



# INDOT Capital Program Report

Fiscal Year 2011



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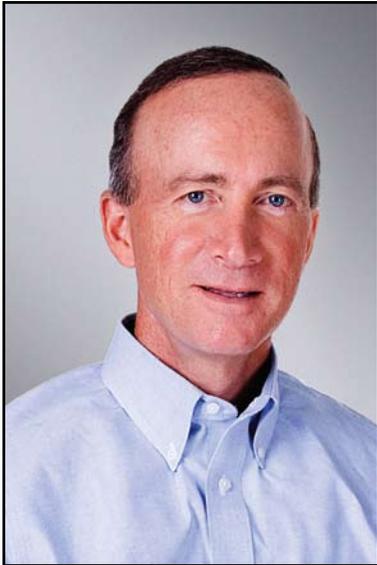


**STATE OF INDIANA  
OFFICE OF THE GOVERNOR**

State House, Second Floor  
Indianapolis, Indiana 46204

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**Mitchell E. Daniels, Jr.**  
*Governor*



We always seek to Aim Higher, making the most efficient and effective use of every tax dollar paid by Hoosiers with the goal of creating an environment that drives economic development and puts more Hoosiers to work.

The Indiana Department of Transportation (INDOT) takes this mission to heart. Through hard work, an innovative spirit and a willingness to embrace new ways of doing things, INDOT has accomplished far more, using far fewer state employees, than any other time in our state's history.

INDOT's success is often only measured in the number of highways paved or bridges built, but I believe one of INDOT's greatest achievements is the successful transformation of how the staff approaches the business of planning, building and maintaining a superior transportation system. The department is now more agile, flexible and imaginative than ever. It's willing to try new things, to form new partnerships, and experiment with new ways to improve Indiana's transportation infrastructure. Nothing better illustrates this fundamental shift than the success of Major Moves. From the innovative public-private partnership resulting in the lease of the Indiana Toll Road and nearly \$4 billion to invest in our state's infrastructure, to the creative engineering utilized on portions of I-69 between Evansville to Indianapolis which saved tens of thousands of dollars, or the Milton-Madison bridge, which will be closed for 10 days instead of a year, it is clear that there is a new INDOT, and it is one worth noticing.

In short, INDOT, like Indiana, is aiming higher and reinventing itself to deal with the opportunities and challenges of the future. This transformation, like the money invested in our roads and bridges, will continue to pay dividends far into the future for the citizens of Indiana and our economic growth.

Mitchell E. Daniels, Jr.  
*Governor*



The Indiana Department of Transportation (INDOT) works to serve you. Our ability to do this is directly related to Major Moves, Governor Mitch Daniels' aggressive 10-year transportation plan. Launched in 2006, this plan has enabled us to significantly improve and expand Indiana's highway infrastructure while making us the envy of the nation when it comes to infrastructure investment.

INDOT has **Impact**. INDOT has launched and completed more road and bridge projects than in any corresponding period in the history of Indiana. Today we have completed and are working on many significant projects that will benefit Indiana for generations to come. Many of these projects had been dreamed of – and planned for – for decades. Today the dreams are becoming reality.

INDOT is **Inventive**. INDOT includes the most forward thinking professionals, planners, managers and engineers in the country. Our expertise is on display every day in our smoothly running transportation network. What you might not see, though, is how INDOT is preparing for the future by adopting innovative management and construction processes in building Indiana's transportation network.

INDOT is **Invested**. INDOT is investing more than \$1 billion annually statewide in new construction and maintenance. Indiana taxpayers deserve financial accountability in our design, creation and operation of Indiana's transportation infrastructure. We are finding new ways to plan, design, build, manage and fund construction more efficiently and cost-effectively than ever before.

Our successes also could not have been achieved without the vision and support of the Indiana General Assembly and our partners, including the Federal Highway Administration, the Build Indiana Council, and the American Council of Engineering Companies.

INDOT will continue working toward greater success in Fiscal Year 2012 and we're excited for what our future holds. We're delighted to share our successes with you.

Best regards,

A handwritten signature in black ink that reads "Michael B. Cline". The signature is written in a cursive, flowing style.

Michael B. Cline  
INDOT Commissioner



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INDOT reaches across the width and breadth of Indiana, and everyday touches millions of Hoosiers who commute daily, travel in Indiana on vacation, or cross our state on business. We manage and maintain 28,544 lane miles, including interstates, US routes, state roads, and other roads. Twenty-two percent of Indiana traffic is carried by our interstates, even though they make up only 1.2 percent of our road network. About 50 percent of Indiana traffic travels on INDOT roadways even though our roads make up only 12 percent of all public roads in Indiana. INDOT also manages and maintains more than 5,300 bridges (not including those on the Indiana Toll Road) and about 8,700 small structures (such as culverts spanning more than four feet).

### INDOT by the Numbers

- 2.4** → In billions, total square feet of roadway pavement INDOT manages
- 50** → In millions, total square feet of bridge deck area we maintain
- 18,942** → Total number of bridges in Indiana
- 5,325** → Number of bridges owned by INDOT (not including Indiana Toll Road bridges) or through shared ownership with adjoining states
- 3,944** → Number of highway ramps that we maintain
- 10.4** → Percent of INDOT highways that are interstates
- 0.25** → Percent of Indiana's land surface area that we manage and maintain as roadways

In 2005 Governor Mitch Daniels conceived a plan – Major Moves – to lease the Indiana Toll Road (ITR) in exchange for an upfront payment of \$3.8 billion. The Indiana General Assembly approved and in April 2006, the state entered into a 75-year lease with the ITR Concession Company LLC (ITRCC) to operate and manage the Toll Road. ITRCC formally assumed responsibility for all operating and maintenance of the Indiana Toll Road on June 30, 2006. Indiana set aside \$2.8 billion of the toll road lease payment to fund highway construction programs.

Major Moves enabled INDOT to launch a comprehensive transportation network construction and improvement program to begin or complete construction on more than 200 transportation projects. Major Moves also forestalled the need to raise state income or gas taxes for transportation improvements and allowed Indiana to avoid future debt incurred by borrowing money for highway funding – which will save Indiana taxpayers millions of dollars in future debt obligations.

# Major Moves

Major Moves has provided for construction and/or preservation of more than 200 road and bridge projects across Indiana. Additionally, through reinvestment of lease proceeds, using proceeds to match other funding, and coupling Major Moves funding with other revenue streams, INDOT has leveraged Major Moves funding into a more than \$10 billion program through 2015.

## Major Moves by the Numbers

- 87** → New corridors indentified for construction in the original 10-year Major Moves plan
- 60** → Number of new or reconfigured highway exits or interchanges to be completed by the end of 2012
- 30** → Major Moves projects are being accelerated from the original 2006 plan to take advantage of favorable bid pricing due to the economy and streamlined project delivery processes
- 1.472** → \$\$ in billions, of INDOT's FY 2011 construction investment

	Today	Through CY 2012	Through CY 2015
<b>New highway</b>	185 miles*	375 miles*	413 miles*
<b>Bridges rehabbed or replaced</b>	588 bridges	800 bridges (15%)	1,190 bridges (21%)
<b>Pavement rehabbed or replaced</b>	2,800 miles	3,650 miles (34%)	4,000 miles (36%)
<b>Corridors complete and open to traffic</b>	41	65	87
<b>TOTAL INVESTED</b>	\$6.5 billion		More than \$10 billion

**Note:** The percent of total state inventory is shown in ( ).

**\*Centerline miles:** A centerline mile is the length of the roadway in miles. A roadway that is 10-miles in length has 10 centerline miles, regardless of the number of lanes.

The following pages include a look at some of our major projects that are either completed, under construction, or will be underway by year-end 2015.



# I-69 Evansville to Crane

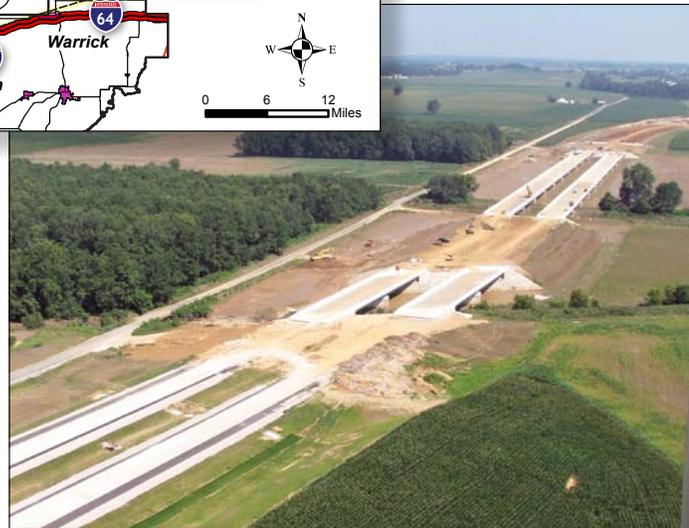
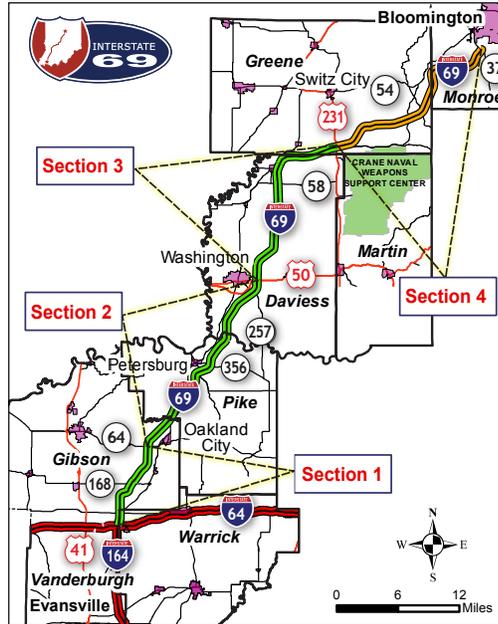
## Open to Traffic: December 2012

A new 67-mile section of I-69 will link Evansville to Crane while spanning portions of four southwestern Indiana counties. The interstate construction zone measures approximately 400 feet wide by 65 miles long across Gibson, Pike, Daviess and Greene counties. The first two miles of the project opened to traffic in September 2010.

