

INDOT Annual Report Fiscal Year 2010



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“We are building for Indiana’s future at a rate twice the previous all-time record. All over Indiana, the dreams of decades are becoming real: the Hoosier Heartland Corridor, the Fort to Port Highway, U.S. 31 from South Bend, I-69, and hundreds of others, all at full speed, under budget, ahead of schedule, taking shape before our eyes.”

— Mitchell E. Daniels, Jr., Governor
2010 State of the State Address

WELCOME



A message from Commissioner Michael B. Cline

Indiana taxpayers deserve safe passage, fiscal responsibility, devoted and accountable employees and smart plans for how we'll move people and freight for decades to come. They deserve projects that are finished on time, on budget and with as little disruption as possible. They deserve to know that visitors to our state will travel as safely and efficiently as possible. And they deserve an honest accounting of INDOT activities.

This annual report is that accounting. As you will see on the following pages, INDOT made great progress in identifying and addressing goals that reach beyond the work day tasks of building and maintaining highways.

In fiscal year (FY) 2009 and FY 2010, INDOT received an additional \$658 million in funds from the American Recovery and Reinvestment Act to support 1,087 highway and bridge projects, more than any other state. We made great progress on Major Moves projects, many of them ahead of schedule. We put into place innovations for treating snow and ice, monitoring pavement life, weighing semi trucks in motion, using recycled materials and clearing highway accidents more quickly—innovations that save millions of dollars and help traffic move more smoothly. We took a closer look at non-highway modes of transportation, from exploring new passenger rail options to building bike and pedestrian friendly trails. And we encouraged and empowered INDOT employees to combine tried-and-true with outside-the-box thinking.

I'm proud of what we accomplished in FY 2010, and I'm delighted to share those accomplishments with you. You can learn more about us at www.indot.in.gov.

Best regards,

Michael B. Cline

Michael B. Cline

ROAD SIGNS

INDOT's Mission

MISSION

INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth.

GOALS

- Meet or exceed the delivery of the accelerated Major Moves project plan
- Create a culture of accountability and ownership at all levels of INDOT
- Meet or exceed financial targets
- Promote and maintain a safe work environment for all employees
- Create and implement an employee development program
- Develop a rolling 10-year integrated financial plan

INDOT AT A GLANCE



Indiana has 235 state roads—the shortest is .08 miles long, and the longest is 277 miles long.

ROAD WAYS

Financials

Between FY 2008 and FY 2010, INDOT reduced its operating expenses by \$61.5 million (14.9%). This performance is especially impressive when considering that transportation investments—both new construction and preservation initiatives—are achieving record levels, in part due to the Major Moves program and the American Recovery and Reinvestment Act. Specifically, during FY 2009 and FY 2010, INDOT committed nearly \$3 billion in funds to improve the state’s transportation infrastructure. This, on average, is 39% greater than the prior period investment. In FY 2011, INDOT will again commit to a record level of investment expecting to exceed \$1.85 billion in its quest to improve the transportation mobility, safety, economic growth, and employment throughout the state of Indiana.

STATE HIGHWAY FUNDING

Revenues

INDOT is funded primarily by two sources: the Federal Highway Trust Fund and the State Highway Fund, which is a dedicated fund separate from the state’s general fund. Federal revenue in FY 2010 was \$964.2 million, and state revenue was \$1.183 billion. INDOT’s annual budget is currently about \$2 billion.

STATE HIGHWAY FUND				
Fuel taxes	Permits	Federal reimbursement	Motor vehicle highway fund*	Local road and street fund**
Gasoline	Oversize/overweight truck loads, truck trip permits, street curb and billboard	Of payroll, materials and test and vehicle depreciation on projects supported by federal funding	A portion of gasoline and diesel fuel taxes, plus a portion of vehicle license fees, title fees and driver’s license fees	A portion of gasoline and diesel fuel taxes, plus permits and a portion of vehicle license fees, title fees and driver’s license fees

* After other disbursements are made from this fund, including to the Indiana State Police and Bureau of Motor Vehicles, INDOT receives 53% of the remaining funds, and local governments receive 47% of the remaining funds.

** INDOT receives 55% of the remaining funds, and local governments receive 45% of the remaining funds.

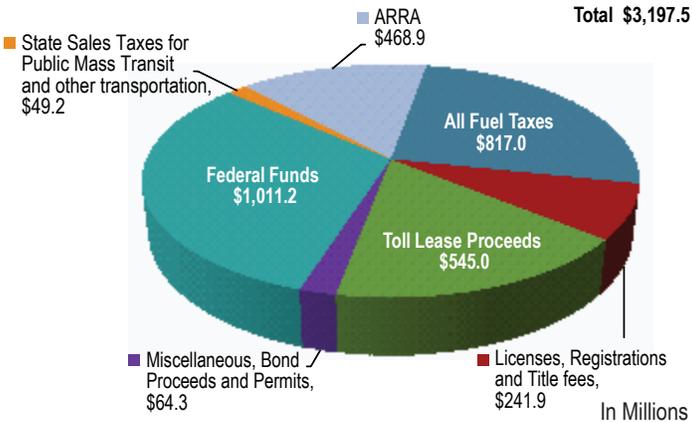
INDOT AT A GLANCE



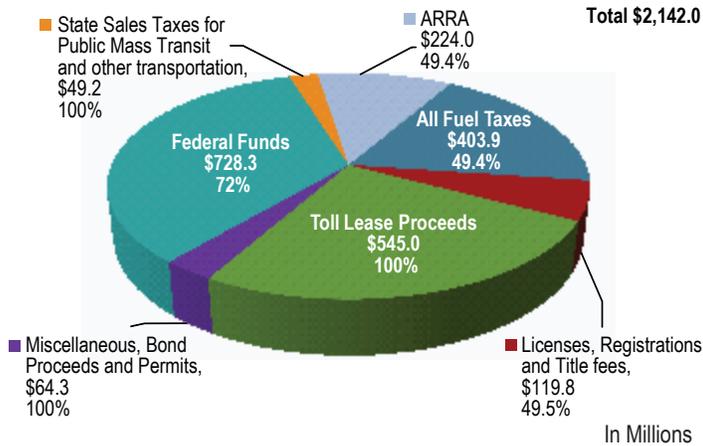
INDOT maintains about 27,700 lane miles of interstates, U.S. highways and state routes.

In 2006, Indiana partnered with the Indiana Toll Road Concession Company to lease the toll road for a period of 75 years in exchange for \$3.8 billion. The proceeds from this collaboration help fund the Major Moves highway improvement program (and saves INDOT the approximately \$35 million a year it was spending to maintain the toll road). INDOT committed \$488.1 million of the toll road lease proceeds in FY 2010. This partnership has also become a model for other states.

