

Freight Investment Plan



To provide funding for significant freight projects, the FAST Act established the National Highway Freight Program (NHFP), which allocates a total of \$6.2 billion to States between 2016 and 2020. Funding is focused on improving freight performance on the National Highway Freight Network (NHFN). The NHFN is comprised of the following subsystems of roadway:²⁵

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
 - » **Indiana PHFS:** 953.98 Miles
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
 - » **Indiana Other Interstate:** 233.19 Miles
- **Critical Rural Freight Corridors (CRFC):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstates with other important ports, public transportation facilities, or other intermodal freight facilities. Candidate corridors are shown in Figure 32. INDOT has not chosen to designate any freight corridors to date. More information about CRFC selection criteria and a table of candidate segments can be found in Appendix C.
 - » **Indiana CRFCs:** 194.25 Miles
- **Critical Urban Freight Corridors (CUFC):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. Candidates for CUFCs are shown in Figure 33. More information about CUFC selection criteria and a table of candidate segments can be found in Appendix D.
 - » **Indiana CUFCs:** 97.13 Miles

INDOT has not chosen to designate CRFCs or CUFCs to date, however the planning effort included analysis to identify candidate corridors. More than half of the freight traveling on Indiana highways is passing through on one of PHFS interstates. These interstates experience heavy truck volumes, and therefore any project that improves interstate condition also improves freight mobility. Current freight mobility needs on the existing PHFS significantly exceed the available NHFP funds. INDOT may choose to designate CRFCs and/or CUFCs in the future to enable NHFP funds to be spent on critical projects not currently on the PHFS. As part of this freight plan, INDOT completed an initial analysis of potential routes for future CRFC (Figure 32)/CUFC (Figure 33) designation. The results of that initial analysis for CRFCs are in Appendix C, and for CUFCs are in Appendix D.

²⁵ <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>.