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### By the Numbers

- 700 → \$\$, in millions, estimated project cost
- 100 → Percent of project miles let
- 67 → Length in miles of the project



**Sam Sarvis**  
Deputy Commissioner  
Major Program Management

**Chriss Jobe**  
Area Construction  
Manager

# I-69 Crane to Bloomington

**Open to Traffic: December 2014**

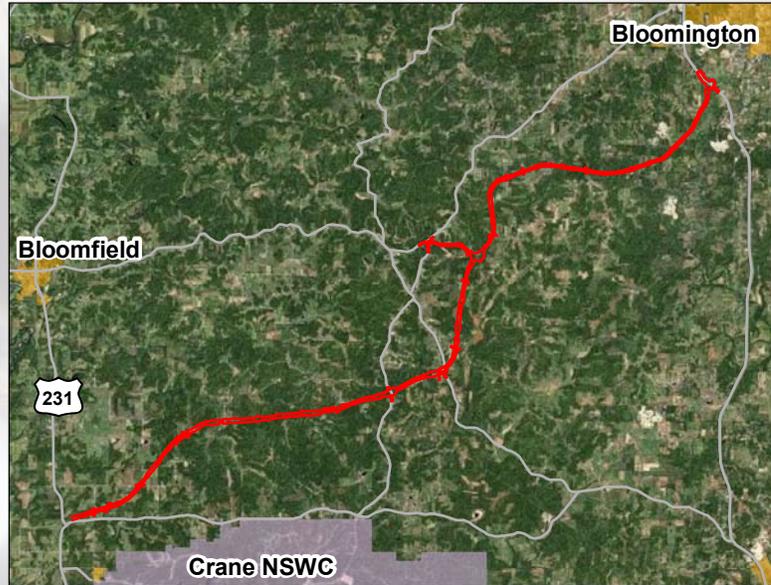
A new 27-mile stretch of I-69 will reach from Crane to just southwest of Bloomington across Greene and Monroe counties. Individual outreach, survey and geotechnical work is underway for this stretch of highway. In 2011, the I-69 corridor from Evansville to Bloomington will be the longest contiguous interstate highway construction project in the U.S.

## By the Numbers

- 400 → \$\$, in millions, estimated project cost
- 0 → Percent of project miles let
- 27 → Length in miles of the project

**Sam Sarvis**  
Deputy Commissioner  
Major Program Management

**Chriss Jobe**  
Area Construction  
Manager





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## By the Numbers

- 187 → \$\$, in millions, project cost
- 100 → Percent of project miles let
- 10 → Number of new bridges built
- 6 → Length in lane miles of new pavement

**Gary Pence**  
*Project Manager*

**Lee Randell**  
*Project Engineer*

# I-80/94 Borman Expressway

**Open to Traffic: August 2011**

This project involves total reconstruction of the I-80/94 interchange at I-65 in Lake County, including three miles of added travel lanes on I-80/94 and new bridge structures. The project consisted of three contracts over a five-year period that began in spring 2007. The new highway is expected to handle traffic volumes for 20 years and will feature a total of four through lanes in each direction; new collector-distributor lanes to help motorists easily enter and exit the highway; lengthened interchange ramps and new bridges to maximize vehicle flow; and enhanced lighting and improved drainage. The interchange modification project is the last element of the complete rebuilding of the Borman Expressway between the Indiana/Illinois state line and I-65.



# Accelerate 465

Open to Traffic: July 2012

Accelerate 465 involves reconstruction of an 11-mile corridor of I-465 from just south of the I-70/465 interchange to just south of the 56th Street interchange on the west side of Indianapolis in Marion County. The goal of this project is to expand capacity, improve motorist safety and upgrade road design to current standards. The project involves upgrading interchanges at West 38th Street, I-74/Crawfordsville Road, West 10th Street, US 36/Rockville Road, US 40/Washington Street, Sam Jones Expressway, and I-70.

## By the Numbers

- 423 → \$\$, in millions, estimated project cost
- 100 → Percent of project miles let
- 11 → Length in miles of the project

**John Pangallo**  
*Project Manager*

**Ling Gan**  
*Project Engineer*

**Elsadig Ibrahim**  
*Project Engineer*

**Chad Nierman**  
*Project Engineer*

**Ted Sowders**  
*Project Engineer*





# Fort to Port US 24: I-469 to State Line Road

**Open to Traffic: December 2012**

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## By the Numbers

- 81 → \$\$, in millions, estimated project cost
- 100 → Percent of project miles let
- 11 → Length in miles of the project

**Kimberlee Peters**  
*Project Manager*

**Mike Crill**  
*Project Engineer*

**Don Stucky**  
*Project Engineer*

This project is upgrading US 24 from a winding, high accident frequency, two-lane rural highway to a four-lane divided highway from I-469 in Allen County to the Indiana/Ohio state line. The route begins at the existing intersection of I-469 and US 24 and continues east 11 miles to the state line. The new US 24 is being built south of the old highway, which will become a local road after the new highway construction is complete.



# Hoosier Heartland SR 25: I-65 to US 24/35

**Open to Traffic: December 2013**

This project involves replacing a two-lane rural highway that currently has 81 intersections, three railroad crossings, and more than 140 private entrances with a new four-lane, limited-access highway between Lafayette and Fort Wayne. Hoosier Heartland, which will link to the US 24 Fort to Port highway, will bring the highway into the 21st century by improving access, safety and promoting economic development across Tiptecanoe, Carroll and Cass counties.

## By the Numbers

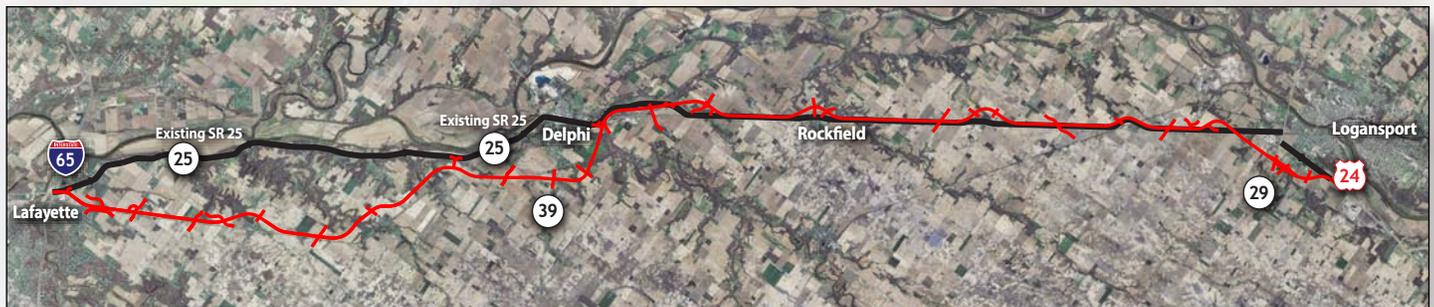
- 369** → \$\$, in millions, estimated project cost
- 71** → Percent of project miles let
- 36** → Length in miles of the project

**James Earl**  
*Project Manager*

**Ben Crone**  
*Project Supervisor*

**Mick Brinkerhoff**  
*Project Engineer*

**Dale Wolfe**  
*Project Engineer*





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## By the Numbers

- 160** → \$\$, in millions, estimated project cost
- 55** → Percent of project miles let
- 13** → Length in miles of the project

**Tim Muench**  
*Project Manager*

**Brian Garner**  
*Project Engineer*

**Rob Gregg**  
*Project Engineer*

**Cory Mahan**  
*Project Engineer*

**Keith Myers**  
*Project Engineer*

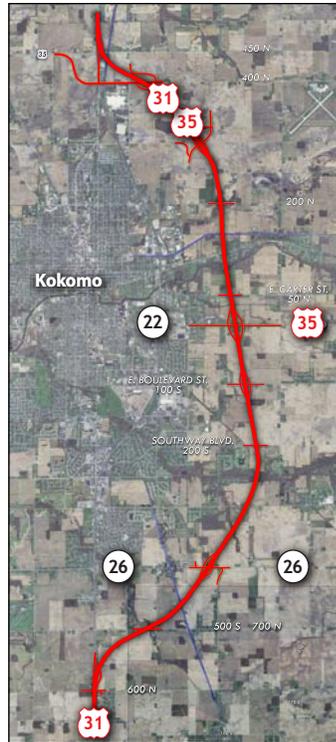
**Scott Sipes**  
*Project Engineer*

**Cliff Walker**  
*Project Engineer*

**Bill Young**  
*Project Engineer*

# US 31 Kokomo

## Open to Traffic: December 2013



This project is a new four-lane divided limited-access rural highway that encircles Kokomo, in Howard County, to the east. The 13-mile project begins just south of the Tipton/Howard county line and ends about one mile north of the US 35 junction. It also involves building six new interchanges. The goal of this project is to relieve traffic congestion and speed access to and through Kokomo. The existing stretch of US 31 in Kokomo between SR 267 and US 35 North now includes 15 intersections with traffic signals, which too often turns the roadway into a breeding ground for fender benders.



# US 31 Plymouth to South Bend

Open to Traffic: December 2014

This project consists of a new four-lane divided limited-access rural highway with four interchanges in Marshall and St. Joseph counties. When completed, US 31 will be a limited access freeway between US 30 and US 20. The goal of the project is to reduce congestion and improve safety and mobility along the route. Upgrading US 31 to freeway standards will greatly improve the safety of the corridor – reducing the number of crashes and rear-end collisions caused by turning movements and increased traffic – especially between Lakeville and South Bend.

