



ENVIRONMENTAL ASSESSMENT

APPENDIX H: AIR QUALITY

From: [Kia Gillette](#)
To: [Runfa Shi \(rshi@indot.IN.gov\)](#); [Michelle Allen \(michelle.allen@dot.gov\)](#); [Eryn Fletcher \(Eryn.Fletcher@dot.gov\)](#); [Laura Hilden \(lhilden@indot.IN.gov\)](#); [Ronald Bales \(rbales@indot.IN.gov\)](#); [rnnally@indot.in.gov](#); [Tony Maietta \(maietta.anthony@epa.gov\)](#); [Shawn Seals \(sseals@idem.in.gov\)](#); [Anna Gremling \(Anna.gremling@indy.gov\)](#); [Brandon Batt; dcleveland@corradino.com](#)
Cc: [Seth Schickel](#); [David McDougall](#); [North Split Project \(NorthSplit@hntb.com\)](#)
Subject: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation
Date: Tuesday, November 28, 2017 3:38:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[North Split \(1592385&1600808\) CO Maintenance Area_rfs.pdf](#)
[North Split \(1592385&1600808\) CO Maintenance Area Zoom_rfs.pdf](#)

Dear All,

INDOT is proposing the I-65/I-70 North Split Interchange Reconstruction Project located in Indianapolis, Marion County, Indiana. A map of the project location and CO maintenance area is attached for reference.

We would like to schedule a conference call/WebEx to begin Interagency Consultation to determine the need for a CO hot spot analysis and discuss the anticipated quantitative MSAT analysis. We anticipate this will last 1 hour. Could you please let me know your availability for the following weeks in December?

December 11 – 15

December 18 – 22

Please let me know if there are others who should be included in this call.

Here is some background information regarding the project:

- Marion County includes a 0.5 square mile CO maintenance area in central downtown Indianapolis. The area is bounded by 11th St. on the north, Capitol on the west, Georgia St. on the south, and Delaware on the east. Aside from that maintenance area, all other areas in Marion County are in attainment for CO. There is a small portion of the project area along 11th Street, west of the interchange and south of I-65, within the CO maintenance area. Attached is a zoomed in map showing the approximate project limits within the CO maintenance area.
- The scope of the project along 11th St. within the CO maintenance area is anticipated to be limited to traffic signal modifications at Meridian, Pennsylvania and Delaware Sts.
- The full project scope currently includes the following elements:
 - Reconstruction of the I-65/I-70 North Split Interchange
 - Replacement/rehabilitation of 32 bridges
 - Replacement of all pavement in the project area

- Added travel lane(s)
- Reconfiguration of interchange ramps at 11th and 12th Streets
- Replacement of lighting
- Traffic signal improvements at local street intersections

Please let me know if you have any questions or need any additional information.

Thanks,
Kia

Kia Gillette

Environmental Project Manager

Tel (317) 917-5240 Cell (317) 695-0825 Email kgillette@hntb.com

HNTB CORPORATION

111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | www.hntb.com

100+ YEARS OF INFRASTRUCTURE SOLUTIONS



I-65/I-70 North Split Interchange Reconstruction

Air Quality Interagency Consultation Meeting Agenda

WebEx – 10:30 a.m. – 11:30 a.m. – December 20, 2017

1. Introductions
2. Goals of Meeting
3. Project Overview
4. CO Hot Spot Analysis
 - a. Is this required?
 - b. Categorical Finding
 - c. Public Involvement?
5. Quantitative MSAT Analysis
 - a. Is this required?
 - b. Proposed approach
 - c. Public Involvement?
6. Other Questions/Concerns?
7. Next Steps



INDIANA DEPARTMENT OF TRANSPORTATION

MEETING MINUTES

Date: December 20, 2017

Time: 10:30 a.m. – 11:30 a.m.

