



December 27, 2024

Mr. Jay Mitchell, Supervisor  
Technical Planning and Programming  
Indiana Department of Transportation  
100 N. Senate Avenue, Room N758-PL  
Indianapolis, IN 46204

Mr. Thomas Witt, Metropolitan Planning Team  
Division of Planning  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor  
Frankfort, KY 40622

Dear Mr. Mitchell and Mr. Witt:

The Evansville Metropolitan Planning Organization has modified the Metropolitan Transportation Plan (MTP) 2050 as per the attached documentation. The modifications include:

- Moving the Third St. project and the Epworth Rd. Phase 2 project from the 2024-2030 project listing to the 2031-2040 project listing;
- Updating cost estimates in the 2024-2030 project listing to reflect costs from lettings or current updates from quarterly project reviews as appropriate;
- Revising the Federal Fiscal Constraint table to reflect the above modifications.

The modifications will be presented as informational items at the January 9, 2025 Evansville MPO Policy Committee meeting.

Thank you for your assistance and should you have any questions or require additional information, please call me at (812) 436-7833.

Sincerely,

Seyed Shokouhzadeh  
Executive Director

SS/PSD

Mitchell, Witt  
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cc: La'Kesha Stewart, IN – FHWA  
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Evansville Metropolitan Planning Organization

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**Table 6.1: 2024-2030 Project List**

2024-2030						
ID#	Road	Limits	Concept	Length (mi)	Non Exempt	Est. Cost Range (mil)
<b>City of Evansville</b>						
30-1	Columbia St	Hirschland Rd to Cross Pointe Blvd	New Road (2 or 3 lanes)	0.2	x	N/A*
30-2	Oak Grove Rd	Burkhardt Rd to Cross Pointe Blvd	Widen from 2 to 5 lanes	0.4	x	N/A*
30-3	Vogel Rd	E of Hirschland to Cross Pointe Blvd	New Road (3 lanes)	0.3	x	N/A*
<del>30-4</del>	<del>Third St</del>	<del>Court St to Parrett St</del>	<del>Reconstruct</del>	<del>0.8</del>		<del>\$17.2</del>
<b>Vanderburgh County</b>						
30-5	Oak Hill Rd	Lynch Rd to St George Rd	Widen from 2 to 3 lanes	1.0		\$12.8
30-6	Oak Hill Rd	St George Rd to Eastwood Dr	Widen from 2 to 3 lanes	0.7		N/A
30-7	Oak Hill Rd	Eastwood Dr to Millersburg Rd	Widen from 2 to 3 lanes	1.0		\$9.5
30-8	Baseline Rd	Husky Way to Old State Rd	Widen from 2 to 3 lanes	1.1		\$5.3
30-9	Boonville-New Harmony Rd	Petersburg Rd to Green River Rd	Reconstruct	1.3		\$8.3
<b>Warrick County</b>						
<del>30-10</del>	<del>Epworth Rd</del>	<del>SR 662 to Tecumseh Dr</del>	<del>Widen from 2 to 3 lanes</del>	<del>1.1</del>		<del>\$8.4</del>
30-11	Epworth Rd Phase 1	Tecumseh Dr to S of SR 66	Widen from 2 to 5 lanes	0.9	x	\$12.2
30-12	Telephone Rd	Bell Rd to Fuquay Rd	Widen from 2 to 3 lanes	1.2		\$10.3
30-13	Oak Grove Rd	SR 261 to Anderson Rd	Widen from 2 to 3 lanes	1.3		\$10.2
<b>City of Henderson</b>						
30-14	Van Wyk Rd	5th Street to I-69 Exit	Reconstruct	0.4		\$1.4
30-15	North Elm St	Watson Ln to 12th St	Reconstruct	1.8		\$5.8
30-16	Wathen Ln	US 60 to City Limit	Reconstruct	1.4		\$4.7
<b>KYTC</b>						
30-17	Watson Ln	Sunset Lane to Stonegate	Reconstruct	0.5		\$2.8
30-18	Watson Ln	Stonegate to Green River Rd	Reconstruct	0.5		\$2.0
30-19	KY 1539/Zion-Larue Rd	KY 351 to Kimsey Ln	Reconstruct	0.9		\$3.0
30-20	KY 351/2nd St/Zion Rd	Elm St to Denise Dr	Reconstruct	2.8		\$7.5
30-21	KY 351/Zion Rd	E of Adams Ln to Bishop Ln	Reconstruct	1.0		\$3.0
<b>INDOT/KYTC</b>						
30-22	I-69 ORX (Section 1)	KY 425 to US 60	New (4 lane)/Reconstruct	6.2	x	\$195.0
30-23	I-69 ORX (Section 3)	State Line to I-69 (IN)	New (4 lane)/Reconstruct	1.7	x	\$242.1

Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for road and bridge preservation and maintenance, intersection improvements, and other non-regionally significant projects, but these project types are not included in this plan.

\* These infrastructure projects will be designed and constructed as part of development plans submitted by the developers of the properties. As such, the costs are not factored into the fiscal constraint determination.

New Road - Construction of new roadway on new terrain  
Widen - Increase number of lanes and/or add a center turn lane  
Reconstruct - Rebuild to a new condition with improved design criteria

 City of Henderson and KYTC projects do not have transportation conformity determination requirements, therefore an exempt or non-exempt designation is not applicable.


Items in red reflect modifications made in December 2024.

**Table 6.2: 2031-2040 Project List**

2031-2040						
ID#	Road	Limits	Concept	Length (mi)	Non Exempt	Est. Cost Range (mil)
<b>City of Evansville</b>						
40-1	Virginia St	Green River Rd to Burkhardt Rd	Widen from 2 to 3 lanes	1.0		\$7.2 - \$8.8
40-2	Broadway Ave	City Limits to Barker Ave	Reconstruct	1.5		\$13.3 - \$14.6
40-3	Vogel Rd	Green River Rd to Burkhardt Rd	Widen from 2 to 3 lanes	1.0		\$7.2 - \$8.8
40-20	Third St	Court St to Parrett St	Reconstruct	0.8		\$17 - \$18
<b>Vanderburgh County</b>						
40-4	Petersburg Rd	Boonville-New Harmony Rd to Kansas Rd	Reconstruct	1.7		\$11.3 - \$13.9
40-5	Boonville-New Harmony Rd	US 41 to Petersburg Rd	Reconstruct	2.6		\$17.4 - \$23.2
40-6	Schutte Rd	SR 62/Lloyd Expy to Broadway Ave	Reconstruct	1.3		\$9.1 - \$11.2
<b>Warrick County</b>						
40-7	Casey Rd	Vann Rd to SR 66	Widen from 2 to 3 lanes	0.8		\$4.0 - \$5.3
40-8	Lincoln Ave	SR 66 to Anderson Rd	Widen from 2 to 3 lanes	1.1		\$8.2 - \$9.2
40-9	Lenn Rd	Lincoln Ave to Sharon Rd	Widen from 2 to 3 lanes	1.1		\$8.2 - \$9.6
40-10	Libbert Rd	SR 66 to Oak Grove Rd	Widen from 2 to 3 lanes	1.0		\$7.0 - \$9.3
40-11	Oak Grove Rd	Anderson Rd to Wethers Rd	Widen from 2 to 3 lanes	1.6		\$15 - \$20
40-21	Epworth Rd Phase 2	SR 662 to Tecumseh Dr	Widen from 2 to 3 lanes	0.6		\$7.0 - \$8.4
<b>City of Henderson</b>						
40-12	Old Corydon Rd	US 60 to SR 425	Reconstruct	0.9		\$2.8 - \$3.7
40-13	Atkinson St	KY 136 to KY 812/Clay St	Reconstruct	0.6		\$5.5 - \$7.4
<b>KYTC</b>						
40-14	KY 416	US 41 A to US 41	Reconstruct	7.4		\$55.4 - \$73.9
40-15	US 41/US 60 Interchange	Interchange Modification	Reconstruct			\$20.0 - \$26.7
40-16	US 60	Morris Dr to KY 2183/Holloway-Rucker Rd	Reconstruct	1.3		\$5.5 - \$7.3
40-17	US 60	KY 2183/Holloway-Rucker Rd to KY 1078/Baskett Ln	Reconstruct	1.7		\$4.3 - \$5.7
40-18	KY 425/Henderson Bypass	US 60 to I-69	Widen from 2 to 4 lanes	5.1		\$29.0 - \$38.7
<b>INDOT/KYTC</b>						
40-19	I-69 ORX (Section 2)	US 60 to State Line	New (4 lane)	3.5	x	\$706.9

Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for road and bridge preservation and maintenance, intersection improvements, and other non-regionally significant projects, but these project types are not included in this plan.

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# Financial Feasibility

## Roadway

The MTP 2050 must have a financial plan, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be supported using reasonably available resources, with system level estimates of funding available to operate and maintain the federally supported transportation system. Projections of federal funding involve a measure of uncertainty as the current legislation authorizing federal transportation will expire in 2027. As such, the funding projections used in the federal fiscal constraint analysis assume the federal funding remains at the estimated FY 2026 apportionment levels. Federal fiscal constraint for the local program portion of the MTP 2050 is

demonstrated in Table 7.3. Federal funds within the analysis timeframes of the MTP 2050 are within the anticipated Federal funding levels, indicating fiscal reasonableness for local federal-aid projects.

For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. The average local revenues have been estimated by using a 5-year historical average (2017 – 2021). These revenues are projected to increase at a conservative rate of 0.5% per year to the year 2050, a calculated average using historical annual growth rates of the local funding revenues.

**Table 7.3: MTP 2050 Federal Fiscal Constraint**

Funding Source	All amounts in Millions			MTP 2050 Total
	2024-2030	2031-2040	2041-2050	
<b>Indiana LPA Program of Projects</b>				
<b>MPO Attributable</b>				
STBG-U	\$34.8	\$50.2	\$50.2	\$135.1
HSIP	\$9.2	\$13.2	\$13.2	\$35.6
CMAQ	\$11.3	\$16.2	\$16.2	\$43.7
STBG -TA	\$5.1	\$7.4	\$7.4	\$19.9
CRP	\$1.1	\$1.6	\$1.6	\$4.3
PROTECT	\$1.6	\$2.3	\$2.3	\$6.1
<b>Subtotal</b>	<b>\$61.5</b>	<b>\$88.6</b>	<b>\$88.6</b>	<b>\$244.7</b>
<b>State Attributable</b>				
STBG-R	\$-	\$20	\$9	\$29
<b>Subtotal</b>	<b>\$-</b>	<b>\$20</b>	<b>\$9</b>	<b>\$29</b>
<i>Note: Indiana HSIP includes annual STBG penalty funding.</i>				
<b>Kentucky LPA program of projects</b>				
<b>MPO Attributable</b>				
SHN/STBG	\$5.4	\$7.8	\$7.8	\$21.0
TA	\$0.6	\$0.8	\$0.8	\$2.2
CRP	\$0.6	\$0.9	\$0.9	\$2.5
<b>Subtotal</b>	<b>\$6.6</b>	<b>\$9.5</b>	<b>\$9.5</b>	<b>\$25.6</b>
<b>Local Project Federal Funding (Indiana &amp; Kentucky)</b>				
<b>Source</b>	<b>2024-2030</b>	<b>2031-2040</b>	<b>2041-2050</b>	<b>Total</b>
Available Federal	\$68	\$118	\$107	\$299
Programmed Federal	\$50	\$118	\$74	\$248

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