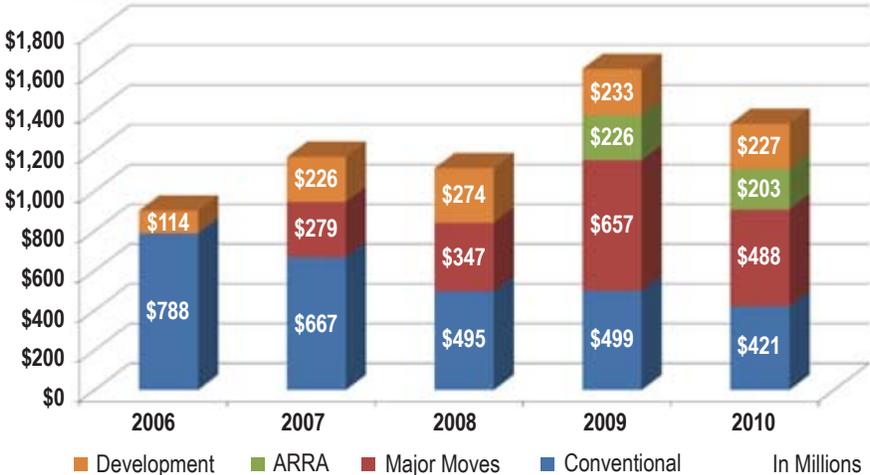
**State and Local Transportation Revenue
Fiscal Year 2010**



**INDOT's Portion of the State and Local
Transportation Revenue — Fiscal Year 2010**



Capital Program Funding Mechanisms



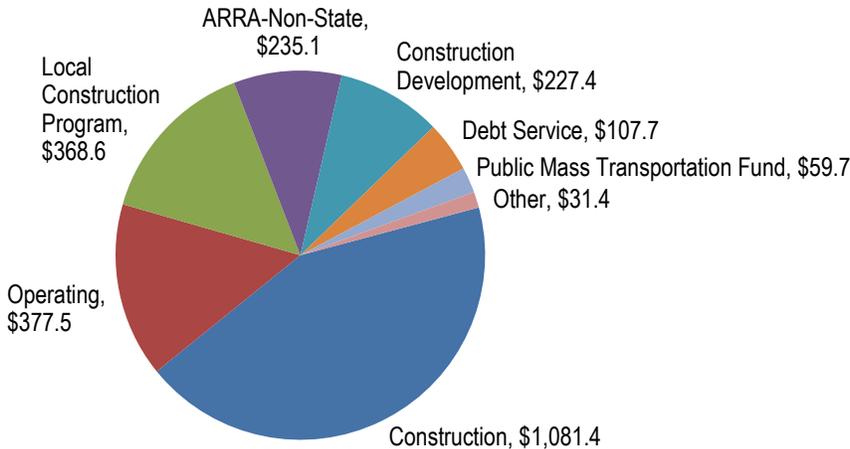
INDOT AT A GLANCE

Due to economies of scale and the efficiencies of rail and truck engines, a gallon of fuel carries a ton of freight 436 miles by rail, and 125 miles by truck.

Expenditures

INDOT spent less than 20% of its budget on operational expenses, which include facilities, equipment, labor, operations and maintenance. The majority of INDOT's budget paid for upkeep on bridges and roads, construction of new roads and bridges, related right-of-way purchases, consulting fees for design and environmental work, safety programs and non-highway modes of transportation (including air, rail, transit, bicycle and pedestrian trails). A small portion of the budget funded landscaping and historic preservation projects.

Fiscal Year 2010 Budget



In Millions

Operational Budget



In Millions

INDOT AT A GLANCE

Trucks move 77% of the freight that travels in, out of and through Indiana.

FEDERAL FUNDING

Most of the regular federal funding Indiana receives is from the Federal Highway Trust Fund, administered by the Federal Highway Administration under the U.S. Department of Transportation. The Public Mass Transportation Fund, Industrial Rail Service Fund and the Commuter Rail Service Fund proceeds come from the state sales tax, whereas the Airport Development Fund is funded this biennium from the Build Indiana Fund, respectively. Federal funding was further boosted by \$658 million through the American Recovery and Reinvestment Act.

American Recovery and Reinvestment Act (ARRA) Funding (FY 2009 and FY 2010)

- With 1,087 projects, Indiana had more ARRA projects than any other state
- \$658 million was committed, which included \$407 million for 347 state projects and \$251 million for 740 local projects
- Every one of Indiana’s 92 counties had an ARRA-funded project
- 62% of ARRA highway funds were targeted to Indiana’s most economically distressed counties
- At an average of \$605,000 per project, Indiana enjoyed the lowest cost-per-project in the U.S.
- ARRA spending in Indiana represented a 60% increase over a normal construction year
- Indiana’s ARRA funds were obligated for highway, bridge, aviation, public transit, high-speed rail, trail and other projects
- The Federal Aviation Administration awarded 11 Indiana airports with ARRA funds totaling \$20.7 million
- \$20.3 million was provided to 44 rural transit groups supporting operating equipment and infrastructure

ARRA Grants

Indiana received a high-speed passenger rail grant through ARRA:

- Indiana received \$71.4 million for the Indiana Gateway project, which is targeted to upgrade and expand the nation’s most delay-prone intercity rail corridor, which connects Chicago and Detroit through northwest Indiana

Indiana also received two Transportation Investment Generating Economic Recovery (TIGER) grants through ARRA:

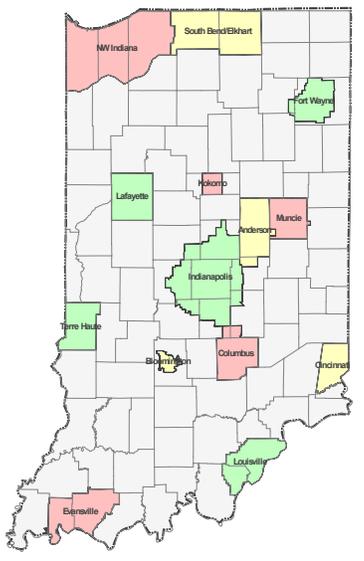
- \$10 million for the Milton-Madison Bridge that will span the Ohio River; Kentucky also received a \$10 million TIGER grant for the bridge
- \$20.5 million for the Indianapolis Cultural Trail

INDIANA PROJECTS FUNDED BY ARRA (APPROXIMATE)
779 road rehab and resurfacing, totaling 2,263 miles of road
132 bridges
23 new or added travel lanes
95 safety projects
35 trails and sidewalks
23 miscellaneous, such as environmental mitigation and historic preservation

INDOT AT A GLANCE

INDOT makes 25% of its federal-aid funds available to local agencies for road improvements, bridge work and transportation enhancements.

