# Chapter Five: Roadway Projects

## EXISTING ROADWAY CONDITIONS
## EXISTING FREIGHT CONDITIONS
## PROJECT PRIORITIZATION CRITERIA
## ROADWAY PROGRAM AND FISCAL CONSTRAINT
## MODEL SCENARIO EVALUATION
## TYPICAL FUNDING SOURCES

## EXISTING ROADWAY CONDITIONS

The CAMPO MPA is located about 40 miles south of Indianapolis along Interstate 65 (I-65), which puts the community in an advantageous position with easy access to regional and national roadway infrastructure. I-65 connects to Interstates 74, 69, and 70 to the north in Indianapolis, providing north-south as well as east-west national connections. To the south, I-65 connects to Interstates 64 and 71 in Louisville.

### FHWA FUNCTIONAL CLASSIFICATION

FHWA recommends grouping the roadway network into a hierarchical functional classification system based on the characteristics of the roadway, as well as the service the roadway is intended to provide. The transportation system is classified into freeways/interstates, arterials, collectors, and local roadways. ***Figure 15*** shows the relationship between land access and mobility for the different roadway categories.

For example, I-65 represents the highest degree of mobility and very limited access to land uses, promoting long distance travel with minimum disruption to traffic. On the other hand, local streets support short-distance, low-speed traffic representing the lowest degree of mobility but highest degree of access to land uses. ***Table 12*** gives a brief definition of the functional classification options, and how many miles of each classification are present in the CAMPO MPA.

The CAMPO MPA is served by a roadway network consisting of everything from local roadways to major state and interstate highway routes, including roadways which are part of the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. Based on current ***INDOT designation***, I-65, and SR 46 are designated as part of the NHS throughout the CAMPO MPA. Additionally, while US 31 also extends throughout the entire MPA, only the part of US 31 to the north of I-65 is designated as part of the NHS.

US 31 and SR 46 also function as major north-south and east-west principal arterials in the MPA, with additional state routes and county roads providing connectivity. These corridors are supplemented by a large network of urban streets in Columbus and two-lane rural highways elsewhere in Bartholomew County. The spacing and placement of the urban grid in Columbus provides a high degree of connectivity and capacity, enabling residences and businesses to be within a short driving distance to a collector or arterial.

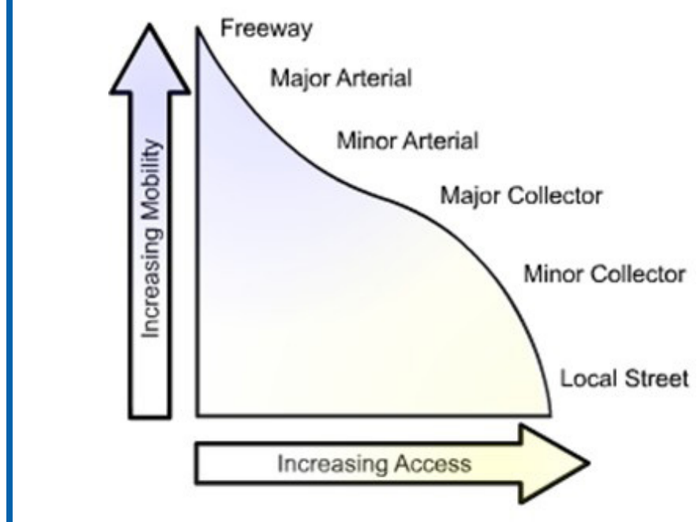



*Figure 15: Functional Classification in Terms of Mobility and Access*

*Table 12 Functional Classification Breakdown for Road Miles in the CAMPO MPA (2025)*

| FUNCTIONAL CLASSIFICATION | MILES | % OF TOTAL | SERVICES PROVIDED |
|---|---|---|---|
| INTERSTATE | 28.53 | 2.61% | Full access control, high speed travel |
| OTHER FREEWAY OR EXPRESSWAY | 0 | 0.00% | Similar to Interstate, full access control, high speed travel |
| MAJOR ARTERIAL | 44.9 | 4.10% | High speeds and long, uninterrupted travel |
| MINOR ARTERIAL | 59.03 | 5.39% | Slower speeds than a principal arterial, often provide connections between principal arterials |
| MAJOR COLLECTOR | 153.99 | 14.09% | Collects traffic from local roads, distributes to arterials |
| MINOR COLLECTOR | 95.06 | 8.69% | Collects traffic from local roads, distributes to arterials |
| LOCAL STREET | 712.78 | 65.14% | Provides access to land, little or no through traffic |

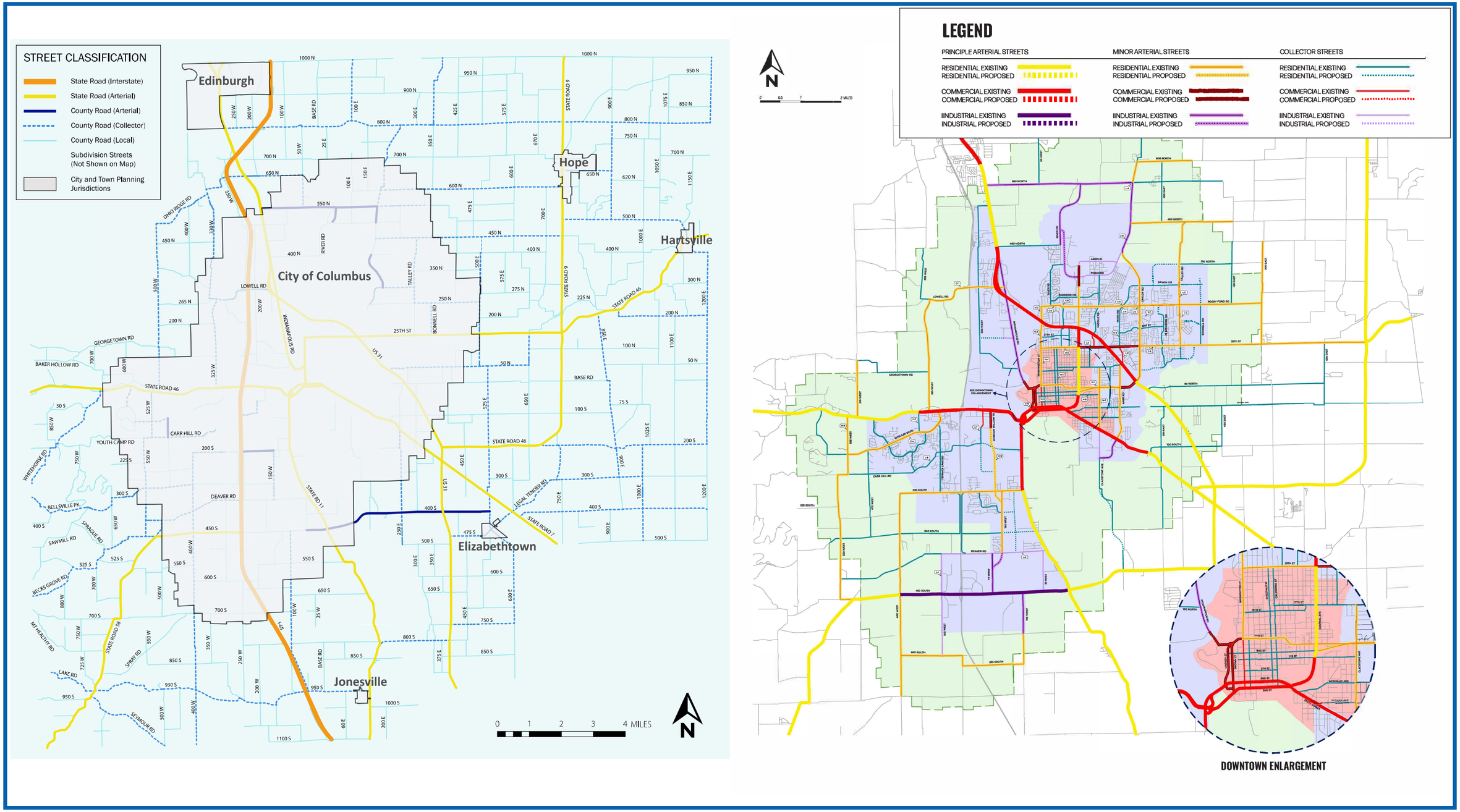
The City of Columbus and Bartholomew County use the FHWA functional classification terminology to develop thoroughfare plans to identify the function of each roadway as part of the transportation system in the CAMPO MPA. The thoroughfare plans are synchronized with the FHWA functional classification to the highest degree possible. Several factors are considered when establishing functional classification. These factors include traffic volumes, trip lengths, and types of use (short or long distance travel). ***Figure 16*** shows roads by NHS designation and functional classification per the ***County Thoroughfare Plan*** and ***City Thoroughfare Plan***.

### VEHICULAR TRAFFIC

The traffic volume on the transportation system varies based on the functional classification of the roadway. For example, I-65 moves a large amount of traffic compared to collectors or local streets. The Average Daily Traffic (ADT) in the CAMPO MPA, measured in vehicles per day, is continually collected from various sources including the ***Indiana Department of Transportation (INDOT)*** and count programs sponsored by City of Columbus and Bartholomew County. ***Figure 17*** presents the ADTs for interstate, arterials, and collectors in the MPA as this data appears in the INDOT Traffic Count Data System (TCDS).

The heaviest traveled roadway in the CAMPO MPA is I-65 with an ADT of about 43,000 vehicles at the southern end of the MPA and about 52,000 vehicles at the northern end. Beyond I-65, the highest traffic volumes are observed along SR 46, between I-65 and Columbus, where ADT ranges from 30,000 to 48,000. This roadway segment carries commuter traffic between I-65, the newer residential areas west of the river, and central Columbus. The next busiest surface street is US 31 between Taylorsville and Columbus (22,000 – 26,000 ADT). The three locally controlled roads with the highest ADT (and where traffic count data was available) are all located in the City of Columbus: Central Avenue (14,000-21,000 ADT), 10th Street/Taylor Road (13,000-20,000 ADT), and 25th Street (7,000-13,000 ADT),

## FIGURE 16: FUNCTIONAL CLASSIFICATION DESIGNATIONS IN THE CAMPO MPA




*Source: Bartholomew County Thoroughfare Plan and City of Columbus Thoroughfare Plan*

The usage of the roadway network is commonly measured using Vehicle Miles Traveled (VMT). VMT is defined as the distance traveled by all vehicles in a given area over a specific period of time. Historically, the daily VMT in the Columbus area increased about 18% between 2006 and 2023. The historical increase in VMT can be attributed to several factors, including increasing household incomes, low-density rural development and more fuel-efficient private vehicles. The impacts of rising VMT in the CAMPO MPA include an increase in traffic congestion, additional safety concerns, and the need for additional investment in infrastructure as well as increased operation and maintenance needs for existing infrastructure.

