INDOT 2000 – 2025 LONG RANGE PLAN

INDIANA DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENT, PLANNING, AND ENGINEERING

LONG RANGE TRANSPORTATION PLANNING SECTION

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FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner

Writer's Direct Line

March 6, 2002

Mr. John R. Baxter
Indiana Division Administrator
Federal Highway Administration
575 North Pennsylvania Street
Room 254
Indianapolis, Indiana 46204

Dear Mr. Baxter:

This letter is to document the designation of the INDOT 2000-2005 Long Range Plan: 2001 Update as the official updated statewide transportation plan as required under 23 CRF 450.214 (d). This plan updates the 1995 INDOT Statewide Long Range Transportation Plan, Transportation for Indiana: Multimodal Plan Development for the 1990's and Beyond which continues to provide a policy plan foundation to the statewide transportation planning process.

The INDOT 2000-2025 Long Range Plan: 2001 Update provides for multimodal coordination in providing new information on INDOT's Intermodal Management System, and the transportation modes of aviation, highways, public transit and railroads. The update focuses on the highway plan providing a project specific twenty-five year fiscally constrained long range plan.

Thank you and the members of the Indiana Federal Highway Division for your participation and support of our statewide planning process and in the development of our plan update.

Sincerely,

J. Bryan Nicol

J. Bryan Nicol
Commissioner

cc: Vaneeta Kumar, INDOT
Steve Smith, INDOT

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

May 8, 2002
HDA-IN

Mr. J. Bryan Nicol
Commissioner
Indiana Department of Transportation
100 North Senate Avenue, Room N755
Indianapolis, IN 46204

Attention: Mr. Steve Smith

Subject: INDOT 2000-2025 Long Range Plan

Dear Commissioner Nicol:

The Federal Highway Administration (FHWA) has received your letter designating the "INDOT 2000-2005 Long Range Plan: 2001 Update" as the official updated statewide transportation plan. We have completed our review of the plan update, and we agree it satisfies the requirements of 23 CFR 450.214(d). Congratulations on this very significant accomplishment!

We recognize this plan as a historic step for INDOT and the State of Indiana. For the first time in Indiana, the plan provides a project-oriented approach. The placement of specific transportation "expansion" projects and "placeholder" projects into designated time frames will help guide an organized approach to future project development.

Among the many other plan highlights that deserve special recognition are:

- Public involvement activities, including the Futures Symposium, individualized meetings with INDOT Districts and MPOs, and utilization of the INDOT Program Development Process (PDP).

- Development of the planning level corridor hierarchy, helping define the state highway system and the functionality of the system.

- The application of the TransCAD-based Statewide Travel Demand Model and the Highway Economic Requirements System (HERS_IN) for highway needs analysis.

- Integration of the Interchange Study update to evaluate potential interchange improvement needs.

- INDOT's approach in utilizing the concept of "placeholder" projects, allowing a range of feasible alternatives to be examined in an open, environmentally aware context.

The FHWA Indiana Division is pleased to communicate our acceptance of the INDOT 2000-2025 Long Range Plan, 2001 Update. We congratulate you on your efforts, and we look forward to working with you toward implementation of the plan.

Sincerely yours,

John R. Baxter, P.E.
Division Administrator

cc:
J. Bryan Nicol, INDOT IGC-N755
Vaneeta Kumar, INDOT IGC-N755
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Chapter

1

INDOT 2000-2025 Long Range Plan

Introduction and Background

Introduction

Predicting the future is a difficult task. The Indiana Department of Transportation (INDOT) 2000-2025 Long Range Plan provides a vision for the future development of the INDOT state transportation system focusing on the highway network. This Plan supplements, but does not replace the earlier multimodal statewide plan, *Transportation in Indiana: Multimodal Plan Development for the 1990's and Beyond*, updating the highway system chapter. The 2000-2025 Long Range Plan outlines a strategy for future investments in the state highway system. These investments are intended to provide Hoosiers the highest level of mobility and safety possible and to meet the needs of economic development and quality of life into the next quarter century.

This Plan focuses on identifying and prioritizing specific highway expansion projects. Expansion projects are defined as improvements that provide additional capacity to a roadway (e.g. added travel lanes, new road construction, interchange modifications, and new interchange construction). This document will provide guidance to the development of added travel lanes in pavement replacement, bridge, and interchange projects. INDOT strives to coordinate and synchronize multiple projects, thereby minimizing disruptions to the traveling public.

The Long Range Plan is also intended to provide information for project development on priority highway corridors. These priority corridors will receive roadway improvements to better serve through traffic needs, including improvements to better accommodate truck travel. In many cases, these corridors will not warrant additional travel lanes due to lower levels of forecasted travel or severe right-of-way constraints which limit the range of potential improvements. For these situations in areas where highway expansion improvements would be considered, the Long Range Plan identifies a proposed roadway improvement concept of upgrading the existing two lane roadway through resurfacing, restoration, rehabilitation, and reconstruction to a higher design standard. This information is intended to provide a vision of how INDOT envisions the state highway system developing into the future.

The Plan will also provide guidance in short-range planning through the INDOT Program Development Process, which is conducted jointly with the INDOT Districts and the state's Metropolitan Planning Organizations (MPO). The 2000-2025 Long Range Plan has been developed with the input of the MPOs and the INDOT District project development offices.

While this document limits attention to highway expansion, the core of INDOT's highway program is, and will continue to be, focused on maintaining the existing roads, bridges, and traffic control devices on the state highway system. Maintenance of the existing infrastructure falls under the generalized heading of preservation. Chapters 8 and 10 demonstrate this commitment through our continued allocation of the majority of highway funding to system

preservation activities. Identification of needs, project development, and prioritization for system preservation projects are done through a systematic process involving the District Development Offices and the Central Office Program Development Division, particularly through the bridge, pavement and safety management systems.

The 1995 Statewide Plan

The 1995 Statewide Long-Range Multimodal Transportation Plan entitled *Transportation in Indiana: Multimodal Plan Development for the 1990's and Beyond* was officially adopted by INDOT on December 21, 1994. The 1995 Statewide Plan and the associated Policy Plan component, *Multimodal Issues, Policies and Strategies for the 1990's and Beyond,* remain in effect to provide a comprehensive guide for future INDOT activities. The policy plan identifies the following nine multimodal issue and policy statements:

Transportation System Effectiveness

INDOT will strive to develop an efficient and well-integrated multimodal transportation system. This will be pursued through cost-efficient and cost-effective management and maintenance of existing facilities and services, through appropriate expansion of capacity, and through removal of bureaucratic constraints to efficient and effective transportation of people, goods and freight.

Transportation Safety

INDOT will work to ensure that safety is considered and implemented, as appropriate, in all phases of transportation planning, design, construction, maintenance, and operations. INDOT will strive to raise the safety awareness of both the transportation industry and users of transportation facilities. INDOT will work closely with other local, state, and federal agencies to improve information reporting on transportation crashes, exposure to risks, and trend analysis, in order to identify potential safety problems, analyze potential solutions and implement appropriate actions.

Demographic Changes and Quality of Life

INDOT is committed to develop a transportation system that responds to demographic change and contributes to the quality of life. INDOT will provide safe and efficient intermodal access to the diverse business, recreational, and cultural opportunities of Indiana.

Transportation Finance

INDOT supports adequate and reliable funding for Indiana's transportation system from all sources: federal, state, and local governments; and the private sector.

Intergovernmental Coordination

INDOT will actively solicit greater coordination and cooperation with other agencies, units of government and other stakeholders with the goal of developing a state transportation plan that will guide the selection of investments that offer the best value while providing support for Indiana's continued economic growth.

Economic Development

INDOT has a unique role in sustaining and fostering Indiana's economy and recognizes that policy decisions and transportation infrastructure investments have major effects on economic growth and development. To support economic competitiveness, INDOT will improve upon Indiana's high quality transportation system to reduce the cost of moving people, goods, and freight, connect Indiana with regional, national, and international markets, provide communities with an edge in competing for jobs and business locations, and connect people with economic opportunities.

Natural Environment and Energy

INDOT will establish and maintain a transportation system that is consistent with the state's commitment to protect the environment. INDOT will contribute to energy conservation efforts by promoting efficiency in all modes of travel and by encouraging the most efficient use of transportation systems.

Bicycle and Pedestrian Facilities

INDOT will support non-motorized modes of travel as a means to increase system efficiency of the existing surface transportation network, reduce congestion, improve air quality, conserve fuel and promote tourism benefits. INDOT will work to remove unnecessary barriers to pedestrian and bicycle travel.

New Technology

INDOT will provide leadership for the State of Indiana to develop and deploy advanced transportation technologies. INDOT will embrace a broad-based, comprehensive research program to support all elements of intermodal transportation.

Transportation Trends

I. CHANGE IN DEMANDS ON THE TRANSPORTATION SYSTEM

Changes in Production Processes

In order to compete in the global economy, firms in the United States have in recent years restructured their manufacturing processes with an emphasis towards increased production efficiency and quality. On-site inventory levels have been reduced through the use of a concept that is commonly known as "just-in-time delivery". As its name suggests, just-in-time delivery in the manufacturing process requires that part components and materials be delivered to the manufacturing assembly point as and when needed. This concept reduces the need for costly warehousing and increases the demand for an efficient and reliable transportation system. Finished products are frequently shipped directly to the customer shortly after production.

The rise of the Internet and the application of business-to-business software have also helped to streamline and accelerate the manufacturing process. Orders for products can now be placed and processed in "real time". Computer integrated manufacturing systems can automatically monitor and record part component and material consumption in the assembly

process thereby increasing the timeliness of placing and fulfilling orders for product production and delivery.

Just in time delivery places greater demand and expectations upon the transportation infrastructure. Demand increases as more freight is transported along the highway system at any given point in time. The efficiency of the transportation system affects travel time and delivery of materials and products from plant to plant and from plant to retail outlet.

Location of Economic Activity

Because of the information revolution and advances in telecommunication and computer technology, many firms are now capable of separating parts of their production process. Management, research and development, and various phases of production can each be located optimally for function.

Businesses not requiring extensive face to face contacts have recently shifted their operations from the traditional urban locations to suburban or rural locations. A host of businesses of this type have formed because of the advances in telecommunications and computer technology, and the availability of "instant" on-line information. This trend will very likely persist with continued advances in electronic information networks and telecommunications technology.

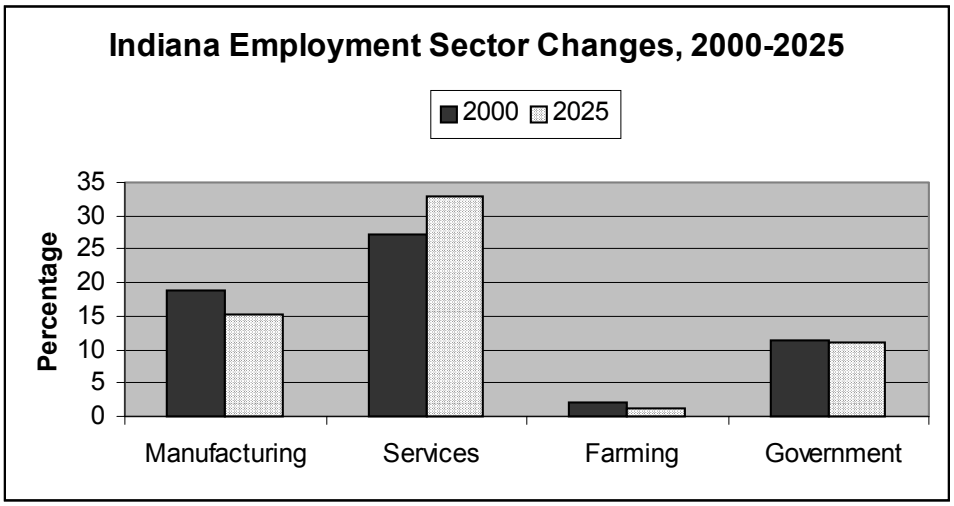
Rise of the Service Sector

Service sector growth is perhaps the most central factor in the transformation of the economy, leading some analysts to argue that the "new" economy is a service economy. Figure 1-1 illustrates this point for Indiana. Currently the largest sector, the Indiana service employment sector weighs in at 27 percent of the workforce. It is projected to grow to approximately 33 percent by the year 2025. In contrast, the remaining three major Indiana employment sectors are all projected to decline in percentage by 2025. Manufacturing, the second largest employment sector illustrated, is projected to decline from 19 percent to approximately 15 percent of the Indiana workforce in 2025. The government employment sector is projected to decline slightly from nearly 12 percent to approximately 11 percent. The farming sector, the smallest employment sector illustrated, is projected to decline slightly as the agricultural industry continues to consolidate and improve its production efficiency.

The location and labor needs of service activities are very different from those of producer or non-profit services. Service based economies require a large unskilled or semi-skilled labor force at the location where services are provided. These differences among services are likely to have implications for future transportation demand.

In addition to the shift from a manufacturing to a service based economy, other structural changes are occurring that will affect the demand on Indiana's transportation system. The most important of these changes is the increasing interdependence of national and state economies. Recent advances in information systems technology, telecommunications networks, and transportation have led to the development of a global economy. This trend is expected to continue and even accelerate with the realization of further technological advances, the elimination of international trade barriers, monetary system interdependence, and the introduction of more advanced communications and transportation technologies.

Figure 1-1



Telecommuting

Telecommuting is performing a job from a remote location via computer, email, and the Internet. As information technology becomes increasingly dominant in society, the number of telecommuters will increase drastically. This advancement in communication will not become a substitute for travel, but will certainly change the pattern of travel.

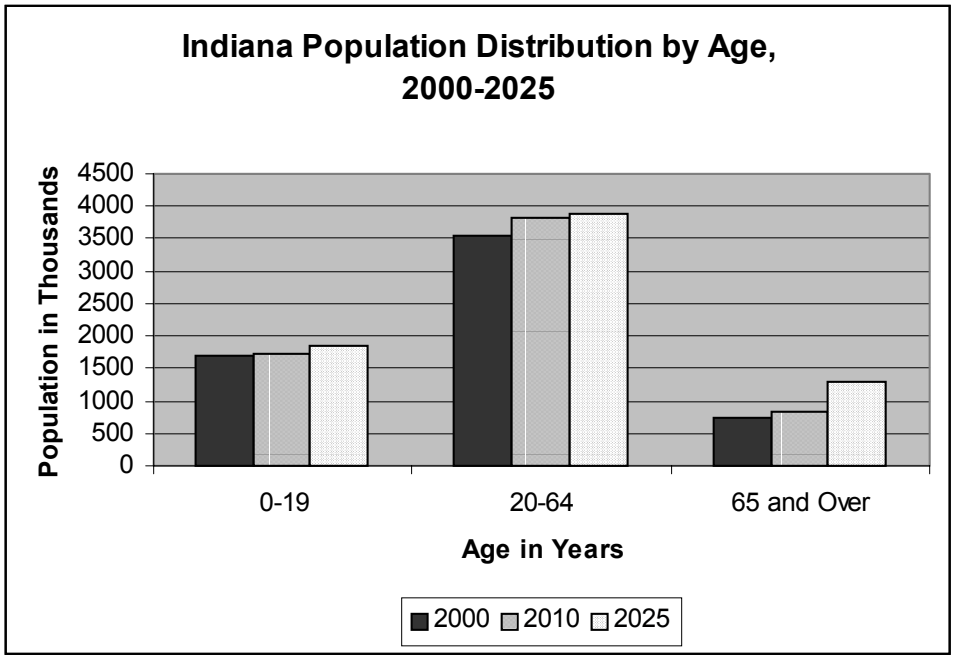
II. DEMOGRAPHIC TRENDS AND TRANSPORTATION IMPLICATIONS

Population Trends

For transportation planning purposes, areas of 50,000 persons or greater establish a concentration of activities, which requires a well-planned transportation infrastructure. Twenty-six of Indiana's ninety-two counties have populations of over 50,000. In addition, nearly 70 percent of Indiana's population is located in its larger urban areas. Large urban concentrations and locations with high population growth require adequate transportation systems for the safe and efficient movement of people and goods.

Indiana's population is projected to both grow in numbers and mature within the next twenty-five years. Figure 1-2 illustrates this point. While all three categories of Indiana's population are projected to grow, the fastest growing segment will be the 65 and over age bracket. This projection is based on increases in longevity and the maturing post World War II "baby-boom" generation. The largest segment of Indiana's population will continue to be the 20 to 64 age bracket.

Figure 1-2



Increases in population inevitably result in increased demands upon the transportation infrastructure. As Indiana's population grows, its demand for consumer goods will grow. A growing economy needed to sustain the growth will also place additional burdens upon the transportation infrastructure. Indiana's transportation infrastructure can reasonably expect increases in demand to meet the future's growing domestic and commercial requirements.

III. TRANSPORTATION TECHNOLOGY

Congestion Pricing

A congestion cost is a user charge based on a user's perceived cost when entering the traffic stream and the actual congestion cost created by the traveler's entry onto the system. Congestion pricing results in more efficient use of limited road capacity during peak periods by encouraging those who value their trips at less than their full cost to shift to off-peak periods. Other options include alternate routes, car pooling, or mass transit.

Proponents argue that the demand for urban travel is continually growing and that congestion pricing provides a solution when the construction of additional road capacity is not possible. In addition, advocates maintain that electronic tolling technologies can greatly reduce implementation costs and that congestion pricing is a cost-effective strategy for the reduction of mobile source air emissions and energy consumption.

In contrast, adversaries of congestion pricing contend that issues such as public opposition to new taxes, geographic and economic equity concerns, lack of regional coordination, and a lack of alternatives to driving alone during peak hours are all problematic when attempting to implement congestion pricing[i]. In addition, opponents argue that changes in pricing may not significantly affect consumer demand and that the primary result may be adverse effects on the poor[ii].

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) include a broad range of diverse technologies which can be used by transportation managers to automate and monitor transportation and inform travelers about their options. The intelligent transportation infrastructure includes real time traffic information, in-vehicle navigation systems, automatic incident detection and management, advanced traffic surveillance control, electronic toll collection, and automated vehicle identification and clearance for commercial vehicles. When combined, these technologies are expected to save lives, time, and money.

High Speed Rail

High speed rail, also known as high speed ground transportation, is a self-guided system that generally travels between 90 and 300 miles per hour which makes it time competitive with air and/or auto on a door to door basis for trips of 100 to 150 miles. The Midwest Regional Rail Initiative concerns Indiana and involves updating existing rail lines for high-speed travel. High-speed rail includes a family of technologies that range from upgraded wheel-steel on rails to magnetically levitated vehicles.

Alternative Fuels

Alternative fuels are non-traditional fuels that yield energy security and environmental benefits. There are two categories of alternative fuels, cleaner burning gasoline (oxygenated fuels), and fuels used in alternative fuel vehicles. Fuels available for use in alternative fuels include Methanol (M85), Compressed Natural Gas (CNG), Ethanol (E85), Liquid Petroleum Gas (LPG), and Liquefied Natural Gas (LNG). In addition, electric vehicles provide an alternative to petroleum burning vehicles. Currently, Indiana houses 84 alternative fuel filling stations. That number is expected to rise dramatically in the next 25 years.

Several benefits result from the use of alternative fuels and include an improvement in air quality, the reduction of greenhouse gas emissions, and the reduction of health care costs. Moreover, new technology is created with the development of alternative fuels and jobs are created. Finally, some organizations believe the conversion to alternate fuels will help reduce the national deficit, reduce dependency on foreign nations and therefore, enhance national security[iii].

Safety

Several trends in the realm of safety will continue and expand throughout the next 25 years. Concerning safety trends, air bag technology is of utmost importance. Recently, an air bag rule was created by the National Highway Transportation Safety Administration to ensure that in the future air bags do not pose an unreasonable risk of serious injury to occupants who are near the bag when it deploys. In order to comply with this rule, several air bag technologies have emerged which include reduction in deployment time, occupant proximity sensing, and control of air bag inflation.

In addition to air bag safety trends, several ITS safety technologies will continue to emerge through the year 2025. Some technologies include rear-end collision avoidance, intersection collision avoidance, road departure collision avoidance, lane change/merger avoidance, heavy vehicle stability enhancement, drowsy driver monitors, driver vision enhancement, and heavy truck braking and electronic braking systems.

Needs of the Future

Continuation of Needs Stated in 1995 Plan

Needs previously stated in the 1995 Statewide Plan remain viable today. They include the continued improvement of the aesthetics of facilities, roads, and bridges in Indiana and a minimization of the adverse effects on environmentally sensitive areas. In addition, institutional barriers to the state's transportation system need to be identified and eliminated for citizens with disabilities who require specific modes of transportation, and for commercial vehicles that need to travel efficiently across many states. Finally, the expansion of high quality service as well as reduction in user costs for each dollar spent on Indiana's transportation system needs continual attention in the next 25 years.

Needs of an Aging Population

Forecasts by the Indiana State Department of Health show that the elderly are one of the fastest growing segments of Indiana's population. According to the 2000 State Profile, 12% of Indiana's population is over 65 years of age. By the year 2025, the projected percentage of elderly in Indiana is 18.24%. This drastic increase will result in additional transportation needs. A study completed in 1990 for the Indiana Family and Social Services Administration revealed a decrease in driving independence with increasing age. Ninety percent of persons aged 65 to 74 possessed a driver's license at the time of this study, compared to only 79% of persons aged 75 to 84. This figure drops to 45% for persons 85 years of age or older. Differences exist in the needs of the urban versus the rural elderly. Currently, 30% of Indiana's metropolitan areas and 50% of Indiana's non-metropolitan areas are not served by either public transit or taxis. Transportation for this group is mainly provided by family or social service agencies. As the elderly population of Indiana continues to increase in the next 25 years, the need for additional passenger services intensifies.

We are faced with the challenge of meeting the essential transportation needs of an aging population. Elderly drivers have unique needs within the conventional transportation system; those who will lose the personal mobility option deserve reasonable alternatives.

Economics

Investment in transportation can be very effective in promoting productivity, economic growth, and improved living standards. The continual evaluation and investment in transportation is an economic necessity. In addition, innovation in transportation is of utmost importance. Innovation drives the emerging global economy; therefore, innovation in transportation is critical to economic growth.

Transportation innovation causes the economy to expand and therefore, median household income increases (Figure 1-3). With increasing income comes increased spending on goods as well as travel (Figure 1-4 provides detail regarding projected retail sales growth in Indiana). The increased amount of travel will create a greater need for road maintenance and construction in Indiana over the next 25 years.

Figure 1-3

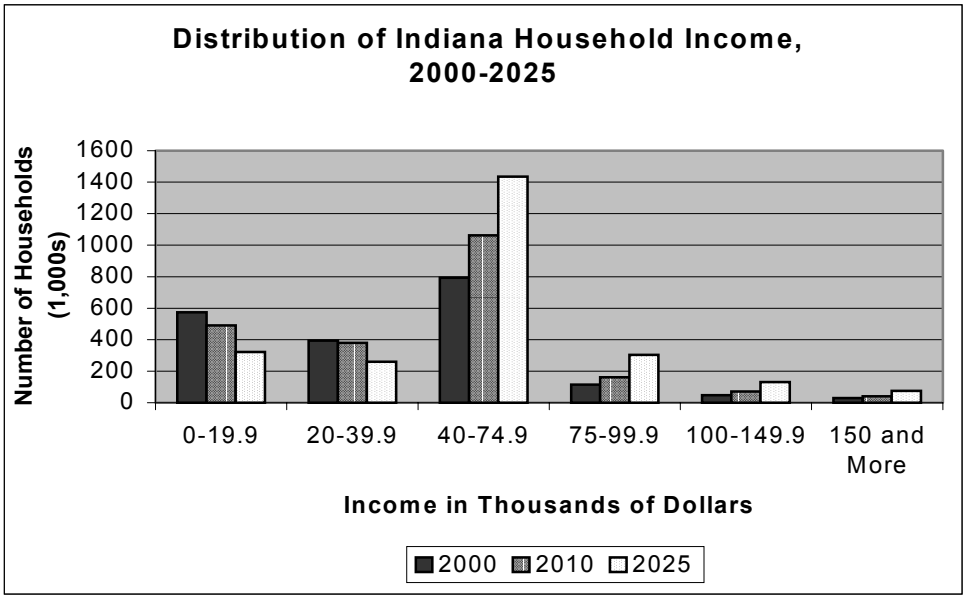
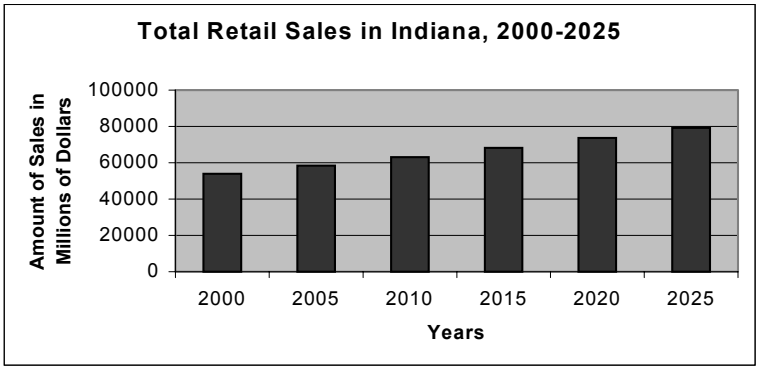


Figure 1-4



Summary

Over the next 25 years, changes in the production process and the location of economic activity as well as the rise of the service sector, an increase in telecommuting, and the aging of the population will impact future transportation needs. Moreover, transportation technologies such as congestion pricing, ITS, high speed rail, and alternative fuels will influence transportation. This plan has been developed to meet current transportation needs, and to adapt to transportation trends and technology in order to meet the needs of Indiana's citizens over the next 25 years.

The changes in transportation trends as well as the continual advancement of technologies are an integral part of the 25 year transportation plan. The following chapters (2-5) illustrate the planning process, public involvement, multimodal coordination, and air quality issues, each of which provide an integral portion of Indiana's long range transportation plan.

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[i] www.pacificresearch.org
[ii] www.hhh.umn.edu
[iii] www.cleanfuels.org

Chapter

2

INDOT 2000-2025 Long Range Plan

The Planning Process

Overview

This chapter provides an outline of the procedures followed in the development of the INDOT 2000-2025 Long Range Plan. The Indiana Department of Transportation (INDOT) has set guidelines for its planning process both internally, and through its planning partnership with the Metropolitan Planning Organizations (MPOs). These processes are described in detail in the following text.

The responsibility for the production of a long-range plan for INDOT lies with the Long Range Transportation Planning Section of the Division of Environment, Planning, and Engineering. This effort relies on data, expertise, and input from a wide range of people within the Department of Transportation, Federal Highway Administration (FHWA), MPOs, and others. The core function of the Long Range Transportation Planning Section is to identify and strategically address Indiana's long-term transportation needs. Elements within this function include conducting corridor studies, coordinating the state and metropolitan long range plans, and ultimately, producing an INDOT long range plan. Production of a long range plan is a continuous, cooperative, and comprehensive activity.

All state and local transportation planning is subject to FHWA planning regulations. The most recent set of regulations is derived from the 1998 Federal transportation bill, the Transportation Equity Act for the 21st Century (TEA-21). The INDOT long range planning process is consistent with TEA-21. The values and goals embedded in the Federal planning regulations are expressed through the identification of Statewide Planning Factors. These planning factors are listed below.

- Support economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

INDOT also follows the National Environmental Policy Act (NEPA) in the development of Indiana's transportation planning process. NEPA sets a vision for how the government should work to incorporate protection and enhancement of the environment into its decisions and actions. It was enacted to ensure that information on the environmental impact of any Federally funded action is available to public officials and citizens before decisions are made and before actions are taken. Under NEPA, INDOT includes in its planning process environmental, social, as well as economic and technical considerations.

Development of INDOT's Long Range Plan is a continuous process, never truly "completed." The task of updating the 1995 Plan began at the time it was published. Periodically it becomes necessary to provide a formal record of progress and outline a refined long-range vision. This document is the latest update of the ever evolving state transportation plan. Other updates will certainly follow over ensuing years.

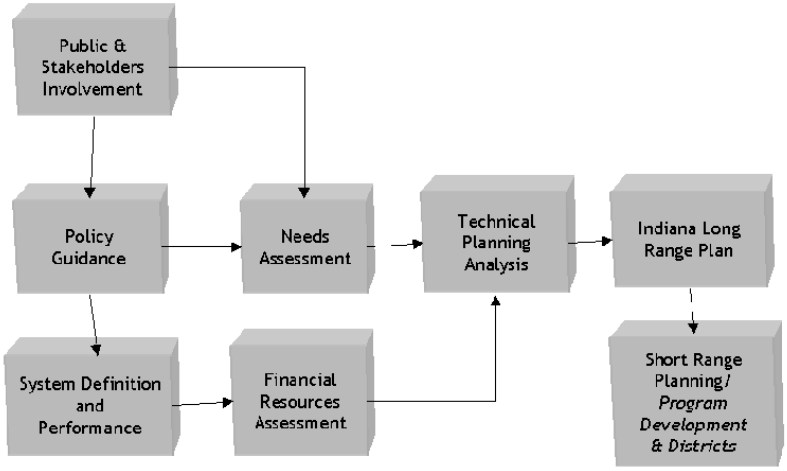
This planning process is constantly looking for and receiving comments and input from citizens, elected officials and transportation professionals for the next Plan Update. INDOT's Long Range Transportation Planning staff has the responsibility to maintain and update the Long Range Plan. This requires the staff to monitor current transportation conditions and forecast future needs of the State. The use of the Program Development Process (PDP), corridor studies, and technical planning tools are useful methods employed by staff to understand the needs and concerns of the public and the technical demands of the state's transportation network.

Long Range Plan Development Process

The overall statewide transportation planning process is outlined in the following flowchart. The process consists of eight steps, starting with the outreach for public and key transportation stakeholder involvement and ending with the short range programming of specific transportation improvements within the INDOT production schedule. The organization of this transportation plan document reflects the flow of activities outlined in Figure 2-1.

Figure 2-1

Long Range Plan Development Process



Technical Planning Tool Development

In order to develop a statewide long-range transportation plan based upon the quantifying of system needs and the prioritization of potential transportation improvements, it was necessary to develop a series of technical planning tools. The 1995 Statewide Long-Range Multimodal Transportation Plan stated, "INDOT will develop a comprehensive set of planning tools that will allow for system-level analysis of the state transportation system. These tools will include a geographic transportation information system, multimodal travel demand forecasting capabilities, and methodologies to identify the economic impact of transportation investments." Following the adoption of the 1995 statewide transportation plan, work began on the development of a comprehensive set of statewide and corridor level planning tools. Technical planning tools developed over the past five years include:

- TransCAD based Statewide Travel Demand Model and Geographic Information System
- Major Corridor Investment Benefit Analysis System (MCIBAS)
- Corridor Travel Demand Analysis
- Benefit/Cost Analysis Framework
- User Benefit Analysis---(NET_BC)
- Economic Impact Modules (Business Attraction, Business Expansion, Tourism)

- REMI Economic Simulation Model
- Indiana Highway Economic Requirements System (HERS_IN)
- INDOT Management Systems (Coordination with pavement, bridge, public transportation, intermodal, congestion and safety management systems)

The development of the transportation planning tools was initiated in the 1995–1997 Intermodal Management System Project. This project provided for the development of a statewide geographic information system (GIS) which could display several modal transportation networks (e.g. highway and rail systems) plus a variety of transportation hubs and intermodal transfer facilities (e.g. airports, inter-city train and bus stations, rail/truck terminals, port facilities). The TransCAD GIS incorporated a routing system that allows the display of highway attribute information (number of lanes, functional classification, and average daily traffic, etc.) from the INDOT highway inventory file. This connection provided for the development of a statewide travel demand model. The Intermodal Management System incorporated a TransCAD based commodity flow model developed by Indiana University for the analysis of statewide freight movements.

Major Corridor Investment Benefit Analysis System (MCIBAS)

Also initiated in 1995 was the Major Corridor Investment Benefit Analysis System (MCIBAS), which provided for the development of a statewide travel demand model. The MCIBAS project included the analysis of three Commerce Corridors identified for additional study in the 1995 Statewide Plan. These were:

- US 31 from Indianapolis to South Bend
- The Southwest Indiana Highway from Evansville to Bloomington
- SR 26 / US 35 from I-65 (Lafayette) to I-69

The MCIBAS process uses the statewide travel demand model to measure the direct impacts of a major highway system improvement on existing and future traffic volumes, speeds, and distances. The travel demand model estimates the impacts on the performance of the transportation system in terms of aggregate measures such as vehicle miles of travel and vehicle hours of travel. The travel demand model output is converted into a user benefit/cost analysis of the feasibility of the major corridor improvement by the NET_BC post-processor program. This program converts the travel demand impacts by estimating the dollar value of travel time, travel cost, and safety benefits (reduced accident cost). Estimates of project costs are included to allow the estimation of traditional user benefit/cost.

In addition to the traditional user based benefit/cost analysis process, the 1995 statewide plan also recognized the need to account for other, external forms of benefit in terms of the economic development impacts a proposed highway improvement generates due to increasing transportation accessibility. To account for these impacts, the MCIBAS process provides for the economic impact analysis of the economic benefits. These impacts are:

- The expansion of existing businesses in the corridor study area resulting from the improved transportation system (increased accessibility for a larger market area and increased speeds, lowering the cost of delivering goods and services).

- The attraction of new business into the study area due to the higher transportation accessibility and lower business costs derived from an improved transportation system.

- The attraction of increased tourism business due to increased market area and higher accessibility.

The REMI Economic Forecasting and Simulation Model uses the direct economic benefits estimated by the three economic assessments listed above and forecasts the total (direct and secondary) employment, business output, income, and population changes due to the transportation improvements.

The benefit/cost analysis evaluation estimates the net present value of the project. The analysis takes the total disposable income changes forecast by the REMI model, in addition to the total cost and non-business (personal time and safety) benefit data and calculates the benefit/cost ratios for the potential transportation improvements.

Indiana Highway Economic Requirements System (HERS_IN)

The statewide analysis for added travel lanes and the relative priority for the additional capacity projects are estimated by the needs analysis program, the Indiana Highway Economic Requirements System (HERS_IN). This needs analysis program is based upon the FHWA's Highway Economic Requirements System developed for national analysis using Highway Performance Monitoring System (HPMS) sample data. The HERS_IN program uses a total system analysis which is allowed by the TransCAD GIS and linked to the INDOT road inventory database. In addition, future travel demand forecasts are obtained from the statewide travel demand model for estimating travel growth. The HERS_IN model provides an identification of needed added travel lane projects by economic analysis using a system-wide benefit/cost analysis procedure. Projects are prioritized into improvement phases based upon the forecasted growth of traffic (2000 to 2025) and the resulting benefits generated from implementing potential roadway widening projects. HERS_IN incorporates a project cost estimating routine based upon number of added travel lanes and roadway functional classification.

Coordination with INDOT Management Systems

The development of the TransCAD Geographic Information System and the routing system allows the display of highway attribute information (number of lanes, functional classification, and average daily traffic, etc.) from the INDOT highway inventory file, and provides the basic analysis tool for the INDOT congestion and safety management systems. Common analysis procedures, such as the measurement of highway capacity, are coordinated between the statewide planning and congestion management systems to ensure compatibility. Proposed highway improvements for added travel lanes are evaluated with the proposed pavement rehabilitation projects from the pavement management system to identify opportunities to construct widening improvements at the same time traffic is disrupted by pavement projects.

Access Management

The management of access along the highway system has been an objective of INDOT to preserve the traffic carrying ability of the roadways. The means to carry out access management is Indiana Code 8-23-8 Chapter 8, Limited Access Facilities, which provides for INDOT to control and manage access and authorizes the acquisition of private or public property and property rights for limited access facilities. The primary tool for access management is the "Permits for Driveways" (1996 INDOT Driveway Permit Manual) under Indiana Administrative Code, Promulgated Rules Title 105 Article 7. The INDOT Driveway Permit Manual establishes access control permitting rules. These rules balance the property owner's rights of access with the road user's rights to safe and efficient traffic operations and the public's rights to the prudent expenditure of limited public transportation funding. The procedures in the manual follow the AASHTO Policy on the Geometric Design of Highways and Streets and FHWA guidelines on Access Management Design.

Another major access management tool is the requirement for Traffic Impact Analysis on new major developments as required by Indiana Administrative Code, Promulgated Rules Section 32. This requires a traffic impact study for developments requiring a driveway permit of residential developments of over 150 Dwelling units, retail developments of over 15,000 Sq. Ft. or office developments of over 35,000 Sq. Ft.

The permits for driveways and traffic impact analyses are administered through the INDOT Permit Section located in each of the six INDOT Districts. Access issues relative to traffic impact analyses are coordinated with the District Traffic Engineer.

The opportunity to enhance the current INDOT access management procedures has been identified in the statewide transportation planning process. To develop a broad consensus on the effective elements of an access management program, INDOT and the state's Metropolitan Planning Organizations (MPOs) sponsored an Access Management Workshop conducted by the University of South Florida's Transportation Research Center. This workshop was held in October 2000 and was attended by approximately sixty participants from the INDOT Districts, INDOT Central Office and the MPOs. The workshop covered principles and benefits of access management, access spacing guidelines for driveways, median openings, and signals, intergovernmental coordination, legal issues and local planning and regulatory techniques.

Work is continuing on the enhancement of access management procedures and corridor preservation activities. State legislation has been passed requiring corridor preservation activities on the US 31 corridor between Indianapolis and South Bend. The development of a corridor preservation plan on US 31 is anticipated to provide a "pilot program" for enhanced access management programs.

TEA-21 Statewide Planning Factors

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required states to develop and periodically update statewide transportation plans. These requirements were continued in the next Congressional reauthorization of the surface transportation program, the Transportation Equity Act for the 21st Century (TEA-21). Section 1204(c) of TEA-21 [23 USC 135(c)] prescribes a series of factors that each state's planning process should consider as well as the identification of basic plan components. This section outlines these factors and provides a discussion of how they are being considered in the Indiana statewide transportation planning process.

1) Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency

The INDOT statewide transportation planning process supports the expansion and development of the state's economy. The statewide transportation planning process has developed the Major Corridor Investment Benefit Analysis System (MCIBAS). The MCIBAS project included the analysis of three Commerce Corridors identified for additional study in the 1995 Statewide Plan. These were: (1) US 31 from Indianapolis to South Bend, (2) The Southwest Indiana Highway from Evansville to Bloomington, and (3) SR 26/US 35 from I-65 (Lafayette) to I-69. The MCIBAS process uses the statewide travel demand model to measure the direct impacts of a major highway system improvement on existing and future traffic volumes, speeds, and distances. In addition to the traditional user based benefit/cost analysis process, the 1995 Statewide Plan also recognized the need to account for other forms of benefit in terms of the economic development impacts a proposed highway improvement generates due to increasing transportation accessibility. To account for these impacts, the MCIBAS process provides for the economic impact analysis of the economic benefits. These impacts are: (1) The expansion of existing businesses in the corridor study area resulting from the improved transportation system (increased accessibility for a larger market area and increased speeds, lowering the cost of delivering goods and services), (2) The attraction of new businesses into the study area due to the higher transportation accessibility and lower business costs derived from an improved transportation system, and (3) The attraction of increased tourism business due to increased market area and higher accessibility. The REMI Economic Forecasting and Simulation Model uses the direct economic benefits estimated by the three economic assessments listed above and forecasts the total (direct and secondary) employment, business output, income, and population changes due to the transportation improvements.

2) Increase the safety and security of the transportation system for motorized and nonmotorized users

The Safety Management System provides a central role in INDOT's strategy to increase the safety and security of the transportation system for motorized and nonmotorized users. Comprehensive analysis of crash data provides a foundation for deficiency analysis including highway related bicycle, pedestrian, and transit related crashes. The recent development of Intelligent Transportation System (ITS) strategies such as surveillance and control offers opportunities to increase safety and security.

3) Increase the accessibility and mobility options available to people and freight

The Indiana Statewide Multimodal Transportation Planning Process considers the long-range needs of the state transportation system in terms of increasing the accessibility and mobility options available to people and for freight. The policy planning elements making up the 1995 Statewide Plan identify the development of modal and intermodal strategies to increase mobility options for people and freight movements. The Intermodal Management System provides for the development of a multimodal transportation system. The efficient movement of commercial vehicles is an underlying consideration in the normal selection and development process for highway transportation improvements. Project design data in the form of the amount and composition of truck traffic is typically considered in the project development process. In addition to these typical procedures that enhance commercial vehicle movement, INDOT has conducted research studies on the identification of commodity flows typically carried by commercial vehicles. The Phase I and Phase II Commodity Flow Research Study conducted by the Indiana University Transportation Research Study has assigned the volume of specific commodity movements to a statewide network of highway facilities. Commercial vehicle flows were obtained by applying a model which allocates commodity flows by weight into number of commercial vehicles. The resulting commercial vehicle trips are then used in the statewide travel demand model to estimate truck trips. This information was used to refine the statewide mobility corridor network.

4) Protect and enhance the environment, promote energy conservation, and improve quality of life

The overall social, economic and environmental effects of transportation investment decisions are considered by the Indiana Department of Transportation in accordance with the National Environmental Policy Act (NEPA) guidelines. INDOT in cooperation with FHWA has developed an Environmental Streamlining Procedure which provides for planning studies at the corridor level to be conducted as environmental assessments under the NEPA process. It is anticipated that the environmental streamlining process will reduce a project's development time by avoiding potential duplication of planning studies being redone under NEPA procedures. Planning tools currently under development by INDOT, coupled with management systems information, will provide an opportunity to measure the effects of investment decisions on a larger scale for long-range multimodal systems planning and development programs. INDOT will also continue to work closely with the Indiana Department of Environmental Management, the Indiana Department of Natural Resources and the Indiana Department of Commerce in the development of long-range transportation plans and projects.

5) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight

The Indiana Statewide Multimodal Transportation Planning Process explicitly considers the connectivity between metropolitan planning areas both within the state and in adjacent states. The connectivity between metropolitan planning areas is a central element of the highway classification effort for the state mobility corridors and builds upon the functional system reclassification work and identification of routes for the National Highway System conducted in the 1995 Plan. Multimodal planning connectivity between metropolitan planning areas has been addressed in the modal transportation system plans and in the Indiana Department of Transportation's Intermodal Management System. The identification of major intermodal facilities of both national and statewide significance was conducted in conjunction with the identification of intermodal connector routes. This effort provided Indiana's component for the development of the NHS Intermodal connectors.

6) Promote efficient system management and operation

INDOT is continuing the development of management programs intended to maximize the efficient use of the existing transportation system. The major elements in this planning and management effort are the six management element systems:

1. Pavement Management System;
2. Bridge Management System;
3. Congestion Management System;
4. Safety Management System;
5. Public Mass Transportation Facilities and Equipment Management System and;
6. Intermodal Management System.

The six management systems supported by the department's transportation policy identifies projects and programs to increase the efficient use of existing transportation facilities. Highway projects, transit projects and associated programs are programmed for implementation in the Indiana Statewide Transportation Improvement Program. Projects and programs targeted toward other modes are an outgrowth of the Congestion, Safety, and Intermodal Management Systems and are programmed for implementation through a variety of public and private sector actions.

7) Emphasize the preservation of the existing transportation system

INDOT places a high priority on the preservation of its existing transportation system as demonstrated by the policy planning elements of the 1995 Statewide Plan. System preservation strategies will be developed, implemented and evaluated through the: (1) Pavement Management System, (2) Bridge Management System, (3) Congestion Management System and (4) Safety Management System. A high priority has been placed on the coordination of preservation improvements with expansion improvements to minimize the delay to the traveling public.

In addition, INDOT considers the transportation needs of non-metropolitan areas (areas outside of Metropolitan Planning Organization planning boundaries) through a process that includes consultation with local elected officials with jurisdiction over transportation. The Indiana Department of Transportation is responsible for transportation planning outside of the state's Metropolitan Planning Areas according to Federal regulations. The INDOT District Offices have the lead role for conducting transportation planning in rural areas. This process includes frequent contacts and consultation with local officials. To facilitate the state's partnership process, a series of district public involvement meetings are held annually to ensure full participation of local elected officials, interest groups, and the general public in the project and development process.

Program Development Process

The Program Development Process (PDP-S), updated February 2002, is a comprehensive set of procedures for project development on the INDOT state highway jurisdictional system. The PDP process provides the mechanism for new added capacity projects to be considered for inclusion in the INDOT 2025 Transportation Plan. The PDP consists of five stages as described as follows:

Stage I: Call for New Projects and Program Revisions:

The Program Development Process begins at stage I where proposals for new state projects are presented, reviewed, prioritized and, if approved, programmed. The annual call for projects is not restrictive. The input from the process is used for both programming and long range planning. The call for projects also provides an opportunity for agencies outside of INDOT to comment on the existing program.

The Programming Section begins the PDP process by securing from the Division of Budget and Fiscal Management a ten-year, fiscal year-to-fiscal year budget estimate of anticipated federal and state revenues. The budget estimate is used to ensure that the final *Indiana Statewide Transportation Improvement Program* is fiscally constrained.

After a budget estimate has been established, the Programming section issues a formal "Call for New Projects" to all INDOT District Offices, other INDOT Divisions, the Toll Road District, the MPOs and other agencies outside of INDOT. The parties are asked to review summary of the state projects under development and submit any new proposed projects on the state's jurisdictional system.

The District Offices will work with the Division of Program Development to arrange an "early consultation meeting" in each district. This will include the district, MPOs, the Division of Program Development, Multi-modal Transportation, Environment, Planning and Engineering, the Route Transfer Specialists, the ITS Program Engineer, local elected officials, special interest groups, RPOs and other interested parties. The districts will lead the process of establishing contacts, arranging meeting particulars and hosting meetings. Based on the results of the consultation meeting, each district will then submit its proposed prioritized list of district area projects to the Programming Section.

Stage II: Statewide Review and Program Update:

The purpose of Stage II of the Program Development Process is to review recommendations from the Districts, Divisions, MPOs and the LPA, validate needs and costs, prioritize projects statewide and add projects to the program. The process is one which the District priorities and project recommendations are modified to fit a statewide program. Such modifications are based on need, project categories and agency priorities.

Projects which add capacity to the state jurisdictional highway system (added travel lanes, new roadway construction, major interchange modifications, new interchanges, or expansion projects related to TSM and/or 4R improvements) are

reviewed by the Long Range Transportation Planning Section relative to the INDOT 2025 Transportation Plan. Projects with adequate planning support in conformance with the transportation plan are recommended for advancement. Projects not in the plan are evaluated for planning support and if found warranted, are recommended to be amended into the INDOT 2025 Transportation Plan.

Stage III: Draft INSTIP Development:

Stage III of the Program Development Process involves the production of a draft Statewide Transportation Improvement Program (INSTIP). The INSTIP is a fiscally constrained forecast of INDOT statewide projects for federal aid obligations during the next three years.

Stage IV: INSTIP Development and Coordination with MPO TIPS:

Stage IV of the Program Development Process concentrates on the consultation process with the MPOs and coordination with MPO in their own Transportation Improvement Program (TIP) development process. The first step in this process requires the Scheduling Section to provide a draft, fiscally constrained list of transportation projects to the MPOs for review and comment and to ascertain the effects of fiscal constraint in terms of obligations and project conflicts.

Based upon consultations with MPOs, the Scheduling Section then modifies the draft, constrained list as appropriate or, as necessary. The modified list is then referred to as the "agreed-to list" of INDOT highway projects for the first three years of the next INSTIP. The final fiscally-constrained, agreed-to list of state highway projects is then used by the MPOs in the development of their Transportation Improvement Programs (TIPS). Draft MPO TIP documents are submitted to INDOT, the FHWA and the FTA for review and approval.

Stage V: INSTIP Publication:

In stage V of the Program Development Process the draft INSTIP containing the fiscally constrained, agreed-to list of projects is published and distributed. The draft INSTIP is then presented to the public for review and comment at the annual meetings that are conducted in each of the six INDOT Districts (the District Meetings). Input is then solicited from the Districts and the MPOs regarding any significant changes to the document resulting from public review and comment. The end product from this activity is the final, draft INSTIP with public review and input. Comments received at the INSTIP meetings are then summarized in the INSTIP document, accompanied with a response to the comments.

The draft INSTIP is then submitted to the Federal Highway Administration and the Federal Transit administration for review and comment. Upon approval from those agencies, the INSTIP is published as a final document and distributed to the Districts, the MPOs, the State Library, the INDOT Executive Office, the FHWA, the FTA and those INDOT divisions requesting the INSTIP, as budget permits. Transportation projects listed in the first three fiscal years of the INSTIP will be considered *committed projects*. Federal funding only be obligated for the committed projects as listed in the approved INSTIP document.

The annual meetings that are conducted in each of the six INDOT Districts (the District Meetings described above) also provide the opportunity for information on the status of the INDOT 2025 Transportation Plan to be presented to the public

for review and comment. The Long Range Transportation Planning Section participates in these annual meetings and provides information relative to any new amendments to the INDOT 2025 Transportation Plan.

Metropolitan Planning Organization (MPO) Planning

Introduction

Metropolitan Planning Organizations (MPOs) play a vital role in the planning and development of transportation projects and services throughout the urbanized areas of Indiana. Together with the INDOT district offices, they serve as primary sources of local input and as fundamental cooperating partners in the multimodal planning and program implementation process.

Indiana's Metropolitan Planning Organizations have jurisdictional responsibility for transportation planning in twelve urbanized areas. Urbanized areas are defined by the U.S. Bureau of the Census as centers with populations equal to or greater than 50,000 people. By virtue of their function as major economic centers of the state, a great deal of Indiana's transportation activity occurs in and around these urbanized areas.

Anderson Urbanized Area

The Anderson metropolitan planning area (MPA) encompasses all of Madison County and includes the Town of Daleville in Delaware County. The Madison County Council of Governments (MCCOG) is the designated Metropolitan Planning Organization for transportation planning in the urbanized area. The organization is governed by the twelve-member Madison County Council of Governments Policy Committee that acts as the official MPO and represents the Cities of Anderson, Elwood and Alexandria, and the Town of Pendleton. The MPO Technical Advisory Committee makes recommendations to the Policy Committee and provides the necessary technical input to shape policies into practical actions. MCCOG formally adopted its current 2025 transportation plan in 2000.

Bloomington Urbanized Area

The City of Bloomington Planning Department initiated an areawide *Long-Range Transportation and Land Use Study* in 1978 in anticipation of the fact that the Bloomington Urbanized Area would exceed 50,000 population with the 1980 Census. The Bloomington Area Transportation Study (BATS) was formed to coordinate the study, and in 1982 became the designated Metropolitan Planning Organization. This process culminated in June 1984 with the completion of the *Year 2000 Staging Program*, and Policy Committee adoption of the collective study products as the area's long-range transportation plan. The metropolitan planning area covers central Monroe County. BATS formally adopted its current 2025 transportation plan in 2000.

Evansville Urbanized Area

The Evansville Urban Transportation Study (EUTS) was established as the Metropolitan Planning Organization in 1977 by the Southwestern Indiana and Kentucky Regional Council of Governments. The EUTS staff updated the long-range transportation plan in

1994. This document incorporates the federal transportation requirements put forth by the 1991 ISTEA legislation. The EUTS Policy Committee formally approved the long-range transportation plan on December 20, 1994. The metropolitan planning area covers nearly all of Vanderburgh County, and portions of Warrick County and Henderson County, Kentucky. Vanderburgh County was designated as a "marginal" ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). The area has been redesignated as being in attainment for ozone and as such, is currently a maintenance area for ozone. The EUTS 2025 transportation plan was formally adopted in 2001.

Fort Wayne Urbanized Area

The Fort Wayne metropolitan planning area occupies nearly all of western and central Allen County. The Northeastern Indiana Regional Coordinating Council (NIRCC) is the designated Metropolitan Planning Organization for transportation planning in the cities of Fort Wayne and New Haven, the towns of Grabill and Huntertown, and much of unincorporated Allen County. NIRCC is also designated to perform general purpose regional planning for Adams, Allen, DeKalb and Wells counties. The Urban Transportation Advisory Board (UTAB) was established to advise NIRCC on matters of policy and to act as the urbanized area Policy Committee. The Transportation Technical Committee and Transit Planning Committee make recommendations to the UTAB and provide the necessary technical input required to shape policies into practical actions. NIRCC formally adopted its 2025 transportation plan in 2000.

Indianapolis Urbanized Area

The Department of Metropolitan Development Division of Planning of Indianapolis-Marion County is the designated Metropolitan Planning Organization for the Indianapolis urbanized area. Their area includes Marion County and the urbanized portions of Boone, Hamilton, Hancock, Hendricks, and Johnson counties. The MPO serves the cities of Beech Grove, Carmel, Greenwood, Indianapolis, Lawrence, and Southport. It also serves the towns of Avon, Brownsburg, Cumberland, Fishers, New Whiteland, Plainfield, Speedway, Westfield, Whiteland and Zionsville. The Metropolitan Development Commission serves as the policy body of the MPO. The Indianapolis Regional Transportation Council (IRTC) acts as the advisory forum to the MPO.

The Indianapolis area was designated as a "marginal" ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). The area has been redesignated as being in attainment for ozone and received official approval of that request in December 1994 and as such, is currently a maintenance area for ozone. The product of the Indianapolis long-range transportation plan update is the regional transportation plan. The Indianapolis plan update was formally adopted by the Indianapolis Metropolitan Development Commission (MDC) on May 17, 1995. The plan was updated in March of 2001.

Kokomo-Howard County Urbanized Area

The Kokomo-Howard County Governmental Coordinating Council (KHCGCC) was established in 1981 and designated the Metropolitan Planning Organization for the Kokomo Urbanized Area in March 1982. The planning area covers central Howard County. Kokomo has met air quality requirements set forth by the U.S. Environmental Protection Agency. In 2000, KHCGCC formally adopted a revised transportation plan that extends to the year 2025.

Lafayette-West Lafayette Urbanized Area

The Tippecanoe County Area Plan Commission is the designated Metropolitan Planning Organization for the cities of Lafayette and West Lafayette, the towns of Battle Ground and Dayton, and the majority of Tippecanoe County. The Area Plan Commission conducts a wide range of transportation planning studies for Tippecanoe County including the long-range transportation plan, corridor studies, traffic studies, transportation systems management, and the Transportation Improvement Program. The TCAPC completed its *2025 Long Range Transportation Plan* in 2001.

Louisville Urbanized Area

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the designated Metropolitan Planning Organization for the Louisville urbanized area. The metropolitan planning area covers the bi-state Louisville area, including Clark and Floyd counties in Indiana. The KIPDA long-range transportation plan, known as *Regional Mobility*, is intended to serve as a tool for planning and implementing a transportation system which responds to the mobility needs of the community, produces proactive programs, enhances the quality of life of the area, and demonstrates compliance with the federal regulations and mandates under which this plan was developed. *Regional Mobility* was published and adopted in the fall of 1993. Clark and Floyd counties have been designated as a "moderate" ozone non-attainment area by the U.S. Environmental Protection Agency. KIPDA adopted a 2020 transportation plan in 1999 and is working on preparing a 2025 transportation plan.

Muncie Urbanized Area

The Muncie metropolitan planning area is located in central Delaware County. The Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the designated Metropolitan Planning Organization for transportation planning in the area. However, the Administrative Committee is the official Policy Committee for the urbanized area. The Administrative Committee, whose membership includes decision-makers from the City of Muncie, the towns of Selma and Yorktown, and Delaware County, formulates local transportation policies. The Technical Advisory Committee makes recommendations to the Administrative Committee and provides the necessary technical input to shape policies into practical actions. DMMPC formally adopted its 2025 transportation plan in 2000.

Northwest Indiana Urbanized Area

The Northwestern Indiana Regional Planning Commission (NIRPC) is one of two MPOs serving the Chicago-Northwest Indiana urbanized area. The other is the Chicago Area Transportation Study (CATS). In 1966, the Lake-Porter County Regional Transportation and Planning Commission was formed for the purpose of conducting a regional transportation planning process in the two counties in response to a new federal initiative. Its creation was the result of 1965 State enabling legislation that allowed for the formation of such Commissions. The State Legislation was amended in 1971 to provide for expansion of the Commission into other counties, and in 1973 to expand the membership. The name was changed to the Northwestern Indiana Regional Planning Commission (NIRPC) in 1973 and Metropolitan Planning Organization designation was received in 1975. LaPorte County was formally added into the MPO planning boundary in 1994. NIRPC also staffs the Little Calumet River Basin Development Commission, the Kankakee River Basin Commission and the Marina Development Commission. The NIRPC urbanized area has been designated as a "severe" ozone non-attainment area by

the U.S. Environmental Protection Agency. Currently, NIRPC has a 2025 transportation plan that was adopted in 2001.

South Bend-Mishawaka / Elkhart-Goshen Urbanized Area

The Michiana Area Council of Governments (MACOG) and the Southwestern Michigan Commission (SMC) are the regional agencies conducting transportation planning activities in the Michiana area. MACOG is the designated Metropolitan Planning Organization responsible for the Indiana portion of the South Bend and Elkhart-Goshen Urbanized Areas while the SMC provides technical and planning assistance to the Michigan portion of the South Bend Urbanized Area. A Bi-State Coordination committee serves to unify the planning efforts of the MACOG and the SMC. MACOG serves as the office of record for the Bi-State organization. The area was designated as a "marginal" ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). The area has since been redesignated as in attainment for ozone and as such, is currently a maintenance area for ozone. MACOG has a 2025 transportation plan which was adopted in 1999. The 2025 plan was updated in 2002.

Terre Haute Urbanized Area

The West Central Indiana Economic Development District (WCIEDD) is the Metropolitan Planning Organization for the metropolitan planning area covering Vigo County. The WCIEDD is also responsible for economic development and senior citizen programs in Clay, Parke, Putnam, Sullivan, Vermillion and Vigo Counties. The WCIEDD conducts a wide range of transportation planning studies for the urbanized area and Vigo County including a long-range transportation plan, corridor studies, traffic studies, transit planning, transportation systems management development, and the Transportation Improvement Program. WCIEDD formally adopted its 2025 transportation plan in 2000.

Overview of Consultation Process in Non-Metropolitan Areas

INDOT conducts a consultation process with local officials in non-metropolitan areas through the primary methods of the annual state Program Development Process (PDP) and a state consultation tour process involving meetings at its six district offices. In addition, INDOT has conducted other processes including statewide forums on statewide planning issues held periodically, focus groups on rural transportation issues, and a cooperative transportation planning program with selected, multi-county, regional planning commissions. The INDOT process prepares a 25 year Long Range Transportation Plan, a multi-year (6 to 10 year) "production schedule" list of projects and a 3-year Indiana Statewide Transportation Improvement Program (INSTIP).

The annual state PDP is a series of cooperative programs development activities including program review, a "call for projects" and statewide revisions resulting in the updated annual production schedule and INSTIP. In each of the six INDOT district offices, an "early consultation process" is conducted for rural area local elected officials, local government agency representatives, special interest groups, and other key transportation stakeholders. All are notified by mail that a call for new projects is in process. Participants are instructed to contact the INDOT District Offices. INDOT Districts each approach the early consultation process differently. Some Districts conduct meetings, other Districts conduct on-site visits to communities, and others rely upon mail or telephone-based contacts. Projects drawn from the INDOT Long Range Transportation Plan provide input into the review of capacity expansion projects recommended for advancement into the

production schedule. The INDOT districts coordinate the project identification process and submit a list of recommended projects to the INDOT Division of Program Development. A statewide priority analysis is conducted in conjunction with fiscal analysis resulting in a draft program then receiving executive level review and approval. The recommended program is then provided to the district with a request for comments. Based upon the recommended program and the review process, the draft production schedule and INSTIP are prepared.

Annually, each of INDOT's six districts conducts public meetings to discuss the planning, selection and programming of current and future transportation projects. These meetings are not limited to highway projects, but include air, rail, enhancements, and transit. These meetings use an open-house format. A key part of the meetings is to present the draft INSTIP, which lists all federal-aid highway and transit projects. Participants can discuss projects in the INSTIP or local problems that still need to be addressed with new projects. At the meetings, INDOT makes copies of the draft INSTIP for each district available for review. Those not attending the meeting also can request copies.

In 1994 and 1998, Statewide Forums on transportation planning issues related to the development of the INDOT statewide long-range transportation plan were conducted in the state capital. These involved presentations by noted experts on emerging trends affecting the state's transportation system, followed by "break-out sessions" to encourage participation by key stakeholders in the identification of future planning objectives and strategies. Also associated with the development of the statewide transportation rural plan, a rural transportation stakeholder focus group was conducted in 1998 to identify rural transportation planning issues.

Small Urban and Rural Planning Program

In Fiscal Year 2001, the Indiana Department of Transportation initiated a trial Rural and Small Metropolitan Pilot Program to serve the transportation planning needs of small urban and rural areas of the state. The program provides transportation planning funds in the form of a formula matching grant to regional planning commissions and MPOs that also represent small and rural areas of the state. Funding awards were granted to nine recipient agencies for the FY 2001 funding cycle: five regional planning commissions and four MPOs. The program has been continued into Fiscal Year 2002 with the addition of another three recipient agencies: one regional planning commission and two MPOs. The products achieved from the first fiscal funding period are listed according to the agency recipients as follows:

Kankakee-Iroquois Planning Commission

The Kankakee-Iroquois Planning Commission serves Benton, Jasper, Newton, Pulaski, Starke and White Counties. For Fiscal Year 2001, the agency produced the "Transportation Profile 2000" K-IRPC Final Report. The first year's accomplishments include the establishment of a transportation (stakeholder) advisory committee, an inventory and rating of the area transportation network, a population profile, a listing of the INDOT STIP projects, a list of potential new projects and, a plan to establish a traffic counting program.

Michiana Area Council of Governments

The Michiana Area Council of Governments is an MPO that serves Elkhart, Marshall and St. Joseph Counties. For Fiscal Year 2001, the agency lists the following accomplishments: (1) Establishment of a rural and small urban area traffic counting program, (2) The completion of a railroad crossing inventory for Marshall County, (3) The initiation of a rural traffic accident data collection program, (4) A Michiana freight study, (5) Enhancement grants for Marshall County and Plymouth, (6) Incorporation of the Marshall County INDOT projects into the MACOG Transportation Improvement Program and, (7) The purchase of four additional traffic counters were purchased for the rural count program.

Northeastern Indiana Regional Coordinating Council

The Northeastern Indiana Regional Coordinating Council is an MPO that also serves Adams, Allen, DeKalb and Wells Counties. For Fiscal Year 2001, the agency completed two rural transportation plans. The Transportation Plan for DeKalb County contains an overview of the Rural Planning Program, a traffic count program, intersection and arterial analysis, a railroad crossing inventory, demographic analysis, a land use inventory and the identification of problem areas with recommended solutions. The Transportation Plan for Allen County (the rural portion) contains an overview of the Rural Planning Program, a traffic count program, intersection and arterial analysis, a railroad crossing inventory, demographic analysis, a land use inventory and the identification of problem areas with recommended solutions.

Southeastern Indiana Regional Planning Commission

The Southeastern Indiana Regional Planning Commission serves Dearborn, Decatur, Franklin, Jefferson, Jennings, Ohio, Ripley and Switzerland Counties. For Fiscal Year 2001, the agency produced a document that provides a project overview and a review of the projected economic impacts associated with the projects. A Regional Transportation (stakeholder) Committee was established.

Southern Indiana Development Commission

The Southern Indiana Development Commission serves Daviess, Greene, Knox, Lawrence and Martin Counties. For Fiscal Year 2001, the agency completed an Economic Development Identification Program that provided an overview of each county in its region and a listing of all potential development areas that would have an impact or could be impacted by the transportation network. A regional transportation profile was completed together with a regional transportation needs inventory that identified and ranked transportation needs by county.

River Hills Economic Development District and Regional Planning Commission

The River Hills Economic Development District and Regional Planning Commission serves Harrison, Scott and Washington Counties. Clark and Floyd Counties are in the district but they are served by the Louisville, Kentucky MPO. For Fiscal Year 2001, the agency produced a report titled: “Initial Program Summary Report December 2000”. The report is an executive summary of population, employment, land use, housing,

transportation, financial resources and a specific listing of identified needs by county, city or town. Also included is a locally developed priority ranking for the identified needs.

Indiana 15 Regional Planning Commission

The Indiana 15 Regional Planning Commission serves Crawford, Dubois, Orange, Perry, Pike and Spencer Counties. For Fiscal Year 2001, the agency produced a report that detailed its rural transportation planning efforts. A transportation advisory (stakeholder) board was established. Transportation issues were explored including rural transit and a proposed valley springs connector route.

Evansville Urban Transportation Study

The Evansville Urban Transportation Study is the MPO for the Evansville Urbanized Area. It also provides services to Gibson, Posey, Vanderburgh and Warrick Counties. For Fiscal Year 2001, the agency established a rural transportation (stakeholder) advisory committee. An annual Rural Planning Report was published, outlining other completed rural transportation initiatives. A GIS database for State jurisdictional highways was established. Posey and Gibson Counties initiated a truck survey. County traffic counts and turning movements were initiated in Posey and Gibson Counties and park and ride facilities were explored for the two counties.

Fiscal Year 2002 Additions to the Small Urban and Rural Planning Program

Bloomington Area Transportation Study

The Bloomington Area Transportation Study serves as the MPO for the Bloomington Urbanized Area. BATS was included in the FY 2002 Rural and Urban Transportation Planning Program to provide transportation planning for the non-metropolitan area of Monroe County. During the FY 2002 funding cycle, BATS will augment the traffic counting program in the non-metropolitan areas of Monroe County. BATS will also conduct a land use inventory and provide an analysis of the rural intersections and arterial roadways.

Northwest Indiana Regional Planning Commission

The Northwest Indiana Regional Planning Commission was included in the FY 2002 Rural and Small Urban Transportation Planning Program to provide transportation planning services to the non-metropolitan areas of LaPorte County. During the FY 2002 funding cycle, NIRPC will initiate a traffic monitoring program, conduct an intersection study, establish an emission analysis program, and begin a trail study to identify corridors for a county trail system planned to tie into a regional trail system.

Region 3A Development District and Regional Planning Commission

The Region 3A Development District and Regional Planning Commission represents Huntington, LaGrange, Noble, Steuben and Whitley Counties. During the FY 2002 funding cycle, Region 3A will conduct two planning studies: a transportation needs assessment and a regional profile.

Planning Unit Geographic Boundaries

Figure 2-2 on the following page displays the regional boundaries for Indiana's MPOs and active Regional Planning Organizations. At present, seven regions in the State have inactive Regional Planning Commissions. The three Indiana counties surrounding the Evansville Urban Transportation Study's (EUTS') urbanized area, while not a part of an active Regional Planning Commission, currently receive some rural transportation planning services from EUTS under the Small Urban and Rural Planning Program.

FY 2003 Program Development

INDOT has continued the Small Urban and Rural Planning Program for FY 2003 to support rural transportation planning efforts. In the fiscal year 2003 program, the planning emphasis has been focussed on the identification of transportation needs, the continuation of the traffic counting program, and the initiation of a comprehensive review of the functional classification system. Eleven planning groups continue in the program. However, the Northwestern Indiana Regional Planning Commission dropped out of the program and the Eastern Indiana Development Commission has been added to the program. In March of 2002, a session was held at the annual Purdue University Road School on Regional Planning Organizations. The session was titled, *"RPO's..What are they and how do they relate to the MPO's?"*

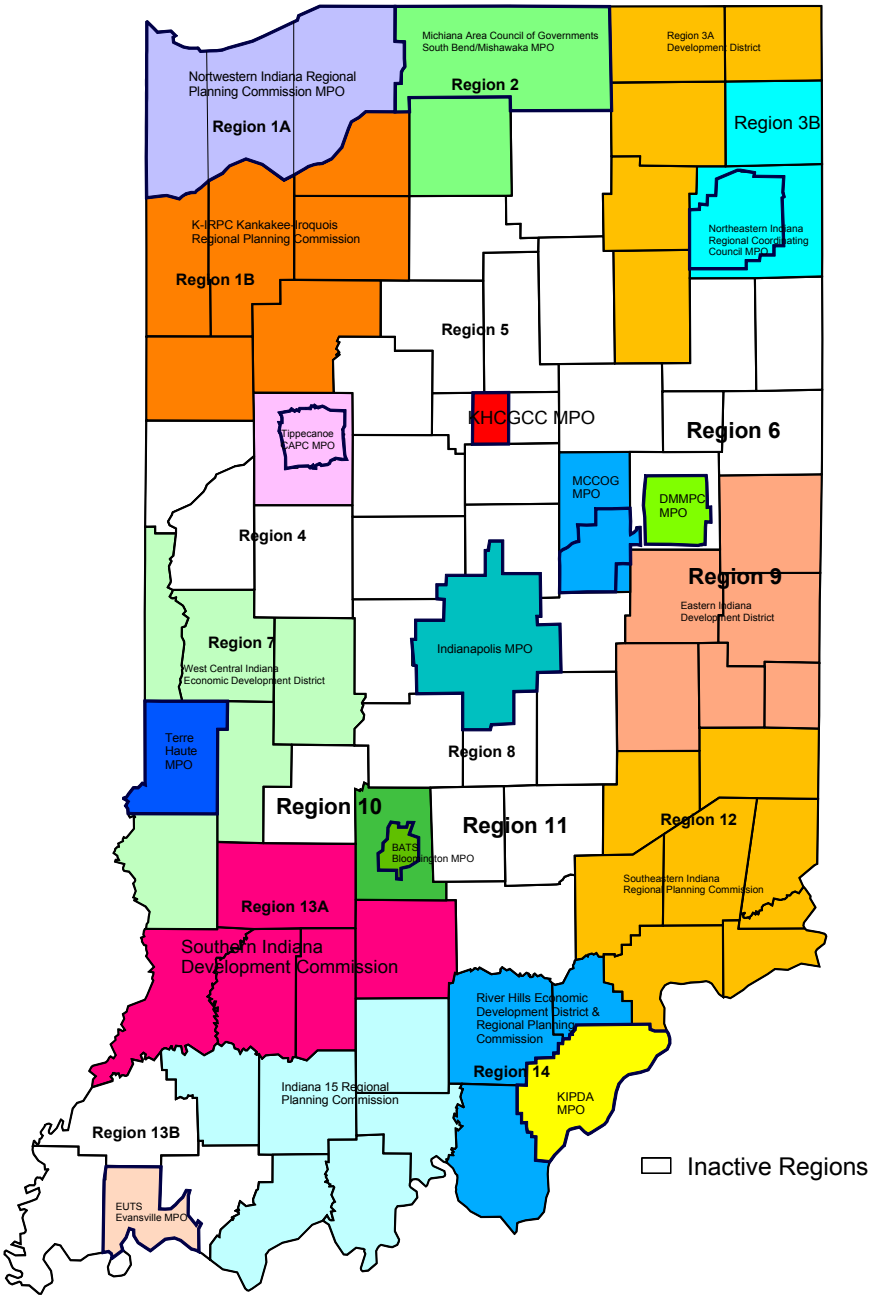
Eastern Indiana Development Commission

The Eastern Indiana Development District serves Fayatte, Franklin, Rush, Union and Wayne Counties. The organization will conduct transportation needs assessment and a regional transportation profile.

Summary

The production of a statewide long-range plan involves much data, expertise, and input from a wide range of people within the Department of Transportation and the Federal Highway Administration. In addition, the PDP provides a set of procedures for project development in the INDOT state highway jurisdictional system, MPO's provide local input for planning in urban areas, and district field offices play a critical role in identifying transportation needs within their areas. Moreover, several technical planning tools are vital to the development of the Long Range Plan. The Indiana Department of Transportation's Long Range Transportation Planning Section coordinates this effort which is a continuous, cooperative, and comprehensive activity.

Figure 2-2 **Indiana Counties and Regions Served by MPOs and / or Regional Planning Organizations**



Chapter

3

INDOT 2000-2025 Long Range Plan

Public and Stakeholder Involvement

Overview

The Indiana Department of Transportation (INDOT) has established a proactive public involvement process in the planning and development of transportation projects. This process provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and transportation programs.

The goal is to develop a continuous public involvement process, accessible to the public, that identifies and addresses critical issues early in the project-development process. It also minimizes duplication of public involvement efforts and meets the needs of the public and resource/regulatory agencies to provide early and continuing input into the project development process.

Communication of the Process

INDOT has taken steps over the past five years to be inclusive in the development of the Long Range Plan. There have been lengthy discussions with state transportation professionals, local elected officials and the public concerning the process of developing the Long Range Plan and the opportunities for input. On September 5, 2001, the Draft Long Range Plan was published in its entirety on the INDOT Web site. The timetable and objectives for the development of INDOT's Long Range Plan were conveyed at a number of statewide transportation forums, which are discussed below.

MPO Conference

INDOT's Planning personnel were very active in a number of state MPO Conferences. The Indiana MPOs hold a conference each year at a different location in the state. In each of the last three years, INDOT's planning staff held sessions to discuss the process of the Long Range Plan and asked for comments.

Over the past several years, INDOT's Planning staff made presentations at the MPO Conference describing the status of the Long Range Plan and also gave updates concerning the Planning Assessment Study. These meetings were very beneficial in conveying INDOT thoughts on the development of the Long Range Plan. The MPOs also had the opportunity to discuss these issues formally during the meetings and informally on an individual basis between sessions and in the evenings.

Purdue Road School

One of the best venues in Indiana to covey transportation issues is at the annual Purdue University Road School. On average, over 1,000 Indiana local and state transportation officials, consultants, suppliers and INDOT personnel attend Road School sessions. The INDOT Planning staff has taken advantage of this opportunity over the past few years to hold sessions concerning, among other issues, the status of the Long Range Plan.

The input from these sessions has been very valuable to INDOT in evaluating the concerns of the professional transportation community within the State. Road School also provides INDOT with the opportunity to interact with local, regional, state, and federal transportation professionals.

Public Involvement in INDOT's Program Development Process

The Program Development Process (PDP) is used by INDOT in the development and formation of new state transportation projects. The PDP calls for public participation throughout its year long process. This public interaction comes from two main areas: comments from local elected officials and comments directly from the public.

After reviewing the current projects already in the development stage, INDOT will make a "call for new projects." This request for new projects is extended to INDOT district offices and to all cities, counties, and towns. This is the opportunity for local elected officials to submit projects to INDOT that they feel would be most beneficial to their area. INDOT reviews these submittals, with guidance from the District Offices and MPOs, and prioritizes the projects for inclusion into INDOT's production schedule. INDOT also holds district meetings, usually in the fall, to gain input and comments from the public and elected officials concerning the need for new transportation projects in their area.

