

QUARTER Q2, 2020 ADMIN MOD 20-05.1

| LEAD AGENCY | DES NUM | DES NUM 2 | ROAD/TRAIL | PROJECT TITLE | TYPE | EXEMPT? | TOTAL | TOTAL DIFF | PHASE | SFY | FED FUNDS | LINE TOTAL | FED TOTAL | FED % | MATCH TOTAL | MATCH % | JUSTIFICATION | ACTION PROPOSED |
|-------------|--------------|-----------|------------|---------------------------|--|--|--------|---------------|------------|-----|----------------|--------------|-------------|-------|----------------|---------|--|-----------------|
| PRIOR | Boone County | 1600686 | N/A | E. Sycamore Street | Bridge #202 Rehabilitation | Bridge Rehabilitation | Exempt | \$2,384,260 | | CE | SFY 2020 STBG | \$56,250 | \$45,000 | 80% | \$11,250 | 20% | | |
| PROPOSED | | | | | | | | \$2,409,260 | \$25,000 | CE | SFY 2020 STBG | \$81,250 | \$65,000 | 80% | \$16,250 | 20% | Add funds for the structural steel member fabrication inspection. | |
| PRIOR | Carmel | 1383180 | N/A | Guilford Rd | Guilford Rd Reconstruction from City Center to Main St | Roadway Reconstruction/ Rehabilitation | Exempt | \$5,284,800 | | CE | SFY 2020 STBG | \$156,250 | \$125,000 | 80% | \$31,250 | 20% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2020 STBG | \$218,750 | \$175,000 | 80% | \$43,750 | 20% | Cashflow changes. | |
| PRIOR | | | | | | | | | | CE | SFY 2021 STBG | \$179,200 | \$143,360 | 80% | \$35,840 | 20% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2021 STBG | \$116,700 | \$93,360 | 80% | \$23,340 | 20% | | |
| PRIOR | Carmel | 1401703 | 1801435 | 126th St | 126th St Path Project from Keystone to Hazel Dell | Bicycle Enhancement | Exempt | \$2,401,060 | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | \$2,425,526 | \$24,466 | CN | SFY 2020 LOCAL | \$9,786 | \$4,893 | 50% | \$4,893 | 50% | Add funds for CO 1,2, + 8. | |
| PRIOR | | | | | | | | | | CN | SFY 2019 PYB | \$1,250,000 | \$1,000,000 | 80% | \$250,000 | 20% | | |
| PROPOSED | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PRIOR | Carmel | 1600884 | N/A | Keystone Parkway | 96th Street and Keystone Parkway Interchange | Intersection or Intersection Groups | Non-Ex | \$35,050,000 | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | \$34,550,000 | \$-500,000 | CN | SFY 2020 STBG | \$3,378,642 | \$1,689,321 | 50% | \$1,689,321 | 50% | Revise payment of exchange funds. | |
| PRIOR | | | | | | | | | | CN | SFY 2021 CMAQ | \$3,683,533 | \$1,795,470 | 49% | \$1,888,063 | 51% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2021 CMAQ | \$3,590,940 | \$1,795,470 | 50% | \$1,795,470 | 50% | | |
| PRIOR | | | | | | | | | | CN | SFY 2021 STBG | \$16,207,407 | \$7,900,000 | 49% | \$8,307,407 | 51% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2021 STBG | \$12,421,358 | \$6,210,679 | 50% | \$6,210,679 | 50% | | |
| PRIOR | Fishers | 1600881 | N/A | Saxony Intracoastal Trail | Geist Greenway - Phase 1B | Pedestrian Enhancement | Exempt | \$1,345,000 | | CN | SFY 2021 STBG | \$1,056,000 | \$845,000 | 80% | \$211,000 | 20% | | |
| PROPOSED | | | | | | | | \$1,496,875 | \$151,875 | CN | SFY 2021 STBG | \$1,215,000 | \$972,000 | 80% | \$243,000 | 20% | Fishers would like to move FY 2021 CE funds to FY 2021 CN funds. CE phase would then be 100% locally funded. | |