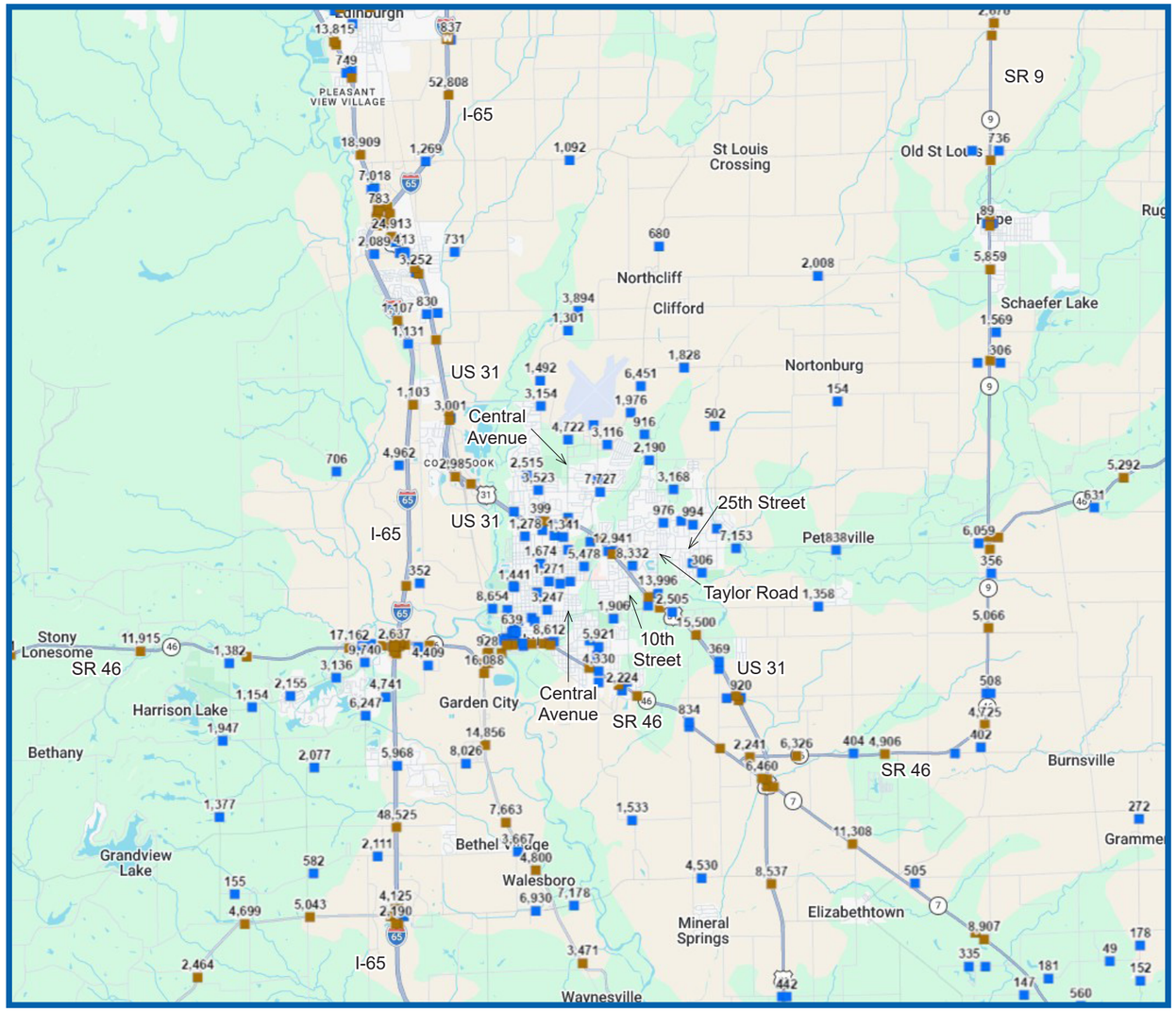



*Figure 17: Average Daily Traffic (ADT) (Source: INDOT Traffic Data)*

## EXISTING FREIGHT CONDITIONS

The freight network is an important piece of the overall transportation infrastructure, especially as the freight transportation and logistics fields are projected to grow quickly over the coming years. Access to I-65, railroads, and the Columbus Municipal Airport are vital for the CAMPO MPA to compete with other regional centers in terms of economic development. The CAMPO MPA is suitably located with respect to freight at the connection of several facilities on the NHS and rail lines.

Based on an analysis of ***FHWA Freight Analysis Framework Data***, the CAMPO MPA exports about 826,000 tons of freight each year, and imports about 626,000 tons of freight each year. About 10% of all exports go to destinations in Marion County, and about 14% of all imports originate from Marion County. ***Table 13*** shows the annual tonnage of imports and exports across all freight modes for the CAMPO MPA in 2022. More than 95% of this freight is transported via truck.

*Table 13: CAMPO MPA 2022 Imports and Exports to Indiana and Beyond (Source: FHWA Freight Analysis Framework Data)*

| ORIGIN/DESTINATION | CAMPO MPA EXPORTS (1000S OF TONS) | CAMPO MPA IMPORTS (1000S OF TONS) |
|---|---|---|
| WITHIN INDIANA | 690.068 | 411.046 |
| OUTSIDE INDIANA | 135.888 | 215.130 |

### COMMERCIAL TRUCKS

The CAMPO MPA is home to various industries and manufacturing firms that ship and receive freight at regional and national levels via commercial trucks. Strong growth in the MPA's freight, manufacturing, and distribution industry means there will be continued growth in truck traffic in the CAMPO MPA. With national freight movement expected to increase over the next 25 years, system preservation and improvement are a major concern. Major truck exits to Columbus include Exit 64 at Woodside Industrial Area, Exit 68 to downtown Columbus, and Exit 76 at Taylorsville.

### COMMERCIAL AIR

The Columbus Municipal Airport sits on 2,000 acres in north Columbus and has an annual economic impact of over $650 million to the city. With more than 43,000 takeoffs and landings each year, the Airport boasts the fourth busiest tower and more military traffic than any other airport in Indiana. While no commercial flights operate today, substantial infrastructure exists with capabilities to easily handle MD80, Boeing 737, and DC8 aircraft and military capabilities up to the C-5 Galaxy.

### FREIGHT RAIL

The freight rail in the Columbus area is operated by Jeffersonville, Indiana-based Louisville and Indiana Railroad Company (LIRC). The LIRC is a short line railroad operating approximately 106 miles of rail line that runs north-south between Indianapolis and Louisville. The LIRC connects to other Class I and Class II railroads including CSX Transportation (CSXT), Indiana Railroad (INRD), Norfolk Southern (NS), and Paducah and Louisville Railway (PAL). The LIRC has 11 locomotives, and annual volume is 20,000 carloads.

Within the CAMPO MPA, significant areas of activity for the LIRC include the industrial area north of the Outlet Mall in Taylorsville, the rail yard to the west of Commerce Drive, the South Mapleton Industrial Park, and Camp Atterbury. From September 2016 onward there were increases in train traffic on the LIRC line. Increases in frequency and length of freight trains contributed to higher traffic related delays for the SR 46 corridor at what used to be an at-grade crossing. INDOT completed an overpass project at SR 46 to remove this at-grade crossing, in partnership with the City of Columbus, Bartholomew County, Cummins, and LIRC. The overpass was officially opened to traffic in June 2020. ***Figure 18*** displays the locations of these key freight network locations within the CAMPO MPA.

## OTHER TRANSPORTATION SERVICES

Since the discontinuation of the Kentucky Cardinal Service in 2003, there has not been any passenger rail service in the CAMPO MPA. However, in 2023 the Kentuckiana Regional Planning & Development Agency (KIPDA) received a planning grant from the Federal Railroad Administration (FRA) to assess the viability of re-establishing passenger rail service connecting Louisville to Indianapolis. This passenger rail service would pass through Columbus.

There is currently no intercity bus service in the MPA; however, Columbus' location on Interstate 65 provides an opportunity for future service on routes traveling between Indianapolis and Louisville.

## PROJECT PRIORITIZATION CRITERIA

Personal automobiles are the primary mode of transportation in the MPA and this trend is expected to continue through the horizon year of this plan. Columbus has a good mix of north-south as well as east-west arterials, as well as a grid system in the core of the city providing a high degree of connectivity and capacity. While most of Columbus is well connected, residential and commercial areas west of the East Fork of the White River are separated from the rest of the city by railroads and natural barriers. SR 46 is the main corridor connecting the west part of the city to downtown.

While much of the new development in Columbus has been on the west side (along CR 200 South and in Tipton Lakes), most of the schools, existing hospital sites, employment centers and governmental facilities are east of the river. North-south movements from the CR 200 South residential areas are also limited to Jonesville Road, Carr Hill Road, and Terrace Lake Road. This use of Jonesville Road by newer residential developments further burdens SR 46 and the already poor connectivity to the Woodside industrial area. With continued growth on the west side of Columbus during the MTP planning period, it is important to enhance the east-west connections to support future transportation needs.

Some segments of SR 11 face significant ***flooding*** issues and there is a need for evaluating an alternative north-south route of SR 11 to address the flooding issues. County roads on the perimeter of the City also should be evaluated for potential capacity and safety concerns due to continued growth and development in the fringe of Columbus. Improvements to these roadways include capacity enhancements and implementation of complete streets to enable safe access to all users.

While emphasizing the roadway connectivity in the region is a priority, this MTP needs to also address the maintenance and rehabilitation of the existing transportation system and promote ***multi-modal travel***. Without regular maintenance of the existing roadways, the addition of any new roadway would only provide localized improvement rather than improving the overall transportation system. It will also continue to be important to monitor traffic movements on major routes, particularly on roadways with at-grade ***railroad crossings*** in order to maintain and improve the efficiency of the transportation system.

Based on the existing conditions described above as well as inputs from local agency partners and the public on roadway project needs throughout the CAMPO MPA, a preliminary roadway project list was identified. The projects on that list were then evaluated based on nine prioritization criteria that were identified and weighted by importance based upon input from the MTP Steering Committee. The nine prioritization criteria and their relative weighting in the project scoring analysis is provided below in ***Table 14***. Additional detail on how projects were scored according to these criteria is available in ***Appendix C: Roadway Project Criteria and Evaluation***.

*Table 14: Roadway Project Prioritization Criteria and Relative Weighting*

| CRITERIA (ORDERED BY WEIGHT) | CRITERIA WEIGHTING | *RELEVANT PLAN GOAL* |
|---|---|---|
| 1. ENHANCING CONNECTIVITY THROUGHOUT BARTHOLOMEW COUNTY | Highest weight (5 points) | **Goal 2:** Increase Accessibility and Improve Quality of Life |
| 2. IMPROVING SAFETY (CRASH FREQUENCY) | Highest weight (5 points) | **Goal 4:** Improve Safety and Efficiency |
| 3. PROXIMITY TO EMPLOYMENT AND POPULATION GROWTH AREAS | High weight (4 points) | **Goal 1:** Support Economic Vitality |
| 4. INCLUSION OF MULTIMODAL ELEMENTS | High weight (3 points) | **Goal 3:** Encourage Transportation Choices/ Multimodal Connectivity |
| 5. CONGESTION MITIGATION | Moderate weight (2 points) | **Goal 2:** Increase Accessibility and Improve Quality of Life |
| 6. PROXIMITY TO VULNERABLE POPULATIONS | Moderate weight (2 points) | **Goal 3:** Encourage Transportation Choices/ Multimodal Connectivity |
| 7. IMPACT TO ENVIRONMENTAL AND HISTORIC RESOURCES | Moderate weight (2 points) | **Goal 5:** Prioritize Existing Preservation and Maintenance |
| 8. CONSISTENCY WITH COMMUNITY PLANS | Lower weight (1 point) | **Goal 6:** Foster Coordination Throughout the MPA |
| 9. IMPROVING PAVEMENT CONDITIONS | Lower weight (1 point) | **Goal 5:** Prioritize Existing Preservation and Maintenance |

Using this scoring system, each roadway project could achieve a maximum score of 25 points. All projects were evaluated and scored consistently using this framework, and resulting high- scoring projects were incorporated into the fiscally constrained transportation plan (along with projects already included in the CAMPO FY 2026-2030 TIP). The remaining projects were included as illustrative.

## FIGURE 18: KEY CAMPO MPA FREIGHT NETWORK LOCATIONS

## ROADWAY PROGRAM AND FISCAL CONSTRAINT

Future projects for the CAMPO MPA were identified based on scenario analyses, Steering Committee input, ***public involvement***, and inputs from CAMPO staff to address the existing and projected transportation needs through the MTP planning period. The cost of the planned projects were compared against the estimated revenue to ensure the projects are fiscally constrained. The transportation projects are divided into short-term and long-term planning horizons.

The short-term projects include all federally funded projects programmed in the fiscally constrained CAMPO FY 2026-2030 TIP as well as those anticipated to be completed within the CAMPO MPA with the estimated federal revenue between FY 2031-FY 2040. The long-term projects include projects that are anticipated to be completed within the CAMPO MPA with the estimated federal revenue between FY 2041-FY 2050.

***Tables 15-16*** and ***Figure 19*** present the short-term and long-term projects identified as part of the plan to fulfill CAMPO's six MTP goals. ***Table 17*** and ***Figure 20*** present the additional illustrative projects that are not part of the fiscally constrained plan. The projects are categorized as Priority A (for short-term projects), Priority B (for long-term projects), and Illustrative based on the results of the roadway project scoring and prioritization process. In each table, the project owner is identified based upon the project location and road ownership. Projects designated as "Split" have elements owned by both the City of Columbus and Bartholomew County. Ownership is designated based on current jurisdictions and is subject to change as properties are annexed into the City of Columbus. More details on all roadway projects are provided in ***Appendix D: Roadway Project Details***.

