County, where it turns east to parallel Smokey Row Road and Tracy Road. It runs due east through Johnson County and crosses US 31 in New Whiteland. Alternative I joins I-65 midway between the existing Whiteland Road (CR 500 N) interchange and the future Worthsville Road (CR 750 N) interchange. Alternative I then follows I-65 north to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Provides an east-west connector between SR 37 and I-65 south of I-465
- Provides service to Whiteland, New Whiteland, Greenwood and Franklin along US 31
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.
- Follows I-65 for almost 10 miles to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Remains on SR 37 alignment further north than Alternatives F, G and H, thereby reducing the amount of new terrain construction

Disadvantages:

- New terrain portion of the alignment has an extensive impact on residential and commercial development, especially west of SR 135 and near US 31
- I-65 interchange location would be close to the existing Whiteland and Worthsville Road interchanges and would likely require braided ramps or a collector-distributor system



Alternative J

Description:

Alternative J follows SR 37 north through Martinsville to Smith Valley Road where leaves SR 37 and turns northwest. Alternative J then passes northwest across the White River and continues to an interchange with SR 67 at the existing AmeriPlex Parkway intersection. This alternative follows the AmeriPlex Parkway alignment to an interchange with I-70 and then follows I-70 northeast to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Alignment is adjacent to the Indianapolis International Airport
- Improves regional connectivity across the White River southwest of Indianapolis
- Follows SR 37 alignment from Martinsville to north of SR 144 in order to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Follows I-70 for approximately 4 miles, which reduces right of way acquisition and pavement cost compared to alternatives on new alignment
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing bridge costs
- Traverses the Indiana Bat Habitat Conservation Plan area between Mooresville and the Indianapolis International Airport, with possible impacts to mitigation areas
- Connection to I-70 requires reconstruction of the existing interchanges with the terminal access road and with AmeriPlex Parkway in order to provide both freeway system movements and safe access to these destinations
- Requires construction of alternate access to AmeriPlex Park from SR 67 due to conversion of AmeriPlex Parkway to a freeway
- Could constrain the proposed 3rd runway location at Indianapolis International Airport if the I-69 geometry varies from the existing AmeriPlex Parkway
- Could impact quarry sites near its interchange with SR 37



Alternative K (Alternatives K1 and K2)

Description:

Alternative K follows SR 37 north through Martinsville to approximately Smith Valley Road/County Line Road in Johnson County, where it leaves SR 37 and turns west. Option K1 leaves SR 37 near Smith Valley Road, passes northwest across the White River and then curves north to follow the Mann Road corridor. Option K2 leaves SR 37 about two miles further north, at County Line Road, and passes west over the White River before curving to follow the same alignment as Option K1. Alternative K follows along the west side of Mann Road to the Southport Road area, where it crosses to the east side of Mann Road and proceeds to an interchange with I-465.

An option that followed the Mann Road corridor was considered in the I-69 Tier 1 EIS and dismissed due to potential aquatic habitat impacts and inconsistency with the Marion County Comprehensive Plan. Alternative K, which follows a similar alignment, was included in this analysis because it is potentially the shortest reasonable alternative reasonable alternative that avoids the developed SR 37 corridor in Marion County, it could improve regional connectivity, and it was suggested by several people at February 2015 public scoping meetings. The continued validity of impacts cited in the Tier 1 evaluation would need to be assessed before any K alternatives could be included in the EIS.