Indiana Metropolitan Planning Organizations



METROPOLITAN AREA PLANNING

INDOT actively participates in the continuing, comprehensive and collaborative planning process with 14 Metropolitan Planning Organizations (MPOs) throughout the state. Represented by MPOs, each of these 14 areas have populations over 200,000 (Group I) or 50,000 (Group II). MPOs assist in making the community planning process in urbanized areas a collaborative and coordinated effort among the many local governmental agencies within their planning areas. With approximately \$200 million in federal-aid funding available every year, the MPOs play a large part in Indiana's metropolitan transportation picture.

LOCAL PROGRAMS

The local program provides approximately \$90 million in federal-aid funding to local governmental agencies every year. These funds are divided between areas with populations between 50,000 and 5,000 and those areas with a population of less than 5,000. Funds are also made available for bridge work and transportation enhancement projects. The distribution helps to ensure that federal-aid funds are made available to the state and widely distributed to communities of all sizes so they have an opportunity to gain assistance in maintaining and building their local transportation network.

As a part of the department's efforts to increase knowledge about the Local Public Agency (LPA) Process and to better equip local agencies to complete a federal-aid project, the department has developed a Local Guidance Document (LGD). The LGD provides information and resources on the necessary steps to complete a federal-aid project in accordance with all federal regulations. As a part of the LGD initiative, LPAs are trained on the process in an intensive one-day course. The initiative was started in FY 2009, and through FY 2010 close to 900 LPAs and consultants completed the training. Once an LPA member completes the training, the person attending the training is the Employee of Responsible Charge (ERC) for the LPA and is the point-of-contact for any federal-aid projects sponsored by the LPA.

INDOT AT A GLANCE

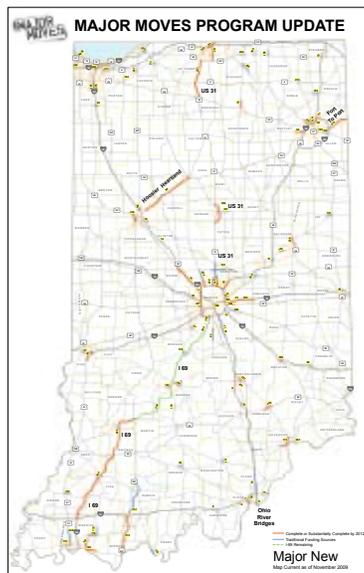
Though urban areas account for just 21% of the state's total road miles, 48% of the state's traffic travels on urban roads.

STRETCHING DOLLARS

INDOT is making the best use of its funding by cutting costs and increasing productivity. Despite a more severe winter in FY 2010, person hours devoted to weather were decreased by 23%, and overtime hours decreased by 21%, resulting in a total decreased weather hour cost of 13%. A pavement preservation initiative was implemented that adds life to existing lanes and decreases construction costs. The life of equipment and other assets has been extended through repairs and refurbishment, and contracts have been secured to purchase 71 pieces of heavy machinery for \$1.2 million below cost estimates. INDOT is also saving money on fuel, reducing fuel consumption by 23% through operational improvements. A propane gas conversion project, funded entirely by federal grants, will save fuel costs for nearly 500 vehicles. INDOT's motor pool fleet has been reduced by nearly 635 vehicles during FY 2009 and FY 2010.

ROAD REPORT

Major Programs



www.majormoves.in.gov

MAJOR MOVES

With funding generated from the lease of the Indiana Toll Road, the Major Moves plan was adjusted and accelerated to meet ongoing needs and priorities. New highways that have been built in recent years, and those that are currently under construction or in preliminary stages, will improve the quality of life for Hoosiers long after the Major Moves program ends. The original Major Moves initiative, which got underway in 2006, included:

- \$5.8 billion to build 104 new corridors, representing 413 centerline miles of new capacity
- \$4.8 billion to preserve existing roads
- 4,000 highway miles being resurfaced
- 1,190 bridges (more than 20% of INDOT bridges) strengthened

Through FY 2010 we have:

- 39 corridors complete or substantially complete
- 32 corridors under construction
- 150 new centerline miles
- 2,300 miles of highway preserved
- 470 bridges rehabbed or replaced
- Nearly \$5.1 billion invested in major new and preservation projects since 2006

For a full listing of Major Moves projects, please visit www.majormoves.in.gov.

INDOT AT A GLANCE

More than 30% of traffic on I-65 and I-70 is commercial truck traffic.

MAJOR MOVES

Major Moves highlights in FY 2010 include:



Hoosier Heartland



Accelerate 465



Borman Expressway

- The **Hoosier Heartland Highway** is a new four-lane road from I-65 at Lafayette to U.S. 24 at Logansport, running through Tippecanoe, Carroll and Cass Counties. In FY 2010, all of Segment 1 in Tippecanoe County was under construction and scheduled for completion by the end of 2012. Two contracts in Cass County are under construction in Segment 3 of four segments. When finished, it will complete a corridor from Lafayette to Fort Wayne. Work should be complete in 2013, at a cost of \$400 million. In FY 2010, this project was approximately 10% complete and nearly \$9.1 million was spent in construction dollars for this corridor. For more details on this project, please visit <http://www.in.gov/indot/div/projects/sr25study/>.
- **Accelerate 465** is easing congestion along the west side of Indianapolis. The 10-mile project along the west leg of I-465 has included adding travel lanes as well as improving seven interchanges, and involved 10 major contracts at a cost of \$412 million, plus additional expenses for utility, railroad, design and right-of-way work. The project started in 2007 and is scheduled to be complete in late 2011. In FY 2010, this project was approximately 62% complete and over \$27.6 million was spent in construction dollars for this corridor. For more details on this project, please visit www.accelerate465.IN.gov.
- After being in development for 20 years, a contract was awarded in May 2010 for \$21.9 million that will add new travel lanes to **S.R. 46** in Bloomington. Construction started in June 2010 on this 3.1 mile project that will ease congestion at several busy intersections. Included in the work are sidewalks on both sides of the roadway plus modernized and new traffic signals, improving infrastructure for both drivers and pedestrians. The project construction contract was let in May 2010 and is expected to be completed in 2012.
- Work to expand the **Borman Expressway**, one of the most congested highway stretches in the U.S., began in 2004 and is scheduled to be complete in 2011. The nearly \$300 million project is adding new travel lanes and interchanges all along I-80/94 from the Illinois state line to I-65. In FY 2010, this project was approximately 80% complete and over \$2.5 million was spent in construction dollars for this corridor. For more details on this project, please visit www.borman.IN.gov.
- A new four-lane highway, **S.R. 641**, is being built as a bypass from I-70 to U.S. 41 in Terre Haute. The total project cost is expected to be \$126 million and is scheduled for completion in late 2014. In FY 2010, this project was approximately 35% complete and over \$3.5 million was spent in construction dollars for this corridor. For more details on this project, please visit <http://www.in.gov/indot/div/projects/sr641/>.