Project costs for the Priority A and B lists were estimated in Year of Expenditure (YOE) dollars and are adjusted based on a 2% annual inflation rate. The planning level project costs were estimated based on the estimated costs in the CAMPO TIP, average planning level costs for roadway and bike/pedestrian infrastructure from INDOT, inputs from City and County staff, and engineering judgment. The cost of construction and the other costs involved in the major projects can fluctuate over a period of time. However, by averaging the costs incurred over a substantial time period, a reasonable estimate can be developed.

The anticipated revenue for the MTP planning horizon is expected to cover all Priority A and Priority B projects presented in ***Tables 15-16***. Even though the Priority A and priority B projects identified in the MTP are considered fiscally constrained based on reasonable revenue projections, the projects will only be implemented if federal and state funding becomes available. Each of these projects will require close planning and coordination among federal, state, and local agencies.

Other significant projects planned in the CAMPO planning area through FY 2050 which do not have dedicated funding are listed as illustrative projects in the MTP. ***Table 17*** presents the illustrative projects identified in the CAMPO MPA, should funding become available. These projects are eligible for several discretionary funding sources. If additional funding becomes available for illustrative projects, those projects may be included in subsequent CAMPO TIPs.

Several INDOT projects are identified within the CAMPO MPA for implementation in the MTP planning horizon. Since these projects are developed separately by INDOT from the rest of the local projects in the CAMPO MTP, they are also listed separately in ***Table 18***.

*Table 15: TIP and Priority A Roadway Projects (Target Years 2026-2040)*

| MAP ID | PROJECT | OWNER | EXTENTS | BUILD YEAR (EST.) | BUILD YEAR COST |
|---|---|---|---|---|---|
| A1 | Talley Rd* | City | 25th St to Rocky Ford Rd | 2027 | $9,762,000 |
| A2 | Lowell Rd* | County | 325 W to 200 W | 2028 | $5,985,000 |
| A3 | S 350 W* | City | SR 46 to Goeller Rd | 2030 | $6,300,000 |
| A4 | 25th St (Center Segment) | City | Central Ave to US 31 | 2035 | $3,585,278 |
| A5 | Sawin Dr | Split | Taylor Rd to Talley Rd | 2035 | $3,812,345 |
| A6 | S 300 W | City | International Dr / 500 S to Deaver Rd | 2035 | $4,397,941 |
| A7 | Marr Rd | City | 25th St to US 31 | 2035 | $1,051,681 |
| A8 | Goeller Rd at Terrace Lake Rd | City | Intersection | 2035 | $4,780,370 |
| A9 | Carr Hill Rd | City | I-65 to SR 46 | 2035 | $4,849,686 |
| A10 | Talley Rd | Split | Rocky Ford Rd to Sawin Dr | 2035 | $3,585,278 |
| A11 | 25th St (West Segment) | City | Washington St to Central Ave | 2035 | $4,774,395 |

*Table 16: Priority B Roadway Projects (Target Years 2041-2050)*

| MAP ID | PROJECT | OWNER | EXTENTS | BUILD YEAR (EST.) | BUILD YEAR COST |
|---|---|---|---|---|---|
| B1 | 7th St | City | Central Ave to Gladstone Ave | 2045 | $3,066,588 |
| B2 | Gladstone Ave | City | 10th St to State St | 2045 | $6,176,879 |
| B3 | Carr Hill Rd / Garden St Connector | Split | Carr Hill Rd to SR 11 | 2045 | $5,535,882 |
| B4 | Deaver Rd | Split | 175 W to 300 W | 2045 | $6,643,059 |
| B5 | Washington St (South Segment) | City | 11th St to 25th St | 2045 | $7,371,465 |

**Legend**

- City
- County
- Split
- INDOT

** Denotes roadway project included in CAMPO FY 2026-2030 TIP*

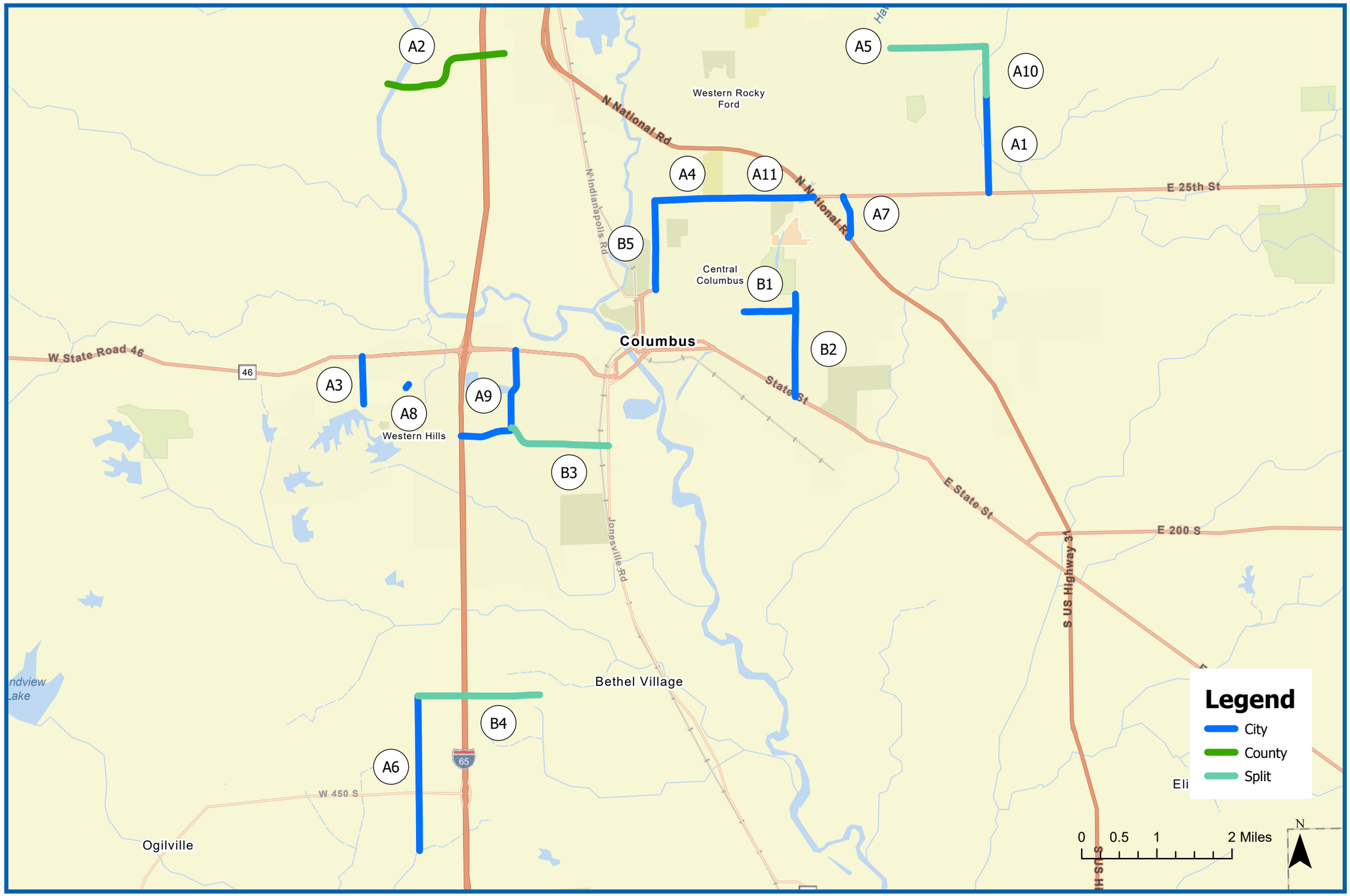
*Table 17: Illustrative Roadway Projects*

| MAP ID | PROJECT | OWNER | EXTENTS |
|---|---|---|---|
| I1 | 25th St at Talley Rd | City | Intersection |
| I2 | 525 W | County | SR 46 to Carr Hill Rd |
| I3 | 800 N | County | US 31 to Eastern County Line |
| I4 | Carr Hill Rd | City | Champion Dr to Terrace Lake Rd |
| I5 | Goeller Rd at Tipton Lakes Blvd E | City | Intersection |
| I6 | Goeller Rd at Tipton Lakes Blvd W | City | Intersection |
| I7 | I-65 and SR 46 Interchange* | INDOT | Interchange |
| I8 | Marr Rd | City | 25th St to Brentcross Dr |
| I9 | Marr Rd at E 550 N | County | Intersection |
| I10 | McKinley Ave | City | State St to Marr Rd |
| I11 | Regency Dr | City | Prairie Dr to Taylor Rd |
| I12 | Rocky Ford at Marr Road | City | Intersection |
| I13 | Rocky Ford at Taylor Road | City | Intersection |
| I14 | Southern Crossing | County | 525 E to SR 7 |
| I15 | SR 46 Intersection Capacity Improvements | INDOT | Carr Hill Rd to S 350 W |
| I16 | SR 7 Auxiliary Passing Lanes* | INDOT | Bartholomew County Line to US 31 |
| I17 | SR 9 at SR 46 | INDOT | Intersection |
| I18 | W 100 N / N 200 W | Split | Indianapolis Rd to Lowell Rd |
| I19 | W 200 S | Split | Terrace Lake Rd to 400 W |
| I20 | Washington St (Center Segment) | City | 25th St to US 31 |
| I21 | Washington St (North Segment) | City | US 31 to Rocky Ford Rd |
| I22 | West Side Connector (North Segment) | City | SR 46 to 200 S (via new terrain / 150 W / 175 W) |
| I23 | West Side Connector (South Segment) | City | 200 S to 450 S (via new terrain / 150 W / 175 W) |

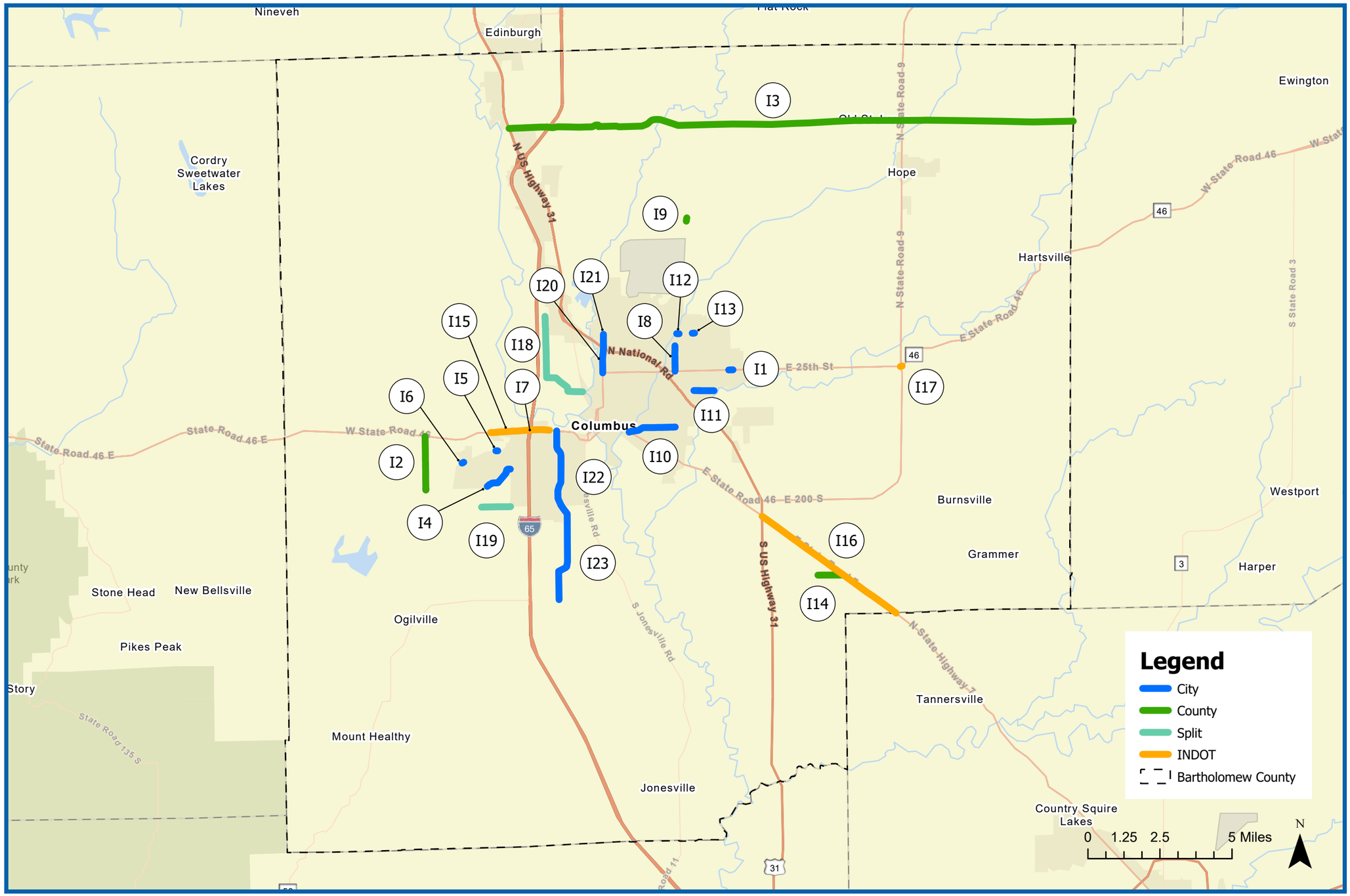
*Table 18: INDOT-Only Roadway Projects*

| MAP ID | PROJECT | OWNER | EXTENTS |
|---|---|---|---|
| I7 | I-65 and SR 46 Interchange* | INDOT | Interchange |
| I15 | SR 46 Intersection Capacity Improvements | INDOT | Carr Hill Rd to S 350 W |
| I16 | SR 7 Auxiliary Passing Lanes* | INDOT | Bartholomew County Line to US 31 |
| I17 | SR 9 at SR 46 | INDOT | Intersection |