## By the Numbers

- 224 → \$\$, in millions, estimated project cost
- 72 → Percent of project miles let
- 20 → Length in miles of the project

**Trevor Mills**  
Project Manager

**Mike Monahan**  
Area Engineer

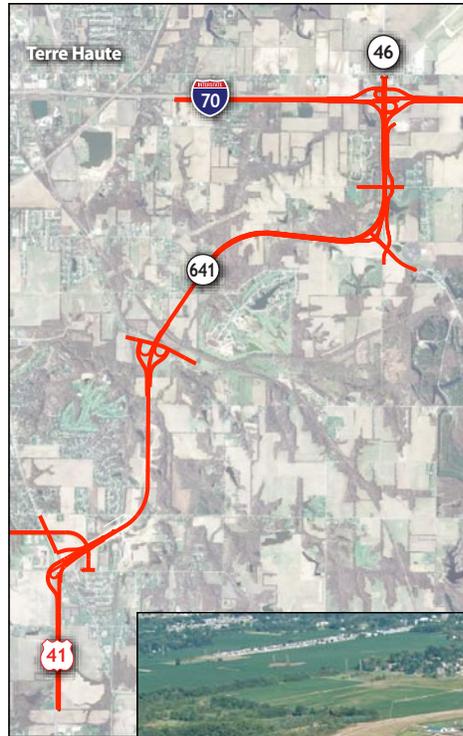




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# SR 641 Terre Haute

## Open to Traffic: 2014



Also known as the Terre Haute Bypass, SR 641 will create a new 6.2 mile, four-lane, divided highway from U.S. 41 south of Terre Haute to SR 46 at I-70. SR 641 will reduce congestion and provide much needed relief to motorists who use US 41 (Dixie Bee Highway) on a regular basis. It will also provide local residents greater access to I-70. Freight traffic heading south on US 41 will be able to move through the area more safely and with fewer delays.

### By the Numbers

- 150 → \$\$, in millions, estimated project cost
- 50 → Percent of project miles let
- 6 → Length in miles of the project

**John Pangallo**  
Project Engineer

**Tim Bucker**  
Project Engineer

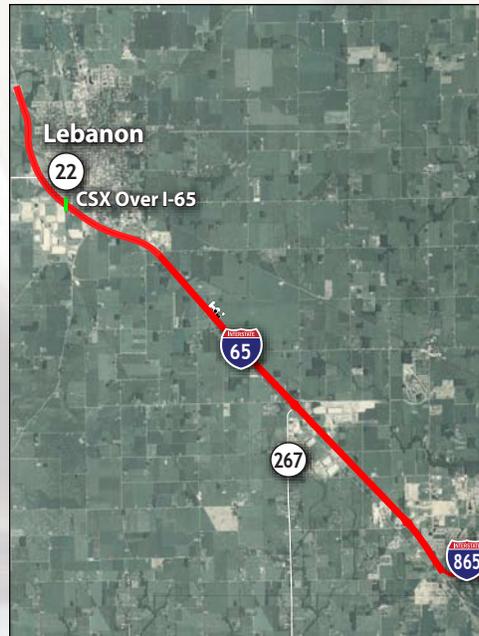
**John Carpenter**  
Project Engineer

**Roger Greasor**  
Project Engineer



# I-65 I-865 to US 52

Open to Traffic: Spring 2013



Construction is underway on a multi-year, multi-section project to add an additional travel lane on both north and southbound I-65 from I-865 to just south of US 52 in Boone County. This project also involves rebuilding two highway bridges and the CSX Railroad Bridge over I-65. The first section of the project, from I-865 to one-half mile south of Boone County Road 100 East, was completed in November 2010. Work is now underway on the second section, which involves adding additional travel lanes in both directions and reconstructing existing travel lanes from 100 East to US 52.

## By the Numbers

- 81 → \$\$, in millions, estimated project cost
- 100 → Percent of project miles let
- 13 → Length in miles of the project

**Trevor Mills**  
Project Manager

**Dan Rogers**  
Project Engineer

**Michael Emolki**  
Project Engineer

**Tim Perkins**  
Project Engineer





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### By the Numbers

- 436 → \$\$, in millions, estimated project cost
- 7 → Percent of project miles let
- 13 → Length in miles of the project

**Gary Pence**  
Project Manager

**Rob Gregg**  
Project Engineer

# US 31 Hamilton County

**Open to Traffic: 2018**



Construction is underway on a multi-year project to upgrade US 31 in Hamilton County to a freeway from 96th Street to 216th Street. This work includes the construction of nine new interchanges and added travel lanes and, when completed, will reduce congestion and travel times while enhancing highway safety in the fastest-growing county in Indiana. Construction is now underway on the widening of the 146th Street bridge and the SR 38 interchange.



# Milton-Madison Bridge

Open to Traffic: November 2012

Other Key Projects

This project consists of reconstructing the Ohio River Bridge connecting Milton, KY, with Madison, IN. The existing bridge piers will be enhanced and the bridge superstructure replaced to include a 40-foot wide roadway. Using a method called “truss sliding,” a new 3,181-foot-long truss will be moved along steel rails and plates and “slide” into place atop the existing piers, which will be rehabilitated. Rather than be closed a year – which would have occurred using traditional construction methods – the bridge is expected to close for only 10 days. Groundbreaking for this project was held in November 2010.

## By the Numbers

- 104 → \$\$, in millions, estimated project cost
- 100 → Percent of project miles let
- 1 → Length in miles of the project

Kevin Hetrick  
Project Manager

Jason Bunselmeier  
Area Engineer





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## By the Numbers

- 2.9 → \$\$, in billions, estimated project cost
- 5 → Length in miles of the project

**Paul Boone**  
Project Manager

# Ohio River Bridges

## Construction Start: 2012

P3 Projects

This project consists of constructing a new I-65 bridge over the Ohio River between Jeffersonville, IN, and Louisville, KY. The new bridge will carry six lanes of northbound I-65 traffic while the existing bridge will be reconfigured to carry six lanes of southbound traffic. About one mile of I-65 will be rebuilt in Jeffersonville as part of this phase of the project. In addition, this project involves construction of a new Ohio River bridge – the East End Bridge – connecting Utica, IN, with the eastern suburbs of Louisville. Approximately four miles of I-265 will be constructed as an approach to the East End Bridge, including a new interchange. Construction is expected to be underway by August 2012.

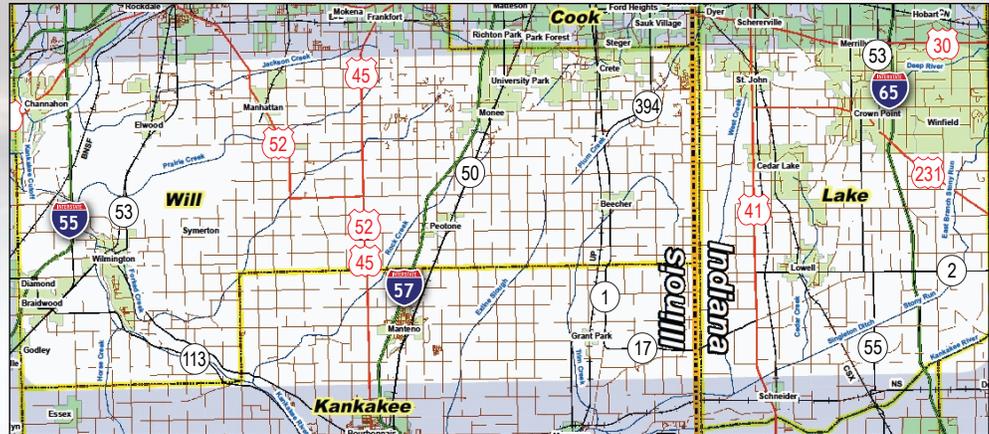


# Illiana Corridor

## P3 Projects

The Illiana Corridor is an east-west transportation corridor extending from I-55 in Illinois to I-65 in Indiana. Benefits of a new 57-mile long expressway through this corridor include providing an alternate route for I-80/94 traffic and a bypass around urban congestion, improving access to one of the country's largest inland port intermodal freight areas, and supporting economic development and job creation. The corridor will span southern Will County, IL – one of the fastest-growing counties in the U.S. – as well as northern Kankakee County, IL, and southern Lake County in Indiana. The first phase of the project's environmental study is expected to be complete by August 2012. The Indiana General Assembly has granted INDOT the authority to develop major projects, like the Illiana Corridor, as a public-private partnership.

Greg Kicinski  
Project Manager





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*I-65 pipe lining project.*

**Joe Novak**  
District Construction  
Director

**Shakeel Baig**  
District Capital Program  
Manager Director

# Major Preservation Projects

INDOT delivers a variety of important projects to maintain, enhance and extend the life of state roads, bridges and infrastructure. The following is a breakdown of recent and current major preservation projects.

## Crawfordsville

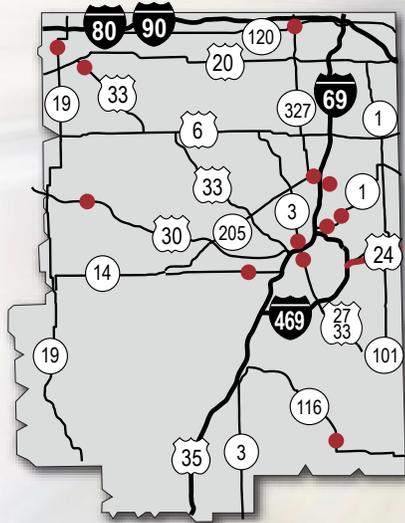
Location	Description	Cost	Completion
I-70	Patch and rehabilitate pavement from SR 59 to 2.25 miles east of SR 267.	\$28 million	Fall 2011
US 52	Road reconstruction in Lafayette, including four bridge decks.	\$11.4 million	Fall 2012
US 52	Pavement replacement in Lafayette; Letting to be relinquished.	\$21 million	TBD
SR 267	Hot Mix Asphalt (HMA) overlay from 1.49 miles south of US 136 to Northfield Drive in Hendricks County.	\$1.2 million	Summer 2012
I-65	HMA overlay from 4.4 miles south of US 231 to US 231 in White County.	\$1.7 million	Spring 2011
I-65	Patch and rehabilitate pavement from 0.76 mile south of SR 38 under the CR 375 bridge on both northbound and southbound lanes.	\$2.4 million	Spring 2011
I-74	Pipe lining on I-74, various locations.	\$4.1 million	Fall 2012
I-65	Pipe lining on I-65, various locations.	\$2.2 million	Fall 2011
I-70	Pipe lining on I-70, various locations.	\$3.2 million	Fall 2011



## Fort Wayne



US 27 replacement of the Martin Luther King Jr. Bridge over the St. Mary's River.