Meeting: I-65/I-70 North Split Interchange Reconstruction Project – Air Quality Interagency Consultation

Location: WebEx

Attendees:

Name	Organization	Email
Tony Maietta	U.S. Environmental Protection Agency (USEPA)	maietta.anthony@epa.gov
Shawn Seals	Indiana Department of Environmental Management (IDEM)	sseals@idem.in.gov
Stephanie Belch	Indianapolis Metropolitan Planning Organization (MPO)	Stephanie.Belch@indympo.org
Andrew Swenson	Indianapolis MPO	Andrew.Swenson@indympo.org
Catherine Kostyn	Indianapolis MPO	Catherine.Kostyn@indympo.org
Michelle Allen	Federal Highway Administration (FHWA)	Michelle.Allen@dot.gov
Laura Hilden	INDOT	lhilden@indot.in.gov
David Cleveland	Corradino Group	dcleveland@corradino.com
Akbar Bakhshi	Corradino Group	abakhshi@corradino.com
Brandon Batt	HNTB	brbatt@hntb.com
Seth Schickel	HNTB	sschickel@hntb.com
Kia Gillette	HNTB	kgillette@hntb.com

1. Welcome

HNTB opened the meeting by thanking attendees for participating. Meeting attendees introduced themselves.

2. Goals of the Meeting

The goals of the meeting are to provide an overview of the I-65/I-70 North Split Interchange Reconstruction Project to the meeting participants, receive guidance on the need and direction for a carbon monoxide (CO) hot spot analysis, and receive guidance on the need and direction for a mobile source air toxics (MSAT) analysis.

3. Project Overview

The project team described the location and scope of the proposed North Split project. It is located in downtown Indianapolis at the confluence of I-65 and I-70. The project limits extend east of the North Split interchange along I-70 to just west of the Rural/Keystone exit; south along I-65/I-70 to the Washington Street exit; and west along I-65 to the Pennsylvania Street exit. The project involves the reconstruction of the interchange; replacement or widening of 32 bridges; replacement of pavement; reconfiguration of the I-65 ramps at 11th and 12th Streets; addition of through lanes where needed; and the modification of traffic signals along some streets.

4. CO Hot Spot Analysis

There is a CO maintenance area that is roughly bounded by 11th Street to the north, Delaware Street to the east, Georgia Street to the south, and Capitol Avenue to the west. A small portion of the North Split project area, along 11th Street from approximately Pennsylvania Street to Meridian Street, is within this maintenance area. Work in this area is limited to traffic signal modifications.

The project team asked the interagency consultation group if a CO hot spot analysis would be required for the project. USEPA indicated the area was designated as a non-attainment area in 1971. This was largely due to exhaust from long lines of idling cars at intersections. In 1991 the area was re-designated as non-attainment non-classifiable because a maintenance plan had not yet been prepared and approved. There was no exceedance of the CO threshold in 1991. In 2000, the maintenance plan was approved; it was updated in 2009. There is a 20-year maintenance period for the area which has not yet expired. USEPA indicated that there is no longer a CO concern in this area and does not recommend air quality review for this pollutant for the North Split project.

USEPA, IDEM, and the Indianapolis MPO concurred that a CO hot spot analysis would not be required for the project.

5. Quantitative MSAT Analysis

The project team indicated based on the October 18, 2016 *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*, a quantitative MSAT analysis may be required because the traffic volumes currently exceeded 140,000 to 150,000. The project team asked the interagency consultation group if a quantitative MSAT analysis would be required for the project. USEPA indicated the concern was the projected change in traffic resulting from the project (i.e. what is the change in “new” traffic from the No Build condition to the Build condition). If the change is nominal and not significant, analysis would not be required. The project team stated the growth rate and demand would be present whether the project was constructed or not. There may be a slight increase in the Build condition, but it is not anticipated to be significant.

The project team will determine the No Build and Build traffic numbers and will send an email to the interagency consultation group to confirm a quantitative analysis will not be required. USEPA, IDEM and the Indianapolis MPO agreed to this approach for the quantitative MSAT analysis determination.

6. Other Questions/Concerns

The project team asked if there were any air quality-specific public involvement activities required if a hot spot analysis and a quantitative MSAT were not required. The interagency team indicated there were no specific public involvement activities required; however, the determination regarding the air quality analyses could be mentioned in documentation presented to the public.

7. Next Steps

The project team will draft meeting minutes and send them to the interagency consultation group for review. The project team will also determine the No Build and Build traffic numbers and will send an email to the interagency consultation group to confirm a quantitative analysis will not be required.