Advantages:

- Avoids impacts to developed areas along SR 37 in Marion County
- Follows SR 37 alignment from Martinsville to north of SR 144 in order to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Improves regional connectivity across the White River in southwestern Marion County with an interchange at Southport and Mann Roads
- Shortest alternative that leaves the SR 37 corridor
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing bridge costs
- A Mann Road alignment option was eliminated from the Tier 1 EIS due to potential impacts to wetlands and Southwestway Park, and due to inconsistency with the Marion County Comprehensive Plan
- Requires reconstruction of the existing I-465/Mann Road interchange to accommodate freeway-to-freeway movements as well as access to Mann Road. Alternately, local access could be eliminated at I-465 in lieu of the new I-69/Southport Road interchange
- The I-465/SR 67 interchange would require reconstruction due to its proximity to the I-465/I-69 interchange
- Option K1 impacts quarry sites at its interchange with SR 37



Alternative K3

Description:

Alternative K3 was investigated as an alternative to minimize the White River crossing impacts of Alternatives K1 and K2. Alternative K3 follows SR 37 north through Martinsville to approximately Cragen Road in Morgan County, where it leaves SR 37 and turns northwest across the White River and then curves north to follow the Mann Road corridor. Alternative K3 follows along the west side of Mann Road to the Southport Road area, where it crosses to the east side of Mann Road and proceeds to an interchange with I-465.

Like the K alternatives described previously, The continued validity of impacts cited for the Mann Road option in the Tier 1 evaluation would need to be assessed before K3 could be included in the EIS.

Advantages:

- Avoids impacts to developed areas along SR 37 in Marion County
- Follows SR 37 alignment from Martinsville to near SR 144 in order to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Improves regional connectivity across the White River in southwestern Marion County with an interchange at Southport and Mann Roads
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.
- Crosses the White River at a narrower location than K1 or K2

Disadvantages:

- A Mann Road alignment option was eliminated from the Tier 1 EIS due to potential impacts to wetlands and Southwestway Park, and due to inconsistency with the Marion County Comprehensive Plan
- Requires reconstruction of the existing I-465/Mann Road interchange to accommodate freeway-to-freeway movements as well as access to Mann Road. Alternately, local access could be eliminated at I-465 in lieu of the new I-69/Southport Road interchange
- The I-465/SR 67 interchange would require reconstruction due to its proximity to the I-465/I-69 interchange
- Has more development impact near the White River than K1 or K2



Alternative L

Description:

Alternative L follows SR 37 north through Martinsville to Smith Valley Road in Johnson County, where it leaves SR 37 and turns west. Alternative L then passes northwest across the White River and curves north to an interchange with SR 67 just south of AmeriPlex Parkway. This alternative follows along the north side of the SR 67 and Indiana Southern RR rights of way until it meets with an interchange at I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Johnson and Marion counties
- Provides access to the Indianapolis International Airport terminal via an interchange with existing AmeriPlex Parkway at SR 67
- Improves regional connectivity across the White River southwest of Indianapolis
- Follows the SR 37 alignment from Martinsville to north of SR 144 in order to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Leaves the SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing bridge costs
- The interchange with I-465 will be complex and expensive due to the proximity of the existing I-70 and SR 67 interchanges and the Indiana Southern Railroad
- Crossing over and running parallel to the Indiana Southern Railroad could increase costs and would require coordination with the railroad
- Several existing commercial and residential properties, along with the Damar Services campus, would be impacted on the north side of the Indiana Southern Railroad
- Could constrain the proposed 3rd runway location at Indianapolis International Airport
- Impacts quarry sites at its interchange with SR 37



Alternative M

Description:

Alternative M follows SR 37 north through Martinsville to County Line Road in Johnson County, where it leaves SR 37 and turns west. Alternative M crosses the White River, bears north to an interchange with SR 67, and then proceeds to I-70 at the existing airport interchange. Alternative M follows I-70 northeast from the existing airport interchange to I-465.

Advantages:

- Avoids impacts to developed areas along SR 37 in Marion County
- Alignment is adjacent to the Indianapolis International Airport
- Improves regional connectivity across the White River southwest of Indianapolis
- Follows the SR 37 alignment from Martinsville to north of SR 144 in order to reduce right of way acquisition and construction costs compared to alternatives on new alignment
- Follows I-70 for over 3 miles, which reduces right of way acquisition and construction costs compared to alternatives on new alignment
- Leaves the SR 37 alignment in an area where there is room between the White River and the SR 37 right of way for interchange ramps.