| PRIOR | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2021 | \$151,875 | \$- | 0% | \$151,875 | 100% | | |
| PRIOR | | | | | | | | | | CE | SFY 2021 STBG | \$159,000 | \$127,000 | 80% | \$32,000 | 20% | | |
| PROPOSED | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |

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| PRIOR | Hamilton County | 1383157 | N/A | 146th Street | West 146th Street - Phase II - Towne Road to Ditch Road | Existing Roadway Capacity Improvement | Non-Ex | \$7,173,635 | | CE | SFY 2020 STBG | \$165,787 | \$132,630 | 80% | \$33,157 | 20% | | |
| PROPOSED | | | | | | Existing Roadway Widening | | \$7,018,759 | \$-154,876 | CE | SFY 2020 STBG | \$10,911 | \$8,729 | 80% | \$2,182 | 20% | Reduce CE to actual need. | |
| PRIOR | Hamilton County | 1401701 | 1901659 | 146th Street | 146th Street - Phase IV Shelborne Road to Hamilton / Boone County Line | Existing Roadway Capacity Improvement | Non-Ex | \$10,300,000 | | CN | SFY 2020 STBG | \$8,000,000 | \$6,400,000 | 80% | \$1,600,000 | 20% | | |
| PROPOSED | | | | | | Existing Roadway Widening | | \$13,735,775 | \$3,435,775 | CN | SFY 2020 STBG | \$11,231,800 | \$7,360,000 | 66% | \$3,871,800 | 34% | Update based on low bid at letting. | |
| PRIOR | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2020 | \$1,403,975 | \$- | 0% | \$1,403,975 | 100% | | |
| PRIOR | | | | | | | | | | CE | SFY 2020 STBG | \$1,200,000 | \$960,000 | 80% | \$240,000 | 20% | | |
| PROPOSED | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PRIOR | Hancock County | 1297608 | 1400744, 1702392 | CR 300 N | CR 300 N Widening, Segment G | Existing Roadway Capacity Improvement | Non-Ex | \$8,587,887 | | CN | SFY 2020 STP4RM | \$5,251,455 | \$4,201,164 | 80% | \$1,050,291 | 20% | | |
| PROPOSED | | | 1400744 | | | Existing Roadway Widening | | \$9,550,200 | \$962,313 | CN | SFY 2020 STP4RM | \$6,177,000 | \$4,201,164 | 68% | \$1,975,836 | 32% | updated costs | |
| PRIOR | | | | | | | | | | CE | SFY 2020 STP4RM | \$656,432 | \$525,146 | 80% | \$131,286 | 20% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2020 STP4RM | \$525,146 | \$420,117 | 80% | \$105,029 | 20% | | |
| PRIOR | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2021 STP4RM | \$168,054 | \$134,443 | 80% | \$33,611 | 20% | | |
| PRIOR | INDOT | 1800033 | N/A | SR 135 | SR 135 (Meridian St.) Widening from Stones Crossing to Whiteland Rd. | Added Travel Lanes | Non-Ex | \$19,392,941 | | PE/PL | SFY 2020 NHPP | \$2,394,000 | \$1,064,000 | 44% | \$1,330,000 | 56% | | |
| PROPOSED | | | | | | | | \$18,498,941 | \$-894,000 | PE/PL | SFY 2021 NHPP | \$1,500,000 | \$1,200,000 | 80% | \$300,000 | 20% | PE phase has moved to FY 2021 and change in cost. | |
| PRIOR | Indianapolis DPW | 1401732 | 1902141 | Pleasant Run Greenway | Pleasant Run Enhancements | Bicycle Enhancement | Exempt | \$1,586,250 | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | \$2,654,929 | \$1,068,679 | PE/PL | SFY 2020 TAP | \$44,929 | \$35,943 | 80% | \$8,986 | 20% | Update based on letting. | |