**Jim Keefer**  
District Construction  
Director

**John Leckie**  
District Capital Program  
Manager Director

Location	Description	Cost	Completion
I-69	Modernize Auburn Rest Area in DeKalb County.	\$8.2 million	Fall 2012
SR 120/SR 327	Resurface SR 120 from West Orland to East Orland/SR 327; Resurface SR 327 from South Orland to North Orland in Steuben County.	\$1.7 million	Summer 2011
SR 19	Road reconstruction, including traffic signal and sign modernization, and rehabilitate bridge over St. Joseph River in Elkhart.	\$17.4 million	Summer 2014
SR 3	Added travel lanes and signal modifications from Wallen Road to Ludwig Road in Allen County.	\$24 million	Fall 2011
US 24	Fort to Port new road construction from 0.5 miles east of I-469 to 0.5 miles east of Ryan/Bruick Road in Allen County.	\$17 million	Fall 2012
US 24	Fort to Port new road construction from 0.5 miles east of Ryan/Bruick Road to 0.5 miles west of Webster Road in Allen County.	\$12 million	Fall 2012
SR 1	Added travel lanes over Martin Ditch in Allen County.	\$11 million	Summer 2011
US 27	Bridge replacement of Martin Luther King Jr. Bridge over St. Mary's River in Fort Wayne.	\$7.5 million	Summer 2012 (Open to traffic Fall 2011)
US 33	New road construction south of the US 20 Bypass in Elkhart County.	\$10 million	Fall 2011
SR 14	Intersection improvement at Allen/Whitley County Line Road, 5.74 miles west of I-69.	\$1 million	Summer 2011
US 30	HMA overlay and preventive maintenance from west of SR 19 to west of SR 13.	\$7.9 million	Summer 2011
SR 1	Added travel lanes and constructed turn lanes at Amstutz Road, 5.5 miles north of I-69.	\$521,000	Summer 2011
SR 116	HMA overlay.	\$1.8 million	Summer 2011



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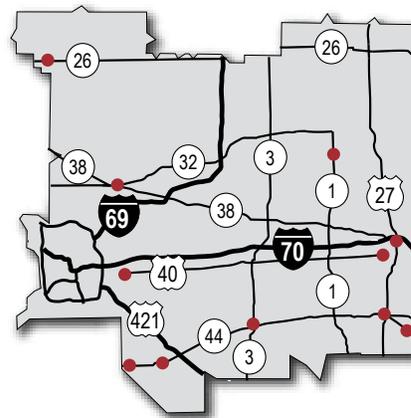
SR 26 road rehabilitation and bridge widening in Howard County.

**Roland Fegan**  
District Construction  
Director

**Steven Boyer**  
District Capital Program  
Manager Director

## Greenfield

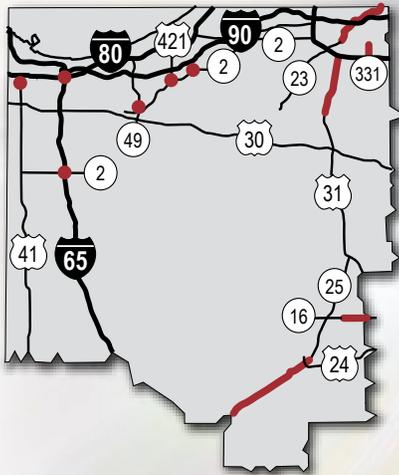
Location	Description	Cost	Completion
US 40	Added travel lanes and enhancements, including trails, lighting, landscaping and sidewalks, through Cumberland.	\$14 million	Fall 2011
SR 26	Road rehabilitation and bridge widening from Clinton/Howard county line, through Russiaville, to Dixon Road in Kokomo.	\$11 million	Spring 2013
SR 44	Road rehabilitation from I-65 to Shelbyville.	\$14 million	Fall 2011
SR 44	Urban reconstruction in Shelbyville.	\$7 million	Fall 2011
SR 3	Reconstruction through Rushville.	\$6 million	Fall 2011
SR 32/38	Intersection improvement and roundabout construction at Union Chapel Road.	\$4 million	Fall 2012
US 27	Highway reconstruction in Richmond, including added turn lanes and median.	\$12 million	Summer 2011
US 40	Highway reconstruction in Richmond, including added turn lanes and pedestrian enhancements.	\$9 million	Summer 2011
US 27	Reconstruction in Union County from Cottage Grove to West College Corner.	\$9 million	Fall 2011
US 27	Urban highway reconstruction in Liberty.	\$5 million	Fall 2012
SR 1	Road rehabilitation in Randolph County.	\$7 million	Fall 2013



## LaPorte



US 31 new alignment between SR 4 and existing US 31.



**Brad Minnick**  
District Construction  
Director

**Mark Pittman**  
District Capital Program  
Manager Director

Location	Description	Cost	Completion
SR 23	Added travel lanes from Brick Road to Adams Road in Granger.	\$7.2 million	Summer 2012
SR 331	Added travel lanes from 12 <sup>th</sup> Street to St. Joseph River in Mishawaka.	\$24 million	Summer 2012
SR 331	Added travel lanes from 12 <sup>th</sup> Street to US 20 Bypass in Mishawaka.	\$9.7 million	Summer 2012
I-80	Interchange modifications and added travel lanes.	\$97.4 million	Summer 2011
SR 16	Road reconstruction and lane widening with shoulders.	\$3.2 million	Fall/Winter 2011
US 41	Road rehabilitation from Main Street to E&J railroad in Schererville.	\$1.9 million	Fall/Winter 2011
US 41	Reconstruction from Ridge Road to Little Calumet River in Highland.	\$9.8 million	Fall/Winter 2012
SR 53	Intersection improvements and resurfacing between 93 <sup>rd</sup> Street and US 231 in Crown Point.	\$6.1 million	Fall/Winter 2011
I-65 at 109 <sup>th</sup> Street	New interchange in Crown Point.	\$8.2 million	Fall 2010
SR 2 at Forrester Road	Intersection improvement and road realignment.	\$1.4 million	Fall/Winter 2011
US 421	Added travel lanes between north and south junction of SR 2 in Westville.	\$4.3 million	Fall/Winter 2012
I-65	Road rehabilitation from US 24 to north of US 231.	TBD	TBD
US 12	Road rehabilitation from Bridge Street to I-65 in Gary.	\$11.8 million	Spring 2013
SR 23	Added travel lanes from Campeau Street to south of Twyckenham Street in South Bend.	\$8.6 million	Fall/Winter 2013
SR 49	New interchange at CR 440 North in Valparaiso.	\$3.6 million	Fall/Winter 2013
US 31	New alignment between US 30 in Plymouth and US 20 in South Bend.	\$231 million	2014
SR 25	New alignment between Delphi and Logansport.	\$450 million	2013
SR 2	Interchange modification at I-65 in Lake County.	\$7.7 million	Fall/Winter 2014



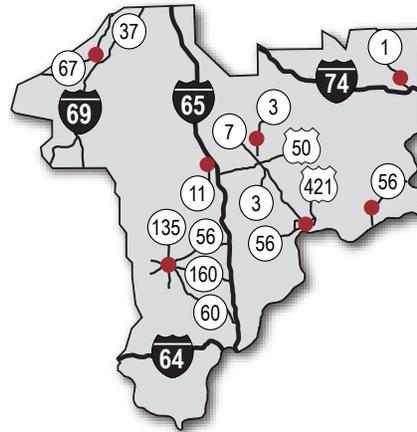
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## Seymour

Location	Description	Cost	Completion
US 421	Milton-Madison Bridge replacement.	\$104 million	Fall 2012
SR 60	Salem Bypass from SR 56 to SR 135.	\$15.7 million	Fall 2012
SR 1	Replace bridge over Salt Fork.	\$3.1 million	Fall 2012
SR 56	Slide correction.	\$7.8 million	Spring 2013
SR 3	Replace bridge over Sand Creek.	\$2.1 million	December 2011
SR 11	Intersection improvement at Enos Road and local new road construction (Burkhart Boulevard) in Seymour.	\$3.2 million	Fall 2012
SR 39	Bridge replacement over White River in Morgan County.	\$12.9 million	August 2012



SR 60 Salem Bypass from SR 56 to SR 135.



**Jeffrey Logman**  
District Construction  
Director

**James Ude**  
District Capital Program  
Manager Director

## Vincennes



SR 150/SR 37 corridors road reconstruction in Orange County.



**Bart Mueller**  
District Construction  
Director

**Pamela Drach**  
District Capital Program  
Manager Director

Location	Description	Cost	Completion
US 231	Bridge replacement over Friends Creek, 2.4 miles south of US 50.	\$3.1 million	Fall 2012
SR 237	Slide correction at 0.8 miles north of SR 66 near Cannelton.	\$1.1 million	Fall 2011
SR 62	HMA overlay from 8.41 miles east of SR 69 to 2.64 miles west of US 41.	\$3.2 million	Fall 2011
SR 441	HMA overlay from 0.16 miles east to 2.1 miles west of US 41.	\$900,000	Summer 2012
SR 61	Small structure replacement at 0.24 miles north of SR 57 in Petersburg.	\$700,000	Fall 2012
SR 257	Bridge replacement over Veale Creek, 1.03 miles south of US 50.	\$1.4 million	Fall 2013
US 41	HMA overlay from 1.01 miles south of SR 168 to 0.28 miles North of SR 64.	\$9 million	Fall 2013
SR 64	Small structure replacement, 0.4 miles east of east junction of SR 65.	\$1 million	Spring 2013
I-64	HMA overlay from 0.5 miles east of US 41 to 0.41 miles east of I-164.	\$2.3 million	Spring 2013
US 150/SR 37 Corridors	Corridor road reconstruction projects in Orange County, various locations.	\$34 million	TBD
US 231	HMA overlay from I-64 to 0.61 miles north of I-64, and 2.76 miles north of SR 66 to SR 70.	\$2 million	Winter 2012



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## LPA/MPO/Grants Program

INDOT's Division of Local Public Agencies (LPA), Metropolitan Planning Organizations (MPO) and Grants Administration works with Indiana's cities, counties, towns, and 14 MPOs to help coordinate efforts by local governments and non-profit organizations to develop unified and collaborative urban transportation plans.