Web Site

The Draft Long Range Plan, including detailed maps and project listings, was published on the Indiana Department of Transportation's web site on September 5, 2001. The Plan may be accessed at: www.state.in.us/dot/pubs/longrange/index.html. The Web site provides a feedback link under the heading, *"Tell us What you Think!"* Both e-mail and postal addresses are provided for the user to submit his or her comments to the Long Range Transportation Planning Section.

MPO Planning

INDOT recognizes the important role that MPOs play in the transportation planning network for Indiana. INDOT participates in the cooperative transportation planning process with each MPO jurisdiction. An effective metropolitan plan incorporates transportation under both local and state jurisdictions. Therefore, INDOT relies on MPOs to include public involvement of their Long Range Transportation Plan and Transportation Improvement Program.

Procedures have been developed by each MPO to provide opportunity for the public to offer input on the MPO Long Range Transportation Plan (20-25 year planning horizon), and MPO Transportation Improvement Program (TIP). INDOT utilizes the MPO public involvement process as the vehicle for soliciting public comment for INDOT projects within the MPO area. INDOT acknowledges the unique nature of each metropolitan area and has determined that the MPO procedures and the statewide transportation forum meet the planning public involvement requirements of 23 CFR 450.316 (b) for projects within the MPO area.

Planning Assessment Study

In 1998, INDOT hired a consultant to assist the transportation planning staff in developing an improved transportation planning process. Among the benefits generated from this effort were some new strategies for public and stakeholder involvement in the state's transportation planning process. The following information resulted from these strategies.

Focus Groups

The use of focus groups has become more common throughout the country as a means to measure public interests and concerns. INDOT was able use this public involvement technique in the Planning Assessment Study in 1998.

These efforts included two working meetings with INDOT staff and stakeholders to develop the framework for the role of public participation in long range planning activities at INDOT. The staff and consultant recommended developing two focus groups. One group would consist of urban citizens and the other would be made up of rural stakeholders. A draft survey questionnaire was developed by the consultant and submitted to INDOT for final approval. INDOT then held two focus group meetings in Indianapolis to collect information on public perceptions of the Indiana transportation system.

The following information collected from these focus groups was incorporated into the findings of the Planning Assessment Study.

Urban Transportation Stakeholders Focus Group Results:

In terms of opinions about the overall state of the transportation system, most citizens in this group were in the middle of the range between very satisfied and very dissatisfied. Respondents were split with two-thirds being somewhat satisfied and one-third being somewhat dissatisfied. Reasons for dissatisfaction included:

- Highways and streets being in poor physical condition;
- A perception of poor planning and communications within INDOT and with the public;
- A need for more and clear directional signing; and,
- Poor timing for repairs to the roadway system.

Rural Transportation Stakeholder Focus Group Results

Overall, 50% of the group indicated that they were somewhat satisfied with the State's current transportation system, and one-third stated that they were somewhat dissatisfied.

Comments expressed by the dissatisfied segment of the group included the fact that they were having communication problems with INDOT. These communication problems were a result of INDOT not knowing who to contact at the local level, and local officials not knowing whom to contact at INDOT. A second comment was that INDOT seems to be behind on programmed improvements.

Futures Symposium

The Indiana Transportation Futures Symposium took place on September 28, 1998 at the Indiana Government Center South in Indianapolis. The forum attracted more than 300 elected officials, transportation professionals, academia, and special interest groups invited for the occasion. Key features from the one-day event included:

- Governor and INDOT Commissioner addresses
- Presentation of the proposed new statewide transportation planning process
- A panel discussion on the Transportation Equity Act for the 21st Century (TEA-21) and its impacts on Indiana
- Futurist perspectives, both state and national
- Break-out sessions tailored to gain input on INDOT's main adopted policy priorities and the proposed new transportation planning process

The Symposium constituted a major step in INDOT's ongoing public and stakeholder outreach efforts. Through the day-long activities, INDOT was able to solicit viewpoints and feedback from concerned stakeholders regarding INDOT priorities, the proposed new statewide transportation planning process, adopted policy areas as well as the state of transportation facilities in Indiana.

The goal of the Transportation Futures Symposium was to gather and document the viewpoints, suggestions and concerns of numerous stakeholders regarding INDOT's approach to transportation planning. The feedback received from the Symposium, along with feedback from prior Transportation Stakeholder meetings, Transportation Market Analysis, surveys, questionnaires and focus groups resulted in a recommended public/stakeholders process that will be used in INDOT's future transportation planning activities.

NQI Survey

INDOT monitors national public opinion surveys concerning the national highway network. One of the most comprehensive national public opinion surveys completed over the past five years was the one commissioned by the National Quality Initiative (NQI). In 1992, representatives of industry, state transportation, and the Federal Highway Administration (FHWA) met to establish a national initiative to promote the quality of the highway system. This "National Quality Initiative" (NQI) represented a major commitment to promote the

partnership of all the entities that participate in the funding, design and construction of highways.

This collaboration resulted in the creation of the NQI Steering Committee, composed of representatives of the FHWA, the American Association of State Highway and Transportation Officials (AASHTO), the American Public Works Association, as well as other industry trade associations. The NQI Steering Committee, with funding from FHWA, commissioned a national public survey to assess public satisfaction with the highway system. A telephone survey was conducted in 1995 to determine national and regional views on bridge conditions, maintenance response time, pavement conditions, safety, traffic flow and visual appeal of the national highway system.

This transportation survey collected from NQI has emphasized the need to keep disruptions to the motoring public to a minimum during construction activity. This priority has led to the emphasis being placed upon adding capacity (such as additional travel lanes) when the roadway is due for reconstruction of existing pavement.

Overall Satisfaction with Highway System

The NQI survey found that 50% of survey respondents were satisfied with the highway system, 16% were dissatisfied, and 34% of the respondents expressed a neutral position. This indicates a considerable opportunity for improving public satisfaction with the highway system. Respondents were more satisfied with the highway's visual appeal and safety items (lane width, warning and information signage) than they were with traffic flow and pavement conditions. Respondents who drive on Interstate highways and in rural areas indicate a higher level of satisfaction than those who drive on two-lane roads or those that drive primarily in urban areas. Respondents living in the North Central region of the United States (that region containing Indiana) had a higher degree of satisfaction with the highway system than other regions.

Satisfaction with Safety Items

Areas of dissatisfaction included pavement conditions during wet weather and roadway lighting. Safety concerns where also indicated in a higher level of dissatisfaction for the availability of emergency call boxes (a measure of incident detection). However, the ubiquity of portable cellular telephones has served to alleviate such concerns in recent years.

Satisfaction with Pavement Conditions and Traffic Flow

A major source of respondent dissatisfaction was identified for the issue areas of travel delays due to construction activities, pavement repairs, and congestion delays. Fifty percent of the respondents were satisfied with pavement ride and smoothness, while forty-four percent were satisfied with pavement durability.

Priorities for Highway Improvements

The NQI survey indicated the highest priorities for highway system improvements were: (1) improvement of pavement conditions, (2) safety improvements, and (3) traffic flow improvements. The NQI survey concluded that the top priority for improving the nation's highways is to focus on the quality of the roadway surface.

Environmental Justice

INDOT is currently addressing recent Executive Orders and federal policies concerning Environmental Justice. The U.S. Department of Transportation's (DOT's) Final Order to address Environmental Justice in Minority Populations and Low-Income Populations was published by the U.S. DOT to comply with Executive Order 12989, "Federal Actions to Address Environmental Justice Minority Populations and Low-Income Populations," dated February 11, 1994.

The Environmental Justice (EJ) Orders require the U.S. Department of Transportation and its operation administrations to integrate the goals of these orders into their operations through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA) and Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (URA), TEA-21, and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and public involvement.

Since the passage of NEPA, the FHWA has built a framework of policies and procedures to help meet its social, economic and environment responsibilities while accomplishing its transportation mission. Environmental Justice (EJ) is a component of FHWA's overall commitment to the protection and enhancement of our human and natural environment. INDOT's Environmental Justice objectives include the following:

- Improve the environment and public health and safety in transportation of people and goods, and the development of transportation systems and services.

- Harmonize transportation policies and investments with environmental concerns, reflecting an appropriate consideration of economic and social interests.

- Consider the interest, issues, and contributions of affected communities, disclose appropriate information, and give communities an opportunity to be involved in decision-making.

INDOT is making a special effort to evaluate and improve the planning and program process in order to ensure compliance with environmental justice regulations. As part of this initiative, improvements will be made to the planning-level statewide public involvement activities and procedures. This effort will include an outreach to minority and low–income population groups.

INDOT is working on two initiatives to improve the department's ability to achieve the objectives of the environmental justice regulations. The first initiative is the development of a Public Involvement Procedures Manual that will contain special methods to increase minority and low-income participation. The second effort will involve the market research effort to identify transportation needs and perceptions of how well transportation services are being delivered to minority and low-income groups. This activity will include the use of special focus groups comprised of segments of the population most sensitive to the environmental justice regulations. The results of these efforts will improve INDOT's ability to include minority and low-income groups in the transportation planning process and decision-making over future system improvements.

The statewide planning process and statewide transportation improvement program are built upon a partnership based on planning and programming processes with the state's MPOs. INDOT recognizes the critical role that MPOs play in implementing the

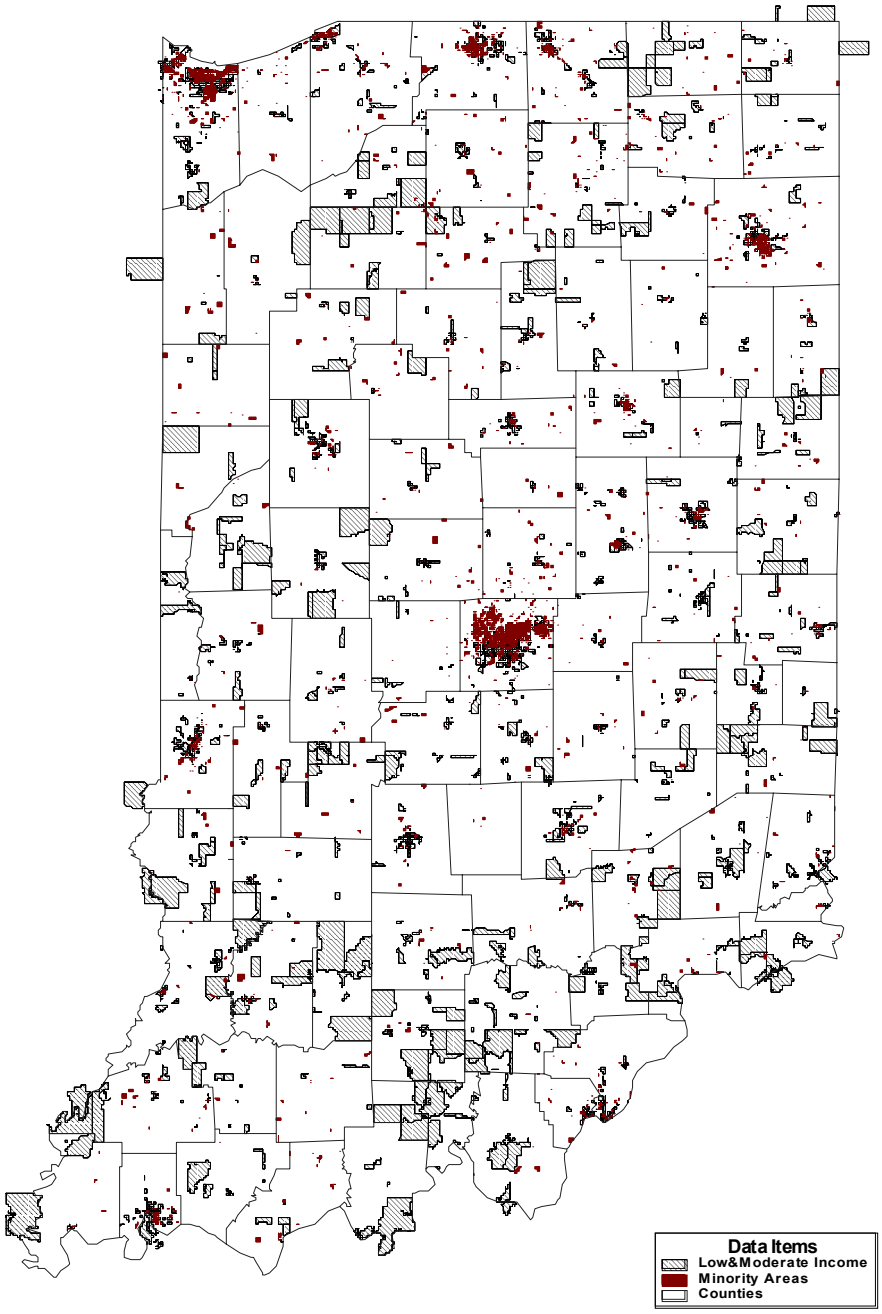
environmental justice regulations. As part of this cooperative process, INDOT and the MPOs participated the November 2000 FHWA Environmental Justice Workshop. INDOT participates in the cooperative transportation planning process including activities to ensure environmental justice with each MPO jurisdiction. An effective statewide planning and programming process incorporates transportation planning activities under both local and state jurisdictions. Therefore, INDOT relies on the MPOs to establish and include activities that are designed to ensure compliance with environmental justice regulations as part of their transportation planning work program, long range transportation plan development and transportation improvement program development activities. INDOT utilizes the MPO public involvement process and environmental justice procedures as a major resource in the development of transportation improvement projects.

Minority and Low and Moderate Income Areas: Identification for Environmental Justice Analysis.

The following statewide map for INDOT Environmental Justice Analysis is based upon two data sources: the 2000 Census Public Law P 94-171 block level population, and racial characteristics and the low and moderate income data from 1990 block group Census figures. Each area is defined by a collection of census block or block group pieces. For the identification of minority areas, more than 51 percent of the block level 2000 population was reported as non-white. For the low and moderate income area identification, more than 51 percent of the residents must be of low or moderate income for a census block group piece to be classified in general. However, specific urban areas fall under an exception that lowers the threshold. The threshold percentage is included in the data supplied by the Caliper Corporation. The 1999 boundaries were used for the exception areas.

As the 2000 Census products become available, INDOT will continue to use the most up-to-date data sources to identify environmental sensitive populations. The geographic information planning tools developed by INDOT over the past several years will allow this information to be effectively used in involving low and moderate income and minorities in the transportation planning process.

INDOT ENVIRONMENTAL JUSTICE ANALYSIS



Public Comment on the Long Range Plan

Draft copies of the Long Range Plan were distributed to INDOT's transportation planning partners: the Federal Highway Administration, local Metropolitan Planning Organizations (MPOs) and regional planning organizations in late July and early August, 2001. The plan was also published on the INDOT web site on September 5, 2001, the same date that the first of a series of six INDOT District meetings was conducted where the Long Range Transportation Planning staff made presentations of the plan. The planning staff also made individual presentations at each of the state's twelve MPOs throughout the State during September, October and November. A public comment period for the draft Long Range Plan opened on September 5, 2001 and closed on November 30, 2001.

INDOT District Meetings

Each year, the Indiana Department of Transportation conducts public meetings at each of its six districts throughout the state. The primary purpose of the meetings is to present the draft *Indiana Statewide Transportation Improvement Program* (INSTIP). The annual district meetings are also used to develop and foster lines of communication between the citizens of Indiana and the Indiana Department of Transportation. Prior to the 2001 district meetings, over 1,000 invitations were mailed to transportation stakeholders consisting of members of the Indiana General Assembly, local elected and appointed officials, members of various organizations with interests related to transportation such as environmental and bicycling groups, and persons that have expressed an interest in transportation issues in Indiana. In August, pamphlets containing an abstract of the draft Long Range Plan and invitations to attend the district meetings were also distributed to citizens who visited the Indiana State Fair INDOT Booth. Press releases, inviting the general public to attend the meetings, were distributed prior to the meetings to media outlets throughout the State of Indiana.

The 2001 INDOT district meetings were held in September. Each district served as the host for meetings conducted within its district. And each district scheduled two, 2-hour meetings, the first in the afternoon and the second in the evening. While the meeting format varied slightly from district to district, the meetings generally began with an open house format where the public could view static displays and talk with INDOT representatives about specific issues and projects. A more formal meeting followed where presentations were made for the Long Range Plan, the INSTIP and the Program Development Process. A question and answer period followed after the last presentation was made. Attendees were also provided comment sheets in which they could submit written questions, comments and requests.

Crawfordsville District:

The INDOT Crawfordsville District is located in west central Indiana. The district's geographic area covers twelve full counties and portions of three other counties. Two MPOs lie within the district: Lafayette and Terre Haute. Additionally, a small portion of the West Side of the Indianapolis MPO is located in the Crawfordsville District. The District meetings were held on September 6 at the district office complex, located near the intersection of I-74 and SR 231 in Crawfordsville. Forty-nine people were present for the afternoon meeting and another twenty-three attended the evening meeting.

Fort Wayne District:

The INDOT Fort Wayne District is located in northeastern Indiana. Its geographic area includes fourteen counties and small portions of three other counties: Blackford, Fulton and Jay Counties. The Fort Wayne MPO lies within this district, as does the eastern, Elkhart County portion of the Southbend/Mishawaka MPO. The district meetings were held on September 20 at the Auburn City Hall Council Chambers, 210 East 9th Street in Auburn, Indiana. Twenty-eight people were present for the afternoon meeting and another ten attended the evening meeting.

Greenfield District:

The INDOT Greenfield District is located in east central Indiana. The district's geographic area includes a little more than fifteen counties. There are four MPOs within the district: Anderson, Indianapolis, Kokomo and Muncie. The district meetings were held on September 5 in the Shelbyville City Hall Council Chambers, 44 West Washington Street in Shelbyville. Seventy-seven people were present for the afternoon meeting and another eleven attended the evening meeting.

LaPorte District:

The INDOT LaPorte District is located in northwest Indiana. The district's geographic area includes thirteen counties. The Northwestern Indiana Regional Planning Commission (NIRPC) serves as the MPO for the urbanized areas in Lake, Porter and LaPorte Counties. The St. Joseph County portion of the Southbend/Mishawaka MPO also lies within the boundaries of the LaPorte District. The district meetings were held on September 19 at the LaPorte District Offices, 315 East Boyd Boulevard in LaPorte. Sixty people were present for the afternoon meeting and another thirty-five attended the evening meeting.

Seymour District:

The INDOT Seymour District is located in southeastern Indiana. The district's geographic area includes eighteen counties and portions of five other counties: Morgan, Owen, Shelby Lawrence and Crawford Counties. The Bloomington MPO lies within the district, as does the southern, Johnson County portion of the Indianapolis MPO. The Indiana Counties of Clark and Floyd are also a part of the Louisville, Kentucky MPO.

The Seymour District meetings were scheduled for September 11, 2001. September 11 turned out to be a date that the United States came under attack by terrorist forces. The morning hours saw two jetliners crash into both World Trade Center towers in New York City; one jetliner crashed into the Pentagon in Washington, D.C. and another crashed into the countryside of Pennsylvania. The day evolved into general uncertainty. The FAA issued an order grounding all commercial and private air traffic. Airborne planes were ordered to land at the nearest available airport that could accommodate. A state of emergency existed.

It was against this backdrop that the decision was made to cancel both the afternoon and evening meetings for the Seymour District. The decision was made while the Planning Section's representatives were en route to Seymour to attend the meetings. Upon arrival, the Planning Staff was informed of the cancellations. The staff took the opportunity to drop off Executive Summaries and other materials related to the planned presentation of the draft Long Range Plan. Some District personnel were also given a quick briefing concerning the draft Long Range Plan.

Communication that day was difficult. Eighty-two people did not receive word of the cancellations and still managed to show up at the district offices. The District responded by inviting those people in and conducting informal sessions where information about agenda items was disbursed and questions about projects were answered.

Vincennes District:

The INDOT Vincennes District is located in southwest Indiana. The district's geographic area includes sixteen counties. The Evansville Transportation Study (EUTS), the MPO for the Evansville urbanized area is located in the district. The district meetings were held on September 13 at the Vincennes District Offices, 3650 South US Highway 41 in Vincennes. Fifty-four people were present for the afternoon meeting and another twenty-nine attended for the evening meeting.

MPO Presentations

Throughout September, October and November, representatives from the Long Range Transportation Planning Staff visited each of the MPOs, providing formal presentations of the draft Long Range Plan. The presentations included a detailed overview of INDOT's planning process and the plan's evolution. Part of the presentation included the distribution of copies of the plan's Executive Summary, the WEB address was identified where the plan could be accessed in its entirety, and excerpts of project listings for the MPO were also distributed. A question and answer period followed each presentation. The dates for each MPO presentation were as follows:

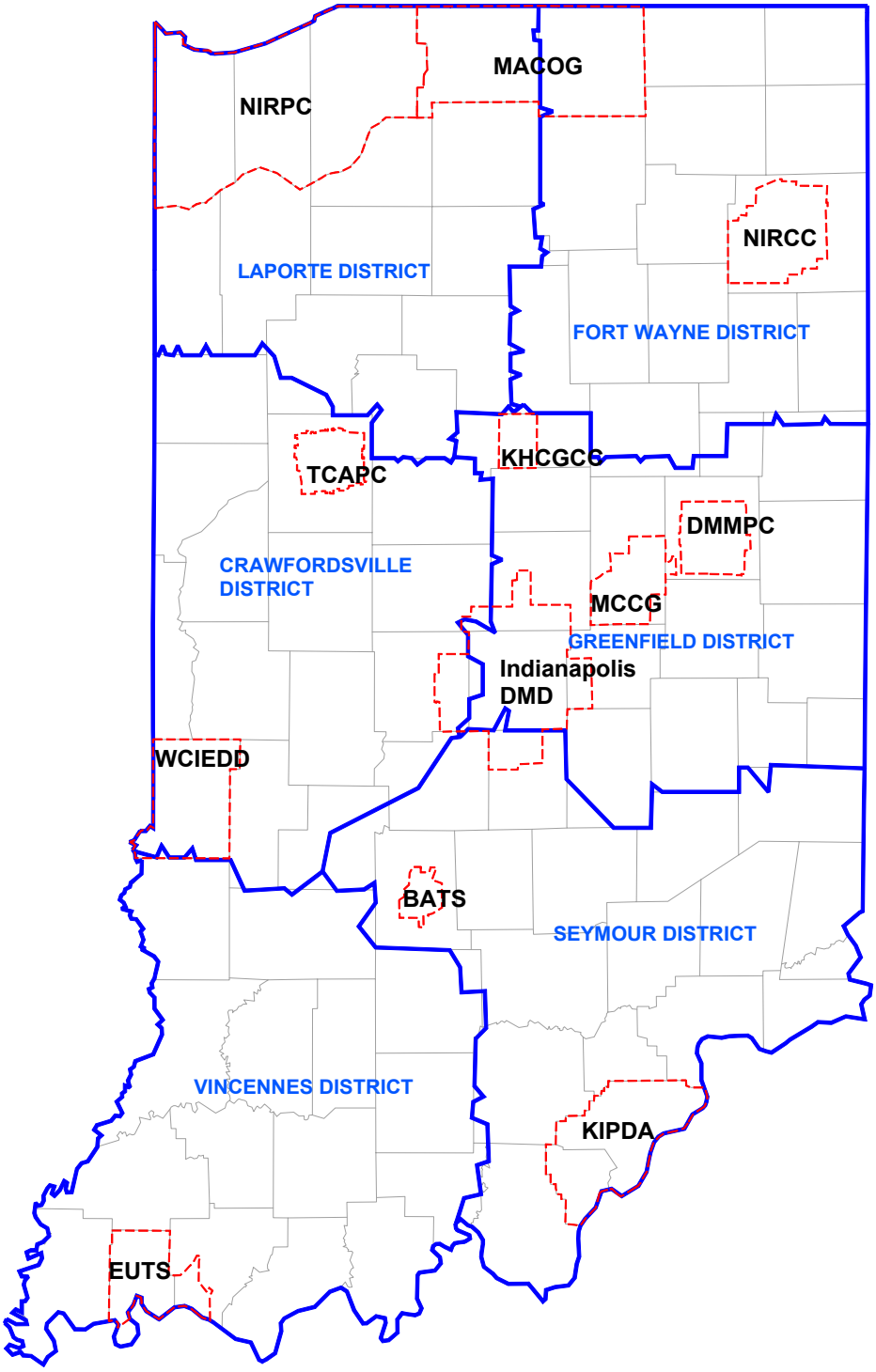
- Anderson: Madison County Council of Governments (MCCG) October 4, 2001
- Bloomington: Bloomington Area Transportation Study (BATS) November 9, 2001

- Evansville: Evansville Urban Transportation Study (EUTS) October 4, 2001
- Fort Wayne: Northeastern Indiana Regional Coordinating Council (NIRCC) November 6, 2001
- Indianapolis: Indianapolis Department of Metropolitan Development (DMD) November 1, 2001
- Kokomo: Kokomo/Howard County Governmental Coordinating Council (KHCGCC) October 3, 2001
- Lafayette: The Tippecanoe County Area Plan Commission (TCAPC) October 17, 2001
- Louisville, Kentucky: Kentuckiana Regional Planning & Development Agency (KIPDA) November 25, 2001
- Muncie: Delaware-Muncie Metropolitan Plan Commission (DMMPC) September 13, 2001
- Northwest Indiana: The Northwestern Indiana Regional Planning Commission (NIRPC) November 7, 2001
- South Bend/Elkhart: Michiana Area Council of Governments (MACOG) November 7, 2001
- Terre Haute: West Central Indiana Economic Development District (WCIEDD) October 4, 2001

Figure 3-1 on the following page is a map that depicts the Indiana Department of Transportation's six district boundaries and the location of the MPOs.

Figure 3-1

INDOT DISTRICT & MPO MAP



The District Meeting Presentations and Responses

Presentations of the draft Long Range Plan were made at each of the District Meetings. Questions and comments generated from the District Meetings can be condensed into four common themes: 1) fiscal concerns, 2) questions regarding the project development process, 3) multi-modal concerns and, 4) requests for copies of the draft Long Range Plan. The INDOT Hearing Section published a record of the District Meetings entitled, *INDOT District Meetings: September 2001.* The publication includes copies of the letters of invitation, the mailing lists, a listing of those in attendance at each District Meeting, copies of the presentations, and the written comments received by the Hearing Section.

1) Fiscal Concerns:

Several comments were made expressing concern over anticipated short-term reductions in both state and federal transportation revenues.

The response to this series of comments was that the plan is a long range planning tool and that INDOT will continue to monitor fiscal conditions and update the plan on a periodic basis, as may be warranted to address changing conditions. As this process is a long-term, 25-year effort, short falls in the near term may be offset by funding in excess of expectations in the longer-term future. The best available data on actual historic funding trends, as provided by INDOT's Division of Budget and Fiscal Management, was used to create and support the fiscal forecast.

2) Questions regarding the project development process:

Many individuals asked how they could influence the process of placing a project into the plan or getting projects deleted from the plan.

Representatives from both the Long Range Transportation Planning Section and the Program Development Division responded to these questions by providing information about INDOT's Program Development Process (PDP). The importance of the joint efforts between the District Offices, the Long Range Transportation Planning Section, planning partners such as the MPOs and RPOs and Program Development in their work on the annual "call for projects" and the annual fall public involvement meetings held throughout the Districts was also explained.

3) Multi-modal concerns:

A common theme was expressed over the need for multimodal transportation improvements to supplement the improvements to the highway system.

In response to multi-modal concerns, it was noted that the 1995 Multimodal Transportation Plan would be updated in the near future. That plan's update would better serve and focus on multimodal needs. It was also noted that INDOT, through its Division of Multimodal Transportation, has conducted an active program with a high-speed rail outreach effort, bicycle and pedestrian planning, and development of scenic trails. These efforts have been documented where possible in the 2025 Plan and will be addressed in greater detail in the upcoming update. In the upcoming Market Research Study, INDOT's 1995 policy plan multimodal goals and objectives will be updated and validated. Freight transportation issues will be investigated through stakeholder interviews and focus groups.

4) Requests for copies of the draft Long Range Plan:

There were frequent questions asking for copies of the draft Long Range Plan.

It was noted that due to funding limitations, INDOT has been relying upon the Internet to provide copies of the plan to the general public. INDOT was however developing a public distribution plan to make a hard copy of the Plan's Executive Summary more widely available. A limited distribution of the full report would be provided to the District Offices and planning partners both at the MPO and RPO organizations and at selected public libraries throughout the state. It was also stressed that the full version of the plan will be maintained on the INDOT web site.

Specific Revisions to the Plan Document

The public comment period for the draft Long Range Plan began on September 5, 2001 and ended on November 30, 2001. The draft plan was also published on the Indiana Department of Transportation's web site on September 5, 2001. The web site provided both e-mail and postal addresses for the user to submit his or her written comments to the Long Range Transportation Planning Section. In late July and early August 2001, draft copies of the Long Range Plan were distributed to INDOT's planning partners: the Federal Highway Administration, local Metropolitan Planning Organizations (MPOs) and regional planning organizations.

In response to comments and recommended improvements received during the public comment period, the District meetings and the MPO presentations, the Long Range Transportation Planning Section made nearly 150 changes to the draft plan. While many of the changes were of a typographical nature, at least twelve projects were added to the plan. The two largest of these were the Phase V (2020 to 2025) widening of I-74 from I-465 to SR 267 northwest of Indianapolis, and the widening of I-265 in the Louisville area. In an effort to improve the balance of costs relative to the forecasted funding and to meet the implementation needs of the MPOs relative to air quality issues, several projects were shifted from one time period to another. A segment of the Statewide mobility corridor system in the Lafayette MPO area was revised to reflect US 231 connecting to I-65 west of the suburban area. The net impact of the project level changes has increased the twenty-five year estimated project cost from $13.681 billion to $13.789 billion, an increase of $108 million. The following changes were made to the Long Range Plan is response to comments received:

Additions to Project Listing:

- Crawfordsville District: Long Range Plan ID # 721, I-65 Interchange modification at SR 28, estimated cost: $8,400,000

- Crawfordsville District: Long Range Plan ID # 739, I-74 added travel lanes from SR 267 to I-65 (west leg), estimated cost: $37,800,000

- Fort Wayne District: Long Range Plan ID # 724, SR 1 added travel lanes from Tonkle Road to Union Chapel Road, estimated cost: $20,700,000

- Fort Wayne District: Long Range Plan ID # 725, SR 14 added travel lanes from West Hamilton Road to Scott Road, estimated cost: $9,2000,000

- Fort Wayne District: Long Range Plan ID # 726, US 30 added travel lanes from O'Day Road to Flaugh Road, estimated cost: $7,800,000

- Fort Wayne District: Long Range Plan ID # 728, I-69 added travel lanes from I-469 to US 24, estimated cost: $32,800,000

- Greenfield District: Long Range Plan ID # 738, US 36 added travel lanes from Mt. Comfort Road to SR 234 to WCL of Fortville, estimated cost: $ 15,200,000

- Seymour District: Long Range Plan ID # 745, I-265 added travel lanes from I-64 to I-65, estimated cost: $50,000,000

- Seymour District: Long Range Plan ID # 735, SR 111 Added travel lanes from I-265 to Fairview Knob Road, estimated cost: $12,000,000

- Seymour District: Long Range Plan ID # 732, SR 64 added travel lanes from Marc Lane to West of I-64, estimated cost: $9,000,000

- Seymour District: Long Range Plan ID # 746, I-265 Added travel lanes from I-65 to SR 62, estimated cost: $27,000,000

- Seymour District: Long Range Plan ID # 741, I-64 added travel lanes from US 150 to I-265, estimated cost: $13,600,000

- Seymour District: Long Range Plan ID # 742, I-64 added travel lanes from SR 62/64 to US 150, estimated cost: $7,400,000

- Vincennes District: Long Range Plan ID # 736, SR 66 added travel lanes from 9th Street to State Street in Princeton, estimated cost: $9,480,000

- Vincennes District: Long Range Plan ID # 737, US 41 interchange modification at the King's Mine Road south of Princeton, estimated cost: $ 8,185,000

Changes to the Text:

- An Executive Summary that provides a brief overview of the document was added as a preface to the document.

- Chapter 2: A new heading entitled, "Access Management" has been added, accompanied with text.

- Chapter 3: Four new sections: *District Meetings, MPO Presentations, Comments from District Meetings and, Response to Comments* have all been added to the chapter to document comments and INDOT's response to comments.

- Chapter 4: A new section entitled, "Bicycle and Pedestrian Programs" has been added providing information concerning INDOT's bicycle and pedestrian programs. A new section entitled, "Indiana Ports Commission" has been added to provide an overview of the water borne mode to transportation.The chapter was also updated to include three up-to-date maps are included in the chapter, *1) Indiana aviation facilities, 2) public transit system locations and, 3) the current rail system*.

- Chapter 5: Air Quality Analysis has been updated. A new "Indiana Counties with Monitor Values Above the 8-Hour Standard" map has also been added to the text.

- Chapter 6, Figure 6-5: A new Corridor Hierarchy map has been inserted to reflect the changes in the Lafayette Metropolitan Area depicting US 231 connecting to I-65 on the west, suburban area of Lafayette. Other changes in Chapter 6 include modifications to the Statewide Mobility Connections map, the Systems Performance Chart and the addition of two, new systems performance bar charts for cities and metro regions.

- Chapter 7: The Corridor Planning Studies section has been updated, including the Environmental Impact Studies to the Figure 7-2.

- Chapter 10, Figure 10-1 and 10-2 have both been updated to address comments about preservation and expansion costs.

- Chapter 11: A new Figure 11-1 "Long Range Plan Projects 2000 – 2025" map was added to address comments received.

General Questions Received on the Plan:

1) Why does the plan list specific years in the project listing?

   In order to provide for phased plan development, normal transportation planning practices generally show proposed projects in broad, multi-year periods such as the five-year funding phases. Due to the long-range, macro-scale nature of a twenty-five year plan, the placement of a transportation improvement in the context of a series of multi-year phases is just about the extent of accuracy achievable in terms of project programming. However, due to the needs of the MPOs in placing expansion projects in differing air quality conformity analysis periods, INDOT is providing a specific year (ready-for-construction) for informational purposes. It is recognized by INDOT that many factors influence the specifics of implementation dates and that such specific dates will change. Therefore, the reader should use the broad, multi-year implementation phase for determining the anticipated time-frame the improvement would be made in.

2) When will the plan be updated?

   INDOT will use the Long Range Plan to drive the selection of expansion projects and the PDP process with its annual call for projects. The Plan will also be used to provide information to the MPOs to establish fiscal constraint on state jurisdictional projects that fall within the MPO's boundary. Therefore, the Plan update will be coordinated with the effort to provide this information to the MPOs. MPOs that fall within an air quality non-attainment and/or maintenance area are required to update their plans every three years. All other MPOs are required to update their plans every five years.

   Future plan updates will involve close coordination with INDOT's Executive Offices; the Division of Program Development; the Division of Budget and Fiscal Management; the Division of Fiscal Policy and Federal Affairs; the INDOT District Offices; the Federal Highway Administration; Indiana's Metropolitan Planning Organizations and; Regional Planning Organizations.

Summary

Over the past three years, INDOT has communicated the long range plan development process to state transportation professionals, local elected officials, and the public at MPO conferences and the Purdue Road School. In addition, comments were provided by local elected officials and the public in the Program Development Process. The MPOs provide local input in urbanized areas, and the NQI survey offers public opinion concerning conditions of the National Highway System in our region. Moreover, the Planning Assessment Study provided public participation in the form of focus groups and the futures symposium.

Chapter

4

INDOT 2000-2025 Long Range Plan

Multimodal Coordination

Overview

Although this plan focuses primarily on highways, mulitmodal considerations are a basic component of all corridor studies. In urban areas represented by an MPO, INDOT relies upon the cooperative and comprehensive planning process to evaluate multimodal considerations. For major inter-city corridors, the INDOT study process considers multimodal transportation issues in cooperation with our Division of Multimodal Transportation.

The 1995 Multimodal plan covered all transportation modes, and this chapter provides a brief update of changes in transportation modes completed since 1995. Summaries of various planning studies found below provide an update to the multimodal component of the 1995 plan.

Intermodal Management System

In 1995, INDOT began work on an Intermodal Management System which identified improvement strategies for the efficient transfer of goods and services between the more traditional single modes of transportation. The development of a management system was initiated by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) requirement for six statewide management systems. The intermodal management system was intended to provide a better understanding of the integration between modes of transportation and address the recent advances in market-based intermodal transportation services in reducing the cost of transportation services. In order to increase INDOT's understanding of the movement of passengers, goods and services, two advisory committees were established to provide policy guidance to the intermodal study. The freight subcommittee represented a wide range of transportation providers including railroad, trucking, maritime ports, pipeline, and air freight representatives in addition to specific commodity interests such as Indiana Farm Bureau, the United States Postal Service, the Petroleum Council and the coal industry. The passenger transportation subcommittee had representatives of passenger railroads, including high-speed rail interests, commuter rail, transit representatives, the AAA Hoosier Motor Club, and airline service providers. The advisory committees provided for the establishment of performance measures, the identification of intermodal deficiencies, and the development of improvement strategies and actions.

Intermodal Facilities

The Intermodal Management System (IMS) developed improvement strategies to address the highest ranking intermodal deficiencies. A major focus of the IMS was to improve the connectivity between the major intermodal facilities (airports, inter-city bus and passenger rail stations, commuter rail terminals, rail/truck transfer yards, port facilities and container freight transfer terminals) and the officially designated National Highway System. Two categories of intermodal facilities were identified, the facilities of National significance for inclusion into the national transportation system, and facilities of statewide significance for statewide planning purposes. The placement of an intermodal facility into each category is based upon criteria including passenger volume, airplane passenger enplanements, truck traffic volumes, and freight volumes (tonnage or twenty foot equivalent units).

Figure 4-1

Intermodal Facilities of National Significance

Facility Type	Facility Name
Airport (Passenger and Freight)	Indianapolis International
Airport (Passenger)	South Bend Michiana Regional
Airport (Passenger and Freight)	Fort Wayne International
Airport (Passenger)	Evansville Regional
Inter-city Bus	Tri-State Coach
NICTD Commuter Rail Station	Hammond
NICTD Commuter Rail Station	East Chicago
NICTD Commuter Rail Station	Gary Metro
NICTD Commuter Rail Station	Dune Park
Rail / Truck Intermodal	Indianapolis Avon Yard
Rail / Truck Intermodal	Fort Wayne Triple Crown
Ports	Burns International Harbor
Ports	Southwind Maritime Centre
Ports	Clark Maritime Centre
Ports	USX Steel

Figure 4-2

Intermodal Facilities of Statewide Significance

Facility Type	Facility Name
Airport (Passenger)	Purdue University, West Lafayette
Airport (Passenger)	Clark County
Airport (Passenger)	Eagle Creek Airpark
Airport (Passenger)	Elkhart Municipal
Airport (Passenger)	Monroe County
Airport (Passenger)	Anderson Municipal
Airport (Passenger)	Kokomo Municipal
Amtrak Station	Indianapolis
Amtrak Station	Hammond
Amtrak Station	South Bend
Amtrak Station	Elkhart
Amtrak Station	Waterloo
Amtrak Station	Lafayette
Amtrak Station	Garrett
Inter-city Bus Station	Indianapolis—Union Station
NICTD Commuter Rail Station	South Bend
Park N Ride	Indiana University—Bloomington
Ports	Inland Steel
Ports	LTV Steel
Ports	Newburgh Mulzer Stone
Rail / Truck Intermodal	Roanoke General Motors Facility
Rail / Truck Intermodal	Evansville CSX
Rail / Truck Intermodal	Hoosier Lift—Remington

Decision Support System and IMS Geographic Information System

The IMS provided for the development of a Decision Support System (DSS) which evaluated highway linkages to the intermodal facilities based on a series of performance measures. The primary two categories of performance measures were safety (accident rates) and mobility as measured by lost time (the difference between free flow highway speeds and congested highway speed). In addition, several non-access road performance measures were used to identify intermodal facility deficiencies and develop improvement strategies. These measures included access to alternative modes, ability to handle containers, population served within a 30 mile radius, frequency of transit access and truck and/or rail car loads generated.

The development of the DSS was based upon the TransCAD based geographic information system (GIS) and travel demand model. The IMS provided for the development of the GIS database with highway and rail networks and the intermodal transportation facilities representing transfer points between the modes. The IMS provided for the development of a TransCAD based routing system that allowed the use of the INDOT roadway inventory database for the highway system layer. This GIS layer with the imported roadway data allowed information such as traffic counts, number of highway lanes, roadway functional classification to be directly used in the computing of performance measures. In addition, rail data from the commodity flow research was used to develop the rail GIS layer.

Following the completion of the IMS, the DSS and the TransCAD GIS and travel demand model were used in additional INDOT transportation planning activities. The DSS performance measures framework for safety and lost time and the TransCAD based GIS are used in INDOT's Congestion and Safety Management Systems. In addition, the TransCAD GIS and modeling software was used in the Major Corridor Investment Benefit Analysis System to develop a Statewide Travel Demand Model.

Freight Travel and the Statewide Commodity Flow Model

The Intermodal Management System contained an analysis of statewide freight travel demand and truck and rail flows based upon commodity movements. This information was developed in a parallel research study conducted by the Indiana University Transportation Research Center entitled, *Transportation Flows in the State of Indiana 1997*. This report developed a series of models for estimating the production and attraction of 19 commodity groups for each of Indiana's 92 counties plus each state and international border crossing based upon data from the national 1993 Commodity Flow Census. Using modal share information from the 1993 census, commodity flows were assigned to highway trucking and rail freight modes. Special analyses were conducted to study maritime freight at Indiana port facilities and air freight operations including US Postal Service mail operations. This freight model was also used in the development of the Statewide Travel Demand model in the Major Corridor Investment Benefit Analysis System for truck travel.

Intermodal Management System Improvement Strategies

The IMS analysis found that the intermodal deficiencies in Indiana were less severe than in other states. The study found no constraints on railroad double-stack rail container movements and no significant deficiencies for trucking operations as identified by the Indiana Trucking Association. The analysis found most state residents (90%) can access commercial airports within an hour of travel. This level of accessibility was found to be

significantly better than in other states. Improvement strategies were identified for improvement of rail crossing safety both for freight and passenger access to intermodal facilities. The lack of capacity for passenger travel and parking spaces at the commuter rail intermodal facilities along the Northern Indiana Commuter Transportation District (NICTD) service area was identified. Following the completion of the IMS, INDOT increased funding for NICTD. The IMS also found strong support from the advisory committee for the transportation improvements providing opportunities for economic development. In particular, several opportunities for economic development were identified in improved intermodal access for the support of air freight operations at several Indiana airport terminals. The IMS led to the development of an intermodal facility access criterion that is used in INDOT's internal project prioritization process for the selection of transportation improvements to advance into the production scheduling process. Projects providing improved intermodal access are awarded a higher priority than those supporting only a single mode of transportation.

Aviation

Indiana is served by a well-developed aviation system. This system has been shaped over the years using federal, state and local resources. Each airport serves an identifiable role and interacts with the other facilities in measurable ways. The following section describes Indiana's existing aviation system.

Facilities: Indiana's existing aviation infrastructure includes over 115 public-use airports and close to 600 private-use facilities. Of the public use facilities, 69 are included in the Indiana State Aviation System Plan (ISASP) as being of "statewide importance." (See Exhibit 1) Approximately three-fourths of all Indiana's aircraft are based at "System Plan" facilities. Most of the facilities in the ISASP are also in the FAA's National Plan of Integrated Airport Systems (NPIAS). An airport's inclusion in both the ISASP and the NOIAS means that the facility is eligible for both FAA and State development funding.

Table 1. Indiana Aviation Activity

Activity	Based Airccraft	Aircraft Operations	Air carrier Enplanements
1990	4,150	2,458,872	3,831,272
1995	4,161	2,377,833	4,159,572
2000	4,599	2,307,841	4,941,812
2005	4,101	2,376,268	5,600,059
2010	4,198	2,440,796	6,346,245
2015	4,293	2,493,424	7,044,067

Indiana Pilots 1999	
Total	11,507
Students	1,965
Private	5,534
Commercial	2,144
Airline Transport	1,696
Misc. 1	166

NOTES: **1. Flight Engineers, ect.**
Sources: Indiana State Aviation System Plan
FAA Terminal Area Forecasts
Pilot database at www.landings.com

At present, Indiana has five airports that are classified as primary airports, or airports which enplane over 10,000 passengers per year. They are as follows: the Evansville Regional Airport, the Fort Wayne International Airport, the Indianapolis International Airport, the South Bend Regional Airport, the Purdue University Airport in West Lafayette, and the Gary-Chicago Airport beginning in FFY 2002. In addition, Indianapolis International Airport and Fort Wayne International Airport are qualified Cargo Service facilities as well.

Commercial service airports are facilities which enplane between 2,500 and 10,000 annual passengers. Currently, Indiana has no commercial service airports. Due to congestion at large hub airports such as Chicago O'Hare, low passenger volume flights from smaller cities are suffering because they are not as economically profitable for the airlines as the higher volume flights from larger cities.

Airports which do not receive scheduled airline service or which enplane fewer than 2,500 passengers annually are classified as general aviation facilities. General aviation airports service aviation needs other than military and commercial carrier including business flying, flight instruction, personal flying, agriculture spraying, aerial photography, etc. This category of airport is further broken down into two groups, including reliever airports and strict general aviation airports. Reliever airports are defined as general aviation airports in metropolitan areas which fulfill specific congestion relief functions. These facilities are intended to reduce congestion at large primary airports by providing general aviation pilots with alternative landing areas. Reliever airports also provide surrounding metropolitan and suburban areas with access to air transportation.

Indiana currently has a total of 9 reliever facilities. These facilities provide congestion relief for Chicago Midway Airport, Indianapolis International, and Standiford Field in Louisville, Kentucky. At present, Indiana's general aviation airports include: Clark County Airport in Jeffersonville, Gary Chicago Airport, Griffith-Merrillville Airport in Griffith, Eagle Creek Airpark in Indianapolis, the Downtown Heliport in Indianapolis, Indianapolis-Greenwood Municipal Metropolitan Airport in Indianapolis, Mount Comfort Airport in Indianapolis, and Terry Airport in Indianapolis. Hendricks County Airport – Gordon Graham Field, a new reliever facility for the Indianapolis area, is currently under construction near Danville (west of Indianapolis).

Airports which have fewer than 2,500 annual passengers and do not provide specific congestion relief functions are classified strictly as general aviation facilities. General aviation accounts for the majority of all civil aircraft throughout the nation and in Indiana. The remaining state systems plan facilities fall under this category. Exhibit 1 includes a map detailing ISASP airport locations and classifications.

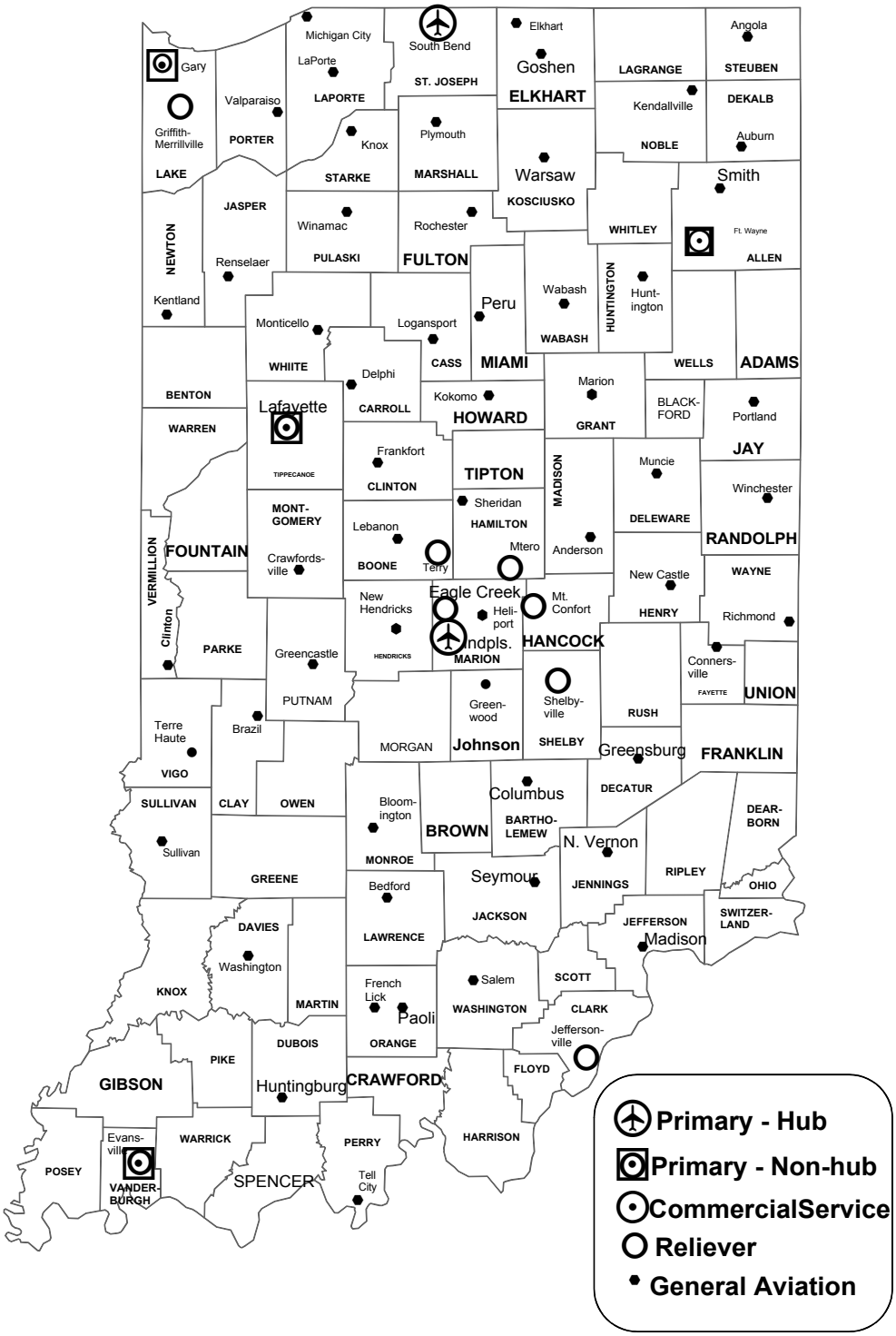
Airport Access: The FAA's NPIAS planning guidelines recommend that population centers should have adequate access to a suitable aviation facility. Adequate access is defined as a thirty-minute driving time (20 miles) to a facility that meets the community's needs. Nationally, the NPIAS estimates that over 97% of the population of the United States lives within twenty miles of a NPIAS airport. In Indiana, an estimated 98% of the population resides within a twenty-mile radius of an ISASP facility.

Runways: Indiana's public-use runway facilities have grown in length. The state now has over 30 airports with runways over 5,000 feet in length, making them capable of accommodating many of the business jet aircraft.

Economic Impact: According to the Aviation Association of Indiana, the total 1999 economic impact of Indiana's airports was more than $4.2 billion. Additionally, more than 17,300 people are employed at Indiana Airports.

Exhibit I Indiana Aviation Facilities

Airports in Statewide Aviation System Plan



Indiana State Aviation System Plan Goals: Given the size and composition of Indiana's aviation infrastructure, the Indiana Department of Transportation Aeronautics Section must work to ensure a total fulfillment of safety standards and the promotion of an environment which ensures sustained airport development for current and future needs. Aviation planning goals of the Indiana Department of Transportation focus on the safety, preservation, and congestion of the aviation system and air travel demands. Specifically, the aviation planning goals are as follows:

- To develop, preserve, and enhance an airport system which is safe and reliable and meets the current and future air travel demands of all of Indiana's citizens, those doing business within the State and visitors to the State.

  Preservation and enhancement should focus on maximizing the use of federal and state airport development funds.

  Preservation and enhancement of the capacity of our existing airport system should occur without creating or intensifying competition between existing individual facilities.

  Airport pavements should be maintained to a minimum service level depending on the classification of the airport.

  Airport utility should be maintained or enhanced to meet instrument approach capabilities depending on the classification of the airport.

- To promote aviation safety through the fulfillment of State Statutory Obligations.

  All private and public-use landing facilities (airports, heliports, ultralight flightparks, and sea-plane bases) are to be inspected and/or certified as required under 105 IAC 3-3. Through this inspection process, the Aeronautics Section strives to maintain a high level of safety within the aviation system.

  All tall structures which fall under the Indiana Regulation of Tall Structure, I.C. 8-21-10, are to be processed for permits. This is to provide for the safety, welfare and protection of persons and property in the air and on the ground, while maintaining electronic communications within the state.

- To provide adequate airport access to all of Indiana's population.

  All Indiana citizens should be within 30 minutes (20 miles) of an Indiana State Aviation Plan airport.

Airport Improvement Funding: The primary purpose for developing a State System Plan, and maintaining the information that supports it, is to provide information to policy makers for the purpose of guiding public investment decision-making. The System Plan serves as an eligibility guideline and as a long-term advance view of capital development needs. It provides a snapshot of the health of the entire system. This snapshot allows policy makers to identify which geographic regions and airport facilities are experiencing growth, as well as to prevent any surprises for airport construction needs related to capacity shortfalls or over usage of facilities. Capital spending plans to meet the needs of Indiana's aviation infrastructure is accomplished through the development of a Capital Improvement Program.

The basic purpose of the Airport Capital Improvement Program (CIP) is to create an airport specific, short-term listing of development needs and projects. This listing is used to identify project costs and to match state and federal financial resources to construction projects according to state and federal development priorities.

Airport Development Funding Sources

Airport development funds represent a combination of federal, state and local resources. The federal program is the largest, and local resources come from the most diverse sources. While all levels of government are involved in funding airport development projects, by far the largest source of funds is derived from excise taxes on aviation activity. In other words, the users of the system pay for its operation, upkeep, and development.

Federal Funding Sources: Federal funds make up the largest source of funds for airport development in Indiana. The Airports and Airway Trust Fund is the mechanism that funds the Federal Aviation Administration's Airport Improvement Program. The trust fund is supported by excise taxes levied on airline tickets, non-commercial aviation fuels, airfreight shipments and departing international airline passengers.

The National Priority System: One of the factors that influence an airport's ability to obtain federal funding is the FAA's National Priority System. The objective ranking system for federally funded projects prioritizes six general categories; *Safety and Security Projects, Preservation Projects, Standard Projects, Upgrade Projects, Capacity Projects, and New Airport Construction.*

Three basic types of federal funds are available for airport construction from the Airport Improvement Program (AIP). These fund types include entitlement funds, state apportionment funds, and discretionary funds. The category of funding for which an airport applies is determined by activity levels. AIP grants are normally issued for 90% of the project cost while the state and local participants provide 5% each.

Entitlement Funds: All primary airports receive entitlement funds based on the number of passengers enplaned at their facilities. The minimum entitlement amount is $1.0 million. If an airport elects to use entitlement funds for projects with low scores in the National Priority System, they may jeopardize any chance at obtaining discretionary funds that fiscal year.

General Aviation entitlements have been created by the recent Aviation Investment and Reform Act for the 21st Century (AIR-21) legislation. This entitlement is allocated to all general aviation airports meeting FAA eligibility requirements and included in the NPIAS, beginning in FY 2001. Funding amounts have been set at $150,000 per year or 1/5 of the eligible costs as listed in the NPIAS, whichever is less. The total appropriated amount in the National Airport Improvement Program must reach $3.2 billion before the program funds general aviation entitlements.

Although INDOT administers matching grants (usually 5%) to these entitlements, the actual federal grant portion goes directly to the receiving airport, and is not administered through INDOT.

State Apportionment Funds: Airports eligible for state apportionment funds include commercial service airports and general aviation airports. Currently, state apportionment funding levels are at approximately $4.9 million annually.

Discretionary Funds: All eligible airports must compete for discretionary fund grants on a nationwide basis with all other airports. Although the FAA uses the National Priority System to help evaluate projects, whether or not a project is selected for discretionary funds occurs at the option of the FAA. Requests for Airport Improvement Program dollars greatly exceed the amount of available federal funds.

State Funding Sources: The State of Indiana also provides funds for airport development. State airport development funds are derived from the Indiana General Fund and the Build Indiana Fund, and are administered through the Aeronautics Section of INDOT. Unlike Indiana's public transit and railroad programs, which derive funding either from state sales tax, gasoline taxes, or other dedicated sources, there is no dedicated revenue source for aviation system development or infrastructure investment. General Fund and Build Indiana Fund (BIF) appropriations are made by the Indiana General Assembly and are the two primary funding mechanisms. These sources fund the State Matching Grant program and the State/Local grant program. An Airport Revolving Loan program has been created by the legislature but has never received any funding.

The State Matching Grant program provides for matching federal grants. Grants are issued under this program to provide a matching share for grants under the Federal Airport Improvement Program. The State/Local Grant program is used to fund projects for which federal funds are not available, and this program matches at a rate of 50% state funds to 50% local funds. Projects in the State/Local program are selected by state priority system, which emphasizes safety and preservation. Biennial expenditures for the State/Local matching program have historically been approximately $2 million.

Local Funding Sources: Even though federal and state aid make up a substantial portion of the total investment in aviation infrastructure, a significant portion of the total investment is made by local airport sponsors

Future Aviation Needs

Federal and State Funding: One of the difficulties in planning for aviation infrastructure development is the lack of consistent multi-year funding programs on both the federal and state levels. The passage of AIR-21 took the first step toward multi-year funding, but it has significant gaps. It contains language to encourage the appropriation of all funds authorized each year, but it does not require or guarantee that this will occur. Additionally, it expires in 2003. Several provisions of AIR-21 depend on the ability of Congress to fully fund the authorized amounts, including the GA Airport Entitlements. However, there is no guarantee that this will occur.

The same difficulties that exist in consistent multi-year funding at the federal level also exist at the state level. Aviation infrastructure is funded out of General Fund appropriations by the Indiana General Assembly. This means that a new request must be made each biennium for funding the State Matching Grant program and the State/Local program. Aviation is the only mode of transportation that does not have a dedicated source of funds for development. All other modes are able to access the state gasoline tax or the state sales tax to fund permanent development accounts. Because of unpredictable federal and state funding amounts, INDOT and the FAA employ a 5-year planning period for airport development projects.

Future Project Requests: According to the FAA NPIAS, 5-year capital development costs for Indiana airports are estimated to be approximately $794 million. Additional major improvements are being requested by both Indianapolis International Airport (midfield terminal) and Gary/Chicago (terminal and runway extension). If these projects are included, total needs for Indiana airports exceed $1.98 billion.

Some of the more prominent projects identified in airport master planning efforts at some of Indiana's primary airports include the following:

South Bend-Michiana Regional Airport shows a need for additional terminal and cargo area ramp construction, a runway extension and a roadway relocation.

Purdue University Airport shows a need for a new terminal building, expansion in general aviation aprons, taxiway extensions, an access road, a parallel runway, and radar service.

Fort Wayne International Airport shows a need for a perimeter road, taxiway construction, a relocated tower, de-icing pads, and a runway extension.

Gary/Chicago Airport is suitable to be a third major airport serving the Chicago area, but needs runway extensions, a new terminal and other infrastructure to meet that demand.

Indianapolis International Airport requires a new midfield terminal and associated facilities, as well as an additional runway.

If an when High Speed Rail becomes a reality in Indiana, these primary airports can serve as appropriate multi-modal facilities at which to locate the stations. Otherwise, convenient links to these facilities will be necessary.

Another cost identified for Indiana airports involves accessibility. A major goal for the Indiana State Aviation System Plan as a whole is to improve safety and accessibility to airports under poor weather conditions. Cloud base altitudes and visibility minimums at which a given airport should be able to safely accommodate air traffic are identified in the Indiana Approach Procedures Assessment. An estimated $2.1 million in establishment costs is needed to reach these target instrument approach capabilities.

Summary

Despite Indiana lacking consistent or dedicated funds for airport development, the State has succeeded in maintaining a strong aviation system. As congestion at major hub airports worsens, it is more important than ever to plan for the future. To ensure a continued functional, safe and efficient transportation system for Indiana, the aviation mode must be adequately developed and enhanced.

Bicycle and Pedestrian Programs

Bicycle and pedestrian facilities are gradually becoming a meaningful part of the transportation network in Indiana. Valued for their potential health benefits and positive effects on air quality, walking and bicycling now represent the chief non-motorized forms of transportation available for both utilitarian and recreation purposes. As alternate modes of travel, facilities for walking and/or bicycling are effective means of attaining social, environmental, land use and energy conservation goals.

Planning for bicycle and pedestrian facilities is a relatively new function within the Indiana Department of Transportation. Historically, most bikeway and pedestrian-related planning has been conducted at the local level in Indiana. Under ISTEA however, a shift began to take place where INDOT, in coordination with non-motorized transportation stakeholders, began to focus more resources towards the planning and development of non-motorized transportation infrastructure. INDOT's policy towards bicycle and pedestrian transportation grew out of a joint coordination effort between the Indiana Department of Commerce, the Indiana Department of Natural Resources (DNR), the Indiana Bicycle Coalition and the Hoosier Rails-to-Trails Council. After careful deliberation, the following policy statement emerged from the coordination effort:

> *"INDOT will support non-motorized modes of travel as a means to increase system efficiency of the existing surface transportation network, reduce congestion, improve air quality, conserve fuel and promote tourism benefits. INDOT will work to remove unnecessary barriers to pedestrian and bicycle travel."*

The Indiana Trails 2000 Program is a comprehensive effort by the Indiana DNR to define linear recreation corridors throughout the state. The mission of the program is "to provide direction for trail development efforts in Indiana at the local, regional and state levels." The state trails plan is intended to be a resource that is useful not only to DNR, but also to other agencies and trail advocates. According to the DNR, the plan is not a trail users guide, but rather a guide for trail providers developed by trail users.
The planning process began in January of 1993. Through a series of meetings and mailings, members of the planning group developed and prioritized goals and objectives for the state trails plan. Participants in the program included a wide array of interest groups and enthusiasts. Among those attending meetings and helping to form alternatives and recommendations to benefit trail groups were: 4-wheel drive riders,

equestrians, bicyclists, off-road motorcyclists, snowmobilers, all terrain vehicle riders, water trail users, users with disabilities, hikers and walkers, environmentalists and conservationists, and local park/recreation agency representatives. The goals identified by the Trails 2000 Program read as follows:

- Acquire more land for trail use;
- Develop trail networks which allow for multiple uses and promote alternative transportation;
- Set and adhere to trail design, construction and maintenance standards;
- Provide information on trail systems; and
- Ensure long-term management planning.

The final report Indiana Trails 2000, was released in June of 1996. State trails planners also participate with INDOT in bicycle-pedestrian policy and strategy formation and serve on the interagency committee. As a means to reinforce the efforts of both agencies to improve bicycle and pedestrian transportation in the state, it is INDOT's intention to increase cooperation with the Department of Natural Resources where mutual interests in bicycling and pedestrian activity exist.

Indiana Port Commission

The Indiana Port Commission was created by act of the General Assembly in 1961 and is charged with promoting the agriculture, industrial and commercial development of the state through the establishment of port facilities upon Indiana's navigable waterways and developing and marketing a statewide network of Foreign-Trade Zones.

Indiana's port system is comprised of three public facilities: Burns Harbor; Southwind Maritime Centre and the Clark Maritime Centre. Indiana's International Port at Burns Harbor on the Lake Michigan shoreline in Porter County was dedicated in 1970. Southwind Maritime Centre on the Ohio River, just east of Mt. Vernon, Indiana, began operations in 1976. Clark Maritime Centre, in Clark County also on the Ohio River, opened in 1985.

The Indiana port system provides major intermodal terminals for commodity movements, combining waterborne modes with highway and rail access. Industrial sites have been developed at each port for the location of firms directly engaged in marine transportation or for those firms seeking proximity to multi-modal terminal facilities.

The Indiana Port Commission maintains an internet web site at http://www.portsofindiana.com which provides information on the Indiana port system.

Public Transit

The state's role in public transportation has undergone subtle changes since the passage of the Indiana Urban Mass Transportation Act in 1965, the first legislation that addressed public transit in Indiana. Since that time the state has changed from an earlier emphasis on providing technical assistance to existing transit agencies to encouraging improvement in system productivity through adjustments in allocating the state's grant program. Indiana does not have a state owned and operated public transit system. All of the systems are either owned or controlled by local units of government, which are solely responsible for making all operating decisions. The state's major function is to distribute financial assistance, manage grant programs, and provide technical assistance and planning support.

State transit policy has traditionally been set by the Indiana General Assembly and has been in response to changes in federal policy. State policy has been limited to municipally owned bus and commuter rail transit services, and to a lesser extent for specialized transit provided by social service agencies.

The Indiana Department of Transportation (INDOT) Public Transit Section's mission is to improve personal mobility and quality of life through the preservation and enhancement of passenger transportation systems. This mission is carried out through the following objectives:

1. Improve access to employment, services, education, and recreation for all Indiana citizens.
2. Increase modal choices through high occupancy, shared-ride travel options to provide every community with a broad range of transportation options.
3. Support affordable modal choices for all Indiana citizens.
4. Encourage energy conservation.

This document, a section of the INDOT 2025 Transportation Plan, will describe the public funding history of transit in Indiana, provide an overview of the status of public transit in Indiana today, and plans for the future.

A Brief History of Public Transit in Indiana

As mentioned in the Introduction, the first piece of transit-related legislation passed by the Indiana General Assembly in 1965 was the Indiana Urban Mass Transportation Act. This legislation enabled communities to form independent property taxing districts to maintain and improve transit services. The Act was also significant in that it set the framework in which state government viewed public transit for the next decade; namely, that transit was a local concern that needed to be addressed with local resources.

In 1975 the state became directly involved in local public transportation through recommendations from the Indiana Mass Transportation Study Commission of the General Assembly. Actions taken included providing matching funds for federal funding and establishing the Division of Public Transportation to manage the program and provide technical assistance to localities interested in improving or establishing transit service.

The Institute for Urban Transportation (IUT) at Indiana University, Bloomington, staffed the state program under contract with the Governor's Office. Known as the Indiana Mass Transportation Improvement Project, IUT focused on helping municipalities apply for a growing source of federal funds and limited state assistance to recapitalize aging transit

fleets and to offset operating losses. At this time the state matching grant program received an annual appropriation of $2 million from the state's General Fund.

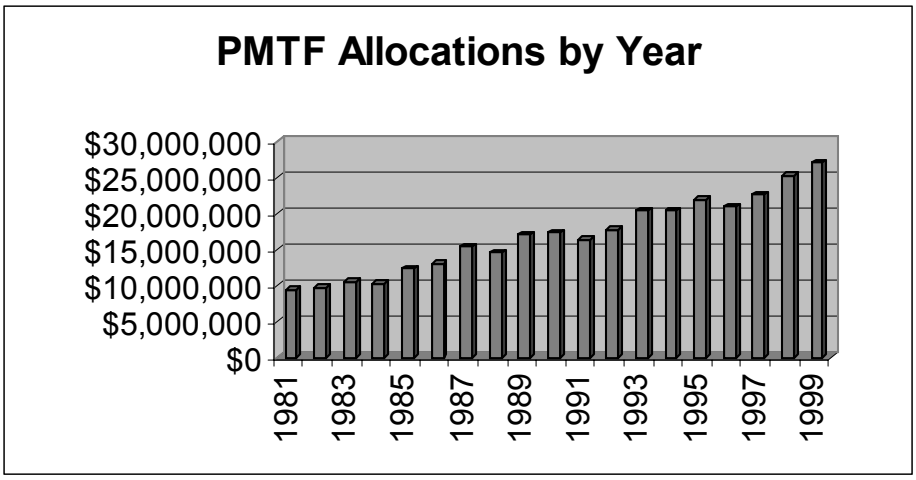
In 1978, Congress passed a new grant program for small cities, towns, and counties patterned after its program to larger cities; and states were required to manage the program on behalf of these smaller systems. In response, the Indiana General Assembly appropriated state funds in state fiscal year 1979 to staff a Division of Public Transit within the State Planning Services Agency.

The Public Mass Transportation Fund

In 1981, the General Assembly created the Public Mass Transportation Fund (PMTF). This fund came from a dedicated portion (0.76%) of the state sales tax, and more than doubled the state's annual appropriation to transit. At the time, Indiana was one of only a few states that had dedicated funding. This was no small achievement given the state's predominantly rural composition and long standing policy that transit was a local issue.

The following chart illustrates the amount of funding the PMTF has provided since its beginning in 1981. The percentage of revenue the PMTF provides to transit system has risen from 18% in 1981 to 26% in 1998.

Figure 4-3



The PMTF remained a federal matching grant program, with most of the assistance going to the bus systems in the state's major urban areas; and to the Northern Indiana Commuter Transportation District, which subsidized the South Shore commuter rail service between South Bend and Chicago. This additional state funding, coupled with a growing federal program, fostered the emergence of new state supported transit systems; increasing the number from 18 public systems in 1980 to 31 by 1985.

However, from 1986 to 1994, federal funding for transit decreased dramatically while the PMTF continued to grow. These federal reductions prompted the state to impose a moratorium on adding new systems to the PMTF (at this point Indiana had 32 transit systems). During this period INDOT also developed a performance-based formula for distributing assistance. The formula attempted to strike a balance between encouraging improved productivity and fiscal self-reliance.

In 1996, INDOT carried out an in-depth study of the PMTF Allocation with the objective to create a rational and equitable mechanism for the distribution of state operating assistance to public transit providers in the state. The objective was accomplished through an extensive process involving the affected transit systems and a steering committee to direct and fine-tune the study to the specific elements of the formula. The final recommendations reward the transit systems that are best serving their customers and providing cost-effective service to their communities, and provide incentives and time for all systems to improve. The resulting PMTF formula is summarized as follows:

1) The formula provides a set-aside to the Northern Indiana Commuter Transportation District (NICTD) of 12.34%.

The decision to fund NICTD separately resulted from concern that it was not reasonable to compare motor bus transit systems to commuter rail service. This set-aside does not provide NICTD with any more money than they would receive by being included in the formula. It also allows for a more rational peer-based performance comparison among the rest of the transit systems.

2) The remaining 87.66% of the total allocation is then distributed to the motor-bus transit systems. These systems are divided into four peer groups: Large fixed-route, Small fixed-route, Urban Demand Response and Rural Demand Response systems. PMTF funds are allocated to each group based on the group percentage of total operating expenses. See the following section, Public Transportation Statistics for a description of the peer groups.

3) Funding is allocated within each group based on performance, as follows:

   - 1/3 Passengers per Operating Expense, measured as passengers carried divided by operating expense, weighted by passengers

   - 1/3 Miles per Operating Expense, measured as total vehicle miles operated divided by operating expense, weighted by total vehicle miles

   - 1/3 LDI per Operating Expense, measured as locally derived income (LDI) divided by operating expense, weighted by LDI*

     * **Locally Derived Income** consists of: 1) System revenue, including fares, charter, advertising and all other auxiliary and non-transportation revenues; 2) Taxes levied by, on behalf of, the transit system, and 3) Local cash grants and reimbursements including local general fund, unrestricted state/federal funds (i.e., federal funds eligible to match Section 5311 funds), property, local option income, license excise and intangible taxes, bank building and loan funds, local bonding funds, and other locally derived assistance. *LDI does <u>not</u> include contra-expenses, (e.g. expense refunds such as motor fuel tax), or in-kind volunteer services.*

4) The formula imposes an allocation cap, limiting PMTF funding for each system to 50% of actual operating expense. The operating expense is not the three year average as used in the remainder of the formula. Instead, the cap compares current PMTF funding (for example, for CY 2000), to the actual operating expense reported for a single year two years prior (in this example, 1998). Typically, data from two years prior is the most current data available. Funds released due to the imposition of the cap are reallocated within the system's

group, based on each non-capped system's allocation as a portion of the group allocation.

5) The phase-in of the new formula over 6 years gradually replaces current funding with the revised formula. Funds for "new systems" are distributed consistent with the phase-in, that is, 10 percent of the "earned amount" in year 1, 30 percent in year 2, etc. The phase-in is as follows:

1998: 90 percent of available PMTF funding is distributed based on the 1997 percent of total PMTF funding allocated to each transit system, with 10 percent distributed according to the new formula (except where the administrative cap applies).

1999: 70 percent based on current percent, 30 percent new formula.

2000: 50 percent based on current percent, 50 percent new formula.

2001: 30 percent based on current percent, 70 percent new formula.

2002: 10 percent based on current percent, 90 percent new formula.

2003: 100 percent new formula.

The purpose of the new formula is to "reward" systems for increasing ridership, keeping operating expenses minimal, and providing substantial locally derived income. PTS project managers are responsible for tracking these statistics and assisting the operator as problems or concerns arise.

Public Transportation Statistics

As of 2001 there were 48 public transit systems providing service in Indiana. These systems represent a wide array of service delivery characteristics such as fixed-route, demand response, and electric rail service. The transit systems are divided into 4 Peer Groups that are distinguished by total vehicle miles, whether the service operates in an urbanized or non-urbanized area, and the proportion of fixed-route compared to demand response service.

Peer Group One: Large Fixed-Route Systems includes large fixed route systems that operate an average of more than one million total vehicle miles per year, with more than 50 percent of the total vehicles miles operated in fixed route service. Those systems are:

Figure 4-4a

Peer Group 1	Fort Wayne	Citilink (Fort Wayne Public Transportation Corporation (PTC))
	Lafayette	Citybus (Lafayette PTC)
	Gary	Gary PTC
	Indianapolis	IndyGo (Indianapolis PTC)
	Evansville	Metropolitan Evansville Transit System (METS)
	Muncie	Muncie Indiana Transit System (MITS)
	South Bend	Transpo (South Bend PTC)

Peer Group Two: Small Fixed Route includes small fixed-route systems that operate less than one million total vehicle miles per year, with more than 50% of the total vehicle miles operated in fixed route service. Those systems are:

Figure 4-4b

Peer Group 2	Bloomington	Bloomington Transit (Bloomington PTC)
	Anderson	City of Anderson Transit System (CATS)
	Columbus	Columbus Transit
	East Chicago	East Chicago Public Transit
	Hammond	Hammond Transit
	Marion	Marion Transportation System
	Michigan City	Michigan City Municipal Coach Service
	Richmond	Rose View Transit
	Southern Indiana (Louisville Urban Area)	Transit Authority of River City (TARC)
	Terre Haute	Transit Utility for the City of Terre Haute

Peer Group Three: Urban Demand Response Systems operate in urbanized areas with populations greater than 50,000. Fifty percent or more of their total vehicle miles are operated in demand response or deviated fixed-route service.