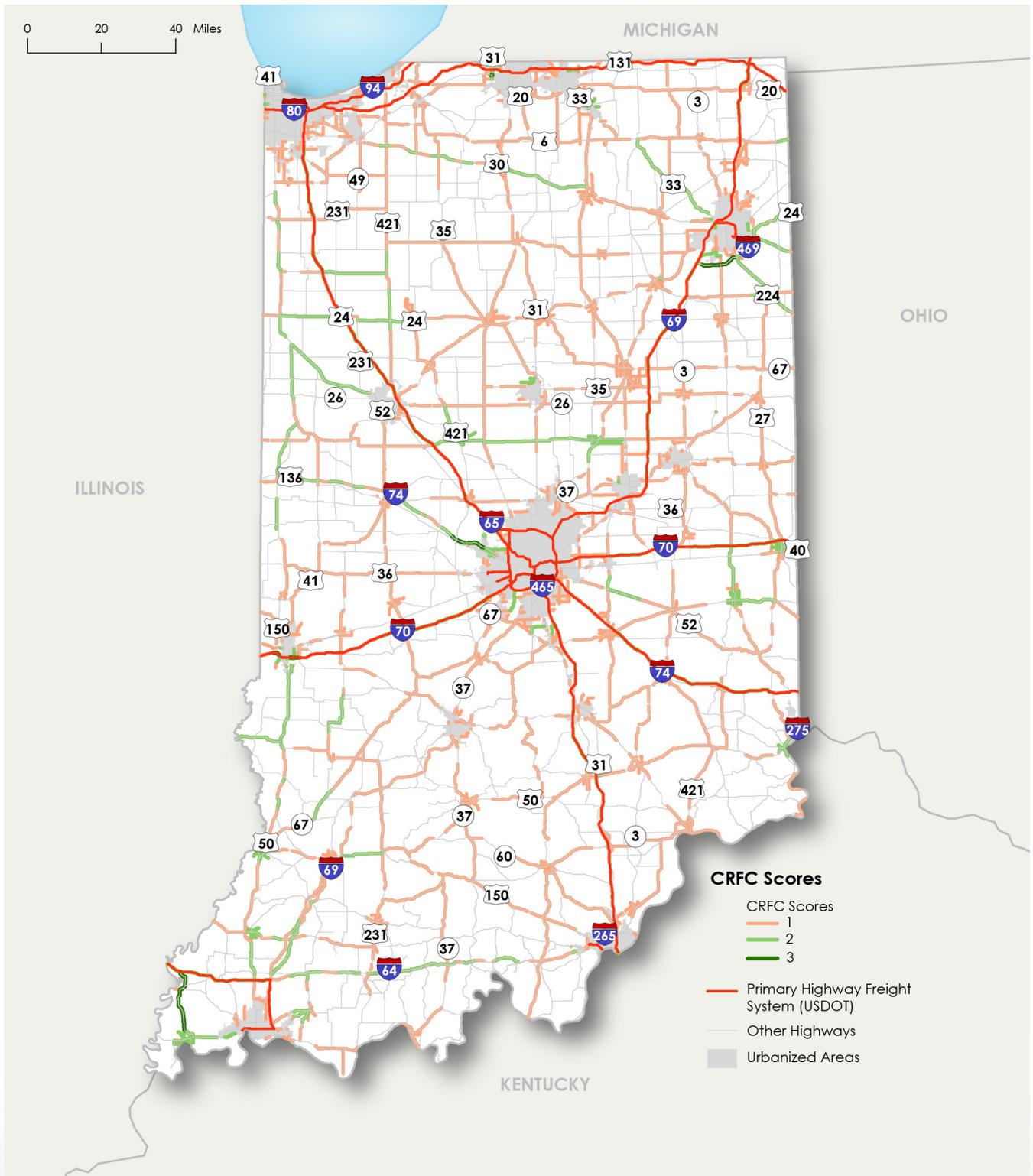
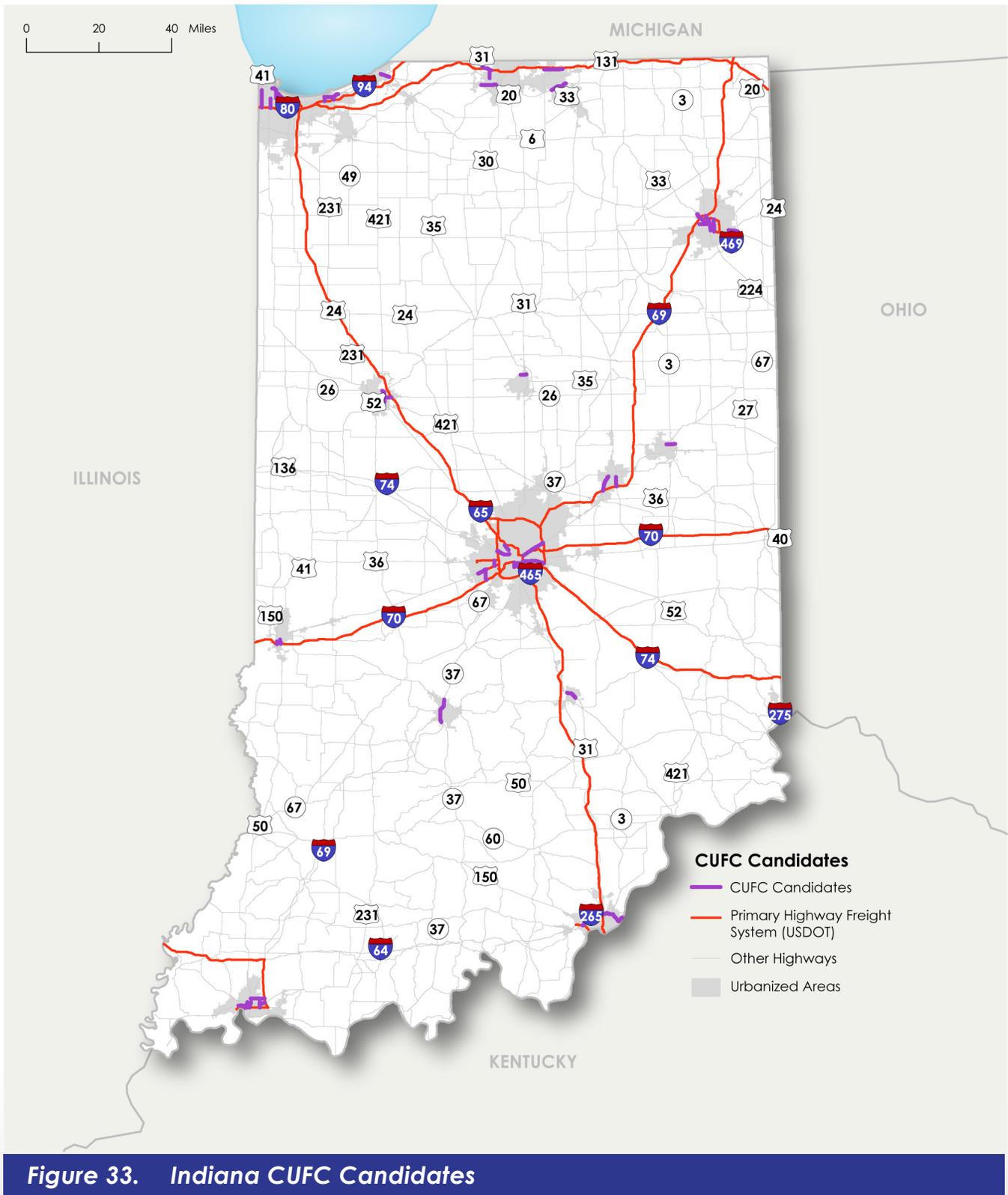