Major Moves highlights in FY 2010 include:



Fort to Port



U.S. 31 Corridor - Kokomo



I-69

- The \$84 million **Fort to Port** project, a new four-lane road that connects Fort Wayne ultimately to Toledo, Ohio on U.S. 24, is ahead of schedule and under budget. On October 29, 2009, Governor Mitch Daniels, Ohio Governor Ted Strickland and other officials cut the ribbon on the first section of U.S. 24 Fort to Port, opening it to traffic from Ohio to S.R. 101. In FY 2010, this project was approximately 55% complete and over \$2.9 million was spent in construction dollars for this corridor. For more details on this project, please visit <http://www.in.gov/indot/div/projects/us24/>.

- Interstate-quality freeway upgrades are being built and developed for three congested areas along the **U.S. 31 corridor** in or near Hamilton County, Kokomo and Plymouth to South Bend. Total project cost for the U.S. 31 corridor is \$829 million (\$436 million for Hamilton County, \$171 million for Kokomo, and \$222 million for Plymouth to South Bend).

U.S. 31 corridor — Hamilton County: The Hamilton County construction contract was let in May 2010 and is expected to be completed in 2018. For more details on this project, please visit: www.us31hamiltoncounty.IN.gov.

U.S. 31 corridor — Kokomo: Two bridges have been completed for a new four-lane freeway around U.S. 31 in Kokomo, and three other portions — two main roads and one bridge overpass — are currently under construction. In FY 2010, the Kokomo project was approximately 6% complete and over \$2.1 million was spent in construction dollars for this corridor. For more details on this project, that is expected to be completed in 2013, please visit: www.us31kokomo.IN.gov.

U.S. 31 corridor — Plymouth to South Bend: A 4.5-mile, \$255 million portion of the project from Plymouth to South Bend has been accelerated by eight months. In FY 2010, the Plymouth to South Bend project was approximately 20% complete and over \$6.1 million was spent in construction dollars for this corridor. For more details on this project, that is expected to be completed in 2014, please visit: www.us31plysb.com.

Section 1 of the I-69 project, which will link Evansville to Oakland City, is under construction and partly open to traffic. Construction has begun on Section 3, which spans from Daviess County to southern Greene County, and the remaining sections of the project are in the design phase. The I-69 project, designated by the United States Department of Transportation as one of six Corridors of the Future, is considered to be key to the future economic vitality of southwestern Indiana and will provide enhanced connectivity with the rest of the state and the nation. Governor Daniels announced in May 2010 that the project is at least three years ahead of schedule. In FY 2010, this project was nearly 3% complete and over \$5.1 million was spent in construction dollars for this corridor. For more details on this project, please visit <http://www.i69indyevn.org/index.html>.

PAVEMENT PRESERVATION

INDOT's pavement preservation program is one way INDOT makes the best use of every dollar. In FY 2010, 678 miles of chip seal — a common pavement preservation technique that combines a thin layer of asphalt with aggregate and is used on low-traffic roads — was completed on Indiana highways. Another 210 miles had a thin overlay surface treatment. It is estimated that every dollar invested in pavement preservation to extend the life of a roadway defers \$10 in future construction costs. More miles will be added to the pavement preservation initiative in years to come. For more information on pavement preservation, please visit www.pavementpreservation.indot.in.gov.

CAPITAL PROGRAM MANAGEMENT

In FY 2010, INDOT examined the way it identified projects, taking a statewide view of potential projects, analyzing need, allocating funds and looking at long-term portfolio development. This new method evolved into a new initiative, referred to as the Capital Program Management, which is starting to be utilized by department of transportation officials in many states. It is intended to provide a solid foundation to optimize the performance and cost-effectiveness of transportation facilities. At the core of this program is a formalized process of asset management.

The five core principals of this initiative are:

- policy/goals/objectives
- performance
- analysis of options and tradeoffs
- decisions based on quality information
- monitoring for clear accountability and feedback

Assets included in this program are divided into four areas: roadway, bridge, mobility and traffic safety.

FY 2010: PRESERVATION

Fiscal Qtr	No. of Contracts	CN Estimate	Contract Low Bid	% Cost Favorability
FY 10 Q1	73	\$142,147,019	\$112,017,179	21.2%
FY 10 Q2	25	\$50,070,541	\$42,056,020	16.0%
FY 10 Q3	56	\$94,518,843	\$77,728,097	17.8%
FY 10 Q4	58	\$90,185,711	\$79,472,694	11.9%
TOTALS	212	\$376,922,115	\$311,273,990	17.4%

FY 2010: MAJOR NEW

Fiscal Qtr	No. of Contracts	CN Estimate	Contract Low Bid	% Cost Favorability
FY 10 Q1	2	\$43,233,669	\$26,047,155	39.8%
FY 10 Q2	7	\$266,600,999	\$189,007,719	29.1%
FY 10 Q3	12	\$166,380,779	\$112,077,450	32.6%
FY 10 Q4	21	\$305,286,946	\$255,661,121	16.3%
TOTALS	42	\$781,502,392	\$582,793,445	25.4%

INDOT AT A GLANCE

INDOT embeds tiny glass beads in the painted stripes on roads to make the stripes reflective at night and used 1,560 tons of these beads in FY 2010.

NEW DIRECTIONS

Innovations



Andy Carter of the Vincennes District demonstrates the Maintenance Decision Support System (MDSS).

	FY 2008	FY 2009	FY 2010
Salt Usage Tons	547,548	325,670	357,284
Salt Use Per Weather Hour (Tons/Hour)	291	189	160



The Fort Wayne District purchased and tested a tow plow for use on I-469 during the 2009-2010 winter season. Utilizing one truck and one employee, this tow plow does the work of two employees and two trucks saving man hours and fuel.



A Typical Weigh-In-Motion (WIM) Scale

In FY 2010, INDOT employees were challenged to get away from the “We’ve always done it this way” thinking in favor of innovative solutions, especially those that might save money or manpower.