Figure 4-4c

Peer Group 3	Kokomo	First City Rider/Kokomo Senior Citizen Bus
	Goshen	Goshen Transit Service/The Bus
	Elkhart	Heart City Rider/The Bus
	Lake County Equal Opportunity Council (LCEOC)	LCEOC TransAction
	TradeWinds Rehabilitation Center	Trade Winds

Peer Group Four: Rural Demand Response Systems include transit systems in urban areas with populations less than 50,000 and rural countywide and multi-county (regional) systems with varying population sizes. These systems operate 50% or more of their total vehicle miles in demand response or deviated fixed-route service.

Figure 4-4d

Peer Group 4	Johnson County	ACCESS Johnson County
	Kankakee-Iroquois Regional Planning Commission (KIRPC)	Arrowhead Country Public Transportation
	Cass County	Cass Area Transit
	Dearborn County	Dearborn County Transit
	Franklin County	Franklin County Public Transportation
	Fulton County	Presently unnamed start-up
	Harrison County	Blue River Services
	Huntingburg	Huntingburg Transit System
	Huntington County	Presently unnamed start-up
	Kosciusko County	Kosciusko Area Bus Service (KABS)
	Mitchell	Mitchell Transit System
	New Castle	New Castle Community Transit System
	Noble County	Presently unnamed start up
	Orange County	Orange County Transit Services
	Plymouth	Rock City Rider
	Monroe County	Rural Transit
	Seymour	Seymour Transit
	SIDC (Southern Indiana Development Commission)	Presently unnamed start-up
	Bedford	Transit Authority of Stone City (TASC)
	Madison County	Transportation for Rural Areas of Madison (TRAM)
	LaPorte	TransPorte
	Union County	Union County Transit Service
	Vincennes-Knox County	VanGo
	Wabash County	Wabash County Transit
	Washington	Washington Transit System
	Waveland	Waveland Volunteer Transit

The remaining public transit system is the **Northern Indiana Commuter Transportation District** which provides commuter rail service between South Bend, Indiana, and Chicago, Illinois. Because commuter rail operations are inherently different from bus and demand response services in terms of ridership and cost and revenue, NICTD was not included in the peer groups. See the following page for a state map showing current public transit systems.

Ridership and Revenues on public transit systems in Indiana on average have been increasing since 1996, as have total system revenues. The graphs below illustrate this:

Figure 4-5a

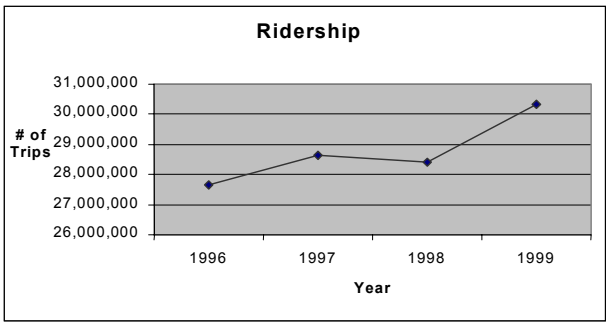


Figure 4-5b

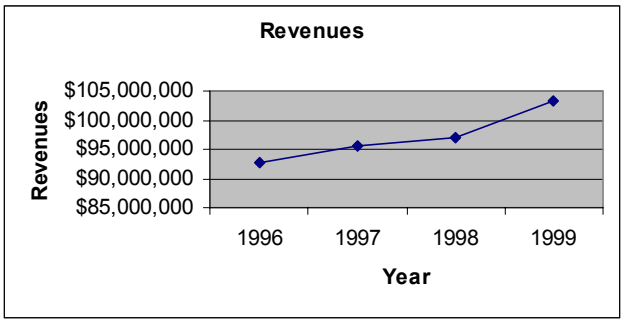
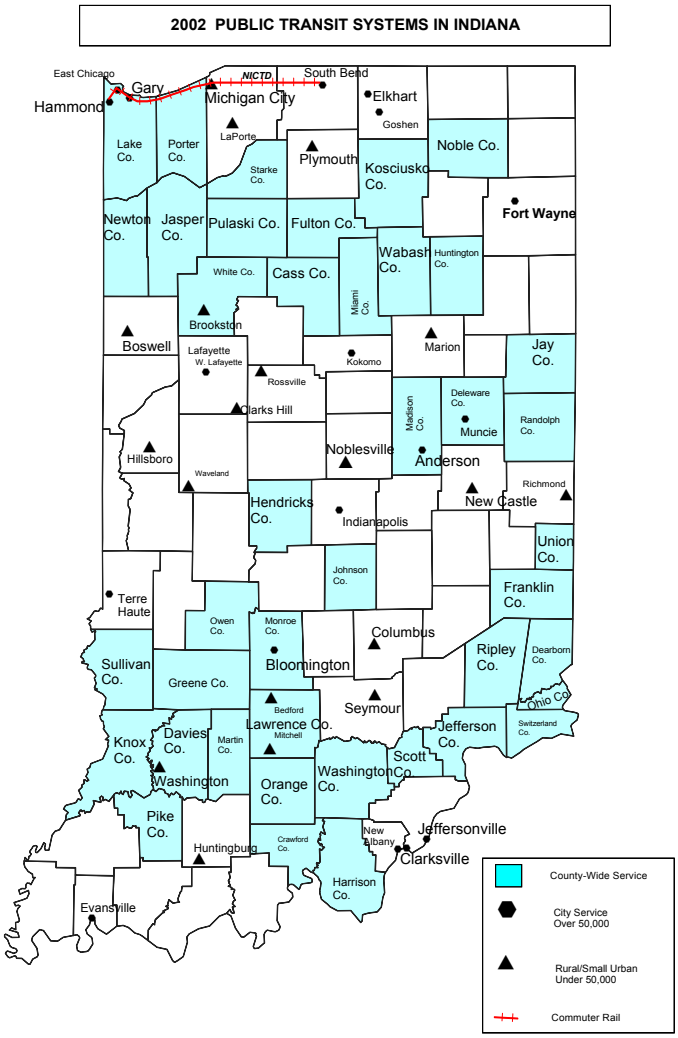


Figure 4-6



Specialized Transit

The Specialized Transit Program (Section 5310) at INDOT is a federal grant program designed to improve mobility for the elderly and persons with disabilities. Funding provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas - urbanized, small urban, and rural. The program requirements include coordination among those recipients of federal and state programs and services in order to make the most efficient use of federal resources.

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons. The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity. The total amount of federal money spent in Indiana for this program has increased to well over one million dollars annually; and INDOT continues to receive more requests for vehicles every year than can be funded with our annual allocation. The TEA-21 has indicated the following funding levels for this program through the life of the bill.

TEA-21 Federal Funding

Figure 4-7

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY – FEDERAL TRANSIT ACT OF 1998 (Includes Technical Amendments) (June 4, 1998)

(Excludes New Starts, Bus, Research, Planning, Clean Fuels, and Job Access)

(Includes additional General Fund authorizations - Section 53338(h))

STATE/ URBANIZED AREA	PROGRAM	FY 2000	FY 2001	FY 2002	FY 2003	Total
Anderson, IN	Urban Formula	$646,893	$696,563	$745,980	$795,852	$2,885,288
Bloomington, IN	Urban Formula	$965,323	$1,039,442	$1,113,185	$1,187,606	$4,305,556
Chicago, IL-Northwestern IN	Urban Formula	$10,199,646	$10,982,797	$11,761,968	$12,548,302	$45,492,713
Chicago/Northwest Indiana	Fixed Guideway Mod.	$8,127,405	$8,496,172	$8,846,207	$9,257,519	$34,727,303
Elkhart-Goshen, IN	Urban Formula	$967,498	$1,041,785	$1,115,694	$1,190,283	$4,315,260
Evansville, IN-KY	Urban Formula	$1,792,283	$1,929,898	$2,066,815	$2,204,989	$7,993,985
Fort Wayne, IN	Urban Formula	$1,984,274	$2,136,630	$2,288,213	$2,441,189	$8,850,306
Indianapolis, IN	Urban Formula	$9,357,405	$10,075,887	$10,790,718	$11,512,120	$41,736,130
Kokomo, IN	Urban Formula	$651,444	$701,463	$751,228	$801,451	$2,905,586
Lafayette-West Lafayette, IN	Urban Formula	$1,295,109	$1,394,550	$1,493,486	$1,593,331	$5,776,476
Louisville, KY-IN	Urban Formula	$561,371	$604,474	$647,359	$690,637	$2,503,841
Muncie, IN	Urban Formula	$952,068	$1,025,170	$1,097,901	$1,171,300	$4,246,439
South Bend-Mishawaka, IN-MI	Urban Formula	$2,055,922	$2,213,780	$2,370,836	$2,529,336	$9,169,874
Terre Haute, IN	Urban Formula	$732,663	$788,918	$844,888	$901,372	$3,267,841
Statewide	Elderly & PWD	$1,567,146	$1,695,963	$1,824,126	$1,953,467	$7,040,702
Statewide	Non-urbanized Formula	$5,962,678	$6,445,272	$6,925,413	$7,409,969	$26,743,332
Indiana Total		$47,819,128	$51,268,765	$54,684,016	$58,188,723	$211,960,632

Funding from both ISTEA and TEA-21 increased for the transit mode from previous transportation legislation. In response, the INDOT PTS through its Section 5311 Program (Non-urbanized Formula) is actively pursuing the interests of local communities in offering their citizens public transit services.

The INDOT PTS is working with many counties, cities, towns, and regions in establishing or expanding transit service in their community. In 1998, Indiana had 39 public transit systems; in 1999, that number increased to 43 with the addition of Johnson, Dearborn, Orange, and Wabash Counties, serving over 55% of Indiana's population. New systems in 2000 included the counties of Harrison, Ripley, Jefferson, Ohio, Switzerland, and the city of Vincennes, which will increase the state population served to over 57%. For 2001, the PTS will assist 3 new county systems in Noble, Huntington, and Fulton, bringing total state population served by public transit to approximately 59%. From there, the PTS will be working with 15 potential feasibility study applicants covering 27 counties. That would bring the percentage of Indiana citizens served by public transit to over **80%.**

Figure 4-8

PROGRAM	FY 2000	FY 2001	FY 2002	FY 2003	Total
Elderly & Persons w/Disabilities	$1,567,146	$1,695,963	$1,824,126	$1,953,467	$7,040,702

Trends in Public Transit

- A variety of improvements in the provision of public transit are currently on the horizon. The most promising is the use of **Intelligent Transportation Systems (ITS).** ITS is becoming an integral part of system-wide transportation, not just transit. It is defined as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Transit systems can increase efficiency in service by using Automated Vehicle Locator systems, a technology that electronically tracks the location of transit vehicles. In conjunction with the road/highway system, public transit can help reduce congestion - both peak-hour and incidental events. This kind of technology is currently being implemented in a few urban areas in Indiana, and professionals are just beginning to discover the possibility of uses in transportation.

- The **aging of our population** will also have an affect on the need for public transit. A natural part of aging is the impairment or loss of the ability to operate a vehicle; and as the large "baby-boomer" segment of our population grows older, their mobility needs will have an effect on the transportation system. Indiana will have to prepare to meet those needs of increased demand for elderly friendly fixed route vehicles as well as paratransit services.

- **Welfare to Work" or "Access to Jobs"** grant programs have become important in recent years because of the recognition that transportation is a critical step in getting people to jobs. Transit systems are taking advantage of federal programs that allow a transit agency to extend their hours of service, offer special routes or other innovative services.

- **Flexibility in funding** was offered in the Intermodal Surface Transportation Efficiency Act of 1991 and the subsequent TEA-21. Congress has allowed funds traditionally used for road construction to be used for transit. Indiana has taken advantage of the Congestion Mitigation/Air Quality Program by flexing millions of dollars from highway

funding to transit programs in air quality non-attainment areas (as designated by the U.S. Environmental Protection Agency).

- **Compliance** with programs such as the Americans with Disabilities Act, the Clean Air Act and Amendments, and Drug and Alcohol Testing will continue to impact the operation and grants management of transit systems.

- The **Inter-City Bus Program,** a requirement of the Federal Section 5311 (Rural Transit Formula) Program, is funded through 15% of the state's annual apportionment of Section 5311 Funds. As of 2000, Indiana has two inter-city routes providing bus transportation between Indianapolis and South Bend/Elkhart (with stops in between), and Fort Wayne and Valparaiso (also with stops in between). Feasibility studies on additional inter-city routes are being completed at the time of this writing. Possible new routes will be between Indianapolis and Louisville, and northwest Indiana and Terre Haute.

- **Coordination** is not a new trend in transit. It is the method used by many rural systems in the U.S. to getting started with a public transit system. Simply, it is looking at the transportation resources located in a county or region (usually social service agencies that run specialized transit programs already) and through various scenarios, coordinate those resources to provide general public transit service. In Indiana there are currently efforts to establish coordinated systems in southern Indiana (Louisville urban area), northwest Indiana, Allen County (Fort Wayne urban area), and the central Indiana region (the counties circling Indianapolis/Marion County). These efforts are in different stages of development.

- Plans for **Passenger Rail Corridors** are currently under development in Indiana in the Indianapolis metropolitan area, and in northwest Indiana. Northwest Indiana is studying the addition of a north/south corridor to NICTD's service in Lake County. And in Indianapolis, the northeast corridor (Noblesville to downtown Indianapolis) congestion problem has been the subject of a study looking at the I-69 to I-465 to I-70 corridors, a commuter rail line running from Noblesville to downtown Indianapolis, and various transit improvements in the study area. The INDOT Rail Section is conducting studies looking at a statewide passenger rail study, and is involved in the Midwest Rail Initiative Study that is looking at high speed rail corridors throughout the Midwest. See the INDOT Rail Section portion of this document for more detailed information on these studies.

Future Transit Needs

It is the goal of the INDOT Public Transit Section to assist local public agencies in establishing or expanding efficient public transit systems in any area that does not currently have public transit available. To quantify the potential number of transit trips that are not being met, and the cost of providing those trips, the INDOT PTS commissioned a study to determine the answer to these questions. The Statewide Public Transportation Needs Assessment Study was completed in early 1999 by Peter Schauer Associates, with assistance from a steering committee comprised of transit operators and experts in the state. The following are excerpts from the document, and though it may repeat some of what has already been stated in this document, it still provides insight as to what Indiana can do in the future in expanding public transit systems in Indiana.

Statewide Public Transportation Needs Assessment Study

The essence of this study is to answer a "simple" question that is revealed through this work to be notably complex. The "simple" question is, what would it cost to provide transit in Indiana so all residents have some access to public transportation? People concerned with mobility and the economy of Indiana would readily agree that this is an important question for which to seek the answer. People concerned and *knowledgeable* about mobility and the economy of Indiana quickly agree that this "simple" question has no "the answer" because those knowledgeable begin to ask, "What kind of transit? Fixed Route? Route Deviation? Dial a-Ride?" They ask, "What type of institutional arrangement? City based service? County based service? Regionally based service?" And what about the coordination of public service (such as FTA Section 5311) with specialized transportation (such as FTA Section 5310)?" The "simple" question becomes a morass of intricate questions and policy issues with no "answer" that can be provided only by an effort in data collection and analysis, which was the basis of this study.

Hopefully this study will be recognized as a starting point for additional services, if not, of course, "the answer." When this study sets out to answer the question, "What would it cost to provide access to public transportation for all residents of Indiana?" it presents clear assumptions and simply seeks to pair unserved areas characteristics with served characteristics, assuming what is acceptable for a similar area of Indiana will be acceptable for another area of Indiana. Again, this is an apparently simple approach to a deceptively difficult assumption but certainly a workable assumption. Each section of the report sets out specific methodology for the approach taken and conclusions reached in the quest to answer the key question, "What would it cost to provide transit in Indiana so all residents have some access to public transportation?"

Background

Historically, when considering public transportation, Indiana can be thought of as one of the stellar early multimodal, remarkably coordinated states. Indiana was remarkable for the extent of its locally based trolley systems and the "super interurban" or Indiana Railroad which for about ten years, ending in 1941, allowed passengers to go border to border all throughout Indiana by rail and link travel with local services. Then, for about another ten years, an extensive bus network existed, serving essentially the same cities the railroad had, only this time by highway. Service gradually disappeared and now most reminders of the Indiana Railroad days of rail and bus are gone. For public transit enthusiasts, a remnant of the vast inter-urban network (although never part of the Indiana Railroad), the South Shore Line or NICTD, is the last reminder of a wondrous past. The wondrous past has become a ponderous present as conventional mass transit, that is, bus transit, has plodded along, in those Indiana communities having such service, essentially unchanged in some 25 years of public support. During that same 25 year period, new unconventional transit modes like dial-a-ride and services directed at the elderly and disabled have grown in importance and across the state fixed route systems have struggled.

Rightfully those unconventional modes have grown in response to the growing numbers of elderly persons in Indiana. In addition, the number of elderly and disabled people is expected to grow. Since the elderly population makes up a high percentage of ridership of all mass transit, it is important for Indiana to prepare for the future by looking at the availability of transit and the costs to expand and continue transit to those with a mobility need. This study was conducted to help transit providers in Indiana meet the needs of the future and to examine the costs of complete public transportation coverage of the state.

Findings

The major finding of this study is that there is unmet demand for transit and significant areas of the state have no access to public transit. The unmet demand for public transit exclusive of NICTD is quantified as 81,480,000 unmet trips and residents of 54 counties have no access to public transit.

The estimated federal, state, local, other, and farebox revenues required to continue existing bus operations over the five year period of this report are shown in Figure 4-9.

Figure 4-9

Estimated Revenues Required to Continue Existing Bus Systems[a]

	Federal	State	Local	Other	Farebox	Total
FY 1998	13,707,000	19,800,000	25,130,000	2,285,000	15,230,000	76,152,000
FY 1999	14,050,000	20,295,000	25,759,000	2,342,000	15,611,000	78,056,000
FY 2000	14,429,000	20,842,000	26,454,000	2,405,000	16,033,000	80,163,000
FY 2001	14,819,000	21,405,000	27,168,000	2,470,000	16,466,000	82,328,000
FY 2002	15,234,000	22,005,000	27,929,000	2,539,000	16,927,000	84,633,000

[a] Cost of living adjustments have been made on an annual basis using the following assumptions.

Consumer Price Index:				
	1998	2.20%	2001	2.80%
	1999	2.50%	2002	2.80%
	2000	2.70%		

Source of Consumer Price Index: Congressional Budget Office. The Economic and Budget Outlook for Fiscal Years 1999-2008: A Preliminary Report. Washington DC; January 7, 1998. www.cbo.gov.

The estimated capital cost to continue existing bus systems is shown in Figure 4-10.

Figure 4-10

Estimated Capital Cost to Continue Existing Bus Systems

FY 1998	37,565,000
FY 1999	39,572,860
FY 2000	19,096,084
FY 2001	35,719,909
FY 2002	2,289,440

The estimated cost of capturing an additional 1% to 65% of demand (percentage depends on population classification of county and on the target percentage of the highest demand currently being met by peer group) on existing systems would be $178,846,00 FY 1998 and would result in the annual costs shown in Figure 4-11.

Figure 4-11

Estimated Cost of Capturing an Additional 1% to 65% Demand and Maintaining Existing Systems [a]

	Federal	State	Local	Other	Farebox	Total
FY 1998	34,549,000	50,048,000	63,523,000	5,775,000	38,499,000	192,494,000
FY 1999	35,515,000	51,299,000	65,111,000	5,919,000	39,461,000	197,305,000
FY 2000	36,474,000	52,684,000	66,739,000	6,067,000	40,448,000	202,412,000
FY 2001	37,495,000	54,159,000	68,214,000	6,237,000	41,581,000	207,686,000
FY 2002	38,545,000	55,755,000	70,124,000	6,412,000	42,745,000	213,501,000

[a] Cost of living adjustments have been made on an annual basis using the following assumptions.

Consumer Price Index:				
	1998	2.20%	2001	2.80%
	1999	2.50%	2002	2.80%
	2000	2.70%		

Source of Consumer Price Index: Congressional Budget Office. The Economic and Budget Outlook for Fiscal Years 1999-2008: A Preliminary Report. Washington DC January 7, 1998. www.cbo.gov.

The estimated cost of capturing 23% to 69% of the unmet demand in unserved counties (percentage depends on population classification of county and on the target percentage of the highest demand currently being met by a member of the peer group) are shown in Figure 4-12.

Figure 4-12

Estimated Cost of Capturing 23% to 69% of the Unmet Demand in Unserved Counties [a]

	Federal	State	Local	Other	Farebox	Total
FY 1998	10,277,000	14,844,000	18,841,000	1,713,000	11,419,000	57,094,000
FY 1999	10,534,000	15,215,000	19,312,000	1,756,000	11,462,000	58,279,000
FY 2000	10,818,000	15,626,000	19,833,000	1,803,000	11,771,000	59,851,000
FY 2001	11,212,000	16,064,000	20,388,000	1,853,000	12,101,000	61,527,000
FY 2002	11,432,000	16,514,000	20,959,000	1,905,000	12,440,000	63,250,000

[a] Cost of living adjustments have been made on an annual basis using the following assumptions:

Consumer Price Index:				
	1998	2.20%	2001	2.80%
	1999	2.50%	2002	2.80%
	2000	2.70%		

Source for the Consumer Price Index: The Congressional Budget Office. The Economic and Budget Outlook for Fiscal Years 1999-2008: A Preliminary Report. Washington DC. January 7, 1998. www.cbo.gov.

Actual current bus services currently receive $74,513,000 (FY 1997) operating revenues. Adjusting this to 1998, yields $78,000,000 needed to continue services. Over the next five years, an average of $26,900,000 per year for capital replacement will be needed for existing services. To expand these systems to meet the highest target percentage of demand would require an additional $178,846,000 for operating and capital expenses. To expand services to unserved areas would cost an estimated $61,590,000 for operating and capital expenses. So to maintain bus service, to increase bus service, and to bring bus service to unserved areas would require a first year expenditure of $267,336,000 about a 250% increase in current funding revenues.

To maintain NICTD over the five year period 1999-2003 will require estimated total funding of $137,000,000 or an average of $27,400,000 per year. An expanded NICTD capable of capturing 50% more riders would require $136,700,000 in expenditures over a four-year period beginning in 1999.

Recommendations

Planning for Public Transportation

While the data supplied in this report can help guide the architecture of public transit in Indiana, it is limited in its ability to engineer or give structure for a step by step approach to filling gaps in service in Indiana. Therefore, the following recommendations are made:

1. A rigorous but not necessarily extensive planning process should be required of all existing public transit systems in the state. Notably, existing systems and systems seeking public funding should be required to present a five year business plan and address the concept of unmet demand presented in this study.

2. While planning should be "financially constrained," a specific plan of action should be prepared by each applicant to describe how they will move towards the peer target ridership percentage and how they will generate revenues.

3. While this report focused on 5311 (rural) and 5307 (urban) providers, an effort should be mounted by INDOT to assess the quality, service level and capability of 5310 providers to expand their services, either through direct service or coordination of services, to facilitate general public services. A rating system using the highest unmet demand counties as identified in this report and a "capability rating" of existing 5310 providers should be developed to direct resources for expanding services to unmet areas.

Policy and Administration

1. A definition of the role of transit in mobility in view of TEA-21 needs to be developed for Indiana. Policy decisions need to be made to determine what the role of transit should be in Indiana and what the characteristics of that role are. Is the policy to eventually have access to public transportation in every county in Indiana? If so when, and will the fiscal and operating policies be the same for new start gap-filling services and rural and urban services?

2. While the current Indiana Annual Report of Transit Activities is one of the most complete and easy to read in the country, it would be improved if systems provided, and the annual report tabulated, passenger trips per revenue hour by the various principal types of service: fixed route, route deviation and dial-a-ride. A further

refinement of delineating the dial-a-ride by those who are general public and those who are ADA service would make all the data more helpful for planning and evaluation purposes.

3. Technical assistance to existing projects should not only be directed at how to meet the regulatory terms of the various oversight agencies, but more technical assistance should be directed at the actual business of moving people such as dispatching training, maintenance training, marketing and customer service training and planning for services (planning for both local and regional services).

4. Issues of what qualifies as general public service needs to be clarified and a policy of coordination between general public and specialized services needs to be more vigorously set out.

Summary Recommendations

While this report sets out demand estimates for transit in all areas of Indiana, it is far from clear what the future of Indiana public transit will be without some effort on the following suggestions. Indiana mobility efforts will benefit from the following activities:

1. Discover and clarify who has the authority and will to establish policy regarding the future role of Indiana public transit and what that role will be.

2. After the above entity or persons have been identified, develop a work program to address the critical policy areas.

3. The work program should allow sufficient time and opportunity for the public to review and comment on the policies being developed.

At the least, the data in this report can be used by individual communities and counties in their separate quests to bring public transit to their home areas. However, by following a more comprehensive approach and addressing the above suggestions and recommendations, the data can help shape the entire network of Indiana public transit services. This would facilitate mobility in all areas of Indiana for those in need.

Railroads

The Rail Section is in the process of procuring a consultant to update the Indiana Rail Plan. The most recent version of the plan was completed in 1995 as a part of a requirement to participate in the federal Local Rail Freight Assistance Program. The current rail plan development is being pursued due to a myriad of changes both in freight and passenger rail.

The Rail Section has been involved with a variety of rail studies recently. These studies will provide ongoing guidance for the preservation and promotion of the rail lines in Indiana for both freight usage and improved passenger rail services. In terms of passenger rail studies, the primary effort revolves around the Midwest Regional Rail Initiative, a nine-state effort looking at improving corridors from a Chicago hub to the major cities in the Midwest. This study has gone through various phases. Initially it evaluated the corridors in the Midwest to determine how best they could be developed to reach sustained economic viability. Since then, the study has been refining the initial recommendations and reviewing the financial calculations and is now beginning to move into the implementation phase in certain corridors. Before any work begins on corridors in Indiana,

INDOT has conducted a series of public outreach meetings in the Summer of 2001 to allow people to express their views.

As part of the process to identify the best routing for passenger trains through Indiana, the Rail Section is conducting several sub-area studies along the various corridors. A study to define the best routing around the southern end of Lake Michigan continues to progress. The ideal corridor will be one that eliminates most of the conflicts between freight and passenger trains in this area and also reduces at-grade crossings. Another study was recently completed that identifies the most effective corridor between Lafayette and Northwest Indiana. Another study will begin soon to evaluate two potential routes across northern Indiana on the Chicago to Cleveland corridor. More details will also need to be gathered to add the Indianapolis to Louisville segment into the plans for the Midwest Initiative.

In addition to these sub-area analyses, another study has been completed that examines the potential of other, complimentary corridors within Indiana. Examples of corridors studied include Indianapolis to Fort Wayne and Indianapolis to Evansville. The Rail Section continues to be involved with planning for improvements in the other transportation modes as well. Opportunities to connect with light rail routes and commuter rail corridors are being studied in Indianapolis, Northwest Indiana, and near Louisville and Cincinnati. Also, coordination is occurring to preserve opportunities to connect rail into airport expansion plans such as at Indianapolis and Gary.

An update of the State Rail Plan is in progress. Along with providing an overview of the passenger rail studies mentioned above, it will provide additional information that will guide the Rail Section on freight rail issues and help prioritize corridor preservation opportunities.

In June of 1998, the merger of two major Class I railroad companies (CSX and Norfolk Southern) was finalized. The merger included the acquisition of the former Conrail Railroad Company. The merger has had impacts on rail-highway intersection safety and the delivery of freight in Indiana. The updated Indiana Rail Plan will assess the impacts of the merger.

The Scope of work for the Indiana Rail Plan includes:

- Describe the Current Rail System
- Analyze the Economic Impact of Freight Railroads in Indiana
- Identify and Analyze the Impact of Rail Freight Intermodal Facilities
- Discuss and Analyze Passenger Rail Issues
- Analyze Corridor Preservation Efforts and Make Recommendations
- Identify and Recommend Appropriate Government Financial Assistance Programs
- Identify and Recommend Safety Initiatives
- Recommend Actions for the Railroad Section

The Indiana Railroad Planning Program will be guided by the issues and initiatives outlined above, as well as the development and implementation of performance measures applicable to the Railroad Section.

Inventory of Current Conditions

As of June 1, 2001, Indiana's network of mainline, secondary and branch lines contained approximately 4,800 miles of track owned by thirty-nine different railroads.

The Indiana rail system consists of five Class I railroads, three Class II railroads and thirty Class III railroads. The classifications are based on rail revenue standards established annually by the Interstate Commerce Commission. During 1993, Class I railroads were those which had operating revenue over $250 million per year, Class II railroads had operating revenue greater than $20 million per year and less than $250 million, and Class III railroads had operating revenue below $20 million per year. The five Class I railroads total 3,700 miles of mainline track in Indiana. Approximately 2,963 of these Indiana system miles are operated by the two largest railroads; CSX Transportation and Norfolk Southern. The thirty-three remaining Class II and III railroads total an additional 1,115 miles of line in Indiana. The following discussion identifies all of the railroads that currently operate in Indiana with a brief summary of their operations. Figure 4-13 identifies Indiana's current railroads by class and mileage.

Class I Railroads

The National Rail Passenger Corporation (Amtrak) represents one of two railroads providing passenger service for Indiana residents. Amtrak owns 18 miles of track in the state and utilizes trackage rights on other lines for the rest of its routes. Amtrak serves nineteen stations in the state with annual ridership averaging around 200,000 passengers. All of Indiana's Amtrak trains focus their origins and destinations on Chicago as a "gateway" to other regional and national destinations.

In addition to passenger operations, Indiana is the home of Amtrak's major locomotive and car repair facility. This facility, located on the southeast side of Indianapolis at Beech Grove, provides a significant contribution to the state and local economies through annual payroll and property tax assessments.

CSX Transportation owns 1,935 miles of track within the state. Major CSX corridors include a heavily traveled corridor across the state's northern tier, a line running south from Chicago along the western edge of the state and a corridor across the southern third of the state.

Norfolk Southern operates on 1,565 route miles of track within Indiana. This trackage is located primarily in the northern half of the state, although this railroad does have one important line that crosses the southern portion of Indiana.

Figure 4-13

2001 Indiana Railroads, Classes, and Mileage

Railroad	Mainline Mileage
Class I Railroads:	
Amtrak	18.0
CSX Transportation	1935.0
Grand Trunk – CN	81.0
Norfolk Southern Corporation	1,565.0
CP – SOO Line Railroad	94.0
Class I Subtotal	**3,693.0**
Class II Railroads:	
Chicago, South Shore & South Bend	51.56
Elgin, Joliet & Eastern	33.92
Indiana Harbor Belt	45.74
Class II Subtotal	**131.21**
Class III Railroads:	
Algers, Winslow & Western Railway Co.	16.0
A & R Line	27.0
Auburn, Indiana Port Authority	1.0
Bee Line Railroad	10.76
Central Indiana & Western Railroad Co.	9.0
Central Railroad Company of Indianapolis	45.4
Central Railroad of Indiana	81.0
C & NC Railroad	27.32
Dubois County Railroad	16.0
Fulton County Railroad	12.0
Honey Creek Railroad	13.5
Hoosier Heritage Port Authority	41.0
Indian Creek Railroad Company	5.0
Indiana & Ohio Railroad, Inc.	20.0
Indiana Northeastern Railroad	36.0
The Indiana Rail Road Company	122.0
Indiana Southern Railroad	170.0
Indiana Southwestern	25.0
J.K. Line, Inc.	16.0
Kankakee, Beaverville & Southern	61.8
Kendallville Terminal RW	1.1
Logansport & Eel River Short Line Co., Inc.	2.0
Louisville and Indiana Railroad Co.	107.0
Louisville, New Albany & Corydon Railroad	7.7
MG Rail, Inc.	8.0
Madison Railroad, Div. of City Port Authority	26.0
Maumee & Western Railroad Company	3.1
Muncie & Western Railroad Company	4.0
Pigeon River Railroad Company	9.0
Perry County Port Authority	22.0
Southern Indiana Railway, Inc.	5.45
Southwind Railroad	8.0
Toledo, Peoria & Western Railway Corp.	55.2
Wabash Central	26.0
Whitewater Valley Railroad	20.1
Winamac Southern Railroad	43.0
Yankeetown Dock Corporation	20.0
Class III Subtotal	**984.67**
Total System Mileage	**4,808.88**

Source: INDOT, Multimodal Division-Rail Section, 2001

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For

Later Insertion of Rail map

Pdf file

The CP SOO Rail System owns one rail segment in the state totaling 94.0 miles. The railroad also has trackage rights over the CSX South Monon line allowing them access to the Ohio River at Jeffersonville. The SOO primarily owns track in the upper Midwest and is based in Minnesota. In 1992, it became connected in a partnership with the Canadian Pacific Railroad, thus giving it a cross-continent east-west link through southern Canada.

Grand Trunk-CN North America is the name of the former Grand Trunk Western Railroad. The railroad operates 81 miles of track through northwest Indiana traveling from Chicago through South Bend into Michigan. Because of the construction of a new tunnel near Port Huron, Michigan and Sarnia, Ontario, capable of handling double-stack rail cars, the amount of traffic on this route has steadily increased.

Class II Railroads

The Elgin, Joliet and Eastern Railroad primarily serves as a switching railroad in the greater Chicago area. It operates 34 miles of track in Northwest Indiana and serving several steel processing plants.

The Chicago South Shore and South Bend Railroad carries freight over an 51.55 mile line between South Bend, Michigan City, Gary and Chicago. The railroad previously provided passenger service as well, however in 1990 this portion of the rail service was transferred to the Northern Indiana Commuter Transportation District (NICTD).

Indiana Harbor Belt Railroad operates 46 miles of mainline track in Indiana. The railroad primarily serves as a switching carrier moving products that arrive at Chicago area locations as well as on the many railroads that converge in the area. Primary metals/scrap, coal/coke, and grain are major commodities shipped.

Class III Railroads

A & H line has 26.1 miles of track and moves grain products, railroad equipment and fertilizers. It runs three days per week from Kenneth to Logansport, and is wholly owned by Cargill, Inc.

Algers, Winslow and Western operate 16 miles of rail line in southwest Indiana primarily shipping coal. It operates between Algers, Indiana and Enos Corner, Indiana serving the Old Ben #1 and #2 coal mines.

The Port Authority of Auburn, Indiana is a municipally controlled, 1.4 mile rail line that connects the central part of the City of Auburn with the CSX rail line. After seeing very little activity in recent years, the line is now again beginning to serve a few customers in Auburn.

Bee Line Railroad, based in Williamsport, operates 10.65 miles of track. The major commodities shipped include corn and fertilizer.

Central Indiana and Western Railroad Company is based in Lapel. The railroad operates 9 miles of track between Lapel and Anderson. The commodities shipped include sand and silica for the manufacture of glass products.

The Central Railroad Company of Indianapolis is based in Kokomo and operates 45 miles of track in north central Indiana. The primary commodities shipped include grain, sand, soda ash and manufactured products.

C & NC Railroad ships auto parts and fertilizer over 27.32 miles of track through Fayette, Wayne, and Henry counties.

Central Railroad of Indiana operates the 81 miles of trackage between Shelbyville, Indiana and Cincinnati, Ohio. This line segment was formerly owned by Conrail and had been abandoned in the early 1980's. Through combined efforts of a shippers association, Conrail, numerous short line railroads and INDOT, the line was preserved and now continues to offer the shortest route between Indianapolis and Cincinnati.

The Dubois County Railroad operates on 16 miles of track between Jasper and Dubois in southwestern Indiana. Agricultural products are the primary commodities shipped on the line. Honey Creek Railroad is a recently formed railroad that operates over two rail segments in east-central Indiana. It purchased the segments in 1993. One had previously been owned by Conrail, the other by the Indiana Hi-Rail Corporation. Grain is the primary commodity shipped on both lines.

Fulton County Railroad was incorporated in 1980, and is based in Rochester. The major commodities shipped include corn, beans and corn meal.

The Hoosier Heritage Port Authority operates 41 miles of track and is based in Noblesville. The main commodity moved is coal.

Indian Creek Railroad Company has approximately 5 miles of track located in Madison County just northeast of Anderson. Grain is currently the only commodity that they ship.

Indiana and Ohio Railroad, Inc., operates a 20 mile mainline in southeast Indiana running between Brookville and the Indiana/Ohio state line. The line also continues into Ohio and has headquarters in Cincinnati.

The Indiana Rail Road Company is based in Indianapolis and operates on a corridor traveling from near downtown Indianapolis through Bloomington and Sullivan into Illinois. They operate 122 miles of track in Indiana.

Indiana Northeastern Railroad was formed in early 1993. It owns and operates 36 miles of trackage formerly owned by the Hillsdale County Railway. The trackage is located in Steuben County in the northeast corner of Indiana. Fremont and Angola are two of the primary communities served by the railroad. Grain and manufactured products are two of the primary commodities shipped on this line.

Indiana Southern Railroad Company is a 170 mile railroad that operates between Indianapolis and Evansville. The railroad purchased its trackage from Conrail that facilitates switching and transfers for the railroads that serve central Indianapolis.

Indiana Southwestern operates 23 miles of track from Evansville through Poseyville to Cynthiana. The commodities shipped include grain, plastics and rail equipment.

J. K. Line, Incorporated is a 16-mile rail line operating between North Judson and Monterey in Starke and Pulaski Counties. The line serves as a connector branch feeding into the CSX system and serves the grain farmers in this part of the state.

The Kankakee, Beaverville and Southern Railroad is the primary railroad in Benton County, northwest of Lafayette. It operates on two separate lines that cross the county. The two lines merge in Templeton and one continues into West Lafayette. The line

primarily ships grain but also transports fertilizer and lumber. KBS operates over 62 miles of track within Indiana. The company is headquartered in Iroquois, Illinois.

Kendallville Terminal railway is a 1.1 mile rail line that serves the Industrial park in Kendallville. It is one of three Indiana railroads operated by Pioneer Rail Corporation.

Logansport and Eel River Short Line Company, Incorporated is a short, 2.2 mile rail segment in Logansport. Fertilizer is the primary commodity shipped on this line.

The Louisville and Indiana Railroad began operations in early 1994 after completing its purchase of 107 miles of trackage from Conrail. The L&I operates between Indianapolis and Louisville, carrying a variety of freight commodities.

The Louisville, New Albany and Corydon Railroad is an 8 mile railroad that connects Corydon with the Norfolk Southern main line as it crosses southern Indiana. Several different commodities are shipped on the line, primarily serving businesses in Corydon. An auto parts manufacturer located on the line is expanding and will soon begin increasing its freight shipping level.

MG Rail is a fairly short railroad that operates in and around the Clarke Maritime Centre near Jeffersonville, Indiana. The railroad helps facilitate intermodal transfer, primarily of grain, from railroads in southern Indiana onto barges at the port.

The Madison Railroad, Division of City of Madison Port Authority is one of four government controlled railroads in the state. The line runs between Madison and North Vernon and connects with the CSX rail line in North Vernon. The angled embankment leading down to the Ohio River and the City of Madison is the steepest freight line incline in the western hemisphere. The Port Authority has recently been awarded grants from the state's Industrial Rail Service Fund and the Federal Railroad Administration's Local Rail Freight Assistance Program to help with track maintenance.

The Muncie and Western Railroad Company operates a very short, 3.7 mile length of track in Muncie. The primary commodity shipped is plastics to the Ball Corporation for the manufacture of packaging products.

The Perry County Port Authority d/b/a Hoosier Southern Railroad, ships pig iron, sand and clay. It is based in Tell City and operates 25 miles of track.

The Pigeon River Railroad Company is headquartered in South Milford and operates approximately 9 miles of track. The line runs east-west and connects at its eastern end with the Indiana Northeastern Railroad at Ashley-Hudson. Grain is the sole commodity shipped over this line, coming from the South Milford Grain Company. In 1991, the western 5 miles of track, west of South Milford, were abandoned because they had not carried any shipments for several years.

Southern Indiana Railway, Inc., is a short line railroad that is small in overall length but relatively large in number of carloads shipped. The railroad is only 5.5 miles long, however it annually ships over 4,700 carloads over this trackage. Bag and bulk cement is the primary commodity shipped over this rail line.

The Toledo, Peoria and Western Railway Corporation operates 55 miles of track in Indiana running between the Illinois/Indiana line and a point approximately 7 miles west of Logansport. Along the line in Remington is the Hoosier Lift site that is an intermodal

transfer facility where truck trailers and containers are moved to rail for cross-country shipment.

The Wabash Central, which was incorporated in 1997, ships grain, food products and plastics. Their 26.4 miles of track run from Craigville to Van Buren.

The Whitewater Valley Railroad is primarily a tourist excursion railroad. Recently, however, it has also been shipping scrap metal and is therefore classified as a Class III freight railroad. The line runs between Connersville and Metamora in southeastern Indiana.

The Winamac Southern Railroad operates 43 miles of track that connects Winamac, Logansport, Kokomo and Bringhurst. These communities are located in north-central Indiana. The company was formed in late 1993 when it purchased its trackage from Conrail.

The Yankeetown Dock Corporation is not a common carrier railroad because it is located entirely on private property of a coal company in southern Indiana and serves only the coal company. It brings coal from the company's property to a loading dock in Warrick County on the Ohio River. The rail line is approximately 20 miles in length.

Railroad Abandonments

Indiana has lost nearly 2,000 miles of rail line since 1968. From a total of 6,594 miles in 1968, the state now has 4,808 miles of mainline track. Peak years of mileage loss were 1982 and 1976 when 327 and 312 miles of track were lost, respectively. Over 200 miles of track were also lost in 1973 and 1979. Since 1982, the rate of rail loss has slowed down noticeably. During the last five years, the average loss has been approximately 50 miles.

Railroad Industry Trends

Passenger Rail Trends

Passenger rail has been increasingly viewed as a viable alternative transportation solution to address problems of highway congestion, highway maintenance, and air pollution. As an example many points along I-465, traffic volume has increased more than 70% from 1987 to 1996. Many arterial roads have also experienced similar over burdening. According to a recent study by the Texas A & M University, Central Indiana leads the nation in increase in traffic delays over a fifteen year period (700% from 1982 to 1996). More trips and longer trips mean greater direct expenses for drivers in terms of gasoline, maintenance, depreciation and insurance. Based upon a travel time value of $11.80 per hour, 32.5 cents per mile cost of operation and the current forecasts of operation and travel patterns, the annual cost of travel in Central Indiana will rise from $4.8 billion to $8.3 billion (in 1998 dollars) between 1990 and 2020.

The need for congestion relief exists in other regions of the state as well. The Borman Expressway Major Investment Study recently sought to evaluate options of relieving congestion and air pollution concerns in northwest Indiana along I-65 and I-80/94. Among the recommendations resulting from the study was the suggestion to increase commuter and passenger rail service to the area.

Another factor influencing the potential use of passenger rail as a transportation alternative is land use considerations. The loss of open spaces and farmland has become an increasing concern. The implementation of passenger rail service on existing freight lines is a proposal that might avoid some of the negative impacts of building new highways.

For intercity passenger rail to serve as a viable transportation alternative new train technology and safety equipment will have to be utilized. Manufacturers of advanced train technology are currently producing rolling stock engines that can reach speeds of 110 miles per hour. Today's high-speed passenger trains will come equipped with a wide array of modern on-board amenities valued by business, commuter and leisure travelers. The higher speeds being proposed will also dictate the installation of advanced grade crossing, signaling and communication systems.

Freight Rail Trends

Fall-out from the recent Norfolk Southern – CSX rail merger and acquisition of Conrail has resulted in calls for a moratorium on mergers. On a national level, many shippers have accused the Surface Transportation Board of being too quick to endorse proposed mergers. Specific after-effects in Indiana included increased crossing blockages due to rail car gridlock, and slower delivery service. Many of these problems have abated in the two years since the merger. Some observers predict an eventual two-to-three railroad system nationwide, if mergers are allowed to continue at their current pace.

Class I Railroad Companies are increasing their use of 286,000 pound rail cars. The bigger cars reportedly allow advantages in economies of scale. While the infrastructure on Indiana's Class I track may be able to accommodate the heavier cars, there is some concern about the impact on Indiana's regional (shortline) railroads. Shortline railroads provide connectivity routes between shippers and the large Class I lines. A large percent of shortline railroads were formed as spin-offs from Class I railroads. Therefore, they are likely to be those corridors that had received less maintenance attention. Deferred maintenance was evident in a 1998 survey of shortline infrastructure needs, which revealed that over 20% of shortline trackage were classified as "excepted". That assessment is the lowest track classification that the Federal Railroad Administration (FRA) will allow a company can operate on. The FRA imposes operating speed limits on this type of track because the deteriorated conditions are known to contribute to derailments. The severe speed and weight limits imposed result in lost business for the carrier. Recently, the Railroad Section targeted over 3.9 million dollars toward addressing 49% of the "excepted" track conditions. While this action brought a substantial amount of track up to the adequate status, the trend toward bigger rail cars will provide significant challenges for Indiana's regional railroads.

Recommended Planning Initiatives

It is recommended that the INDOT pursue planning initiatives that position it to meet the challenges outlined above. One framework from which to address those concerns is through the development of measurable performance measures.

Many potential data items related to the railroad industry are not readily available to the railroad section. Major railroad owners (Class I) operating in Indiana consider much information which INDOT could track as being proprietary. In addition, many facets of the railroad industry that may be measurable are not within INDOT's direct control. Rail lines owned by Class I Railroads are assumed to be in good condition, because major railroads have financial resources that exceeds those of shortline railroads.

Regional railroads have been more forthcoming with regard to sharing data with INDOT, specifically track condition information. In 1998, the railroad section surveyed the shortline railroads for information on the condition of trackage on lines they owned. The survey results indicated that approximately 20% of railroad trackage fall into the "excepted" track category. As mentioned above, this is the Federal Railroad Administration's (FRA) designation for the lowest acceptable quality of track that freight can be moved on.

The track conditions of shortline railroads is being submitted as a candidate for performance measurement because the trackage owned by shortline railroads is valuable to the state of Indiana's transportation infrastructure and overall economy. The FRA stipulates certain speed limits per track category. Railroad companies operating on "excepted" track are hampered by the slowest speed limit (below 10 mph) of all categories. This speed limit influences the effectiveness of services provided to shippers and the railroad's ability to attract new customers. A railroad that is unable to garner sufficient revenues to remain financially viable will abandon rail service. This will force shippers to take a less efficient route or more expensive mode of transport. It is therefore in the interest of the state of Indiana to closely observe the condition of its railroad infrastructure.

This element is measurable because the Railroad Section can survey the regional railroads on an annual basis. In addition, the railroad section has some tools to address the condition of trackage owned by regional railroads. The Industrial Rail Service Fund (IRSF) is a grant and loan program that may be used to purchase or rehabilitate trackage.

ASSETS	SERVICE DELIVERY	SYSTEM PERFORMANCE
Rail Infrastructure	Track Miles	% of Indiana track in Class I or above

The second transportation element that is submitted for consideration is rail-highway intersections with the existence of minimum warning devices. Currently there are approximately 3,550 rail-highway intersections that are only equipped with crossbucks. The proposed performance to be measured would entail reducing that figure. The railroad section would have indirect control via its Passive Grade Crossing Improvement Program that provides funding for the installation of passive warning devices (such as illumination, pavement markings etc.).

The worthy goal of providing alternative transportation modes to the citizens of Indiana might also be submitted as a performance measure. For example, the goal might be extending and or improving passenger rail service to every major metropolitan area within the state. INDOT presently has some indirect control over this proposed goal, in that it can set policies conducive to high-speed rail development.

Finally, this draft also includes the proposal that the development of intermodal freight facilities where trucks could unload freight onto rail. The use of rail as an alternative shipper of goods would result in the reduction of trucks on Indiana roads and corresponding highway maintenance costs savings.

Figure 4-14

Railroad Section Budget Considerations	
Industrial Rail Service Fund	
Grants & Loans	$4,355,990
Passive Grade Crossing Improvement Program	
Grants	$500,000
Procurements	
Indiana Rail Plan Update	$200,000
Crossing Inventory Update	$1,500,000
Transportation Corridor Board Master Plan	$200,000
High-Speed Rail Public Outreach Plan	$100,000
Midwest Regional Rail Initiative	
Phase 4 Work Program	$100,000
Preliminary Engineering Shelbyville to Cincinnati	Unknown
Preliminary Engineering Shelbyville to Indianapolis	Unknown

Summary

Although this plan focuses primarily on highways, mulitmodal considerations are a basic component of all corridor studies. Specifically, transit was considered in the Northeast Connections study, the Northwest Indiana study, and the I-69 corridor study in Fort Wayne. These three studies all recommended that transit improvements be made, as well as highway improvements. INDOT strives to plan for all modes of transportation simultaneously. The Intermodal Management System study looked at connections between modes, and higher priority was given to highway projects that connect differing modes of transportation. In the future, INDOT will have further cooperation with high speed rail initiatives to evaluate the impact that rail may have on the highway system. Moreover, federal highway funds may be flexed to other modes of transportation if such a need arises.

Chapter

5

INDOT 2000-2025 Long Range Plan

Air Quality Issues

Overview

The Clean Air Act Amendments of 1990 (CAAA), Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and the Transportation Equity Act for the 21st Century (TEA-21) have combined to alter the environment in which transportation and air quality decisions are made throughout the nation and in Indiana. Federal, state, and local decision-makers must now respond to a wide range of regulations, requirements, and processes for transportation system planning, development, and air quality management.

Given the magnitude of change brought about by these laws, it is critical that Indiana transportation officials understand several essential elements of the new transportation/air quality setting. The new conformity regulations place stronger constraints on transportation plans, programs, and projects, making it imperative that transportation planners work closely with air quality issues. Numerous projects in the 2000-2025 Long Range Plan project list must pass air quality standards before they may be completed. Thus, some projects in the current listing may not be feasible due to air quality regulations.

These regulations include the following:

- The State Implementation Plan (SIP) process has a great impact on transportation, both through the establishment of emissions budgets and through the development of control strategies to reduce emissions. SIPs are plans at both the urbanized area and statewide level that are designed to achieve improved air quality and federally mandated controls and regulations.

- The CAAA has linked transportation to air quality actions--even actions directed at issues not related to mobile sources--since failure to meet the requirements of the act can lead to less transportation funds.

- Specific requirements in the CAAA are aimed at transportation directly, including measures to reduce emissions through technological improvements. Improvements may include (1) enhanced vehicle inspection and maintenance, (2) reformulated fuels, (3) alternative fuel vehicles, and (4) transportation control measures (TCMs) such as the employee commute option program in certain urbanized areas. TEA-21 funding is available for projects that benefit air quality through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

- TEA-21 re-emphasized the relationship between transportation and air quality and strengthened the role of transportation conformity in the planning provisions

of the statute. The U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation (DOT) continue to apply the conformity rule in accordance with the CAAA and TEA-21. Indiana state and local transportation and air quality agencies continue to implement the regulations to achieve both transportation and air quality goals.

The ISTEA, CAAA, TEA-21 and associated regulations emphasize the link between transportation policy and air quality concerns through (1) incentives to make investments that promote air quality and, (2) regulatory restrictions on transportation decisions in areas that fail to meet National Ambient Air Quality Standards (NAAQS). As a result, Indiana transportation decision makers face fundamental changes in what transportation services and facilities they provide, how decisions are made, and who influences these decisions.

Transportation Air Quality Conformity

Transportation conformity is a process to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals. The conformity regulation requires that all transportation plans and programs in non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). It ensures that transportation activities do not worsen air quality or interfere with the purpose of the SIP, which is to attain the NAAQS. Meeting the NAAQS often requires emission reductions from mobile sources. Several types of highway emissions reduction strategies are available (and, in some regions, required) to help regions attain the standards.

In addition, the conformity regulations affect transportation planning in several critical ways. Specifically:

- State and Metropolitan Planning Organizations (MPOs) must show that Transportation Plans and Transportation Improvement Programs result in emissions levels that fall within the "emissions budget" for mobile sources specified in each non-attainment/maintenance SIP.

- Transportation Control Measures (TCMs) contained in the SIP must be included in Transportation Plans and Transportation Improvement Programs.

- Over the 25-year period of the Transportation Plans, many areas must show reductions in emissions of key pollutants, notably nitrogen oxides and volatile organic compounds.

Failure to Meet Transportation Conformity

Failure to meet the conformity requirements can result in the expiration of the Transportation Plan and the Transportation Improvement Program (TIP) and thus halting federal funding for many transportation projects. In addition, transportation may be affected by a state's or urban area's inability to meet any of the CAAA requirements--whether or not the lack of compliance is related to transportation measures. Failure to obtain a required SIP revision approval (even if that SIP revision relates to a non-transportation issue) can result in the loss of federal transportation funds.

In order to address the clean air challenges successfully, it is crucial that Indiana transportation officials become involved in air quality early in the planning process. Transportation officials need to be actively involved in the various SIP processes,

particularly in the establishment of emissions budgets, which become key constraints on future transportation plans and programs.

In addition, Indiana transportation planners need to incorporate a range of current and new players into the decision-making process, including the EPA, the Indiana Department of Environmental Management (IDEM), special interest groups, and the general public. Cooperation between all these groups is essential if Indiana is to comply with ISTEA and CAAA air quality requirements.

Congestion Mitigation and Air Quality Program

One important element of meeting these new challenges is the Congestion Mitigation and Air Quality Program (CMAQ). Congress allocated money for the CMAQ program to be used to fund TCMs or other programs designed to implement an urbanized area's transportation/air quality plan. The CMAQ program was established to assist in achieving attainment. INDOT and the MPOs have been using CMAQ funds to support a wide variety of projects such as the implementation of vehicle inspection/maintenance (I/M) programs, public education programs, transit and congestion reduction projects. Other possible uses include using these funds to support projects that improve intermodal freight distribution activities that are justified by air quality benefits.

CMAQ projects are usually classified in one of several categories noted below:

- Transit improvements;
- Shared ride services;
- Traffic flow improvements;
- Demand management strategies;
- Pedestrian and bicycle programs;
- Vehicle inspection/maintenance (I/M) programs;
- Conversion of public fleets to alternative fuels, and;
- Public education and outreach programs.

Indiana's Policy for the CMAQ Program

INDOT has developed a policy and procedures manual that establishes how the CMAQ Program will be administered in the State of Indiana. It is applicable to projects proposed in maintenance or non-attainment areas by either the MPOs or the State of Indiana. The Indiana CMAQ policy incorporates many aspects of the joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) guidance on the CMAQ program. The federal guidance is used as an ongoing source of reference. The policy also contains other elements that may be considered unique to Indiana.

Included in this policy are sections relating to: (1) the formula for suballocating funds to Indiana's non-attainment areas; (2) eligible projects; (3) project selection criteria, and; (4) the project development and submittal process. It is the intent of this policy that the parties governed by it, INDOT, IDEM, and the MPOs, have equal status and that each will work in a cooperative spirit with the other toward meeting the objectives of this policy. Thus, the identification, selection and implementation of projects and programs for CMAQ funding is jointly carried out by INDOT, IDEM and the MPO representing the non-attainment area in which the project or program is proposed, whether state or MPO sponsored.

Indiana Non-Attainment and Maintenance Area Classifications

Areas in Indiana originally fell within one of three classifications: marginal non-attainment, moderate non-attainment, or severe non-attainment. Each non-attainment, attainment, or maintenance area classification has an associated definition and mandatory transportation provisions. The transportation provisions of the Clean Air Act as amended in 1990 for maintenance and non-attainment area classifications are identified in **Figure 5-1**.

Figure 5-1
Transportation Provisions of the Clean Air Act as Amended In 1990
For Ozone Non-Attainment an Maintenance Area Classifications

Marginal

- These areas exceed the ozone standard of 0.12 parts per million (ppm) by 15 percent or less (0.121 ppm up to 0.138 ppm), and are required to attain the standard within three years of enactment, specifically November 15, 1993.
- Emission inventories are completed and approved. Revised emission inventories are required at the end of each three year period until attainment.
- These areas must correct existing or previously required inspection/maintenance (I/M) programs.
- These areas will be reclassified as moderate non-attainment areas if they fail to attain the standard by the deadline, plus up to two one-year extensions.

Moderate

- These areas exceed the standard by 15 percent to 33 percent (0.138 ppm to 0.160 ppm), and are required to attain the standard in six years, specifically November 15, 1996. Moderate areas must meet marginal requirements.
- In addition to meeting marginal area requirements, moderate areas have submitted SIP revisions demonstrating volatile organic compound (VOC) reductions, and a 15 percent reduction from 1990 baseline emissions, while accounting for any growth in emissions after enactment. Additional requirements for major NOx sources apply in certain areas.
- Contingency measures to be implemented if the area fails to make reasonable further progress or attain the National Ambient Air Quality Standard (NAAQS) by the attainment date; these measures are to be included in the SIP and are to take effect without further action by the State or EPA.
- These areas must adopt basic I/M programs.
- These areas will be reclassified as a serious non-attainment area if they fail to attain the standard by the deadline, plus up to two (2) one-year available extensions.

Figure 5-1 (Continued)
Transportation Provisions of the Clean Air Act as Amended In 1990
For Ozone Non-Attainment Area Classifications

Severe

- These areas exceed the standard by 50 to 133 percent. Areas with design values from 0.189 ppm to 0.280 ppm are required to attain the standards in seventeen years, specifically November 15, 2007.
- These areas have submitted SIP revisions that identified and adopted TCMs to offset growth in emissions from growth in trips or vehicle miles of travel.
- Besides meeting moderate area requirements, these areas have to submit SIP revisions within four years of the CAAA that demonstrate VOC reductions that average 3 percent per year each consecutive three-year period beginning six years after enactment.
- These areas submitted SIP revisions establishing clean-fuel vehicle programs, mandating that certain percentages of new fleet vehicles be clean-fuel vehicles and use clean fuels within the non-attainment area, including measures to make the use of clean alternative fuels economical to clean-fuel vehicle owners.
- Beginning six years after enactment and each three-year period thereafter, the State has to submit a demonstration as to whether vehicle emissions, congestion levels, vehicle miles of travel, and other relevant parameters are consistent with those used in the SIP; if not, the State has eighteen months to submit SIP revisions that include transportation control measures (TCMs) to reduce emissions to levels consistent with SIP levels.
- The SIP shall provide for implementation of specific measures to be undertaken if the area fails to meet any applicable milestone.
- These areas must adopt enhanced I/M programs.
- Severe areas that fail to attain the standard by the deadline are subject to mandatory fees on stationary emission sources and the more stringent new source review requirements applicable to extreme areas.

Source: Clean Air Act Amendments of 1990

Indiana Air Quality Non-Attainment and Maintenance Areas

Indiana currently has one air quality non-attainment area and four air quality maintenance areas for ozone. The three Indiana areas originally classified as marginal non-attainment and one area designated moderate non-attainment were reclassified maintenance attainment after the initial classifications in 1990. Although these areas are now technically attainment for ozone, the maintenance designation means they are required to perform essentially the same air quality conformity activities as marginal areas for the next twenty years. The Indianapolis Urbanized Area, the St. Joseph/Elkhart Urbanized Area, Louisville Urbanized Area, and the Evansville Urbanized Area fall under the definition of maintenance attainment areas.

As previously noted in **Figure 5-1**, marginal non-attainment areas exceed the ozone standard of 0.121 ppm and are required to meet the standard by November 15, 1993. Under ISTEA, CAAA, TEA-21 requirements, marginal non-attainment as well as maintenance attainment urbanized areas must demonstrate:

- Transportation Conformity with the SIP and;
- Contingency Measures as part of Maintenance Plans.

Indiana's air quality moderate non-attainment area that must meet Clean Air Act Amendment (CAAA) requirements under the re-instated 1-hour standard originally included Clark and Floyd counties of the Louisville Urbanized Area. This area was previously classified as moderate non-attainment since it exceeded the ozone standard of 0.138 ppm up to 0.160 ppm before the Attainment Date of November 15, 1996. However, in December 2001 the Louisville Urbanized Area was re-designated from a moderate non-attainment to a maintenance area based upon three years of clean air quality data. Under CAAA Requirements, Clark and Floyd counties of the Indiana/Louisville Urbanized area were originally required to have:

- Transportation Conformity;
- Volatile Organic Compound Reduction Plan;
- Inspection and Maintenance, and;
- Attainment Demonstration and Maintenance Plan.

Indiana's final air quality non-attainment area that must meet Clean Air Act Amendment (CAAA) Requirements includes Lake and Porter counties in the Northwest Indiana Urbanized Area. This area is currently classified as a Severe (2) Area since it exceeds the ozone standard of 0.190 ppm up to 0.280 ppm. The Attainment Date for this area is November 15, 2007. Under CAAA Requirements, Lake and Porter counties of the Northwest Indiana-Chicago Urbanized Area must have:

- Transportation Conformity;
- Reduction of Vehicle Miles Traveled;
- Clean Fueled Fleet Rule;
- Reformulated Gasoline;
- Volatile Organic Compound Reduction Plan;
- Volatile Organic Compound Reduction Plan;
- Stage II Vapor Recovery;
- Enhanced Inspection and Maintenance, and;
- Attainment Demonstration and Maintenance Plan.

Potential New 8-Hour Ozone Non-Attainment Areas

In July 1997, U. S. EPA revised the National Ambient Air Quality Standards (NAAQS) for ozone. EPA is currently phasing out and replacing the existing 1-hour ozone standard with the "new" 8-hour standard to protect against longer exposure periods.

The threshold value for both the primary and secondary 8-hour standard is 0.08 parts per million (ppm), as measured as maximum daily 8-hour average concentrations. To attain

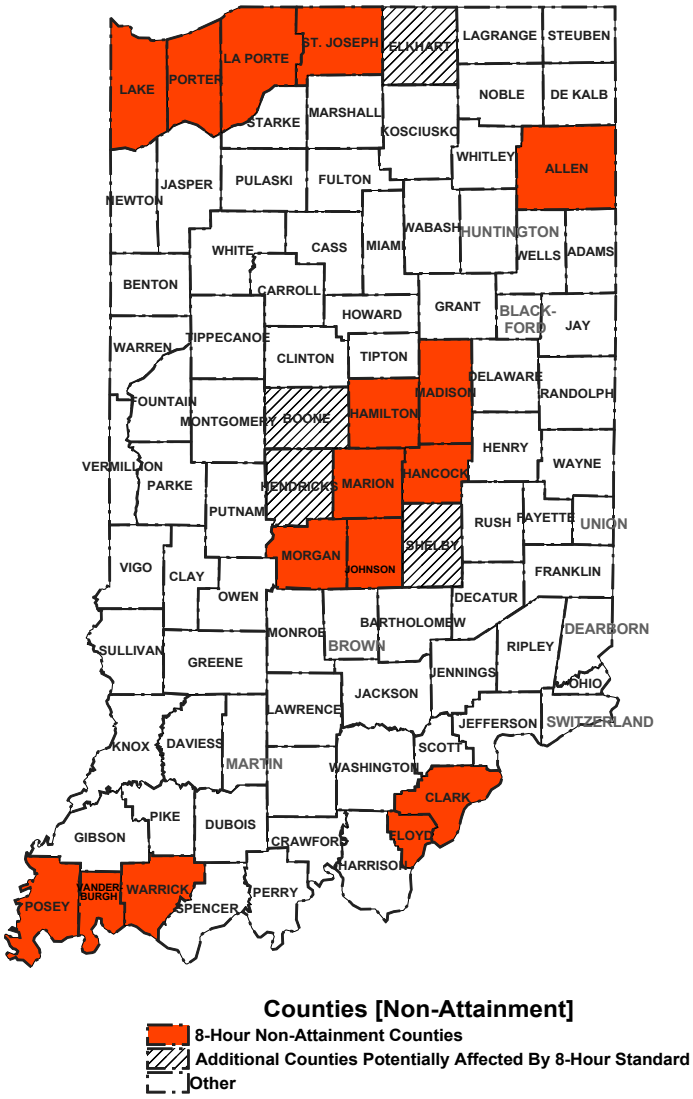
the new ozone NAAQS, the 3-year average of the annual 4th-highest daily maximum 8-hour ozone concentration must be less than or equal to 0.08 ppm.

As of January 2002, EPA has not decided when it will formally determine which areas of the country do not meet its new 8-hour ozone standard and designate them as “non-attainment". In doing so, EPA will use the three most recent years of data. In the interim, all areas of the country must continue to implement the programs that led to their attaining the 1-hour standard.

Indiana counties that potentially would be designated non-attainment under the 8 hour standard include: Lake, Porter, LaPorte, St. Joseph, Elkhart, Allen, Marion, Boone, Hamilton, Hancock, Shelby, Johnson, Morgan, Hendricks, Madison, Vanderburgh, Posey, Warrick, Clark and Floyd.

Figure 5-2

Indiana Counties with Monitor Values Above the 8-Hour Standard



Summary

The Indiana Department of Transportation faces many challenges in successfully meeting the transportation needs of the State of Indiana while simultaneously achieving air quality goals. Numerous projects in the 2000-2025 Long Range Plan project list must pass air quality standards prior to implementation. Therefore, some projects in the current listing may not be achievable due to air quality issues. A multimodal transportation planning process focused on adherence to the air quality provisions of ISTEA, CAAA, and TEA-21 will help INDOT meet our responsibility to provide improved mobility, enhanced quality of life, and economic vitality goals for all Indiana residents.

Chapter

6

INDOT 2000-2025 Long Range Plan

System Definition

Overview

The state highway system definition process attempts to identify the importance of the various elements of the system in terms of the movement of people and goods. The various segments of the highway system are evaluated in terms of statewide significance relative to levels of passenger or freight operations. A major focus is the enhancement of connectivity between major activity centers to support the state's economy. Highway corridors were evaluated on the basis of:

- Accessibility measures between major urban area concentrations
- Designation as a Principal Arterial on the FHWA Functional Classification System
- Designation as part of the National Highway System
- High volumes of commercial traffic and commodity movements
- Concentrations of high passenger vehicle traffic volumes

An overall strategy must be developed so that individual investments fit into a larger statewide program. Within this strategy, individual corridor needs must be identified and prioritized.

Planning Level Corridor Hierarchy

Many of the traditional classification schemes used to categorize highways and corridors are discussed in the section "Other Classification Schemes" in this chapter. These schemes provide important information regarding the Indiana highway system. Part of the development effort for the 2000-2025 Long Range Pan involved analyzing this information to develop a new and simplified planning-level corridor classification scheme for statewide planning purposes. This new hierarchy has three levels:

1) Statewide Mobility Corridors

These corridors are the top-end of the highway system and are meant to provide mobility across the state. They provide safe, free flowing, high-speed connections between the metropolitan areas of the state and surrounding states. They serve as the freight arteries of the state and are thus vital for economic development. INDOT has as a strategic goal to directly connect metropolitan areas of 25,000 population or greater. See Figure 6-1.

2) Regional Corridors

These corridors are the middle tier of the highway system and are meant to provide mobility within regions of the state. They provide safe, high-speed connections.

3) Local Access Corridors

These corridors make up the remainder of highway system. They are the bottom level of system and are used for lower speed travel, and provide access between locations of short distances (10-15 miles).

Characteristics of Planning Corridors

The basics of how these corridors will look and operate as well as how INDOT will view these designations to guide future investment are defined here:

Statewide Mobility Corridors

Statewide Mobility Corridors serve as the connection between major metropolitan areas of the state and neighboring states, provide macro-level accessibility to cities and regions around the state, and play a vital role in the economic development of the state.

The Statewide Mobility Corridor System consists of the Indiana portion of the Interstate System and includes most other routes included in the Principal Arterial System. Other route segments considered essential to providing reasonably structured highway mobility corridors include a South Suburban Expressway in Northwest Indiana, I-69 Extension in Southwest Indiana, an Anderson/Muncie to Columbus connection in Central/Southeastern Indiana, and a US 231 connection from the Bloomington area to Lafayette. These four corridors are shown in Figure 6-5, though their locations will be determined through formal environmental assessment.

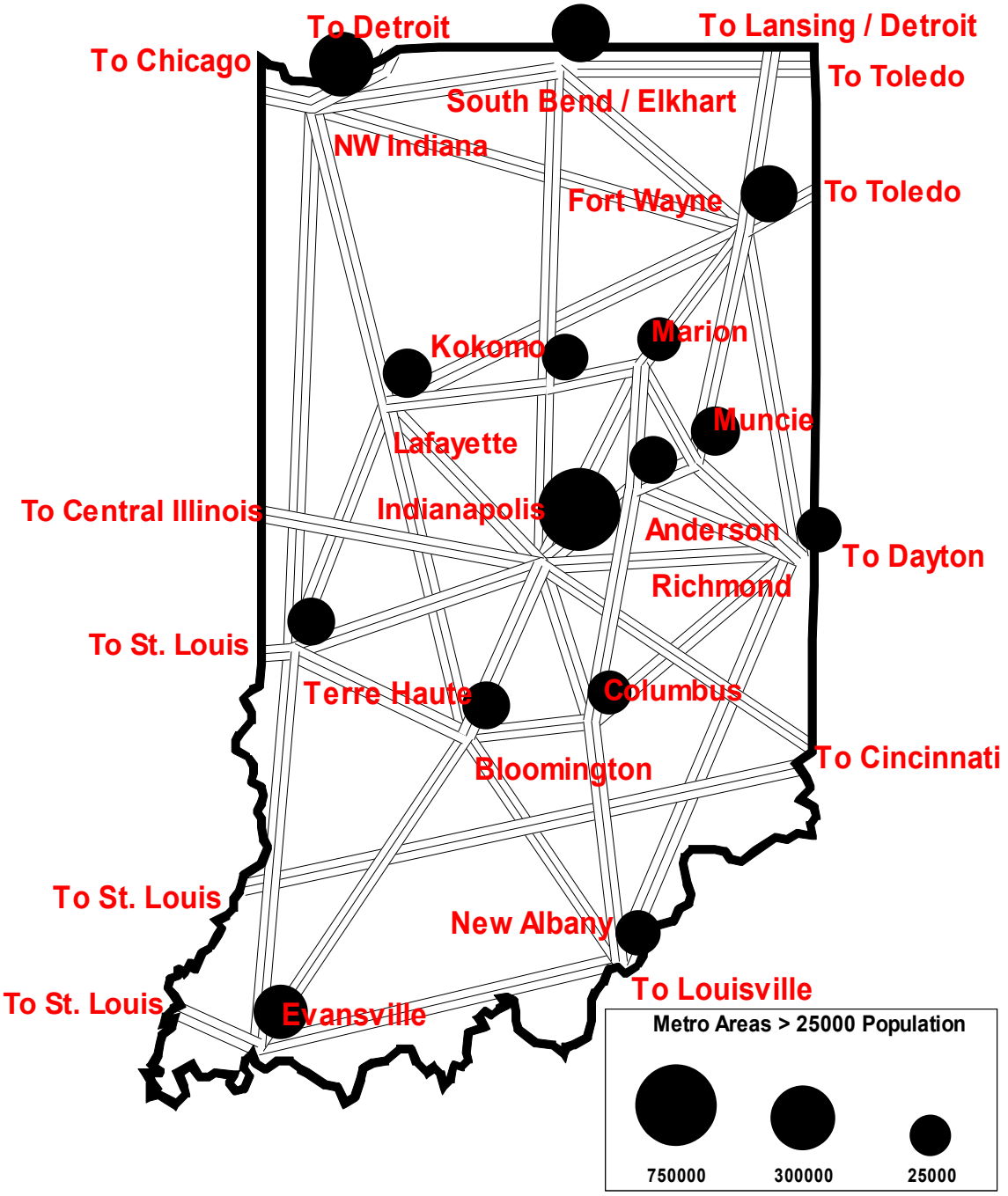
Characteristics:

- Upper level design standards
- High speed
- Free flowing conditions
- Serves long distance trips
- Large through volumes of traffic

- Heavy commercial vehicle flows
- Carry longer distance commuter traffic
- Generally multi-lane, divided
- Full access control desirable, no less than partial access control
- Railroad and highway grade separations desirable
- Desirable to by-pass congested areas
- No non-motorized vehicle/pedestrian interaction
- Major river crossing

Figure 6-1

Statewide Mobility Connections between Population Centers



Regional Corridors

Regional Corridors serve as a connection to smaller cities and regions, feed traffic to the Statewide Mobility Corridors, and provide for regional accessibility.

Characteristics:

- Mid-level design standards
- High to moderate speed
- Free-flow to the extent practicable in rural areas
- Serves medium distance trips
- Carry medium distance commuter traffic
- Moderate through volumes of traffic
- Moderate commercial vehicle flows
- Potential for heavy local traffic volumes
- Typically, at grade intersections with highways and railroads, with consideration for railroad separation
- High-level two-lane or multi-lane
- Partial access control desirable
- Conventionally routed through cities and towns
- Moderate interaction with non-motorized vehicles and pedestrians

Local Access Corridors

Local Access Corridors serve intra- and inter-county short distance trips, provide access to local residences and businesses, and provide access to rural areas and small towns.

Characteristics:

- Lower-level design standards
- Moderate to low speed
- At-grade intersections with highways and railroads
- Minimal access control
- Short distance trips
- Low through traffic volumes

- Moderate local traffic volumes
- Typically two-lane with multi-lane exceptions
- Frequent interaction with non-motorized vehicles and pedestrians
- Routed through cities and towns

Analysis of Existing System

Twelve Indiana metropolitan areas, and these additional urban areas, were evaluated in terms of point to point actual travel time over existing highways compared to the "ideal" travel time (a straight-line connection at legal speed limits) between the same points.

The ratio of actual travel time to a predetermined ideal travel time between these twelve communities and other related major out-of-state locations yielded results ranging from 1.107 to 1.860. Thus, the concept of multi-tiered corridors evolved as a means of supporting the process of providing comparable access between service areas and by defining types of improvement required and in projecting time frames for making specific project type improvements that would best contribute to maximizing overall community connectivity. Naturally, specific criteria and route upgrade options in support of these redefined corridor definitions would be required and have been basically outlined above. The results of this sample community to community accessibility study are shown in Figures 6-2, 6-3 and 6-4.