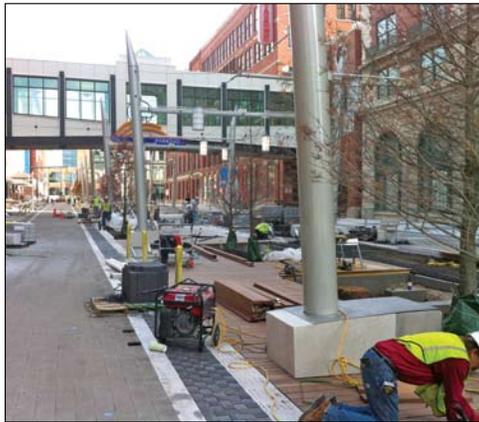
INDOT makes 25 percent of its federal-aid funds available to LPAs for road improvements, bridge work, safety improvements and transportation enhancement projects. Since 2006, Indiana's MPOs have been allocated money for road, congestion management, and air quality projects. Their yearly allocation for roadway projects is \$85 million and they've obligated approximately \$550 million since 2006. The MPO's yearly allocation of congestion management and air quality funds is \$22 million; they've obligated approximately \$112.7 million since 2006.

In FY 2011, rural LPAs let 21 projects for construction totaling \$29 million for roadway improvement projects. LPAs used another \$6.5 million for project development, construction inspection and other costs. The LPA local bridge program also funded 18 bridge projects for construction, totaling \$18.6 million. Another \$5.7 million was earmarked for project development, construction inspection and other costs, while \$3.5 million in funding supported county bridge inspections.

INDOT's Transportation Enhancement program, which includes funding for MPOs, funded 22 projects for construction, including trails, streetscape/beautification projects, and historic preservation, as well as development on 19 additional projects, including trails and streetscapes.

IN FY 2011, our LPA/MPO Grants Program division started efforts to improve customer service, streamlined processes, and enhanced accountability for our MPO partners. We are updating the Local Guidance Document – which serves as a guidebook for local planning efforts – as well as program applications and guides, and operating procedures. We are incorporating additional MPO information into the Local Guidance Document, developing an INDOT manual, and updating the MPO-INDOT Memorandum of Agreement documents. The continued focus moving forward within the LPA Program is effective program management, transparency and improved accountability with our industry partners.

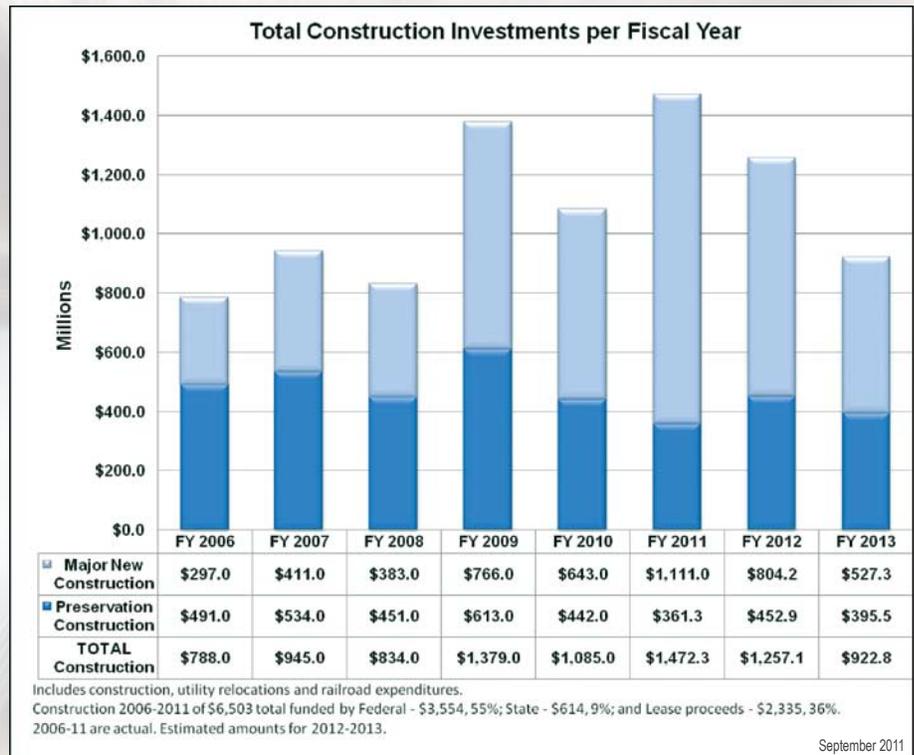
INDOT is also working proactively to assist LPAs in addressing their maintenance needs. For instance, we have provided local communities with several options to purchase bulk commodities at substantial cost savings. A total of 220 Hoosier cities and towns have now joined with INDOT to purchase winter road salt in bulk – which saved communities \$8.5 million in FY 2009 alone.



# Financials

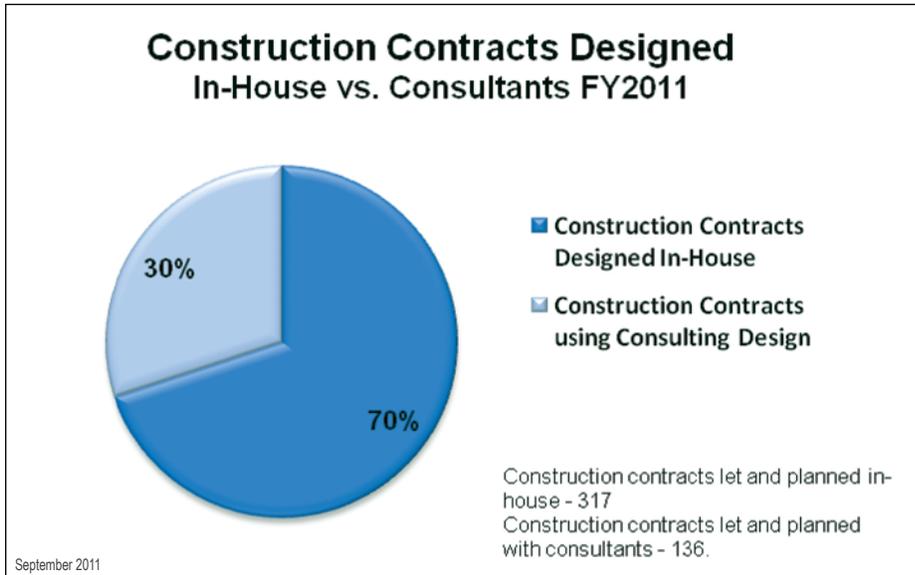
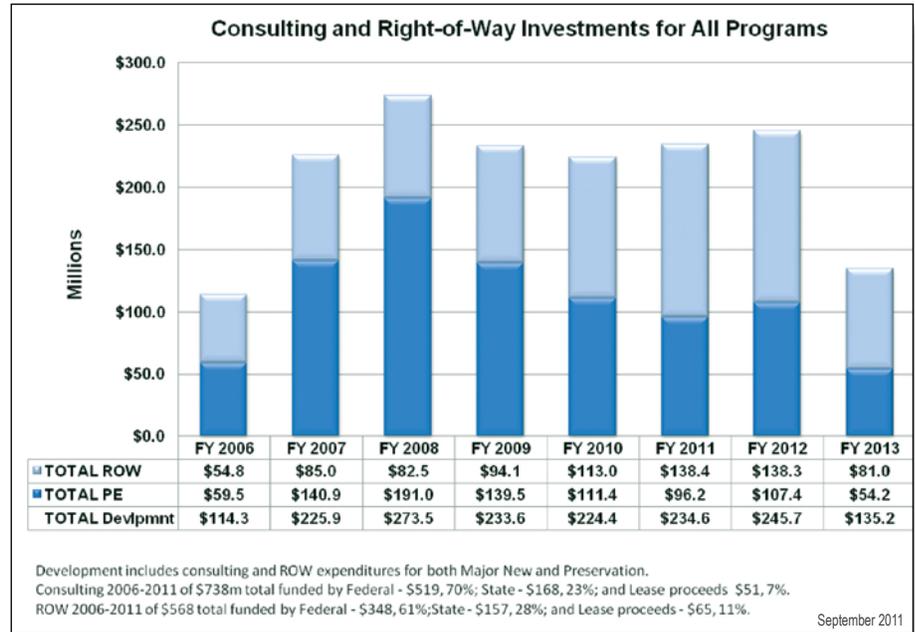
In FY 2011, INDOT completed a state record level of investment in transportation infrastructure construction and preservation, while establishing new levels of accountability, efficiency, customer and taxpayer-centric service. Looking ahead to FY 2012 and FY 2013, INDOT will continue to invest in Indiana's infrastructure to improve transportation mobility, safety, employment and economic growth throughout Indiana. This investment in Indiana's infrastructure will pay dividends in terms of economic impact and opportunity and enhanced quality of life for decades to come.