Weather watchers

The Maintenance Decision Support System (MDSS), which uses weather forecasts to help managers more effectively plan for snow and ice treatment, was implemented statewide (at least one system in each unit) in the winter of 2008-2009. Savings related to winter operations were realized in that year (FY 2009) and in FY 2010, INDOT’s statewide numbers kept improving. In FY 2009, total cost per weather hour, (which includes personnel, equipment and materials) was \$19,547; in FY 2010, that number dropped to \$17,445, for a savings of over 12 percent. In recent years, an unexpected benefit was realized using MDSS: managers became more proactive in determining their personnel and supply needs instead of just reacting when snow and ice rolled in. This is an important cultural shift that will grow even stronger as more people are trained to use MDSS, and as users become more comfortable with the system and with their own abilities to make well-informed choices.

Snow operations

The Fort Wayne District, in on-going efforts to make more efficient use of resources, reduced the number of snow routes and deadhead miles (miles traveled to start a snow route) and also ignored subdistrict and unit borders and ran routes that “made the most sense.” Due to this district’s success with these efforts, other districts will be looking at doing the same.

Some interesting snow plow statistics from the 2009-2010 winter season include: 1,966 drivers with commercial drivers licenses were available to plow; 382,000 man hours were utilized; 357,057 tons of salt were spread on roadways; and 2,758,013 gallons of brine were disbursed.

On-the-move weigh stations

Compliance with vehicle weight limits protects Indiana’s roads and drivers. But building, staffing and maintaining weigh stations is a substantial expense — and many areas have no scales at all. Truckers, understandably, also object to delays at weigh stations. The solution? Virtual Weigh Stations that use in-ground sensors to weigh trucks as they travel along interstate and intrastate roads. When a truck crosses the sensors, its weight, speed and axle spacings are recorded, while a camera snaps a photo of the vehicle. Any violations are forwarded to Indiana State Police, who stop the vehicle and weigh it using portable equipment or escort it to scales. INDOT partnered with the Indiana Department of Revenue’s Motor Carrier Services Division and the Indiana State Police’s Commercial Vehicle Enforcement Division on this program, using a \$300,000 federal grant from the Commercial Vehicle Information System Network. Eventually, the Virtual Weigh Stations likely will be integrated with other systems that track weather conditions, measure speed, count traffic, monitor air quality and check for electronic permit tags.

Billboard monitors

The Federal Highway Administration requires Indiana, like other states, to make sure billboards along its highways comply with the Highway Beautification Act of 1965. To meet this requirement, INDOT annually conducts an outdoor advertising inventory. However, after years of compiling data largely by hand, the inventory was no longer trustworthy. In spring 2010, INDOT started using GPS technology on handheld computers, along with digital cameras, to ensure the accuracy of the inventory. An accurate count allows INDOT district offices to address unacceptable or substandard signage.

Recycling and reusing

INDOT is a national leader in its use of recycled materials for highway projects, an initiative overseen by INDOT's Office of Materials Management. Asphalt roof shingles, steel slag, reclaimed asphalt pavement and recycled concrete are among the items that can be reused to save resources and cut costs. For example, asphalt mixtures that incorporate more than 40% recycled materials, including shingles, saved Indiana taxpayers nearly \$9.5 million in FY 2010 — and kept those materials out of Indiana landfills. INDOT also used shredded tires to fill in embankments on three projects, which saved more than \$3.2 million. INDOT follows guidelines issued by the American Society of Testing Materials (ASTM) and the American Association of State Highway and Transportation Officials (AASHTO), and INDOT also develops its own specifications and methods for ideas not covered by ASTM or AASHTO. These practices not only save taxpayer dollars, but mitigate environmental impacts for example, by not filling landfills.



This 1997 tandem axle dump truck had a replacement cost of \$97,000.



The cost of bed and frame replacement was \$15,000, saving \$82,000 by not replacing this truck. This refurbished vehicle is expected to perform for another six to 12 years.

Vehicle refurbishing

On average, at least eight dump trucks and snow plows are replaced each year in the districts. In the Crawfordsville District, ten of these vehicles were needed at a cost of approximately \$133,000 per vehicle or a total of \$1.3 million. Instead of purchasing new vehicles, a total of \$289,891 was spent to refurbish 40 vehicles resulting in a savings to the district of just over \$1 million. In addition to the trucks shown in the photos to the left, front end loaders were refurbished and old tanker trucks were utilized to hold brine that is applied to road surfaces in the winter. This practice is now being implemented agency-wide.

IN-TIME—Indiana's Traffic Incident Management Effort

The more quickly obstructions — including disabled or wrecked vehicles, debris or spilled cargo — can be cleared from the road, the safer for everyone, because secondary crashes can be avoided. In 2007, INDOT partnered with the Indiana State Police to address the issue in a structured way, and the outcome of that collaboration was a group named IN-TIME, Indiana's Traffic Incident and Management Effort. Its mission is "to provide a common framework for development of traffic incident management policies and training programs across the various responder disciplines." IN-TIME took its message of coordinated work and communications to state agencies first, and in FY 2010, widened its reach by hosting a statewide workshop for public safety officials, tow-truck drivers, first responders, environmental experts, state officials, emergency operations personnel and others. IN-TIME also worked with state legislators to update pertinent laws and policies. On average, this initiative results in one hour and 39 minutes of time saved per road closing event.

INDOT AT A GLANCE

INDOT utilized more than five million tons of asphalt in FY 2010 paving roads and pedestrian trails.

Alternate bidding process

INDOT's traditional bidding method—in which INDOT developed plans and determined specifications, then selected the lowest bidder—left contractors with little room for offering alternative solutions or bidding based on what's most economical. INDOT modified its bidding to encourage alternatives for selected projects. Among those modifications are:

- Allowing contractors to bid with different materials, depending on the contractor's best price. For example, they can specify either asphalt or concrete for pavement, or concrete or steel for bridge beams. This allows contractors to offer INDOT much more competitive pricing.
- Design-build contracting, for which INDOT specifies end results and design parameters and contractors develop proposals based on their individual construction capabilities.
- Incentives and disincentives for meeting schedules. Contractors receive additional money for completing work ahead of schedule and lose money for falling behind. This ensures that contractors minimize traffic disruptions and meet deadlines.

Alerting travelers

INDOT is continually improving its methods to keep drivers informed of any problems they may encounter. In FY 2010, INDOT upgraded its TrafficWise Traveler Information website (www.trafficwise.in.gov), which receives anywhere from 40,000 to 90,000 hits per month from people checking traffic and road conditions. INDOT also added a new toll-free number, 800-261-ROAD. On the highways, INDOT continues to use dynamic message signs to alert motorists about travel information so informed decisions can be made while traveling.