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing bridge costs
- Could constrain the proposed 3rd runway location at Indianapolis International Airport
- Traverses the Indiana Bat Habitat Conservation Plan area between Mooresville and the Indianapolis International Airport, with possible impacts to mitigation areas
- Connection to I-70 requires reconstruction of the existing interchanges with the terminal access road and with AmeriPlex Parkway in order to provide both freeway system movements and safe access to these destinations



Alternative P1

Description:

Alternative P1 follows SR 37 north through Martinsville to approximately Banta Road in Morgan County, where it turns west. The alternate crosses the White River and proceeds northwesterly across new terrain to I-70 at the existing airport interchange. Alternative P1 follows I-70 northeast from the existing airport interchange to I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 R/W for interchange ramps
- Provides good service to the airport terminal via connection to the existing airport interchange
- Improves regional connectivity across the White River southwest of Indianapolis
- Follows the SR 37 alignment from Martinsville to just south of SR 144 in order to reduce right-of-way acquisition and potentially reuse existing pavement
- Follows I-70 for over 3 miles, which reduces right-of-way acquisition and pavement cost

Disadvantages:

- Could constrain the proposed 3rd runway location at Indianapolis International Airport
- Could impact the Indiana Bat Airport Habitat Conservation Plan area between Mooresville and the airport
- Connection to I-70 requires reconstruction of the existing interchanges with the terminal access road and with Ameriplex Parkway in order to provide both freeway system movements and safe access to these destinations
- Impacts developed area west of White River in Morgan County



Alternative P2 (Alternative K4)

Description:

Alternative P2 follows SR 37 north through Martinsville to near Perry Road where it leaves SR 37, turns north and crosses the White River. The alternative then continues northeast and generally parallels Centenary Road/Mann Road through Morgan County. As Alternative P2 crosses into Marion County it follows along the west side of Mann Road to the Southport Road area, where it crosses to the east side of Mann Road and proceeds to an interchange with I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Follows SR 37 alignment from Martinsville north for a distance in order to reduce right-of-way acquisition and potentially reuse existing pavement
- Improves regional connectivity across the White River in southwestern Marion County with an interchange at Southport and Mann Roads
- Leaves SR 37 alignment in an area where there is room between the White River and the SR 37 right-of-way for interchange ramps.

Disadvantages:

- Crosses White River floodway, with potential I-69/SR 37 interchange impacts to floodway
- A Mann Road alignment option was eliminated from the Tier 1 EIS due to potential impacts to wetland and Southwestway Park, and due to inconsistency with the Marion County Comprehensive Plan
- Requires reconstruction of the existing I-465/Mann Road interchange to accommodate freeway-to-freeway movements as well as access to Mann Road. Alternately, local access could be eliminated at I-465 due to the new I-69/Southport Road interchange
- The I-465/SR 67 interchange would require reconstruction due to its proximity to the I-465/I-69 interchange



Alternative P3

Description:

Alternative P3 diverges from SR 37 south of Martinsville. The alternative crosses the White River and follows existing SR 67 north for more than 12 miles. South of Mooresville the alternative diverges from SR 67 to the east and proceeds northeasterly on a new terrain alignment. As Alternative P3 crosses into Marion County it follows along the west side of Mann Road to the Southport Road area, where it crosses to the east side of Mann Road and proceeds to an interchange with I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Follows existing SR 67 for over 12 miles, which reduces right-of-way acquisition and possibly pavement cost
- SR 67 interchange provides good access to Mooresville