## Capital Investments



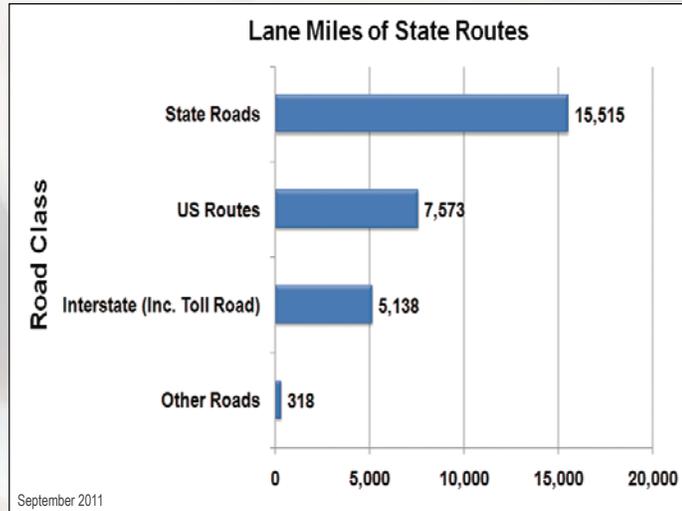


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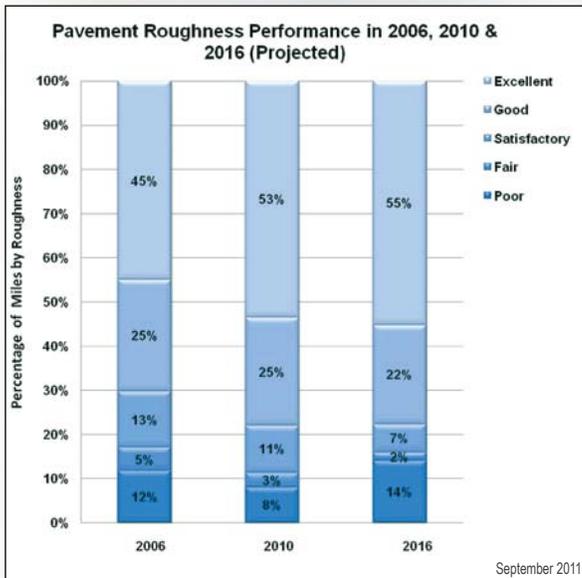
# Inventory and Condition of INDOT Roadways

INDOT owns 11,265 highway centerline miles (including 157 miles on the Indiana Toll Road). The following chart shows a breakdown of INDOT's road network by lane miles:



INDOT measures its pavement quality using the International Roughness Index (IRI), a nationally applied metric. The IRI specifically gauges ride smoothness of pavement (other measures include rutting, friction, cracking, faulting and so forth). We collect IRI data annually on all our roads. INDOT uses this data to identify and prioritize capital and maintenance improvement needs. The chart on the left illustrates current pavement smoothness performance as it was back in 2006, in 2010, and as currently forecasted at the end of 2016 based on anticipated investments.

The most recent national statistics for interstate and other National Highway System (NHS) roads show that 94 percent of INDOT roads in these classifications are in Excellent, Good, or Satisfactory condition relative to pavement ride smoothness. The U.S. average is 90 percent. The share of INDOT pavement in Poor condition is half that of the national average for interstates and the NHS. INDOT's rural Interstate System ranks among the leaders in the nation for lowest percentage of pavement in Poor condition.

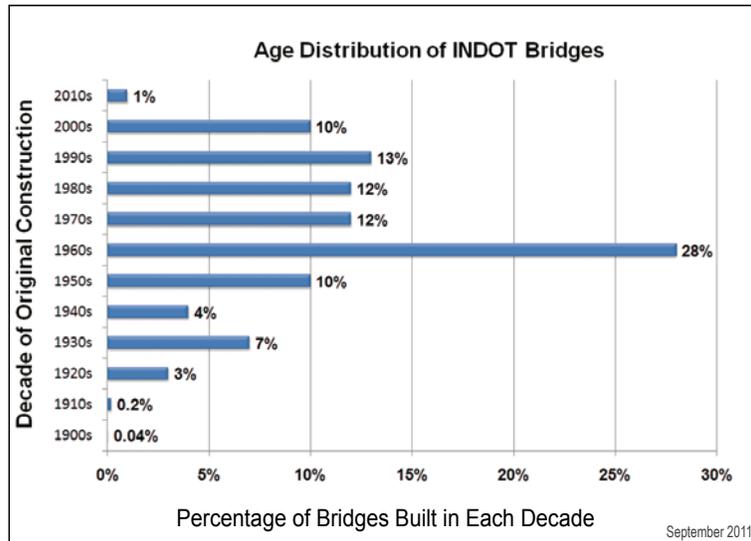




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# Inventory and Condition of INDOT Bridges

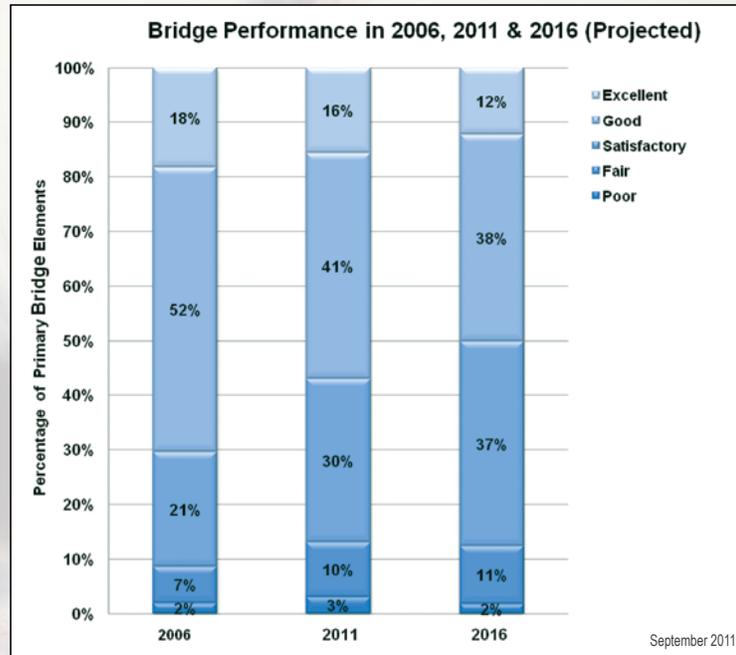
There are 18,942 bridges in Indiana. INDOT owns and maintains 5,325 (excluding Indiana Toll Road bridges), with a total surface area of about 50 million square feet – one-third of which is on the interstate system. Median age of INDOT bridges is 43 years old. Median year of original construction is 1966 for those on the interstate system. The chart below highlights the distribution of INDOT's bridge inventory by decade of original construction:



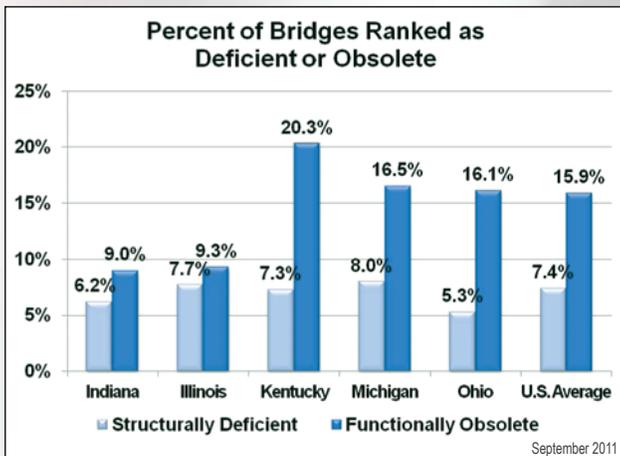
INDOT complies with national inventory and inspection standards on each of its bridges, including a routine two-year inspection cycle. The information generated from these comprehensive inspections is used to monitor network bridge performance and identify capital and maintenance improvement needs. While there are many individual elements of a bridge that are inspected and rated, among the principal ones are deck, superstructure, and substructure.

Never before in its history has Indiana invested more in bridges. During the 10-year Major Moves program, INDOT will rehabilitate or replace 1,190 bridges, which is equivalent to 21 percent of the state's inventory.

The following chart illustrates INDOT bridge performance at three points in time: back in 2006, currently in 2011, and as projected at the end of 2016 based on planned investments:



While there are challenges ahead in meeting bridge system preservation demands and investment needs, today nearly 90 percent of INDOT bridges are rated as Excellent, Good or Satisfactory.



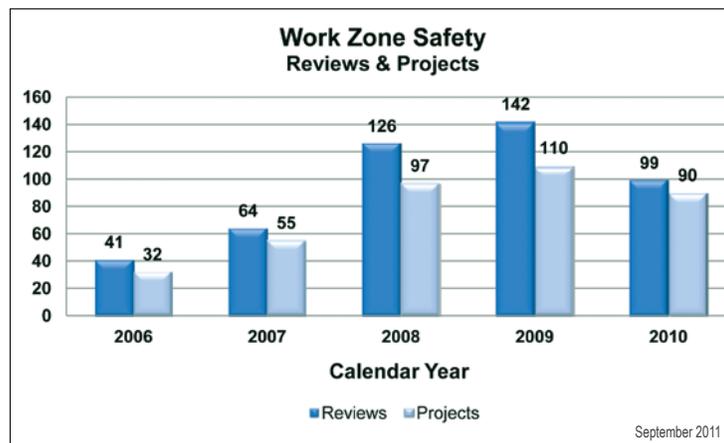
INDOT managed bridges are in better condition than bridges nationwide. Only 6.2 percent of Indiana's state highway bridges are classified by FHWA as Structurally Deficient. Nationwide, the average is 7.4 percent. Among all 50 state DOTs, INDOT ranks 25th in the nation in the proportion of Structurally Deficient bridges. In Indiana, 9 percent of state highway bridges are classified as Functionally Obsolete – 13th among all states with the national average at 15.9 percent.



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# Work Zone Safety

INDOT in 2006 established the Work Zone Safety section to develop and manage work zone safety policy, perform quality control checks on construction and maintenance projects, work with the FHWA to ensure compliance with Federal guidelines, and promote work zone safety awareness statewide.