Figure 6-2

System Performance Results (ratio of actual travel time to ideal travel time)

	Indianapolis	Evansville	N W Indiana	S. Bend/Elk.	Fort Wayne	Anderson	Muncie	Kokomo	Lafayette	Bloomington	Terre Haute	Columbus	Richmond	Marion
Indianapolis		1.395	1.107	1.321	1.248	1.424	1.466	1.343	1.210	1.354	1.160	1.215	1.147	1.403
Evansville	1.395		1.292	1.406	1.329	1.404	1.413	1.397	1.400	1.532	1.292	1.525	1.459	1.406
N W Indiana	1.107	1.292		1.219	1.331	1.328	1.434	1.463	1.122	1.242	1.284	1.125	1.312	1.503
S. Bend/Elk.	1.321	1.406	1.219		1.535	1.444	1.548	1.354	1.437	1.370	1.458	1.318	1.518	1.488
Fort Wayne	1.248	1.329	1.331	1.535		1.242	1.422	1.391	1.396	1.283	1.293	1.276	1.320	1.342
Anderson	1.424	1.404	1.328	1.444	1.242		1.505	1.866	1.386	1.385	1.262	1.450	1.484	1.422
Muncie	1.466	1.413	1.434	1.548	1.422	1.505		1.590	1.414	1.418	1.284	1.514	1.523	1.733
Kokomo	1.343	1.397	1.463	1.354	1.391	1.866	1.590		1.427	1.421	1.503	1.317	1.571	1.517
Lafayette	1.210	1.400	1.122	1.437	1.396	1.386	1.414	1.427		1.388	1.490	1.215	1.291	1.395
Bloomington	1.354	1.532	1.242	1.370	1.283	1.385	1.418	1.421	1.388		1.466	1.561	1.408	1.367
Terre Haute	1.160	1.292	1.284	1.458	1.293	1.262	1.284	1.503	1.490	1.466		1.440	1.178	1.417
Columbus	1.215	1.525	1.125	1.318	1.276	1.450	1.514	1.317	1.215	1.561	1.440		1.561	1.363
Richmond	1.147	1.459	1.312	1.518	1.320	1.484	1.523	1.571	1.291	1.408	1.178	1.561		1.543
Marion	1.403	1.406	1.503	1.488	1.342	1.422	1.733	1.517	1.395	1.367	1.417	1.363	1.543	
Louisville	1.145	1.235	1.123	1.038	1.240	1.270	1.354	1.188	1.163	1.495	1.488	1.179	1.493	1.306
Chicago	1.169	1.294	1.404	1.410	1.368	1.356	1.429	1.442	1.216	1.278	1.279	1.184	1.337	1.529
Cincinnati	1.184	1.244	1.205	1.459	1.447	1.464	1.474	1.389	1.197	1.357	1.229	1.113	1.497	1.420
City Total	**20.291**	**22.023**	**20.494**	**22.323**	**21.463**	**22.692**	**23.521**	**23.179**	**21.147**	**22.325**	**21.523**	**21.356**	**22.642**	**23.154**

Figure 6-3

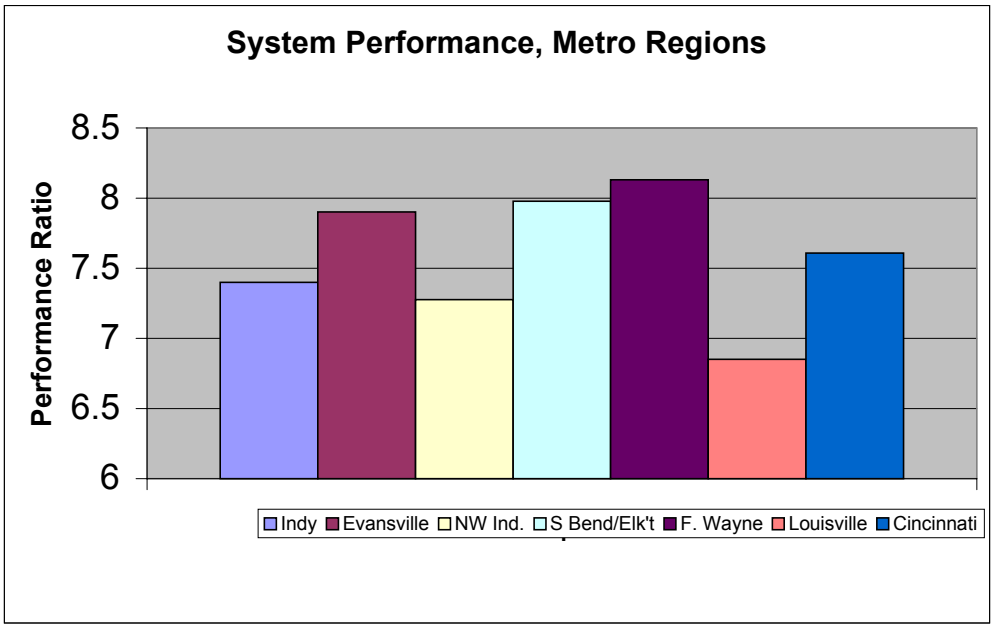


Figure 6-4

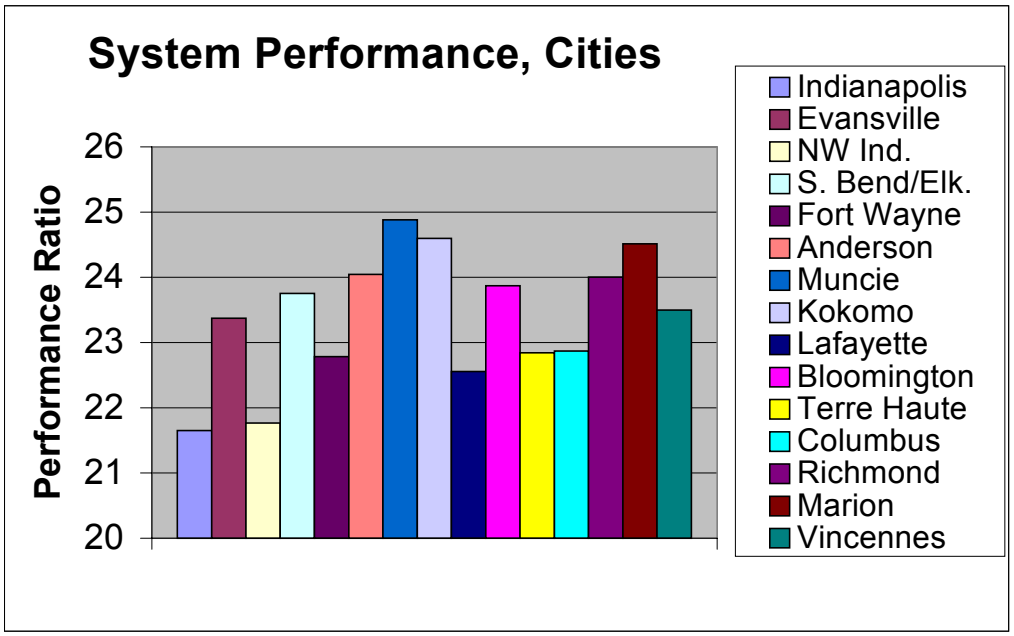
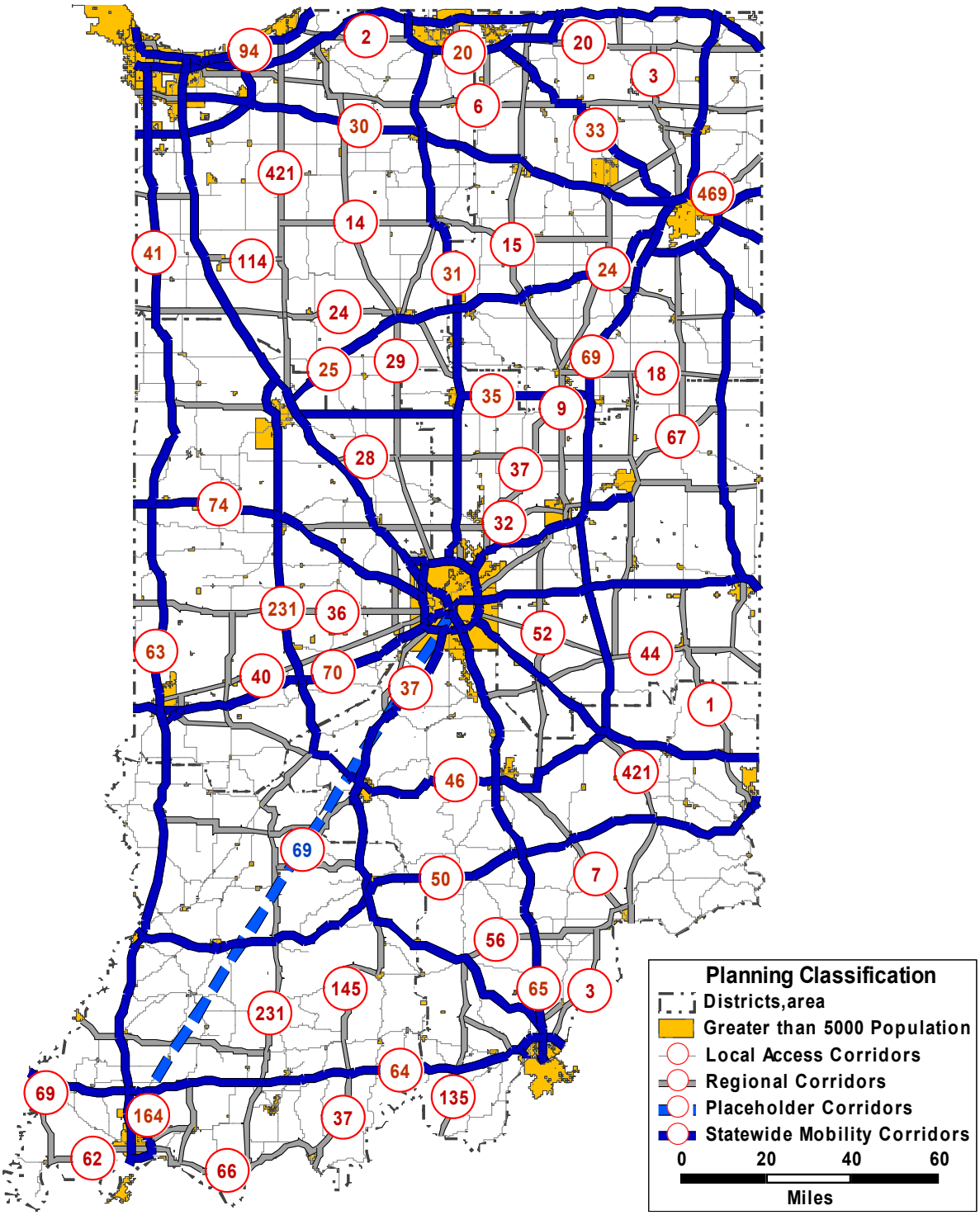


Figure 6-5

Corridor Hierarchy



Other Classification Schemes

Any segment of the statewide highway system, county road system or city street system has been classified in a multitude of ways. Initially, these route segments are classified in terms of jurisdictional control. Construction, maintenance and oversight of these roadway sections become the responsibility of the State, County or City involved. Following jurisdictional control, the state, in conjunction with the federal government, has defined segments of these roadways as a part of the FHWA Functional Classification System. They can be classified as Interstate, Freeway or Expressway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Collector or Local, all as further defined under an area designation of Rural, Small Urban or Urban.

Following these classification breakdowns, segments can be further defined in terms of special interests such as being a part of the National Highway System, Commerce Corridor System, Strategic Highway Network or its Primary Connectors, Heavy Duty Highway Network, National Truck Network, Intermodal Connecting Link, or a Scenic Highway Segment.

Each of these classification systems are further defined below and where appropriate have been depicted on maps attached to this report.

Functional Classification System

The functional classification concept is one of the most important determining factors in highway design. In this concept, highways are grouped by the character of service they provide. The basic principle involved in classifying highway is that roads serve two distinct functions or purposes: moving traffic and providing access. Although most roads serve both functions, the degree that one function predominates over the other determines its classification. Thus, arterial roads mainly provide for traffic service and the local roads mainly provide for access. In between are the collectors, which maintain a relatively equal balance between traffic service and land access.

In the functional classification scheme, the overall objective is that the highway system, when viewed in its entirety, will yield an optimum balance between its access and mobility purposes. If this objective is achieved, the benefits to the traveling public will be maximized.

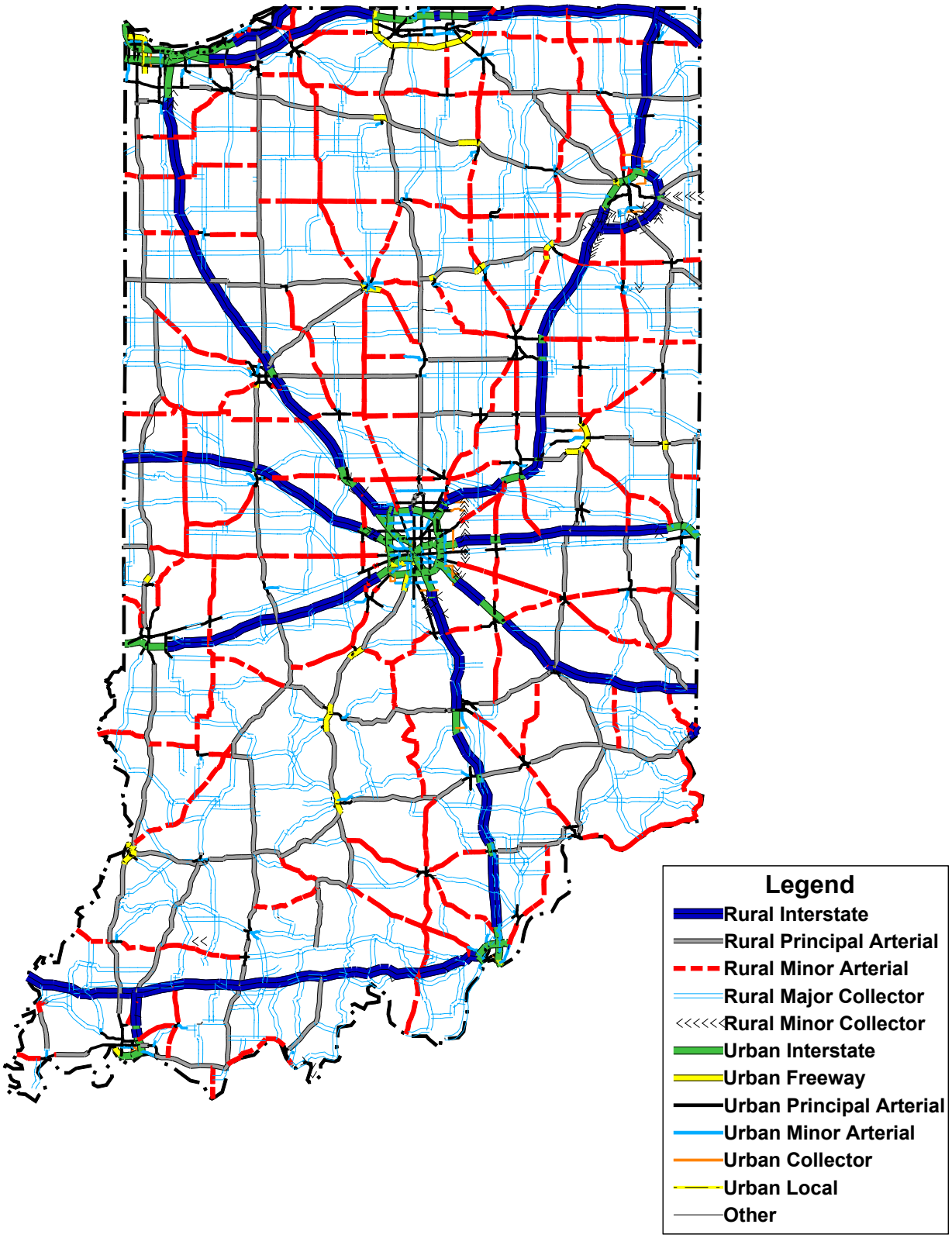
There are many other reasons for functionally classifying roads. Functional classification has often been used to assign jurisdictional responsibility to highways. Functional classification has also been used in fiscal planning, establishing needs, and setting design standards.

Jurisdictional responsibility usually follows functional classification. Indiana, like many other states, has assigned the responsibility for the highest levels (arterials and most major collectors) to INDOT, while local governments generally have been given the responsibility for the lower level roads falling into minor collector and local road systems.

For fiscal planning, the underlying concept is that the funding source should be related to the road's function. Roads that provide for traffic service are financed by vehicle use taxes (fuel tax, registration fees, etc.) supported by federal funding while roads that provide for

Figure 6-6

Functional Classification System



access alone are not federally supported and are financed by property taxes and general revenue.

Highway needs in the form of design standards are also related to functional classification. What may be considered a need on a higher level road may be considered acceptable on a lower level road. For instance, since the purpose of local roads is to provide access to property and not necessarily to move traffic, conditions contributing to lower speeds can be tolerated. By the same token, higher level roads (arterials) provide minimal or non direct property access; therefore, access control is a fundamental consideration in designing this type of facility.

The functional classification system currently in existence in Indiana, as proposed and supported by both INDOT and FHWA, involved analyzing population centers and traffic generators both within the state as well as those in proximity of the state's borders which were then ranked by size. The largest ones were connected together by a continuous interconnected system of roads. Stub connections were avoided wherever possible except where unusual geographic or traffic flow conditions dictated.

Other considerations involved trip length, spacing, degree of access control and coordination with neighboring states. Average trip length was also considered an important factor in classifying roads. Unfortunately, data of this nature frequently was not readily available and therefore, could not be used in determining which roads should function as principal arterials. Roads with longer average trip lengths were usually assigned to higher classifications.

Spacing was also a major consideration. In urban areas, the spacing of arterials was decreased as the population density increased. Parallel roads in the same corridor usually were provided different classifications. Those roads with higher design usually were considered to function as principal arterials while the others were deemed more appropriate to serve localized traffic and provide a needed degree of land access.

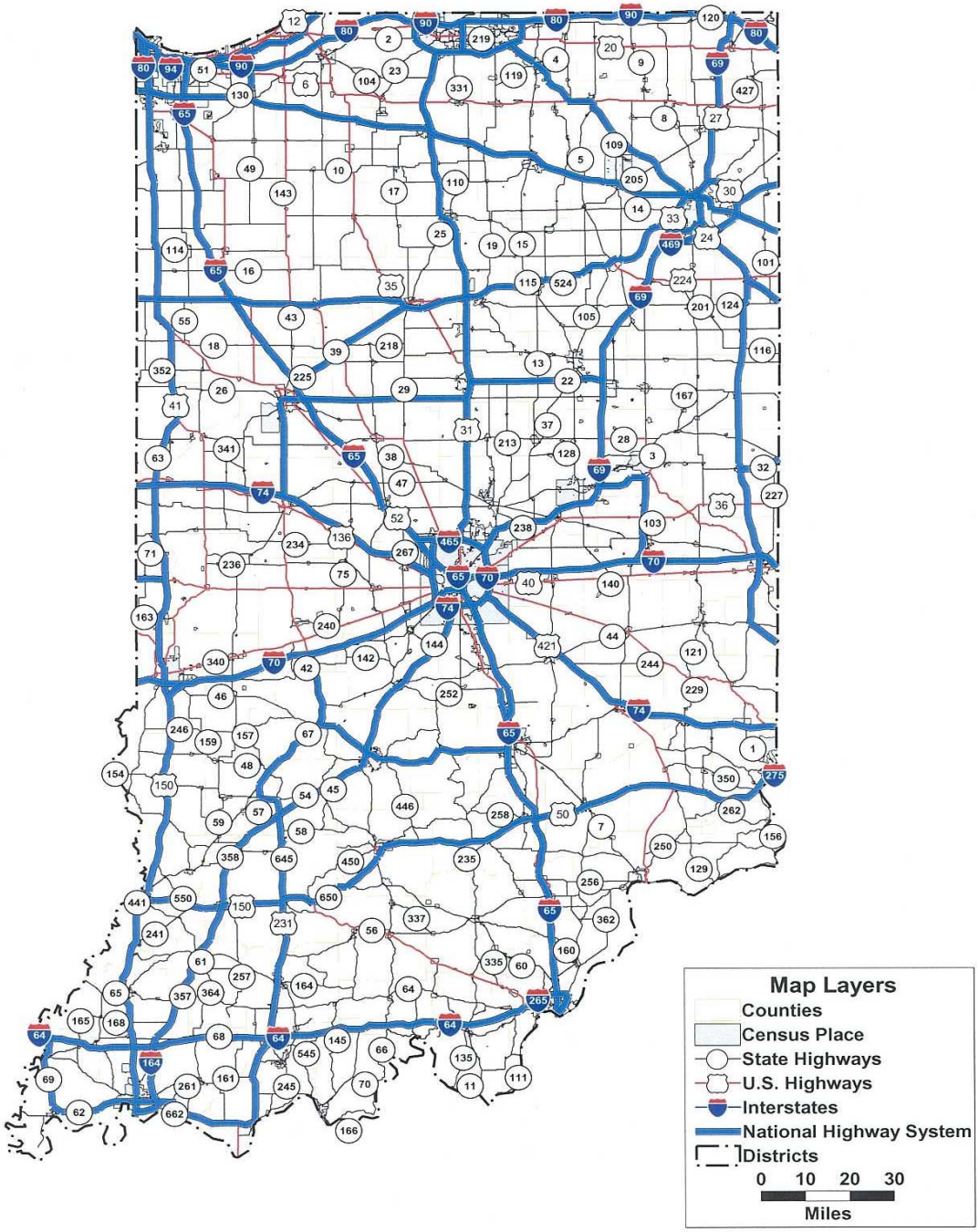
Coordination with adjacent states was always considered as an important element in the decision process. Major traffic generators in adjacent states should always be provided with a functional classification designation similar to ours as the routes cross the State lines. A map depicting all functionally classified roads in Indiana is shown in Figure 6-6.

National Highway System

National Highway System (NHS) is a system of highways determined to have the greatest national importance to transportation, commerce and defense in the United States. It consists of the Interstate Highway System, logical additions to the Interstate System, selected other principal arterials, and other facilities which meet the requirement of one of the subsystems with the NHS. The NHS represents approximately 4% to 5% of the total public road mileage in the United States. Therefore, the total Indiana mileage, like adjacent states, is somewhat restricted in terms of actual highway segments assigned to the National Highway System. Specifically, the National Highway System was designed to contain the following subsystems:

- Interstate - - The current Interstate System retained its separate identity within the NHS along with specific provisions to add mileage to the existing Interstate subsystem.

Figure 6-7 National Highway System



- Other Principal Arterials - - These include highways in rural and urban areas which provide access between an arterial route and a major port, airport, public transportation facility or other intermodal transportation facility.

- Strategic Highway Network - - A network of Highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

- Major Strategic Highway Network Connectors - - Highways which provide access between major military installations and highways which are part of the Strategic Highway Network.

Although the National Highway System as defined above is comprised of principal arterials, all of the designated Indiana principal arterial routes are not necessarily on the system. The portion of the Indiana mileage included on the system was dependent upon the total mileage that was established nationwide for the NHS.

The original exercises to determine the extent of the various state NHS mileages and route segments was related to the concept that the rural portion of the system should not exceed 4%, while the urban portion should not exceed 10% of the then existing principal arterial system. As expected, some States had systems much leaner than the average while others had systems that were much more extensive. In order to maintain some sense of equity or balance among States, principal arterial system reclassification was undertaken with maximum rural area road targets of 4% and maximum urban area road targets of 10%.

Naturally, this resulted in a nationwide principal arterial system greater than anticipated since States with lean principal arterial systems used that opportunity to increase the size of their systems to the maximum suggested limit that provided those states with a much more extensive system than others. This resulted in the condition that road density (area divided by road mileage) varied considerably form one state to another. Thus, a state with a dense system of roads (common in the Midwest and the Great Plains) that included the full 4% of its rural roads as principal arterials had a much more extensive system than a State with a lean road system (common in mountainous, desert and wetland areas).

Another factor that influenced the arterial classification of roads involved traffic density (VMT divided by road miles). Areas with higher traffic density required a higher percentage of their roads to provide for traffic service. By considering road density and traffic density combined, a much more equitable balance between the states was achieved and resulted in systems that were similar for similar states. Ultimately, states with lean systems added some minor arterials to their system. Indiana was not one of these states and still has some arterial roads that are not on the National Highway System. The NHS is shown in Figure 6-7. Not all segments of this system are on the state highway system.

Intermodal Connecting Links

These are highways that connect NHS routes to major ports, airport, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

Commerce Corridors

A Commerce Corridor is that part of a recognized system of highways that relates to the following:

- Directly facilitates intrastate, interstate, or international commerce or travel;
- Enhances economic vitality and international competitiveness;
- Provides service to all parts of Indiana and the United States.

Consistent with the focus of supporting the State's economy, major commercial routes were selected with the objective of providing an interconnected network of high quality highways linking the activity concentrations within Indiana, and connecting those concentrations with major markets in surrounding states. The principles used to guide commerce corridor selection were as follows:

- Link Indiana's major population concentrations to the National Highway Network.
- Provide good accessibility to Indiana's major manufacturing concentrations;
- Provide good accessibility to Indiana's major trade and service concentrations; and
- Improve access to Indiana's major tourism and recreation areas, regional economic concentrations and those areas with demonstrated and anticipated potential for growth.

The major external markets for Indiana were considered to be urban areas over 600,000 in population and less than 500 miles from the state. Based on those criteria Indiana's major external markets are: Atlanta, Birmingham, Buffalo, Chicago, Cincinnati, Cleveland, Columbus, Dayton, Detroit, Grand Rapids, Kansas City, Louisville, Memphis, Milwaukee, Minneapolis / St. Paul, Nashville, Pittsburgh, St. Louis, Toledo, and Toronto.

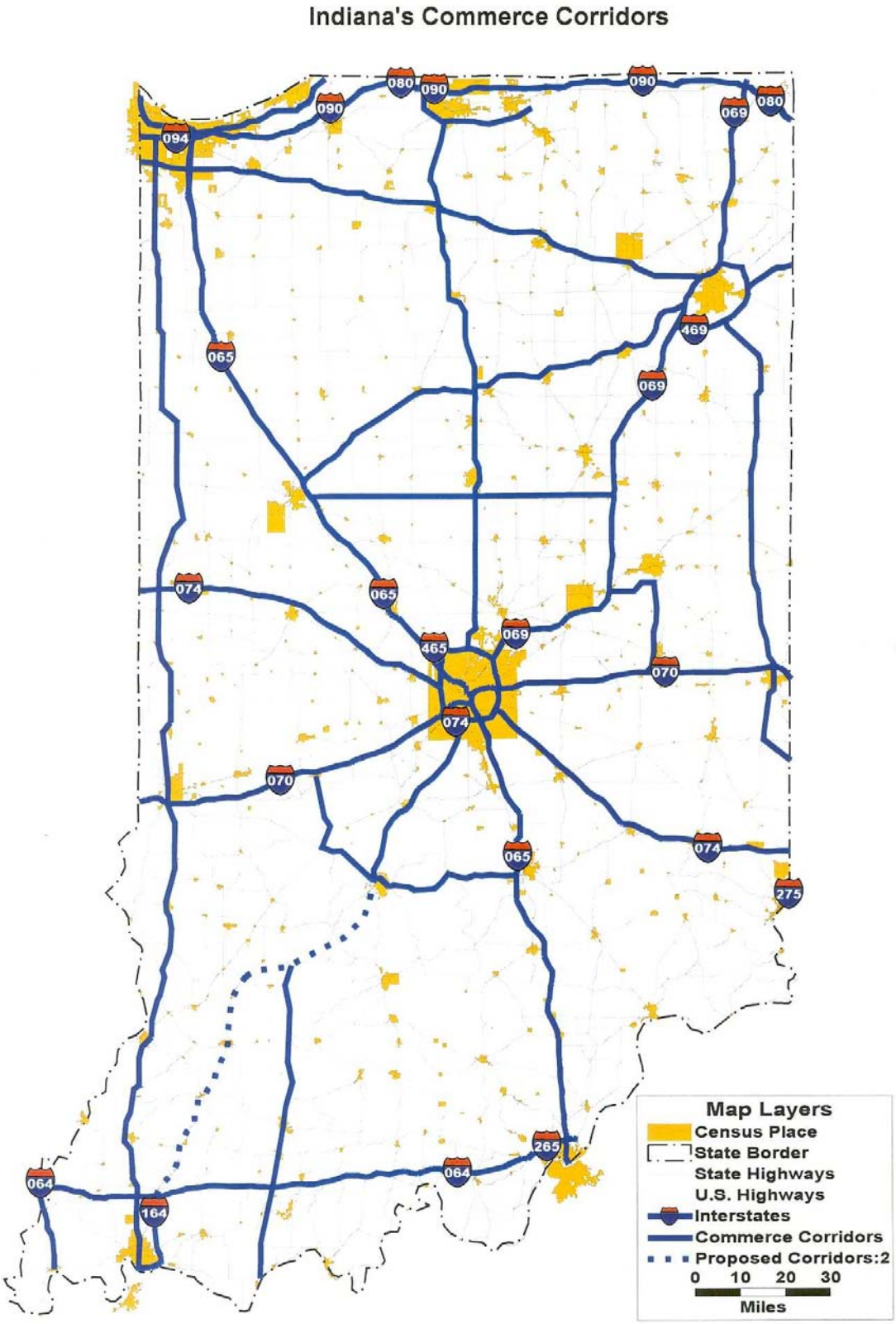
Access to Indiana's ports at Burns Harbor (Porter County), Southwind Maritime Center (Posey County), and Clark Maritime Center (Clark County) was included in defining the transportation corridors. These sites give Indiana access to international markets.

Within the major commercial corridors listed above, the routes that were selected to serve the defined concentrations involved routes that:

- Included all of the Interstate System;
- Avoided duplication of current Interstate and other major routes;
- Provided connectivity and continuity of the overall system; and
- Made use of high quality existing routes where appropriate.

In addition to these principles, access to important intermodal sites, such as the previously mentioned ports, were considered. The network resulting from these conditions, provided extensive geographic coverage and service to high traffic corridors. When these corridors were considered to be approximately 20 miles in width, it was determined that approximately 95 percent of the state's population lived within ten miles of the major commercial route network. Indiana's Commerce Corridors are depicted in Figure 6-8.

Figure 6-8


Indiana's Commerce Corridors
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Map Layers
Census Place
State Border
State Highways
U.S. Highways
Interstates
Commerce Corridors
Proposed Corridors:2
0 10 20 30
Miles

3R/4R Systems

For long-range planning purposes, INDOT has evaluated the state highway system to determine which routes warrant rehabilitation (3R) and which routes warrant reconstruction (4R). In general, two major factors determine if a project should be classified as 3R or 4R. These factors involve:

- If 70% or more of the existing pavement area of the traveled way can be retained and resurfaced, the project may be classified as 3R. If not, the project is typically classified as 4R.

- An assessment of the level of service (LOS) for the 10 year traffic volume projection can determine if the project is 3R or 4R, based upon the expected service life of the pavement.

Generally, when the level of service (LOS) for a 10-year traffic volume projection on non-freeway routes is LOS D or better, the project design will involve the use of 3R geometric design criteria. If the projected LOS will not meet LOS D, the facility should be designed according to new construction/reconstruction or 4R design criteria.

On occasion, projects may contain both 3R and 4R work (combination projects) and the work classification and supporting design criteria should be based upon the predominant work type. A resurfacing project may include the replacement of one of the mainline bridges (4R criteria) and would generally be classified as a 3R project, unless the bridge is considered to be a major structure and its replacement cost is equal to or greater than that of the 3R resurfacing work.

All freeway projects (Interstate and limited access arterials) are generally classified as new construction, complete reconstruction, partial reconstruction or 3R as defined above.

National Truck Network

The Surface Transportation Assistance Act (STAA) of 1982 required that the U.S. Secretary of Transportation, in cooperation with the State highway agencies, designate a national network of highways which allow the passage of trucks of specified minimum dimensions and weight. The objective of the act was to promote uniformity throughout the nation for legal truck sizes and weights on a National Truck Network. The truck network included all Interstate highways and a significant portion of what used to be referred to as the Federal-Aid Primary system that was built to accommodate large-truck travel.

In addition, the Act had required that “reasonable access” be provided along other designated routes to the commercial vehicles from the National Truck Network to terminals and to facilities for food, fuel, repair and rest and, for household goods carriers, to points of loading and unloading.

Under Indiana State Statutes, all principal arterials are available to commercial vehicles with the dimensions authorized, subject to local restrictions. In addition, the State has enacted legislation that stipulates that all public roads are legally available to these commercial vehicles subject to local restrictions.

STRAHNET

The Strategic Highway Corridor Network (STRAHNET) is a system of highways, including the Dwight D. Eisenhower System of Interstate and Defense Highways, identified as strategically important to the defense of the United States. The system was identified by the Military Traffic Management Command Transportation Engineering Agency. The purpose of this national system is:

- In peacetime, to maintain the readiness of our fighting forces, to assist in the maintenance of a credible deterrent posture, and to enable the rapid mobilization of military forces during increased tension;
- In wartime, to gather and deploy personnel and equipment as needed; and;
- To support industrial mobilization.

This military road network uses the Interstate System in Indiana and, since the Interstate System does not go directly to the military bases, a connector system is required. The NHS includes the STRAHNET system and its Primary Connectors to Priority One and Two military installations in response to a federal requirement that these routes be included. Those portions of the National Highway System designated as STRAHNET and its Primary Connectors are depicted in Figure 6-9.

Heavy Duty Road Network

INDOT has been authorized to designate highways having fixed maximum weights of vehicles that may be transported on those highways. However, authorization is limited to those highways that have been constructed and maintained in such condition that the designated use will not materially decrease or contribute materially to the decrease of the ordinary useful life of that highway.

Segments of the following state roads depicted in Figure 6-10 include US 12, US 20, US 31, US 41, SR 2, SR 23, SR 39, SR 149, SR 249, SR 312 and SR 912.

National Scenic Byways

The National Scenic Byways Program recognizes highways that are outstanding examples of our nation's beauty, culture, and recreational experience in exemplifying the diverse regional characteristics of our nation. These highways, nominated by the states and federal land management agencies are designated by the U.S. Secretary of Transportation to provide a compass for people from all over the world to explore America's treasured open roads. These roads possess characteristics that are considered America's best.

Currently, Indiana has two highways so designated that include US 40 (156 miles of the Indiana National Road) from the Illinois State Line to the Ohio State Line and portions of SR 62, US 41, I-64, SR 66, SR 56 and SR 156 (302 miles of the Ohio River Scenic Route) also from the Illinois State Line to the Ohio State Line. Indiana's National Scenic Byways are shown in Figure 6-11.

Figure 6-9

Strategic Highway (STRAHNET) Corridor Network

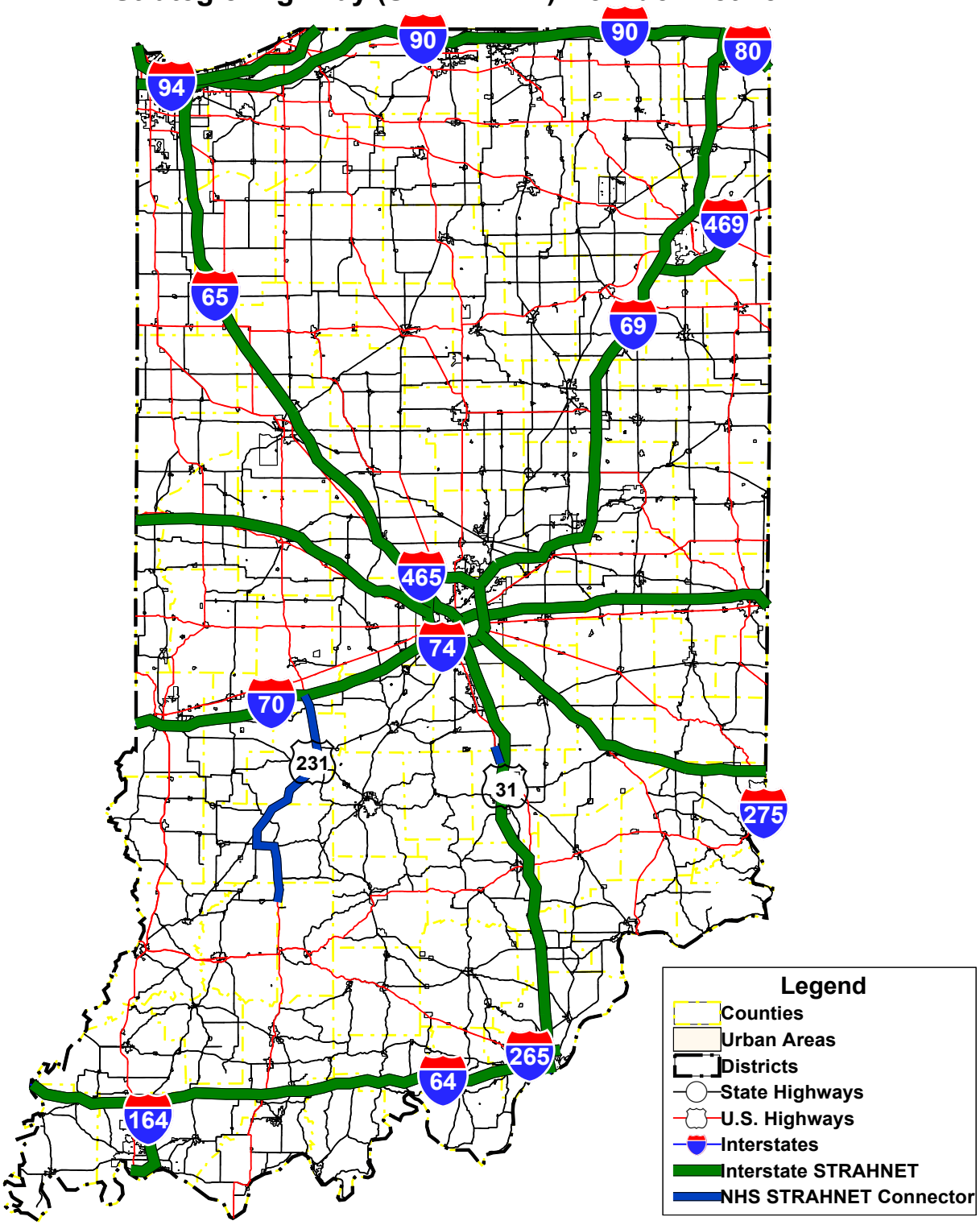


Figure 6-10

Indiana's Heavy Duty Truck Network

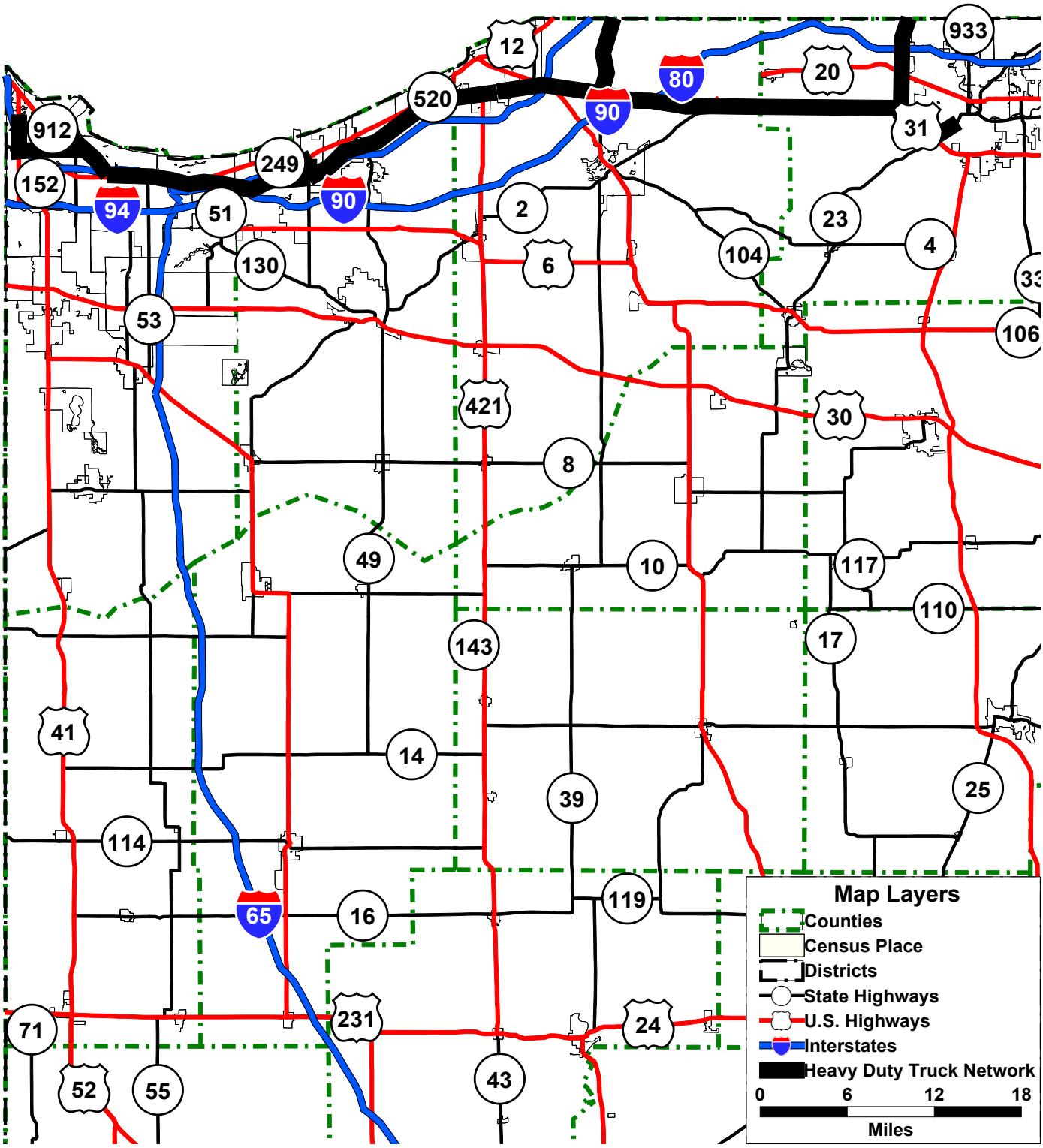


Figure 6-11

Indiana's National Scenic Byways

Chapter

7

INDOT 2000-2025 Long Range Plan

Corridor Planning Studies

Overview

The statewide transportation plan provides an integrated planning process starting with an outreach program for public and key transportation stakeholder involvement and the development of policy guidance. These activities flow into the systems level planning activities which provide for the evaluation of system performance, the identification of system deficiencies and needs, and the sizing of potential improvement concepts relative to the assessment of financial resources and plan development objectives. The key element in making the transition from the system planning activities to the project development / programming process is the corridor planning process. This chapter outlines the corridor planning studies undertaken and anticipated to be conducted by INDOT as part of the statewide plan development process.

Major Corridor Investment Study (Commerce Corridors)

In 1991, the Indiana General Assembly passed legislation that directed INDOT to establish "commerce corridors" in the state. These corridors were defined as, "…that part of a recognized system of highways that: (1) directly facilitates intrastate, interstate, or international commerce and travel, (2) enhances economic vitality and international competitiveness, or (3) provides service to all parts of Indiana and the United States."

In the 1995 Statewide Long-Range Transportation Plan, *Transportation in Indiana*, a system of Commerce Corridors was defined. Several of these corridors were identified for further study either by direction of the legislature or by the findings of the 1995 Statewide Plan. Following the adoption of the 1995 statewide plan, INDOT began work on the Major Corridor Investment Benefit Analysis System (MCIBAS). Three corridor studies were included in this overall system, US 31, SR 26 / US 35, and the Southwest Indiana Highway.

US 31 – Indianapolis to South Bend

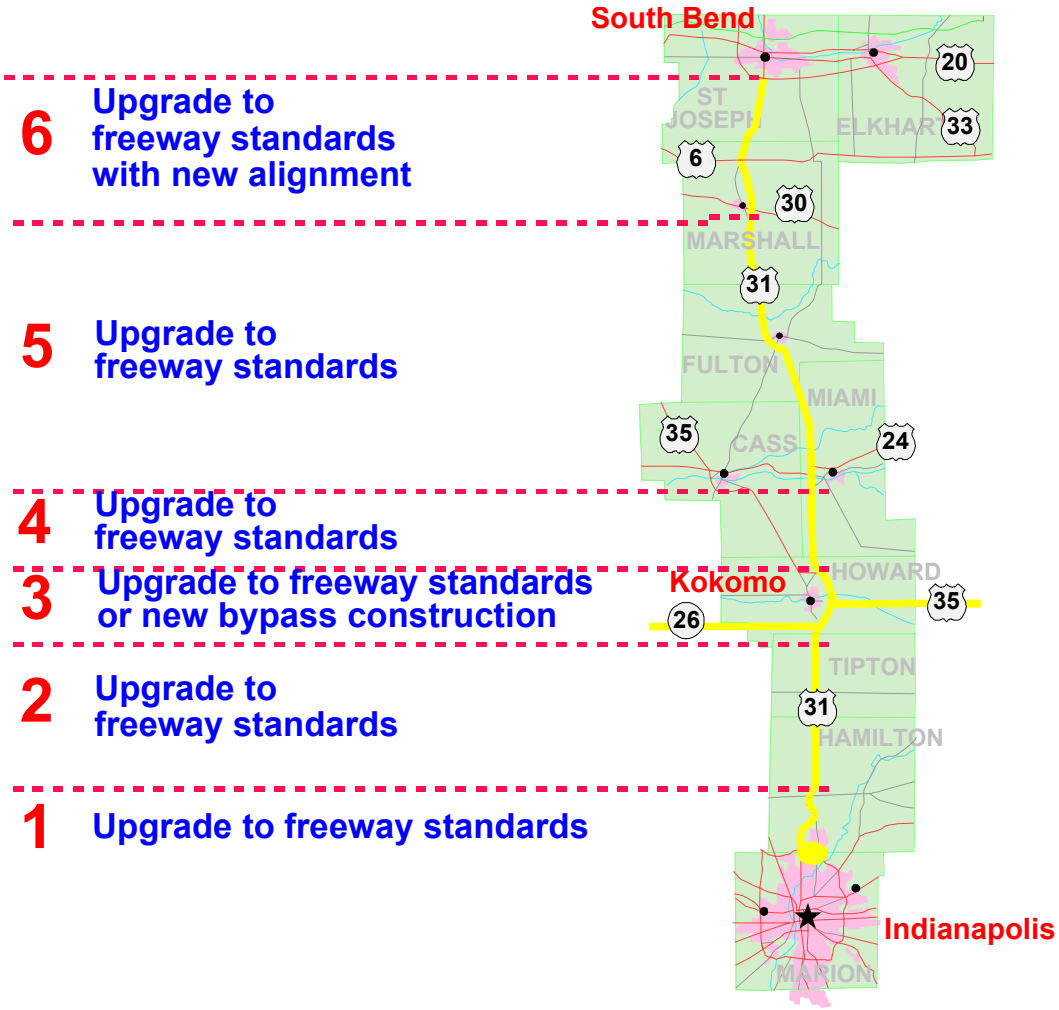
The US 31 study was completed in 1998 to evaluate the costs and benefits, including the economic development impacts, associated with an improved inter-city highway facility. The MCIBAS study process provided for analysis of major inter-city travel demand needs in a cost/benefit frame which allows the evaluation of local and private investment in economic development activities. The US 31 corridor extends from I-465 at Indianapolis to US 20 at South Bend, a distance of 122 miles. US 31 is a four-lane divided highway with varying degrees of access control depending on the roadway location.

Concentrations of traffic signals and access points reduce the carrying capacity of the roadway in Hamilton County and in Kokomo in Howard County. Traffic forecasts projected an increase in vehicle miles of travel carried by US 31 by 60% by the year 2020 with average speed dropping by 9% if no improvements are made.

The US 31 study evaluated the potential improvement of the corridor to freeway standards, including total access control, 2 or more lanes in each direction, and posted speeds of 55 mph in urban and 65 mph in rural areas. The study estimated an improvement cost of $0.9 billion (discounted). The freeway upgrade average free-flow speed would increase from 50 mph to 60 mph resulting in a decease of Indianapolis to South Bend travel time of 35 minutes when accounting for the elimination of traffic signals. In evaluating the travel time savings, lower vehicle operating cost, and reduced accident costs an overall $1.5 billion in user cost savings were identified.

Figure 7-1

US 31 Improvement Concept



The economic evaluation found the freeway upgrade would increase the market area for businesses along the US 31 corridor and improve travel conditions thereby lowering the cost of transportation. The improved transportation access was estimated to attract approximately 200 new jobs in the industries of motor vehicles and parts, metal products,

rubber and plastics, electrical equipment, and retail trade. Overall, $1.3 billion in economic impacts were identified over the analysis period.

The overall US 31 freeway upgrade project was found to have discounted benefits of $2.9 billion and costs of $0.9 billion resulting in a net benefit of $2.0 billion.

SR 26 / US 35 – Lafayette to I-69

The SR 26 / US 35 corridor serves east-west travel needs between I-65 and I-69 in north central Indiana. The communities of Lafayette, Rossville, Russiaville, Kokomo, Greentown, Jonesboro, and Gas City are directly served by the route, with the communities of Frankfort, Tipton, Elwood, Alexandria, and Marion being located close by. The corridor is 67 miles in length, with SR 26 and US 35 each making up about one-half of the length. SR 26 is a 2-lane road with unrestricted access and narrow shoulders. US 35 is also a 2-lane roadway, but has wider shoulders and was recently resurfaced. Travel as measured by vehicle miles of travel is forecasted to increase 43% by the year 2020 and travel speed is anticipated to decrease slightly from 45 to 43 mph.

The 1998 study suggested that the SR 26 / US 35 route be upgraded to a high level two lane roadway. In the vicinity of Lafayette and Kokomo where traffic volumes are higher due to urban development, short segments of 4-lane roadways would be constructed. The estimated cost of the highway improvements is $123 million ($93 million if discounted). The improvements would result in an increase in travel speeds creating travel time savings, lower accident rate costs, and vehicle operating reductions accounting for $197 million in discounted user costs.

The economic evaluation found the 2-lane upgrade would increase the market area for businesses along the SR 26 / US 35 corridor and improve travel conditions thereby lowering the cost of transportation for businesses. The improved transportation access was estimated to increase employment in several industries including services, trades, and manufacturing. Overall, $140 million in economic impacts were identified over the analysis period.

The overall SR26 / US35 corridor 2-lane upgrade project was found to have discounted benefits of $343 million and costs of $93 million resulting in a net benefit of $250 million.

Southwest Indiana Highway – Evansville to Bloomington DEIS

An important element of an Environmental Impact Statement is an analysis of the economic impacts of the proposed improvement. While the traditional user benefits and costs were studied, an additional macroeconomic analysis took place as part of this study. This economic analysis included identification of benefits related to business expansion, business attraction, and tourism generated by the proposed improvement. The analysis indicated that the highway would enhance the attractiveness of Southwest Indiana for businesses looking for new locations, increase business expansions, and make the region more attractive to tourists by improving access to existing tourist attractions. This information was included in the approved Draft Environmental Impact Statement (DEIS) for the Southwest Indiana Highway, which at the time was from I-64/164 at Evansville to SR 37 at Bloomington. This study was completed in 1996.

As a result of public input, a wide range of corridors are currently being analyzed as part of a larger Environmental Impact Statement covering the area from Evansville to

Indianapolis. Similar economic analysis activities will take place in this study. This corridor is now also known as I-69.

US 31 – Major Investment Studies

The Indiana General Assembly mandated INDOT to conduct the appropriate studies to improve traffic flow on US 31 from Indianapolis to South Bend.

Hamilton County

One of three Major Investment Studies conducted in three important areas of this corridor was in Hamilton County from I-465 to north of Westfield. This study was completed in 1997.

The recommendation from this MIS was to improve the existing US 31 corridor to a freeway from I-465 to 196th Street. In 1998, the proposed project was placed into INDOT's programmed schedule of roadway improvements, including an extension northward to SR 38. The required environmental study is currently underway. The total project cost of this proposed improvement is approximately $450 million.

Kokomo/Howard County

One of three Major Investment Studies conducted in three important areas of this corridor was in Howard County. This study was completed in 1995.

The recommendation from this MIS was to improve the existing US 31 corridor to a freeway from SR 26 to the north junction with US 35. The recommendation was initially accepted by all governmental agencies involved. Opposition to the recommendation by some local residents and businesses resulted in all local government agencies supporting a new alignment freeway. The local Metropolitan Planning Organization recently completed its long-range plan update that included direction on local preferences regarding US 31 (an eastern relocation of US 31). INDOT intends to place the proposed project into the programmed schedule of roadway improvements and conduct the required environmental study beginning in early 2002. The total project cost approaches $130 million.

Plymouth to South Bend

One of three Major Investment Studies conducted in three important areas of this corridor was in Marshall and St. Joseph Counties from US 30 at Plymouth to US 20 at South Bend. This study was completed in 1998.

The MIS identified a preferred alternative (Western Alternative-Option 1) to be constructed as a freeway. This alternative upgrades the existing US 31 alignment to a freeway from US 30 to approximately two miles south of US 6. There, the freeway goes east of existing US 31(bypassing Lapaz to the east), crosses existing US 31 south of Lakeville, and then stays west of existing US 31 up to US 20. In 1999, this proposed project was placed into INDOT's programmed schedule of roadway improvements. The study also recommended that three other build alternatives be advanced to the environmental phase of study (Western Alternative-Option 2, Upgrade, and Near East). The required environmental documentation phase is just beginning. The total project cost of this proposed improvement is near $170 million.

US 31 Corridor Study – Indianapolis to South Bend

The Indiana General Assembly mandated the Indiana Transportation Finance Authority to conduct a study of the need for and feasibility of constructing a new toll road from Indianapolis to South Bend. This study was done in conjunction with INDOT and was completed in 1999.

The study concluded that anticipated toll revenues would not be sufficient to pay the costs associated with the design, construction, maintenance and operating expenses, and meeting debt service requirements of the roadway.

SR 25 – Lafayette to Logansport Major Investment Study

SR 25 from Lafayette to Logansport is the westernmost segment of the US 24 / SR 25 Hoosier Heartland Corridor from Lafayette to Fort Wayne. Construction of the remaining segments from Logansport to Fort Wayne are either complete or nearing completion as a four lane divided highway. Furthermore, the Hoosier Heartland Corridor is a major portion of a larger corridor from Lafayette to Toledo, Ohio that the United States Congress identified as a High Priority Corridor on the National Highway System.

This study was completed in 1995. The recommendation from this MIS was to construct a relocated SR 25 as a four lane divided partial access control highway south of its existing alignment. The proposed project was placed into INDOT's programmed schedule of roadway improvements in 1998 and 1999. The required environmental documentation study is currently underway. The total project cost of this proposed improvement is $200 million.

Ohio River Major Investment Study

The Ohio River Major Investment Study (ORMIS) was initiated to address the problems of current and future travel mobility across the Ohio River between Kentucky and Indiana in the Louisville region. This issue had been addressed in several prior studies, without resolution. In fall 1994, an impasse was reached on the most recent prior study, which was begun in 1992. On October 28, 1993, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published a new rule on statewide and metropolitan planning that contained requirement for Major Investment Studies.

The purpose of the ORMIS was to bring the stakeholders of the region together through a process of defining and analyzing possible alternatives to result in a preferred strategy for investment in a solution. The study was conducted under the sponsorship of the Kentuckiana Regional Planning and Development Agency (KIPDA), the Metropolitan Planning Organization (MPO) for the region. An Advisory committee, The Ohio River Major Investment Study Committee, was established to guide the study. The ORMIS Committee was appointed by and responsible to the KIPDA Policy Committee (TPC), the official decision-making body for the ORMIS.

The ORMIS was completed in November 1996 and its recommendations were unanimously approved by the KIPDA Transportation Policy Committee on December 19, 1996. The recommendations called for four elements: Alternative A (the downtown

bridge, with a full rebuild of the Kennedy Interchange (I-64, I-65, and I-71) plus the East End Bridge); bus-oriented transit improvements: short term traffic operational improvements; and a regional financial summit to deal with funding needs. As part of the two-bridge solution, the middle alignment was recommended for the East End Bridge, and the upstream alignment was recommended for the Downtown Bridge. Specific improvements for promoting transit and other alternative modes of travel also were recommended, supporting the intent of ISTEA. The costs of these recommendations were over $700 million. The required environmental study for this project is currently underway.

Northwest Indiana Major Investment Study

In the spring of 1998, INDOT commissioned the Northwest Indiana Major Investment Study. The purpose of the study was to document the need for, and make recommendations for, improvements to state transportation facilities in the region over the next 20 years.

Special attention was focused on the two Interstate highways in the region that experience the highest levels of congestion. I-65 between US 30 and I-80/94, and I-80/94 (the Kingery Expressway in Illinois and the Borman Expressway in Indiana) between the I-94 / I-294 / Illinois Route 394 interchange and I-65 were studied intensively to determine the best alternatives to relieve congestion and improve public safety.

The final study recommendations included:

- Expand I-65 to 6 lanes between US 30 and I-80/94
- Expand I-80/94 to 8 basic lanes between the Illinois State Line and I-65 (in cooperation with Illinois)
- Indiana Toll Road should proceed with preliminary development studies of Western Extension

I-69 Fort Wayne Major Investment Study

In 1998, INDOT joined the Fort Wayne MPO in the study for transportation solutions to mobility problems in the Northwestern area of the metropolitan Fort Wayne area. The *Major Investment Study* evaluated congestion problems on I-69 in Fort Wayne along with several major local roadways. Improvement alternatives ranged from a no-build option, to local road expansion, transit route expansion, and added lanes on I-69. The final recommendations from the study confirmed the need for local road improvements, transit system upgrades, and added travel lanes on I-69 from US 24 to I-469 (north junction). This latter improvement on I-69 is programmed.

Indianapolis Northeast ConNECTions MIS / DEIS

In 1998, INDOT joined the Indianapolis MPO in the study for transportation solutions to mobility problems in the Northeast Corridor of the metropolitan Indianapolis area. The transportation planning study entitled *ConNECTions* is a Major Investment Study and a

Draft Environment Impact Statement for a range of potential transportation improvements. The *ConNECTions* study is evaluating congestion problems on several highways in the northeast including, I-465, I-69, SR 37, and I-70. In addition, the potential for several public transportation options including light rail and commuter rail from downtown Indianapolis to Noblesville is being investigated. Several improvement concepts for highway added capacity projects are under consideration. The *ConNECTions* DEIS was completed in late 2001. Upon completion of the study, the Indianapolis MPO and INDOT will move forward toward the Final EIS.

US 231 Corridor Study – Dubois County

The 1990 Southwest Indiana Highway Feasibility Study recommended further study of a relocation of US 231 around Jasper and Huntingburg to provide economic benefits and enhance the transportation network in these regional employment centers. The proposed project was placed into INDOT's programmed schedule of roadway improvements in 1990. This study was completed in 1996.

The main goal of the study was to identify and evaluate alternatives that would improve traffic flow and increase traffic carrying capacity along US 231 in the study area. Relocation of US 231 and internal improvements to the state and local street networks were analyzed, with a relocation of US 231 to the west of Huntingburg and the east of Jasper recommended. The recommendation ultimately calls for a four lane divided highway with full access control, but with improvements made in stages. Stage One calls for implementing two of the four lanes in the right-of-way for the future four lanes. Stage One adequately serves the projected traffic volumes in 2025. The total project cost of Stage One is $75 million. The required environmental documentation study is currently underway. The total project cost for all three phases is $152 million.

US 24 Feasibility Study – Fort Wayne to Toledo, Ohio

The Intermodal Surface Transportation Efficiency Act of 1991 identified 21 High Priority Corridors on the National Highway System. One of corridors is US 24 from Fort Wayne to Toledo, Ohio. The Ohio Department of Transportation was the lead agency on this bi-state study. This feasibility study examined and documented the deficiencies of the existing US 24, identified the tasks and issues associated with the development process for the improvement of US 24, developed reasonable time frames for these tasks, estimated the total costs of improvements, and evaluated the current economic climate of the US 24 corridor as well as the economic impacts of upgrading the corridor.

The study was completed in 1994 and recommended upgrading US 24 to a four lane facility. The corridor was prioritized into three planning sections. Priority One is from Napoleon, Ohio to Toledo (Interstate 475), followed by Priority Two from Defiance, Ohio to Napoleon, and then Priority Three from Fort Wayne (Interstate 469) to Defiance. The total project cost is approximately $400 million to $460 million depending upon location of the improvement.

Indiana Interstate Interchange Study

Completed in 2001, the *Indiana Interstate Interchange Planning Study* identifies a program of interchange modification and new interchange construction projects. The final report recommendations include a prioritized list of improvements and associated estimated costs per interchange. The report's recommendations will drive our interchange modification and new interchange construction program for the next 5 to 7 years and beyond. This study updated the previous Interstate Interchange Evaluation Study, undertaken by INDOT in the late 1980s. The 2001 interchange study developed improvement recommendations and priorities for the 244 existing interchanges on the Interstate System, and evaluated the feasibility and need for 11 new interchange locations. The recommendations of this interchange study will provide the foundation for the interchange improvement program in terms of interchange modifications and new interchange development. Additional information may be found in Chapter 9.

Indiana Streamlined EIS and Corridor/EA Procedures

In 2001, INDOT and FHWA released new streamlined procedures for environmental study to establish a coordinated planning development process. These procedures are intended to address projects being developed under the *National Environmental Protection Act* (NEPA) which may require preparation of an Environmental Impact Statement (EIS) but begin with the preparation of an Environmental Assessment (EA) as a corridor planning study.

The new procedures were implemented to avoid the duplication of planning and public involvement activities between Major Investment Studies (MIS) and following project development studies conducted under the NEPA requirements. In several corridor planning studies negative comments were received when the NEPA "decision-making" process was initiated and controversial alternatives that study participants believed had been eliminated were being re-evaluated.

Basic Elements:

1. Establish a project coordination team to provide policy guidance to the development of a study.

2. Issue an early coordination letter to resource agencies, notifying them that FHWA is initiating a NEPA decision making process.

3. Establish two key coordinating points with resource agencies.

   A). Purpose and Need and Preliminary Alternatives

   B). Preliminary Alternative Analysis and Screening

4. At each key coordinating point, an Agency Review Package will be prepared and submitted to the resource agencies to initiate a sixty-day Interagency review process. An Interagency Review meeting will be held thirty-days into the review period.

5. Complete DEIS (or EA/Corridor Study). The EA/Corridor Study will conclude that each study does or does not involve significant impacts. The EA/Corridor will identify for

each segment of independent utility the purpose and need, and the preliminary alternatives retained for further study.

6. Transition of an EA/Corridor Study to an EIS. If FHWA determines that a project has significant impacts, a decision will be made to move forward with preparation of an EIS. Initially, more detailed studies will be conducted to prepare a DEIS. A coordination point with resource agencies will be established for review of the Preferred Alternatives and Mitigation. This will involve the preparation of an Agency Review Package and submittal to the resource agencies to initiate a sixty-day Interagency review process. An Interagency Review meeting will be held thirty days into the review period.

7. Complete the Final Environmental Impact Statement and Record of Decision.

A detailed description of the Indiana Streamlined EIS and Corridor/EA Procedures is available on the FHWA's Indiana Division website at: http://www.fhwa.dot.gov/indiv/eisproc.htm.

2002 Active Corridor Studies

Five corridor studies were initiated in 2000 and 2001 to address Commerce Corridor issues from the 1995 plan, investigate potential roadway improvements identified from needs analysis, and respond to Congressional mandates. The studies' recommendations will be incorporated into the statewide plan in future updates.

US 36 Danville Corridor Improvement Study

US 36 is the primary travel corridor connecting central and eastern Hendricks County and West-Central Indiana to Indianapolis. INDOT is conducting the US 36 Corridor Improvement Study to:

1. Establish the essential need for improving US 36

2. Develop and analyze basic improvement plans ranging from the upgrade of US 36 on its present alignment to relocation of portions or all of US 36, and

3. Make appropriate recommendations for the programming of projects.

US 231 Corridor I-65 to I-70 Improvement Study

The US 231 corridor runs about 70 miles from I-70 in Putnam County, through Montgomery County to I-65 in Tippecanoe County. This route provides a north-south two lane principal arterial serving west-central Indiana. In the development of the Indiana portion of the original National Highway System (NHS), US 231 between I-74 and I-70 was evaluated to be included in the system but was eliminated in interests of minimizing system mileage. The 2002 NHS update effort, however, included a reexamination of this uS 231 segment, resulting in addition of the segment to the Indiana portion of the NHS. This portion of US 231 has also been designated as a Statewide Mobility Corridor.

INDOT is conducting a corridor feasibility study to establish the need to improve US 231 and make recommendations for roadway improvement projects if warranted. Key issues that will be studied include: (1) the connection needs between SR 26 and I-65 in the Lafayette area including the current EIS between SR 26 and US 52, (2) examination of the needs for bypasses of Greencastle and Crawfordsville to address potential through truck and passenger car traffic in congested downtown areas, and (3) analysis of basic improvement plans for upgrading the roadway to four lanes and consider roadway relocation alternatives.

SR 101 Corridor Improvement Study

The enhancement of transportation in Southeastern Indiana has been a long-term concern of INDOT. In 1991, a joint resolution of the Indiana General Assembly urged the extension of SR 101 through Switzerland County to US 50 to improve north-south travel within the region. Preliminary INDOT studies indicated a new SR 101 extension would not be cost effective.

In the development of the Major Corridor Investment Benefit Analysis System (MCIBAS) study process, consideration of the economic development impacts of improved highway access was combined into the traditional user cost/benefit analysis system. Since the early 1990s, several changes have occurred in Southeastern Indiana which affect the region's potential for economic development. These include: (1) the growth of the suburban Cincinnati region and its impact on Dearborn County, (2) the expansion of the tourism economy, and (3) major shifts in the multi-state economy due to the expansion of automobile related industries in Indiana, Kentucky and Ohio.

The INDOT corridor study will identify and evaluate transportation improvements in a north-south corridor between the Markland Dam on the Ohio River in Switzerland County and US 50 in Dearborn and Ripley Counties. The evaluation of corridor improvement alternatives will include:

1. User benefits such as travel time savings, lower vehicle operating costs, and reduced accident rates.

2. Economic impacts from improved highway access considering the expansion of existing businesses, the attraction of new businesses, and the attraction of new tourism activity.

SR 9 Greenfield Corridor Improvement Study

SR 9 in Greenfield experiences significant traffic congestion. The SR 9 study corridor has been initially established from US 52 to SR 234. In the 1998 TEA-21 legislation, a project to "Construct a SR 9 Bypass in Greenfield" was included as part of the Section 1602 Program for High Priority Demonstration Projects. The INDOT corridor feasibility study will establish the essential need for improvements on SR 9, analyze basic improvement plans, and make recommendations to INDOT for the programming of improvement projects (if warranted). The study will provide for an origin-destination traffic study to measure through traffic patterns.

SR 37 Noblesville to Marion Corridor Improvement Study

SR 37 from Noblesville in Hamilton County, through Madison County and the community of Elwood, and connecting with Marion in Grant County will be evaluated in a corridor improvement feasibility study. SR 37 is currently a four lane arterial roadway from I-69 to northeast of Noblesville where it becomes a two lane roadway. In 1989, a joint resolution of the Indiana General Assembly urged the widening of SR 37 to four lanes from Noblesville to Marion. INDOT conducted a highway improvement feasibility study in 1990 that found widening the roadway would not be cost effective. Since the early 1990s, the rapid growth of Hamilton County has created additional traffic growth on SR 37 in the greater Indianapolis area. In the 1998 TEA-21 legislation, a feasibility study of SR 37 improvements in Noblesville, Elwood, and Marion was included as part of the Section 1602 Program for High Priority Demonstration Projects.

INDOT will conduct the SR 37 Corridor Improvement Study to: (1) Establish the essential need for improving SR 37, (2) Develop and analyze basic improvement plans ranging from the upgrade of SR 37 on its present alignment to relocation of portions or all of SR 37, and (3) Make appropriate recommendations for the programming of projects, if warranted. Due to the concerns over the economic development impacts, the evaluation of corridor improvement alternatives will include: (1) User benefits such as travel time savings, lower vehicle operating costs, and reduced accident rates, and (2) Economic impacts from improved highway access considering the expansion of existing businesses, the attraction of new businesses, and the attraction of new tourism activity.

Anticipated 2002 Transportation Planning Corridor & Subarea Studies

The studies identified in this section are anticipated to be conducted in 2002 as part of the statewide plan development process. INDOT has not defined the scope of these studies at this time. The studies have been programmed for funding purposes in the State Planning and Research Program (SPR) for the FY 2002 planning period.

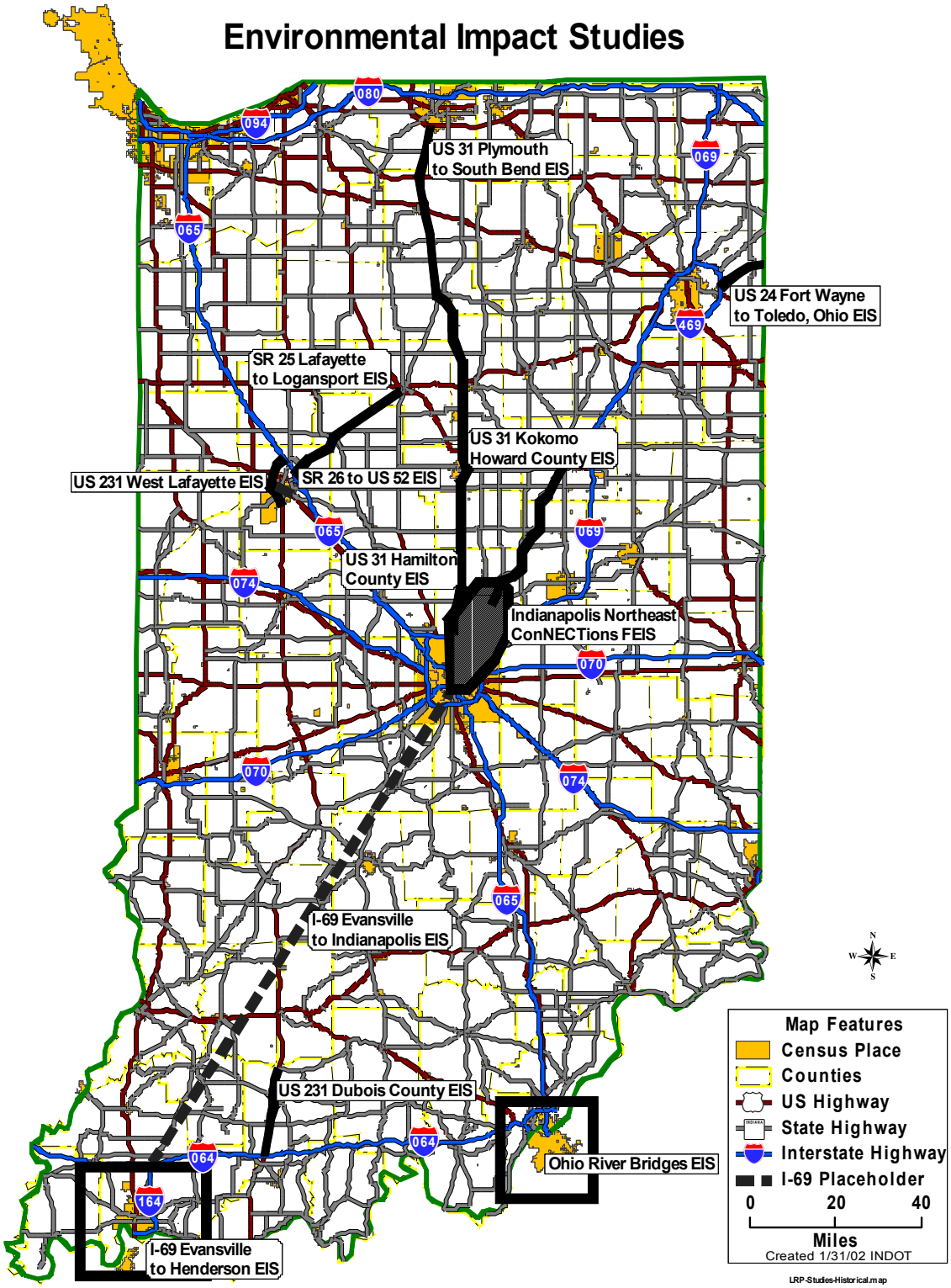
Central Indiana Suburban Transportation Study

The Central Indiana Suburban Transportation Study will consider suburban mobility issues in the greater Indianapolis nine-county metropolitan area. The existing transportation problems and potential future transportation improvements will be studied from a system level perspective, including future demand levels, interaction with other elements of the regional roadway system (i.e. I-465), relationships to I-69 / National Corridor 18 options, and opportunities to meet localized needs. This study will primarily address the area from I-465 outward to the nine-county boundary but will also consider impacts and benefits to the urban core. This process will examine the interrelationship of land use and transportation decisions, the role of public transit and the appropriate hierarchy of key transportation corridors within the nine-county area. An evaluation of ITS features, access control, travel demand management and other programs to increase system efficiency will be included in the study. This study will also assess the regional impact of an outer beltway on the local and regional transportation system and on development patterns. The study will ensure meaningful public involvement by initially convening a group of regional constituents and then developing smaller task force groups to deal with specific areas and issues. INDOT and the Indianapolis MPO will be conducting this cooperative study of the central Indiana region, with study findings anticipated in 2003.

State Road 62 Lloyd Expressway Corridor Planning Study

The SR 62 Lloyd Expressway Corridor Planning Study will evaluate the 5.5 mile corridor of the Lloyd Expressway from Eichoff Road (University of Southern Indiana entrance) to Fulton Avenue on the West Side of Evansville. The potential for upgrading the corridor to freeway standards will be evaluated. The study is anticipated to be completed in 2003.