Kia Gillette

From: Allen, Michelle (FHWA) <michelle.allen@dot.gov>
Sent: Thursday, March 5, 2020 10:42 AM
To: Maietta, Anthony; Kia Gillette
Cc: Bales, Ronald (rbales@indot.IN.gov)
Subject: RE: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

FHWA concurs as well.

Thanks Kia!

Michelle Allen
FHWA-IN
(317) 226-7344

From: Maietta, Anthony [mailto:maietta.anthony@epa.gov]
Sent: Thursday, March 5, 2020 10:11 AM
To: Kia Gillette <kgillette@HNTB.com>; Allen, Michelle (FHWA) <michelle.allen@dot.gov>
Subject: RE: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

Thank you Kia,

EPA concurs with this approach as the build/no-build look to be pretty much the same so there is no significant increase in diesel, and therefore diesel PM, emissions.

Thank you for providing this info!

-Tony

Anthony Maietta
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov

From: Kia Gillette <kgillette@HNTB.com>
Sent: Thursday, March 05, 2020 9:01 AM
To: Allen, Michelle (FHWA) <michelle.allen@dot.gov>; Maietta, Anthony <maietta.anthony@epa.gov>
Subject: RE: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

Michelle and Tony,

We have identified the truck percentages for the 2041 No Build and 2041 Build conditions for the North Split Project. They are included in Table 1 below. Because the predicted traffic changes are minimal, we believe the project has a low potential for MSAT effects and recommend the following qualitative discussion of MSAT effects for the EA document.

Please let me know if you concur with this approach.

Table 1: 2041 No Build and 2041 Build Traffic Comparison

North Split Interchange Interstate Segment*	2041 No Build AADT	2041 No Build Truck %	2041 Build AADT	2041 Build Truck %	2041 Build AADT % Change from 2041 No Build
I-65 (west of interchange)	144,423	18.9	142,117	18.9	-1.6%
I-70 (east of interchange)	187,153	18.6	187,808	17.8	0.4%
I-65/I-70 (south of interchange)	133,093	18.6	136,173	18.0	2.3%

* Collector-distributor (C-D) road volumes not included

The projected AADT changes from the No Build to Build condition ranged from -1.6% for I-65 west of the interchange to 2.3% for I-65/I-70 south of the interchange. Truck percentages predicted for the Build condition are either the same, or slightly lower than the No Build (-0.6% to -0.8%).

The purpose of this project is to rehabilitate and improve the existing interstate facilities leading to and through the North Split interchange by correcting deteriorated bridge and pavement conditions, improving safety, and improving interchange operations and reducing congestion. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No Build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES2014 model forecasts a combined reduction of over 90% in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45%. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Please let me know if you have questions.

Thanks,
Kia

Kia Gillette
Environmental Project Manager
Email kgillette@hntb.com

From: Allen, Michelle (FHWA) <michelle.allen@dot.gov>
Sent: Tuesday, February 18, 2020 6:50 AM
To: Maietta, Anthony <maietta.anthony@epa.gov>; Kia Gillette <kgillette@HNTB.com>
Subject: RE: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

Kia,

Kia Gillette

From: Kia Gillette
Sent: Friday, March 13, 2020 7:24 AM
To: Kia Gillette; Michelle Allen (michelle.allen@dot.gov); Laura Hilden (lhilden@indot.IN.gov); Tony Maietta (maietta.anthony@epa.gov); Shawn Seals (sseals@idem.in.gov); Brandon Batt; dcleveland@corradino.com; Seth Schickel; Akbar Bakhshi; Swenson, Andrew D.; Chu, Korey; Alvi, Seema; catherine.kostyn@indympo.org
Cc: Runfa Shi (rshi@indot.IN.gov); Eryn Fletcher (Eryn.Fletcher@dot.gov); Anna Gremling (Anna.gremling@indy.gov); Ronald Bales (rbales@indot.IN.gov); runnally@indot.in.gov; Miller, Brandon
Subject: RE: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

Dear North Split Air Quality Interagency Consultation Team,

We've had some offline correspondence with FHWA and USEPA, and I just wanted to close the loop on the North Split Air Quality Interagency Consultation.