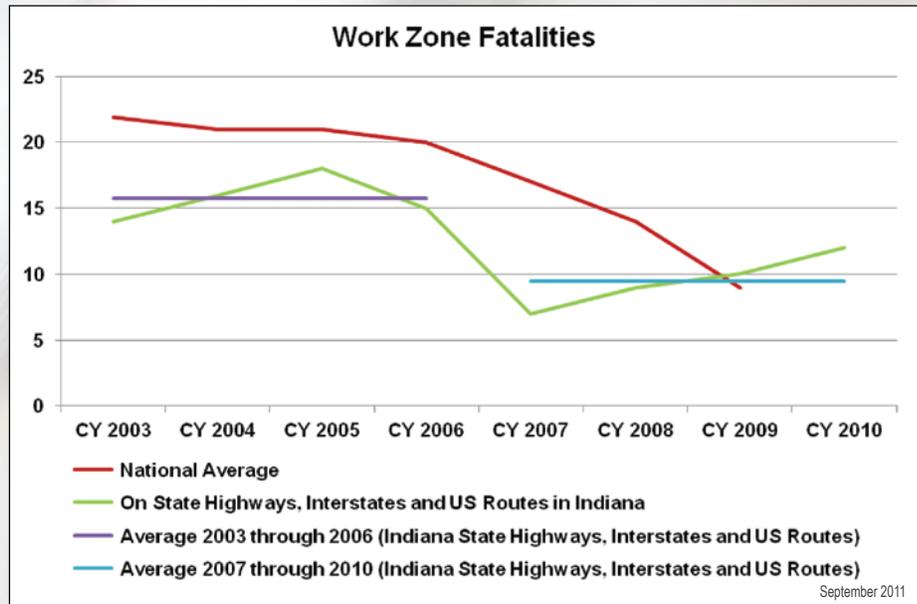
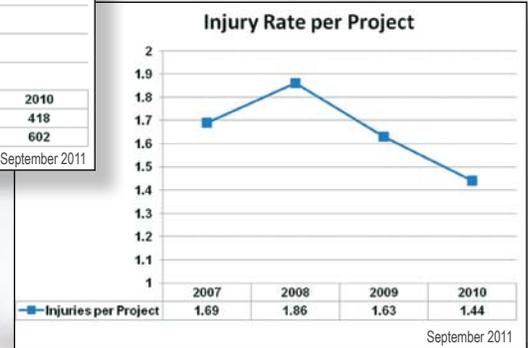
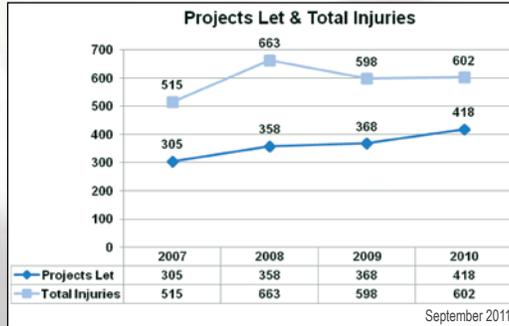


Annual comprehensive safety reports are used to educate the district, project, design, and contractor personnel at INDOT events and training sessions, including sessions hosted by utility companies, construction trade associations or other public agencies.

Our focus on safety has resulted in an overall decline in work zone crash fatalities. On state highways, interstates and US routes, the number of fatalities in work zone crashes has declined to an average of 10 per year statewide in the most recent four-year period (2007-2010), compared to the prior four-year period (2003-2006) average of 16 fatalities per year. Moreover, the work zone injury rate in 2010 was 16 percent lower than the preceding three-year average. These declines occurred despite an overall increase in INDOT construction activity, fueled by Major Moves.

In October 2010, INDOT was cited for best practices in a report by the National Cooperative Highway Research Program. The Program recognized us for selection processes we developed for determining which construction projects should have extra police patrols and for using technology developed by our Traffic Management Division to detect and respond to changes in work zone travel times.

In June 2010, INDOT initiated a training program for in-house and consultant designers to address work zone traffic control topics, such as the Interstate Lane Closure Policy. The training program highlighted best practices and potential pitfalls in designing work zone traffic controls. The program was attended by nearly 200 consultants and FHWA personnel and webcast to INDOT's six district offices.



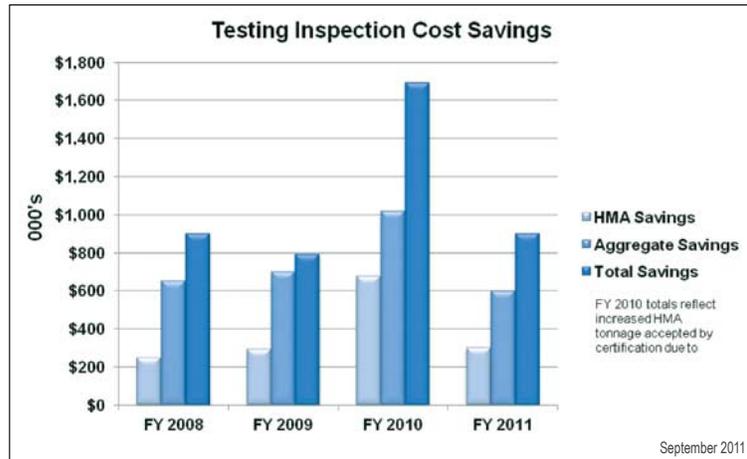
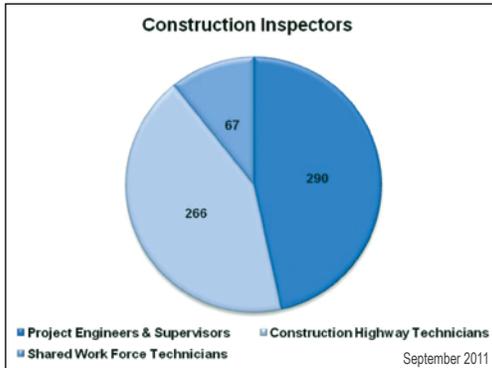


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# Construction Inspection

INDOT provides inspection and quality assurance oversight of contractors and material suppliers to ensure that projects are constructed as designed and delivered on time and within the project budget. The inspection process provides a record of how public dollars are spent and that all federal and state specifications and legal requirements are met.

We manage supplier quality programs and perform audits of district testing labs to ensure that materials used in our projects comply with Federal Highway Administration requirements. In FY 2010, our construction and material inspection labor costs totaled \$32.2 million on \$870.4 million in construction expenditures – about 3.7 percent. In FY 2011, our labor costs totaled \$33.4 million on \$961 million in awarded expenditures – about 3.5 percent.



We've created numerous certification programs to further ensure that our suppliers are conducting quality control processes while minimizing the amount of testing that our district testing departments must perform. These programs have reduced the need to have INDOT inspectors located at each material facility on a daily basis.

District inspectors conduct jobsite inspections of all construction projects and currently oversee approximately 400 active projects. In addition, the Shared Work Force program uses maintenance staff to assist with construction inspection. The program has helped reduce the amount of consultant inspection we need to contract out – which saves approximately \$60,000 per year per consultant inspector.

Total cost overruns on all INDOT contracts are running less than 3 percent over the awarded total – a 25 percent improvement from historic cost overrun totals.

# Alternate Pavement Bidding

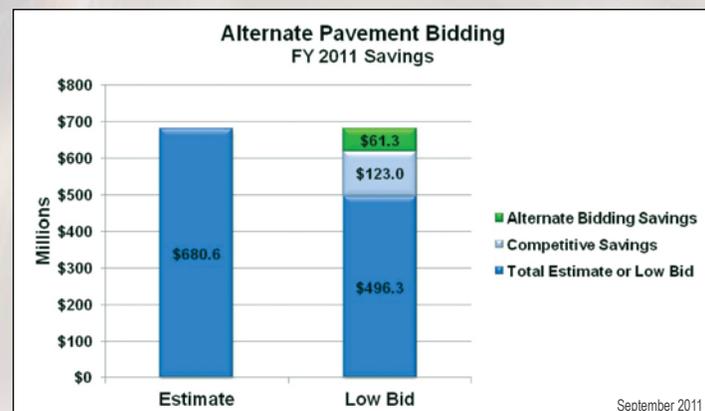
INDOT's traditional bidding method – in which we developed plans and determined specifications for pavement types, then selected the lowest bidder – left contractors with little room for offering alternative pavement solutions based on what was most economical. In 2009, INDOT modified its bidding method to encourage contractors to specify either concrete or asphalt pavement for selected projects, provided those pavements performed comparably.

The primary reason for implementing this innovative contracting practice was to attract more bidders and competition, obtain cost savings over similar conventional bid projects, and provide a more competitive market by securing lower bid costs on pavement.

INDOT's alternate bidding program enables contractors to bid either concrete or asphalt, which allows them to offer much more competitive pricing. INDOT also now utilizes design-build and design-bid-build contracting on selected projects, in which INDOT specifies end results and design parameters and contractors develop proposals based on their capabilities.

In FY 2011 INDOT let 15 contracts utilizing the Alternate Pavement Bidding process. Each contract attracted an average of 5.8 contractor bids – a number that is greater than INDOT's historic average. These 15 contracts attracted bids that averaged 17.1 percent – \$184.3 million in total savings – below the engineer's estimate. However, further analysis shows that about 9 percent – \$61.3 million – in savings can be attributed directly to the alternate bid process.

The FHWA is now evaluating the Alternate Pavement Bidding process. Until this process is accepted by the FHWA as standard operating procedure, INDOT will continue to use the Alternate Pavement Bidding process utilizing a FHWA experimental program.