Predicting travel times

In late 2009, a travel time sign was installed on westbound I-80/94 (Borman Expressway) in Lake County to let motorists know how long it will take to get through traffic at a given time of day. The sign displays travel times to both S.R. 912 (Cline Avenue) and the Illinois state line. Sensors on the roads measure many factors including average vehicle speed and traffic volumes; projected travel times change as the data changes. Using such technology to reduce congestion, improve safety and smooth traffic flow on busy interstates has proven to be very successful in aiding motorists with their travels. Nearly 40 more of these signs will be installed in future years.



Innovative pavement design

Thanks to new technologies that make it possible to combine empirical data on pavement with real-time outcomes due to traffic, environmental factors and materials used, the Federal Highway Administration revised its standards for pavement design, issuing a Mechanistic Empirical Pavement Design Guide. The new standards allow thinner pavement to be used in many INDOT projects, without reducing quality or life expectancy and saved at least \$6 million in FY 2010. Use of this tool is projected to save much more in years to come.

INDOT AT A GLANCE

Adding lanes to highways can cost more than \$10 million per mile.

OFF ROAD

Beyond Highways



The Indiana Rail Road Company

INDOT supports non-highway modes of transportation, including rail, aviation, public transit and high-speed rail.

RAIL

Maintaining the strength and connectivity of Indiana's railroads is important for moving both freight and passengers. And it helps reduce congestion on Indiana roads, partly because one rail carload carries as much as 2.5 semi-trailer loads.

To strengthen Indiana's railroads and protect both railroad workers and motorists, INDOT awarded:

- \$1.8 million from its Industrial Rail Service Fund to improve or build railroad infrastructure and assist seven railroad operators
- \$815,000 from the Railroad Grade Crossing Fund to 19 railroads and 20 LPAs to make highway railroad crossings safer

The Office of Rail also secured \$1.24 million from the Federal Railroad Administration's Disaster Relief Fund to assist the Indiana Southern Railroad with damages incurred from storms in June 2008.

The Office of Rail is ahead of schedule for updating and maintaining the Railroad Crossing Inventory required by the Federal Railroad Administration, as well as for meeting with public entities to discuss safety at railroad-highway intersections.

For more information on the Office of Rail, please visit www.rail.indot.in.gov.

AVIATION

Indiana has more than 700 public- and private-use airports and heliports, 54 of them eligible for Aviation Trust Fund grants from the Federal Aviation Administration. These funds support capital improvements at existing airports and planning and development for infrastructure projects, all with an eye on making air travel safer and more efficient. In FY 2010, INDOT's Office of Aviation:

- Directed \$62.7 million in federal funds to Indiana airports
- Provided \$1.4 million in state matching grants to 54 eligible airports

For more information on the Office of Aviation, please visit www.aviation.indot.in.gov.

INDOT AT A GLANCE

INDOT helps to regulate and manage approximately 4,200 miles of railroad track, more than 100 public-use airports and heliports, three ports and 150 miles of biking and walking trails.



IndyGo

TRANSIT (Public Transportation)

INDOT's Office of Transit provides financial and technical assistance to providers of public transportation. Through workshops, training sessions and compliance reviews, the Office of Transit assists with applying for state and federal dollars. The state funds are used for operating and capital assistance. Allocations for FY 2010 included:

- \$41.4 million for the Public Mass Transportation Fund, which covers operating and capital costs for public transit systems
- \$14 million for the Rural Transit Program, which supports 44 public transit systems in small cities and rural areas
- \$12 million for the Commuter Rail Service Fund, which distributes funds to the Northern Indiana Commuter Transportation District (NICTD)
- \$3 million for the Specialized Transit Program, which improves mobility for the elderly and people with disabilities
- \$750,000 for the Job Access and Reverse Commute program, which helps welfare recipients and certain low-income people get to jobs, including transporting city residents to suburban jobs
- \$600,000 for the New Freedom program, which assists people with disabilities beyond what the Americans with Disabilities Act requires
- \$129,836 for the Electric Rail Service Fund, which distributes dollars to NICTD

For more information on the Office of Transit, please visit www.transit.indot.in.gov.



Rail Corridors

HIGH-SPEED RAIL SERVICE

Indiana continues to study high-speed inter-city passenger rail service as a possible way to move people more efficiently and reduce the stress on Indiana's highways. This type of rail service is designed to carry travelers from cities that are anywhere from 150 to 400 miles apart, on trains that reach speeds of 110 miles per hour. Prices are expected to be competitive with airline fares. Indiana and eight Midwestern states are partnering to research and analyze various technology and routes to connect major Midwest cities via high-speed passenger trains.

In January 2010, INDOT's Office of Rail collaborated with the Office of Freight Mobility to secure \$71.4 million in high-speed inter-city passenger rail funding from the Federal Railroad Administration under the ARRA. The funds will be used to build passing tracks and high-speed crossovers and improve signal systems, relieving congestion in northwest Indiana.



CABLE SAFETY BARRIERS

When an out-of-control car or truck enters a highway median, the vehicle could go into oncoming traffic and compound the problem. Cable safety barriers, which are basically fences made of high-tension steel cable, “catch” vehicles when they enter the median and keep them from crossing into oncoming traffic or bouncing back into their previous lane. Since 2007, INDOT has been investing in cable safety barriers, installing them in medians where there is a history of crossover crashes. INDOT has installed 147 miles of the barriers to date, with another 180 miles planned in future years.

“My family and I truly believe that had those cables not been there, we would be facing the worst tragedy of our lives. Those cables saved our daughter’s life and we are so thankful to the people responsible for getting those installed.”
— August 2009

“Without the safety cables along I-70 near Richmond, we and oncoming traffic would have been involved in a horrific accident. I don’t know how to thank you enough for saving our lives.”
— September 2009



ROADSIDE HERITAGE PROGRAM

Lining Indiana’s highways with native wildflowers and native grasses not only makes Indiana roads more beautiful, it reduces personnel and equipment costs associated with mowing grass. INDOT has nearly 900 acres of native plantings. The average cost for state personnel to mow is \$42 per acre, and INDOT has saved nearly \$37,000 by not mowing in the planted areas. Wildflowers also help to prevent erosion and soil runoff and keep out invasive, non-native plants. (And using wildflowers is a requirement when federal funds are spent on landscaping). INDOT grows its own seed on three farms around the state and harvests seeds from previously planted areas. In another innovative move, INDOT has developed a fourth seed farm at the Putnamville Correctional Facility, which will be staffed by Department of Correction (DOC) inmates, who are paid by the DOC and already work on cleaning seeds from the other INDOT farms. The first harvest of Putnamville seeds will be in fall 2010. For more information on this program, please visit www.roadsideheritage.in.gov.