We have identified the truck percentages for the 2041 No Build and 2041 Build conditions for the North Split Project. They are included in Table 1 below. Because the predicted traffic changes are minimal, we believe the project has a low potential for MSAT effects and intend to proceed with the following qualitative discussion of MSAT effects for the EA document.

Both FHWA and USEPA have concurred with this approach. Please let me know if you have any concerns or questions regarding the MSAT approach for this project.

Table 1: 2041 No Build and 2041 Build Traffic Comparison

North Split Interchange Interstate Segment*	2041 No Build AADT	2041 No Build Truck %	2041 Build AADT	2041 Build Truck %	2041 Build AADT % Change from 2041 No Build
I-65 (west of interchange)	144,423	18.9	142,117	18.9	-1.6%
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* Collector-distributor (C-D) road volumes not included

The projected AADT changes from the No Build to Build condition ranged from -1.6% for I-65 west of the interchange to 2.3% for I-65/I-70 south of the interchange. Truck percentages predicted for the Build condition are either the same, or slightly lower than the No Build (-0.6% to -0.8%).

The purpose of this project is to rehabilitate and improve the existing interstate facilities leading to and through the North Split interchange by correcting deteriorated bridge and pavement conditions, improving safety, and improving interchange operations and reducing congestion. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project

will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No Build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES2014 model forecasts a combined reduction of over 90% in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45%. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Thanks,
Kia

Kia Gillette
Environmental Project Manager
Email kgillette@hntb.com

From: Kia Gillette
Sent: Monday, November 18, 2019 7:31 AM
To: 'Kia Gillette' <kgillette@hntb.com>; Michelle Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; Laura Hilden (lhilden@indot.IN.gov) <lhilden@indot.in.gov>; Tony Maietta (maietta.anthony@epa.gov) <maietta.anthony@epa.gov>; Shawn Seals (sseals@idem.in.gov) <sseals@idem.in.gov>; Brandon Batt <brbatt@HNTB.com>; dcleveland@corradino.com; Seth Schickel <sschickel@HNTB.com>; Akbar Bakhshi <abakhshi@corradino.com>; Swenson, Andrew D. <andrew.swenson@indy.gov>; Chu, Korey <kchu@indot.in.gov>; Alvi, Seema <salvi@indot.in.gov>; catherine.kostyn@indympo.org
Cc: Runfa Shi (rshi@indot.IN.gov) <rshi@indot.in.gov>; Eryn Fletcher (Eryn.Fletcher@dot.gov) <eryn.fletcher@dot.gov>; Anna Gremling (Anna.gremling@indy.gov) <anna.gremling@indy.gov>; Ronald Bales (rbales@indot.IN.gov) <rbales@indot.in.gov>; runnally@indot.in.gov; 'Miller, Brandon' <BraMiller1@indot.IN.gov>
Subject: INDOT I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) - Air Quality Interagency Consultation

Dear North Split Air Quality Interagency Consultation Team,

I realize it has been a while since our original conference call on the North Split project on December 20, 2017. During the call, we agreed to provide the No Build and Build traffic data once it became available in order to confirm a quantitative MSAT analysis would not be required. The meeting minutes for that call are attached for reference.

Traffic modeling is now complete for the project and Table 1 below includes a comparison of the 2041 No Build and Build traffic along different legs of the interstate. The percent changes ranged from -1.6% on I-65 west of the North Split interchange to 2.3% south of the interchange.

Table 1: 2041 No Build and 2041 Build Traffic Comparison

North Split Interchange Interstate Segment*	2041 No Build AADT	2041 Build AADT	2041 Build % Change from 2041 No Build
I-65 (west of interchange)	144,423	142,117	-1.6%
I-70 (east of interchange)	187,153	187,808	0.4%
I-65/I-70 (south of interchange)	133,093	136,173	2.3%