## FIGURE 19: CONSTRAINED ROADWAY PROJECTS (PRIORITY A AND PRIORITY B)



## FIGURE 20: ILLUSTRATIVE ROADWAY PROJECTS



## MODEL SCENARIO EVALUATION

The fundamental relationship between land use planning and transportation planning is undeniable. While transportation planning decisions affect land use development, land use conditions shape the future infrastructure. In order to identify future transportation needs as part of MTP development, future travel patterns are forecasted, programmed transportation infrastructure improvements are identified, and the adequacy of the transportation infrastructure is evaluated to determine if any significant deficiencies exist. The transportation improvement projects and policy changes are then identified to reduce or eliminate identified deficiencies and improve the overall performance of the network.

The CAMPO MTP analyzes year 2050 operating conditions on the existing transportation network to identify the programs and policies necessary to address the transportation needs of the CAMPO MPA. The MTP then analyzes year 2050 operating conditions on the transportation network with all fiscally constrained projects included to confirm that the identified projects address the transportation needs and deficiencies identified in the initial analysis.

Future land use forecasts are crucial to estimating future travel demands and identifying the needs of the transportation system through the plan period. The 2050 land use information is used as an input into the travel demand model to recognize any deficiencies in the local roadway infrastructure. In order to forecast future land use information, the CAMPO MPA was divided into traffic analysis zones (TAZs) to factor in the spatial component of the land use data.

The model base year (2022) land use information was derived from the 2020 US Decennial Census, ACS 5-Year estimates, US Census Bureau's LEHD data, Columbus and Bartholomew County ***comprehensive plans***, and information obtained from CAMPO staff. This land use information was subsequently forecasted to the plan horizon year of 2050. The socioeconomic forecast process was based on a top-down approach, where county-wide control totals are obtained and then disaggregated to TAZs. The forecasts were further adjusted for local conditions based on comments from CAMPO staff and the Steering Committee.

## POPULATION GROWTH

The 2050 population control totals for Bartholomew County were developed based on averaging forecasts from the following sources:

- Historic growth trend lines
- 2045 CAMPO MTP projections
- STATS Indiana projections
- CAMPO staff input
- Columbus Strategic Growth Study

Once the county control totals were established, the population growth in Bartholomew County was allocated to the traffic analysis zone (TAZ) layer through consultation with the CAMPO staff. The TAZ population growth distribution is provided in ***Figure 21***. 22 TAZs in the CAMPO TDM are located to the north of the Bartholomew County boundary. These TAZs are in Johnson and Shelby Counties. Population and employment growth projections for these TAZs were obtained from the IMPO Travel Demand Model.

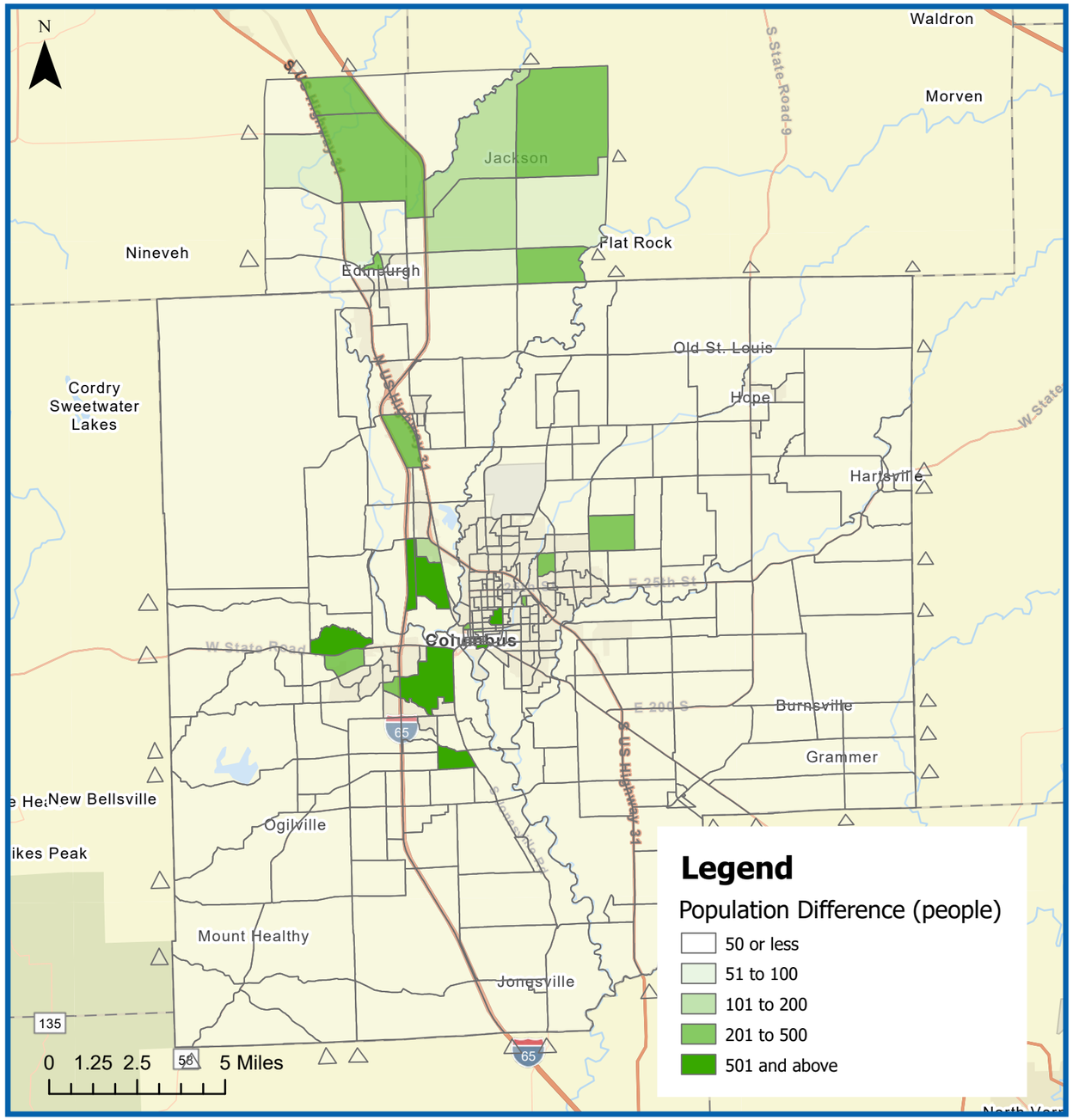



*Figure 21: 2022-2050 Population Growth Distribution*

## EMPLOYMENT GROWTH

The 2050 employment control totals for Bartholomew County were derived from the following sources:

- 2020 Census Longitudinal Employer-Household Dynamics (LEHD) data
- 2045 MTP employment growth data
- Current employment growth trends
- CAMPO staff input
- Columbus Strategic Growth Study

Once the county control totals were established, employment growth was then sub-allocated to the TAZs based on recommendations from CAMPO staff. ***Figure 22*** illustrates the geographic distribution of employment growth between 2022 and 2050.

## 2050 BASELINE SCENARIO TRAVEL DEMAND MODEL

This scenario represents the CAMPO area baseline scenario, which was estimated using past performance data, county-level forecasts and an analysis of the land use and transportation plans currently in place. The roadway network for the baseline scenario was developed by incorporating projects identified in the current CAMPO TIP (FY 2026-2030).

Many projects identified in the TIP are extraneous to the travel model as they do not affect roadway capacities (storm water improvement projects, roadway resurfacing projects, bridge reconstruction/re-decking projects, etc.); as a result, these projects were not modeled. The existing and fiscally constrained projects that involved capacity modifications and were therefore modeled in the 2050 baseline scenario are shown in ***Table 19***. ***Figures 23 and 24*** show the level of service and average daily traffic volumes in the 2050 baseline scenario.

*Table 19: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario*

| PROJECT NAME | LOCATION | DESCRIPTION |
|---|---|---|
| SR 7 | US 31 to Bartholomew County Line | Add Auxiliary Passing Lanes |
| I-65 | SR 46 Interchange | Extend third travel lane through interchange in each direction |
| West 25th Street* | Washington Street to Central Avenue | Convert 4-lane to 3-lane (including center left turn lane) |

* This lane conversion is city-led and separate from the Priority A project with the same extents that will be focused on roadway and sidewalk rehabilitation