Figure 7-2


Environmental Impact Studies
US 31 Plymouth to South Bend EIS
US 24 Fort Wayne to Toledo, Ohio EIS
SR 25 Lafayette to Logansport EIS
US 31 Kokomo Howard County EIS
US 231 West Lafayette EIS
SR 26 to US 52 EIS
US 31 Hamilton County EIS
Indianapolis Northeast ConNECTions FEIS
I-69 Evansville to Indianapolis EIS
US 231 Dubois County EIS
Ohio River Bridges EIS
I-69 Evansville to Henderson EIS
080
094
069
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Counties
US Highway
State Highway
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20
40
Miles
Created 1/31/02 INDOT
LRP-Studies-Historical.map

2002 Active Environmental Impact Statements

Environmental documentation is required for Federal Actions. INDOT utilizes federal funds for many projects undertaken. A large-scale project that could have a significant impact on the social, environmental, and economic environment of an affected area requires the preparation of an Environmental Impact Statement (EIS). This study is conducted after and builds upon the previously described planning studies that may have been conducted earlier in project development. The following EISs are currently underway:

I-69 Evansville to Indianapolis EIS

In response to comments after the 1996 completion of the Draft EIS on the Southwest Indiana Highway from Evansville to Bloomington, INDOT decided to expand the corridor northward to Indianapolis. This allows for a comparison of all alternatives from Evansville to Indianapolis. Fourteen route concepts have been analyzed and five alternatives remain for I-69 from Evansville (I-64) to Indianapolis. A recommendation is expected by the end of 2002.

I-69 Evansville / Henderson EIS

I-69 from the Lower Rio Grande Valley in Texas at the United States/Mexico border to the dual termini of Port Huron, Michigan and Detroit, Michigan at the United States/Canada border has been designated by Congress as a High Priority Corridor on the National Highway System. Thus, I-69 in Indiana is more than just the potential improvements from Evansville to Indianapolis and the existing roadway from Indianapolis to Michigan. INDOT, the Kentucky Transportation Cabinet, and the Evansville Urban Transportation Study are conducting this EIS that addresses I-69 south of I-64 and across the Ohio River into Kentucky. The Draft EIS is expected to be completed by the end of 2002, with the Final EIS following in early 2003.

US 31 Hamilton County EIS

The EIS for the US 31 corridor from Interstate 465 to SR 38 in Southern Hamilton County in the Carmel and Westfield areas is well underway. The Draft EIS will be completed in 2002, with a Final EIS completed in early 2003.

US 31 Kokomo / Howard County EIS

This US 31 EIS in the Kokomo / Howard County area is expected to begin in early 2002 and will take approximately two years to complete.

US 31 Plymouth to South Bend EIS

This US 31 study from US 30 at Plymouth to US 20 at South Bend began in late 2001 and will take approximately two years to complete.

SR 25 Lafayette to Logansport EIS

This study from I-65 at Lafayette to US 24/35 at Logansport is well underway and completion is expected by the end of 2002.

Ohio River Bridges EIS

This comprehensive study of Ohio River bridge crossing issues and needs in the Louisville metropolitan area is nearing completion. The Draft EIS was completed in late 2001, and the Final EIS will be completed in 2002.

Indianapolis Northeast ConNECTions FEIS

The Draft EIS was completed in 2001 and the Public Hearing was held on highway and transit corridor improvements in the northeast quadrant of Marion County and Southern Hamilton County. The highway recommendations will advance into the Final EIS in 2002. Expanded transit alternatives will undergo further, separate study, including analyzing the need for rail transit outside and in addition to the northeast corridor from downtown Indianapolis to Noblesville.

US 231 Dubois County EIS

This US 231 EIS from Interstate 64 to north of Jasper in the Huntingburg and Jasper area is expected to be completed in 2002.

US 24 Fort Wayne to Toledo, Ohio EIS

The US 24 EIS from Interstate 469 at Fort Wayne to Interstate 475 at Toledo, Ohio is underway. The Draft EIS is anticipated for completion in 2002, followed by the Final EIS in 2003. The Ohio Department of Transportation is the lead agency on this EIS.

US 231 West Lafayette Environmental Document

In 1987, a Draft EIS was completed for a relocation of US 231 from south of Lafayette to northwest of West Lafayette. The Final EIS was completed in 1992. The southern sections crossing the Wabash River and continuing northward on River Road opened to traffic in 2001. The middle segment from River Road to SR 26 is currently being designed. This study is preparing additional environmental documentation for the northern segment from SR 26 to US 52 west and northwest of West Lafayette and Purdue University. The findings will determine whether a Supplemental EIS is needed. This study began in 2001.

Summary

The key element in making the transition from the system planning activities to the project development/programming process is the corridor planning process. This chapter outlined the corridor planning studies undertaken and anticipated to be conducted by INDOT as part of the statewide plan development process. These studies included the Major Corridor Investment Studies involving commerce corridors, several segments of US 31, the Ohio River, Northwest Indiana, and I-69 in Fort Wayne. Other corridor studies included US 31 from Indianapolis to South Bend, SR 25 from Lafayette to Logansport, Indianapolis Northeast ConNECTions MIS/DEIS, US 231 in Dubois County, and the Interstate Interchange Study.

Many of the projects in the Chapter 11 listing were derived from the corridor planning studies discussed in this chapter. Moreover, a major part of the task of INDOT's Long Range Transportation Planning Section is to complete corridor planning studies. The planners not only develop the Long Range Plan, but they also complete much of the work that goes into the development of the Long Range Plan.

Chapter

8

INDOT 2000-2025 Long Range Plan

Fiscal Forecast

INDOT Long-Range Plan Fiscal Forecast

The long-range fiscal forecast has been developed after analyzing various funding scenarios for the department. Historically, INDOT has made an assumption of two percent revenue growth over the long term. The assumption was made primarily for one reason, to be conservative. INDOT wanted to ensure that both the residents of Indiana as well as the construction industry would not anticipate more projects than the agency would be able to fund. Although certain revenue items for the department have shown slow but steady increases, there are a number of items that are highly fluctuating. INDOT did not want to err by making assumptions about these highly fluctuating items, and therefore was satisfied with utilizing a conservative approach.

INDOT realized that while being conservative on the fiscal forecast can be safe, it can also hinder development if people "assume" there will be no funds available for projects. In other words, a low forecast may delay a project that might have been developed faster if a more accurate fiscal forecast had been employed.

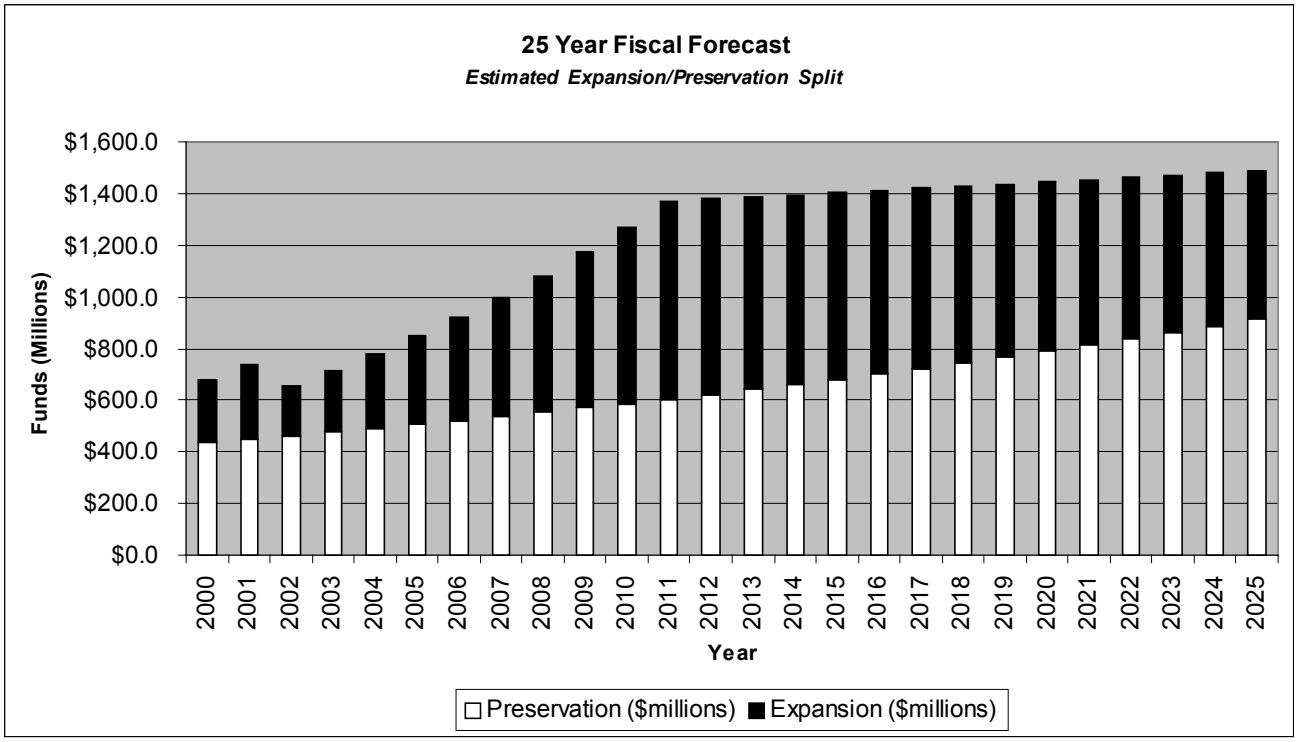
The budget forecast was developed in 2000 for the 2000 to 2025 time period by the Division of Policy and Budget (now known as Budget and Fiscal Management). The forecast is made in three segments. The first segment is made up of the 2000 to 2001 biennial budget. The second segment is considered as medium-term (2002-2011) and the third segment is considered long-term (2012-2025).

The first two-year segment in the forecast is based on analysis of the 2000-2001 biennial budget, adjusted for changes since the adoption of the budget. Revenue projections are made on a quarterly basis by the Budget and Fiscal Management Division and are reviewed by the Chief Financial Officer. Examples of revenue adjustments might include changes in fuel tax collections based on changes in retail fuel prices or changes in motor carrier traffic volumes. All non-construction uses of funds are also updated quarterly to reflect changes in current business situations. Examples of non-construction use adjustments may be needed due to inclement weather (increased payroll and salt expenses for plowing) or a new or modified program that the department has approved. The difference between the revenue projections and the non-construction uses is available for the construction program.

The second segment of the forecast is for fiscal years 2002-2011. This medium term forecast marks a change for the agency. For this time period, INDOT analyzed historical data for both revenue and non-construction expenses from the previous ten-year period. During this time frame, INDOT revenue and non-construction expenses increased at a rate higher than the forecast assumption. Therefore, the 2002-2011 period in the fiscal

forecast assumes these trends will continue. Based upon these historical standards, we believe funding for needed projects will be available.

Figure 8-1



It should be noted that the historical revenue increases have included increases from standard revenue sources as well as new sources of funding to the agency. An example of an increase from a standard revenue source would be Indiana's receipts from the Federal Highway Trust Fund (which is composed mainly of federal fuel taxes). In 1998, the Transportation Equity Act for the 21st Century (TEA-21) changed the formula that determined the amount of money that states receive from the trust fund. This change brought an increase to INDOT's revenue for the life of the bill (1998-2003). An example of new funding to INDOT would include the Crossroads 2000 program. This program generated revenue for INDOT through increases in fees charged on Bureau of Motor Vehicle transactions. The additional funds have given INDOT the ability to bond $400 million in projects. Additionally, INDOT will build other projects with the new revenue until road lease payments are due on the bonded projects.

The final segment of the forecast is for fiscal years 2012-2025. This final segment is a combination of the change in the medium term forecasting with the conservative approach. In essence, we combined the aggressive assumption that additional resources will be provided with the traditional approach of assuming very low growth. The result attempts to balance future planning and programming of projects with unknown resources to accomplish project completion within a reasonable time.

For the years 2012-2025, INDOT has tied the available resources for construction to a level that assumes construction spending will remain constant on a per capita basis. The 2011 forecasted total construction program totals $1.37 billion. In 2011, Indiana is projected to have a population of 6.44 million people, thus creating a per capita

construction spending figure of $212.80. This approximate construction dollar per capita figure is assumed for the final segment of the Long Range Plan fiscal forecast.

There are a number of assumptions that were used in the development of the long-range fiscal forecast. As with all forecasts, many assumptions must be made. For example, for purposes of the initial forecast, an assumption was made regarding the breakdown of funding being spent on expansion projects versus [preservation activities. Based upon historical funding trends, preservation activities as shown in white in Figure 8-1, were assumed to increase three percent per year over the course of the twenty-five year forecast period. It should also be noted that the expansion category includes a significant amount of preservation activities in the form of pavement replacement on existing highway segments which have been identified for added travel lanes. INDOT has attempted to use both historical data as well as conventional wisdom in making this forecast. Although the forecast is subject to differing opinions of others, the department's goal was to provide a starting point for developing a long-range construction program for the State of Indiana. Again, it is important to note that the fiscal forecast assumes additional funding from some source will occur in the future. The time and amount of the additional funds are not forecasted.

Figure 8-2

Long Range Fiscal Forecast

Initial Estimate of Preservation/Expansion Split

Funding Period	Preservation	Expansion	Total
2000-2004	$2,319.0	$1,250.2	$3,569.2
2005-2009	$2,688.4	$2,337.0	$5,025.4
2010-2014	$3,116.4	$3,682.9	$6,799.3
2015-2019	$3,612.8	$3,489.9	$7,102.7
2020-2025	$5,102.7	$3,705.7	$8,808.4
	$16,839.3	$14,465.7	$31,305.0

Note: All figures are listed in millions of current (2000) dollars

Chapter

9

INDOT 2000-2025 Long Range Plan

Highway Needs Analysis

Overview

The statewide transportation planning process provides for the identification of highway needs through a comprehensive process of the review of past planning studies, current planning programs, and the quantitative analysis provided by the application of the statewide system planning tools.

Previously Identified Projects

The first step in the statewide expansion needs analysis process was to identify projects which have already been documented as a need in some form of previously conducted transportation planning and/or programming study. The primary sources for this identification process were: (1) the INDOT Production Schedule, (2) the MPO Long Range Plans and (3) the INDOT 20 Year Listing of Projects. The same project may be identified by each of the three identification sources. Therefore, the listing of overall project costs for the various listing of needed projects overlap with one another.

INDOT Production Schedule

The INDOT Production Schedule is a six to ten year program of projects under development (past planning) by INDOT. The production schedule provides a template of development activities and associated time requirements for each project. These required development activities outline a process which includes: (1) Engineering Assessment, (2) Environmental Assessment, (3) Design Plan Development, (4) Land Acquisition and (5) Construction. Development time for capacity expansion projects (interchange modifications, new interchanges, added travel lanes and new road construction) requires a minimum of seven to eight years, assuming no delays and existing funding.

Projects which have been programmed into the production schedule have generally originated through the INDOT District development process and the Central Office planning and programming project identification activities. Potential projects are identified through the Program Development Process (PDP) which includes annual meetings with the Districts and MPOs. The Federal-Aid projects programmed for the first three years of the production schedule provide the basis for the Indiana Statewide Transportation Improvement Program (INSTIP). The INSTIP is presented for transportation stakeholder and public review and comment in a series of INDOT District Meetings held in late summer (as well as distribution to the MPOs for their public involvement process). At these meetings, information is also provided on projects in the production schedule which

are beyond the three-year program of the INSTIP. Approximately 300 capacity expansion projects were identified from the INDOT production schedule with an associated funding requirement of $ 5.8 billion.

MPO Long Range Plans

The twelve Indiana Metropolitan Planning Organizations (MPOs) provide comprehensive transportation planning analysis for project identification in the state's major urban centers of over 50,000 population. Each MPO is required by federal regulations to develop a twenty year transportation plan identifying transportation needs on the state and local jurisdictional roadway systems. The MPOs also carry out a multimodal planning process identifying potential public transportation, high occupancy modes, and bicycle / pedestrian transportation improvements where warranted.

INDOT 20 Year Listing of Projects

The INDOT 20 Year Project listing was developed in 1995 following the adoption of the Statewide Long-Range Multimodal Transportation Plan to assist the MPOs in developing the ISTEA mandated fiscally constrained long-range plans for their respective planning areas. A listing of state highway jurisdiction projects for the 1995 to 2015 time frame was developed for each of the state's twelve MPOs and each of the six INDOT Districts. Projects were developed as one of three categories:

1. Projects for the 1995 to 2015 timeframe from traditional state and federal funding assistance programs and are anticipated to be implemented. Three implementation phases were identified, (1) 1995 to 1999, (2) 2000 to 2006, and (3) 2007 to 2015

2. Projects for the 1995 to 2015 timeframe which are not programmed with traditional state and federal funding and require special federal funding to advance towards implementation.

3. Projects which have been proposed for implementation, however due to fiscal constraint issues have been delayed outside the 20 year planning timeframe and identified as "Identified Problem Areas for Future Study". An implementation phase for these projects was identified as "future".

The total identified transportation system improvement needs for added capacity type projects were compared to the anticipated transportation funding revenues forecast for 1995 to 2015. Anticipated funding shortages were identified over the twenty year time frame. Projects to be deferred were identified through a process of planning and engineering judgements in consultation with the MPOs and Districts. The projects identified for each MPO were presented for review and comment as part of the plan development process. The INDOT 20 Year Project listing provided guidance to the state's MPOs in determining the amount of state transportation resources for state jurisdictional improvements each MPO could expect to receive over the twenty year time frame for their transportation plans. The projects identified in the INDOT 20 Year Project listing were presented for transportation stakeholder and public review and comment in a series of INDOT District Meetings held in the summer of 1995. The INDOT 20 Year Project listing in its 1998 Update to include the Crossroads 2000 projects, identified 317 proposed capacity expansion projects with a funding requirement of $6.7 billion.

Statewide Technical Needs Analysis

An effective statewide transportation planning process depends upon the ability to conduct a quantitative analysis measure of transportation system performance and the impact of transportation improvements. The 1995 Statewide Long-Range Multimodal Transportation Plan identified this planning objective: "INDOT will develop a comprehensive set of planning tools that will allow for system-level analysis of the state transportation system. These tools will include a geographic transportation information system, multimodal travel demand forecasting capabilities, and methodologies to identify the economic impact of transportation investments." Technical planning tools developed to address this objective include:

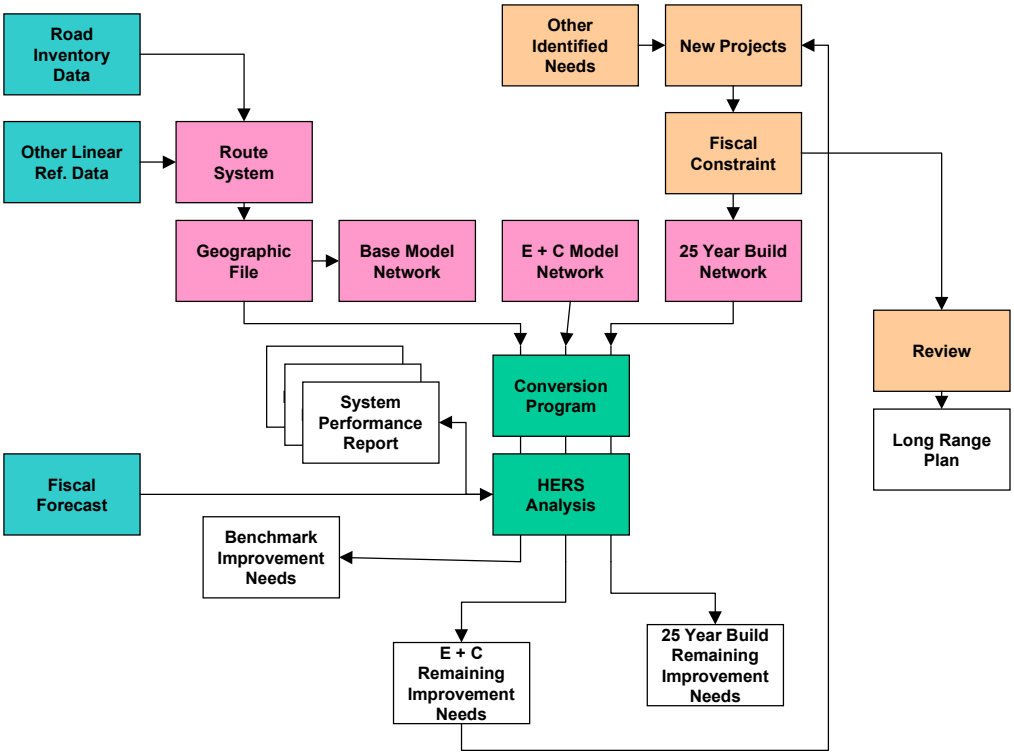
- TransCAD based Statewide Travel Demand Model and Geographic Information System
- Major Corridor Investment Benefit Analysis System (MCIBAS)
  - Corridor Travel Demand Analysis
  - Benefit/Cost Analysis Framework

    User Benefit Analysis---(NET_BC)

    Economic Impact Modules (Business Attraction, Business Expansion, Tourism)
  - REMI Economic Simulation Model
- Indiana Highway Economic Requirements System (HERS_IN)
- INDOT Management Systems (Coordination with pavement, bridge, public transportation, intermodal, congestion and safety management systems).

These system planning tools provided the basis for the INDOT needs analysis. The results of the travel demand model provided the foundation for the needs analysis. The key elements of the system planning tools and their relationship to the travel demand model are shown in the graphic below. Future traffic forecasts were used to identify future capacity deficiencies. In addition, future travel demand growth rates provided the primary input into the HERS_IN needs analysis model to identify added travel lanes improvements. At each decision point in the identification of deficiencies and potential improvement selection process, the output of the transportation system planning tools were reviewed by experienced transportation planners and project development engineers from each of INDOT's six districts and twelve MPOs. This continuing review by local experts rationalized the output of the quantitative analysis with engineering and planning judgement.

Figure 9-1 Statewide Technical Needs Analysis Process



Roadway

The roadway data used in the statewide transportation planning process is obtained from the INDOT Road Inventory File maintained by the Program Development Division. This computer data base provides a comprehensive inventory of roadway physical features and traffic count information necessary for the development of the system planning tools. The development of the TransCAD based routing system and GIS allowed the creation of electronic databases through the process of dynamic segmentation. This database provides the foundation for the statewide planning tools and the ISTEA management systems.

Highway Capacity

The ability of a roadway to carry traffic provides the basic input for the identification of needed highway improvements for added travel lanes and new roadway construction. The highway capacities used for the establishment of system needs were developed through coordination with the Division of Program Development's Congestion Management System. The highway carrying capacities were developed using the procedures of the Highway Capacity Manual.

TransCAD GIS & Network Development

The TransCAD GIS based statewide travel demand model provides the cornerstone for the system planning tools and for the coordination with the INDOT Congestion Management System and Safety Management System. INDOT's initial statewide travel

demand model has 651 internal traffic analysis zones, and 110 external zones which are a combination of transportation analysis zones and external stations. As noted elsewhere in this document, the TransCAD GIS and base year state jurisdictional highway system network was initially developed in the Intermodal Management System and then developed into a statewide travel demand model in the Major Corridor Study. In the initial development of the GIS, the basis of the statewide network was the Casper snow removal system developed from the Census Tiger files by the INDOT Engineering Graphics section. This base network was populated with roadway characteristics from the dynamic segmentation of the INDOT Road Inventory file using the TransCAD routing system. The resulting network provides a base for the development of the statewide travel demand model.

Existing Plus Committed Network

The initial TransCAD GIS based statewide travel demand model was developed with a base year existing 1998 network. The next step is to include the highway improvements which are sufficiently advanced in their development process to indicate with a high degree of certainty that the project will be completed. To be identified as a "committed" improvement, the project in question must have its associated environmental studies completed or underway. These committed projects in addition to the existing network, provide the analysis network to identify system capacity deficiencies. The process of identifying committed projects resulted in 108 projects at an approximate cost of $1.5 billion being identified. Base year and future traffic is assigned to the existing and committed network to identify the location of deficiencies. The HERS_IN program uses the improvements coded into the existing plus committed network to perform the needs analysis. This network then becomes the base network for the development of future networks with new improvements coded in.

Travel Demand Model Forecasts

Traffic growth rates from the Indiana Statewide Travel Demand Model are used to identify future year traffic volumes on specific highway links. The Statewide Travel Demand Model develops future year traffic volumes based upon forecasted socio-economic growth. Over the 2000 to 2025 time period, statewide population is forecasted to increase 17%, statewide employment is forecasted to increase 30%; however, travel demand is estimated to increase much more rapidly at 62%.

HERS_IN Model

One of the system planning tools developed for statewide transportation plan development is the Highway Economic Requirements System for Indiana (HERS_IN). HERS_IN is a long-range planning tool for the analysis of highway system investments. HERS_IN is developed from the National Highway Economic Requirements System developed by the Federal Highway Administration (FHWA) for national highway investment analysis. The FHWA model is used in conjunction with the national Highway Performance Monitoring System data collection program to prepare a biennial report on the state of the nation's highways entitled the *Conditions and Performance Report to Congress*. INDOT has modified the national model for specific application to Indiana's highway system analysis needs in developing HERS_IN. The major modifications for HERS_IN are focusing the analysis on added travel lanes projects which add capacity to the highway system, the use of INDOT's computer database, the road inventory system to provide a 100% sample of

our state jurisdictional highway system, and the use of a geographic information system (GIS) approach to all statewide mapping and display.

HERS_IN identifies needed added travel lane improvements by calculating highway capacity deficiencies over the year 2000 to 2025 planning period. HERS_IN evaluated these forecasted highway deficiencies using a cost/benefit economic analysis approach to identify the need for an added travel lanes project and the most appropriate time period to make the improvement. HERS_IN identifies a potential added travel lanes project, calculates the estimated cost of the improvement, compares that to the project benefits (travel time savings, reduced accidents, and vehicle operating expense), and assigns the improvement to one of five improvement phases on the basis of a cost/benefit ratio.

HERS_IN provides a statewide highway analysis tool, which allows the testing of a wide range of "what if" scenarios. The analysis can evaluate the system performance impacts of using different levels of benefit/cost ratios to select highway investments, the use of different capacity levels to identify deficiencies, and the use of alternative levels of investments. The HERS_IN analysis, at this time, is limited to the evaluation of the existing highway system. The analysis of new highway links, such as new inter-city highways providing new connections, need to be evaluated through other system planning tools such as the statewide travel demand model. In the near future, several new features of the HERS_IN needs analysis model are anticipated to be used in the continuing statewide planning process. These include the ability to code in the entire range of proposed highway added travel and new highway connections for the development of overall system performance and calculation of benefit/cost measures for each proposed highway improvement project. See Figure 9-2.

Figure 9-2

HERS_IN NEEDS ANALYSIS 2000-2025

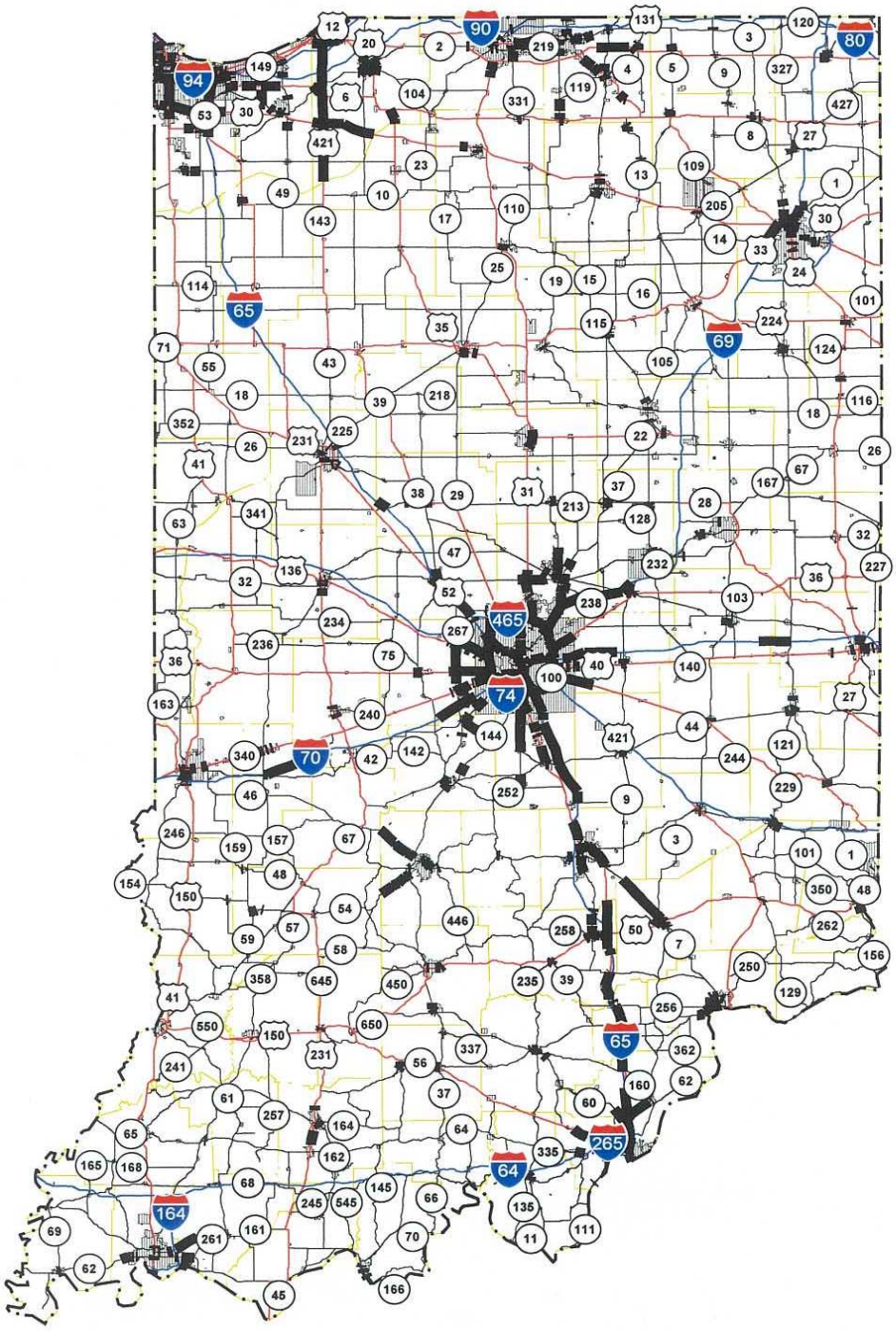
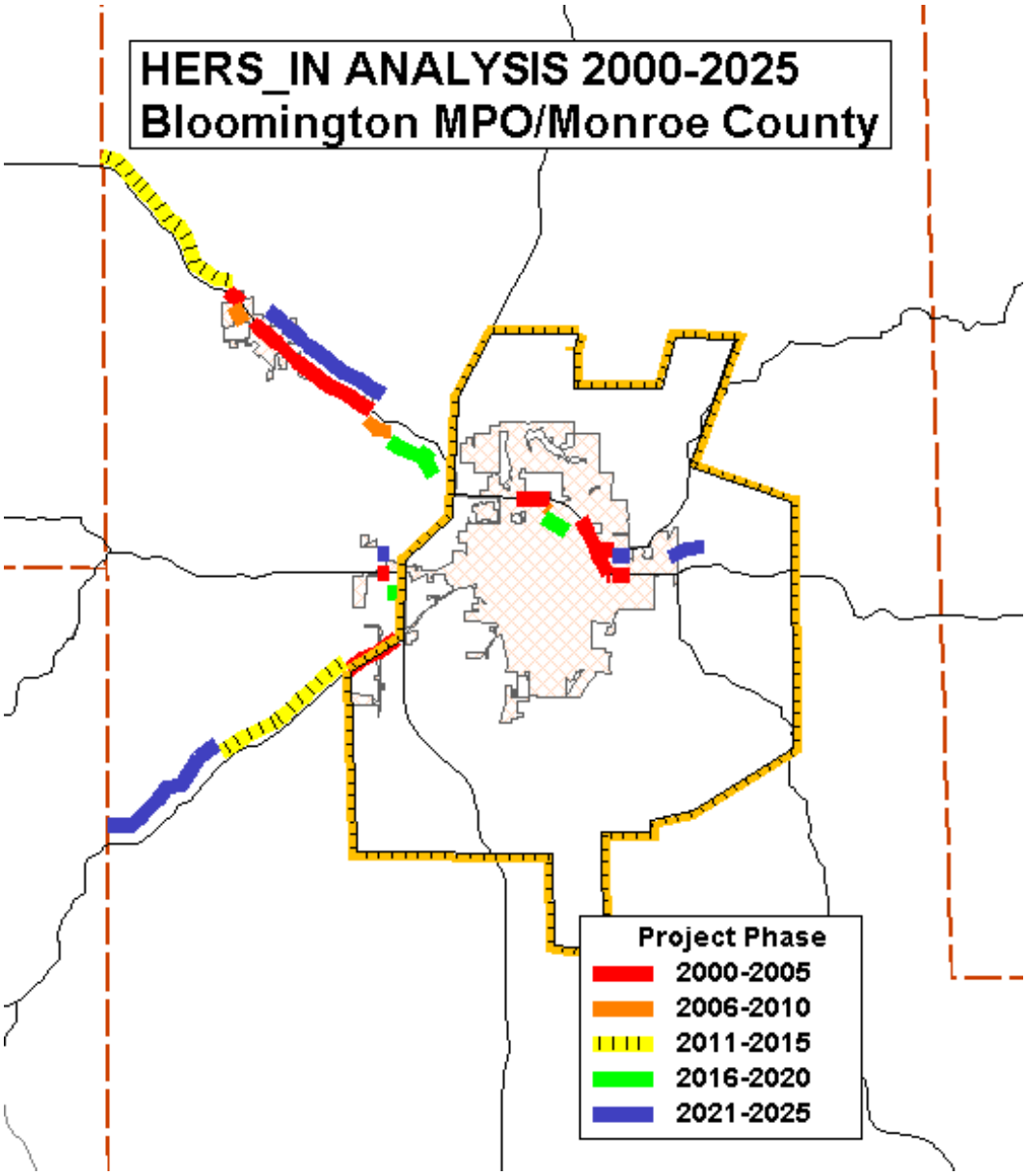


Figure 9-3


HERS_IN ANALYSIS 2000-2025
Bloomington MPO/Monroe County
Project Phase
2000-2005
2006-2010
2011-2015
2016-2020
2021-2025

System Level Performance

HERS_IN provides an analysis of alternative highway investment levels relative to the performance of the state jurisdiction highway system. As noted above, our current analysis process is limited to the existing highway system. However, the system performance impacts of the analysis of alternative investment levels provide insight into the system benefits afforded by a comprehensive program of highway improvements.

Two alternative levels of highway system investment were evaluated for the 2000 to 2025 time period. A "no-build" alternative to identify the impacts of future travel growth without any additional highway investment is compared to a "full needs" scenario which allows the selection of any HERS_IN identified highway improvement. The analysis used capacity criteria or "minimal tolerable conditions" of 0.75 (roughly Level of Service C) for rural highways and 0.95 (roughly Level of Service D) for urban highways, for the reporting of congestion levels. Travel demand as measured by vehicle miles of travel is estimated to increase 62 % over the 25-year period from 2000 to 2025.

The no-build scenario resulted in the increase of congestion (as measured by highways operating above the minimal tolerable conditions identified above) from 4% of the highway mileage in 2000 to 25% in 2025. System performance as measured by overall operating speed decreased 10% from 53.4 mph in 2000 to 47.8 mph operating speed on the urban freeway system in 2025.

The full needs scenario identified 1,047 miles of added travel lanes projects with an overall estimated cost of $3.2 billion. Assuming these improvements were made, the miles of congested highway would decrease from 4% in 2000 to 2% in 2025 (a 50% reduction). Highway system performance would remain stable with a 1% reduction from 53.4 mph to 52.7 mph speed on the urban Interstate System. The full needs analysis places 66% of the roadway improvements in urban areas (communities of over 5,000 population). In terms of Interstate System improvements ($1.473 billion overall), 110 miles were in rural areas and 190 miles in urban areas. The urban split is more pronounced in terms of additional lane miles, 236 lane miles in rural areas (an average 2.1 additional lane miles per mile of widening) and 621 lane miles in urban areas (an average 3.3 additional lane miles per mile of widening). For the principal arterial functional classification, the HERS_IN identified improvements totaled $1.388 billion) with 91 miles of improvements in rural areas and 475 miles in urban areas. For the lower functional classifications, HERS_IN identified a lower level of improvement needs, $328 million focused primarily on the rural areas.

Project Identification and Rationalization

The HERS_IN improvement needs were used as one element in the overall process of determining statewide proposed highway improvements. The HERS_IN improvements were selected without data on the actual feasibility of highway widening (a future feature for the continuing planning process). In addition, HERS_IN improvements are identified and a rationalization process is required without the overriding parameter of system continuity to establish logical project limits. In order to use the HERS_IN information for project identification, a review process was conducted with District, MPO and Central Office personnel. As part of this process, INDOT District and MPO area maps were prepared showing HERS_IN identified added travel lanes projects. Key local transportation personnel reviewed the initial HERS_IN output and made necessary adjustments.

Route Concept Reports

Route Concept Reports assist INDOT in planning for what the needs of a roadway might be in 2025, the planning horizon for this document. A Route Concept Report provides preliminary information to decision makers in all project development phases, from including a proposed project in the Long Range Plan to designing an improvement to accommodate potential future needs of a roadway. These reports are key in determining preliminary capacity needs for significant pavement rehabilitation or replacement projects, as level of service (LOS) data are presented for 18 hours of the day for existing traffic and projected to 2010 and 2025. A Route Concept Report builds upon the results of the HERS analysis by providing additional detail.

The reports provide a discussion of existing route characteristics, data from the original construction and significant subsequent projects, pavement history, average daily traffic history and projection, capacity analysis results, field check findings, socio-economic information, the improvement concept, a listing of existing projects, and the estimated cost. Generally, only mainline segments between interchanges are analyzed with the capacity analysis. If the proposed improvement concept becomes a project, more detailed analysis would take place during project development.

INDOT's initial focus is analyzing the major urban Interstates, as the agency has a goal of enhancing mobility via a Strategic Objective of implementing congestion relief strategies. Future Route Concept Reports will be conducted on the majority of the Interstate System and portions of the remainder of the state system of highways. Segments in which Major Investment Studies have or are being conducted or a capacity expansion project is being or will soon be implemented are generally not analyzed.

The following Route Concept Reports are completed. Information regarding the preliminary improvement concept and preliminary total project cost is also provided. Improvements would generally be implemented when significant pavement improvement needs exist, since this will impact the motoring public only once and provide an improved facility upon completion.

I-65 from SR 44 to I-465 (South Leg): Proposal includes three lanes per direction from SR 44 to Greenwood Road, four lanes per direction from Greenwood Road to I-465, plus one auxiliary lane per direction from Southport Road to I-465. Total project cost of $114,510,000.

I-65 from I-465 (South Leg) to I-70 (South Split): Proposal includes four lanes per direction, plus one auxiliary lane per direction from Raymond Street to the I-70 South Split. Total project cost of $42,900,000.

I-65/70 from the South Split to the North Split: The complex nature of this roadway system precludes a segment by segment listing of the recommended number of lanes here. Generally, one additional lane per direction on the mainline, system to system ramps, and collector/distributor is recommended in most locations. Total project cost of $90,700,000.

I-65 from the I-465 Northwest Connector to US 52 (Boone County): Proposal includes three lanes per direction. Total project cost of $80,110,000.

I-70 from I-65 (North Split) to I-465 (East Leg): Proposal includes six lanes per direction, plus one auxiliary lane per direction from the I-65 North Split to Rural Street / Keystone Avenue. Total project cost of $106,890,000.

I-70 from I-465 (East Leg) to SR 9: Proposal includes three lanes per direction from I-465 to SR 9, with two auxiliary lanes per direction from I-465 to Post Road. Total project cost of $83,500,000.

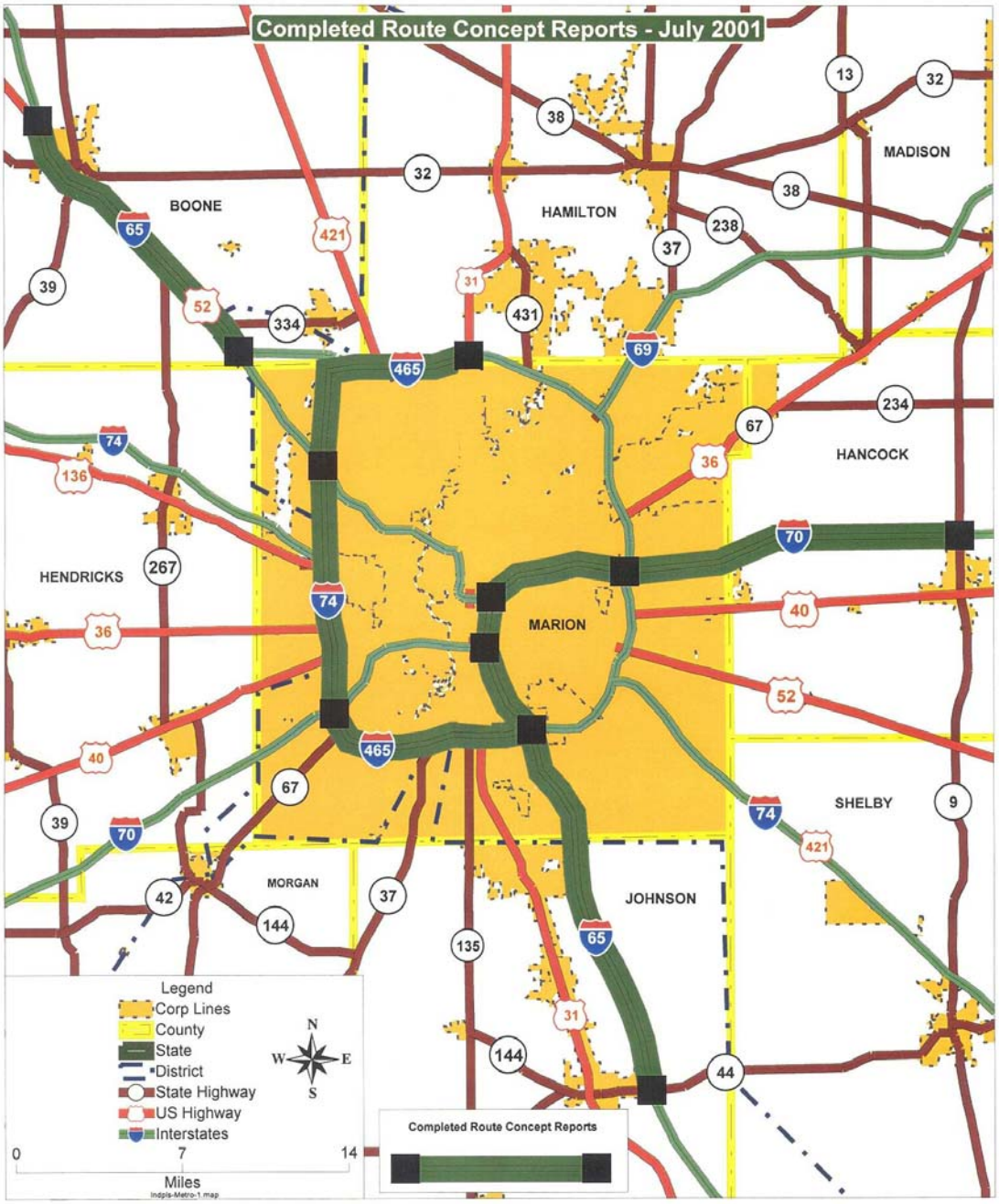
I-465 from I-65 to I-70 (South Leg): Proposal includes four lanes per direction. Total project cost of $65,820,000.

I-465 from I-70 to I-65 (West Leg): Proposal includes five lanes per direction, or four lanes per direction plus one auxiliary lane per direction. Total project cost of $200,000,000.

I-465 from I-65 to US 31 (West and North Legs): Proposal includes five lanes per direction, plus one auxiliary lane per direction from I-65 to 71st Street and from US 421 to US 31. The possibility exists for providing four lanes per direction plus the appropriate number of auxiliary lanes to match the number of lanes above. Total project cost of $115,680,000.

The locations where the above Route Concept Reports are focussed are shown in Figure 9-4 on the following page.

Figure 9-4

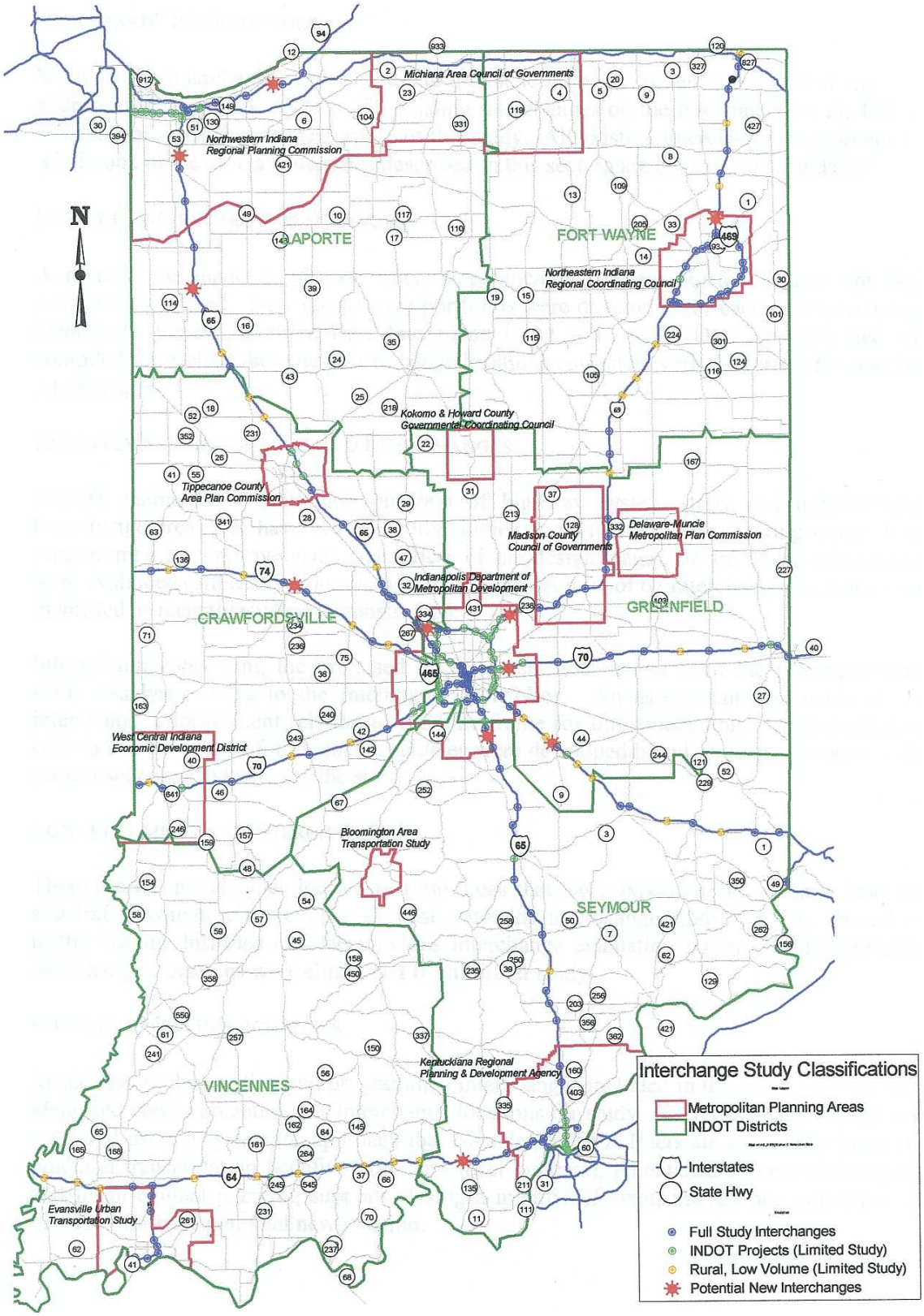

Completed Route Concept Reports - July 2001
BOONE
HAMILTON
MADISON
HANCOCK
HENDRICKS
MARION
MORGAN
JOHNSON
SHELBY
Legend
Corp Lines
County
State
District
State Highway
US Highway
Interstates
N
W
E
S
0
7
14
Miles
Completed Route Concept Reports

Indiana Interstate Interchange Study

A major element in the development of an efficient statewide system of transportation is the provision for Interstate interchanges which operate at an acceptable level of service for traffic operations, operate safely, and are up to date relative to today's geometric standards. To address these issues, INDOT has prepared the Indiana Interstate Interchange Planning Study. This study updated the previous Interstate Interchange Evaluation Study undertaken by INDOT in the late 1980s. The interchange study has developed improvement recommendations and priorities for the nearly 250 existing interchanges on the Interstate System, plus evaluated the feasibility and need for 11 new interchange locations. The recommendations of this interchange study provide the foundation for the interchange improvement program in terms of interchange modifications and new interchange development. All Interstate interchanges are evaluated with the exception of the Indiana Toll Road interchanges, which are analyzed in a separate INDOT process. The interchange study evaluates the potential interchange improvement needs by studying the following factors: (1) accident frequency and severity, (2) future traffic volumes and interchange level of service (congestion), (3) geometric deficiencies and, (4) pavement and bridge conditions. Each interchange is placed into an analysis category. Interchanges which are under active INDOT improvement study or which have current improvement projects underway are included only in the inventory phase of the study. Interchanges in rural areas with no significant new development occurring in the area receive only limited study. The majority of study resources are directed toward interchanges located in areas with rapidly increasing development pressure and higher traffic volumes.

The interchange evaluation study has just been completed. The final report recommendations include a list of improvements and associated estimated costs per interchange. As noted above, the report's recommendations will drive our interchange modification and new interchange construction program for the next 5 to 7 years and beyond. A preliminary estimate of identified interchange improvement needs has been included in the project listings in Chapter 11. This initial estimate will be refined over the next several years into more specific project identifications. This estimate of interchange improvement needs allows for the establishment of a project category for each district's interchange program plus evaluation of fiscal constraint issues.

Figure 9-5 **Interchange Locations**



Potential New Interchange Summary Index

Location		Justification/Benefit			Apparent Feasibility				
Interchange	County	Interstate System	Local System	Economic Devt	FHWA Rqmts	Env (NEPA)	Plan MPO	Support Local	Economic Devt
I-64 Gethsemane Rd	Harrison	X	X	included	Yes	Yes	_ _	No	New
					Other: Additional study needed to confirm benefits and preferred location				
I-65 CR750N	Johnson	X	X	included	Yes*	Yes	TBD	No	New
					Other: Part of Greenwood Plan Update (under way) /MPO review pending				
I-65 SR 14	Jasper		X	X	Yes	Yes	_ _	Yes	Exist/New
					Other: Serves emerging dairy industry; strong multi-county support				
I-65 101st Avenue	Lake	X	X	included	Yes*	Yes	Yes	No	New
					Other: Lake County Plan Commission prefers 109th Avenue location				
I-69 126th Street	Hamilton		X	included	Yes*	Yes	No	No	New
					Other: Suggested by Fishers/MPO review pending				
I-69 Gump/Hursh Rd	Allen	X	X	NO	Yes	Yes	Yes	Yes	Restricted
					Other: MPO plan shows 2010 construction				
I-70 German Church Rd	Marion	X	X		Yes	Yes	Yes	Yes	_ _
					Other: MPO plan shows 2007 - 2015 construction				
I-74 SR 47	Montgomery		X	X	Yes	Yes	_ _	No	Exist/New
					Other: intended to improve access for local businesses				
I-74 Michigan Rd	Shelby	_ _	_ _	_ _	Yes	TBD	_ _	No	_ _
					Other: Local plans being changed. Improve Fairland interchange instead				
I-94 County Line Rd	LaPorte/Porter		X	X	Yes	Yes	No	Yes	Exist
					Other: Listed by MPO, but not in cost feasible plan; serves existing commercial				
I-465 Cooper Rd	Boone	X	X	No	Yes	TBD	No	Yes	Restricted
					Other: Adopted in Boone County and Zionsville Plans MPO review pending				

*INDOT rural interchange spacing criteria of 5KM (3.11 mi) not met at this location

Priorities - Interstate System

I-69 & Gump/Hursh Rd
I-70 & German Church Rd
I-465 & Cooper Rd (tentative)
I-65 & 101st Ave (tentative)
I-64 & Gethsemane Rd (tentative)

Priorities - Local System

I-69 & Gump/Hursh Rd
I-6465 & Cooper Rd
I-65 & CR750N (tentative)
I-65 & 101st Ave (tentative)
I-64 & Gethsemane Rd (tentative)

Priorities - Economic Development

I-65 & SR 14
I-94 & County Line Rd
I-74 & SR 47 (tentative)

Additional study needed for consensus/justification

I-465 & Cooper Rd -- MPO plan support needed
I-94 & County Line Rd -- MPO plan support needed
I-65 & 101st Ave -- MPO/locl consensus needed
I-74 & SR 47 -- Local plan support needed
I-64 & Gethsemane Rd -- Local plan support needed
I-65 & CR 750N -- MPO & Local plan support needed
I-69 & 126th St -- MPO & Local plan support needed

Summary

The statewide transportation planning process provides for the identification of highway needs through a comprehensive process, which involves encompassing previously identified projects, conducting statewide technical needs analysis, utilizing the HERS_IN Model, and completing Route Concept Reports. By assembling these elements, an unconstrained listing of the state's transportation needs is created. Upon creation of this listing, the next task is to filter through the projects to identify logical needs, and to prioritize the projects based on those needs.

Chapter

10

INDOT 2000-2025 Long Range Plan

Planning Analysis

Overview

The identification of proposed transportation improvements is based upon an analysis process that begins with the policy plan framework of the 1995 Statewide Long-Range Multimodal Transportation Plan. For the analysis of highway projects, the system identification of Statewide Mobility and Regional Corridors and their role in providing high speed, long distance inter-city connectivity provided a central focus for plan development. Several steps (as outlined in the earlier Chapter 9 Highway Needs Analysis) provided the identification of highway system deficiencies both in the system-wide analysis of overall needs and in the specific location of problem areas. These steps included the identification of projects from existing planning documents (production schedule, MPO plans and the INDOT 20 year project listing), the statewide system planning tools (including the statewide travel demand model and the HERS_IN needs analysis), the on-going INDOT planning programs of the statewide interchange study and the preparation of route concept studies. This chapter outlines the planning analysis conducted in transitioning from the identification of highway needs to the development of a phased statewide implementation plan of specific proposed transportation improvements. This process is based upon a variety of planning inputs, some based upon quantifiable analysis, some based upon expert review by key transportation stakeholders and planning partners, and some based upon planning and engineering judgement. A key element in the process of developing the phased implementation plan is the consideration of fiscal constraint for both the overall program and for each of the five individual planning phases. The result of this process is the development of the proposed transportation improvements in Chapter 11.

Policy Planning Framework and Statewide Mobility Corridors

In the 1995 Statewide Long-Range Multimodal Transportation Plan Policy and Strategies Section for highway development strategies, the following policy statement is made: "INDOT will pursue the expansion, improvement, and intermodal solutions necessary to ensure that the transportation system supports growth of the state's economy, demand for mobility of people and goods, and improvement of the environment." In implementing this strategy for the expansion and improvement of the state highway system, the concept of the classification of corridors at the statewide, regional and local levels was developed. In keeping with the policy emphasis upon creating a system of high-speed, inter-city highway connections, the Statewide Mobility Corridors provided guidance in the development of rural four or six lane highway improvements. Where a series of highway needs were identified in a corridor identified as a Statewide Mobility Corridor, a decision was made to

link the various improvement locations by providing continuous added travel lanes improvements. Not all statewide mobility corridors warrant additional travel lanes. Many statewide mobility corridors have unique characteristics which require significant additional study to determine the most appropriate mobility improvements. These corridors have been identified as placeholders with a tentative improvement concept for long range planning proposals until additional studies can be conducted. Several corridors have been identified that only require upgrading to a higher level two-lane improvement concept of roadway reconstruction 4R type treatments where warranted by traffic. The following highway improvements were identified on Statewide Mobility Corridors.

I-65 added travel lanes Louisville to Indianapolis
I-65 added travel lanes Indianapolis to Lafayette
I-69 added travel lanes Indianapolis to east of Anderson
I-70 added travel lanes Illinois to Indianapolis
I-70 added travel lanes from Indianapolis to Ohio
South Suburban Expressway (Northwest Indiana)
US 24 Fort Wayne to Ohio (4 lanes)
US 27 Richmond to Fort Wayne (reconstruction)
US 30 I-65 to Fort Wayne (isolated added travel lanes)
US 31 Freeway Upgrade from Indianapolis to South Bend
US 33 Fort Wayne to Elkhart (2 lane roadway reconstruction with isolated added travel lanes)
US 35 Kokomo to I-69 (4R reconstruction)
US 50 Washington to SR 101 (reconstruction, new road construction, and added travel lanes)
US 231 from Spencer to I-65 at Lafayette (added travel lanes)
SR 3 East-Central Indiana Corridor (new road construction)
SR 25 Lafayette to Logansport (new road construction)
SR 26 Lafayette to Kokomo (4R reconstruction)
SR 46 from Spencer to Bloomington (added travel lanes)
SR 46 Bloomington to Columbus (added travel lanes)
SR 46 Columbus to Greensburg (added travel lanes)
SR 60 SR 37 to I-65 (added travel lanes)

Identification of Deficiencies and Needs Analysis

In the identification of highway system deficiencies and needs described in Chapter 9, the analytical tools of the statewide travel demand model and the HERS_IN needs analysis model provided information on both the identification of needs plus their priority. In developing District and MPO level maps and the listing of potential transportation improvements, the identification of the priority of the improvement and the severity of the deficiency were important inputs into project development. For each District, a map was prepared of the existing-plus-committed highway network. Each network was then loaded with forecasted future year (2000 to 2025) volumes on an incremental basis which allows an indication of when a roadway segment would exceed its desired level of service. In rural areas, level of service “C” was selected for deficiency identification. In urban areas level of service “D” was selected for deficiency identification. This information was supplemented by the output of the HERS_IN needs analysis program which specifically identifies proposed added travel lanes projects by a five year improvement phase and benefit/cost ratio.

Fiscal Analysis for Program Phasing

The analysis of the financial forecasts documented in Chapter 8 provided a guideline for the sizing of each of the five individual five year phasing periods. Proposed transportation improvements were shifted from one time period to another to better match forecasted revenues. Figure 10-1 identifies the funding for the priority highway system preservation needs by implementation phase in conjunction with highway capacity expansion projects. It should also be noted a significant portion of the expansion projects include highway preservation activities in the form of pavement replacement on existing highway segments where added travel lanes are being implemented.

Figure 10-1

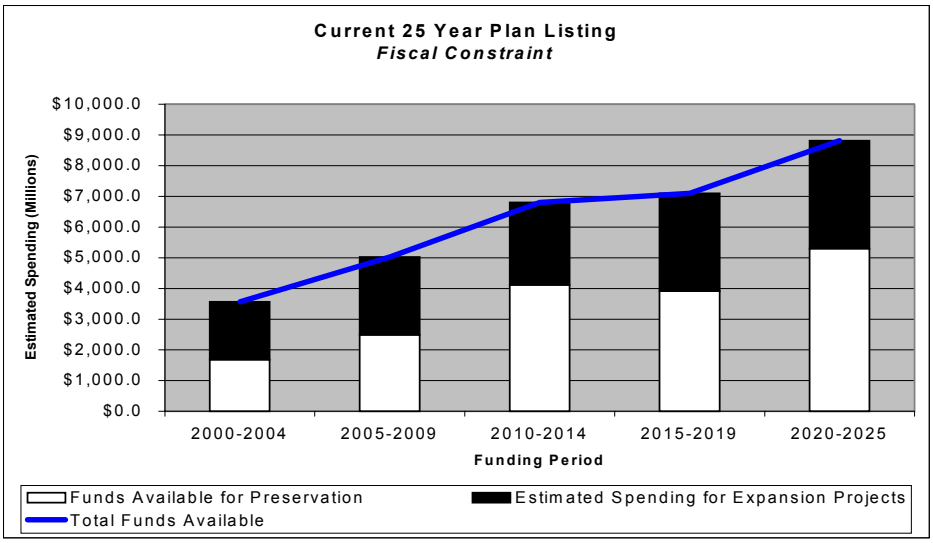
Current 25 Year Plan Listing
Fiscal Constraint

Funding Period	Funds Available for Preservation	Estimated Spending for Expansion Projects	Total
2000-2004	$1,688.4	$1,880.8	$3,569.2
2005-2009	$2,488.3	$2,537.1	$5,025.4
2010-2014	$4,118.5	$2,680.8	$6,799.3
2015-2019	$3,919.1	$3,183.5	$7,102.7
2020-2025	$5,300.8	$3,507.6	$8,808.4
	$17,515.1	$13,789.9	$31,305.0

NOTE: All figures are listed in millions of current (2000) dollars

The sizing of the five individual implementation phases is shown in Figure 10-2. The financial analysis indicates the overall program 2000 to 2025 plus the five funding implementation periods meet the planning objective of fiscal constraint.

Figure 10-2



Project Identification and Phasing Review Meetings

A critical input into the planning analysis process was the project identification and prioritization meetings held at key points with District project development personnel and MPO transportation planners. These meetings consisted of a primary three step process (although additional meetings were held on specific planning issues).

The initial meetings were conducted as part of the annual Program Development Process in 1999. In these District sponsored meetings, INDOT transportation planning staff facilitated discussion of long-range transportation needs with both District and MPO staff. For rural areas, the Districts invited key elected officials and transportation officials to discuss transportation needs. The production schedule, MPO plan projects and INDOT 20-year listing projects were discussed at these meetings.

In early 2000, a second series of meetings was held with each of the six District's project development personnel and MPO transportation planners invited to attend. The results of the deficiency analysis and needs identification process were discussed. The maps presenting the results of the level of service deficiencies and HERS_IN recommended transportation improvements were evaluated and specific project recommendations made.

In May and June 2000, a third round of meetings was held with each of the twelve MPOs with INDOT District project development personnel participating. A presentation of the statewide plan and corridors at the statewide, regional, and local levels was made. The statewide plan recommendations for each MPO were discussed and evaluated. Specific recommendations were then incorporated into the plan and revisions made where needed. Additional coordination occurred in the 2000 / 2001 time period as Transportation Planners attended the year 2000 summer district "open-house" meetings. Additionally, staff met with MPOs to coordinate the state jurisdiction projects with the MPO plan updates for 2025. Also in 2001, INDOT Executive Staff reviewed the draft 2025 statewide plan and provided additional policy guidance.

Pavement Management Review and Evaluation

During the development of the statewide transportation plan, improvement recommendation reviews were conducted with pavement management and programming section staff responsible for the Interstate rehabilitation program. Following the meetings with District, project development personnel, and MPO transportation planners, the overall project recommendations by improvement phase were reviewed by pavement management personnel. In an effort to reduce direct construction activity delays on road users, the coordination of construction work for pavement replacement activities and added capacity operations is a major objective of the state transportation plan.

Development of Placeholder Projects for Refinement of Transportation Improvement Concepts

In the development of the 2000 to 2025 project listing for purposes of establishing fiscal constraint, it is necessary to place transportation projects into the Long Range Plan prior to

conducting the necessary planning studies to establish a design concept. In many areas, transportation problems have been defined and planning studies to refine the proposed improvement purpose and need and design concept are underway, programmed or anticipated. The "placeholder" projects in the 2000 to 2025 Long Range Plan consist of four categories: (1) Projects which have not concluded the environment studies phase, (2) Anticipated interchange projects from the Statewide Interchange Study, (3) Corridor Studies for statewide plan refinement and (4) Major transportation problem areas of statewide and regional significance which are anticipated to be studied by INDOT for improvement within the twenty-five year planning horizon.

Environmental Studies Under Development

Several environment studies are in progress or programmed to carry out the National Environmental Policy Act (NEPA) project development process where INDOT does not wish to predispose an anticipated outcome prior to the completion of a full alternatives analysis. Portrayal of the locations of these facilities/projects in this document is intended merely as a representation of potential investment and should not be viewed as a preference. The ongoing environmental studies will identify precise plans. These include: (1) I-69 from Evansville to Indianapolis, (2) I-69 Henderson, Kentucky to Evansville connection, (3) SR 25 Hoosier Heartland from Logansport to Lafayette, (4) select US 31 segments between Indianapolis and South Bend, (5) US 231 in Dubois County, (6) I-65 and I-265 Ohio River bridges, and (7) Indianapolis Northeast Quadrant improvements on I-69 / I-70 / I-465 / SR 37.

Statewide Interchange Study

The Indiana Interstate Interchange Planning Study identifies a program of interchange modification and new interchange construction projects. The final report recommendations include a prioritized list of improvements and associated estimated costs per interchange. The report's recommendations will drive our interchange modification and new interchange construction program for the next 5 to 7 years and beyond. An estimate of identified interchange improvement needs has been included in the project listings in Chapter 11. This estimate of interchange improvement needs allows for the establishment of a project category for each district's interchange program plus evaluation of fiscal constraint issues. These initial estimates of interchange improvement needs will be refined over the next several years into more specific projects.

Corridor Studies

The statewide transportation plan provides an integrated planning process for systems level planning activities. This provides for the evaluation of system performance, the identification of system deficiencies and needs, and the sizing of potential improvement concepts relative to the assessment of financial resources and plan development objectives. The key element in making the transition from the system planning activities to the project development / programming process is the corridor planning process. INDOT has recently initiated a "streamlined environmental process" which integrates the corridor planning process with a planning level environmental assessment. This streamlined environmental procedure will better integrate planning studies with the NEPA process and eliminate duplicate study activities. The corridor studies which are currently under development are included in the 2000 to 2025 Long Range Plan as placeholder projects. These include the following:

US 36 Danville Corridor Improvement Study

SR 101 Corridor Improvement Study

US 231 Corridor I-70 to I-65 Improvement Study

SR 9 Greenfield Corridor Improvement Study

SR 37 Noblesville to Marion Corridor Improvement Study

Challenges for INDOT Study

In Indiana's largest urban areas, portions of the state highway system route structure has become outdated due to the large amount of suburban development and the growth of the smaller communities on the surrounding rural fringe areas. In the development of the state highway system network, the state routes initially provided inter-city connections between the rural communities as county seats or major market activity centers. Radial routes connected the smaller communities to the larger urban centers and direct rural roadways connected the surrounding small urban centers to one another. As suburban development has spread into the suburban/rural fringe area, the initial inter-city traffic carrying ability of these interconnecting state highways has been significantly decreased. The proliferation of driveway access points (both commercial and residential) and traffic signals has reduced capacity. The surrounding suburban development has shifted the roadway's travel market from that of serving through inter-city traffic to that of serving shorter local trips with an associated increase in traffic volumes. The more dense suburban development has also created major obstacles to improving these roadways by increasing environmental constraints.

The evolution of the state highway route structure in these major urban areas has changed or may change the classification of a state highway corridor from that of a Statewide Mobility or Regional Corridor into a Local Access role serving short distance suburban trips. As this transition takes place and the associated traffic volumes increase, several options exist to address the mobility issues. These include (1) improving the existing roadway to accommodate the higher traffic volumes, (2) relocating the state highway route along a new alignment and attempting to refocus the travel market to inter-city connectivity as opposed to suburban mobility, (3) evaluating the ability of other transportation modes to accommodate the mobility needs, and (4) a combination of all three.

INDOT is beginning work on the Central Indiana Suburban Transportation Study in 2001 to evaluate state highway route structure in suburban areas and recommend transportation improvements in the 2000 to 2025 timeframe. It is anticipated that an additional suburban mobility study will be undertaken in the Northwest Indiana in cooperation with the region's MPO in the near future.

Chapter

11

INDOT 2000-2025 Long Range Plan

Types of Improvements and Listing of Expansion Projects

Transportation Plan Improvement Types Defined

In the development of transportation improvements for the year 2000 to 2025 transportation plan, it is necessary to define the proposed improvement's design concept and scope in sufficient detail to allow a cost estimate of the proposed work to be made. In many cases, the proposed transportation improvements are at a very early stage in the planning and project development process and a significant amount of additional study is required to determine the most appropriate improvement. Proposed improvements in the long-range transportation plan are identified at two basic levels.

The first is that the proposed improvement has received sufficient study to allow a preferred improvement concept to be identified from a set of alternative improvement types, i.e., the appropriate environmental documentation is complete. These are identified as "projects". This type of project has gone through a series of feasibility / planning and environmental evaluations to determine the basic transportation problem, the range of feasible alternatives to address the problem, and the study of the pros and cons of the alternatives in order to identify the preferred alternative.

The second category of proposed improvements is the "placeholder" type of projects. This category is made of those proposed improvements that offer a solution to the identified transportation problem, however it is not clear that the proposed improvement is the "best" improvement. These projects are typically at a very early stage in the planning process and additional study is required to determine the most appropriate improvement. For this type of project, a relative consensus exists in that a transportation problem has been identified but that study of the costs and benefits of a range of feasible alternatives is required before a preferred alternative can be identified with certainty. Many of these projects present difficulty in the planning process due to the need to identify needed transportation improvements at relatively long periods into the future and have an idea of what amounts of fiscal resources will be required to maintain adequate levels of mobility. To allow for this information in the planning process, a "placeholder" concept has been used to identify potential improvement in terms of design concept sufficient to estimate cost of providing the improvement as well as other impacts of the proposed action such as air quality emissions and right-of-way requirements. As the proposed improvement concept advances into the necessary corridor planning / feasibility studies and the appropriate environmental documentation is complete, the "placeholder" project transitions into a better-defined project as defined in the first category described above.

Improvement Types

The transportation plan is focused upon improvement types that increase the carrying capacity of the transportation system, i.e., those that provide for the expansion of capacity through the provision of multiple lanes. These expansion projects receive special attention due to the long time these projects require to be built. A typical expansion project usually requires a minimum seven to eight year development process made of four stages (planning/environmental studies, design engineering, land acquisition, and construction), each requiring one, two or sometimes three years for completion. In addition to the long lead time required for project implementation, expansion projects may create significant impacts to our environment which requires consideration of long-range impact. For these reasons, the transportation plan focuses on the expansion projects and does not consider maintenance or preservation type transportation improvements such as resurfacing, signals, signing, lighting, pavement markings, and other actions that preserve the existing transportation facilities. One gray area is the improvement of an existing two-lane road or the construction of a new two-lane road that significantly upgrades the carrying capacity of the roadway. For many types of these upgrades, the roadway is sufficiently improved for the project to be considered an expansion project. These projects typically involve the provision for wider lanes, wider shoulders, straightening curves, leveling rises and dips, and better controlling adjacent access points (driveways) to allow for the improvement in the flow of traffic.

1. Added Travel Lanes

Construction of additional travel or through lanes to existing roadways for increased capacity to obtain a more efficient and safer facility. The existing pavement is usually reconstructed at the same time. Example: 2 lanes to 4 lanes or, 2 lanes to 5 lanes, but not 2 lanes to 3 lanes or, 4 lanes to 5 lanes.

2. New Road Construction

Construction of a new or relocated roadway, mostly or completely on a new alignment.

3. Reconstruction

Projects that resurface, restore, rehabilitate, and reconstruct the existing pavement (4R) and that provide some traffic flow and operational improvements via wider travel lanes, wider shoulders, sight distance improvements, and horizontal/vertical curve corrections are included in the project listing. There are additional reconstruction projects programmed on the state highway system that are not included in the project listing, as they reconstruct the existing pavement without the improvements listed above. Geometric design standards for two-lane roadway upgrades are based upon forecasted traffic levels and roadway characteristics.

4. Rehabilitation

Projects that resurface, restore, and rehabilitate the existing pavement (3R) and that provide traffic flow and operational improvements, i.e. wider travel lanes, wider shoulders, limited sight distance improvements, and horizontal/vertical curve corrections are included in the project listing. Rehabilitation is a less significant improvement type than reconstruction. There are many more rehabilitation projects programmed on the state highway system that are not included in the project listing, as they merely rehabilitate the existing pavement without the improvements listed above. It is important to note that

funding is drawn from the *preservation* program funding—*not the expansion program of funding*. Therefore, no costs are shown in the project listing for 3R Rehabilitation projects.

5. TSM

Transportation System Management (TSM) is a placeholder identified in built-up urban areas experiencing capacity problems that have limited right-of-way that essentially prevents added travel lanes. The improvement option is not apparent until further studies are completed. Possible options are operational improvements, one-way pairs, intersection improvements, turn lanes, bypass, access control, etc.

6. Median Construction

Construction of a project that will improve the safety and capacity of a roadway, generally by reconstructing the existing pavement and providing a continuous two-way left turn lane in the center of the roadway. Example: 2 lanes to 3 lanes or 4 lanes to 5 lanes.

7. Interchange Modification

Construction of improvements to an interchange, ranging from ramp terminal improvements, eliminating two-way ramps, or adding lanes to ramps to replacing existing movements with loop ramps or directional ramps.

8. New Interchange Construction

Construction of a new interchange as an improvement to an existing roadway, generally to decrease congestion and improve safety.

9. Interchange

A placeholder for future interchange improvements as identified in the statewide study of Interstate interchanges. Ultimately, projects will be programmed, mainly in the Interchange Modification category and possibly a few in the New Interchange Construction category.

10. New Bridge Construction

Construction of a major new bridge structure or a grade separation where one did not exist before, resulting in increased capacity and safety. Example: a new bridge over the Ohio River, an isolated grade separation over a roadway where an at-grade intersection existed before.

11. Freeway Upgrade

Construction of new interchanges and grade separations and reconstructing existing pavement (and possibly added travel lanes) to improve the traffic carrying capacity and safety of an existing roadway by eliminating all at-grade intersections and railroad crossings and fully limiting access to and from the highway at interchanges only. Example: upgrading a segment of US 31 from Indianapolis to South Bend to a freeway that has not been studied in great detail. It should be noted that in urban areas, projects of this type may be programmed as a series of New Interchange Construction projects, as no work type category of a general nature such as “freeway upgrade” exists. Such is the case with US 31 from I-465 to SR 38 in Hamilton County.

12. Undetermined

A placeholder for a possible improvement of a very significant magnitude that is extremely difficult to speculate as to the improvement type that would solve existing problems.

Road Rehabilitation / Reconstruction (3R/4R) J300 Improvements

In the INDOT production schedule of roadway improvements, the J300 work code category provides for Road Rehabilitation / Reconstruction (3R / 4R) projects. These projects are typically improvements to an existing roadway to improve the pavement and traffic operations of the roadway but do not provide for the full addition of a travel lane in each direction.