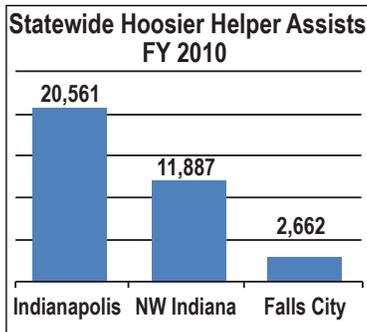
INDOT AT A GLANCE

Fourteen interstate highways run through Indiana, and eight intersect in Indiana, more than any other state.



HOOSIER HELPERS

Hoosier Helpers — INDOT personnel who patrol the state’s busiest highways in well-equipped vehicles — assisted more than 35,000 stranded motorists in FY 2010, by changing flat tires, jump-starting vehicles, providing water for overheated radiators, providing fuel so a motorist can make it to a gas station, and even helping with minor mechanical problems. When all else fails, Hoosier Helpers call a wrecker or take the motorist to a safer spot off the roadway. Hoosier Helpers are trained in first aid, CPR, the use of defibrillators, HAZMAT response and medical helicopter use, so they can address medical emergencies along with the Indiana State Police and local first responders. Three of the busiest areas of the state are patrolled by the Hoosier Helpers — northwest Indiana near Gary and the Chicago metropolitan area; central Indiana around the metropolitan Indianapolis area; and southern Indiana near the Louisville metropolitan area.



“I ran out of gas on the interstate and because of Hoosier Helper I did not have to call my husband to bring me gas. This is a really good service. Hoosier Helper was polite and fast.” — April 2010

“Hoosier Helper was our angel this morning. The service was courteous and fast. He was our Hoosier Helper hero. We are very, very thankful for this awesome service.” — April 2010

“My family is so grateful for the Hoosier Helper service we received. We were stranded on I-465 with our three small children in the car and it was a scary experience. I don’t know what we would have done without the help we received, especially the escort off the interstate to a safe location. This is an invaluable service.” — May 2010

“I had a flat tire on I-465 during rush hour. We were stranded and your service spotted us and helped us out of a dangerous situation within 15-20 minutes. Thank you so very much.” — May 2010

TRANSPORTATION ENHANCEMENT

Transportation Enhancement (TE) funds support projects that are related to transportation but are not roads and bridges. Federal funding pays 80% of the costs of such projects, and the project sponsor supplies the other 20% of funding. In FY 2010, INDOT's TE budget was approximately \$19.8 million, to fund 58 projects. The 12 categories of eligible TE projects are:

- Facilities for pedestrians and bikes
- Safety and education programs for pedestrians and cyclists
- Preservation of abandoned railway corridors and conversion of those corridors for use as pedestrian and bike trails
- Acquisition of scenic and historic sites, including scenic easements
- Scenic or historic highway programs, including tourist and welcome centers
- Landscaping and other beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities, including historic railroads and canals
- Inventory, control and removal of outdoor advertising
- Archaeological planning and research for sites adjacent to historic travel routes
- Environmental mitigation, especially for water pollution due to highway runoff and to reduce wildlife deaths by vehicle
- Establishment of transportation museums

The TE program helps to support the statewide network of pedestrian and bicycle trails and greenways, introduced by Governor Daniels in 2006. When complete, the trails will link throughout the state, eventually giving every Hoosier access to a trail within 7.5 miles of home. By the end of 2010, about 150 miles of trails will be complete.



This TE project in the City of Madison provided upgraded and improved sidewalks, benches, railings and lighting along the Ohio River

INDOT AT A GLANCE

During FY 2009-FY 2010, nearly 152 miles of sidewalks were constructed in 188 projects. As a comparison, the Indiana Toll Road is 155 miles long.



TANKER EXPLOSION



Photo courtesy of wishtv.com

When a propane tanker truck rolled over and exploded on a busy I-69 exit ramp in Indianapolis in October 2009, on one of the busiest stretches of the I-465 loop around Indianapolis, a fire that could be seen for miles engulfed two I-465 bridges. INDOT responded immediately, temporarily closing I-465 and the I-69 ramp and suggesting alternative routes for commuters. Working in collaboration with many city and state agencies, including fire experts, INDOT's inspection and construction crews, along with private companies and experts from Purdue University worked around the clock to assess and repair the damage, including installing a concrete support to replace a damaged column and replacing compromised guardrails with concrete barriers. Within five days, both roads, including the ramp and bridge systems, were found to be safe and sound and reopened completely.

STATE ROAD 912/CLINE AVENUE BRIDGE



In late 2009, the State Road 912/Cline Avenue bridge connecting East Chicago and Hammond was found to have severe structural problems, so it was condemned and closed. Recognizing that the bridge was a major thoroughfare for some 35,000 vehicles per day, INDOT reacted quickly to devise a new plan. INDOT through several meetings, reached out to local businesses, politicians, residents and stakeholders to seek input on the best solution for this situation. In June 2010, INDOT unveiled a preferred \$93 million alternative route that will create 2,300 jobs directly and 1,250 indirectly, as well as spur development in East Chicago, Hammond, Gary and Whiting. The innovative plan calls for using trees, grasses and other plants in the landscaping, as well as reusing decommissioned road and industrial infrastructure, to remediate contaminated soil and make the area more beautiful. INDOT has installed additional signs and improved traffic signal timing on alternative routes. A local newspaper called the plan "thoughtful, fast, pragmatic, feasible, futuristic and green." The National Environmental Policy Act (NEPA) process is also still underway.

INDOT AT A GLANCE



When snow falls, 1,996 drivers may be called in to plow and treat highways, using INDOT's 1,100 snow plow trucks and salt stored in 122 salt barns.

ROAD WARRIORS

INDOT's People



AASHTO National Transportation Leadership Institute participants are recognized during a March 15 ceremony



Leadership training with Dr. Tom DeCoster

In FY 2010, INDOT kicked off an employee development program. INDOT's Employee Development Mission is: To promote the professional growth of our employees through innovative initiatives that support INDOT's strategic goals and contribute to the current and future success of the entire INDOT family.