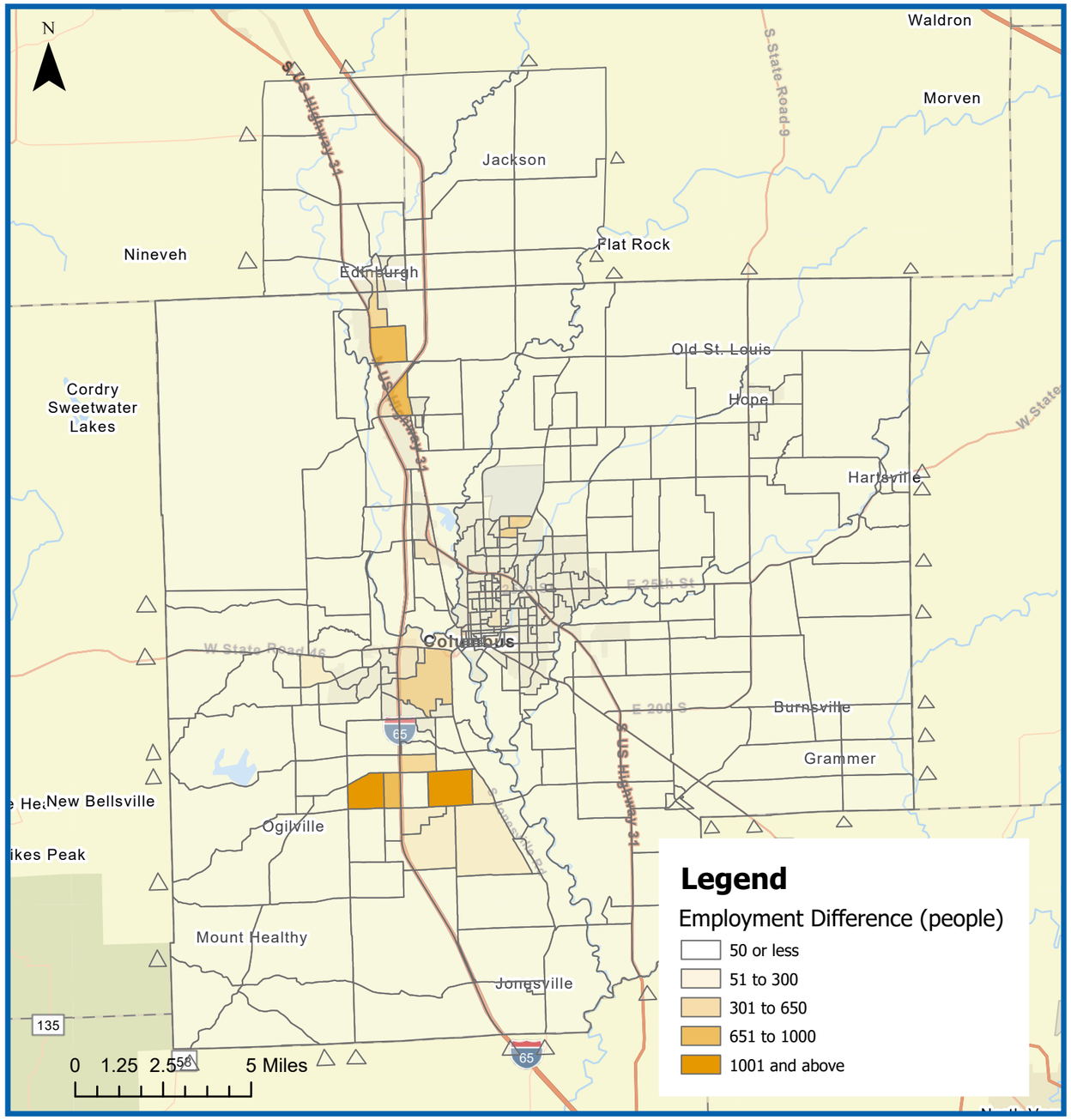
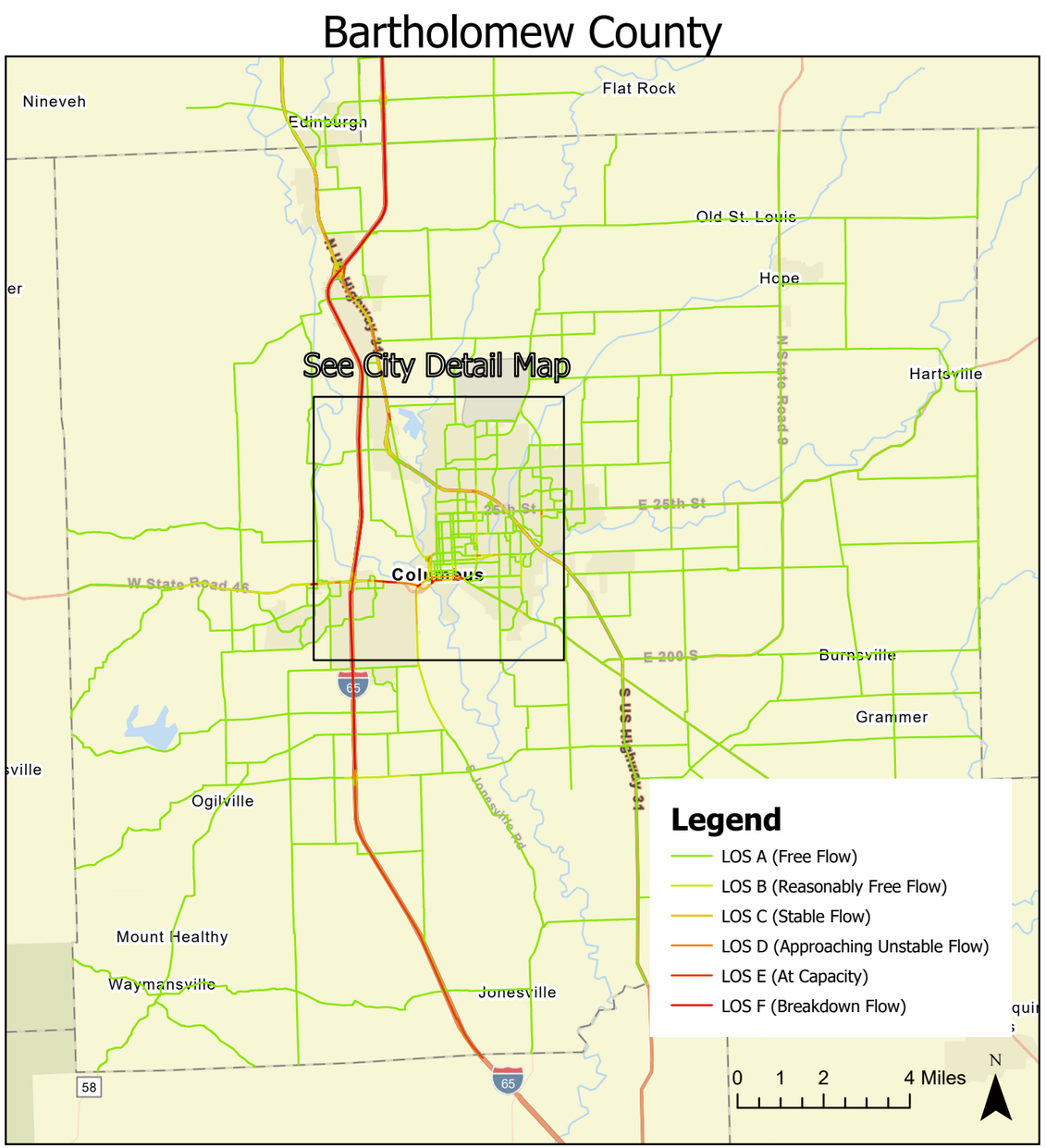
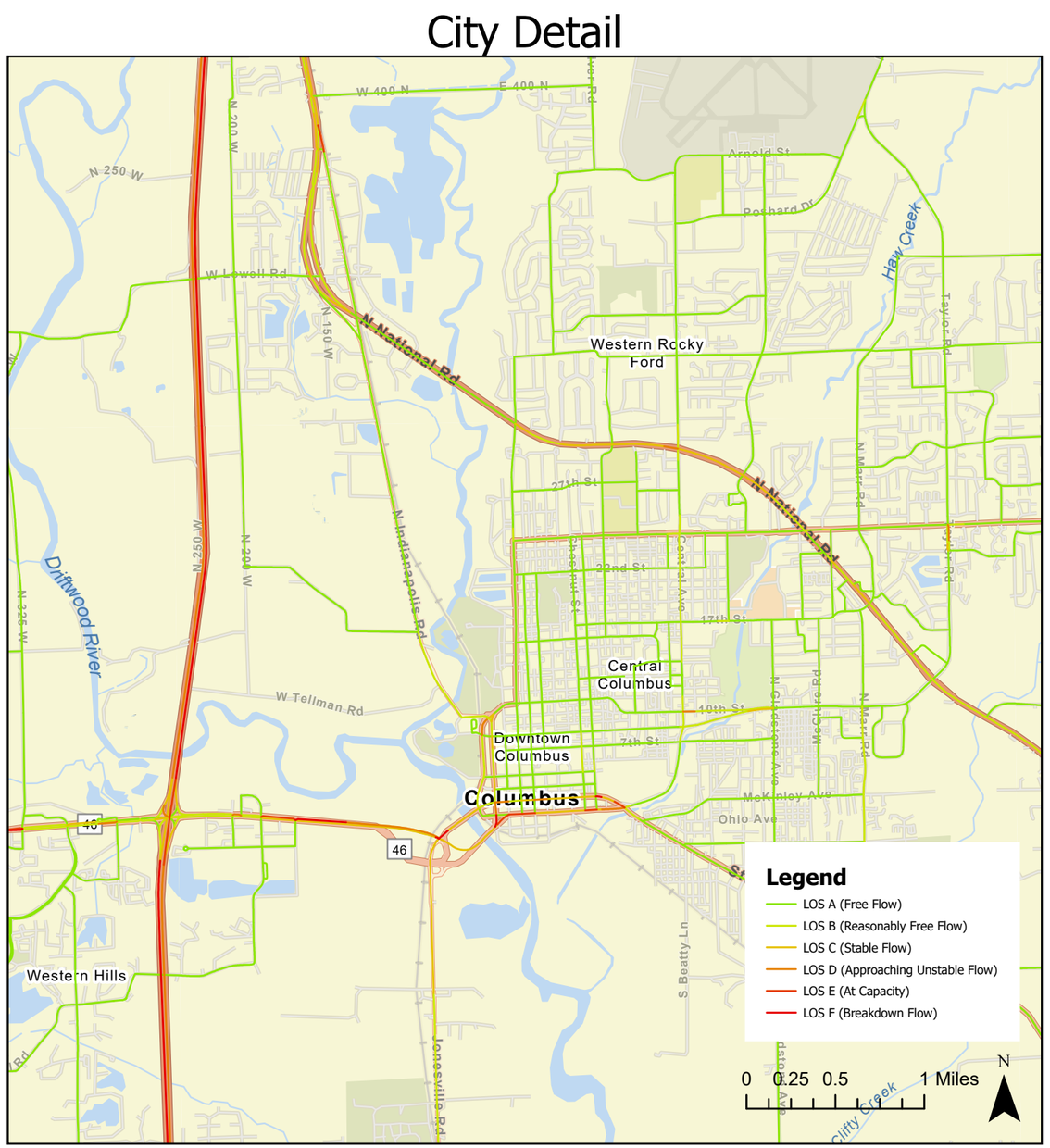