The INDOT 2000-2025 Long Range Plan focuses on the expansion projects which provide for added travel and/or new roadway construction improvements and does not consider maintenance or preservation type transportation improvements such as resurfacing, signals, signing, lighting, pavement markings, and other actions that preserve the existing transportation facilities. One area that has lead to some confusion is the improvement of existing two-lane road in the J300 work code category that improves the roadway's traffic flow and operational characteristics. For many types of these projects, the roadway is sufficiently improved in terms of traffic flow and the improved operating conditions for the movement of commercial vehicles for the project to be considered in the INDOT Long Range Plan. These typically involve the provision for wider lanes, wider shoulders, straightening curves, leveling rises and dips, and better controlling adjacent access points (driveways) to allow for the improvement in the flow of traffic. These types of improvements do not significantly increase the roadway capacity as would an added travel lanes treatment which would add a minimum of one through travel lane in each direction (which in many instances doubles a roadway's carrying capacity). Due to the relative small capacity impacts of these types of improvements and their focus on improving traffic flow and operational characteristics, they are exempted from impact analysis such as air quality evaluation, which is reserved for the more significant capacity added improvements.

Rehabilitation

Projects that resurface, restore, and rehabilitate the existing pavement (3R) and that provide improving traffic flow and operational characteristics, i.e. wider travel lanes, wider shoulders, limited sight distance improvements, and some correction to horizontal/vertical curve problems, are included in the LRP project listing as improvements. Rehabilitation is a less significant improvement type than reconstruction. There are many more rehabilitation projects programmed on the state highway system that are not considered improvements for inclusion in the 2000-2025 Long Range Plan, as they merely rehabilitate the existing pavement without the improvements listed above. It is important to note that funding for these types of projects is drawn from the preservation program funding—not the expansion program of funding.

Reconstruction

Projects that resurface, restore, rehabilitate, and reconstruct the existing pavement (4R) and that provide some traffic flow and operational improvements via wider travel lanes, wider shoulders, sight distance improvements, and horizontal/vertical curve corrections are included in the LRP project listing as projects that improve the roadway traffic flow and operational characteristics. There are additional reconstruction projects programmed on the state highway system that are not considered improvements for inclusion in the 2000-2025 Long Range Plan, as they reconstruct the existing pavement without the improvements listed above. Geometric design standards for two-lane roadway upgrades are based upon forecasted traffic levels and roadway characteristics.

District Maps of 3R/4R J300 Projects

As noted above, the J300 work category for Road Rehabilitation / Reconstruction (3R/4R) projects has led to some confusion due to some of the proposed projects that improve the roadway's traffic flow and operational characteristics being included in the Long Range Plan project listing, while other projects which are more rehabilitation-oriented are not. This section is intended to provide an overview of the entire J300 work program (except the Interstate System) to clear up any confusion. On the following pages are maps for each district of the Non-Interstate J300 work code category projects. Also shown are the Median Construction projects where a two-lane roadway is being improved to a three-lane roadway or a four-lane roadway being upgraded to a five-lane roadway. The INDOT Production Schedule Designation Numbers for each project are shown on the accompanying maps. The Designation Numbers will not be shown in some areas due to map scale limitations.

It is the intention of this section to allow the identification of the type of work being performed on state highway segments. In many cases, a state highway improvement project may occur under the J300 work code on roadway segments that are experiencing congestion that would normally result in the consideration of added travel lanes or a parallel reliever roadway alignment. For many reasons, a J300 work code category project for Road Rehabilitation / Reconstruction (3R/4R) improvements may be selected for programming (limited right-of-way, lack of consensus on the ultimate improvement concepts, funding issue, etc.) The information provided in this section will hopefully help identify and clarify these types of projects. For more information, refer to the Transportation Plan Improvement Definitions.

Project Listing Details and Definitions

All of the projects in the INDOT 2000-2025 Long Range Plan are listed following the 3R / 4R J300 project maps on the next few pages. There are two separate listings of the same projects. The first listing is by INDOT District. The second listing is by Metropolitan Planning Organization (MPO) and Funding Period.

The following provides additional detail regarding how to read and understand the project listing:

Route: I (Interstate), U (US), S (State Road), followed by the route number.

County: The alphabetically assigned number for the county in which the project is located. A county listing is provided on the next page.

Project Type: The type of improvement proposed. The 12 project types are described earlier in this chapter.

Des #: An INDOT assigned number to identify the project in the INDOT scheduling system. The first two numbers are generally the year the project was programmed. If no number is listed, then the improvement is not yet programmed.

RFC Date: Ready for Contracts Date. The year in which a project is anticipated to be ready for construction contracts, generally three months before project letting (awarding a contract to a contractor to construct the project). All project development activities are complete at the RFC Date. It is critical to note that this date is flexible and subject to availability of funding and delays resulting from difficulties encountered during project development. Furthermore, the farther in the future a RFC Date is, the more it is subject to change due to the above and other reasons. Formerly known as Ready for Letting (RFL) date in INDOT's old scheduling system.

Funding Period: The Funding Period in which the project is estimated to be Ready for Contracts (RFC Date).

Funding Period 1: 2000-2004

Funding Period 2: 2005-2009

Funding Period 3: 2010-2014

Funding Period 4: 2015-2019

Funding Period 5: 2020-2025

Cost (1,000s): Total Project Cost (engineering, right-of-way, and construction) of the improvement in thousands of dollars, excluding phases that are completed.

Status: A *placeholder* is an improvement that has not completed the appropriate environmental document and a consensus may not exist as to how to improve the roadway. A *project* is an improvement that has completed the environmental phase of project development and is approved for continued use of Federal funds.

MPO LRP: *This only appears in the "Project Listing by MPO and Funding Period".* The box is checked if the project is in the MPO's Long Range Transportation Plan.

Plan Support: A short description of the type of planning support that exists for the project.

Description: Location of the project.

Project Length: Length of the project in miles.

Begin Lanes: Number of lanes before the improvement.

End Lanes: Estimate of the number of lanes after the improvement is implemented. This number is subject to change for placeholder improvements.

MPO: The MPO in which the project is located. If the project is not located within an MPO boundary, it is listed as "Outside".

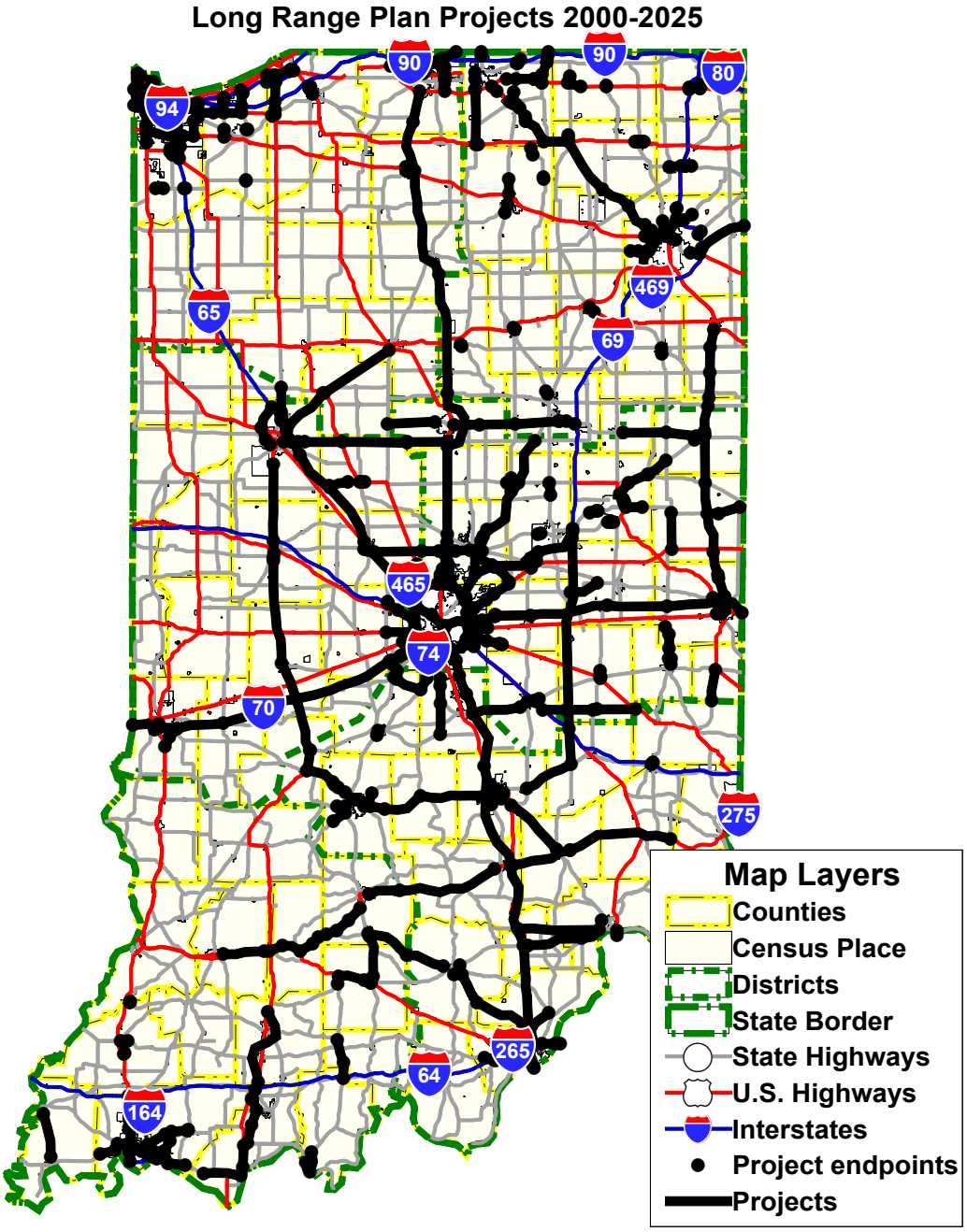
ID: A number assigned by the project listing database. This number identifies the projects on the maps.

County Number Index

Adams	1	Hendricks	32	Pike	63
Allen	2	Henry	33	Porter	64
Bartholomew	3	Howard	34	Posey	65
Benton	4	Huntington	35	Pulaski	66
Blackford	5	Jackson	36	Putnam	67
Boone	6	Jasper	37	Randolph	68
Brown	7	Jay	38	Ripley	69
Carroll	8	Jefferson	39	Rush	70
Cass	9	Jennings	40	Saint Joseph	71
Clark	10	Johnson	41	Scott	72
Clay	11	Knox	42	Shelby	73
Clinton	12	Kosciusko	43	Spencer	74
Crawford	13	LaGrange	44	Starke	75
Daviess	14	Lake	45	Steuben	76
Dearborn	15	LaPorte	46	Sullivan	77
Decatur	16	Lawrence	47	Switzerland	78
DeKalb	17	Madison	48	Tippecanoe	79
Delaware	18	Marion	49	Tipton	80
Dubois	19	Marshall	50	Union	81
Elkhart	20	Martin	51	Vanderburgh	82
Fayette	21	Miami	52	Vermillion	83
Floyd	22	Monroe	53	Vigo	84
Fountain	23	Montgomery	54	Wabash	85
Franklin	24	Morgan	55	Warren	86
Fulton	25	Newton	56	Warrick	87
Gibson	26	Noble	57	Washington	88
Grant	27	Ohio	58	Wayne	89
Greene	28	Orange	59	Wells	90
Hamilton	29	Owen	60	White	91
Hancock	30	Parke	61	Whitley	92
Harrison	31	Perry	62		

Long Range Plan Projects 2000 –2025

Figure 11-1

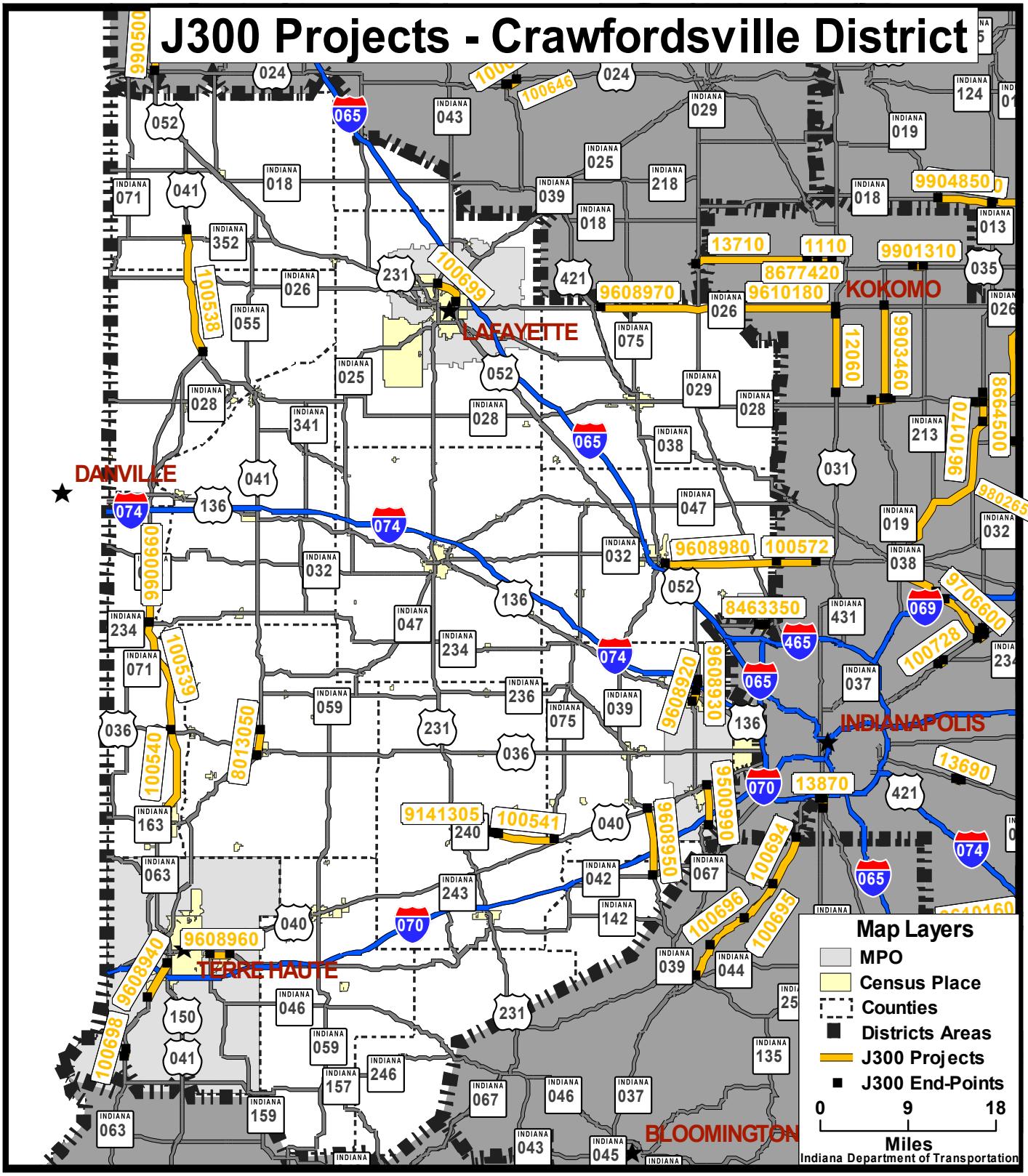


Three placeholder projects are not shown on the map due to uncertainty over their potential alignments but are included in the plan's 25-year program improvements. These are:

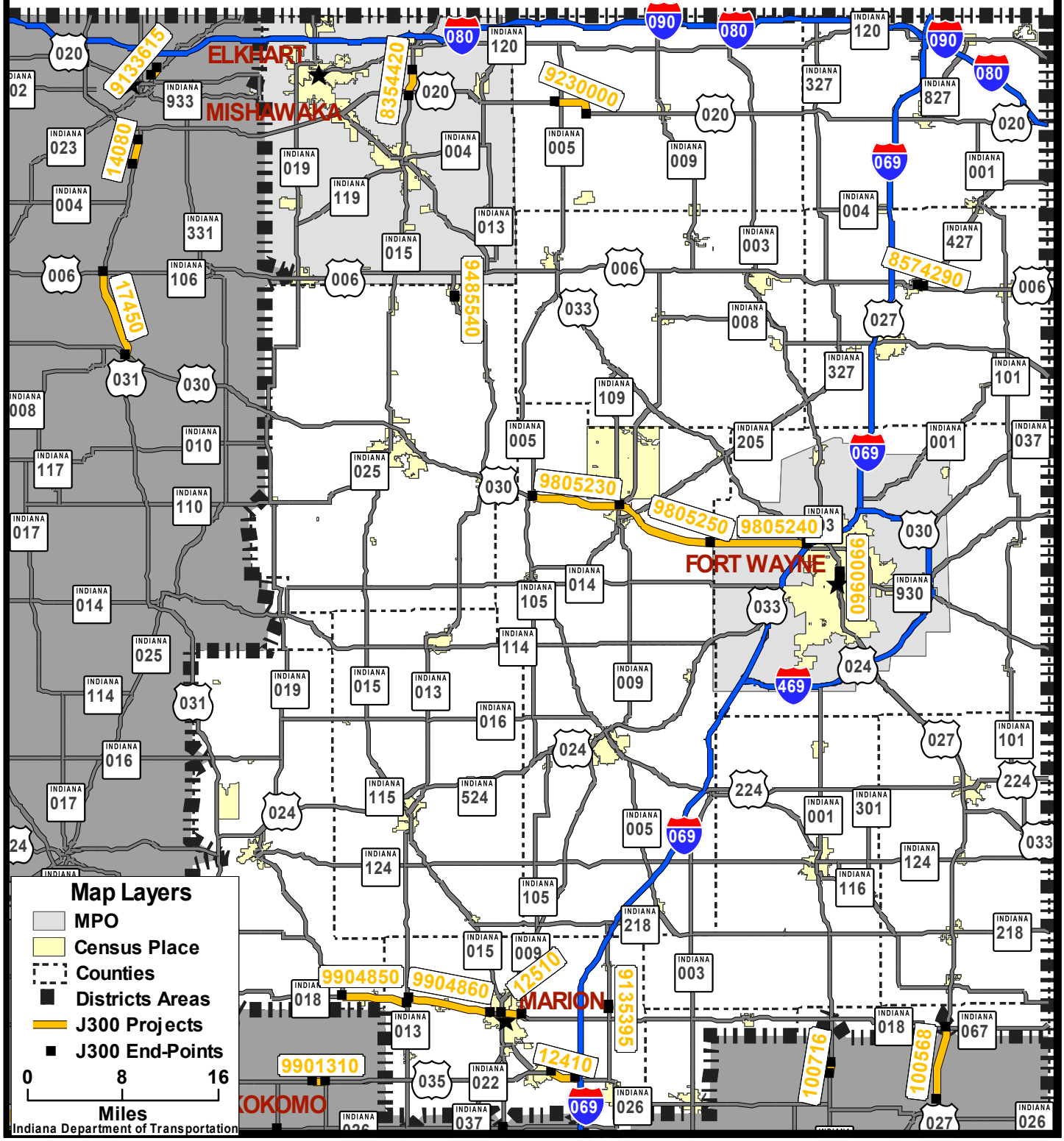
1. **Central Indiana Suburban Transportation Improvements**
2. **North West Indiana South Suburban/Illiana Expressway**
3. **I-69/Corridor 18 Indianapolis to Evansville extension**

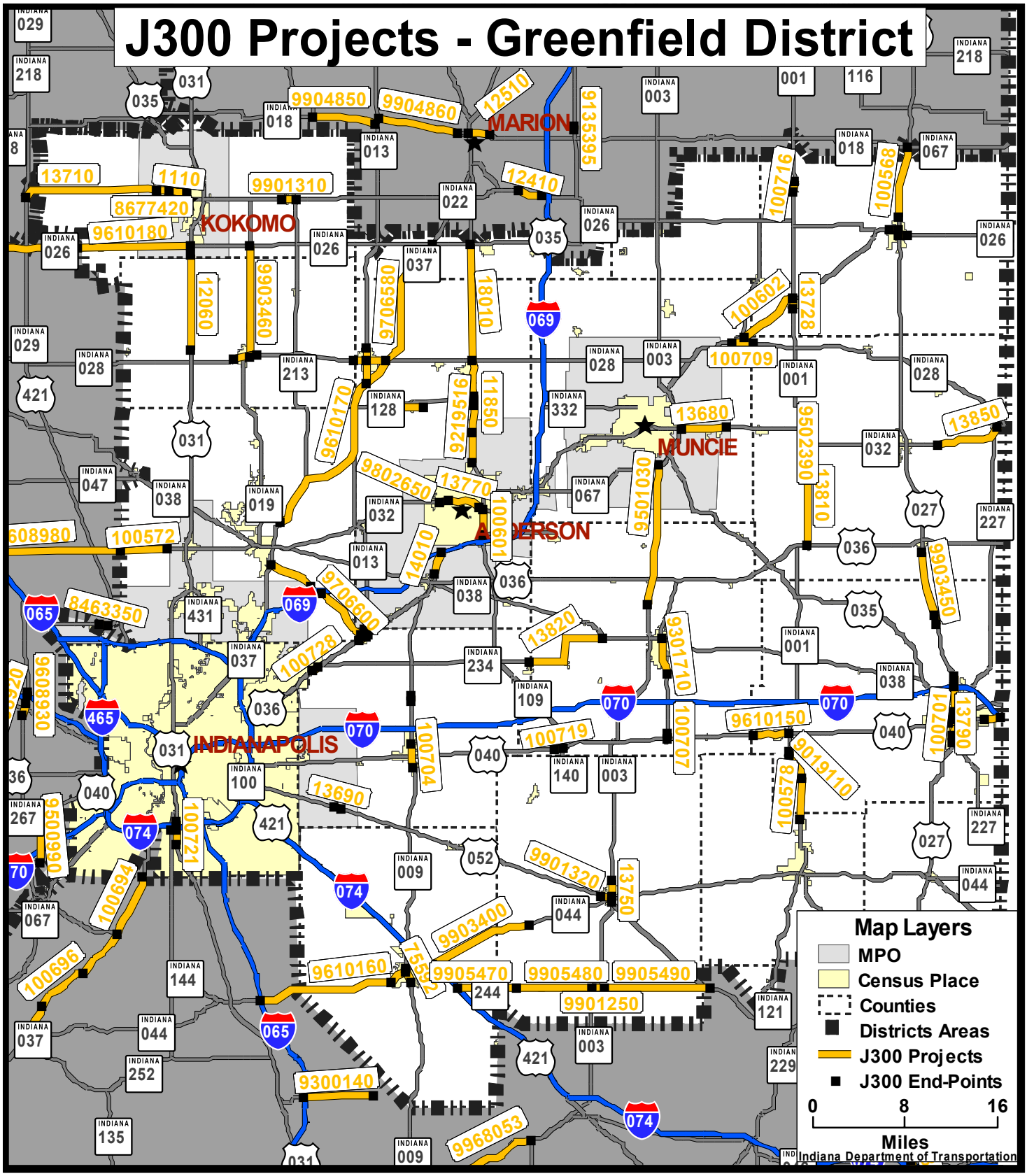
1-30-02

J300 Projects - Crawfordsville District

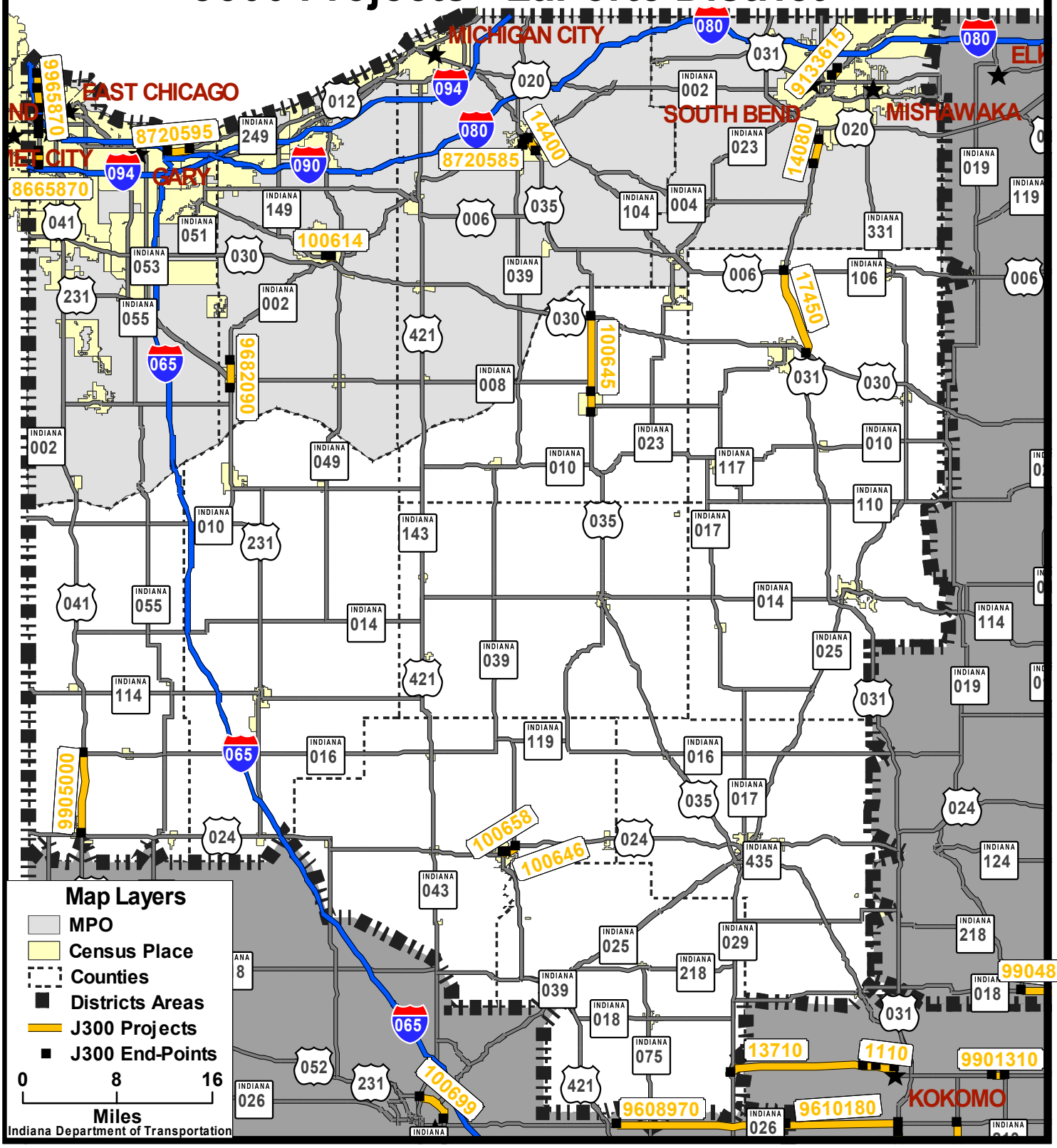


J300 Projects - Fort Wayne District

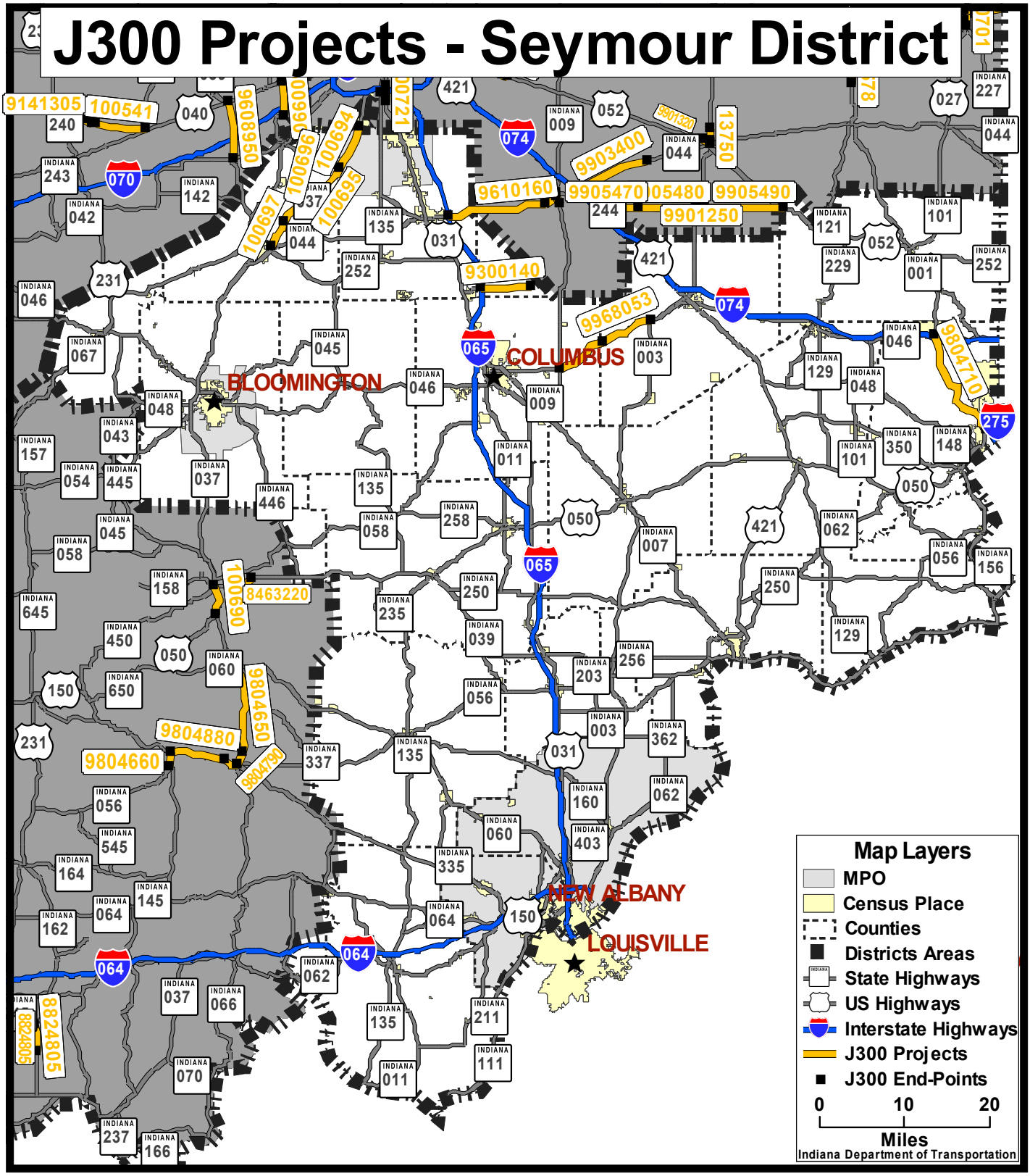



J300 Projects - Greenfield District
MARION
KOKOMO
MUNCIE
ANDERSON
INDIANAPOLIS
Map Layers
MPO
Census Place
Counties
Districts Areas
J300 Projects
J300 End-Points
0
8
16
Miles
Indiana Department of Transportation

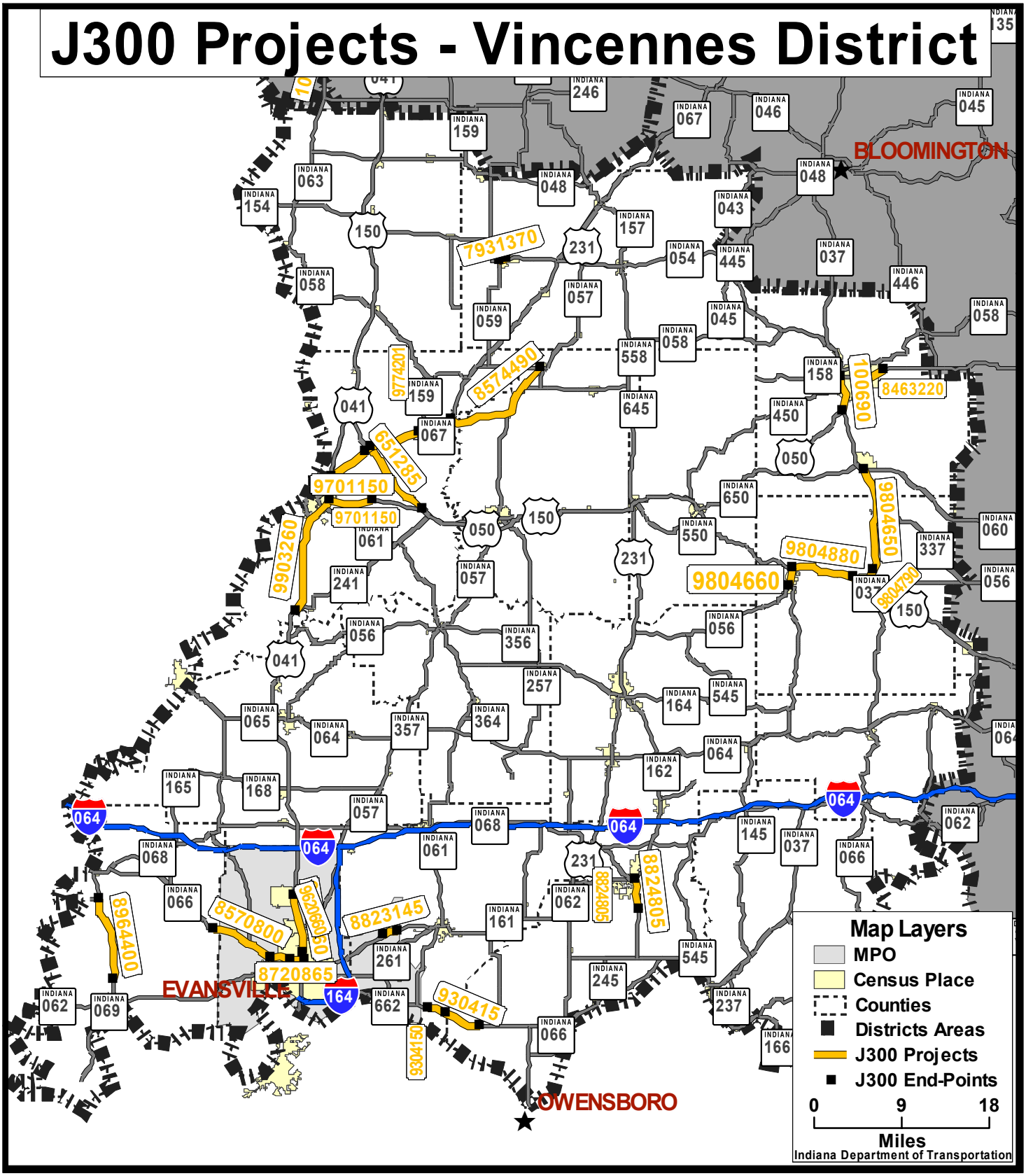
J300 Projects - LaPorte District



J300 Projects - Seymour District

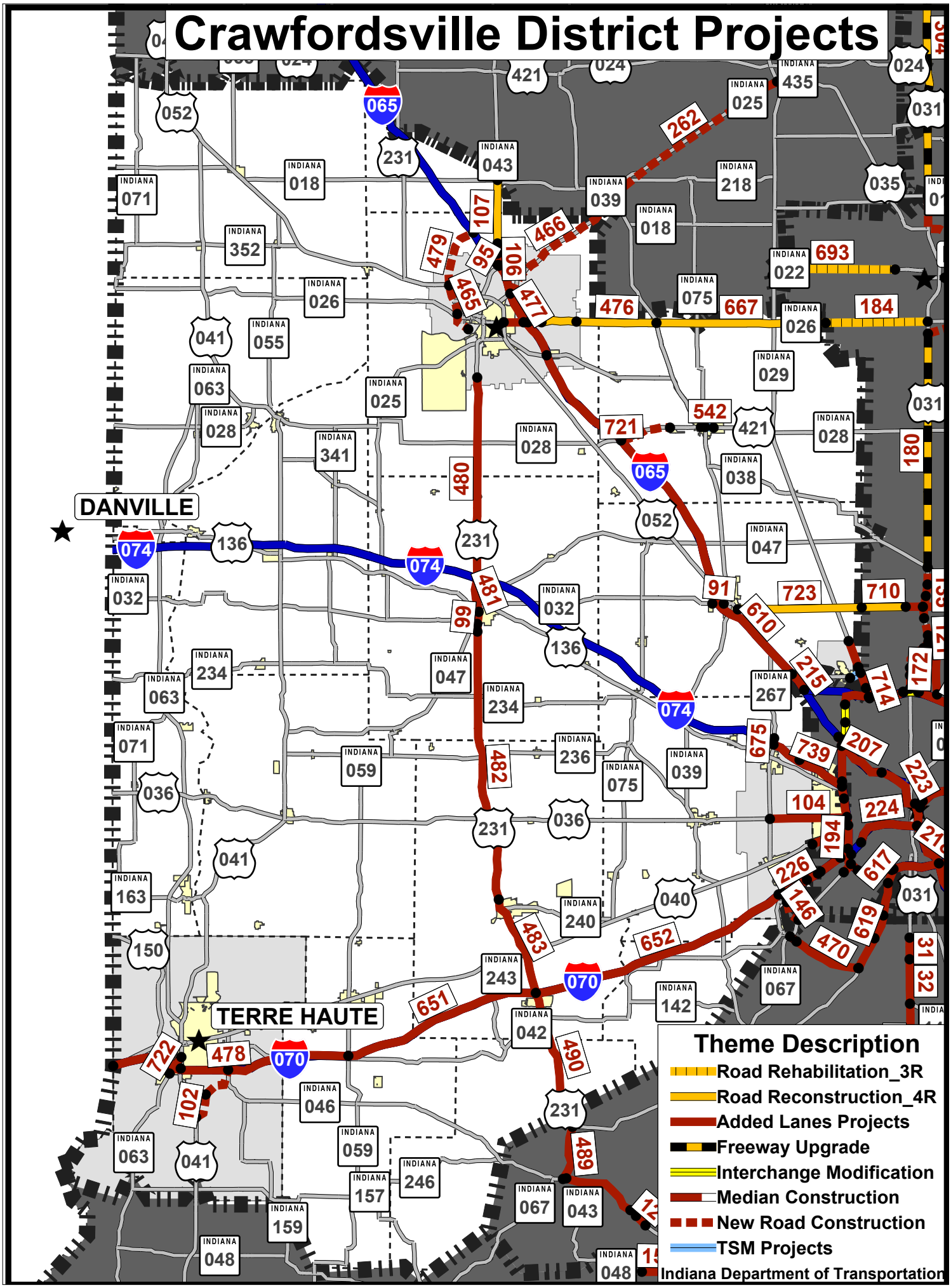


J300 Projects - Vincennes District

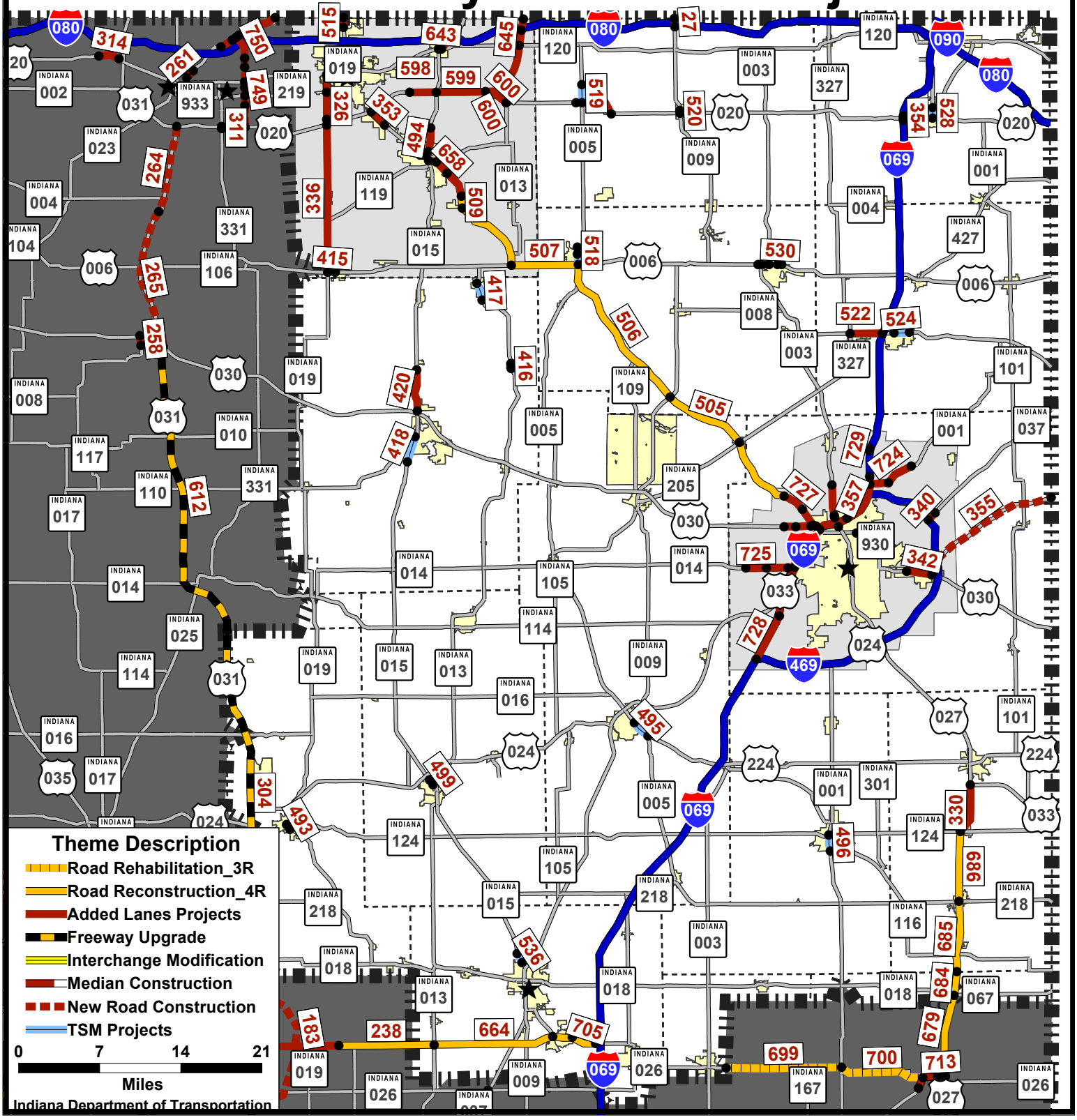


Project Listing by District

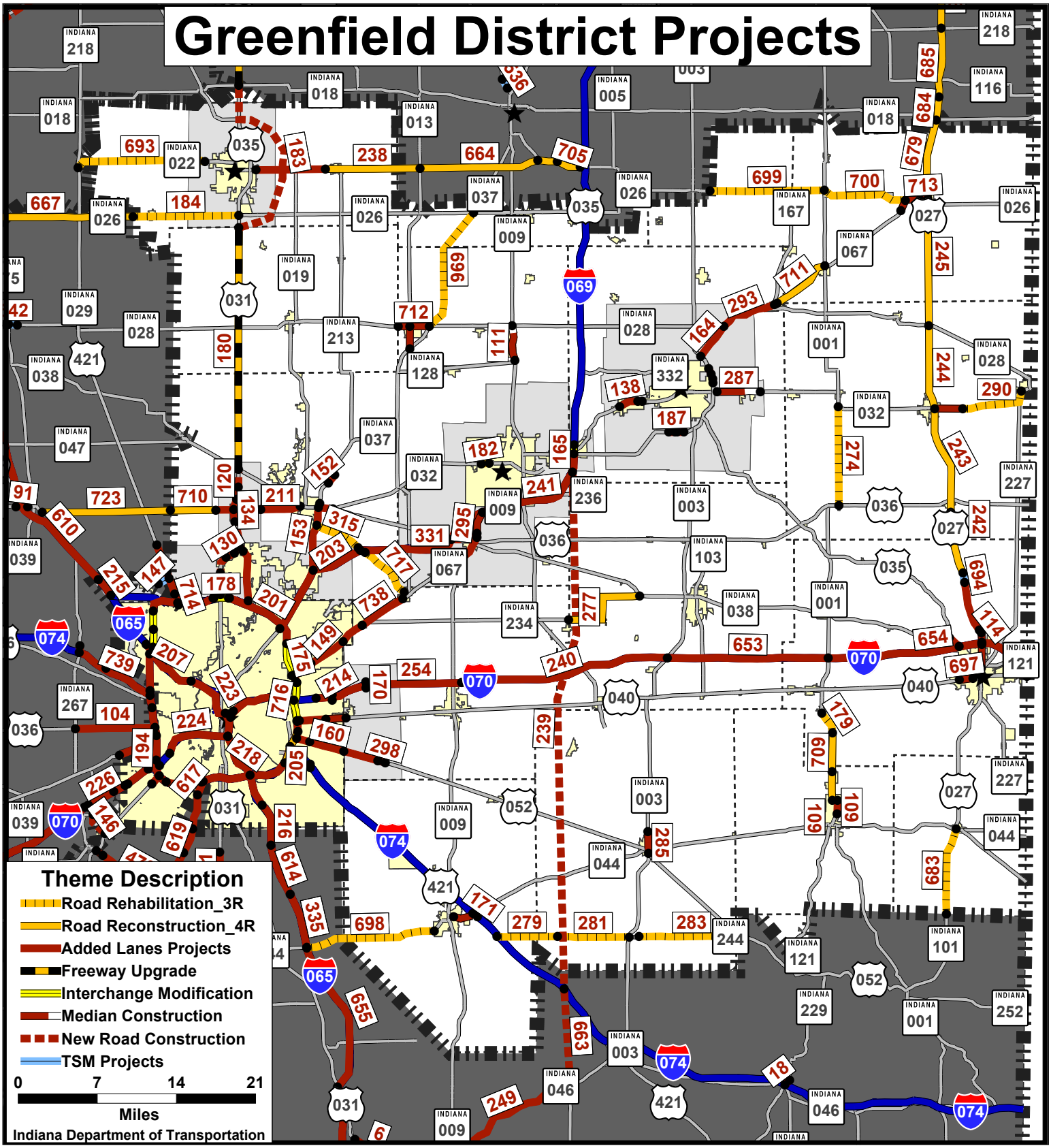
Crawfordsville District Projects



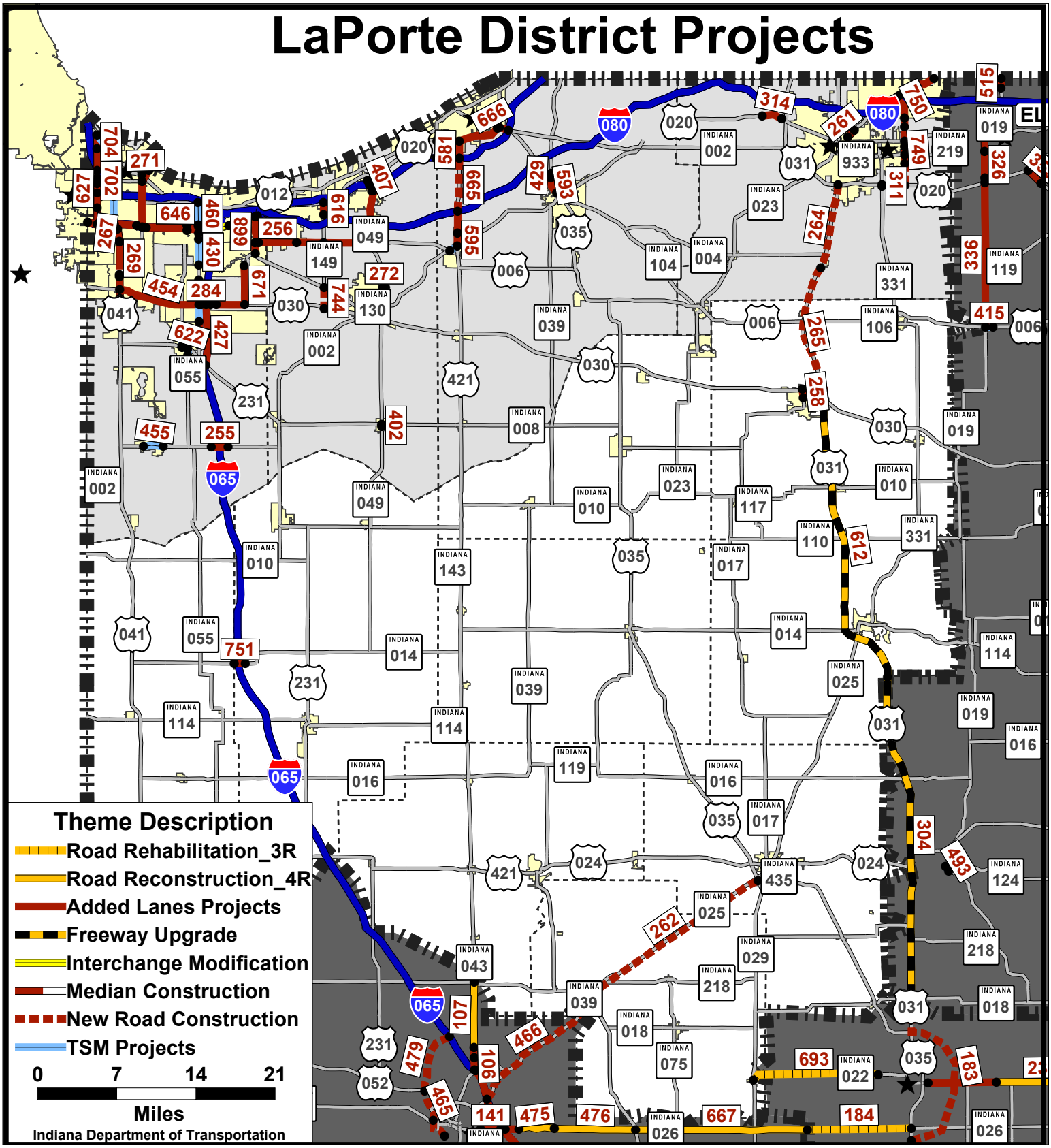
Fort Wayne District Projects



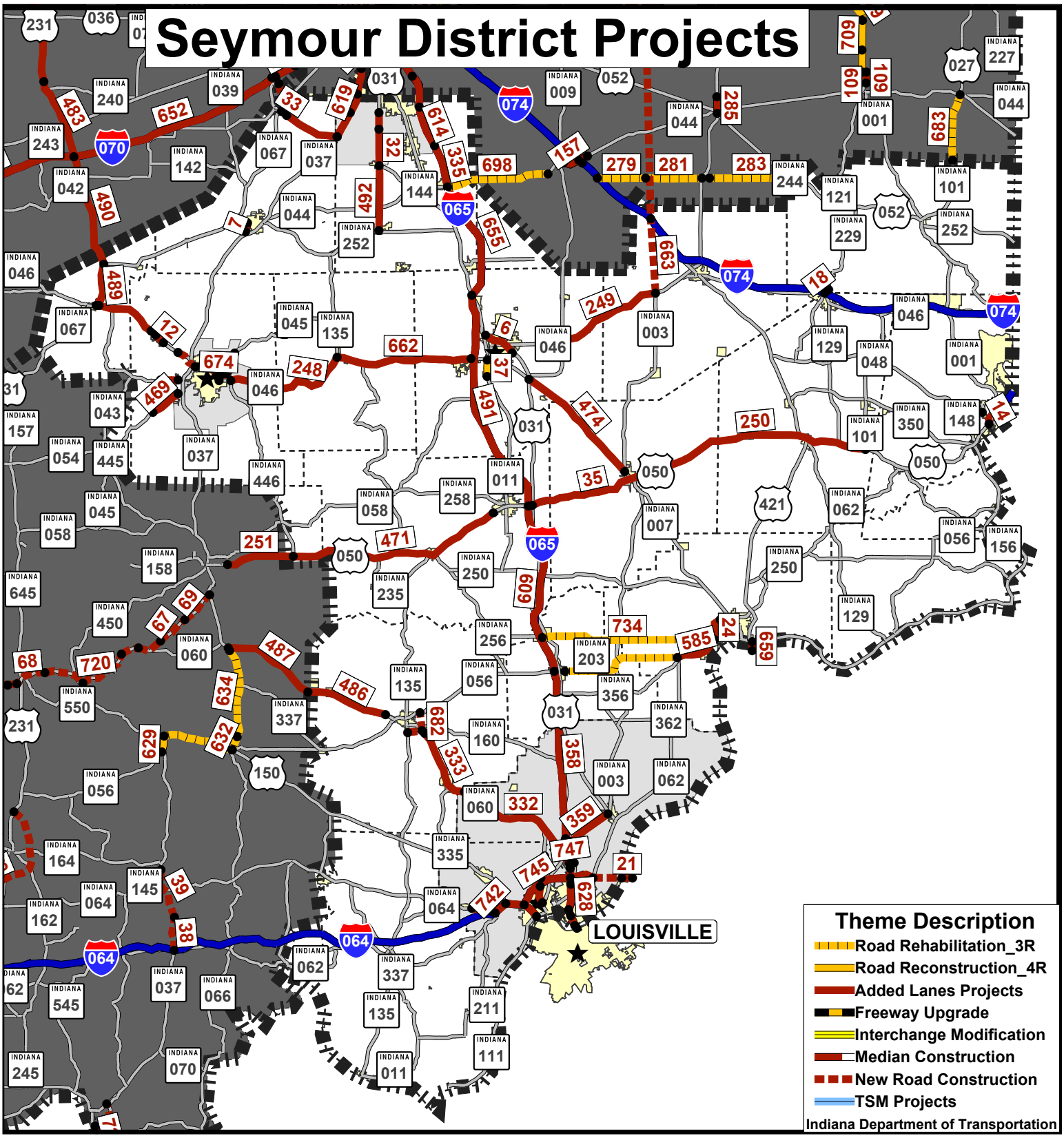
Greenfield District Projects



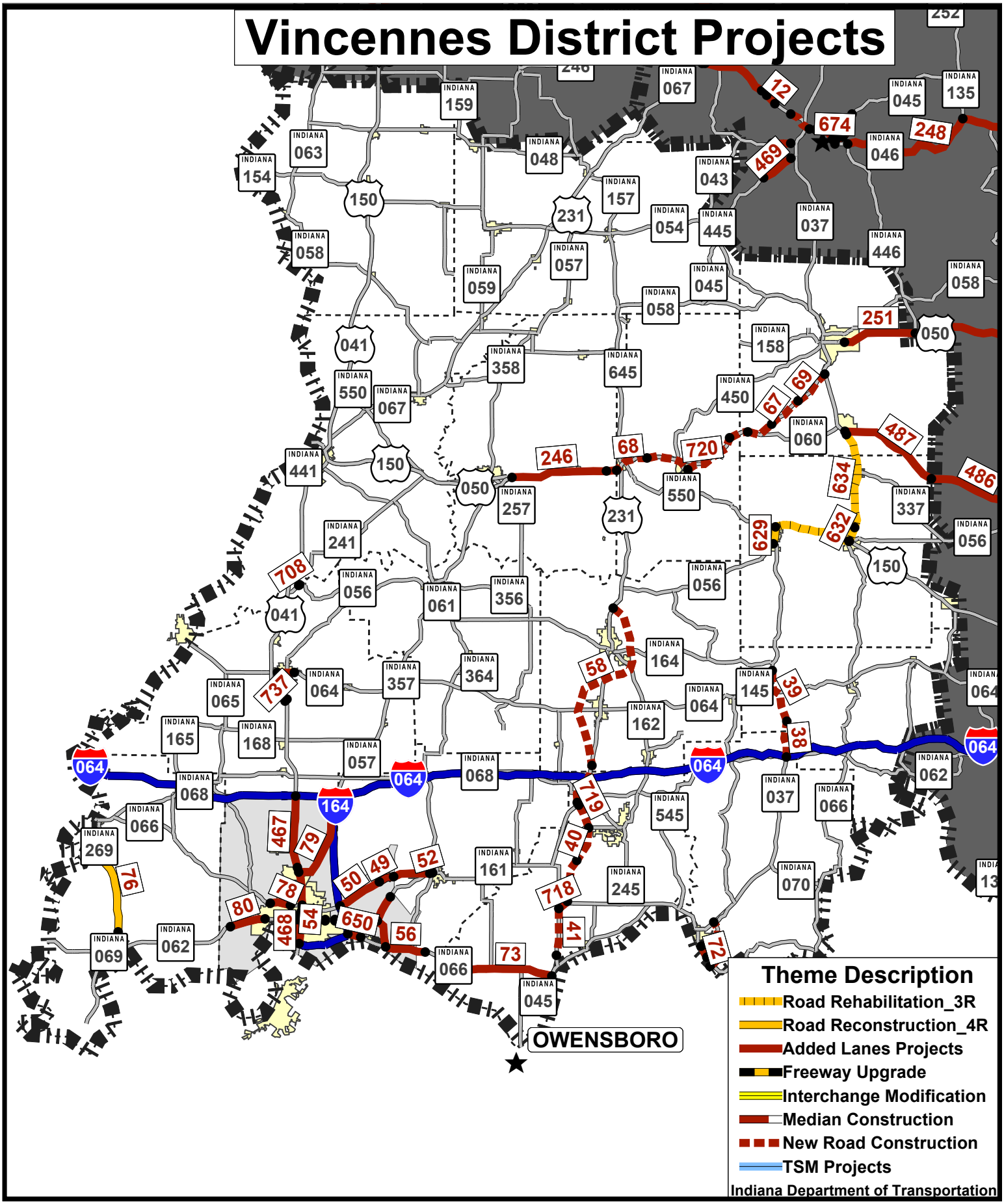
LaPorte District Projects



Seymour District Projects



Vincennes District Projects



Project Listing by District

All Districts District

Route / Description	County	Project Type	DES #	RFC Date	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO	Plan Support ID
		Undetermined		2011	3	$100,000	Placeholder		Study
Placeholder for corridor study recommendations					0 Miles	0 Lanes	0 Lanes	Outside	648
		Undetermined		2022	5	$90,000	Placeholder		Study
Placeholder for corridor study recommendations					0 Miles	0 Lanes	0 Lanes	Outside	649

District Total $190,000

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			3	$17,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	547
I		Interchange			4	$1,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	548
I		Interchange			5	$10,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	549
I		Interchange			2	$2,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	546
	32	Undetermined			4	$300,000	Placeholder		Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	543
U 231	54	Added Travel Lanes	9133550	2002	1	$1,626	Project		Programmed
1.36 mile south of south jct with SR 32 to Crawfordsville South UAB					0.47 Miles	2 Lanes	4 Lanes	Outside	98
U 231	54	Added Travel Lanes	9133551	2002	1	$6,438	Project		Programmed
Crawfordsville South UAB to 0.3 mile south of US 136 at Jefferson St					1.42 Miles	2 Lanes	4 Lanes	Outside	99
U 231	54	Added Travel Lanes		2016	4	$34,939	Placeholder		Mobility Corridor
2.0 miles north of SR 240 to 1.0 mile south of SR 32					25 Miles	2 Lanes	4 Lanes	Outside	482
U 231	54	Added Travel Lanes		2016	4	$4,471	Placeholder		Mobility Corridor
Jefferson St in Crawfordsville to I-74					3 Miles	2 Lanes	4 Lanes	Outside	481
U 231	60	Added Travel Lanes		2022	5	$19,362	Placeholder		Mobility Corridor
North jct with SR 67 to I-70					13.1 Miles	2 Lanes	4 Lanes	Outside	490

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 231	67	Added Travel Lanes		2016	4	$13,385	Placeholder		Mobility Corridor
I-70 to 2.0 miles north of SR 240					9.5 Miles	2 Lanes	4 Lanes	Outside	483
U 231	79	New Road Construction	9700830	2004	1	$20,400	Project		Programmed
0.5 mile north of Wabash River to SR 26					2.38 Miles	0 Lanes	4 Lanes	Lafayette	100
U 231	79	New Road Construction	9802890	2006	2	$11,759	Placeholder		Programmed
SR 26 to US 52					3.4 Miles	0 Lanes	4 Lanes	Lafayette	465
U 231	79	Added Travel Lanes		2016	4	$25,729	Placeholder		Mobility Corridor
I-74 to relocated US 231 (CR 500S)					18.3 Miles	2 Lanes	4 Lanes	Outside	480
U 231	79	New Road Construction		2022	5	$31,000	Placeholder		Mobility Corridor
US 52 to I-65 Connector					5.6 Miles	0 Lanes	4 Lanes	Lafayette	479
S 25	79	New Road Construction	9802920	2007	2	$82,517	Placeholder		Programmed
I-65 to US 421					13.3 Miles	0 Lanes	4 Lanes	Lafayette	466
S 26	12	Reconstruction	9608970	2007	2	$26,300	Placeholder		Programmed
East Corp Line of Rossville to Clinton / Howard County Line					14.52 Miles	2 Lanes	2 Lanes	Outside	667
S 26	12	Reconstruction		2008	2	$10,000	Placeholder		Mobility Corridor
4.7 miles east of I-65 to East Corp Line of Rossville					7.9 Miles	2 Lanes	2 Lanes	Outside	476
S 26	79	Added Travel Lanes	9134885	2003	1	$8,098	Project		Programmed
I-65 to 0.3 mile east of CR 550E					1.5 Miles	2 Lanes	4 Lanes	Lafayette	89
S 26	79	Reconstruction	0012950	2007	2	$14,550	Placeholder		Programmed
CR 550E (1.1 miles east of I-65) to CR 900E (4.7 miles east of I-65)					3.6 Miles	2 Lanes	2 Lanes	Lafayette	475

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 26	79	Added Travel Lanes		2013	3	$6,500	Placeholder		MPO Plan
US 52 to I-65					2 Miles	4 Lanes	6 Lanes	Lafayette	141
S 267	32	Added Travel Lanes	9608930	2006	2	$4,070	Placeholder		Programmed
0.1 mile north of I-74 to 0.5 mile north of I-74					0.4 Miles	2 Lanes	5 Lanes	Indianapolis	675
S 267	32	New Road Construction		2017	4	$4,746	Placeholder		MPO Plan
SR 67 to SR 267 south of I-70					2.1 Miles	0 Lanes	4 Lanes	Indianapolis	146
S 28	12	New Road Construction	9503450	2003	1	$12,508	Project		Programmed
I-65 to 3.23 miles west of SR 39					4.7 Miles	2 Lanes	4 Lanes	Outside	90
S 28	12	Added Travel Lanes		2014	3	$1,500	Placeholder		HERS
5th St to Jackson St (SR 39) in Frankfort					0.46 Miles	2 Lanes	4 Lanes	Outside	541
S 32	6	Added Travel Lanes	8574050	2002	1	$12,245	Project		Programmed
1.0 mile west of I-65 to 0.52 mile east of I-65					1.52 Miles	2 Lanes	4 Lanes	Outside	91
S 32	6	Reconstruction	9608980	2007	2	$22,835	Placeholder		Programmed
1.0 mile east of SR 39 to Boone / Hamilton County Line					11.28 Miles	2 Lanes	2 Lanes	Outside	723
S 334	6	TSM		2016	4	$7,048	Placeholder		MPO Plan
Zionsville Rd to US 421					1.07 Miles	2 Lanes	2 Lanes	Indianapolis	147
U 36	32	Added Travel Lanes	0101115	2007	2	$44,400	Placeholder		Programmed
SR 267 to I-465					7.1 Miles	4 Lanes	6 Lanes	Indianapolis	104
U 40	49	Added Travel Lanes	9137770	2002	1	$11,066	Project		Programmed
Raceway Rd to Research Dr					2.2 Miles	2 Lanes	4 Lanes	Indianapolis	92

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	6	Added Travel Lanes	9015600	2002	1	$11,075	Project		Programmed
0.89 mile north of I-465 to 0.65 mile north of SR 334 (Phase 2)					2.01 Miles	2 Lanes	4 Lanes	Indianapolis	101
U 421	6	Added Travel Lanes		2011	3	$15,000	Placeholder		MPO Plan
121st St to 146th St					2.7 Miles	2 Lanes	4 Lanes	Indianapolis	105
U 421	12	TSM		2012	3	$2,283	Placeholder		HERS
Jackson St (SR 39) to Wabash St					0.75 Miles	2 Lanes	2 Lanes	Outside	542
U 421	29	Added Travel Lanes	0001800	2001	1	$8,542	Project		Let
0.16 mile south of I-465 to 0.89 mile north of I-465 (Phase 1)					1.05 Miles	2 Lanes	4 Lanes	Indianapolis	714
S 43	79	Added Travel Lanes	9700240	2002	1	$2,090	Project		Programmed
1.16 miles north of I-65 to 1.93 miles north of I-65					0.77 Miles	2 Lanes	4 Lanes	Lafayette	93
S 43	79	Added Travel Lanes	8572190	2002	1	$9,742	Project		Programmed
0.2 mile north of I-65 to 1.16 miles north of I-65					0.96 Miles	2 Lanes	4 Lanes	Lafayette	106
S 43	79	Reconstruction	0012940	2007	2	$7,596	Placeholder		Programmed
1.93 miles north of I-65 to north jct with SR 18					6 Miles	2 Lanes	2 Lanes	Outside	107
S 63	84	Median Construction	9608940	2005	2	$3,500	Placeholder		Programmed
Honey Creek Drive to US 41					2 Miles	2 Lanes	3 Lanes	Terre Haute	722
S 641	84	New Road Construction	9138220	2004	1	$27,660	Project		Programmed
US 41 to 0.25 mile north of existing Feree Rd					2.73 Miles	0 Lanes	4 Lanes	Terre Haute	102
S 641	84	New Road Construction	9738400	2004	1	$43,350	Project		Programmed
0.25 mile north of existing Feree Rd to I-70					3.23 Miles	0 Lanes	4 Lanes	Terre Haute	103

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 65	6	Added Travel Lanes		2013	3	$8,300	Placeholder		MPO Plan
I-465 Northwest Connector to 0.5 mile north of SR 334					1.4 Miles	4 Lanes	6 Lanes	Indianapolis	215
I 65	6	Added Travel Lanes		2013	3	$71,810	Placeholder		Route Concept
0.5 mile north of SR 334 to US 52					11.25 Miles	4 Lanes	6 Lanes	Outside	610
I 65	12	Interchange Modification	0101169	2008	2	$8,400	Placeholder		Programmed
At SR 28 (two additional lanes on SR 28 through the interchange)					0.5 Miles	2 Lanes	4 Lanes	Outside	721
I 65	12	Added Travel Lanes		2015	4	$155,000	Placeholder		HERS
US 52 to SR 38					27 Miles	4 Lanes	6 Lanes	Outside	611
I 65	79	Interchange Modification	9802790	2007	2	$1,510	Placeholder		Programmed
At SR 43					0.5 Miles	4 Lanes	4 Lanes	Lafayette	95
I 65	79	Interchange Modification	9802780	2007	2	$1,510	Placeholder		Programmed
At SR 26					0.5 Miles	4 Lanes	4 Lanes	Lafayette	94
I 65	79	Added Travel Lanes		2013	3	$56,000	Placeholder		HERS
SR 38 to SR 43					9.75 Miles	4 Lanes	6 Lanes	Lafayette	477
I 70	32	Added Travel Lanes	9910100	2004	1	$25,830	Placeholder		Programmed
0.5 mile west of SR 267 to 3.5 mile east of SR 267					4 Miles	6 Lanes	8 Lanes	Indianapolis	226
I 70	32	Interchange Modification	9910400	2006	2	$12,150	Placeholder		Programmed
At SR 267					1 Miles	6 Lanes	6 Lanes	Indianapolis	96
I 70	55	Added Travel Lanes		2022	5	$140,000	Placeholder		HERS
US 231 to 0.5 mile west of SR 267					24 Miles	4 Lanes	6 Lanes	Outside	652

Crawfordsville District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 70	67	Added Travel Lanes		2024	5	$100,000	Placeholder		HERS
SR 59 to US 231					18 Miles	4 Lanes	6 Lanes	Outside	651
I 70	84	Interchange Modification	9804330	2006	2	$1,510	Placeholder		Programmed
At US 41					0.5 Miles	4 Lanes	4 Lanes	Terre Haute	97
I 70	84	Added Travel Lanes		2020	5	$135,000	Placeholder		Mobility Corridor
Illinois / Indiana State Line to SR 59					23 Miles	4 Lanes	6 Lanes	Terre Haute	478
I 74	32	New Interchange Construction		2011	3	$9,000	Placeholder		MPO Plan
At Hendricks County North-South Corridor (CR 1000E)					1 Miles	4 Lanes	4 Lanes	Indianapolis	108
I 74	32	Added Travel Lanes		2017	4	$47,200	Placeholder		HERS
SR 267 to I-465 (West Leg)					7.4 Miles	4 Lanes	6 Lanes	Indianapolis	739

District Total $1,671,550

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			2	$16,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	550
I		Interchange			3	$500	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	551
S 1	2	Added Travel Lanes	9700220	2004	1	$13,360	Project		Programmed
I-69 to 0.21 mile east of Tonkle Rd, north of Fort Wayne					1.64 Miles	2 Lanes	4 Lanes	Fort Wayne	25
S 1	2	Added Travel Lanes		2017	4	$20,700	Placeholder		MPO Plan
0.21 mile east of Tonkle Rd to Union Chapel Rd					2.54 Miles	2 Lanes	4 Lanes	Fort Wayne	724
S 1	90	TSM		2018	4	$2,607	Placeholder		HERS
South jct with SR 116 to south jct with SR 124 in Bluffton					1.56 Miles	2 Lanes	2 Lanes	Outside	496
S 127	76	TSM		2023	5	$9,229	Placeholder		HERS
US 20 to Industrial Blvd in Angola					0.92 Miles	4 Lanes	4 Lanes	Outside	528
S 13	20	Added Travel Lanes		2013	3	$8,225	Placeholder		MPO Plan
York St in Middlebury to SR 120					3.29 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	644
S 13	20	Added Travel Lanes		2013	3	$3,375	Placeholder		MPO Plan
SR 120 to I-80/90					1.35 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	645
S 13	20	Added Travel Lanes		2013	3	$1,966	Placeholder		MPO Plan
US 20 to York St in Middlebury					1.57 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	511
S 13	43	TSM		2013	3	$3,530	Placeholder		HERS
CR 1200N to High St in Syracuse					1.58 Miles	2 Lanes	2 Lanes	Outside	417

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 13	43	TSM		2018	4	$477	Placeholder		HERS
Hines St to 1st St in North Webster					0.44 Miles	2 Lanes	2 Lanes	Outside	416
S 13	85	TSM		2008	2	$997	Placeholder		HERS
SR 15 to Lafontaine Ave in Wabash					0.61 Miles	2 Lanes	2 Lanes	Outside	532
U 131	20	Added Travel Lanes		2013	3	$2,200	Placeholder		HERS
I-80/90 to Michigan State Line					0.67 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	512
S 14	2	Added Travel Lanes	9700260	2005	2	$10,231	Project		Programmed
Scott Rd to Hadley Rd					2 Miles	2 Lanes	4 Lanes	Fort Wayne	28
S 14	2	Added Travel Lanes		2008	2	$771	Placeholder		HERS
Hadley Rd to I-69					0.35 Miles	4 Lanes	6 Lanes	Fort Wayne	501
S 14	2	Added Travel Lanes		2019	4	$9,200	Placeholder		MPO Plan
West Hamilton Rd to Scott Rd					1.8 Miles	2 Lanes	4 Lanes	Fort Wayne	725
S 15	20	TSM		2012	3	$1,500	Placeholder		HERS
West jct with SR 120 to east jct with SR 120 in Bristol					0.25 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	643
S 15	20	Added Travel Lanes		2013	3	$2,669	Placeholder		HERS
Mill St to CR 26 in Goshen					2.1 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	494
S 15	20	Added Travel Lanes		2024	5	$2,700	Placeholder		MPO Plan
SR 120 to I-80/90 in Bristol					1.08 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	642
S 15	27	TSM		2023	5	$3,429	Placeholder		HERS
SR 9 to Harreld St in Marion					2.1 Miles	2 Lanes	2 Lanes	Outside	536

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 15	43	Added Travel Lanes	0013210	2007	2	$3,150	Placeholder		Programmed
CR 250N to CR 600N in Warsaw					3.5 Miles	2 Lanes	4 Lanes	Outside	420
S 15	43	TSM		2018	4	$3,530	Placeholder		HERS
0.11 mile north of CR 200S to Market St in Warsaw					2.24 Miles	2 Lanes	2 Lanes	Outside	418
S 15	85	Median Construction	9803460	2007	2	$2,390	Placeholder		Programmed
Stitt St to W Harrison St in Wabash					0.54 Miles	2 Lanes	3 Lanes	Outside	499
S 19	20	Added Travel Lanes	9301120	2005	2	$13,391	Project		Programmed
0.4 mile N of US 20 (Melwood Dr) to 2.6 miles N of US 20 (Lusher Ave)(Phase I)					2.2 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	326
S 19	20	Median Construction	9801130	2007	2	$7,000	Project		Programmed
2.6 miles north of US 20 to 4.1 miles north of US 20					1.5 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	30
S 19	20	Added Travel Lanes		2013	3	$1,330	Placeholder		HERS
0.18 mile north of Roseland Rd to Michigan State Line					0.81 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	515
S 19	20	Added Travel Lanes		2016	4	$24,037	Placeholder		MPO Plan
US 6 to US 20					11 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	336
S 19	52	TSM		2008	2	$862	Placeholder		HERS
Main St to Spring St in Peru					0.52 Miles	2 Lanes	2 Lanes	Outside	493
U 20	20	Added Travel Lanes		2015	4	$8,625	Placeholder		MPO Plan
1.25 miles east of CR 17 to SR 15					2.17 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	598
U 20	20	Added Travel Lanes		2017	4	$10,475	Placeholder		MPO Plan
SR 15 to CR 35					4.19 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	599