* Collector-distributor (C-D) road volumes not included

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	1900807	Init.	MS TRST	Transit Purchase Vehicles	Statewide FTA 5339 Vehicles and Miscellaneous Equipment.	Multiple Districts	0	Transit		Local Funds	PE	\$0.00	\$750,000.00				\$750,000.00	
										Transit	PE	\$3,000,000.00	\$0.00				\$3,000,000.00	
Indiana Department of Transportation	36910 / 1592385	Init.	I 65	Interchange Modification	I-65/I-70 N Junction modification and additional bridge rehabs	Greenfield	0	NHPP		Major New - Construction	CN	\$216,144,218.70	\$24,016,024.30	\$120,360,915.00	\$119,799,328.00			
Indianapolis	37027 / 1383263	Init.	ST 1013	Bike/Pedestrian Facilities	Pennsy Trail Ph3A- RR corridor from Shortridge Rd to Post Rd	Greenfield	1.7	STPBG		Local Funds	CN	\$0.00	\$658,510.00	\$658,510.00				
										Indianapolis MPO	CN	\$185,600.00	\$0.00	\$185,600.00				
										Indianapolis MPO - PYB	CN	\$1,328,440.00	\$0.00	\$1,328,440.00				
Indianapolis	37028 / 1383265	Init.	ST 1087	Bike/Pedestrian Facilities	Pennsy Trail Ph3B- RR corridor from Post Rd to German Church Rd	Greenfield	2	STPBG		Local Funds	CN	\$0.00	\$1,055,089.00	\$1,055,089.00				
										Indianapolis MPO	CN	\$2,185,960.00	\$0.00	\$2,185,960.00				
Lawrence	37139 / 1400280	Init.	ST 1054	Road Reconstruction (3R/4R Standards)	Franklin Rd Reconstruction; Pendleton Pike, extends N to 47 th St	Greenfield	0	STPBG		Demonstration Fund Program	CN	\$435,524.00	\$0.00	\$435,524.00				
										Local Funds	CN	\$0.00	\$467,781.00	\$467,781.00				
										Indianapolis MPO	CN	\$692,100.00	\$0.00	\$692,100.00				
Indianapolis	37562 / 1400940	Init.	ST 1059	Intersection Improvement, Roundabout	Five Points & Edgewood intersection - roundabout	Greenfield	0	STPBG		Local Funds	CN	\$0.00	\$352,160.00	\$352,160.00				
										Indianapolis MPO	CN	\$1,267,740.00	\$0.00	\$1,267,740.00				
Indianapolis	37591 / 1400944	Init.	ST 1051	Bike/Pedestrian Facilities	Monon Bicycle/Pedestrian Bridge over 38th Str.28 miles E of 38th & College	Greenfield	0	STPBG		Local Funds	CN	\$0.00	\$707,500.00	\$707,500.00				
										Indianapolis MPO	CN	\$678,038.00	\$0.00	\$678,038.00				
										Indianapolis MPO - PYB	CN	\$2,044,462.00	\$0.00	\$2,044,462.00				
Indianapolis	38038 / 1401718	Init.	ST 1034	Bridge Rehabilitation Or Repair	Westfield Boulevard Bridge (#1 101F) over the I.W.C. Canal	Greenfield	0	STPBG		Local Funds	CN	\$0.00	\$270,197.00	\$270,197.00				
										Indianapolis MPO	CN	\$1,080,786.00	\$0.00	\$1,080,786.00				
Indianapolis	38040 / 1401720	Init.	ST 1098	Bike/Pedestrian Facilities	Monument Circle: Market St Reconstruction, Pennsylvania to Alabama	Greenfield	0	STPBG		Local Funds	CN	\$0.00	\$1,150,000.00	\$1,150,000.00				

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Project Overview | Funding History | Amendment History

<< Go Back

North Split Interchange Modification (1600808)