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing potential impacts or mitigation cost
- A Mann Road alignment option was eliminated from the Tier 1 EIS due to potential impacts to wetland and Southwestway Park, and due to inconsistency with the Marion County Comprehensive Plan
- Requires reconstruction of the existing I-465/Mann Road interchange to accommodate freeway-to-freeway movements as well as access to Mann Road. Local access to Mann Road could be eliminated at I-465 due to the new I-69/Southport Road interchange
- The I-465/SR 67 interchange would require reconstruction due to its proximity to the I-465/I-69 interchange
- Requires local access changes along SR 67 where I-69 will be aligned
- Impacts to developed areas, especially near Morgan/Marion county line.
- Utility conflicts at I-465
- Wetland and bat roost impacts along White River



Alternative P4 (Alternative P)

Description:

Alternative P4 diverges from SR 37 south of Martinsville. The alternative crosses the White River and follows existing SR 67 north for more than 12 miles. South of Mooresville the alternative diverges from SR 67 and generally follows along the western edge of White Lick Creek to meet I-70 at a new interchange location. Alternative P4 then follows I-70 northeast to I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Provides service to the Indianapolis International Airport area
- Follows existing SR 67 for over 12 miles, which reduces right-of-way acquisition and possibly pavement cost
- Follows I-70 for over 9 miles, which reduces right-of-way acquisition and pavement cost
- I-70 connection point provides good spacing from adjacent interchanges
- SR 67 interchange provides good access to Mooresville
- Fewer bat habitat impacts than alternatives E, J and M, which connect to I-70 near the airport

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing potential impacts or mitigation cost
- Requires local access changes along SR 67
- Wetland and bat roost impacts along White River



Alternative P5

Description:

Alternative P5 diverges from SR 37 south of Martinsville. The alternative crosses the White River and follows existing SR 67 north for approximately 3 miles where it turns north just north of the SR 67 and SR 39 intersection. The alternative then generally parallels SR 39 to the east. After interchanges with SR 67 and SR 42 the alternative meets I-70 at a new interchange location. Alternative P5 then follows I-70 northeast to I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Provides service to the Indianapolis International Airport area
- Follows I-70 for over 11 miles, which reduces right-of-way acquisition and pavement cost
- I-70 connection point provides good spacing from adjacent interchanges
- Fewer development impacts than many alternatives

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing potential impacts or mitigation cost
- Terrain north of SR 67 is rugged/rolling.
- Impacts to forested areas north of SR 67
- Requires local access changes along SR 67
- Wetland and bat roost impacts along White River



Alternative P6

Description:

Alternative P6 diverges from SR 37 south of Martinsville. The alternative crosses the White River and generally parallels SR 39, approximately two miles to the west. After interchanges with SR 67, SR 142, and SR 42 the alternative meets I-70 at a new interchange location. Alternative P6 then follows I-70 northeast to I-465.

Advantages:

- Leaves SR 37 alignment to avoid impacts to developed areas in Johnson and Marion counties
- Provides service to the Indianapolis International Airport area
- Follows I-70 for over 15 miles, which reduces right-of-way acquisition and pavement cost
- I-70 connection point provides good spacing from adjacent interchanges
- Fewer development impacts than many alternatives

Disadvantages:

- Crosses White River floodway at a wide location, thus increasing potential impacts or mitigation cost
- Terrain north of SR 67 is rugged/rolling.
- Impacts to forested areas north of SR 67
- Wetland and bat roost impacts along White River



Alternative P7 (Alternative N)

Description:

Under Alternative P7, I-69 departs from the SR 37 corridor at the SR 39 interchange and bypasses the city of Martinsville to the east. I-69 rejoins the SR 37 corridor near the SR 44 interchange north of the City. This alternative would have two interchanges along the bypass, one near Ohio Street and one at SR 252.

Advantages:

- Avoids impacts to developed property along SR 37 in Martinsville
- Improves pedestrian safety along existing SR 37 by reducing through traffic
- Simplifies proposed access roads in Martinsville
- Will include less retaining wall due to less constrained R/W

Disadvantages:

- Alignment is within the Indian Creek floodway
- Adds 0.72 miles to Alternative C