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 20	20	Added Travel Lanes		2020	5	$5,250	Placeholder		MPO Plan
CR 35 to SR 13					2.1 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	600
U 20	44	New Road Construction	9230000	2003	1	$8,454	Project		Programmed
0.5 mile west of SR 5 to 3.0 miles east of SR 5					3.5 Miles	2 Lanes	2 Lanes	Outside	344
U 20	76	Added Travel Lanes		2018	4	$6,925	Placeholder		HERS
I-69 to SR 127 in Angola					2.53 Miles	2 Lanes	4 Lanes	Outside	527
U 224	35	TSM		2018	4	$2,660	Placeholder		HERS
State St to SR 5 in Huntington					1.68 Miles	2 Lanes	2 Lanes	Outside	495
U 24	2	New Road Construction	9900000	2012	3	$52,500	Placeholder		Programmed
I-469 to Indiana / Ohio State Line					11.7 Miles	2 Lanes	4 Lanes	Fort Wayne	355
U 27	1	Added Travel Lanes	7802320	2002	1	$21,873	Project		Programmed
SR 124 to Relocated US 33					4.82 Miles	2 Lanes	4 Lanes	Outside	330
U 27	1	Reconstruction		2023	5	$15,450	Placeholder		Mobility Corridor
Jay / Adams County Line to SR 218					6.18 Miles	2 Lanes	2 Lanes	Outside	685
U 27	1	Reconstruction		2023	5	$15,100	Placeholder		Mobility Corridor
SR 218 to SR 124					6.04 Miles	2 Lanes	2 Lanes	Outside	686
U 27	38	Reconstruction		2023	5	$5,125	Placeholder		Mobility Corridor
SR 18 to Jay / Adams County Line					2.05 Miles	2 Lanes	2 Lanes	Outside	684
S 3	2	Added Travel Lanes	8461890	2000	1	$6,123	Project		Let
At I-69 (2 added lanes from Ley Rd to 1500' north of Washington Center Rd)					0.83 Miles	4 Lanes	6 Lanes	Fort Wayne	324

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 3	2	Added Travel Lanes	9704140	2005	2	$25,130	Placeholder		Programmed
Ludwig Rd to Dupont Rd					2.7 Miles	4 Lanes	6 Lanes	Fort Wayne	325
U 30	2	Interchange Modification	9904160	2006	2	$11,110	Placeholder		Programmed
At US 33, 0.66 mile west of I-69 at Fort Wayne					0.44 Miles	4 Lanes	6 Lanes	Fort Wayne	345
U 30	2	Added Travel Lanes	9904170	2006	2	$3,150	Placeholder		Programmed
US 33 to I-69 at Fort Wayne					0.23 Miles	4 Lanes	6 Lanes	Fort Wayne	346
U 30	2	Added Travel Lanes	9704150	2006	2	$3,338	Placeholder		Programmed
Flaugh Rd to US 33					1.6 Miles	4 Lanes	6 Lanes	Fort Wayne	347
U 30	2	Added Travel Lanes		2021	5	$7,800	Placeholder		MPO Plan
O'Day Rd to Flaugh Rd					1 Miles	4 Lanes	6 Lanes	Fort Wayne	726
U 31	52	Freeway Upgrade		2023	5	$120,000	Placeholder		Mobility Corridor
Freeway Upgrade from SR 18 to Miami/Fulton County Line					29 Miles	4 Lanes	4 Lanes	Outside	304
U 33	2	Added Travel Lanes	9229905	2003	1	$13,702	Project		Programmed
US 30 to Cook Rd					1.7 Miles	2 Lanes	4 Lanes	Fort Wayne	349
U 33	2	Reconstruction		2015	4	$21,300	Placeholder		Mobility Corridor
O'Day Rd to SR 205					6.5 Miles	2 Lanes	2 Lanes	Fort Wayne	504
U 33	2	Added Travel Lanes		2015	4	$15,500	Placeholder		MPO Plan
Cook Rd to O'Day Rd					2 Miles	2 Lanes	4 Lanes	Fort Wayne	727
U 33	20	Added Travel Lanes	9222424	2004	1	$4,428	Placeholder		Programmed
Monroe St to SR 15 (Main St in Goshen)					0.7 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	352

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 33	20	Median Construction	9503380	2004	1	$757	Project		Programmed
Indiana Ave to 78 meters east of Denver St in Goshen					0.29 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	348
U 33	20	Added Travel Lanes	9222426	2004	1	$6,260	Placeholder		Programmed
College Ave to Monroe St in Goshen					1.39 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	658
U 33	20	Added Travel Lanes	9222425	2004	1	$14,300	Placeholder		Programmed
CR 40 to College Ave (CR 36)					2.47 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	350
U 33	20	Median Construction	9700330	2004	1	$9,060	Placeholder		Programmed
CR 15 to US 20					2.46 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	353
U 33	20	Reconstruction		2017	4	$14,450	Placeholder		Mobility Corridor
East jct with US 6 to west jct with US 6					5.78 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	507
U 33	20	Reconstruction		2018	4	$2,625	Placeholder		Mobility Corridor
CR 42 to CR 40 south of Goshen					1.05 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	509
U 33	20	Reconstruction		2019	4	$17,350	Placeholder		Mobility Corridor
West jct with US 6 to CR 42					6.94 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	508
U 33	57	Reconstruction		2019	4	$36,900	Placeholder		Mobility Corridor
SR 9 to east jct with US 6					14.76 Miles	2 Lanes	2 Lanes	Outside	506
U 33	92	Reconstruction		2017	4	$18,600	Placeholder		Mobility Corridor
SR 205 to SR 9					7.44 Miles	2 Lanes	2 Lanes	Outside	505
U 35	27	Reconstruction	0012410	2001	1	$1,963	Project		Let
CR 600E to CR 400E east of Gas City					2.11 Miles	2 Lanes	2 Lanes	Outside	705

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 35	27	Reconstruction		2012	3	$4,000	Placeholder		HERS
SR 15 to CR 600E in Gas City					1.7 Miles	2 Lanes	2 Lanes	Outside	533
U 35	27	Reconstruction		2021	5	$21,000	Placeholder		Mobility Corridor
SR 13 to 0.1 mile west of SR 15					10.5 Miles	2 Lanes	2 Lanes	Outside	664
S 37	2	Added Travel Lanes		2008	2	$1,700	Placeholder		MPO Plan
I-469 to Doty Rd					0.95 Miles	2 Lanes	4 Lanes	Fort Wayne	340
S 5	44	TSM		2017	4	$1,871	Placeholder		HERS
US 20 to Middlebury St in Shipshewana					1.5 Miles	2 Lanes	2 Lanes	Outside	519
S 5	57	TSM		2013	3	$1,206	Placeholder		HERS
US 6 to CR 800N (Lincolnway) in Ligonier					0.97 Miles	2 Lanes	2 Lanes	Outside	517
S 5	57	TSM		2019	4	$755	Placeholder		HERS
CR 800N (Lincolnway) to 0.62 mile north of Linconway in Ligonier					0.62 Miles	2 Lanes	2 Lanes	Outside	518
U 6	50	TSM		2018	4	$1,089	Placeholder		HERS
SR 19 (Main St) to Highland in Nappanee					0.66 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	415
U 6	57	Added Travel Lanes	8001040	2002	1	$6,452	Project		Programmed
West jct with SR 3 to the east jct with SR 3					1.08 Miles	2 Lanes	4 Lanes	Outside	26
U 6	57	Added Travel Lanes		2022	5	$1,154	Placeholder		HERS
0.34 mile west of west jct with SR 3 to west jct with SR 3					0.34 Miles	2 Lanes	4 Lanes	Outside	529
U 6	57	TSM		2023	5	$575	Placeholder		HERS
Fair St to CR 700N in Kendallville					0.42 Miles	2 Lanes	2 Lanes	Outside	530

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 69	2	Added Travel Lanes	9829920	2002	1	$52,292	Project		Programmed
2.16 km south of north jct with US 24 to 1.0 km south of Leesburg Rd					6.22 Miles	4 Lanes	6 Lanes	Fort Wayne	356
I 69	2	Added Travel Lanes	0100150	2003	1	$41,370	Project		Programmed
1.0 km south of Leesburg Rd to 0.48 km south of Coldwater Rd					4.82 Miles	4 Lanes	6 Lanes	Fort Wayne	715
I 69	2	Added Travel Lanes	9829980	2007	2	$37,565	Project		Programmed
0.48 mile south of Coldwater Rd to 0.86 mile north of SR 1					4.81 Miles	4 Lanes	6 Lanes	Fort Wayne	357
I 69	2	New Interchange Construction		2016	4	$12,000	Placeholder		MPO Plan
At Gump/Hursh Rd, 2.95 miles north of SR 1					1 Miles	4 Lanes	4 Lanes	Fort Wayne	729
I 69	2	Added Travel Lanes		2025	5	$32,800	Placeholder		MPO Plan
From south jct with I-469 to 1.34 miles south of north jct with US 24					4.2 Miles	4 Lanes	6 Lanes	Fort Wayne	728
I 69	76	Interchange Modification	9607470	2002	1	$1,027	Project		Programmed
At US 20, southwest quadrant two-way ramp					0.3 Miles	1 Lanes	1 Lanes	Outside	354
S 8	17	TSM		2008	2	$2,270	Placeholder		HERS
Depot St to CR 40A (Auburn-Butler Rd) in Auburn					1.39 Miles	2 Lanes	2 Lanes	Outside	524
S 8	17	Added Travel Lanes	0100970	2012	3	$5,500	Placeholder		Programmed
SR 327 to 0.15 mile west of I-69					2.66 Miles	2 Lanes	4 Lanes	Outside	522
S 9	44	Added Travel Lanes	9802340	2002	1	$1,920	Project		Programmed
0.3 mile south of I-80/90 to Indiana / Michigan State Line					0.7 Miles	2 Lanes	4 Lanes	Outside	27
S 9	44	TSM		2012	3	$735	Placeholder		HERS
US 20 to Michigan St in LaGrange					0.24 Miles	2 Lanes	2 Lanes	Outside	520

Fort Wayne District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 930	2	Added Travel Lanes	0100843	2013	3	$8,000	Placeholder		Programmed
2.6 miles west of I-469 (Lincoln Ave) to 0.7 mile west of I-469 (Minnich Rd)					1.9 Miles	2 Lanes	5 Lanes	Fort Wayne	342
S 930	2	Added Travel Lanes		2014	3	$3,000	Placeholder		MPO Plan
Parnell Ave to Crescent Rd					1 Miles	4 Lanes	6 Lanes	Fort Wayne	341

District Total $913,920

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			5	$63,200	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	557
I		Interchange			3	$141,700	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	555
I		Interchange			2	$2,700	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	554
I		Interchange			4	$32,500	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	556
	30	Undetermined			4	$500,000	Placeholder		Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	544
S 1	21	Added Travel Lanes	8929535	2000	1	$4,018	Project		Let
17th St to 30th St in Connersville					1.35 Miles	2 Lanes	4 Lanes	Outside	109
S 1	21	Rehabilitation	9019110	2003	1		Project		Programmed
2.8 miles north of Connersville to Milton					2.4 Miles	2 Lanes	2 Lanes	Outside	179
S 1	21	Reconstruction	9706320	2005	2	$3,378	Placeholder		Programmed
2.75 miles north of SR 44 to 5.8 miles north of SR 44					3 Miles	2 Lanes	2 Lanes	Outside	110
S 1	68	Rehabilitation	0013810	2006	2		Placeholder		Programmed
US 36 to the south jct with SR 32					8.85 Miles	2 Lanes	2 Lanes	Outside	274
S 1	89	Reconstruction	0100578	2008	2	$7,080	Placeholder		Programmed
CR 450N to Lindsey Rd, 5.8 to 9.3 miles north of SR 44					3.5 Miles	2 Lanes	2 Lanes	Outside	709

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 101	81	Rehabilitation	9706560	2004	1		Placeholder		Programmed
7.83 miles south of US 27 / SR 44 (Franklin/Union County Line) to US 27 / SR 44					7.83 Miles	2 Lanes	2 Lanes	Outside	683
S 13	48	Median Construction	8664500	2000	1	$3,109	Project		Let
North jct with SR 37 to SR 28					1.95 Miles	2 Lanes	3 Lanes	Anderson	701
S 13	48	Median Construction	9864501	2001	1	$2,869	Project		Programmed
SR 28 to Fairgrounds Rd, 1.0 mile north of SR 28					1 Miles	2 Lanes	3 Lanes	Anderson	692
S 22	34	Rehabilitation	0013710	2006	2		Placeholder		Programmed
SR 29 to CR 300W, 11.5 miles east of SR 29					11.5 Miles	2 Lanes	2 Lanes	Kokomo	693
S 234	33	Reconstruction	0013820	2006	2	$7,839	Placeholder		Programmed
2.7 miles east of SR 109 (Hancock/Henry County Line) to SR 38					8.37 Miles	2 Lanes	2 Lanes	Outside	277
S 238	29	Rehabilitation	9901340	2006	2		Placeholder		Programmed
SR 37 to just north of I-69					4.35 Miles	2 Lanes	2 Lanes	Outside	315
S 238	29	Rehabilitation	9706600	2006	2		Project		Programmed
136th St, 0.6 mile east of I-69 to SR 13					5.3 Miles	2 Lanes	2 Lanes	Outside	717
S 244	70	Rehabilitation	9905490	2005	2		Placeholder		Programmed
0.87 mile east of SR 3 (CR 100W) to US 52					9.09 Miles	2 Lanes	2 Lanes	Outside	283
S 244	70	Rehabilitation	9905480	2005	2		Placeholder		Programmed
5.14 miles east of I-74 (Deer Creek) to SR 3					6.52 Miles	2 Lanes	2 Lanes	Outside	281
S 244	73	Rehabilitation	9905470	2005	2		Placeholder		Programmed
0.35 mile west of I-74 (Michigan Rd) to 5.14 miles east of I-74					5.15 Miles	2 Lanes	2 Lanes	Outside	279

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 26	5	Rehabilitation	9706590	2005	2		Project		Programmed
East Corp Line of Hartford City to north jct with SR 1					10.1 Miles	2 Lanes	2 Lanes	Outside	699
S 26	34	Rehabilitation	9610180	2006	2		Placeholder		Programmed
Clinton / Howard County Line to US 31					7.8 Miles	2 Lanes	2 Lanes	Kokomo	184
S 26	38	Rehabilitation	9706640	2005	2		Project		Programmed
North jct with SR 1 to the west jct with SR 67					8.1 Miles	2 Lanes	2 Lanes	Outside	700
S 26	38	Median Construction	0100729	2008	2	$2,339	Placeholder		Programmed
Industrial Pkwy, 0.7 mile west of US 27 to US 27					0.7 Miles	2 Lanes	3 Lanes	Outside	713
U 27	38	Reconstruction	0100568	2008	2	$12,773	Placeholder		Programmed
1.0 mile north of SR 26/67 (North Corp Line of Portland) to SR 18/67					6.2 Miles	2 Lanes	2 Lanes	Outside	679
U 27	38	Reconstruction		2025	5	$24,200	Placeholder		Mobility Corridor
SR 28 to 1.0 mile north of SR 26/67					12.1 Miles	2 Lanes	2 Lanes	Outside	245
U 27	68	Reconstruction		2023	5	$19,000	Placeholder		Mobility Corridor
South Corp Line of Lynn to SR 32					9.5 Miles	2 Lanes	2 Lanes	Outside	243
U 27	68	Reconstruction		2025	5	$15,000	Placeholder		Mobility Corridor
SR 32 to SR 28					7.5 Miles	2 Lanes	2 Lanes	Outside	244
U 27	89	Reconstruction	9903450	2001	1	$2,192	Project		Programmed
North Corp Line of Fountain City to South Corp Line of Lynn					5.6 Miles	2 Lanes	2 Lanes	Outside	242
U 27	89	Median Construction	9502970	2004	1	$2,670	Project		Programmed
0.2 mile north of I-70 to Arba Pike (0.9 mile north of I-70)					0.91 Miles	4 Lanes	5 Lanes	Outside	112

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 27	89	Median Construction	9502980	2004	1	$14,522	Project		Programmed
2.06 miles south of I-70 to 0.1 mile south of I-70					2 Miles	4 Lanes	5 Lanes	Outside	113
U 27	89	Added Travel Lanes	9802350	2004	1	$2,190	Placeholder		Programmed
0.9 mile north of I-70 (Arba Pike) to 1.21 miles north of I-70 (Tingler Rd)					0.3 Miles	2 Lanes	5 Lanes	Outside	114
U 27	89	Added Travel Lanes	0013800	2007	2	$12,167	Placeholder		Programmed
1.21 miles north of I-70 (Tingler Rd) to 5.71 miles north of I-70					4.5 Miles	2 Lanes	4 Lanes	Outside	296
U 27	89	TSM		2023	5	$1,100	Placeholder		HERS
South Corp Line of Fountain City to North Corp Line of Fountain City					0.7 Miles	2 Lanes	2 Lanes	Outside	694
S 28	48	Median Construction	0100720	2011	3	$10,665	Placeholder		Programmed
West Corp Line of Elwood to SR 37					2.7 Miles	2 Lanes	3 Lanes	Anderson	712
S 3	33	New Road Construction		2024	5	$300,000	Placeholder		Mobility Corridor
I-74 to I-69					45 Miles	0 Lanes	4 Lanes	Outside	239
S 3	70	Median Construction	0013750	2006	2	$5,724	Placeholder		Programmed
0.3 mile south of SR 44 to 1.6 miles north of SR 44 (except SR 44 to 4th St)					1.42 Miles	2 Lanes	3 Lanes	Outside	285
U 31	29	New Interchange Construction	9804350	2004	1	$2,339	Placeholder		Programmed
Off ramp from NB SR 431 to 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	115
U 31	29	New Interchange Construction	9804370	2007	2	$1,513	Placeholder		Programmed
On ramp from 146th St to NB US 31					0 Miles	0 Lanes	1 Lanes	Indianapolis	117
U 31	29	New Interchange Construction	9804360	2007	2	$1,369	Placeholder		Programmed
Relocation of Range Line Rd from US 31 to 146th St					0 Miles	2 Lanes	4 Lanes	Indianapolis	116

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 31	29	New Interchange Construction	9804380	2008	2	$5,084	Placeholder		Programmed
Frontage Rd Construction (Project 5) from 146th St to 151st St					0 Miles	0 Lanes	4 Lanes	Indianapolis	119
U 31	29	New Interchange Construction	9804410	2009	2	$2,979	Placeholder		Programmed
SB SR 431 Mainline at 146th St					0.95 Miles	2 Lanes	2 Lanes	Indianapolis	122
U 31	29	New Interchange Construction	9804390	2009	2	$11,431	Placeholder		Programmed
NB US 31 Mainline at 146th St					0.87 Miles	2 Lanes	3 Lanes	Indianapolis	121
U 31	29	New Interchange Construction	9802760	2009	2	$17,400	Placeholder		Programmed
At SR 38					2.01 Miles	4 Lanes	6 Lanes	Indianapolis	120
U 31	29	New Interchange Construction	9804420	2009	2	$4,045	Placeholder		Programmed
Off ramp from NB US 31 to 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	123
U 31	29	New Interchange Construction	9804540	2011	3	$26,964	Placeholder		Programmed
At 106th St, 0.79 mile north of I-465					1.17 Miles	4 Lanes	8 Lanes	Indianapolis	133
U 31	29	New Interchange Construction	9804430	2011	3	$3,362	Placeholder		Programmed
NB SR 431 Mainline at 146th St					0.95 Miles	1 Lanes	2 Lanes	Indianapolis	118
U 31	29	New Interchange Construction	9804460	2012	3	$864	Placeholder		Programmed
On ramp from Range Line Rd / 146th St to SB US 31					0 Miles	0 Lanes	1 Lanes	Indianapolis	126
U 31	29	New Interchange Construction	9804490	2012	3	$93,305	Placeholder		Programmed
At 151st St, 2.5 miles south of SR 32 & 161st St, 1.5 miles south of SR 32					1.68 Miles	4 Lanes	10 Lanes	Indianapolis	129
U 31	29	New Interchange Construction	9804470	2012	3	$457	Placeholder		Programmed
Off ramp from SB US 31 to Range Line Rd / 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	127

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 31	29	New Interchange Construction	9804450	2012	3	$477	Placeholder		Programmed
On ramp from Range Line Rd / 146th St to SB SR 431					0 Miles	0 Lanes	1 Lanes	Indianapolis	125
U 31	29	New Interchange Construction	9804440	2012	3	$13,350	Placeholder		Programmed
SB US 31 Mainline at 146th St					0.87 Miles	2 Lanes	3 Lanes	Indianapolis	124
U 31	29	New Interchange Construction	9804480	2012	3	$4,574	Placeholder		Programmed
Southern Section US 31 Mainline at 146th St					0.39 Miles	4 Lanes	8 Lanes	Indianapolis	128
U 31	29	New Interchange Construction	9804530	2013	3	$16,289	Placeholder		Programmed
At 116th St, 1.78 miles north of I-465					0.57 Miles	4 Lanes	8 Lanes	Indianapolis	132
U 31	29	New Interchange Construction	9804520	2013	3	$35,072	Placeholder		Programmed
At 126th St, 2.83 miles north of I-465					1.52 Miles	4 Lanes	8 Lanes	Indianapolis	131
U 31	29	New Interchange Construction	9804510	2013	3	$22,996	Placeholder		Programmed
At 136th St, 4.28 miles north of I-465					1.1 Miles	4 Lanes	8 Lanes	Indianapolis	130
U 31	29	New Interchange Construction	9804570	2015	4	$24,493	Placeholder		Programmed
At 191st St, 1.59 miles north of SR 32					1.01 Miles	4 Lanes	6 Lanes	Indianapolis	135
U 31	29	New Interchange Construction	9804560	2015	4	$56,653	Placeholder		Programmed
At SR 32					2.17 Miles	4 Lanes	8 Lanes	Indianapolis	134
U 31	34	New Road Construction		2013	3	$130,000	Placeholder		MPO Plan
South of SR 26 to SR 18					18.3 Miles	0 Lanes	4 Lanes	Kokomo	183
U 31	80	Freeway Upgrade		2021	5	$120,000	Placeholder		Mobility Corridor
Freeway Upgrade from 216th St to south of SR 26					20 Miles	4 Lanes	6 Lanes	Outside	180

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 32	18	Added Travel Lanes	9407670	2002	1	$2,348	Project		Programmed
0.1 mile west of Nebo Rd to 0.4 mile east of Nebo Rd					0.56 Miles	2 Lanes	5 Lanes	Muncie	136
S 32	18	Added Travel Lanes	9700310	2005	2	$8,540	Placeholder		Programmed
CR 575W (Adaline St) to CR 400W (Nebo Rd) in Yorktown					1.19 Miles	2 Lanes	5 Lanes	Muncie	138
S 32	18	Median Construction	0013680	2006	2	$20,650	Placeholder		Programmed
0.3 mile E of Muncie Bypass (Country Club Rd) to 4.2 miles E of Muncie Bypass					3.84 Miles	4 Lanes	5 Lanes	Muncie	287
S 32	29	Added Travel Lanes	9901670	2006	2	$8,766	Placeholder		Programmed
2.58 km west of US 31 to US 31					1.6 Miles	2 Lanes	5 Lanes	Indianapolis	139
S 32	29	Reconstruction	0100572	2008	2	$8,465	Placeholder		Programmed
Boone / Hamilton County Line to Spring Mill Rd, 1.6 miles west of US 31					4 Miles	2 Lanes	2 Lanes	Outside	710
S 32	29	Added Travel Lanes		2010	3	$3,830	Placeholder		HERS
SR 37 to the east jct with SR 38					1.04 Miles	2 Lanes	5 Lanes	Outside	210
S 32	29	Added Travel Lanes		2014	3	$6,546	Placeholder		HERS
US 31 to Moontown Rd					2.4 Miles	2 Lanes	4 Lanes	Indianapolis	204
S 32	29	Added Travel Lanes		2014	3	$7,338	Placeholder		HERS
Moontown Rd to River Ave					3.29 Miles	2 Lanes	5 Lanes	Outside	211
S 32	48	Rehabilitation	9802650	2006	2		Placeholder		Programmed
Euclid Dr to Fountain St, 12.5 km east of SR 13 to 13.6 km east of SR 13					0.7 Miles	4 Lanes	4 Lanes	Anderson	182
S 32	68	Median Construction	9704200	2005	2	$4,390	Placeholder		Programmed
US 27 to CR 300E, 2.7 miles east of US 27					2.7 Miles	2 Lanes	3 Lanes	Outside	137

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 32	68	Rehabilitation	0013850	2006	2		Placeholder		Programmed
2.7 miles east of US 27 to 8.8 miles east of US 27 (Union City West Corp Line)					6.11 Miles	2 Lanes	2 Lanes	Outside	290
U 35	18	New Bridge Construction	9901360	2006	2	$5,792	Placeholder		Programmed
At Centennial Ave, 1.61 km north of SR 32					0.5 Miles	4 Lanes	4 Lanes	Muncie	186
U 35	18	New Interchange Construction	0013840	2007	2	$15,196	Placeholder		Programmed
At McGalliard Rd, 1.86 miles north of SR 32					1 Miles	4 Lanes	4 Lanes	Muncie	188
U 35	34	Added Travel Lanes	9706380	2006	2	$23,357	Project		Programmed
Goyer Rd to Wildcat Creek, 0.5 mile east of US 31 to 6.7 miles east of US 31					6.2 Miles	2 Lanes	5 Lanes	Kokomo	148
U 35	34	Reconstruction		2021	5	$16,000	Placeholder		Mobility Corridor
Wildcat Creek, 6.7 miles east of US 31 to SR 13					8.1 Miles	2 Lanes	2 Lanes	Outside	238
U 35	89	Added Travel Lanes	0013830	2007	2	$5,442	Placeholder		Programmed
I-70 to 0.1 mile north of SR 38					1.31 Miles	2 Lanes	5 Lanes	Outside	297
U 36	30	Added Travel Lanes		2016	4	$15,700	Placeholder		District
Mt. Comfort Rd, 0.38 mile west of SR 234, to WCL of Fortville					4.2 Miles	2 Lanes	5 Lanes	Outside	738
U 36	48	Added Travel Lanes	0013740	2007	2	$11,083	Placeholder		Programmed
South jct with SR 9 to 2.1 miles north of SR 9 (Fall Creek)					2.1 Miles	2 Lanes	5 Lanes	Anderson	294
U 36	49	Added Travel Lanes	9133585	2002	1	$14,973	Project		Programmed
0.22 mile east of Post Rd to 0.2 mile east of Oaklandon Rd (Phase I)					3.37 Miles	2 Lanes	5 Lanes	Indianapolis	149
U 36	49	Added Travel Lanes	9010095	2003	1	$15,255	Project		Programmed
0.18 mile west of I-465 to 0.22 mile east of Post Rd (Phase II)					2.03 Miles	4 Lanes	7 Lanes	Indianapolis	150

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 36	49	Added Travel Lanes	9633586	2003	1	$10,707	Project		Programmed
0.2 mile east of Oaklandon Rd to 0.18 mile east of CR 750N (Phase III)					2.1 Miles	2 Lanes	5 Lanes	Indianapolis	151
S 37	29	Rehabilitation	9610170	2006	2		Placeholder		Programmed
2.38 miles north of SR 32/38 to SR 28					18.3 Miles	2 Lanes	2 Lanes	Anderson	695
S 37	29	Added Travel Lanes	9706360	2013	3	$60,000	Placeholder		Programmed
I-69 to 6.0 miles north of I-69 at end of dual lanes					6 Miles	4 Lanes	6 Lanes	Indianapolis	153
S 37	29	Added Travel Lanes	9133575	2017	4	$3,460	Placeholder		Programmed
2.38 miles north of SR 32 to 3.46 miles north of SR 32					1.08 Miles	2 Lanes	4 Lanes	Outside	152
S 37	48	Rehabilitation	9706580	2003	1		Project		Programmed
SR 28 to SR 26					11.5 Miles	2 Lanes	2 Lanes	Anderson	696
S 38	48	New Road Construction		2023	5	$23,560	Placeholder		MPO Plan
I-69 to SR 9/67					3 Miles	0 Lanes	2 Lanes	Anderson	181
U 40	49	Median Construction	9502830	2004	1	$16,518	Project		Programmed
Grassy Creek to Buck Creek (1.57 mi W to 0.26 mi E of Marion/Hancock Co. Line)					1.83 Miles	4 Lanes	5 Lanes	Indianapolis	155
U 40	49	Added Travel Lanes	9502840	2005	2	$22,789	Project		Programmed
Franklin Rd to Grassy Creek (1.57 miles west of Marion/Hancock County Line)					2.36 Miles	4 Lanes	7 Lanes	Indianapolis	156
U 40	89	Median Construction	9802560	2008	2	$7,805	Placeholder		Programmed
15th St to Whitewater River, 1.97 miles west of US 27 to 0.69 mile west of US 27					1.3 Miles	4 Lanes	5 Lanes	Outside	697
S 431	29	Added Travel Lanes	9133595	2005	2	$21,320	Placeholder		Programmed
96th St to US 31					4.2 Miles	4 Lanes	6 Lanes	Indianapolis	172

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 44	73	Median Construction	9704190	2004	1	$10,925	Project		Programmed
1.95 miles west of I-74 to 1.1 miles east of I-74					3.05 Miles	4 Lanes	5 Lanes	Outside	157
S 44	73	Rehabilitation	9610160	2005	2		Placeholder		Programmed
I-65 to the West Corp Line of Shelbyville					11.7 Miles	2 Lanes	2 Lanes	Outside	698
I 465	29	Interchange Modification	9804550	2011	3	$106,675	Placeholder		Programmed
At US 31 (North Leg) (US 31 Freeway Upgrade)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	178
I 465	49	Reconstruction	9837402	2000	1	$38,000	Project		Let
1.08 miles S of I-74 to 0.44 mile N of I-74 (East Leg) (Interchange Modification)					1.52 Miles	6 Lanes	6 Lanes	Indianapolis	208
I 465	49	Reconstruction	9237400	2000	1	$31,390	Project		Let
0.44 mile N of I-74 to 0.5 mile N of US 52 (East Leg) (Interchange Modification)					1.56 Miles	6 Lanes	6 Lanes	Indianapolis	209
I 465	49	Interchange Modification	9502450	2001	1	$67,000	Project		Let
At I-70 (East Leg) (Phase I)					3.5 Miles	6 Lanes	10 Lanes	Indianapolis	206
I 465	49	Interchange Modification	9615090	2002	1	$27,654	Project		Programmed
At 56th St / Shadeland Ave (East Leg) (Phase II)					1 Miles	6 Lanes	10 Lanes	Indianapolis	175
I 465	49	Added Travel Lanes	0101191	2002	1	$650	Project		Programmed
Just north of 71st St (I-69 ramps) to 0.43 km north of Fall Creek Rd (East Leg)					0.8 Miles	6 Lanes	8 Lanes	Indianapolis	730
I 465	49	Interchange Modification	9700840	2003	1	$24,650	Placeholder		Programmed
At 86th St (West Leg)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	174
I 465	49	Added Travel Lanes	9829510	2005	2	$46,857	Placeholder		Programmed
0.26 mile north of 10th St to 0.58 mile north of I-74 (West Leg) (Phase I)					2.14 Miles	6 Lanes	8 Lanes	Indianapolis	193

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 465	49	Interchange Modification	9706730	2005	2	$24,000	Placeholder		Programmed
At 71st St, 1.02 miles north of I-65 (West Leg)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	176
I 465	49	Added Travel Lanes	9829310	2005	2	$49,940	Placeholder		Programmed
0.9 km north of I-70 to 0.9 mile north of US 40 (West Leg) (Phase II)					1.35 Miles	6 Lanes	8 Lanes	Indianapolis	194
I 465	49	Interchange Modification	9802810	2006	2	$12,360	Placeholder		Programmed
At SR 37 (South Leg)					0.5 Miles	6 Lanes	6 Lanes	Indianapolis	177
I 465	49	Added Travel Lanes	9829410	2006	2	$36,281	Placeholder		Programmed
0.57 mile north of US 40 to 0.26 mile north of 10th St (West Leg) (Phase III)					1.86 Miles	6 Lanes	8 Lanes	Indianapolis	195
I 465	49	Interchange Modification	0066810	2007	2	$8,936	Project		Programmed
At I-70 (East Leg) (Phase II)					0.5 Miles	10 Lanes	10 Lanes	Indianapolis	716
I 465	49	Added Travel Lanes	9829610	2007	2	$44,327	Placeholder		Programmed
0.58 mile north of I-74 to 0.3 mile south of I-65 (West Leg) (Phase IV)					3.15 Miles	6 Lanes	8 Lanes	Indianapolis	196
I 465	49	Added Travel Lanes	9910900	2008	2	$56,215	Placeholder		Programmed
1.3 km east of SR 67 to 0.9 km north of I-70 (West Leg) (Phase V)					2.45 Miles	6 Lanes	8 Lanes	Indianapolis	197
I 465	49	Added Travel Lanes	0200003	2009	2	$40,000	Placeholder		Programmed
0.3 mile south of I-65 to 0.3 mile north of I-65 (West Leg)					0.6 Miles	6 Lanes	8 Lanes	Indianapolis	681
I 465	49	Added Travel Lanes		2009	2	$200,000	Placeholder		MPO Plan
East of US 31 (North Leg) to 0.43 km north of Fall Creek Rd (East Leg)					7.3 Miles	6 Lanes	10 Lanes	Indianapolis	201
I 465	49	Added Travel Lanes		2012	3	$33,190	Placeholder		MPO Plan
0.5 mile north of 86th St (West Leg) to US 421 (North Leg)					2.8 Miles	6 Lanes	10 Lanes	Indianapolis	220

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 465	49	Added Travel Lanes		2012	3	$85,090	Placeholder		MPO Plan
US 421 to west of US 31 (North Leg)					3.3 Miles	6 Lanes	10 Lanes	Indianapolis	200
I 465	49	Added Travel Lanes		2022	5	$49,000	Placeholder		MPO Plan
I-70 (East Leg) to I-65 (South Leg)					9.8 Miles	6 Lanes	8 Lanes	Indianapolis	222
I 465	49	Added Travel Lanes		2023	5	$53,900	Placeholder		MPO Plan
I-65 to 1.3 km east of SR 67 (South Leg)					7.7 Miles	6 Lanes	8 Lanes	Indianapolis	221
U 52	30	Added Travel Lanes	9700320	2005	2	$19,652	Placeholder		Programmed
Marion / Hancock County Line to CR 500W					3.12 Miles	2 Lanes	5 Lanes	Indianapolis	159
U 52	30	Median Construction	0013690	2006	2	$2,458	Placeholder		Programmed
Gem Rd to Sugar Creek, 7.6 miles east of I-465 to 8.3 miles east of I-465					0.7 Miles	2 Lanes	3 Lanes	Indianapolis	298
U 52	49	Added Travel Lanes	8354330	2002	1	$11,858	Project		Programmed
I-465 to Post Rd					1.25 Miles	2 Lanes	7 Lanes	Indianapolis	158
U 52	49	Added Travel Lanes	9704160	2005	2	$18,370	Placeholder		Programmed
1.33 miles east of I-465 to Marion / Hancock County Line					3.1 Miles	2 Lanes	5 Lanes	Indianapolis	160
I 65	49	Added Travel Lanes	9614680	2000	1	$73,496	Project		Let
Kessler Blvd to 0.5 mile north of I-465 (West Leg)					5.28 Miles	4 Lanes	6 Lanes	Indianapolis	207
I 65	49	Added Travel Lanes		2010	3	$25,650	Placeholder		MPO Plan
Southport Rd to I-465 (South Leg)					2.8 Miles	6 Lanes	10 Lanes	Indianapolis	217
I 65	49	Added Travel Lanes		2014	3	$90,700	Placeholder		MPO Plan
I-65/70 from the South Split to the North Split					2.6 Miles	7 Lanes	9 Lanes	Indianapolis	219

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 65	49	Added Travel Lanes		2014	3	$26,660	Placeholder		MPO Plan
Greenwood Rd to Southport Rd					3.6 Miles	6 Lanes	8 Lanes	Indianapolis	216
I 65	49	Added Travel Lanes	9700400	2014	3	$18,485	Placeholder		Programmed
Raymond St to I-70 South Split					0.9 Miles	6 Lanes	10 Lanes	Indianapolis	161
I 65	49	Added Travel Lanes		2019	4	$24,415	Placeholder		MPO Plan
I-465 (South Leg) to Raymond St					3.1 Miles	6 Lanes	8 Lanes	Indianapolis	218
I 65	49	Added Travel Lanes		2020	5	$75,000	Placeholder		MPO Plan
I-70 North Split to 38th St					5.5 Miles	6 Lanes	8 Lanes	Indianapolis	223
S 67	18	New Bridge Construction	9901350	2006	2	$3,718	Placeholder		Programmed
At Norfolk Southern RR, 2.11 km south of SR 3					0.5 Miles	4 Lanes	4 Lanes	Muncie	185
S 67	18	Added Travel Lanes	9901680	2006	2	$7,600	Placeholder		Programmed
US 35 / SR 3 to the south jct with SR 28					2.13 Miles	2 Lanes	4 Lanes	Muncie	164
S 67	18	Added Travel Lanes	0013720	2007	2	$17,412	Placeholder		Programmed
South jct with SR 28 to SR 167					5.13 Miles	2 Lanes	4 Lanes	Muncie	293
S 67	18	New Interchange Construction	0013780	2007	2	$9,779	Placeholder		Programmed
At Cowan Rd, 2.07 miles west of SR 3					0.5 Miles	4 Lanes	4 Lanes	Muncie	187
S 67	38	Median Construction	9704180	2006	2	$530	Placeholder		Programmed
0.99 mile south of SR 26 to 0.7 mile west of US 27					2.2 Miles	2 Lanes	3 Lanes	Outside	163
S 67	38	Reconstruction	0100602	2010	3	$10,733	Placeholder		Programmed
0.3 mile east of SR 167 (Albany) to 0.1 mile west of SR 1 (Redkey)					5.5 Miles	2 Lanes	2 Lanes	Outside	711

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 67	49	Added Travel Lanes	9700340	2005	2	$4,109	Placeholder		Programmed
Thompson Rd to I-465					0.97 Miles	4 Lanes	6 Lanes	Indianapolis	162
I 69	18	Interchange Modification	9700420	2005	2	$5,600	Placeholder		Programmed
At SR 67 (Exit 34-Daleville)					0.82 Miles	4 Lanes	4 Lanes	Anderson	165
I 69	29	Added Travel Lanes		2008	2	$30,000	Placeholder		MPO Plan
SR 37 to SR 238					5 Miles	4 Lanes	6 Lanes	Indianapolis	203
I 69	29	Interchange Modification	9133885	2008	2	$385	Placeholder		Programmed
At SR 238					0.5 Miles	4 Lanes	4 Lanes	Outside	166
I 69	48	Added Travel Lanes		2008	2	$70,000	Placeholder		HERS
SR 238 to SR 9/67 (Exit 22)					12 Miles	4 Lanes	6 Lanes	Anderson	331
I 69	48	Added Travel Lanes		2014	3	$70,000	Placeholder		Mobility Corridor
SR 9/67 (Exit 22) to SR 67/32 (Exit 34)					12 Miles	4 Lanes	6 Lanes	Anderson	241
I 69	49	Added Travel Lanes	9706330	2009	2	$190,000	Placeholder		Programmed
I-465 to 6.02 miles north of I-465					6.02 Miles	6 Lanes	10 Lanes	Indianapolis	167
I 70	30	Interchange Modification	9706740	2004	1	$11,200	Placeholder		Programmed
At Mt. Comfort Rd, 7.7 miles west of SR 9					0.5 Miles	4 Lanes	4 Lanes	Indianapolis	170
I 70	30	Added Travel Lanes		2010	3	$51,310	Placeholder		MPO Plan
0.5 mile east of Mt. Comfort Rd to 0.8 mile east of SR 9					8 Miles	4 Lanes	6 Lanes	Indianapolis	254
I 70	30	Added Travel Lanes		2012	3	$105,000	Placeholder		Mobility Corridor
0.8 mile east of SR 9 to SR 3					19 Miles	4 Lanes	6 Lanes	Outside	240

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 70	32	New Interchange Construction	9500900	2002	1	$36,223	Project		Programmed
At Six Points Rd					2 Miles	6 Lanes	8 Lanes	Indianapolis	192
I 70	33	Added Travel Lanes		2012	3	$80,000	Placeholder		HERS
SR 3 to SR 1					14 Miles	4 Lanes	6 Lanes	Outside	653
I 70	49	Added Travel Lanes	9911030	2002	1	$1,743	Project		Programmed
EB I-70 from the Pine St on ramp to the 5th lane on EB I-70 in the North Split					0.64 Miles	2 Lanes	3 Lanes	Indianapolis	169
I 70	49	Added Travel Lanes	9910200	2004	1	$18,780	Placeholder		Programmed
5.7 km east of SR 267 to 1.1 km west of I-465					2.23 Miles	6 Lanes	8 Lanes	Indianapolis	190
I 70	49	Added Travel Lanes	9910300	2004	1	$28,170	Placeholder		Programmed
1.1 km west of I-465 to 0.72 km east of I-465 (West Leg)					1.12 Miles	6 Lanes	8 Lanes	Indianapolis	191
I 70	49	Added Travel Lanes		2010	3	$31,720	Placeholder		MPO Plan
0.6 mile east of Post Rd to 0.5 mile east of Mt. Comfort Rd					5.1 Miles	4 Lanes	6 Lanes	Indianapolis	214
I 70	49	Added Travel Lanes		2014	3	$106,890	Placeholder		MPO Plan
I-65 North Split to I-465 (East Leg)					6 Miles	8 Lanes	12 Lanes	Indianapolis	225
I 70	49	New Interchange Construction		2016	4	$12,000	Placeholder		MPO Plan
At German Church Rd					1 Miles	4 Lanes	4 Lanes	Indianapolis	189
I 70	49	Added Travel Lanes		2025	5	$75,000	Placeholder		MPO Plan
Airport Expressway to I-65 South Split					5.7 Miles	6 Lanes	8 Lanes	Indianapolis	224
I 70	89	Interchange Modification	9502960	2003	1	$11,220	Project		Programmed
At US 27					1 Miles	4 Lanes	4 Lanes	Outside	168

Greenfield District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 70	89	Added Travel Lanes		2010	3	$110,000	Placeholder		Mobility Corridor
SR 1 to Indiana / Ohio State Line					19 Miles	4 Lanes	6 Lanes	Outside	654
I 74	49	Interchange Modification	0100968	2013	3	$4,409	Placeholder		Programmed
At Post Rd					0.5 Miles	4 Lanes	4 Lanes	Indianapolis	205
I 74	73	Interchange Modification	9802820	2007	2	$8,250	Placeholder		Programmed
At SR 44					0.5 Miles	4 Lanes	4 Lanes	Outside	171
S 9	48	Median Construction	9706370	2004	1	$9,357	Project		Programmed
0.2 mile north of SR 128 to SR 28					4 Miles	2 Lanes	3 Lanes	Anderson	111
S 9	48	Median Construction	0014010	2005	2	$8,563	Placeholder		Programmed
2.13 miles south of I-69 (Fall Creek) to I-69					2.13 Miles	4 Lanes	5 Lanes	Anderson	295

District Total $4,711,266

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			3	$1,200	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	559
I		Interchange			4	$2,700	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	560
I		Interchange			2	$1,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	558
S	45	New Road Construction	9380960	2006	2	$11,130	Placeholder		Programmed
Extension of US 12/20 to Lake Michigan (Gary Marina)					3.5 Miles	0 Lanes	4 Lanes	Northwest Indiana	271
	45	Undetermined		2021	5	$500,000	Placeholder		Mobility Corridor
Suburban Transportation Needs					0 Miles	0 Lanes	0 Lanes	Northwest Indiana	539
S 10	56	Rehabilitation	0100641	2009	2		Placeholder		Programmed
Illinois / Indiana State Line to I-65					13.8 Miles	2 Lanes	2 Lanes	Outside	731
U 12	45	TSM		2008	2	$3,300	Placeholder		HERS
US 41 to 121st St in Hammond / Whiting					1.1 Miles	4 Lanes	4 Lanes	Northwest Indiana	440
S 149	64	New Road Construction	9287055	2002	1	$2,096	Project		Programmed
US 30 to SR 130 (CN phase only)					1.8 Miles	0 Lanes	2 Lanes	Northwest Indiana	744
S 149	64	Added Travel Lanes		2014	3	$2,650	Placeholder		HERS
Lenburg Rd to US 20 in Burns Harbor					1.06 Miles	2 Lanes	4 Lanes	Northwest Indiana	616
S 152	45	TSM		2022	5	$6,600	Placeholder		HERS
I-80/94 to US 20 in Hammond					2.46 Miles	4 Lanes	4 Lanes	Northwest Indiana	434

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 17	50	Added Travel Lanes	8461390	2002	1	$3,574	Project		Programmed
0.73 mile south of US 30 to 0.2 mile north of US 30 in Plymouth					0.93 Miles	2 Lanes	4 Lanes	Outside	258
S 2	45	Added Travel Lanes	9706420	2005	2	$1,164	Placeholder		Programmed
At I-65					1.5 Miles	2 Lanes	4 Lanes	Northwest Indiana	255
S 2	45	TSM		2013	3	$5,520	Placeholder		HERS
Nicholas St to 4 lane section west of Clark St in Lowell					1.84 Miles	2 Lanes	2 Lanes	Northwest Indiana	455
S 2	46	TSM		2009	2	$2,979	Placeholder		HERS
SR 39 to US 35 in LaPorte					1.16 Miles	4 Lanes	4 Lanes	Northwest Indiana	583
S 2	46	TSM		2018	4	$2,224	Placeholder		HERS
US 6 to US 421 in Westville					0.91 Miles	2 Lanes	2 Lanes	Northwest Indiana	582
U 20	45	Added Travel Lanes		2018	4	$5,500	Placeholder		HERS
SR 152 to 4 lane section 0.4 mile west of SR 912					2.2 Miles	2 Lanes	4 Lanes	Northwest Indiana	462
U 20	45	Added Travel Lanes		2023	5	$3,000	Placeholder		HERS
SR 312 to SR 152 in East Chicago					1.3 Miles	4 Lanes	6 Lanes	Northwest Indiana	461
U 20	46	Interchange Modification	0014050	2006	2	$475	Placeholder		Programmed
Reconstruct ramp from EB US 20 to EB US 20/35					0.3 Miles	1 Lanes	1 Lanes	Northwest Indiana	666
U 20	46	Added Travel Lanes		2008	2	$9,825	Placeholder		HERS
US 421 to US 35 / SR 212 in Michigan City					3.93 Miles	4 Lanes	6 Lanes	Northwest Indiana	573
U 20	46	Added Travel Lanes		2013	3	$1,250	Placeholder		HERS
Ohio St to US 421 in Michigan City					0.5 Miles	4 Lanes	6 Lanes	Northwest Indiana	572

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 20	46	Added Travel Lanes		2017	4	$3,700	Placeholder		HERS
County Line Rd to Ohio St in Michigan City					1.48 Miles	4 Lanes	6 Lanes	Northwest Indiana	571
U 20	46	Added Travel Lanes		2023	5	$1,627	Placeholder		HERS
US 20 / US 35 / SR 212 to I-94 in Michigan City					0.65 Miles	4 Lanes	6 Lanes	Northwest Indiana	576
U 20	71	Added Travel Lanes		2016	4	$2,949	Placeholder		MPO Plan
Olive to Quince Rd					1.83 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	314
S 23	71	Median Construction	9133615	2004	1	$2,586	Project		Programmed
0.2 mile south of Campeau St to 0.05 mile south of Edison Rd in South Bend					0.62 Miles	2 Lanes	3 Lanes	South Bend-Elkhart	261
S 23	71	Added Travel Lanes	9033605	2004	1	$7,193	Project		Programmed
Gumwood Rd to Fir Rd					1.18 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	259
S 23	71	Added Travel Lanes	9133606	2006	2	$5,905	Project		Programmed
2.4 miles north of I-80/90 (Fir Rd) to Brick Rd					0.68 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	639
S 23	71	Added Travel Lanes		2011	3	$9,920	Placeholder		MPO Plan
Brick Rd to Michigan State Line					3.76 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	657
U 231	45	TSM		2011	3	$1,250	Placeholder		HERS
East jct with SR 55 to west jct with SR 55 in Crown Point					0.51 Miles	2 Lanes	2 Lanes	Northwest Indiana	622
S 25	8	New Road Construction	9904200	2007	2	$113,945	Placeholder		Programmed
US 421 to US 24/35					20 Miles	0 Lanes	4 Lanes	Outside	262
U 30	45	Added Travel Lanes		2017	4	$33,000	Placeholder		MPO Plan
US 41 to 0.4 mile west of I-65					7.45 Miles	4 Lanes	6 Lanes	Northwest Indiana	454

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 30	45	Added Travel Lanes		2021	5	$11,000	Placeholder		HERS
0.9 mile east of I-65 to SR 51					2.5 Miles	4 Lanes	6 Lanes	Northwest Indiana	422
U 31	25	Freeway Upgrade		2025	5	$80,000	Placeholder		Mobility Corridor
Fulton / Miami County Line to US 30					27 Miles	4 Lanes	4 Lanes	Outside	612
U 31	50	New Road Construction	9904310	2011	3	$64,622	Placeholder		Programmed
US 30 to existing US 31 south of Lakeville					11.4 Miles	0 Lanes	4 Lanes	South Bend-Elkhart	265
U 31	71	New Road Construction	9904300	2011	3	$99,398	Placeholder		Programmed
Existing US 31 south of Lakeville to US 20					7.7 Miles	0 Lanes	4 Lanes	South Bend-Elkhart	264
S 312	45	TSM		2008	2	$5,740	Placeholder		HERS
State Line Rd to Sheffield Rd					0.35 Miles	2 Lanes	2 Lanes	Northwest Indiana	436
S 312	45	Added Travel Lanes		2013	3	$2,825	Placeholder		HERS
Columbia Ave (0.1 mile west of I-90) to Railroad Ave in East Chicago					1.24 Miles	4 Lanes	6 Lanes	Northwest Indiana	438
S 312	45	Added Travel Lanes		2018	4	$2,100	Placeholder		HERS
Johnson Ave to Columbia Ave (0.1 mile west of I-90) in Hammond					0.72 Miles	4 Lanes	6 Lanes	Northwest Indiana	437
S 331	20	Added Travel Lanes		2005	2	$7,120	Placeholder		
From Just North of SR 933 to Just South of Jefferson Blvd.					0.71 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	749
S 331	20	New Road Construction		2005	2	$29,650	Placeholder		MPO Plan
From Just South of 12th St. to Just North of SR 933					0.8 Miles	2 Lanes	6 Lanes	South Bend-Elkhart	748
S 331	20	Added Travel Lanes		2017	4	$3,600	Placeholder		
From Douglas Rd. to SR 23					2.08 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	750

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 331	71	New Road Construction	9680490	2003	1	$6,000	Project		Let
Day Rd to Douglas Rd					0.663 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	670
S 331	71	Added Travel Lanes		2005	2	$361	Placeholder		MPO Plan
Jackson Rd to US 20					0.2 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	311
S 331	71	New Road Construction	9900300	2005	2	$19,635	Project		Programmed
McKinley Ave (Old US 20) to Day Rd					1.31 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	656
S 331	71	New Road Construction	9103705	2005	2	$5,327	Project		Programmed
Jefferson Blvd to McKinley Ave					0.5 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	669
S 331	71	New Road Construction	9804320	2008	2	$27,370	Project		Programmed
US 20 to Just South of 12th St.					1.88 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	301
U 35	46	Added Travel Lanes	8354300	2002	1	$9,030	Project		Programmed
0.45 mile northwest of south jct with SR 39 to north jct with SR 39					1.15 Miles	4 Lanes	6 Lanes	Northwest Indiana	593
U 35	46	TSM		2009	2	$1,616	Placeholder		HERS
North jct with SR 39 to Johnson/Severs Rd in LaPorte					0.65 Miles	2 Lanes	2 Lanes	Northwest Indiana	379
S 39	46	Added Travel Lanes		2013	3	$1,189	Placeholder		HERS
US 35 to Severs Rd in LaPorte					0.48 Miles	2 Lanes	4 Lanes	Northwest Indiana	429
U 41	45	Median Construction	9707490	2001	1	$4,468	Project		Let
1.5 mile north of I-80/94 (165th St) to 2.8 mile north of I-80/94 (Sibley St)					1.31 Miles	4 Lanes	5 Lanes	Northwest Indiana	626
U 41	45	Median Construction	9133625	2002	1	$11,430	Project		Programmed
Just north of Cady Marsh Ditch to Little Calumet River (Phase 1)					1.19 Miles	4 Lanes	5 Lanes	Northwest Indiana	267

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 41	45	Median Construction	9966160	2003	1	$19,767	Project		Programmed
Just north of EJ&E RR to just north of Cady Marsh Ditch (Phase 2)					2.45 Miles	4 Lanes	5 Lanes	Northwest Indiana	269
U 41	45	Median Construction	9966170	2004	1	$14,143	Project		Programmed
77th Ave to just south of EJ&E Railroad (Phase III)					1.41 Miles	4 Lanes	5 Lanes	Northwest Indiana	270
U 41	45	Median Construction	996587B	2004	1	$3,366	Project		Programmed
South of Hoffman St to south of Huehn St (Section 3)					0.49 Miles	4 Lanes	5 Lanes	Northwest Indiana	702
U 41	45	Median Construction	996587A	2005	2	$4,864	Project		Programmed
South of Michigan St (Sibley St) to north of Michigan St (Hoffman St) (Section II)					1 Miles	4 Lanes	5 Lanes	Northwest Indiana	627
U 41	45	Median Construction	996587M	2005	2	$5,727	Project		Programmed
South of Sheffield Ave to US 12/20					1.19 Miles	4 Lanes	5 Lanes	Northwest Indiana	704
U 41	45	Median Construction	996587C	2005	2	$6,473	Project		Programmed
North of I-90 Toll Road ramp to US 12/20					2.95 Miles	4 Lanes	5 Lanes	Northwest Indiana	703
U 41	45	Median Construction	8665870	2006	2	$8,385	Project		Programmed
South of 175th St to north of 165th St (Section I)					1.33 Miles	4 Lanes	5 Lanes	Northwest Indiana	625
U 41	45	Added Travel Lanes		2009	2	$3,274	Placeholder		HERS
93rd Ave to 77th Ave					1.99 Miles	4 Lanes	6 Lanes	Northwest Indiana	448
U 421	46	New Road Construction	0014520	2007	2	$24,800	Placeholder		Programmed
I-80/90 (Toll Road) to I-94					4.7 Miles	0 Lanes	4 Lanes	Northwest Indiana	665
U 421	46	Added Travel Lanes		2008	2	$4,461	Placeholder		HERS
I-94 to US 20 in Michigan City					1.26 Miles	4 Lanes	6 Lanes	Northwest Indiana	581

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	46	Added Travel Lanes		2008	2	$2,951	Placeholder		HERS
South jct with SR 2 to north jct with SR 2 in Westville					1.01 Miles	2 Lanes	4 Lanes	Northwest Indiana	595
U 421	46	Added Travel Lanes		2013	3	$4,819	Placeholder		HERS
North jct with SR 2 to I-80/90					1.93 Miles	2 Lanes	4 Lanes	Northwest Indiana	596
S 49	64	New Interchange Construction	9700360	2007	2	$5,600	Placeholder		Programmed
At CR 400N, 1.58 miles north of SR 2					1 Miles	4 Lanes	4 Lanes	Northwest Indiana	272
S 49	64	New Interchange Construction	0014090	2007	2	$7,462	Placeholder		Programmed
At Indian Boundary Road, 0.94 mile south of I-94					1 Miles	4 Lanes	4 Lanes	Northwest Indiana	282
S 49	64	Added Travel Lanes		2009	2	$14,340	Placeholder		HERS
I-80/90 to I-94 in Chesterton					3.59 Miles	4 Lanes	6 Lanes	Northwest Indiana	406
S 49	64	Added Travel Lanes		2023	5	$687	Placeholder		HERS
I-94 to Oak Hill Rd in Chesterton					0.45 Miles	4 Lanes	6 Lanes	Northwest Indiana	407
S 49	64	TSM		2024	5	$224	Placeholder		HERS
Mentor St to SR 8 in Kouts					0.18 Miles	2 Lanes	2 Lanes	Northwest Indiana	402
S 51	45	Added Travel Lanes		2018	4	$3,500	Placeholder		MPO Plan
US 30 to 10th Street					3.5 Miles	2 Lanes	4 Lanes	Northwest Indiana	671
S 51	45	Added Travel Lanes		2018	4	$2,500	Placeholder		HERS
Cleveland Rd to south jct with US 6					0.98 Miles	2 Lanes	4 Lanes	Northwest Indiana	458
S 53	45	Median Construction	8574160	2003	1	$8,406	Project		Programmed
1.46 km to 3.57 km north of US 30					1.31 Miles	4 Lanes	5 Lanes	Northwest Indiana	273

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 53	45	Added Travel Lanes	0014500	2007	2	$8,736	Placeholder		Programmed
109th Ave to 93rd Ave in Crown Point					2.04 Miles	2 Lanes	4 Lanes	Northwest Indiana	307
S 53	45	TSM		2009	2	$2,200	Placeholder		HERS
53rd Ave to 35th Ave in Gary					2.23 Miles	4 Lanes	4 Lanes	Northwest Indiana	430
S 53	45	TSM		2014	3	$2,000	Placeholder		HERS
25th Ave to US 12 in Gary					1.98 Miles	4 Lanes	4 Lanes	Northwest Indiana	460
S 53	45	TSM		2017	4	$1,400	Placeholder		HERS
93rd Ave to US 30					1.44 Miles	4 Lanes	4 Lanes	Northwest Indiana	423
S 55	45	TSM		2012	3	$1,650	Placeholder		HERS
Clark St (north of US 231) to Summit Ave in Crown Point					0.66 Miles	2 Lanes	2 Lanes	Northwest Indiana	433
S 55	45	TSM		2018	4	$1,500	Placeholder		HERS
Greenwood Ave to US 231					0.61 Miles	2 Lanes	2 Lanes	Northwest Indiana	432
U 6	45	Added Travel Lanes		2012	3	$7,500	Placeholder		HERS
0.3 mile south of I-80/94 to 0.4 mile east of SR 51					2.56 Miles	2 Lanes	4 Lanes	Northwest Indiana	668
U 6	64	Added Travel Lanes	9229935	2003	1	$20,876	Project		Programmed
0.4 mile east of SR 51 to Scottsdale Rd, 2.4 miles west of SR 149					3.25 Miles	2 Lanes	5 Lanes	Northwest Indiana	256
U 6	64	Added Travel Lanes	9629936	2003	1	$13,054	Project		Programmed
Scottsdale Rd, 2.44 mile west of SR 149 to SR 149					2.44 Miles	2 Lanes	5 Lanes	Northwest Indiana	257
U 6	64	Added Travel Lanes	0014510	2007	2	$10,150	Placeholder		Programmed
SR 149 to SR 49					4.1 Miles	2 Lanes	5 Lanes	Northwest Indiana	399

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 65	37	New Interchange Construction	0200346	2008	2	$25,000	Project		Programmed
At SR 14					0 Miles	4 Lanes	4 Lanes	Outside	751
I 65	37	New Interchange Construction		2013	3	$10,000	Placeholder		Interchange Study
At SR 14					1 Miles	4 Lanes	4 Lanes	Outside	740
I 65	45	Interchange Modification	9829820	2001	1	$36,400	Project		Programmed
At US 30 in Merrillville (Design Build) (Segment C)					1 Miles	4 Lanes	6 Lanes	Northwest Indiana	284
I 65	45	New Interchange Construction		2011	3	$12,000	Placeholder		MPO Plan
At 101st Ave					1 Miles	4 Lanes	6 Lanes	Northwest Indiana	305
I 65	45	Added Travel Lanes		2011	3	$35,000	Placeholder		HERS
US 231 to US 30					5.32 Miles	4 Lanes	6 Lanes	Northwest Indiana	427
I 80	45	Interchange Modification	9202613	2000	1	$23,150	Project		Let
SR 912 (Phase E)					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	289
I 80	45	Interchange Modification	9910700	2004	1	$24,184	Placeholder		Programmed
At Grant St					0.5 Miles	6 Lanes	8 Lanes	Northwest Indiana	299
I 80	45	Added Travel Lanes	9910600	2004	1	$64,779	Placeholder		Programmed
Illinois / Indiana State Line to 0.5 mile west of SR 912 (Phase II)					4.4 Miles	6 Lanes	8 Lanes	Northwest Indiana	303
I 80	45	Interchange Modification	9700410	2004	1	$33,939	Placeholder		Programmed
At US 6 / SR 51 (Ripley St) in Lake Station					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	292
I 80	45	Interchange Modification	9700350	2005	2	$25,130	Placeholder		Programmed
At SR 53 (Broadway) in Gary					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	291

LaPorte District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 80	45	Interchange Modification	0065300	2006	2	$55,440	Placeholder		Programmed
At I-65 (0.4 mile west of Martin Luther King Dr to Central Ave) (Phase IV)					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	322
I 80	45	Added Travel Lanes	9910800	2006	2	$73,924	Placeholder		Programmed
0.5 mile east of SR 912 to 0.4 mile west of Martin Luther King Dr (Phase III)					5.08 Miles	6 Lanes	8 Lanes	Northwest Indiana	646
S 912	45	Added Travel Lanes	0014030	2008	2	$100,050	Placeholder		Programmed
0.63 mile north of I-80/94 to 0.25 mile north of US 12					4.2 Miles	4 Lanes	6 Lanes	Northwest Indiana	439
I 94	64	New Interchange Construction	8354580	2025	5	$10,000	Placeholder		PreProgrammed
At Porter / LaPorte County Line (Agreement with Local Agencies)					1 Miles	6 Lanes	6 Lanes	Northwest Indiana	300

District Total $1,884,554

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			3	$11,300	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	563
I		Interchange			5	$6,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	565
I		Interchange			4	$36,600	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	564
I		Interchange			2	$5,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	562
	41	Undetermined			5	$200,000	Placeholder		Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	545
S 11	3	Reconstruction	0014670	2005	2	$5,000	Placeholder		Programmed
CR 200S, 2.0 miles south of SR 46 to SR 46					1.9 Miles	2 Lanes	2 Lanes	Outside	37
S 111	22	Added Travel Lanes	9902920	2006	2	$2,382	Placeholder		Programmed
Beechwood Ave to Mt. Tabor Rd					2.18 Miles	2 Lanes	4 Lanes	Louisville	23
S 111	22	Added Travel Lanes	9902540	2009	2	$12,000	Placeholder		Programmed
0.65 mi N of I-265 to Fairview Knob Rd (3 lanes from Chapel Ln to Fairview Knob Rd)					2.6 Miles	2 Lanes	5 Lanes	Louisville	735
S 135	41	Added Travel Lanes	9803440	2004	1	$7,450	Placeholder		Programmed
CR 700N (Stones Crossing Rd) to Smith Valley Rd					1.9 Miles	2 Lanes	4 Lanes	Indianapolis	31
S 135	41	Added Travel Lanes	9902950	2006	2	$10,700	Placeholder		Programmed
SR 144 to Stones Crossing Rd					4.07 Miles	2 Lanes	4 Lanes	Indianapolis	32

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 135	41	Added Travel Lanes		2017	4	$25,800	Placeholder		HERS
SR 252 to SR 144					7.34 Miles	2 Lanes	4 Lanes	Outside	492
S 135	88	New Road Construction	0011113	2006	2	$5,268	Placeholder		Programmed
0.8 mile south of SR 60 (Jackson St) east to SR 60 (east of Salem)					1.62 Miles	0 Lanes	2 Lanes	Outside	36
S 144	55	Median Construction	9902960	2005	2	$1,950	Placeholder		Programmed
0.2 mile east of SR 67 to Johnson Rd (CR 400E)					0.8 Miles	2 Lanes	3 Lanes	Outside	33
S 144	55	Added Travel Lanes		2021	5	$17,900	Placeholder		HERS
Johnson Rd (CR 400E) to SR 37					6.4 Miles	2 Lanes	4 Lanes	Outside	470
S 229	24	Added Travel Lanes	9700300	2004	1	$3,015	Project		Programmed
I-74 to Six Pine Rd in Batesville					0.6 Miles	2 Lanes	4 Lanes	Outside	18
U 231	60	Added Travel Lanes		2016	4	$19,850	Placeholder		Mobility Corridor
Spencer to north jct with SR 67					6.2 Miles	2 Lanes	4 Lanes	Outside	489
S 256	39	Reconstruction(3R)	0200035	2013	3		Placeholder		Study
US-31 to SR-62					19.37 Miles	2 Lanes	2 Lanes	Outside	734
I 265	10	New Bridge Construction	921907A	2016	4	$30,041	Placeholder		Programmed
Extend I-265 into Kentucky (Bridge) (Indiana share)					0.5 Miles	0 Lanes	6 Lanes	Louisville	21
I 265	10	New Road Construction	9019070	2016	4	$37,979	Placeholder		Programmed
Extend I-265 into Kentucky (Road)					3.8 Miles	0 Lanes	6 Lanes	Louisville	20
I 265	10	Added Travel Lanes		2025	5	$27,000	Placeholder		Mobility Corridor
I-65 to SR 62					2.7 Miles	4 Lanes	6 Lanes	Louisville	746

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 265	22	Added Travel Lanes		2025	5	$50,000	Placeholder		Interchange Study
I-64 to I-65					6.9 Miles	4 Lanes	6 Lanes	Louisville	745
S 3	16	New Road Construction		2025	5	$32,000	Placeholder		Mobility Corridor
West jct SR 46/SR 3 southwest of Greensburg to I-74					7.8 Miles	0 Lanes	4 Lanes	Outside	663
U 31	3	Added Travel Lanes	9700230	2004	1	$26,368	Project		Programmed
CR 50N, 1.48 mile south of old SR 46 to 2.46 mile north of old SR 46					3.94 Miles	2 Lanes	5 Lanes	Outside	6
S 311	10	Added Travel Lanes	9902900	2006	2	$4,290	Placeholder		Programmed
SR 60 to I-65					1 Miles	2 Lanes	4 Lanes	Louisville	34
S 37	41	Added Travel Lanes		2014	3	$7,775	Placeholder		HERS
SR 144 to Smith Valley Rd					3.11 Miles	4 Lanes	6 Lanes	Indianapolis	472
S 37	41	Added Travel Lanes		2014	3	$6,241	Placeholder		MPO Plan
Smith Valley Rd to Bluff Rd					2.78 Miles	4 Lanes	6 Lanes	Indianapolis	619
S 37	49	Added Travel Lanes		2014	3	$5,756	Placeholder		MPO Plan
Bluff Rd to Edgewood Ave					2.57 Miles	4 Lanes	6 Lanes	Indianapolis	618
S 37	49	Added Travel Lanes		2014	3	$8,228	Placeholder		MPO Plan
Edgewood Ave to I-465					1.4 Miles	4 Lanes	6 Lanes	Indianapolis	617
S 39	55	Median Construction	9700390	2004	1	$9,900	Project		Programmed
0.69 mile north of SR 37 to 1.97 miles north of SR 37					0.55 Miles	2 Lanes	3 Lanes	Outside	7
S 403	10	Added Travel Lanes		2019	4	$16,416	Placeholder		HERS
US 31 to Charlestown West Urban Area Boundary					5.13 Miles	2 Lanes	4 Lanes	Louisville	359

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	39	New Bridge Construction		2016	4	$25,000	Placeholder		Study
Over Ohio River (Indiana share)					1 Miles	2 Lanes	4 Lanes	Outside	659
S 45	53	Added Travel Lanes	8824615	2003	1	$2,260	Project		Programmed
0.1 mile east of SR 46 to 0.1 mile east of Pete Ellis Dr					0.38 Miles	2 Lanes	4 Lanes	Bloomington	674
S 45	53	Added Travel Lanes	9902910	2006	2	$1,110	Placeholder		Programmed
Pete Ellis Dr to Russell Rd					0.88 Miles	2 Lanes	4 Lanes	Bloomington	673
S 45	53	Added Travel Lanes		2014	3	$8,975	Placeholder		HERS
Garrison Chapel Rd to Curry Pike					3.59 Miles	2 Lanes	4 Lanes	Outside	469
S 45	53	Median Construction		2016	4	$2,015	Placeholder		District
Russell Rd to Bethel Ln					1.62 Miles	2 Lanes	3 Lanes	Bloomington	473
S 46	3	Median Construction	9902930	2006	2	$2,700	Placeholder		Programmed
State St from Marr Rd to Mapleton/Pence St in Columbus					0.9 Miles	4 Lanes	5 Lanes	Outside	22
S 46	3	Added Travel Lanes		2024	5	$56,000	Placeholder		Mobility Corridor
SR 9 to the south jct with SR 3					13.1 Miles	2 Lanes	4 Lanes	Outside	249
S 46	7	Added Travel Lanes		2017	4	$41,000	Placeholder		Mobility Corridor
West jct with SR 135 to 0.5 mile west of I-65					16 Miles	2 Lanes	4 Lanes	Outside	662
S 46	7	Added Travel Lanes		2022	5	$52,500	Placeholder		Mobility Corridor
4.0 mile east of SR 446 (Friendship Rd) to the west jct with SR 135					11 Miles	2 Lanes	4 Lanes	Outside	248
S 46	53	New Road Construction	8823116	2000	1	$30,794	Project		Let
West UAB of Bloomington (Smith Rd) to 0.5 mile west of SR 37					1.5 Miles	2 Lanes	4 Lanes	Bloomington	11

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 46	53	Added Travel Lanes	9612540	2001	1	$8,590	Project		Programmed
Main St to 400 feet east of CSX RR in Ellettsville					0.8 Miles	2 Lanes	4 Lanes	Outside	12
S 46	53	Added Travel Lanes	9010075	2003	1	$20,170	Project		Programmed
Walnut St to 3rd St in Bloomington (SR 45/46 Bypass)					3.1 Miles	2 Lanes	4 Lanes	Bloomington	13
S 46	53	Added Travel Lanes		2022	5	$10,000	Placeholder		Mobility Corridor
SR 446 to 4.0 miles east of SR 446 (Friendship Rd)					4 Miles	2 Lanes	4 Lanes	Bloomington	660
S 46	60	Added Travel Lanes		2016	4	$28,800	Placeholder		Mobility Corridor
Spencer to Ellettsville					9 Miles	2 Lanes	4 Lanes	Outside	247
S 48	15	New Road Construction	8910926	2002	1	$14,238	Project		Programmed
Wilson Creek Rd to US 50					1.83 Miles	0 Lanes	2 Lanes	Outside	14
S 48	53	Added Travel Lanes	8461610	2002	1	$9,256	Project		Programmed
2.5 miles west of SR 37 to 0.6 mile west of SR 37					1.9 Miles	2 Lanes	4 Lanes	Bloomington	15
U 50	36	Added Travel Lanes		2025	5	$76,480	Placeholder		Mobility Corridor
SR 446 to Seymour					23.9 Miles	2 Lanes	4 Lanes	Outside	471
U 50	40	Added Travel Lanes		2011	3	$35,000	Placeholder		Mobility Corridor
US 31 to 2.0 miles east of North Vernon					15 Miles	2 Lanes	4 Lanes	Outside	35
U 50	69	Added Travel Lanes		2019	4	$83,200	Placeholder		Mobility Corridor
2.0 miles east of North Vernon to SR 101					26 Miles	2 Lanes	4 Lanes	Outside	250
S 56	39	Added Travel Lanes		2019	4	$16,000	Placeholder		HERS
West jct with SR 62 to east jct with SR 62					5.1 Miles	2 Lanes	4 Lanes	Outside	585

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 56	72	Reconstruction(3R)	0200037	2011	3		Placeholder		Study
ECL of Scottsburg to W JCT SR-62					18.87 Miles	2 Lanes	2 Lanes	Outside	733
S 60	10	Interchange Mod./Road Relocation	9941925	2002	1	$2,928	Project		Programmed
Relocated SR-60 from I-65 to US-31					1 Miles	0 Lanes	4 Lanes	Louisville	747
S 60	10	Added Travel Lanes		2016	4	$35,000	Placeholder		Mobility Corridor
Washington / Clark County Line to I-65					10 Miles	2 Lanes	4 Lanes	Louisville	332
S 60	88	New Road Construction	0011110	2006	2	$10,595	Placeholder		Programmed
SR 56 (east of Salem at Quaker Rd) south to SR 60					2.03 Miles	0 Lanes	2 Lanes	Outside	682
S 60	88	Added Travel Lanes		2017	4	$49,000	Placeholder		Mobility Corridor
Salem East Corp Line to Washington / Clark County Line					14 Miles	2 Lanes	4 Lanes	Outside	333
S 60	88	Added Travel Lanes		2019	4	$27,850	Placeholder		Mobility Corridor
Orange / Washington County Line to Salem West Corp Line					8.7 Miles	2 Lanes	4 Lanes	Outside	486
S 62	39	Added Travel Lanes	9902940	2006	2	$6,460	Placeholder		Programmed
SR 56 to Clifty Creek					2.7 Miles	2 Lanes	4 Lanes	Outside	24
I 64	22	Added Travel Lanes		2014	3	$11,200	Placeholder		Interchange Study
I-265 to SR 111					1.2 Miles	5 Lanes	6 Lanes	Louisville	743
S 64	22	Added Travel Lanes		2016	4	$9,000	Placeholder		HERS
Marc Ln, 3.0 miles west of I-64 to 0.5 mile west of I-64					2.5 Miles	2 Lanes	4 Lanes	Louisville	732
I 64	22	Added Travel Lanes		2023	5	$20,400	Placeholder		HERS
US 150 to I-265					2.5 Miles	5 Lanes	7 Lanes	Louisville	741

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 64	22	Added Travel Lanes		2023	5	$8,000	Placeholder		Interchange Study
SR 62/64 to US 150					1.3 Miles	4 Lanes	6 Lanes	Louisville	742
I 65	3	Added Travel Lanes		2015	4	$150,000	Placeholder		Mobility Corridor
US 50 to US 31 (Exit 76)					26 Miles	4 Lanes	6 Lanes	Outside	491
I 65	10	Added Travel Lanes	9241895	2000	1	$70,759	Project		Let
L&I RR (south of Stansifer Ave) to 0.76 mile north of Eastern Blvd					1.75 Miles	4 Lanes	8 Lanes	Louisville	3
I 65	10	Added Travel Lanes	9241945	2001	1	$47,504	Project		Let
0.76 mile north of Eastern Blvd to 1.07 miles north of SR 131					2.04 Miles	4 Lanes	8 Lanes	Louisville	628
I 65	10	Added Travel Lanes	9241965	2002	1	$31,529	Project		Programmed
1.06 miles north of I-265 to 1.0 mile north of SR 60					1 Miles	4 Lanes	6 Lanes	Louisville	4
I 65	10	Added Travel Lanes	9241885	2002	1	$21,385	Project		Programmed
1.07 miles north of SR 131 to 1.06 miles north of I-265					1.84 Miles	4 Lanes	6 Lanes	Louisville	5
I 65	10	Added Travel Lanes		2010	3	$110,000	Placeholder		HERS
1.0 mile north of SR 311 to SR 56					19 Miles	4 Lanes	6 Lanes	Louisville	358
I 65	10	Added Travel Lanes		2019	4	$50,000	Placeholder		MPO Plan
Ohio River to L&I RR Bridge (south of Stansifer Ave)					1.16 Miles	4 Lanes	8 Lanes	Louisville	360
I 65	10	New Bridge Construction		2019	4	$100,000	Placeholder		MPO Plan
New Ohio River Bridge					0.5 Miles	7 Lanes	12 Lanes	Louisville	361
I 65	36	Added Travel Lanes		2012	3	$120,000	Placeholder		HERS
SR 56 to US 50					21 Miles	4 Lanes	6 Lanes	Outside	609