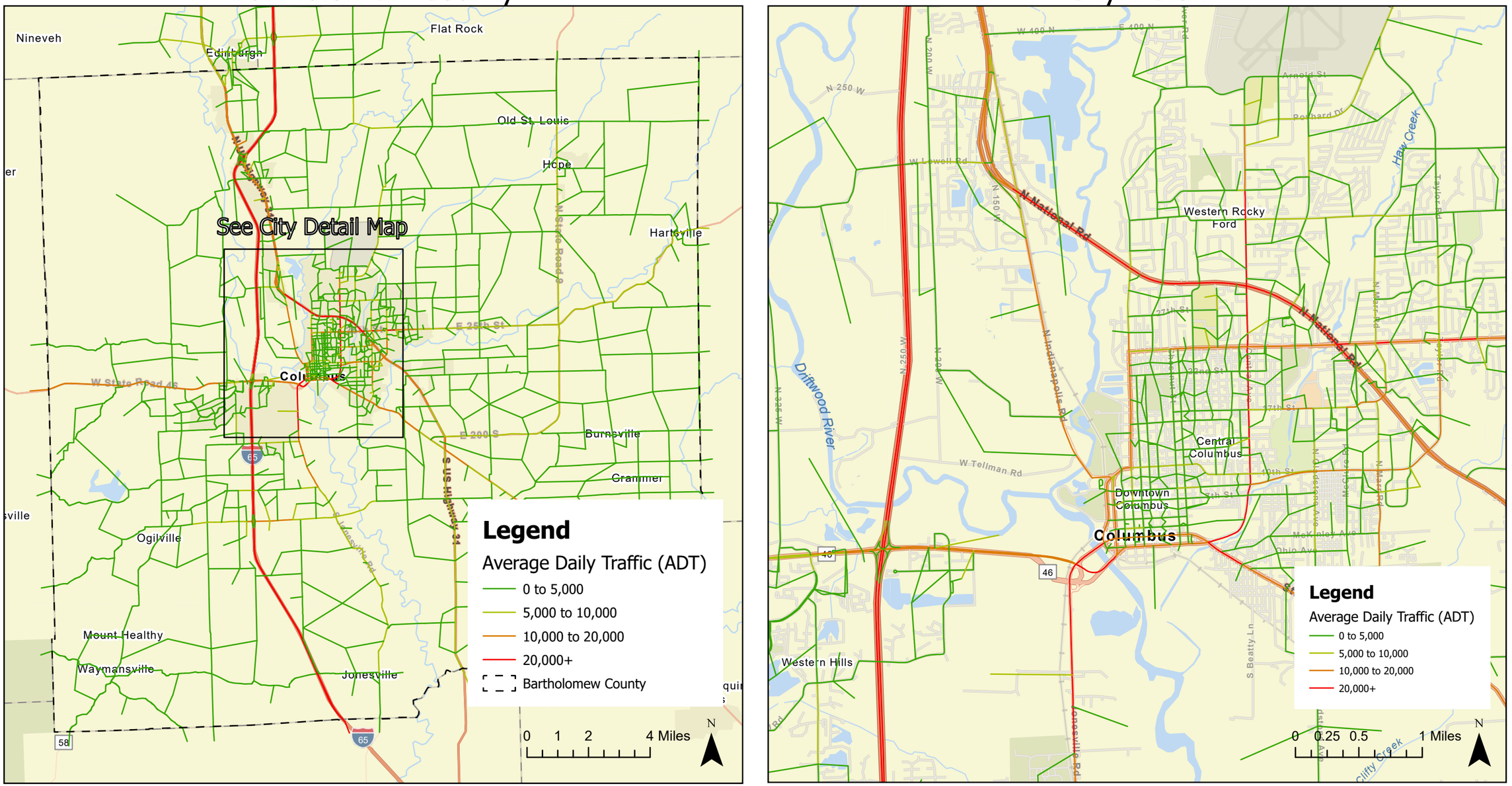

*Figure 22: 2022-2050 Employment Growth Distribution*

## FIGURE 23: 2050 BASELINE SCENARIO LEVEL OF SERVICE



## FIGURE 24: 2050 BASELINE SCENARIO AVERAGE DAILY TRAFFIC (ADT)



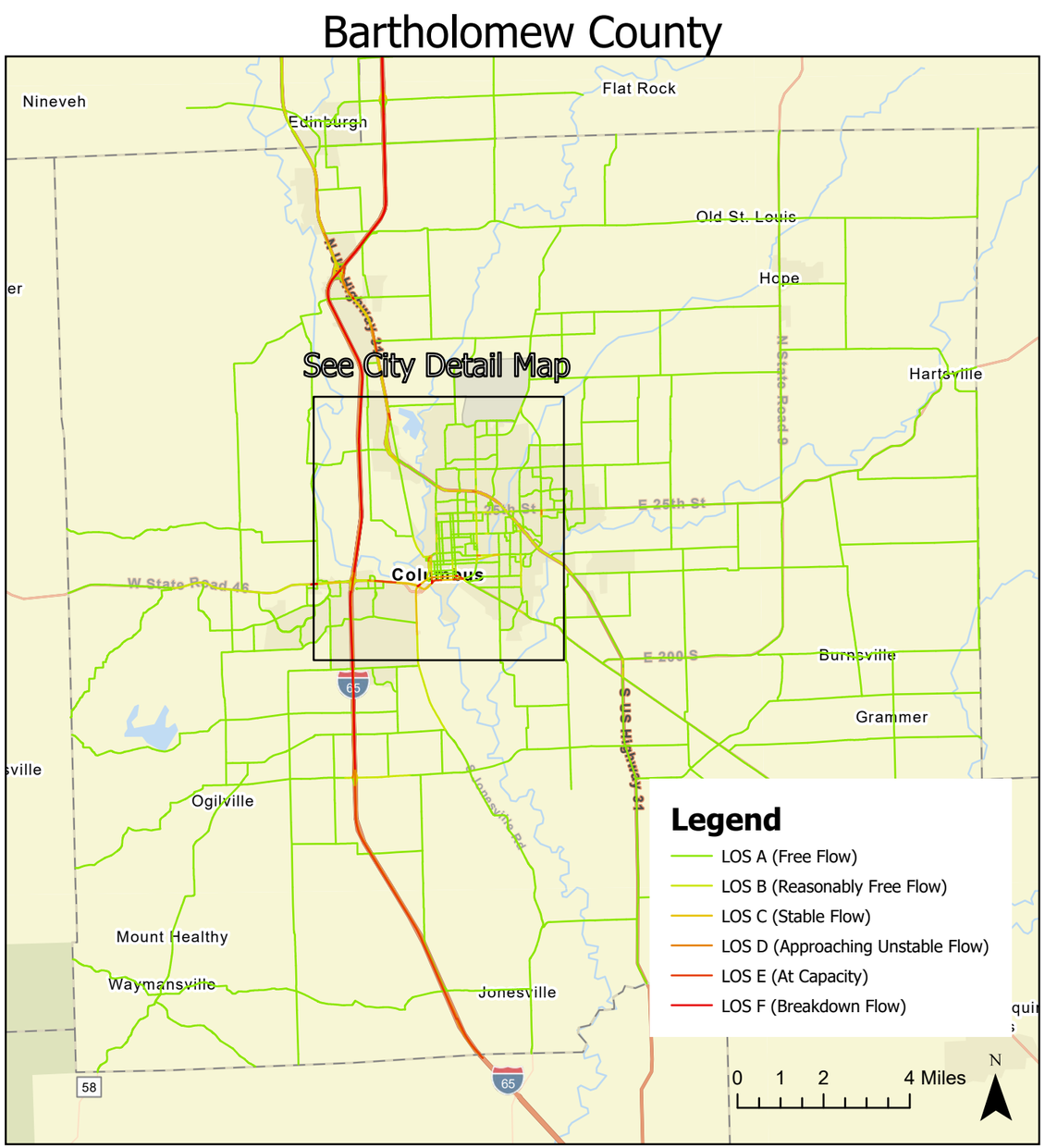
## FISCALLY CONSTRAINED PROJECTS SCENARIO ANALYSIS

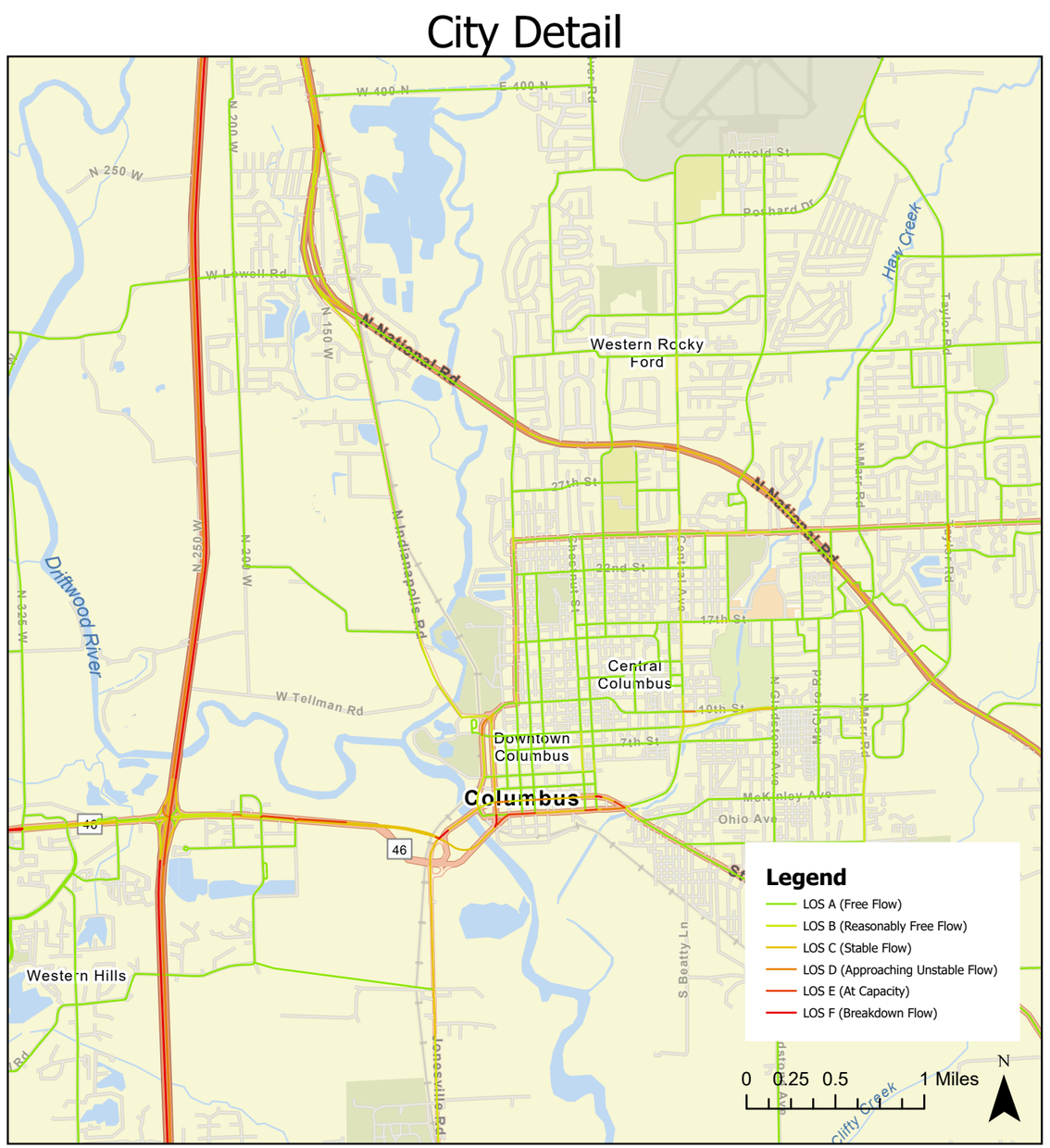
Based on project prioritization results, the fiscally constrained scenario for the CAMPO MPA was identified. ***Table 20*** details the proposed projects from the Priority A and Priority B project lists that involved capacity modifications that are modeled in the 2050 fiscally constrained scenario. ***Figures 25 and 26*** show the level of service and average daily traffic volumes in the 2050 fiscally constrained scenario.

*Table 20: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario*

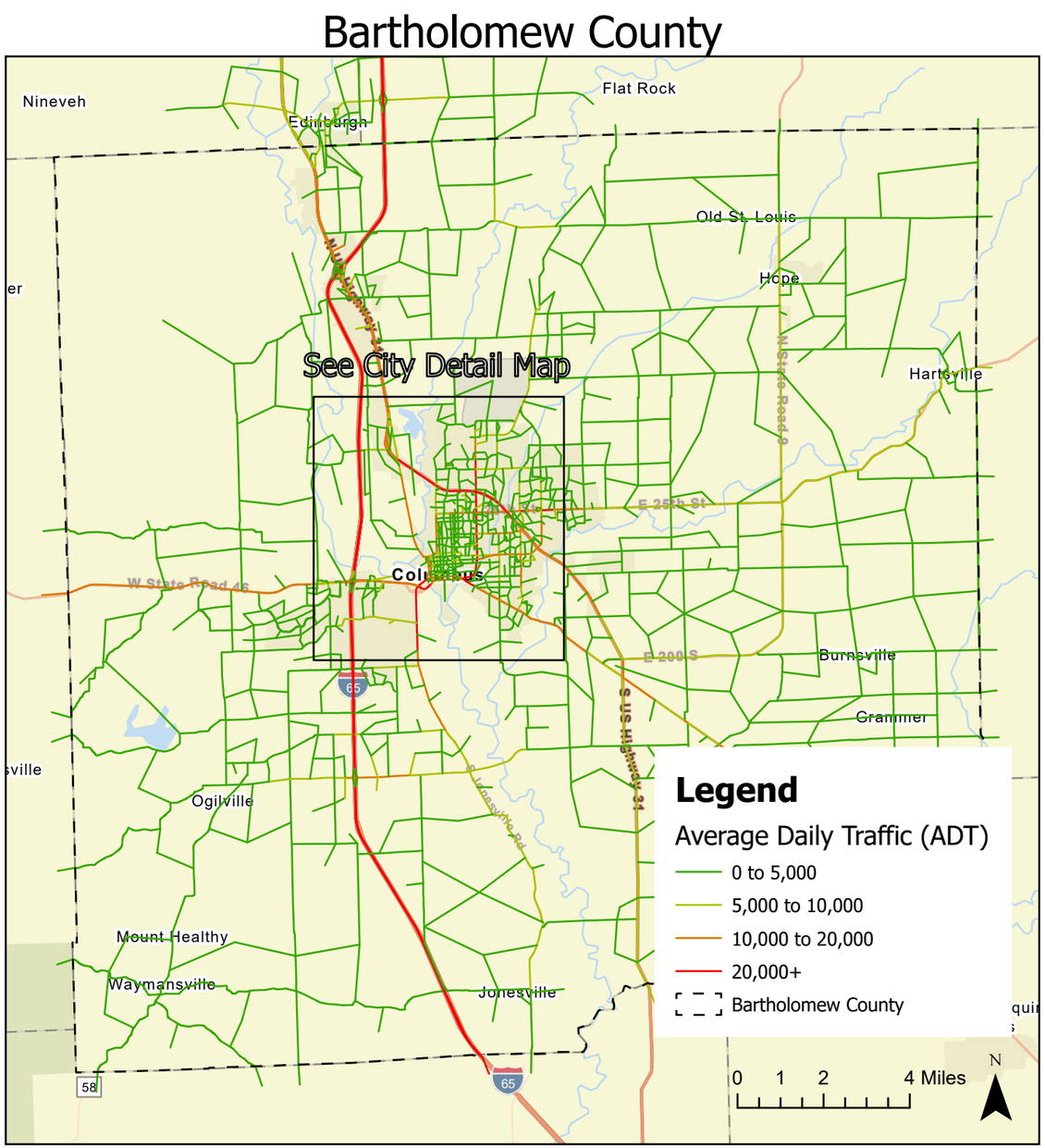
| PROJECT NAME | LOCATION | DESCRIPTION |
|---|---|---|
| East 25th Street | Central Avenue to US 31 | Convert 4-lane to 3-lane (including center left turn lane) |
| Washington Street (South Segment) | 11th Street to 25th Street | Convert 4-lane to 3-lane (including center left turn lane) |
| Carr Hill Rd / Garden St Connector | Carr Hill Rd to SR 11 | Construct new 2-lane road |