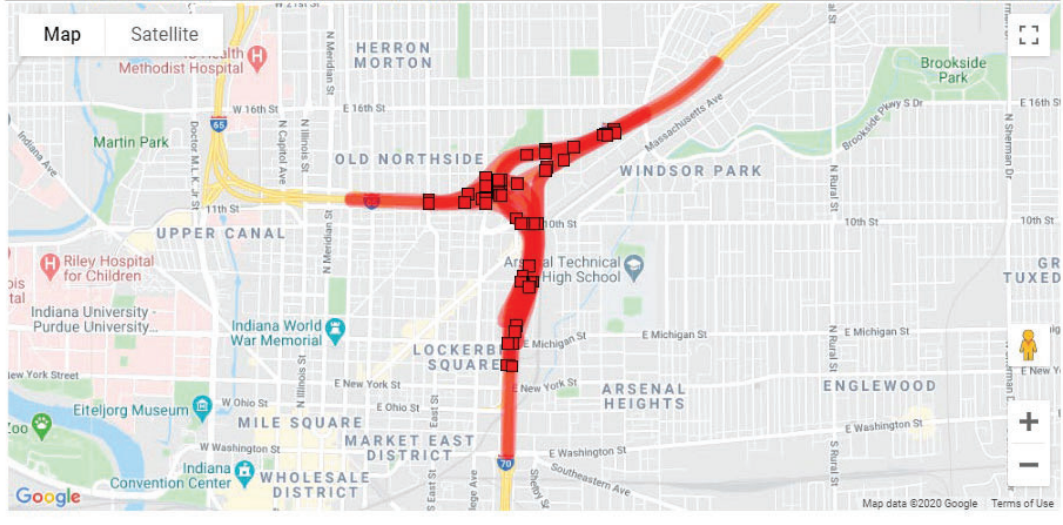
Des Number: 1600808 **Amendment:** 20-00 TIP **Exempt Category:** Exempt **Est Total Project Cost:** \$234,958,222
Lead Agency: INDOT **Contact (ERC):** **INDOT District:** Greenfield **County:** Marion Marion Co.
Project Type: Interchange Modification, Multi-Level **Letting Date:** / **Functional Classification:** Interstate **Bike/Ped Component(s):** No

Title: North Split Interchange Modification

Limits: Primary Interchange: I-65, Secondary Interchange: I-70

Description: Modification of the I-65 & I-70 interchange just north of downtown Indianapolis. The interchange modification encompasses a footprint from Pennsylvania St. to Valley Ave. to Washington St. There will be several new bridges and alignment changes within the interchange modification footprint.

Phase	Fund Source	Prior SFY	SFY2020	SFY2021	SFY2022	SFY2023	SFY2024	Future SFY	Total
PE	FEDERAL - IM	\$31,750,000	\$9,000,000	-	-	-	-	-	\$40,750,000
PE	STATE - Other	\$5,750,000	\$1,000,000	-	-	-	-	-	\$6,750,000
Total Preliminary Engineering		\$37,500,000	\$10,000,000	-	-	-	-	-	\$47,500,000
RW	FEDERAL - IM	\$900,000	-	-	-	-	-	-	\$900,000
RW	STATE - Other	\$100,000	-	-	-	-	-	-	\$100,000
Total Right of Way		\$1,000,000	-	-	-	-	-	-	\$1,000,000
CN	FEDERAL - IM	\$1,800,000	\$166,012,400	-	-	-	-	-	\$167,812,400
CN	STATE - Other	\$200,000	\$18,445,822	-	-	-	-	-	\$18,645,822
Total Construction		\$2,000,000	\$184,458,222	-	-	-	-	-	\$186,458,222
Total Programmed		\$40,500,000	\$194,458,222	-	-	-	-	-	\$234,958,222