Figure 32. Indiana CRFC Candidates





Indiana is classified as a high mileage State, which means that its PHFS mileage is greater than (or equal to) 2 percent of the total PHFS in all States. High mileage States may obligate funds for projects on the PHFS, the CRFC, and the CUFC. Table 15 displays NHFP funding allocation for 2016-2020 for Indiana, and all States.

Table 15. Indiana NHFP FAST Act Apportionments

	FISCAL YEAR				
	2016	2017	2018	2019	2020
Indiana	\$27,826,482	\$26,616,635	\$29,036,329	\$32,665,871	\$36,295,412
National Total	\$1,140,250,003	\$1,090,673,914	\$1,189,826,092	\$1,338,554,353	\$1,487,282,615

Source: FHWA "FAST Act" Funding Tables: <https://www.fhwa.dot.gov/fastact/funding.cfm>.

Table 16. Proposed FAST Act Freight Funded Projects

FISCAL YEAR	DES	PROJECT DESCRIPTION	COSTS			
			NHFP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL
2016	Various	See Appendix F	\$27,726,709	\$104,288,910	\$67,877,827	\$199,893,446
2017	1005681	Bridge deck replacement and widening on I-65 over the Wabash River	\$980,433	\$1,246,077	\$13,512,776	\$15,739,286
	0501212	I-65, Pavement rehab and Added Travel Lanes using as "Advance Construction" (AC)	AC	\$39,168,780	\$21,633,794	\$148,140,976
2018			\$25,636,202			AC conv in 2018
			\$29,036,329			AC conv in 2018
2019			\$32,665,871			AC conv in 2018
2020	1400075	Interchange modification on I-69 at I-465	\$26,816,228	\$3,750,000	\$3,229,581	\$33,795,809
	1400076	Added travel lanes on I-465 at I-69	\$9,479,184	\$7,788,653	\$1,919,760	\$19,187,599
Total			\$152,340,956	\$156,207,320	\$108,173,738	\$416,722,016