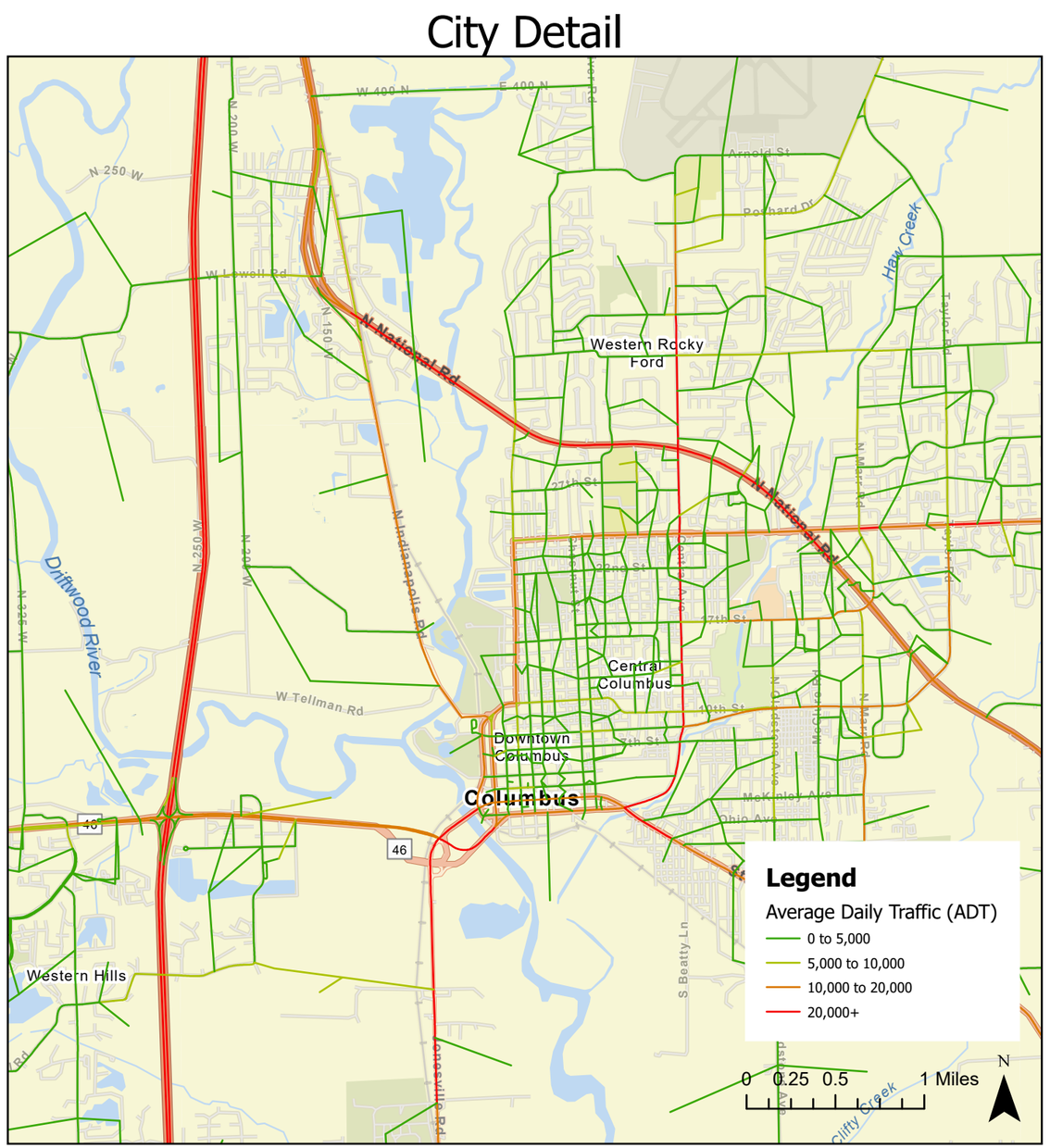
## FIGURE 25: 2050 FISCALLY CONSTRAINED PROJECTS SCENARIO LEVEL OF SERVICE



## FIGURE 26: 2050 FISCALLY CONSTRAINED PROJECTS SCENARIO AVERAGE DAILY TRAFFIC (ADT)



# TYPICAL FUNDING SOURCES

## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

This program is the most flexible federal-aid highway program. It provides financial support to state and local agencies for construction, reconstruction, rehabilitation, resurfacing, and operational improvements to federal-aid highways. It also can provide financial support to transit capital projects, bicycle and pedestrian projects, and replacement and rehabilitation of bridges on public roads. STBG covers 80% of the total cost of a project, with the rest covered by states, local, or other funding sources.

- 55% of STBG funding is obligated to MPOs and rural areas based on the relative share of the State's population.
- 10% of nationwide STBG funding must be set aside for transportation alternatives (typically bicycle and pedestrian-focused projects).
- No less than 20% of the State's FY 2009 Highway Bridge Program apportionment is set aside in the STBG program for off-system (not on federal-aid system) bridges.
- 2% of the STBG funding is to be set aside for State Planning and Research (SPR) funds.
- The remaining STBG funding may be used in any other area of the state.

## NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) FUNDS

NHPP funding supports the construction and maintenance projects on the National Highway System (NHS) within the region, including the Interstate and US Highway systems that are essential to the nation's economy, mobility, and security.

- 2% of NHPP funding is to be set aside for State Planning and Research (SPR) funds.
- States are permitted to transfer up to 50% of NHPP dollars to other programs, such as STBG, Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

## NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The NHFP is a program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support the following goals:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
- Improving the state of good repair of the NHFN
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability
- Improving the efficiency and productivity of the NHFN
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity
- Reducing the environmental impacts of freight movement on the NHFN

States are permitted to transfer up to 50% of NHFP dollars to other programs, including NHPP, STBG, HSIP, and CMAQ. 2% of NHPP funding is to be set aside for State Planning and Research (SPR) funds.

## OTHER DISCRETIONARY PROGRAMS

Additional discretionary programs in the IIJA can also be used to fund roadway projects. Several of the most common programs available to CAMPO or its partner agencies include:

- **INFRA Grant Program:** INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- **Mega Grant Program:** Mega supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
- **Rural Surface Transportation Grant Program:** The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

# APPENDIX C: ROADWAY PROJECT CRITERIA & EVALUATION

Content is based on the project prioritization framework developed during the MTP process, including ***evaluation criteria*** and scoring methods. It explains how projects were assessed and prioritized in the plan.

| Criteria | Points | Multiplier | Weight | Measure | Data | How to Assess | Data and Score Methodology | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 0 | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1 |
| **1. Enhancing Connectivity Throughout Bartholomew County (Goal 2)** | 1 | 5 | 5 | Connectivity and Emergency Access across barriers within the MPA | Overlay of project locations across floodplains, railroads, and I-65, as well as along flood risk management plan routes, to enhance East-West connectivity throughout the MPA | GIS Overlay for floodway and railroads, manual check for I-65 and flood routes | Project **does not support** connectivity at key points - ***0 pts.*** | | | | | Project **maintains** connectivity at key points - ***0.5 pts.*** | | | | | Project **enhances or creates new** connectivity at key points - ***1 pt.*** |
| **2. Improving Safety - Crash Frequency (Goal 4)** | 1 | 5 | 5 | Crash Frequency | Crash frequency (per mile) from provided 2020-2024 crash data | GIS Overlay | **No crashes** present at project location (includes new roadway construction projects) - ***0 pts.*** | | Project falls along a roadway segment with **low** crash frequency but one or more crashes are present - ***0.25 pts.*** | | | Project falls along a roadway segment with **moderate** crash frequency - ***0.5 pts.*** | | Project falls along a roadway segment with **high** crash frequency - ***0.75 pts.*** | | | Project falls along a roadway segment with **very high** crash frequency or with severe bicycle and pedestiran crash history - ***1 pt.*** |
| **3. Proximity to Employment and Population Growth Areas (Goal 1)** | 1 | 4 | 4 | Potential Employment and/or Population Growth | Comparison of Base Year and Future Year Travel Demand Models | GIS Overlay from TDM outputs | Project **doesn't serve** an area with a high employment and/or population growth potential - ***0 pts.*** | | Project serves an area with **some** employment and/or population growth potential - ***0.25 pts.*** | | | Project serves an area with **moderate** employment and/or population growth potential - ***0.5 pts.*** | | Project serves an area with **high** employment and/or population growth potential - ***0.75 pts.*** | | | Project serves an area with **very high** employment and/or population growth potential - ***1 pt.*** |
| **4. Inclusion of Multimodal Elements (Goal 3)** | 1 | 3 | 3 | Proximity to Multimodal Elements | Columbus Bicycle and Pedestrian Plan Data | Project and Plan Detail Review | Project **doesn't address** specific multimodal concerns - ***0 pts.*** | | | | | Project **includes** bike/ped elements but is not on a roadway identified as a connectivity need in bicycle and pedestrian plan - ***0.5 pts.*** | | | | | Project **includes** bike/ped elements **AND** EITHER falls on roadway identified as a connectivity need **in the bicycle and pedestrian plan** OR is in a ZVH/APP area - ***1 pt.*** |
| **5. Congestion Mitigation (Goal 2)** | 1 | 2 | 2 | Current and Projected Volume-to-Capacity (V/C) Ratio | Travel Demand Model Base Year and Future Year V/C Data (may also look at real time traffic data) | GIS Overlay from TDM outputs | Project is located on a roadway with **neither** a critical existing nor future V/C ratio (includes new roadway construction projects) - ***0 pts.*** | | | | | Project is located on a roadway with a critical existing **or** future V/C ratio - ***0.5 pts.*** | | | | | Project is located on a roadway with a critical existing **and** future V/C ratio - ***1 pt.*** |
| **6. Proximity to Vulnerable Populations (Goal 3)** | 1 | 2 | 2 | Project Proximity to Vulnerable Populations | Areas of Persistent Poverty, and Zero-Vehicle Households per Square Mile (from US Census Data) | GIS Overlay (Use Enrich Feature) | Project is located in an area that meets **0** thresholds - ***0 pts.*** | | | | | Project is located in an area that meets **1** threshold - ***0.5 pts.*** | | | | | Project is located in an area that meets **both** thresholds - ***1 pt.*** |
| **7. Impact to Environmental & Historic Resources (Goal 5)** | 1 | 2 | 2 | Project Proximity to Environmental and Historic Features | Overlay of project locations onto wetlands and historic sites | GIS Overlay | Project **impacts** environmental or historic features - ***0 pts.*** | | | | | | | | | | Project **doesn't impact** environmental or historic features - ***1 pt.*** |
| **8. Consistency with Community Plans (Goal 6)** | 1 | 1 | 1 | Project Existence in Relevant Local Plans | City, County, and MPO planning documents | Project and Plan Detail Review | Project is **not included** in other existing plans - ***0 pts.*** | | | | | Project is **included in other planning document** (for example, a special study or other mode-specific plan), but not local comprehensive plan - ***0.5 pts.*** | | | | | Project is **included in local comprehensive plan** (signifies completion of public vetting process) - ***1 pt.*** |
| **9. Improving Pavement Conditions (Goal 5)** | 1 | 1 | 1 | Pavement Condition Data | County and City Pavement Road Audit Data | Project Location Comparison to Pavement Condition Sheet | At project location, pavement is in **good** condition - ***0 pts.*** | | | | | At project location, pavement is in **fair** condition - ***0.5 pts.*** | | | | | At project location, pavement is in **poor** condition - ***1 pt.*** |