Existing & Committed Project List

<i>L RTP #</i>	<i>Sponsor</i>	<i>Title</i>	<i>Status</i>	<i>(2016-2025)</i>
1103	Boone Co.	400S / 300S Connector	Existing/Committed	\$5,514,240
1201	Zionsville	North-South Connector	Existing/Committed	\$5,280,000
2018	Fishers	131st Street & SR 37 Intersection Improvement	Existing/Committed	\$20,056,500
2018	Fishers	SR 37 Corridor Improvements from 126th Street to SR 32/38	Existing/Committed	\$20,345,350
2018	Fishers	Intersection Improvement at 126th Street and SR 37	Existing/Committed	\$19,834,000
2018	Fishers	141st Street & SR 37 Intersection Improvement	Existing/Committed	\$28,322,500
2018	Fishers	Intersection Improvement at 135th Street and SR 37	Existing/Committed	\$2,876,850
2018	Fishers	Intersection Improvement at 146th Street and SR 37	Existing/Committed	\$23,496,500
2104	Fishers	96th Street Added Travel Lanes	Existing/Committed	\$7,120,000
2110	Hamilton Co.	West 146th Street - Phase II - Towne Road to Ditch Road	Existing/Committed	\$7,173,336
2111	Hamilton Co.	146th St. Phase III Towne Road to Shelborne Road	Existing/Committed	\$9,900,000
2112	Hamilton Co.	146th Street - Phase IV Shelborne Road to Hamilton / Boone County Line	Existing/Committed	\$10,300,000
2211	Carmel	96th Street and Keystone Parkway Interchange	Existing/Committed	\$35,050,000
2408	Westfield	Westfield Boulevard Connector	Existing/Committed	\$10,047,300
2423	Westfield	Ditch Road Extension	Existing/Committed	\$3,937,530
2425	Westfield	East Street North Extension	Existing/Committed	\$10,774,375
3101	Hancock Co.	600W from 300N to CR400N (Segment A)	Existing/Committed	\$9,727,500
3108	Hancock Co.	CR 300 N Widening, Segment G	Existing/Committed	\$4,881,621
3108	Hancock Co.	Bridge 63 Widening	Existing/Committed	\$1,978,565
4104	Hendricks Co.	Ronald Reagan Pkwy from CR 300 N to US 136	Existing/Committed	\$12,280,452
4302	Brownsburg	East Northfield Drive (CR 300 North to CR 400 North)	Existing/Committed	\$8,223,120
5108	Johnson Co.	Worthsville Road Connector from Griffith Rd. (CR 325E) to Franklin Rd. (CR 440E)	Existing/Committed	\$3,660,370
5202	Greenwood	Worthsville Road Reconstruction - Section 3	Existing/Committed	\$10,926,250
5206	Greenwood	E-W Corridor - Section 2	Existing/Committed	\$11,162,700
6113	Indianapolis DPW	82nd St. Widening - Phase I - from Hague Rd. to Lantern Rd.	Existing/Committed	\$1,742,221
6113	Indianapolis DPW	82nd Street - Phase II - Lantern Road to Fall Creek Road	Existing/Committed	\$7,980,500
6163	Indianapolis DPW	Market Street Reconstruction, Pennsylvania to Alabama (PE/CN/CE)	Existing/Committed	\$6,375,000
9003	IndyGo	Red Line BRT - Phase 1	Existing/Committed	\$93,161,998
1111	INDOT	I 65 @ CR 550 E	Existing/Committed	\$19,300,000
6039	INDOT	North Split Interchange Modification	Existing/Committed	\$3,629,502
4001	INDOT	SR 39 Interchange Modification + Added Travel Lanes on I-70	Existing/Committed	\$975,000
4002	INDOT	US 36 (Rockville Road)	Existing/Committed	\$12,800,000
1002	INDOT	I-65/SR 267 Interchange Modification	Existing/Committed	\$3,350,000
6004	INDOT	I-465 Added Travel Lanes from White River Bridge to I-69	Existing/Committed	\$1,750,000
6005	INDOT	I-69 & I-465 Interchange Modification, ATL NB I-69 to 82nd Street	Existing/Committed	\$1,450,000
6025	INDOT	Added Travel Lanes	Existing/Committed	\$2,200,000
6036	INDOT	Added Travel Lanes on I-65 from 0.20 mile N of I-465 to 0.05 mile N of I-70 in South Indianapolis	Existing/Committed	\$2,400,000
6037	INDOT	Added Travel Lanes on I465, I-69 to Fall Creek (0.75 miles N of 56th St.)	Existing/Committed	\$10,837,500
6039	INDOT	I-65/I-70 Interchange Modification & Bridge Rehabilitation	Existing/Committed	\$3,629,502
6040	INDOT	North I-69 (I69 at I-465)	Existing/Committed	\$22,400,000
2014	INDOT	Added Travel Lanes on I-69 N from SR 37 N jct to 0.50 mile N of Old SR 238 in Hamilton County	Existing/Committed	\$5,927,990
2015	INDOT	Added Travel Lanes on I-69 N from 0.50 North of Old SR 238 to 0.50 mile N of SR 13 in Hamilton and Madison Counties	Existing/Committed	\$3,482,000
2016	INDOT	I-69 Added Travel Lanes - Madison Co.	Existing/Committed	\$13,767,900
5004	INDOT	I-69 Indy to Evansville	Existing/Committed	\$1,317,700,000