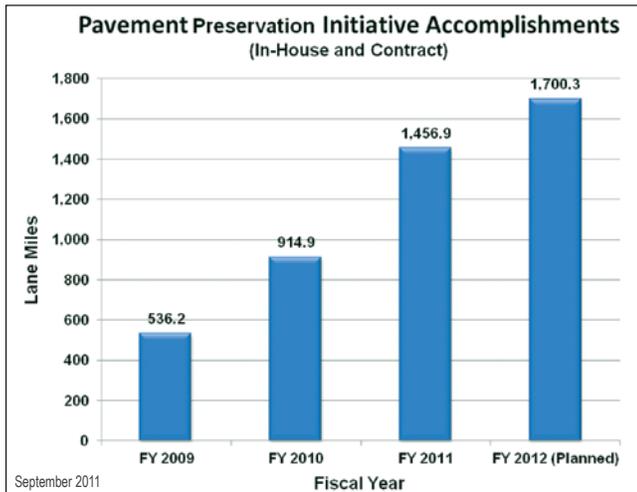
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# Pavement Preservation

Pavement preservation is a proactive approach to maintaining existing pavements and reduces or defers costly, time consuming rehabilitation and reconstruction projects. In 2010, INDOT developed comprehensive guidelines for pavement preservation for the purpose of improving our pavement preservation practices. One goal of the new maintenance initiative was to formalize preventive maintenance activities and determine the optimum balance between preventive maintenance expenditures and capital expenditures.



Pavement preservation techniques include placing a seal over the road, putting a new surface on top of older pavement, repairing small cracks in the pavement or replacing the top layer of pavement. Benefits of pavement preservation include improved safety, smoother ride, fewer construction delays, better appearance, greater value, and lower taxpayer cost.



Most of our pavement preservation work is performed in-house, by INDOT employees, who can do much of this work at a higher quality – and lower cost – than contractors. In FY 2011, we completed more than 1,160 lane miles of chip seal preservation work alone at a cost of about \$10 million. By contrast, contract preservation treatments in FY 2011 – including chip seal and other types of work – totaled 300 lane miles at a cost of around \$12 million.

INDOT's pavement preservation initiative optimizes our construction dollars and keeps Indiana's pavement in better condition. Just \$1 spent on pavement preservation can save more than \$7 on future repairs. In FY 2011, our pavement preservation efforts generated more than 7,000 additional lane mile years at a cost of about \$22 million. By contrast, INDOT's resurfacing and reconstruction program generated about 14,000 lane mile years at a cost of \$206 million.

We will continue to expand our pavement preservation efforts into the future. For FY 2012, we have established a preservation program that will total nearly 8,000 lane mile years at a projected cost of \$23 million. FY 2013 will also see at least another 8,000 lane miles lane mile years in pavement preservation at a cost of nearly \$30 million.

# Utility Coordination

In 2008, Indiana administrative rules were approved and implemented to establish formal procedures involving the exchange of information between INDOT and utilities on our highway improvement projects.

The implementation of new rules has focused on improving the communication between INDOT, Local Public Agencies and utility companies – thereby improving our utility coordination process. The rules give utilities the chance to recommend design changes that can prevent them from having to move facilities.

In projects let in FY 2011 alone, INDOT worked with 192 different utility companies to coordinate utility relocation for 174 separate projects. INDOT issued 461 utility relocation permits and executed 245 separate agreements – covering more than \$116 million in reimbursable utility relocation expenses. Utilities spent an estimated \$25 million in additional funds on non-reimbursable relocation work.



As INDOT moves forward designing and constructing FY 2012 and FY 2013 projects, our utility staff will continue to communicate with our partners to ensure their facility needs are maintained and integrated with INDOT's needs. We are implementing prequalification standards for our coordinators so that our service and products will be the highest quality.



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## Erosion & Sediment Control

INDOT continues efforts to improve both the design and implementation of Erosion and Sediment Control (E&SC) and stormwater management on its projects. INDOT's focus is on improving awareness and ownership of the requirements from project development through construction to deliver projects that comply with all state and federal laws and regulations.



In early 2010, we completed research into E&SC Best Management Practices (BMPs) and have implemented new procedures. By the end of 2012, INDOT will create and update design manuals and construction standards for more than 50 BMPs and will have created a new field manual for use on our construction projects. These updates will also include a decision matrix to more clearly define which management practice is most appropriate for which situation.

In July 2010, INDOT implemented new guidelines and policies to improve compliance on department projects. Among these innovations was the designation of dedicated and trained erosion and sediment control staff at each district office to provide in-the-field guidance on how to construct projects in accordance with state and federal requirements. With this additional effort, we increased our field compliance site visits from approximately 100 in FY 2010 to about 140 in FY 2011. In April 2011, INDOT implemented quality control inspections by construction staff to document management of E&SC by contractors. This top-down approach is improving erosion and sediment control accountability by both INDOT and contractors.

In FY 2012, INDOT will develop policies that will lead to changes in E&SC design and the inspection process, and that will adapt to anticipated regulation changes from the Federal government.

# Biographies

INDOT's ability to design, create and operate Indiana's world-class transportation infrastructure is the direct result of the hard work and dedication of our outstanding employees. The following employees play key roles in INDOT's ability to successfully manage its capital program.



**Jim Stark**

*Deputy Commissioner  
Capital Program Management*

Jim Stark oversees the costs and delivery of INDOT's major construction projects. This responsibility includes the planning, development and output of vendors and contractors. Stark oversees and manages INDOT's public-private partnership program strategy as we look toward alternative funding opportunities for future major construction projects.



**Dan Brassard**

*Chief Financial Officer*

Dan Brassard is responsible for all Finance and IT matters of INDOT and its divisions, and INDOT's financial relationships with contractors, consultants and partners, including the financial administration of the agency's capital program for transportation. Brassard works to develop and implement financial management and cost-saving strategies across INDOT. His accomplishments as a Senior Executive in the private sector include the integration of multiple acquisitions, initiating uniform operational controls, and the implementation of automated systems enhancements which have enabled shorter closing cycles and increased clarity to drivers of operating performance and profitability at multiple levels of reporting and/or segments to the business.



**Samuel V. Sarvis**

*Deputy Commissioner  
Major Program Management*

Sam Sarvis is responsible for delivering the I-69 project in Indiana as executive in charge of all planning, development and construction of the project corridor. Under Sarvis' leadership, sections 1-3 of the I-69 project are being delivered in record time and below budget. Sarvis directs the activities of consultants, engineers, construction, and environmental and right-of-way matters. In addition, Sarvis manages all public information and external communications, as well as contacts with legislators, Metropolitan Planning Organizations, Local Planning Agencies, and the Federal Highway Administration.



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**David Holtz**  
*Deputy Commissioner*  
*Engineering Services and Design Support*

David Holtz is responsible for all aspects of INDOT design and engineering as they apply to the state's highways and bridges. Holtz is responsible for overseeing the divisions of Aerial Engineering, Environmental Services, Real Estate, Geotechnical Engineering, Bridge Design and Inspection, Pavement and Highway Design.



**Mark A. Miller**  
*Director Construction Management*

Mark Miller manages all department construction administration and materials programs. He works closely with the district construction directors to ensure we have adequate staff to inspect all construction projects in compliance with Federal guidelines and our own requirements. Miller's department works to resolve problems on construction contracts, approve change orders, resolve contractor claims and resolve failed material issues. His department is responsible for setting policy to ensure adequate inspection and testing is performed to document that INDOT has received the quantity and quality of construction the contractor is paid for.



**Greg Kicinski**  
*Director of Project Management*

Greg Kicinski oversees the project management and delivery of all added capacity and major INDOT projects. He is involved in project delivery including design, construction, design/build and project management. As Project Manager for the Illiana Corridor, Kicinski works in partnership with the Illinois Department of Transportation to direct consultants, engineers and project managers in this bi-state project.



**Paul Boone**  
*Project Manager*

Paul Boone partners with the Kentucky Transportation Cabinet and the Federal Highway Administration to coordinate and manage the ongoing effort to bring the Ohio River Bridges project to construction. Boone works to coordinate the activities of project managers, engineers and consultants with the requirements and needs of local and federal officials to manage the costs, timeline and delivery of the Ohio River Bridges. He and the project team are currently developing a Supplemental Environmental Impact Statement for the project.



**Kevin Hetrick**  
*Project Manager*

Kevin Hetrick is involved in development and construction of the Milton-Madison bridge project. As project manager, Hetrick's role is to direct consultants, engineers, construction, and project managers in managing the costs and delivery of this bi-state project and other Major Moves projects.



**Laura Hilden**  
*Environmental Services Director*

Laura Hilden oversees the environmental services group, which provides technical expertise in the disciplines of cultural resources, including archaeology and historic structures, environmental policy, including environmental documentation, noise barriers, and hazardous materials, and waterway permitting, ecology, and stormwater. Each of these groups provides document preparation and review services to INDOT in its area of expertise, as well as policy development and implementation.



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**Brad Steckler**  
*Director of Asset Management,  
Program Engineering and Road Inventory*

Brad Steckler directs asset management activities at INDOT, across core service and infrastructure functional areas including traffic safety, traffic mobility, bridge, and roadway. That role involves continual analysis and coordination across integrally related aspects of asset inventory and its current and projected conditions, transportation performance management, finance, and formation of engineering programs/projects. Steckler and his staff perform critical data collection and internal and external reporting on the status of INDOT's transportation system and capital program effectiveness.



**Anne Rearick**  
*Director of Bridges*

Anne Rearick oversees the operations of bridge design, bridge rehabilitation, bridge load rating, overload permit analysis, bridge inspection and hydraulics. This includes establishing policy, review of construction plans as well as participating in decisions related to the programming of INDOT bridge projects. She also represents INDOT on several bridge focused industry organizations, including some related to gusset plate analysis and seismic considerations for accelerated bridge design.



**Audra Blasdel**  
*Director of LPA, MPO and Grants Administration*

Audra Blasdel administers and develops policy for the LPA and MPO local Federal-aid programs, including oversight of grant procurement and implementation. She also serves as a liaison between the districts and executive staff, and oversight of other special initiatives.





**MITCHELL E. DANIELS, JR., GOVERNOR**  
**MICHAEL B. CLINE, COMMISSIONER**

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