*For a complete and searchable Appendix C, please visit CAMPO's website.*

# APPENDIX D: ROADWAY PROJECT DETAILS

This appendix contains the Master Project List compiled from the previous MTP and other known community planning efforts. Each project was evaluated using the scoring criteria and supporting data described in the ***Project Prioritization Criteria*** section and ***Appendix C***, with scores reported on a 25-point scale. This appendix also includes detailed project descriptions used to develop planning-level cost estimates. Final fiscally constrained projects are listed on ***page 46***.

| Road/Project Name | Location | Description & Project Notes as of Feb 2026 *(notes on travel lanes to calculate capacity changes for Travel Demand Model)* | Length | Project Source | TOTAL SCORE | Anticipated Complexity | 2026 COST | MTP Construction Year & Future Cost | |
|---|---|---|---|---|---|---|---|---|---|
| 25th Street (Center Segment) | Central Ave to US 31 | Street & Bike/Ped. Road Right-sizing: Speeding & Excess Travel Lanes (4 lanes down to 2, with 2 way left turn lane). | 0.70 mi | 2045 MTP Priority B | 18.5 | | $3,000,000 | 2035 | $3,585,278 |
| Sawin Drive | Taylor to Talley Rds | Street & Bike/Ped. Widening, curb and gutter, sidewalk. No travel lane changes. | 0.98 mi. | 2045 MTP Illustrative | 17.75 | Med | $3,190,000 | 2035 | $3,812,345 |
| 7th Street | Central Ave to Gladstone Ave | Street & Bike/Ped. Curb, gutter, and sidewalk. No travel lane changes. | 0.53 mi. | 2045 MTP Priority A | 17.5 | High | $2,105,000 | 2045 | $3,066,588 |
| Marr Road | 25th St to US 31 | Street & Bike/Ped. Overlayed soon, drainage and sidewalk longer term. No travel lane changes planned. | 0.44 mi. | 2045 MTP Priority B | 17.5 | Low | $880,000 | 2035 | $1,051,681 |
| Goeller Road at Terrace Lake Rd | Intersection | SPLIT PROJECT VERSION: Roundabout. | NA | 2045 MTP Illustrative | 17.5 | Low | $4,000,000 | 2035 | $4,780,370 |
| Carr Hill Road/Garden Street Connector | Carr Hill Rd to SR 11 | New Road including Bike/Ped. City View Comp Plan Element. Lower priority than N/S connection. | 0.9 mi. | City View Element | 17.25 | | $3,800,000 | 2045 | $5,535,882 |
| Carr Hill Road | I-65 to SR 46 | Street & Bike/Ped. Curb and gutter. Filling in sidewalk gaps. No travel lane changes planned. | 1.36 mi. | 2045 MTP Priority B | 17 | Med | $4,058,000 | 2035 | $4,849,686 |
| Talley Road | Rocky Ford Rd to Sawin Dr | Street & Bike/Ped. Bridge widening. Add path and sidewalk. No added travel lanes. | 0.50 mi. | 2045 MTP Priority B | 16.5 | Med | $3,000,000 | 2035 | $3,585,278 |
| 300 West | International Dr/500 S to Deaver Rd | Street & Bike/Ped. Some has been developed, but most needs widening with curb and gutter. 0.5 mi. have been improved on one side. Need to add ped facilities (path one side, sidewalk other). No added travel lanes. | 1.59 mi. | 2045 MTP Priority B | 16.25 | Med | $3,680,000 | 2035 | $4,397,941 |
| Deaver Road | 175 West to 300 West | Street & Bike/Ped. Re-aligned intersection at 225W & Deaver. 65 overpass. Curb and gutter, storm stewer. No known travel lane changes. | 1.26 mi. | 2045 MTP Illustrative | 16.25 | High | $4,560,000 | 2045 | $6,643,059 |
| 25th Street (West Segment) | Washington St to Central Ave | Street & Bike/Ped. Road Right-sizing: Speeding & Excess Travel Lanes (4 lane down to 2, with 2 way left turn lane). Restriping soon, sidewalk work to follow. | 0.94 mi. | 2045 MTP Priority A | 16.25 | | $3,995,000 | 2035 | $4,774,395 |
| Talley Road | 25th Street to Rocky Ford Rd | Street & Bike/Ped.Trail one side, sidewalk other, widening, left turn lanes added, curb and gutter, storm sewer. | 1.01 mi. | CAMPO list | 15.75 | Low | $9,762,000 | 2026 | N/A |
| Washington Street (South Segment) | 11th St to 25th St | Street & Bike/Ped. Road Right-sizing: Speeding & Excess Travel Lanes (4 lane down to 2, with 2 way left turn lane). Drainage improvements. Draft study in process. | 0.92 mi. | 2045 MTP Priority A | 15.5 | Low | $5,060,000 | 2045 | $7,371,465 |
| Gladstone Avenue | 10th St to State S | Street & Bike/Ped. Curb, gutter, and sidewalk. No travel lane changes. | 1.06 mi. | 2045 MTP Priority A | 15.5 | High | $4,240,000 | 2045 | $6,176,879 |
| West Side Connector (South Segment) | 200 S to 450 S (via new terrain / 150 W / 175 W) | New Road including Bike/Ped. INDOT not moving SR 11. | 2.5 mi. | 2045 MTP Illustrative | 15.25 | High | $23,000,000 | N/A | N/A |
| Rocky Ford Road Intersections | At Marr & Taylor Rds | COMBINED VERSION: Intersection Improvements (Roundabouts). Path Improvements at Marr completed. | NA | 2045 MTP Priority B | 15 | | $7,650,000 | N/A | N/A |
| SR 46 Intersection Capacity Improvements (INDOT) | Carr Hill Road to 350 W | Add turn lane capacity. Several public comments on this topic. | NA | Public Comment | 14.75 | INDOT | | | |
| SR 46/I-65 Interchange Reconstruction (INDOT) | Carr Hill Road to 350 W | Reconstruct Interchange. Added by INDOT March 2026. | NA | INDOT | 14.75 | INDOT | | | |
| Marr Road | 25th St to Brentcross Dr | Street & Bike/Ped. Curb and gutter, sidewalk along one side, no road changes. | 0.68 mi. | 2045 MTP Priority A | 14.5 | Low | $1,700,000 | N/A | N/A |
| 100 North / 200 West OR Brian Drive | Indianapolis Rd to Lowell Rd | Street & Bike/Ped. 200 W improvements (widening & bike-ped & roundabout) completed with Arbor Homes. Widening needed and possible reilignment on 100 N. May need to focus improvements on Bryan Drive (connecting from Indianapolis to 200 W), could be an additional project or an either/or project. | 1.20 mi.<br>1.60 mi. | 2045 MTP Illustrative | 14.25 | | $9,000,000 | N/A | N/A |
| Lowell Road | 325 West to 200 West | Road Improvements. Widening and shoulders & roundabout instillation. | 1.38 mi. | CAMPO list | 14 | Low | $5,985,000 | 2026 | N/A |
| McKinley Avenue | State St to Marr Rd | Street & Bike/Ped. (including a bike/ped. link to FFY). Completed some bike/ped. TBD intersection improvements. No travel lane changes. | 1.27 mi. | 2045 MTP Illustrative | 14 | Med | $7,580,000 | N/A | N/A |
| SR 9 & SR 46 Roundabout (INDOT) | SR 9 & 46 Intersection | Add Roundabout | NA | CAMPO list | 14 | INDOT | | | |
| Washington Street (Center Segment) | 25th St to US 31 | Street & Bike/Ped. Curb and drainage improvements. No travel lane changes. | 0.66 mi. | 2045 MTP Priority A | 13.5 | Med | $3,960,000 | N/A | N/A |
| Marr Road / 550 North Intersection | Marr Rd & 550 North | Intersection Improvements (Roundabout) | NA | 2045 MTP Priority B | 13.25 | | $4,500,000 | N/A | N/A |
| 525 West | SR 46 to Carr Hill Rd | Road Improvements. Previous subdivisions with ROW dedication with spot widening at entrances, needs to be made consistent in other locations. Will likely remain county and not include bike/ped elements. | 1.44 mi. | 2045 MTP Priority A | 13 | Low | $5,040,000 | N/A | N/A |
| Goeller Road Intersections | Tipton Lakes Blvd. & Terrace Lake Rd | COMBINED VERSION: 3 needed roundabouts. | NA | 2045 MTP Illustrative | 12.75 | Low | $7,000,000 | N/A | N/A |
| SR 7 Auxiliary Passing Lanes (INDOT) | from Barth. County line to US 31 | Add aux passing lanes (intermittent) | 4.45 mi. | TIP | 12.5 | INDOT | | | |
| Rocky Ford at Taylor Road | Intersection | SPLIT PROJECT VERSION: Roundabout. | NA | 2045 MTP Priority B | 12 | | $4,000,000 | N/A | N/A |
| Carr Hill Road | Champion Dr to Terrace Lake Rd | Street & Bike/Ped. Curb and gutter. No travel lane changes planned. | 0.85 mi. | 2045 MTP Priority B | 11.75 | Med | $2,762,500 | N/A | N/A |
| CR 800 N | US 31 to Eastern County Line | Roadway and roadside improvements. New development in the area. New for 2050 MTP-Public Comment Received. | 15 mi. | N/A | 11.75 | | $59,250,000 | N/A | N/A |
| West Side Connector (North Segment) | SR 46 to 200 S (via new terrain / 150 W / 175 W) | New Road including Bike/Ped. INDOT not moving SR 11. | 2 mi. | 2045 MTP Illustrative | 11.5 | High | $22,000,000 | N/A | N/A |
| 200 South | Terrace Lake Rd to 400 W | Street & Bike/Ped. On paving list this year. Future project would add shoulders, cut hill down. | 1.00 mi. | 2045 MTP Illustrative | 11.25 | Low | $3,000,000 | N/A | N/A |
| Goeller Rd at Tipton Lakes Blvd East | Intersection | SPLIT PROJECT VERSION: Roundabout. | NA | 2045 MTP Illustrative | 11.25 | Low | $3,500,000 | N/A | N/A |
| Washington Street (North Segment) | US 31 to Rocky Ford Rd | Street & Bike/Ped. Curb and drainage improvements. No travel lane changes. | 0.38 mi. | 2045 MTP Priority A | 10.5 | Low | $1,615,000 | N/A | N/A |
| Goeller Rd at Tipton Lakes Blvd West | Intersection | SPLIT PROJECT VERSION: Roundabout. | NA | 2045 MTP Illustrative | 10.5 | Low | $3,500,000 | N/A | N/A |
| 25th Street at Talley Road | Intersection | Fairlawn to Talley completed. Roundabout at Talley planned. | NA | 2045 MTP Illustrative | 10.25 | Low | $3,250,000 | N/A | N/A |
| 350 West | SR 46 to Goeller Rd | Street & Bike/Ped. Road widening (no additonal lanes). Sidepath one side sidewalk other. | 0.49 mi. | CAMPO list | 9.75 | Low | $6,300,000 | 2026 | N/A |
| 150 West & 175 West at Deaver | 150 W & 175 W at Deaver | Road Realignment | 0.4 mi. | CAMPO list | 9.5 | Med | $4,000,000 | N/A | N/A |
| Rocky Ford at Marr Road | Intersection | SPLIT PROJECT VERSION: Roundabout. | NA | 2045 MTP Priority B | 8.75 | | $4,150,000 | N/A | N/A |
| Regency Drive | Prairie Dr to Taylor Rd | Street Extension including Bike/Ped. | 0.55 mi. | 2045 MTP Illustrative | 8.25 | Med | $4,400,000 | N/A | N/A |
| Southern Crossing | 525 E to SR 7 | New Road. Would involve curving to intersect at a T-intersection at SR 7. | 0.67 mi. | 2045 MTP Illustrative | 1.25 | | $5,025,000 | N/A | N/A |

*For a complete and searchable **Appendix D**, please visit CAMPO's website.*