| PRIOR | | | | | | | | | | CN | SFY 2020 LOCAL | \$500,000 | \$250,000 | 50% | \$250,000 | 50% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2020 TAP | \$2,160,000 | \$1,089,057 | 50% | \$1,070,943 | 50% | | |
| PRIOR | | | | | | | | | | CE | SFY 2020 LOCAL | \$62,500 | \$31,250 | 50% | \$31,250 | 50% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2020 | \$270,000 | \$- | 0% | \$270,000 | 100% | | |

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| PRIOR | Indianapolis DPW | 1600987 | 1801436 | Fall Creek | Lower Fall Creek Trail Extension - Phase 1 | Bicycle Enhancement | Exempt | \$3,279,375 | | CN | SFY 2020 PYB | \$2,475,000 | \$1,980,000 | 80% | \$495,000 | 20% | | |
| PROPOSED | | | | | | | | \$3,596,029 | \$316,654 | CN | SFY 2020 TAP | \$2,329,093 | \$1,738,248 | 75% | \$590,845 | 25% | Update funding based on letting. | |
| PRIOR | | | | | | | | | | CE | SFY 2020 PYB | \$309,375 | \$247,500 | 80% | \$61,875 | 20% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2020 TAP | \$344,559 | \$61,875 | 18% | \$282,684 | 82% | | |
| PRIOR | Indianapolis DPW | 1702976 | 1802108 | Emerson Avenue | Emerson Avenue Widening (Stop 11 to Southport Crossing) | Existing Roadway Capacity Improvement | Non-Ex | \$8,685,132 | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | \$13,585,132 | \$4,900,000 | CN | SFY 2022 NHS | \$5,474,597 | \$3,920,000 | 87% | \$1,554,597 | 21% | Added funds to secondary DES | |
| PRIOR | | | | | | | | | | CN | SFY 2022 STBG | \$6,945,006 | \$5,556,005 | 80% | \$1,389,001 | 20% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2022 STBG | \$7,350,409 | \$5,556,005 | 87% | \$0 | 0% | | |
| PRIOR | | | | | | | | | | - | - | - | \$- | \$- | - | 0% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2022 NHS | \$171,125 | \$- | 0% | \$171,125 | 20% | | |
| PRIOR | Westfield | 1500430 | N/A | 151st Street | Intersection Sight Distance Improvement | Intersection or Intersection Groups | Exempt | \$360,500 | | ROW | SFY 2020 HSIP | \$100,278 | \$90,251 | 90% | \$10,027 | 10% | | |
| PROPOSED | | | | | | | | \$309,296 | \$-51,204 | ROW | SFY 2020 HSIP | \$49,074 | \$44,167 | 90% | \$4,907 | 10% | Update based on final costs. | |
| PRIOR | Westfield | 1702765 | N/A | Towne Road | 151st St & Towne Rd Roundabout | Intersection or Intersection Groups | Exempt | \$1,992,383 | | ROW | SFY 2020 STP3U | \$100,000 | \$80,000 | 80% | \$20,000 | 20% | | |
| PROPOSED | | | | | | | | \$1,990,000 | \$-2,383 | ROW | SFY 2021 STP3UM | \$100,000 | \$80,000 | 80% | \$20,000 | 20% | INDOT informed us that all funds for RW were shifted from FY20 to FY 21. This change reflects the movement of funds. | |
| PRIOR | | | | | | | | | | CN | SFY 2022 STP3U | \$100,000 | \$80,000 | 80% | \$0 | 0% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2022 STP3UM | \$100,000 | \$80,000 | 80% | \$0 | 0% | | |
| PRIOR | | | | | | | | | | CN | SFY 2023 STP3U | \$1,400,000 | \$1,120,000 | 80% | \$280,000 | 20% | | |
| PROPOSED | | | | | | | | | | CN | SFY 2023 STP3UM | \$1,400,000 | \$1,120,000 | 80% | \$280,000 | 20% | | |
| PRIOR | | | | | | | | | | CE | SFY 2023 STP3U | \$140,000 | \$112,000 | 80% | \$28,000 | 20% | | |
| PROPOSED | | | | | | | | | | CE | SFY 2023 STP3UM | \$140,000 | \$112,000 | 80% | \$28,000 | 20% | | |