INDOT's freight investment plan, summarized in Table 16, uses National Highway Freight Program (NHFP) funding to address numerous small projects in its first year (fiscal year 2016) and focuses investment on larger interstate improvements in the following years. This strategy includes \$215 million for bridge repair and maintenance, small structure replacement, and pavement projects to improve safety and mobility throughout the State in its first year. INDOT will use less than half of its fiscal year 2017 NHFP funding to partially fund a bridge deck replacement and widening on I-65 over the Wabash River. This project will use \$15.7 million of Federal and State funding. Most of Indiana's NHFP funding during fiscal years 2017-2019 will be used to partially fund added travel lanes on I-65 over approximately 14 centerline miles between US 50 and State Road 58. The Federal and State funding for this project sums to nearly \$150 million. Approximately \$980,000 from the fiscal year 2017 allocation is being used to replace the bridge deck and widen the I-65 bridge over the Wabash River near Lafayette; total project cost will be more than \$15 million. Two additional interstate projects with a total cost of \$53 million will be partially funded by the NHFP in fiscal year 2020. These projects will address significant recurring congestion at the interchange at I-465 and

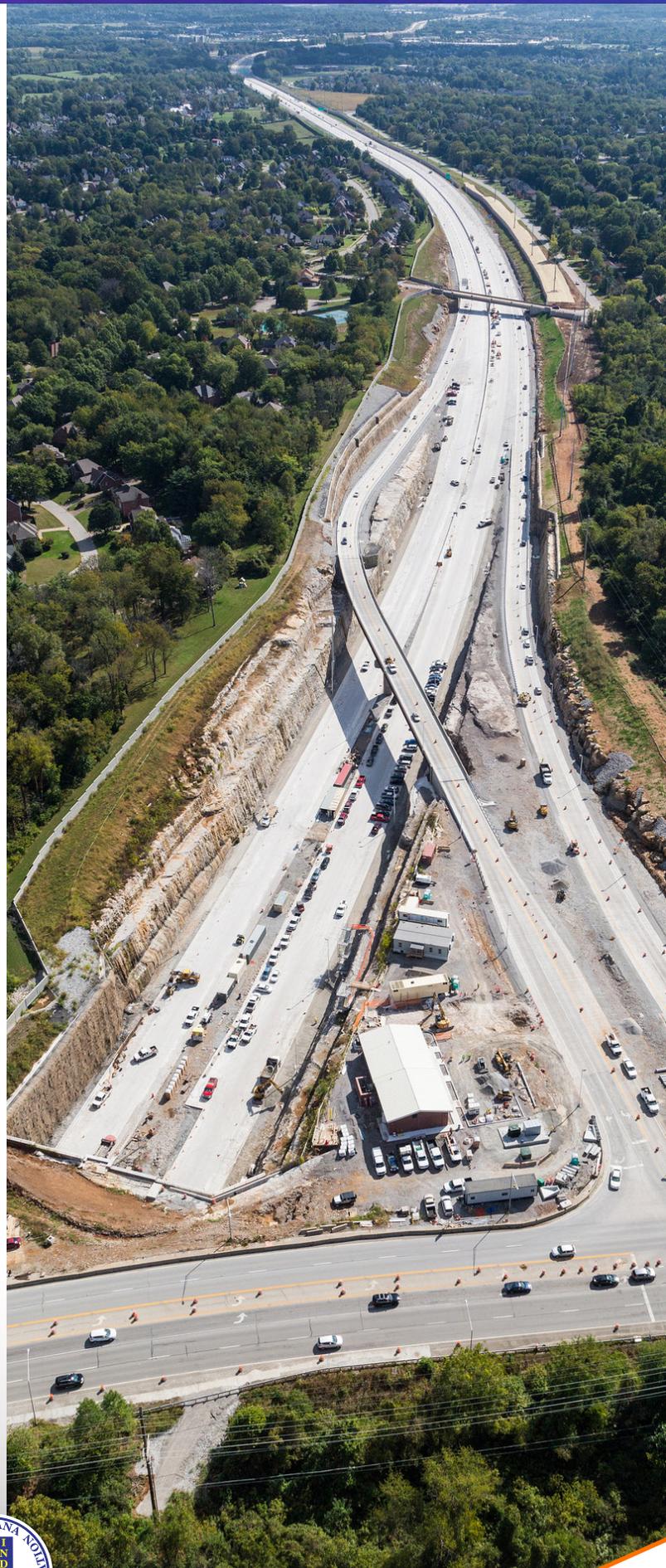


I-69, northeast of Indianapolis. The high volume of both freight and passenger traffic at this interchange results in a bottleneck that produces long backups on both highways during the morning and afternoon peaks. The two projects involve modifying the interchange and adding travel lanes to ease congestion and improve mobility.

