Implementation Plan Purpose

The purpose of this Implementation Plan for the Indiana Department of Transportation (INDOT) CSS Integration Framework is to serve as a "living" guide or strategic plan for the on-going development of CSS integration activities. This document is meant to serve as a blueprint defining goals and objectives and to outline the approach, critical action items and provide target implementation timeframes associated with integrating CSS principles into INDOT's way of conducting business.

Guiding Principles

The following CSS Definition and Mission Statement were drafted by the members of Steering Committee to guide the project.

INDOT CSS Definition

CSS is a way of doing business, a philosophy that will be inherent to all projects considering the total context in which that transportation project will exist. CSS provides an economical balance of multimodal transportation needs, cultural and natural resources, community needs and safety; it requires flexibility in design standards, incorporating aesthetics into basic design principals.

INDOT's CSS Integration Mission Statement

To enhance multi-modal transportation facilities by balancing cultural and natural preservation and community values with safety and mobility; creating an efficient transportation project delivery system.

INDOT Policy for Context Sensitive Solutions

"It is the policy of the Indiana Department of Transportation (INDOT) to incorporate context sensitive solutions into the development, construction and maintenance process for improvements to the state jurisdictional transportation system. The process for incorporating context sensitive solutions is intended to establish a basis for the development, construction and maintenance process to incorporate a community's character and desires in transportation improvements. The context sensitive solution process is intended to be a flexible approach in allowing the latitude to enhance environmental, scenic, historic and unique community elements in a transportation improvement. INDOT believes that the implementation of context sensitive solutions will allow transportation officials with input from community stakeholders to strike a balance between providing safe, cost effective and efficient highway facilities while protecting and enhancing community values.

The establishment of context sensitive solutions incorporates accepted effective design practices. Context sensitive solutions allow ideas such as the preservation of historic places, scenic and natural environmental enhancement, and community values to be considered within the objectives of mobility, safety and economics."

Mr. J. Bryan Nicol, Commissioner
Indiana Department of Transportation
Adopted: 3/3/03

Primary Goals of the CSS Implementation Framework

The following four goals were developed to summarize the vision and guide the path of CSS integration within INDOT.

Goal 1: **Identify potential CSS principles and philosophies and select those that are appropriate for incorporation into INDOT's CSS Integration Framework.**

Goal 2: **Integrate CSS principles and philosophies into the INDOT planning, project development , construction, and maintenance processes.**

Goal 3: **Develop quantitative and qualitative assessment methodology to measure the effectiveness of CSS.**

Goal 4: **Develop appropriate training and tools for CSS implementation and education.**

Project Organization

The CSS Integration process will be guided and advised by several committees. These are listed below with a description of their roles.

It is important to note that the Steering Committee, Policy Committee and Technical Advisory Committee's roles are primarily related to the ultimate integration of CSS principals into INDOT's way of doing business. Some of these committee's members may be involved in the future on the project level; however for every project, an appropriate committee of stakeholders will be formed from the local community and will guide the application of CSS practices.

CSS Steering Committee

The role of the CSS Steering Committee is to guide and direct the consultant team through the implementation of the integration of the CSS framework. Using the Implementation Plan as a guide, the Steering Committee will guide and direct the on-going activities including Implementation Plan updates. They will work with the Policy Committee and the Technical Advisory Team seeking input throughout the duration of the project at appropriate junctures. The Steering Committee will be responsible for identifying the appropriate members of the Technical Team and will be seek necessary support and required approvals from the Policy Committee.

Policy Committee

The Policy Committee will rely on the information and direction of the Steering Committee to inform them of CSS integration issues and progress. The Policy Committee will provide ultimate approvals on any policy related modifications necessary to support CSS as well as provide overall policy-level guidance to the Steering Committee.

Technical Advisory Committee

The Technical Advisory Team members are those who can provide insight on day-to day activities of a transportation project from concept to construction and on-going maintenance. They are responsible to ensure that CSS is properly integrated into the appropriate INDOT manuals including but not limited to the Design, PDP, Public Involvement, Aesthetic Design, LPA, and Environmental manuals.

Potential Community Stakeholders (varies by project)

Community stakeholders provide input on project-level implementation of CSS principals. Representatives from the Community Stakeholder group will be formed in response to and as part of the test case projects. A list of potential stakeholders to include is provided here and will be included as part of the project implementation tool kit.

Approved by:

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John Weaver, INDOT Deputy Commissioner