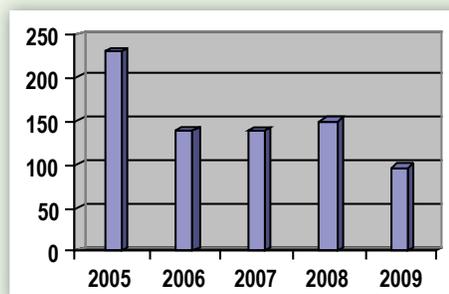
Training

INDOT participated in the American Association of State Highway and Transportation Officials' (AASHTO) 2010 National Transportation Leadership Institute in Indianapolis. Seven INDOT employees were chosen to participate in AASHTO's intensive two-week leadership training sessions, and about 100 others attended a week long series of management/leadership courses developed for INDOT mid-level managers and led by industry renowned Thomas DeCoster, Ph.D. Both were excellent opportunities for INDOT personnel to further develop leadership skills and be able to step into new roles as their predecessors retire or leave INDOT.

Cross-training

In an effort to retain good people and shift resources as seasonal and project needs change, INDOT initiated cross-training for employees, so they can move into other roles as necessary. For example, design engineers learned to do construction engineering, and highway technicians learned to perform both maintenance and construction tasks.

OSHA Recordable Injuries by Calendar Year



The Office of Employee Safety has reduced employee injuries over the years.

ROAD MAP

Looking Ahead



I-70 dedicated truck lanes through Missouri, Illinois, Indiana and Ohio

INDOT AT A GLANCE

75% of U.S. and Canadian residents live within one day's drive of Indiana.

Interstate partnerships: roads

Indiana ranks fifth in the U.S. for total ton miles of freight moved, and the number of tons of freight moved by truck nationally is expected to double in the next 25 years. To accommodate that growth, and continue to make Indiana's roads and other transportation modes more efficient and safer, Indiana is partnering with neighboring states to find the most effective ways to move commodities, goods and services across state lines. In FY 2010, INDOT took the following steps toward interstate cooperation:

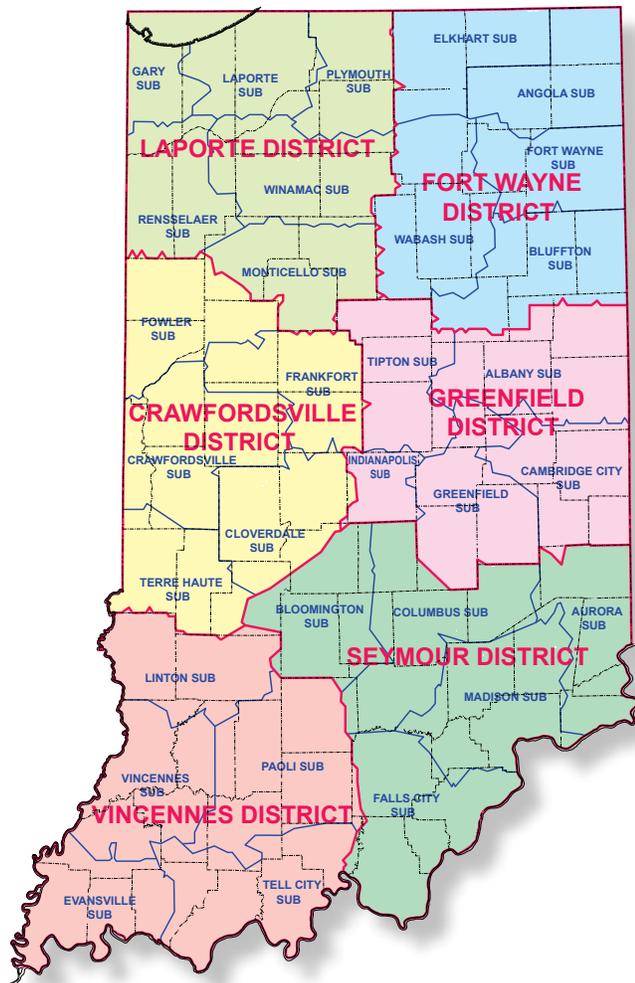
- The Federal Highway Administration selected INDOT's **I-70 Dedicated Truck Lanes Feasibility Study** as a Corridors of the Future program, allowing Indiana to partner with several neighboring states to study how setting aside truck lanes will help improve the ability to move freight more efficiently, more safely and reduce congestion. Phase one of the study showed promising results; phase two will examine the financial aspect of such a project and will be complete in 2011.
- Indiana and Illinois teamed up to move forward on the proposed **Illiana Expressway**, which will ultimately connect I-55 and I-57 in Will County, Illinois to I-65 in Lake County, Indiana as a bypass around the congestion of northwest Indiana and Chicago. Laws were passed in both Indiana and Illinois to pursue public-private financing options to build the Illiana Expressway. Studies have shown the project would bring significant economic, safety and mobility benefits to the region, as well as prevent 350 to 400 vehicle crashes annually. In two to three years, the states will complete environmental studies that will recommend a specific route for the expressway. Governor Mitch Daniels and Illinois Governor Pat Quinn held a press conference on June 9, 2010 to announce the Memorandum of Understanding between Indiana and Illinois for this project.
- INDOT continued to work with Kentucky to find solutions for building bridges over the Ohio River. The **Milton-Madison Bridge Project** received a \$20 million TIGER grant in February to help fund replacement of the U.S. 421 bridge superstructure. Also in February, 14 Indiana and Kentucky leaders with extensive government and business experience began regular meetings to develop a financing plan for the **Ohio River Bridges Project**. The project includes two new bridges, providing additional connectivity and congestion relief for I-65 and I-265 between Louisville and Southern Indiana. For details on these projects, please visit www.miltonmadisonbridge.com or www.kyinbridges.com.

Interstate partnerships: other modes

Indiana is represented in four Midwest high-speed rail groups: the **Midwest Interstate Passenger Rail Commission**, which works to advocate for passenger rail improvements; the **Midwest Multi-State Support Group for High Speed Rail**, which communicates the region's priorities to the federal government; the **Midwest Regional Rail Initiative**, whose goal is to improve intercity passenger service throughout the Midwest; and the **States for Passenger Rail Coalition**, which encourages state and federal funding for new passenger rail systems and the reuse of Amtrak.

DISTRICTS

To better serve the citizens of Indiana, INDOT maintains six district offices, in Crawfordsville, Fort Wayne, Greenfield, LaPorte, Seymour and Vincennes. Each district office organizes and manages highway construction, maintenance, traffic, development and testing for the unique needs of the communities it serves. Nearly 400 engineers and inspectors work out of these district offices and report daily to construction sites. For faster response, INDOT also operates subdistrict offices that maintain the roads, remove snow and debris from highways and mow. For a map that shows INDOT district boundaries, visit www.districtoffices.indot.in.gov.



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