Indiana has not designated a formal Freight Advisory Committee (FAC) as described under 49 USC 70201. In lieu of a formal FAC, INDOT's Freight Office communicates regularly with the Conexus Indiana Logistics Council (CILC), the Ports of Indiana, other modal offices within INDOT, and the State's MPOs. CILC is "...a statewide partnership of logistics executives and stakeholders working together to implement strategic initiatives around infrastructure, innovation, public policy, and workforce development needs."²⁶ In addition to the statewide council, six regional logistics councils work to identify and address needs regionally and locally. CILC provides invaluable assistance and private sector input to all of INDOT's planning initiatives. Additional outreach and input was solicited from a select group of representative businesses across a few sectors for a combination of in-person and telephone interviews. The nature of these discussions was to better understand how they currently use the freight system, how they might use the system in the foreseeable future, and strengths and weaknesses of the state's freight system. Sectors included: pharmaceutical, aerospace manufacturing, automotive, carriers, IND Airport, and development entities. MPO outreach was gathered by distributing an online map tool with instructions for Districts and MPOs to point out specific freight challenges and opportunities in their jurisdictions.

The following list is a selection of projects identified by Conexus Indiana Logistics Council (CILC) as important to highway freight movement in Indiana.

²⁶ Conexus Indiana Logistics Council,
<https://conexusindiana.com/logistics/>.





Projects in-progress or in the five-year program:

- North Vernon Bypass, between US 50 and State Road 3. This project is currently underway, and will relieve freight and passenger vehicle congestion through the City of North Vernon. Estimated cost for the entire project \$33.8 million.
- Construction of the Boonville Bypass is currently underway. This new roadway connecting State Road 61 north of Boonville to State Road 62 west of Boonville will move freight traffic out of town and relieve congestion. Estimated cost for the entire project is \$17.3 million.
- Interchange modification at I-65 and State Road 267, to accommodate increased freight traffic at the logistics facilities located near the interchange (including Amazon). This project is in the current 5-year program with an estimated \$46.6 million total cost.
- Interchange improvement at I-70 and State Road 39, to accommodate increased traffic and relieve congestion due to business and residential development in the area. This project is in the current 5-year program and is associated with an added travel lanes project on I-70.

Projects needed, not yet programmed (no funding identified):

- I-69, Section 6 between Martinsville and Indianapolis is the final link in the new interstate between Indianapolis and Evansville. While INDOT has committed to completing this project, total cost and funding sources have not been identified. Environmental study of this project is underway. A Record of Decision from the Federal Highway Administration is expected in 2018, allowing the project to proceed.
- Ohio River Crossing bridge on I-69, between Evansville and Henderson, Kentucky. This project supports the completion of the I-69 corridor and provides needed mobility across the Ohio River. Indiana and Kentucky are currently cooperating on a study that has identified three alternative routes, with the preferred alternative expected to be identified in Fall 2018. This project will serve two major freight corridors in Indiana – I-69 and US 41 – improving traffic flow and connectivity between the States. While INDOT has committed to completing this project, total costs and funding sources have not been identified.
- Widen I-65 to minimum of six lanes from I-90 to the Kentucky State Line. I-65 is a heavily-traveled freight and passenger corridor, and experiences significant congestion. Estimated cost \$2 billion.
- Widen I-69 to a minimum of six lanes from Indianapolis north to State Road 332. I-69 is a heavily-traveled freight and passenger corridor, and experiences significant congestion. Estimated cost \$310 million.
- Widen I-70 to a minimum of six lanes from the Illinois State Line to the Ohio State Line. I-70 is a heavily traveled freight and passenger corridor and experiences significant congestion. Estimated cost \$1.43 billion.