Seymour District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 65	41	Added Travel Lanes		2010	3	$80,000	Placeholder		HERS
US 31 (Exit 76) to SR 44					14 Miles	4 Lanes	6 Lanes	Outside	655
I 65	41	Added Travel Lanes		2010	3	$31,270	Placeholder		MPO Plan
SR 44 to Whiteland Rd					4.9 Miles	4 Lanes	6 Lanes	Indianapolis	335
I 65	41	Added Travel Lanes		2010	3	$30,930	Placeholder		MPO Plan
Whiteland Rd to Greenwood Rd					5 Miles	4 Lanes	6 Lanes	Indianapolis	614
I 69	53	New Road Construction		2020	5	$658,000	Placeholder		Mobility Corridor
Placeholder for Evansville to Indianapolis (I-69)					55 Miles	0 Lanes	4 Lanes	Outside	606
S 7	40	Added Travel Lanes		2019	4	$37,250	Placeholder		HERS
SR 3 to US 31					14.9 Miles	2 Lanes	4 Lanes	Outside	474

District Total $2,875,357

Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			3	$5,000	Placeholder		Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	567
S 145	13	New Road Construction	9118801	2003	1	$28,722	Project		Programmed
3.5 miles N of Perry / Crawford County Line to SR 145, 1.9 miles N of SR 64 (Seg. 2)					6 Miles	0 Lanes	2 Lanes	Outside	39
S 145	62	New Road Construction	9018800	2003	1	$24,052	Project		Programmed
I-64 to 3.5 miles north of Perry / Crawford County Line (Segment 1)					6.1 Miles	0 Lanes	2 Lanes	Outside	38
U 150	59	Rehabilitation	9804680	2005	2		Placeholder		Programmed
W jct SR 56 (Prospect) to Indian Boundary Rd, 1.9 mile W of SR 37 (Phase II, Seg. 2)					7.28 Miles	2 Lanes	2 Lanes	Outside	630
U 150	59	Rehabilitation	9804690	2005	2		Placeholder		Programmed
Indian Boundary Rd to east jct SR 37/56 (Phase II, Segment 3)					1.94 Miles	2 Lanes	2 Lanes	Outside	631
U 231	19	New Road Construction	9018810	2008	2	$75,000	Placeholder		Programmed
Huntingburg / Jasper Bypass (Stage 1) (2 lanes)					24.5 Miles	0 Lanes	2 Lanes	Outside	58
U 231	74	New Road Construction	8461360	2002	1	$23,688	Project		Programmed
0.87 mile north of the north jct with SR 66 to 1.15 miles south of SR 70 (Phase IA)					4.95 Miles	0 Lanes	4 Lanes	Outside	41
U 231	74	New Road Construction	0001230	2002	1	$10,041	Project		Programmed
1.15 miles south of SR 70 to 0.17 mile north of SR 70 (Phase IB)					1.32 Miles	0 Lanes	4 Lanes	Outside	718
U 231	74	New Road Construction	926136A	2003	1	$30,586	Project		Programmed
SR 70 to CR 1250N (Phase II)					4.73 Miles	0 Lanes	4 Lanes	Outside	42
U 231	74	New Road Construction	926136C	2004	1	$20,593	Project		Programmed
SR 62 to CR 2050N (Phase V)					1.61 Miles	0 Lanes	4 Lanes	Outside	45

Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 231	74	New Road Construction	936136D	2004	1	$19,295	Project		Programmed
CR 2050N to 1.42 mile north of I-64 (Phase VI)					1.62 Miles	0 Lanes	4 Lanes	Outside	46
U 231	74	New Road Construction	0002220	2004	1	$5,864	Project		Programmed
At SR 62 (Phase IVB)					0.27 Miles	0 Lanes	4 Lanes	Outside	719
U 231	74	New Road Construction	926136B	2005	2	$22,154	Project		Programmed
SR 162 to SR 62 (Phase IVA)					2.62 Miles	0 Lanes	4 Lanes	Outside	44
U 231	74	New Road Construction	9961366	2005	2	$24,579	Project		Programmed
CR 1250N to SR 162 (Phase III)					3.809 Miles	0 Lanes	4 Lanes	Outside	40
S 237	62	New Road Construction	7001750	2001	1	$33,020	Project		Programmed
SR 66 / SR 237 Lincoln Trail Bridge to SR 37					5.5 Miles	0 Lanes	2 Lanes	Outside	47
S 261	87	Added Travel Lanes	9802480	2006	2	$6,760	Placeholder		Programmed
SR 66 to Jenner Rd (CR 150S), 2.9 miles north of SR 66					2.9 Miles	2 Lanes	4 Lanes	Evansville	60
S 37	59	Rehabilitation	9804790	2005	2		Placeholder		Programmed
US 150/SR 56 to 1.5 miles north of US 150/SR 56 (Phase I, Segment 4)					1.5 Miles	2 Lanes	2 Lanes	Outside	632
S 37	59	Rehabilitation	9804650	2005	2		Placeholder		Programmed
1.5 miles north of US 150/SR 56 to Mitchell (Phase I, Segment 5)					10.18 Miles	2 Lanes	2 Lanes	Outside	634
S 37	59	New Road Construction	9804670	2006	2	$14,080	Placeholder		Programmed
Western Bypass of Paoli					2.6 Miles	0 Lanes	2 Lanes	Outside	61
U 41	26	Interchange Modification	9707990	2001	1	$8,185	Project		Let
At Kings Mine Rd south of Princeton					1 Miles	4 Lanes	4 Lanes	Outside	737

Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 41	82	Added Travel Lanes	0100957	2006	2	$30,000	Placeholder		Programmed
Just south of north jct with SR 66 (Diamond Ave) to Mt. Pleasant Rd					4.2 Miles	4 Lanes	6 Lanes	Evansville	77
U 41	82	Interchange Modification	0015020	2012	3	$6,000	Placeholder		Programmed
At the south jct with SR 62/66 (Lloyd Expwy)					0.5 Miles	6 Lanes	6 Lanes	Evansville	88
U 41	82	Added Travel Lanes		2016	4	$7,500	Placeholder		MPO Plan
I-164 to Virginia Ave 0.32 mi N of SR 62/66 (Lloyd Expwy)					2.5 Miles	4 Lanes	6 Lanes	Evansville	468
U 41	82	Added Travel Lanes		2016	4	$22,830	Placeholder		MPO Plan
Mt. Pleasant Rd to I-64					7.61 Miles	4 Lanes	6 Lanes	Evansville	467
U 50	14	Added Travel Lanes	8918065	2014	3	$17,400	Placeholder		Programmed
Washington Bypass to 1.1 mile west of Daviess / Martin County Line					8.9 Miles	2 Lanes	4 Lanes	Outside	246
U 50	14	New Road Construction	7001080	2019	4	$2,651	Placeholder		Programmed
1.1 mile west of Daviess / Martin County Line to Daviess / Martin County Line					1.1 Miles	0 Lanes	4 Lanes	Outside	62
U 50	47	New Road Construction	7201210	2023	5	$10,781	Placeholder		Programmed
Existing US 50 northeast of Bryantsville to SR 37					5.25 Miles	2 Lanes	4 Lanes	Outside	69
U 50	47	New Road Construction	7029290	2023	5	$6,389	Placeholder		Programmed
0.9 mile E of Martin/Lawrence Co Line to 4.0 miles E of Martin/Lawrence Co Line					3.068 Miles	0 Lanes	4 Lanes	Outside	66
U 50	47	New Road Construction	7029300	2023	5	$7,887	Placeholder		Programmed
4.0 miles east of Martin / Lawrence County Line to existing US 50					3.787 Miles	0 Lanes	4 Lanes	Outside	67
U 50	47	Added Travel Lanes		2025	5	$25,920	Placeholder		Mobility Corridor
Bedford to SR 446					8 Miles	2 Lanes	4 Lanes	Outside	251

Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 50	51	New Road Construction	7029310	2019	4	$10,446	Placeholder		Programmed
Daviess / Martin County Line to East Fork White River					2.5 Miles	0 Lanes	4 Lanes	Outside	68
U 50	51	New Road Construction	7029250	2019	4	$10,637	Placeholder		Programmed
East Fork White River to 0.1 mile east of US 150					5.11 Miles	0 Lanes	4 Lanes	Outside	70
U 50	51	New Road Construction	7029270	2023	5	$4,540	Placeholder		Programmed
0.1 mile east of SR 650 to 2.3 miles east of SR 650					2.2 Miles	0 Lanes	4 Lanes	Outside	64
U 50	51	New Road Construction	7029280	2023	5	$5,319	Placeholder		Programmed
2.3 miles east of SR 650 to 0.9 mile east of the Martin/Lawrence County Line					2.6 Miles	0 Lanes	4 Lanes	Outside	65
U 50	51	New Road Construction	7029260	2023	5	$10,696	Placeholder		Programmed
0.1 mile east of US 150 to 0.1 mile east of SR 650					3.71 Miles	0 Lanes	4 Lanes	Outside	720
S 56	26	New Road Construction	9903190	2006	2	$264	Placeholder		Programmed
2nd and Mill St to 1st St in Hazleton					0.16 Miles	2 Lanes	3 Lanes	Outside	708
S 56	59	Reconstruction	9804660	2005	2	$3,860	Placeholder		Programmed
SR 145 (French Lick) to US 150 (Prospect) (Phase II, Segment 1)					1.88 Miles	2 Lanes	2 Lanes	Outside	629
S 57	82	Added Travel Lanes		2019	4	$20,725	Placeholder		MPO Plan
US 41 to I-164					8.19 Miles	2 Lanes	4 Lanes	Evansville	79
S 60	47	Added Travel Lanes		2019	4	$43,050	Placeholder		Mobility Corridor
SR 37 to Orange / Washington County Line					12.3 Miles	2 Lanes	4 Lanes	Outside	487
S 62	82	Added Travel Lanes		2011	3	$7,500	Placeholder		MPO Plan
Eickhoff / Koressel Rd to Barker Ave					3.5 Miles	4 Lanes	6 Lanes	Evansville	80

Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 62	87	Median Construction	8823145	2001	1	$9,719	Project		Programmed
Chandler West Corp Line to 6th St in Chandler (Phase I)					1.44 Miles	4 Lanes	5 Lanes	Evansville	49
S 62	87	Added Travel Lanes	8823135	2002	1	$33,329	Project		Programmed
I-164 to the West Corp Line of Chandler					5.35 Miles	2 Lanes	4 Lanes	Evansville	50
S 62	87	Added Travel Lanes	8823155	2002	1	$20,580	Project		Programmed
6th St in Chandler to 0.15 mile east of West UAB of Boonville (Phase II)					3.79 Miles	2 Lanes	4 Lanes	Outside	51
S 62	87	Added Travel Lanes	8823156	2003	1	$4,595	Project		Programmed
0.15 mile east of West UAB of Boonville to Locust St (Phase III)					0.36 Miles	2 Lanes	5 Lanes	Outside	52
S 64	26	Added Travel Lanes	8915400	2006	2	$9,480	Placeholder		Programmed
9th St to State St in Princeton					1.68 Miles	2 Lanes	4 Lanes	Outside	736
S 66	62	Added Travel Lanes	9700290	2005	2	$5,662	Placeholder		Programmed
1.8 miles east of east jct with SR 37 to 0.1 mile west of west jct with SR 237					1.5 Miles	2 Lanes	4 Lanes	Outside	72
S 66	74	Added Travel Lanes	9802470	2006	2	$36,400	Placeholder		Programmed
2.54 miles west of SR 161 to east jct with US 231					10.3 Miles	2 Lanes	4 Lanes	Outside	73
S 66	82	Interchange Modification	9223010	2001	1	$8,825	Project		Programmed
At Green River Rd					0.5 Miles	6 Lanes	6 Lanes	Evansville	54
S 66	82	New Interchange Construction	9700370	2006	2	$22,553	Placeholder		Programmed
At Burkhardt Rd, 1.2 miles west of I-164					1 Miles	6 Lanes	6 Lanes	Evansville	57
S 66	82	Added Travel Lanes		2020	5	$8,725	Placeholder		MPO Plan
St Joseph Ave to Heidelbach Ave, 3.4 miles W of US 41 to 1.2 miles W of US 41					2.2 Miles	4 Lanes	6 Lanes	Evansville	78

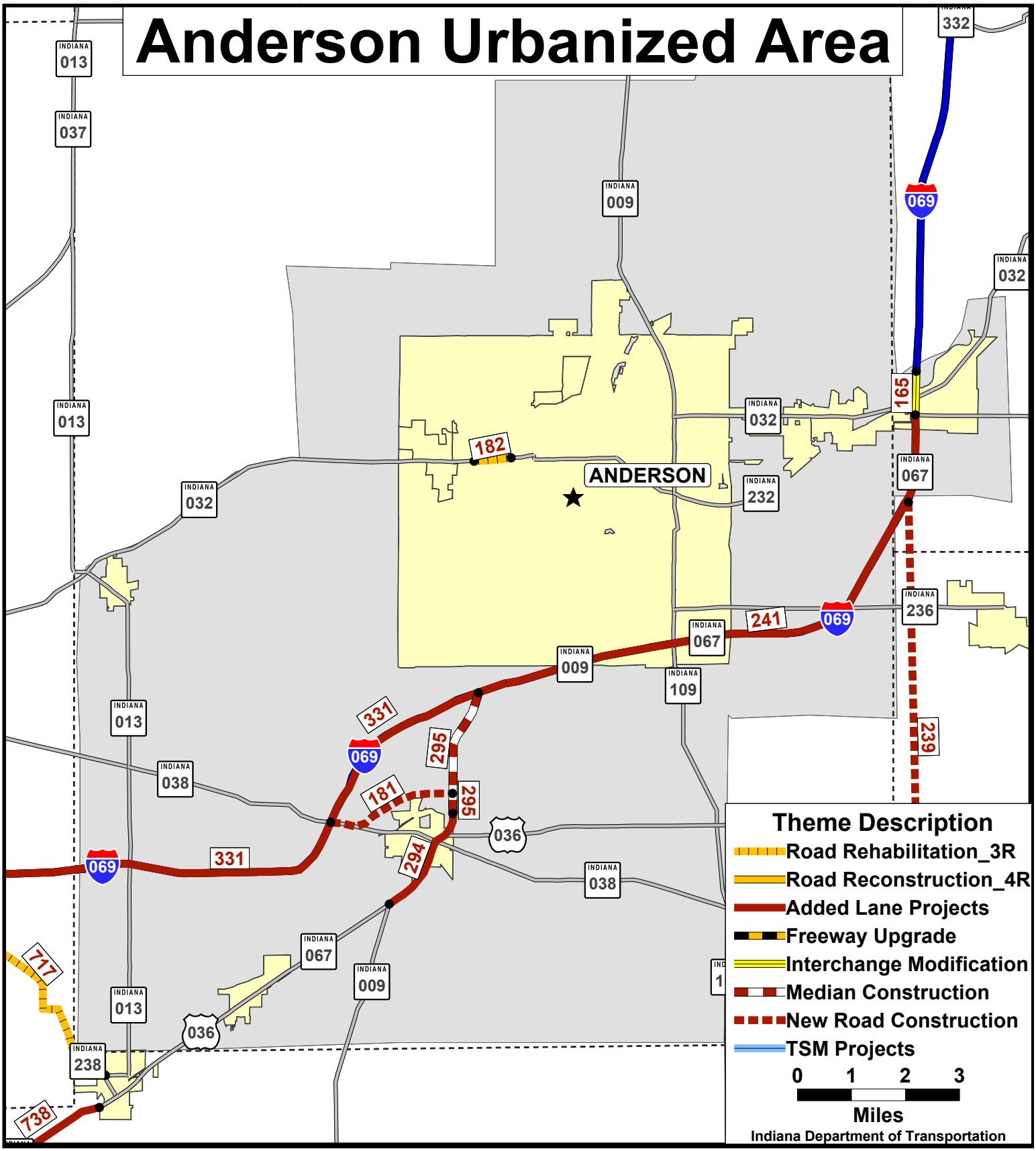
Vincennes District

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status		Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 66	87	Added Travel Lanes	8720745	2002	1	$18,930	Project		Programmed
I-164 to just east of SR 261 (Phase I)					3.4 Miles	2 Lanes	6 Lanes	Evansville	53
S 66	87	Added Travel Lanes	922074B	2003	1	$20,333	Project		Programmed
SR 662 to Yankeetown Rd (Phase III)					4.4 Miles	2 Lanes	4 Lanes	Evansville	56
S 66	87	Added Travel Lanes	922074A	2003	1	$16,982	Project		Programmed
Just east of SR 261 to SR 662 (Phase II)					3.12 Miles	2 Lanes	4 Lanes	Evansville	55
S 662	82	Added Travel Lanes	8461640	2000	1	$2,947	Project		Let
Just east of I-164 to 0.12 mile east of Ellerbusch Rd					1.27 Miles	2 Lanes	4 Lanes	Evansville	650
S 662	87	New Road Construction	9607710	2005	2	$5,309	Project		Programmed
Elllerbusch Rd to SR 66 (Newburgh Truck Bypass)					1.8 Miles	0 Lanes	2 Lanes	Evansville	75
I 69	26	New Road Construction		2018	4	$487,000	Placeholder		Mobility Corridor
Placeholder for Evansville to Indianapolis (I-69)					82 Miles	0 Lanes	4 Lanes	Outside	607
S 69	65	Reconstruction	8964400	2000	1	$28,856	Project		Let
0.76 mile south of CR 400S to 0.38 mile north of CR 325N (Section 2)					9.01 Miles	2 Lanes	2 Lanes	Outside	76
I 69	82	New Road Construction		2017	4	$200,000	Placeholder		MPO Plan
Placeholder for Henderson to Evansville Study Recommendation					0 Miles	0 Lanes	4 Lanes	Evansville	647

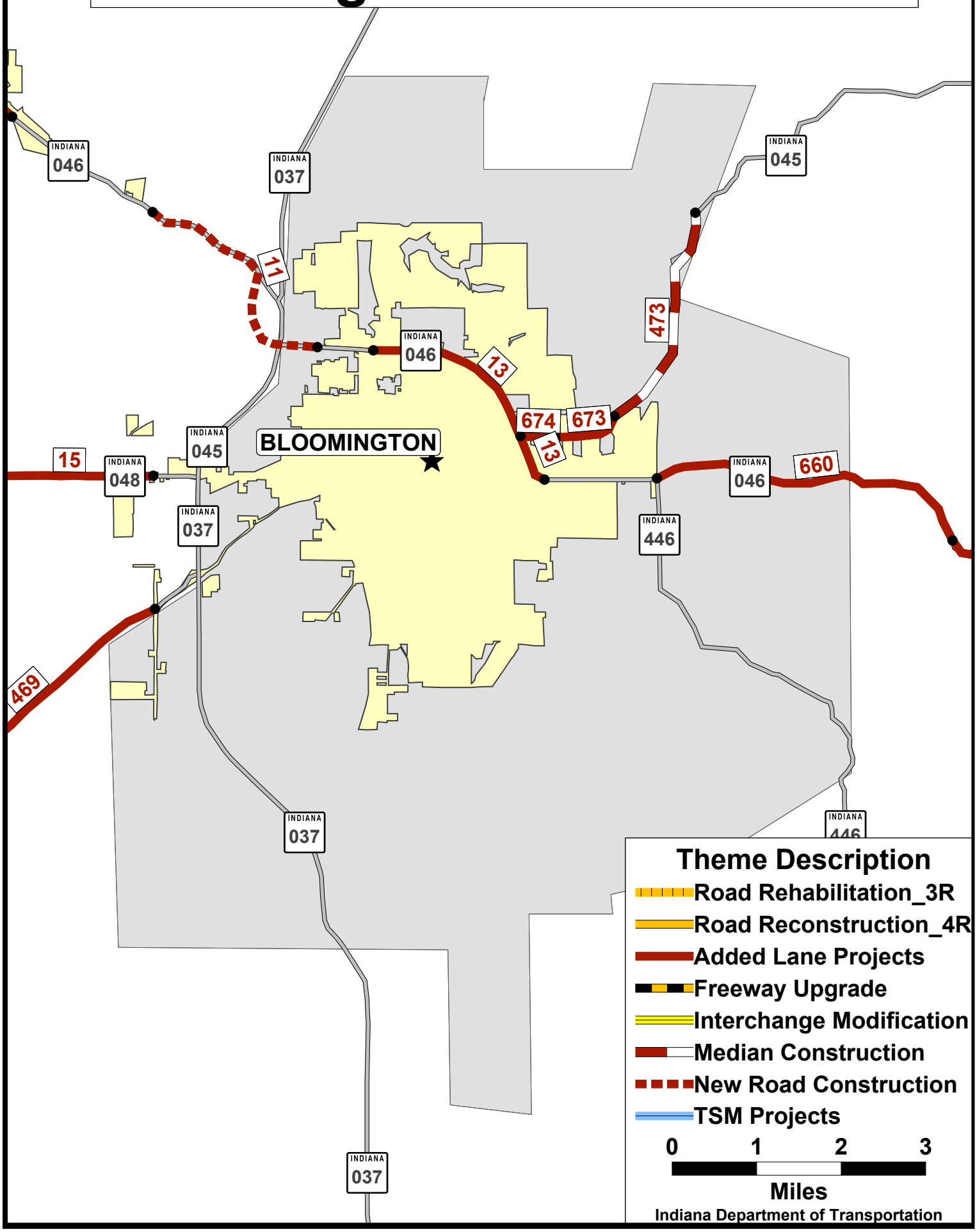
District Total $1,546,239

Project Listing by MPO and Funding Period

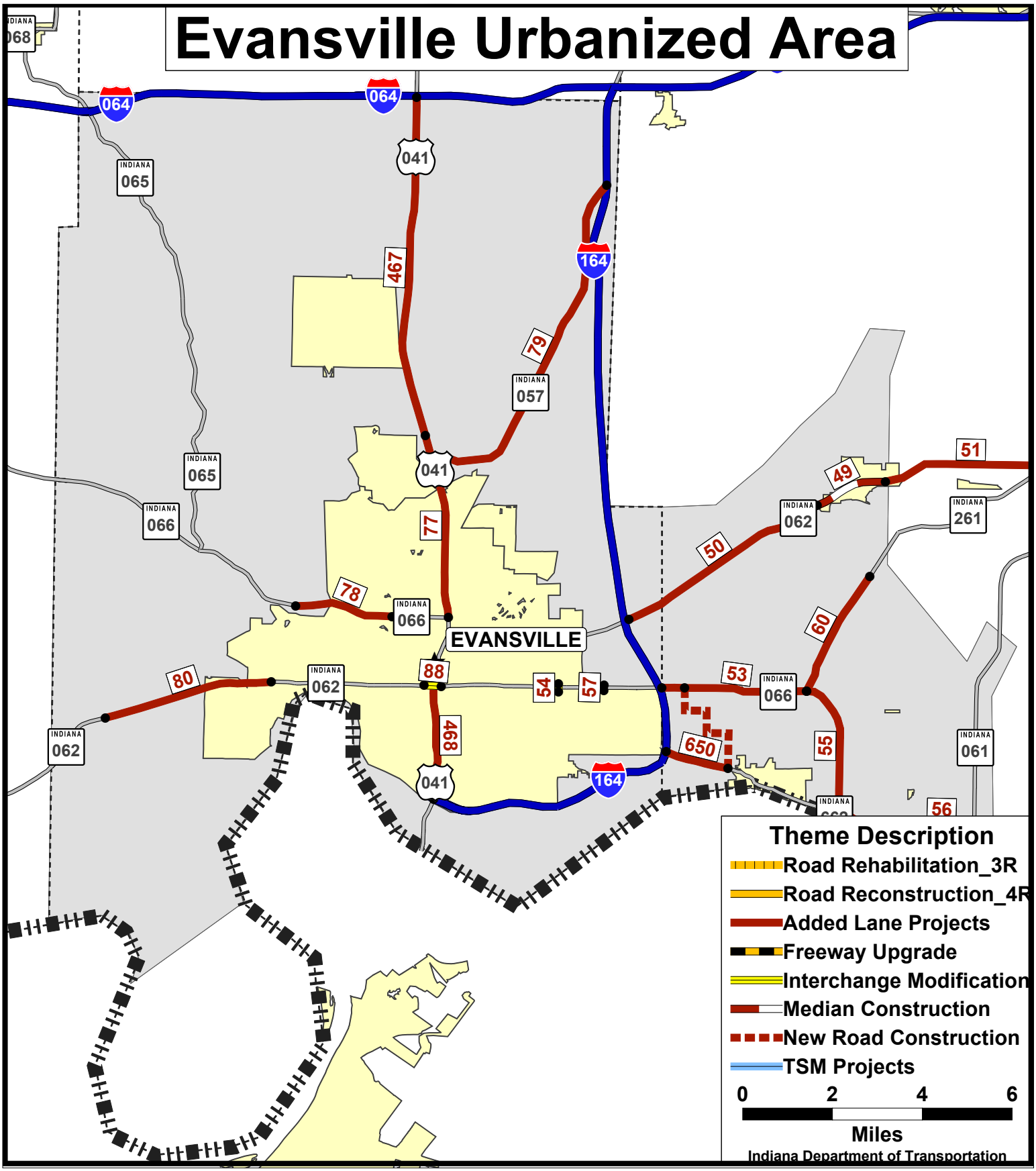
Anderson Urbanized Area



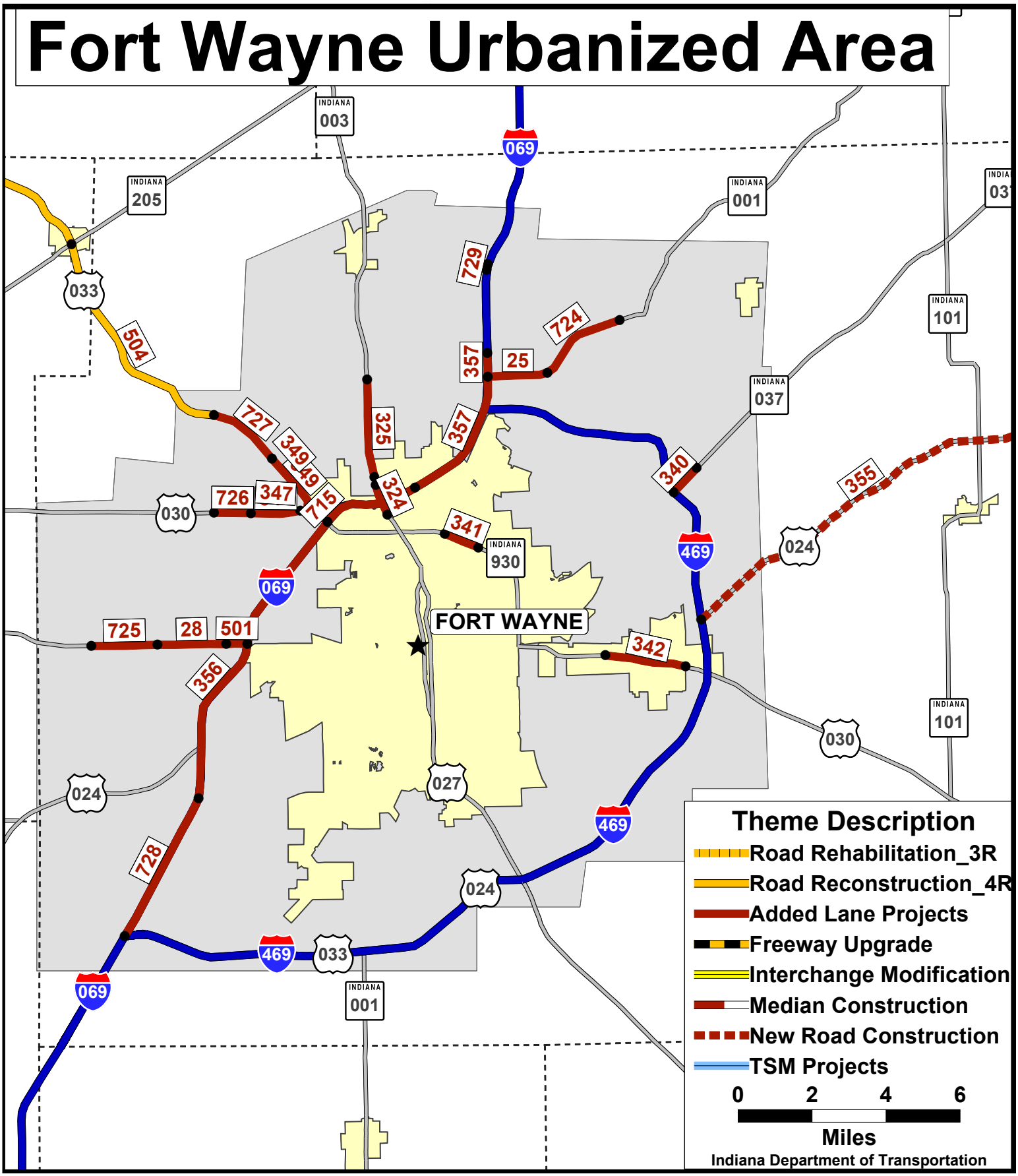
Bloomington Urbanized Area

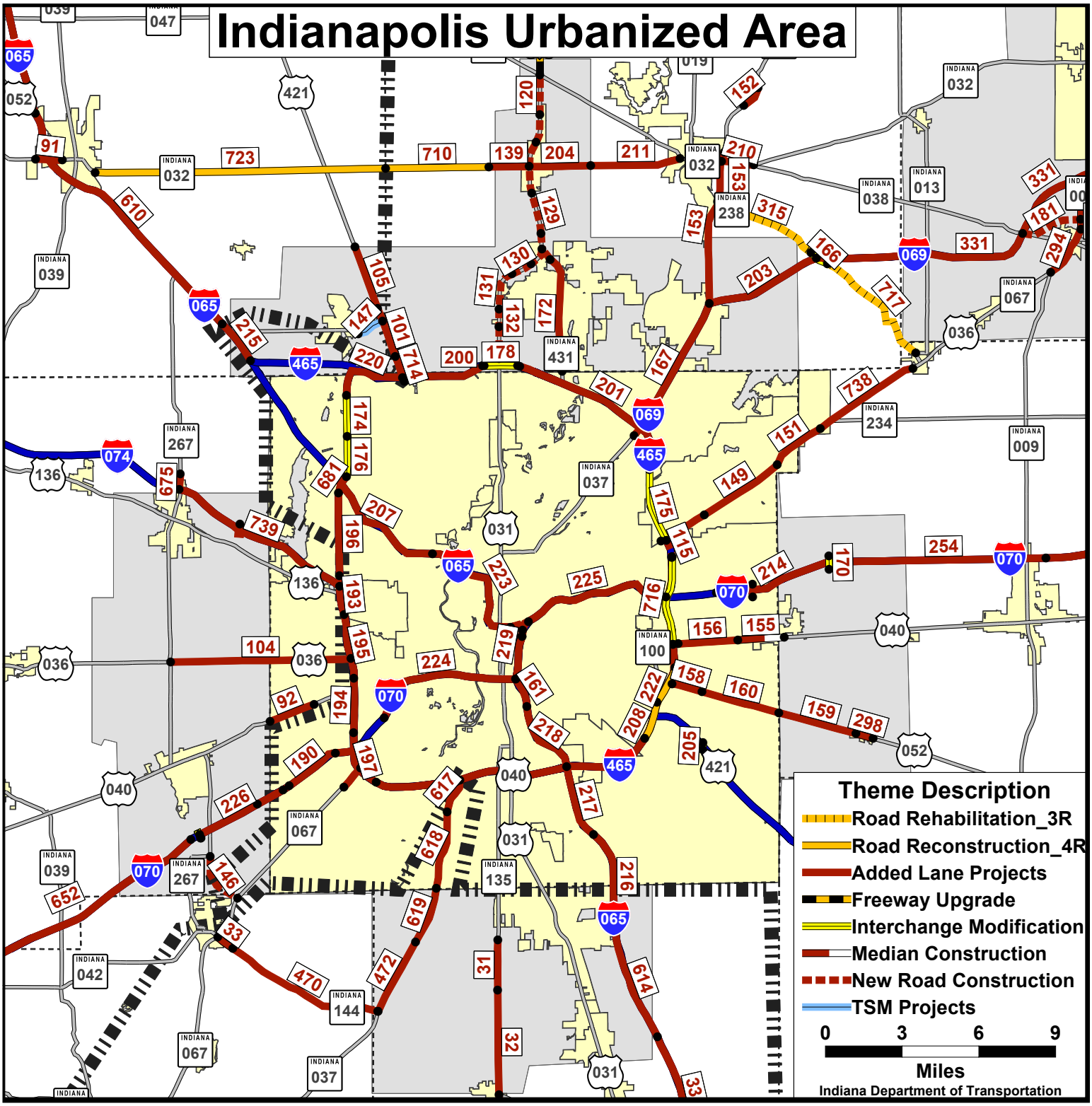


Evansville Urbanized Area



Fort Wayne Urbanized Area




Indianapolis Urbanized Area
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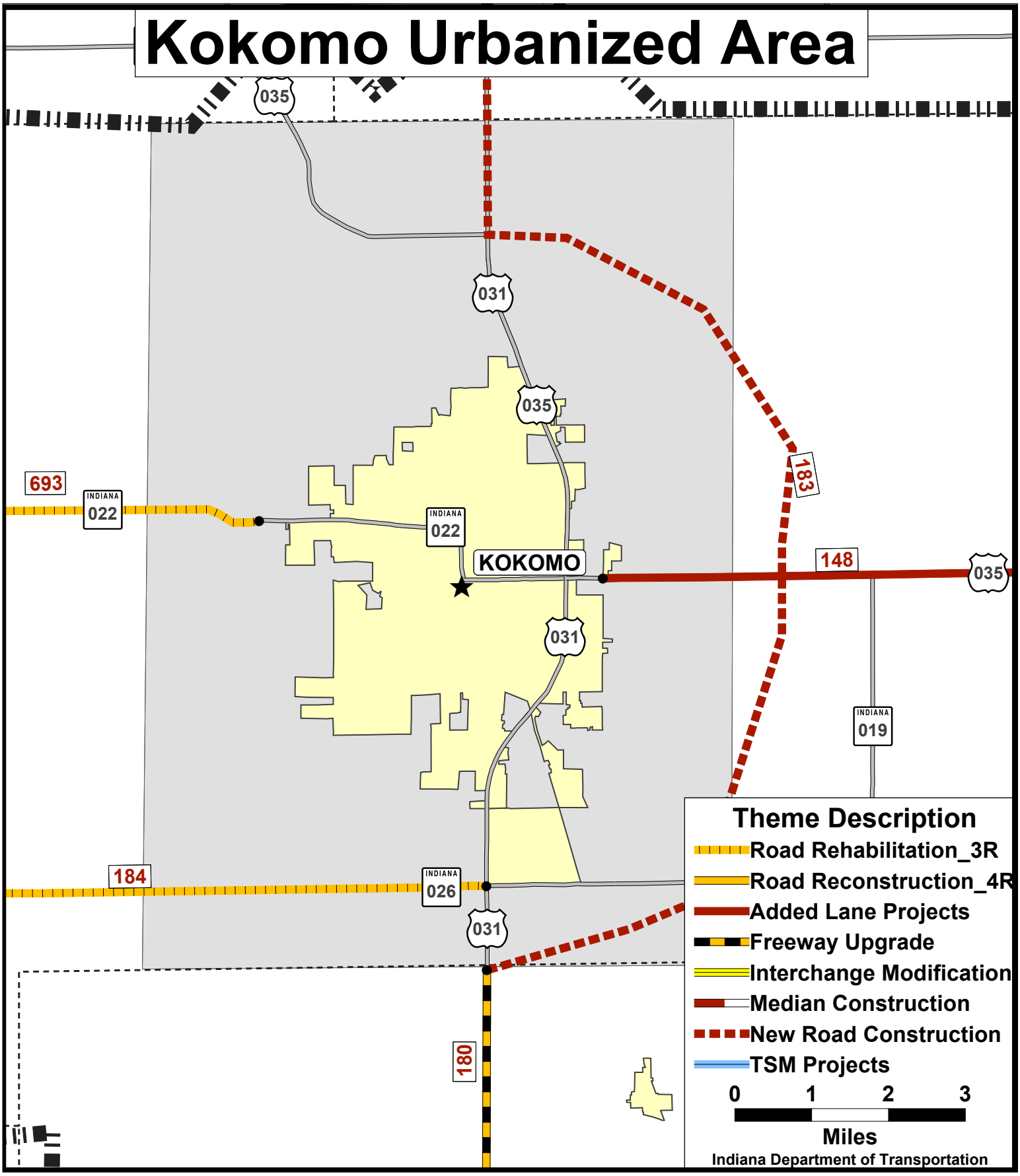
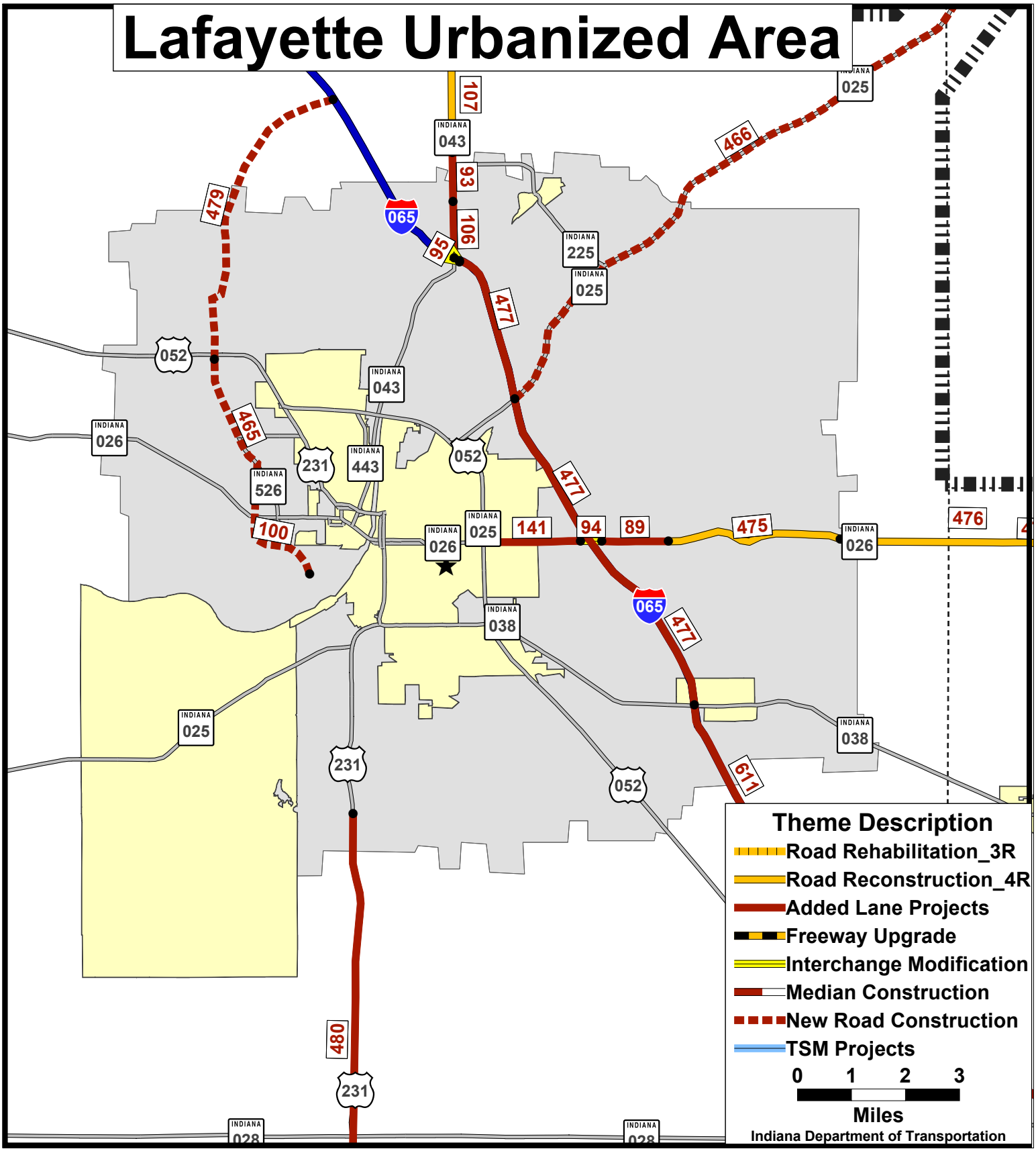
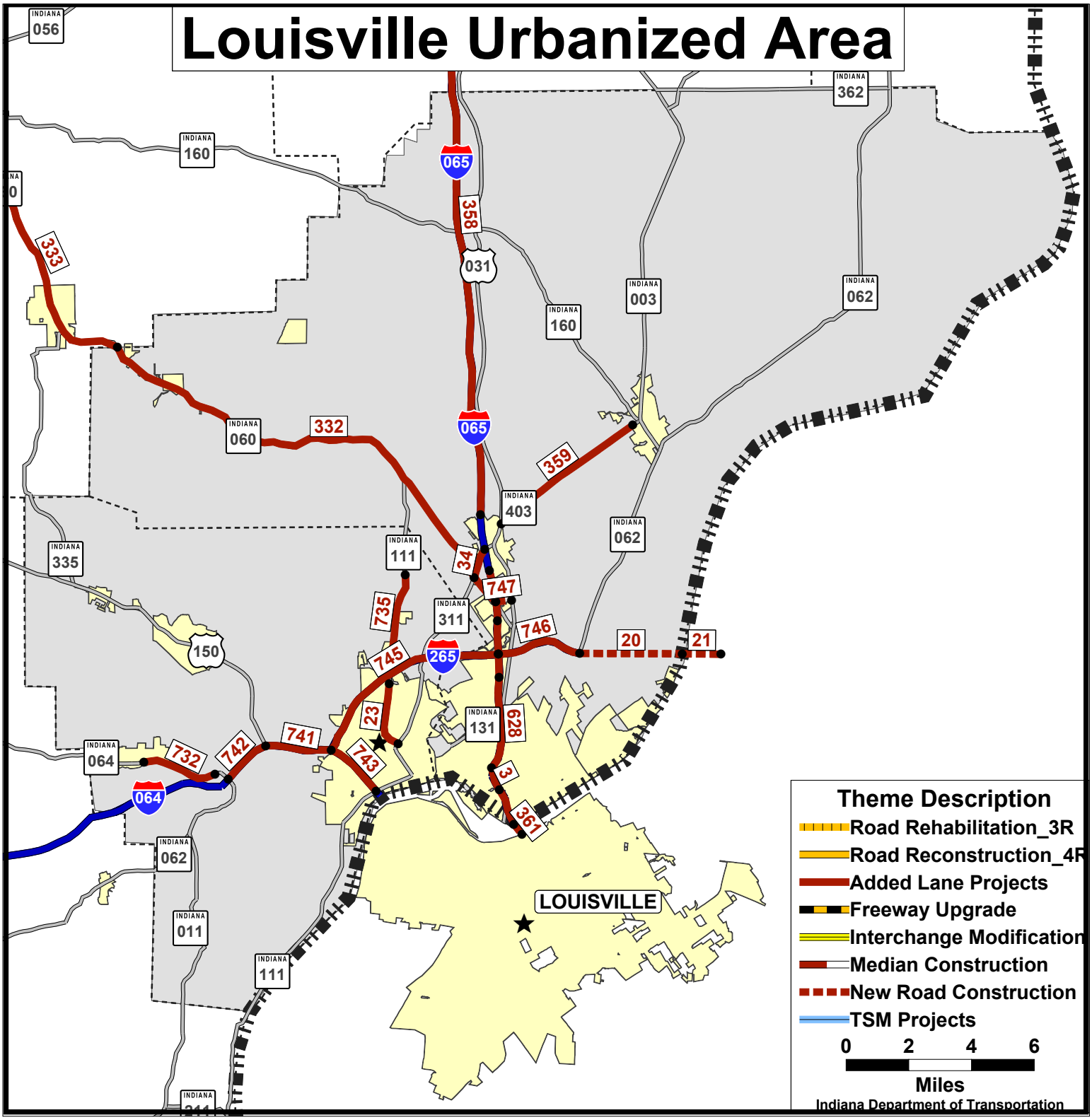
Road Rehabilitation_3R
Road Reconstruction_4R
Added Lane Projects
Freeway Upgrade
Interchange Modification
Median Construction
New Road Construction
TSM Projects
0 3 6 9
Miles
Indiana Department of Transportation

Kokomo Urbanized Area

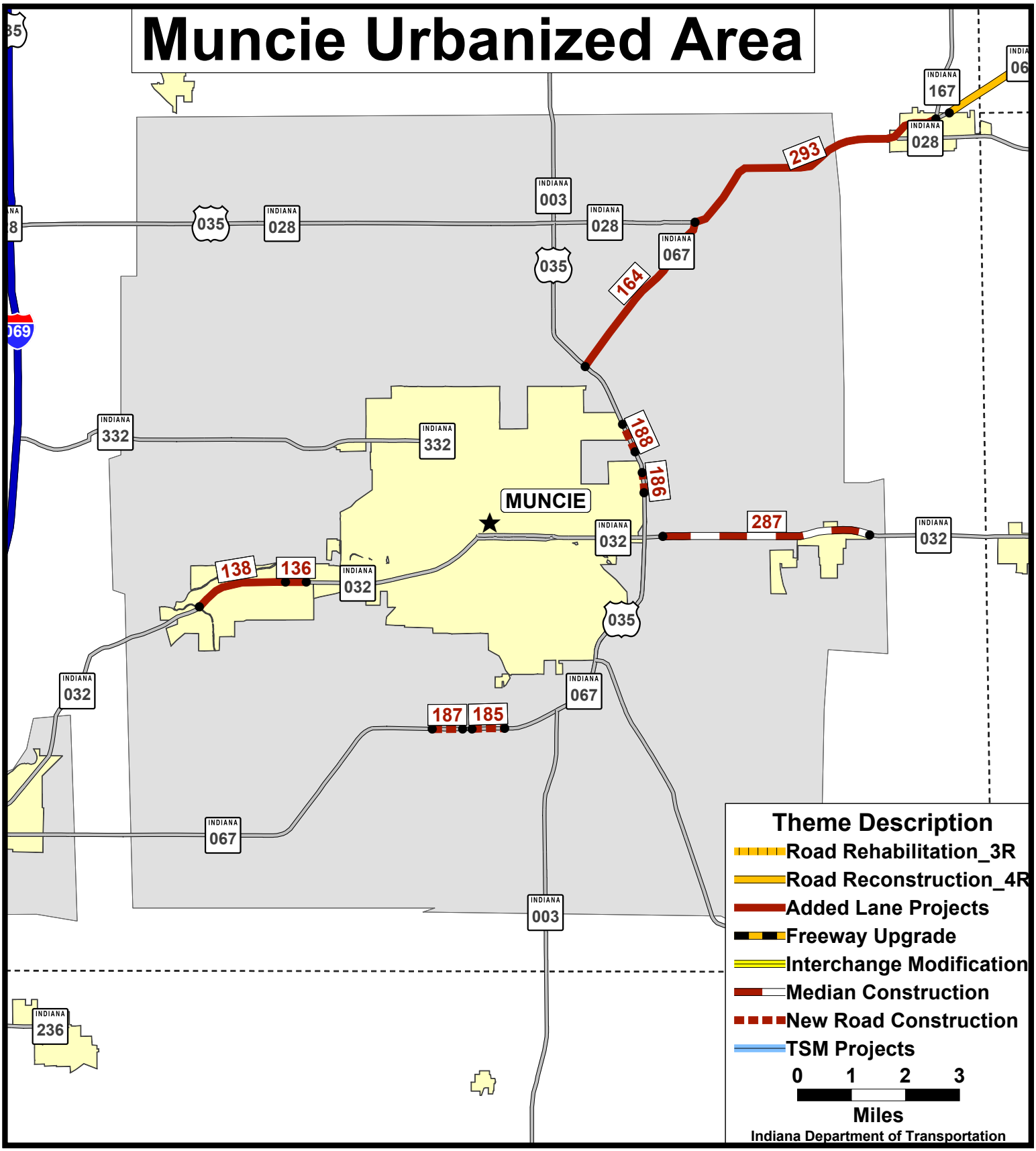


Lafayette Urbanized Area

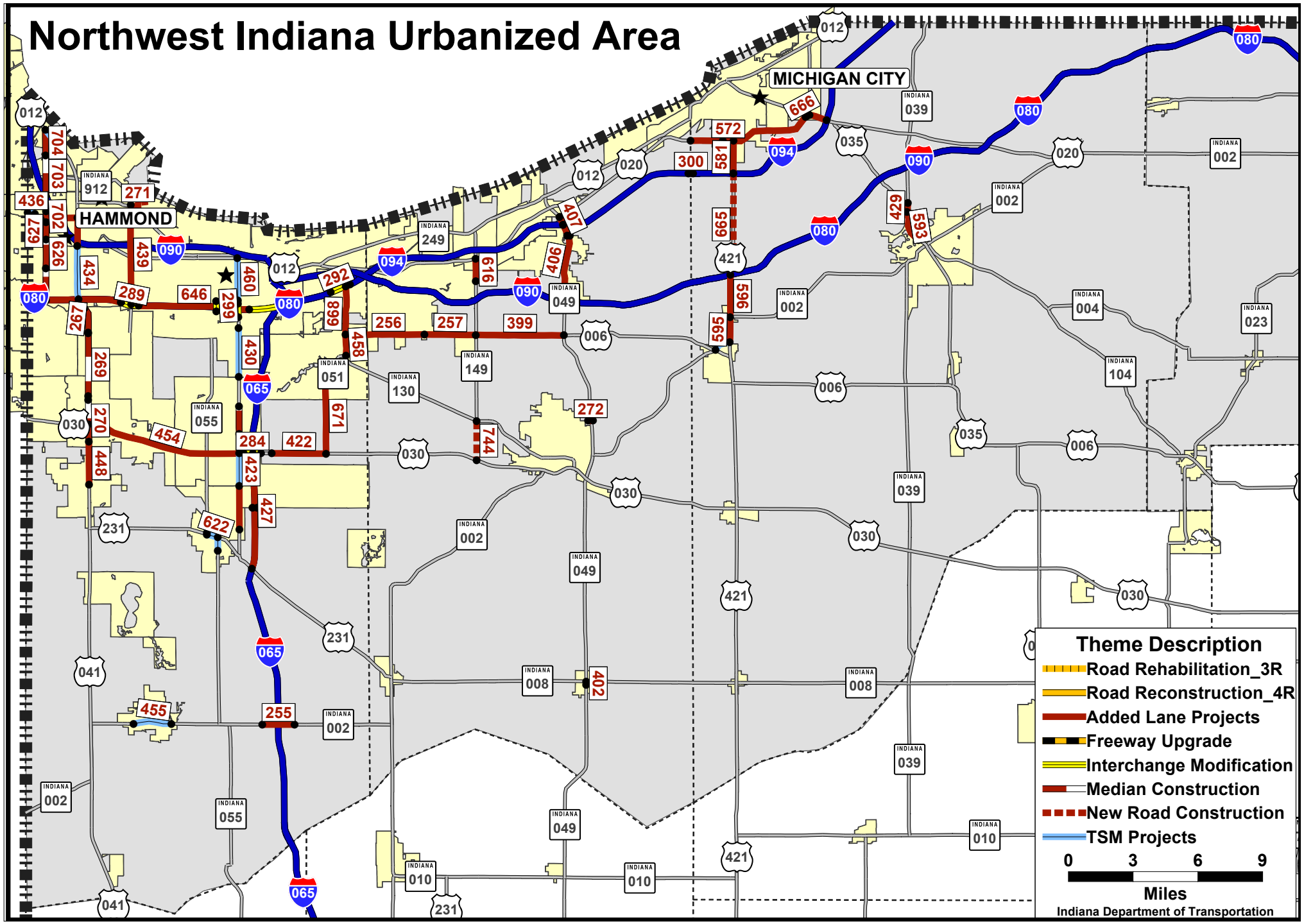



Louisville Urbanized Area
INDIANA 056
INDIANA 160
INDIANA 362
065
358
031
INDIANA 003
INDIANA 062
INDIANA 160
333
INDIANA 060
332
065
359
INDIANA 403
INDIANA 062
INDIANA 335
INDIANA 111
34
747
735
INDIANA 311
746
20
21
150
745
265
23
INDIANA 131
628
INDIANA 064
732
742
741
743
3
064
361
INDIANA 062
LOUISVILLE
INDIANA 011
INDIANA 111
Theme Description
Road Rehabilitation_3R
Road Reconstruction_4R
Added Lane Projects
Freeway Upgrade
Interchange Modification
Median Construction
New Road Construction
TSM Projects
0 2 4 6
Miles
Indiana Department of Transportation

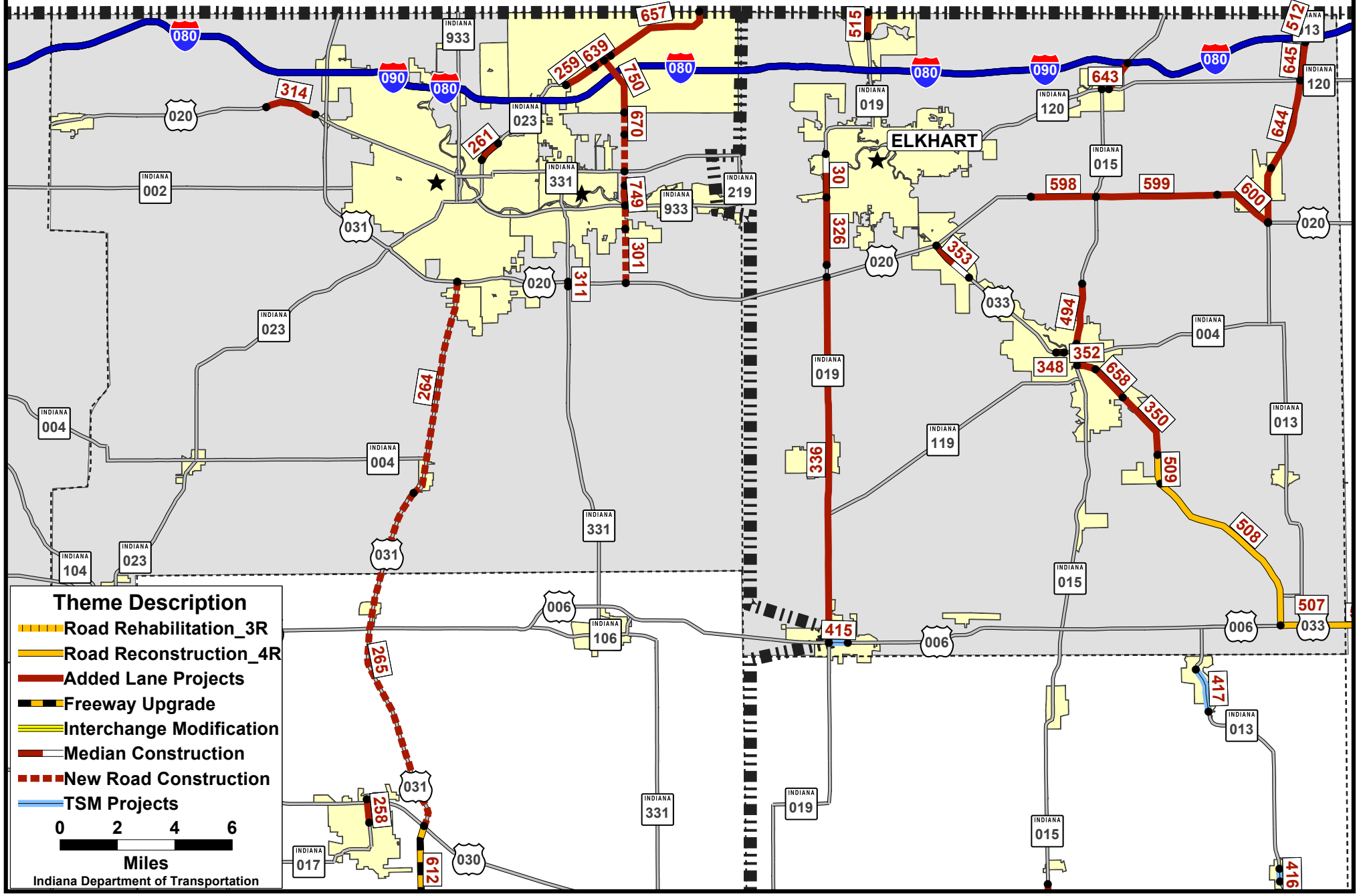
Muncie Urbanized Area



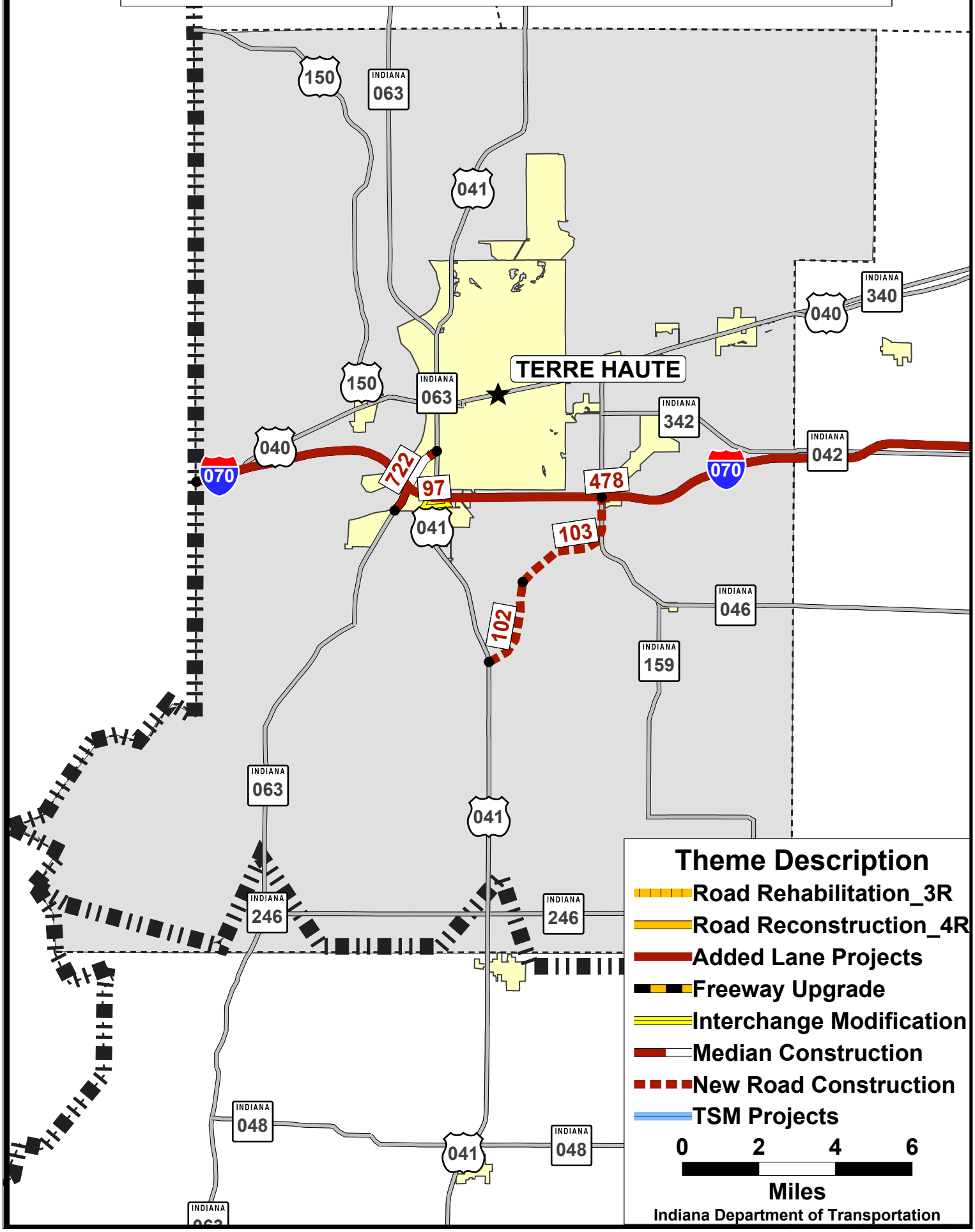
Northwest Indiana Urbanized Area



SouthBend / Elkhart Urbanized Area



Terre Haute Urbanized Area



Project Listing by MPO and Funding Period

Anderson MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 13	48	Median Construction	8664500	2000	1	$3,109	Project	☐	Let
North jct with SR 37 to SR 28					1.95 Miles	2 Lanes	3 Lanes	Anderson	701
S 13	48	Median Construction	9864501	2001	1	$2,869	Project	☐	Programmed
SR 28 to Fairgrounds Rd, 1.0 mile north of SR 28					1 Miles	2 Lanes	3 Lanes	Anderson	692
S 37	48	Rehabilitation	9706580	2003	1		Project	☐	Programmed
SR 28 to SR 26					11.5 Miles	2 Lanes	2 Lanes	Anderson	696
S 9	48	Median Construction	9706370	2004	1	$9,357	Project	☐	Programmed
0.2 mile north of SR 128 to SR 28					4 Miles	2 Lanes	3 Lanes	Anderson	111
Funding Period 2									
I 69	18	Interchange Modification	9700420	2005	2	$5,600	Placeholder	☑	Programmed
At SR 67 (Exit 34-Daleville)					0.82 Miles	4 Lanes	4 Lanes	Anderson	165
S 9	48	Median Construction	0014010	2005	2	$8,563	Placeholder	☑	Programmed
2.13 miles south of I-69 (Fall Creek) to I-69					2.13 Miles	4 Lanes	5 Lanes	Anderson	295
S 32	48	Rehabilitation	9802650	2006	2		Placeholder	☑	Programmed
Euclid Dr to Fountain St, 12.5 km east of SR 13 to 13.6 km east of SR 13					0.7 Miles	4 Lanes	4 Lanes	Anderson	182
S 37	29	Rehabilitation	9610170	2006	2		Placeholder	☐	Programmed
2.38 miles north of SR 32/38 to SR 28					18.3 Miles	2 Lanes	2 Lanes	Anderson	695

Anderson MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 36	48	Added Travel Lanes	0013740	2007	2	$11,083	Placeholder	☑	Programmed
South jct with SR 9 to 2.1 miles north of SR 9 (Fall Creek)					2.1 Miles	2 Lanes	5 Lanes	Anderson	294
I 69	48	Added Travel Lanes		2008	2	$70,000	Placeholder	☐	HERS
SR 238 to SR 9/67 (Exit 22)					12 Miles	4 Lanes	6 Lanes	Anderson	331

Funding Period 3

S 28	48	Median Construction	0100720	2011	3	$10,665	Placeholder	☑	Programmed
West Corp Line of Elwood to SR 37					2.7 Miles	2 Lanes	3 Lanes	Anderson	712
I 69	48	Added Travel Lanes		2014	3	$70,000	Placeholder	☐	Mobility Corridor
SR 9/67 (Exit 22) to SR 67/32 (Exit 34)					12 Miles	4 Lanes	6 Lanes	Anderson	241

Funding Period 5

S 38	48	New Road Construction		2023	5	$23,560	Placeholder	☑	MPO Plan
I-69 to SR 9/67					3 Miles	0 Lanes	2 Lanes	Anderson	181

MPO Total $214,806

Bloomington MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 46	53	New Road Construction	8823116	2000	1	$30,794	Project	☑	Let
West UAB of Bloomington (Smith Rd) to 0.5 mile west of SR 37					1.5 Miles	2 Lanes	4 Lanes	Bloomington	11
S 48	53	Added Travel Lanes	8461610	2002	1	$9,256	Project	☑	Programmed
2.5 miles west of SR 37 to 0.6 mile west of SR 37					1.9 Miles	2 Lanes	4 Lanes	Bloomington	15
S 45	53	Added Travel Lanes	8824615	2003	1	$2,260	Project	☐	Programmed
0.1 mile east of SR 46 to 0.1 mile east of Pete Ellis Dr					0.38 Miles	2 Lanes	4 Lanes	Bloomington	674
S 46	53	Added Travel Lanes	9010075	2003	1	$20,170	Project	☑	Programmed
Walnut St to 3rd St in Bloomington (SR 45/46 Bypass)					3.1 Miles	2 Lanes	4 Lanes	Bloomington	13
Funding Period 2									
S 45	53	Added Travel Lanes	9902910	2006	2	$1,110	Placeholder	☐	Programmed
Pete Ellis Dr to Russell Rd					0.88 Miles	2 Lanes	4 Lanes	Bloomington	673
Funding Period 4									
S 45	53	Median Construction		2016	4	$2,015	Placeholder	☑	District
Russell Rd to Bethel Ln					1.62 Miles	2 Lanes	3 Lanes	Bloomington	473
Funding Period 5									
S 46	53	Added Travel Lanes		2022	5	$10,000	Placeholder	☐	Mobility Corridor
SR 446 to 4.0 miles east of SR 446 (Friendship Rd)					4 Miles	2 Lanes	4 Lanes	Bloomington	660
					MPO Total	**$75,605**			

Evansville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 662	82	Added Travel Lanes	8461640	2000	1	$2,947	Project	☑	Let
Just east of I-164 to 0.12 mile east of Ellerbusch Rd					1.27 Miles	2 Lanes	4 Lanes	Evansville	650
S 62	87	Median Construction	8823145	2001	1	$9,719	Project	☑	Programmed
Chandler West Corp Line to 6th St in Chandler (Phase I)					1.44 Miles	4 Lanes	5 Lanes	Evansville	49
S 66	82	Interchange Modification	9223010	2001	1	$8,825	Project	☑	Programmed
At Green River Rd					0.5 Miles	6 Lanes	6 Lanes	Evansville	54
S 62	87	Added Travel Lanes	8823135	2002	1	$33,329	Project	☑	Programmed
I-164 to the West Corp Line of Chandler					5.35 Miles	2 Lanes	4 Lanes	Evansville	50
S 66	87	Added Travel Lanes	8720745	2002	1	$18,930	Project	☑	Programmed
I-164 to just east of SR 261 (Phase I)					3.4 Miles	2 Lanes	6 Lanes	Evansville	53
S 66	87	Added Travel Lanes	922074B	2003	1	$20,333	Project	☑	Programmed
SR 662 to Yankeetown Rd (Phase III)					4.4 Miles	2 Lanes	4 Lanes	Evansville	56
S 66	87	Added Travel Lanes	922074A	2003	1	$16,982	Project	☑	Programmed
Just east of SR 261 to SR 662 (Phase II)					3.12 Miles	2 Lanes	4 Lanes	Evansville	55
Funding Period 2									
S 662	87	New Road Construction	9607710	2005	2	$5,309	Project	☑	Programmed
Elllerbusch Rd to SR 66 (Newburgh Truck Bypass)					1.8 Miles	0 Lanes	2 Lanes	Evansville	75
S 261	87	Added Travel Lanes	9802480	2006	2	$6,760	Placeholder	☑	Programmed
SR 66 to Jenner Rd (CR 150S), 2.9 miles north of SR 66					2.9 Miles	2 Lanes	4 Lanes	Evansville	60

Evansville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 41	82	Added Travel Lanes	0100957	2006	2	$30,000	Placeholder	☑	Programmed
Just south of north jct with SR 66 (Diamond Ave) to Mt. Pleasant Rd					4.2 Miles	4 Lanes	6 Lanes	Evansville	77
S 66	82	New Interchange Construction	9700370	2006	2	$22,553	Placeholder	☑	Programmed
At Burkhardt Rd, 1.2 miles west of I-164					1 Miles	6 Lanes	6 Lanes	Evansville	57

Funding Period 3

S 62	82	Added Travel Lanes		2011	3	$7,500	Placeholder	☑	MPO Plan
Eickhoff / Koressel Rd to Barker Ave					3.5 Miles	4 Lanes	6 Lanes	Evansville	80
U 41	82	Interchange Modification	0015020	2012	3	$6,000	Placeholder	☐	Programmed
At the south jct with SR 62/66 (Lloyd Expwy)					0.5 Miles	6 Lanes	6 Lanes	Evansville	88

Funding Period 4

U 41	82	Added Travel Lanes		2016	4	$22,830	Placeholder	☑	MPO Plan
Mt. Pleasant Rd to I-64					7.61 Miles	4 Lanes	6 Lanes	Evansville	467
U 41	82	Added Travel Lanes		2016	4	$7,500	Placeholder	☐	MPO Plan
I-164 to Virginia Ave 0.32 mi N of SR 62/66 (Lloyd Expwy)					2.5 Miles	4 Lanes	6 Lanes	Evansville	468
I 69	82	New Road Construction		2017	4	$200,000	Placeholder	☐	MPO Plan
Placeholder for Henderson to Evansville Study Recommendation					0 Miles	0 Lanes	4 Lanes	Evansville	647
S 57	82	Added Travel Lanes		2019	4	$20,725	Placeholder	☑	MPO Plan
US 41 to I-164					8.19 Miles	2 Lanes	4 Lanes	Evansville	79

Funding Period 5

Evansville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 66	82	Added Travel Lanes		2020	5	$8,725	Placeholder	☑	MPO Plan
St Joseph Ave to Heidelbach Ave, 3.4 miles W of US 41 to 1.2 miles W of US 41					2.2 Miles	4 Lanes	6 Lanes	Evansville	78

MPO Total $448,967

Fort Wayne MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 3	2	Added Travel Lanes	8461890	2000	1	$6,123	Project	☑	Let
At I-69 (2 added lanes from Ley Rd to 1500' north of Washington Center Rd)					0.83 Miles	4 Lanes	6 Lanes	Fort Wayne	324
I 69	2	Added Travel Lanes	9829920	2002	1	$52,292	Project	☑	Programmed
2.16 km south of north jct with US 24 to 1.0 km south of Leesburg Rd					6.22 Miles	4 Lanes	6 Lanes	Fort Wayne	356
U 33	2	Added Travel Lanes	9229905	2003	1	$13,702	Project	☑	Programmed
US 30 to Cook Rd					1.7 Miles	2 Lanes	4 Lanes	Fort Wayne	349
I 69	2	Added Travel Lanes	0100150	2003	1	$41,370	Project	☑	Programmed
1.0 km south of Leesburg Rd to 0.48 km south of Coldwater Rd					4.82 Miles	4 Lanes	6 Lanes	Fort Wayne	715
S 1	2	Added Travel Lanes	9700220	2004	1	$13,360	Project	☐	Programmed
I-69 to 0.21 mile east of Tonkle Rd, north of Fort Wayne					1.64 Miles	2 Lanes	4 Lanes	Fort Wayne	25
Funding Period 2									
S 14	2	Added Travel Lanes	9700260	2005	2	$10,231	Project	☑	Programmed
Scott Rd to Hadley Rd					2 Miles	2 Lanes	4 Lanes	Fort Wayne	28
S 3	2	Added Travel Lanes	9704140	2005	2	$25,130	Placeholder	☑	Programmed
Ludwig Rd to Dupont Rd					2.7 Miles	4 Lanes	6 Lanes	Fort Wayne	325
U 30	2	Interchange Modification	9904160	2006	2	$11,110	Placeholder	☑	Programmed
At US 33, 0.66 mile west of I-69 at Fort Wayne					0.44 Miles	4 Lanes	6 Lanes	Fort Wayne	345
U 30	2	Added Travel Lanes	9704150	2006	2	$3,338	Placeholder	☑	Programmed
Flaugh Rd to US 33					1.6 Miles	4 Lanes	6 Lanes	Fort Wayne	347

Fort Wayne MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 30	2	Added Travel Lanes	9904170	2006	2	$3,150	Placeholder	☑	Programmed
US 33 to I-69 at Fort Wayne					0.23 Miles	4 Lanes	6 Lanes	Fort Wayne	346
I 69	2	Added Travel Lanes	9829980	2007	2	$37,565	Project	☑	Programmed
0.48 mile south of Coldwater Rd to 0.86 mile north of SR 1					4.81 Miles	4 Lanes	6 Lanes	Fort Wayne	357
S 14	2	Added Travel Lanes		2008	2	$771	Placeholder	☐	HERS
Hadley Rd to I-69					0.35 Miles	4 Lanes	6 Lanes	Fort Wayne	501
S 37	2	Added Travel Lanes		2008	2	$1,700	Placeholder	☑	MPO Plan
I-469 to Doty Rd					0.95 Miles	2 Lanes	4 Lanes	Fort Wayne	340

Funding Period 3

U 24	2	New Road Construction	9900000	2012	3	$52,500	Placeholder	☐	Programmed
I-469 to Indiana / Ohio State Line					11.7 Miles	2 Lanes	4 Lanes	Fort Wayne	355
S 930	2	Added Travel Lanes	0100843	2013	3	$8,000	Placeholder	☑	Programmed
2.6 miles west of I-469 (Lincoln Ave) to 0.7 mile west of I-469 (Minnich Rd)					1.9 Miles	2 Lanes	5 Lanes	Fort Wayne	342
S 930	2	Added Travel Lanes		2014	3	$3,000	Placeholder	☑	MPO Plan
Parnell Ave to Crescent Rd					1 Miles	4 Lanes	6 Lanes	Fort Wayne	341

Funding Period 4

U 33	2	Reconstruction		2015	4	$21,300	Placeholder	☐	Mobility Corridor
O'Day Rd to SR 205					6.5 Miles	2 Lanes	2 Lanes	Fort Wayne	504
U 33	2	Added Travel Lanes		2015	4	$15,500	Placeholder	☑	MPO Plan
Cook Rd to O'Day Rd					2 Miles	2 Lanes	4 Lanes	Fort Wayne	727

Fort Wayne MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 69	2	New Interchange Construction		2016	4	$12,000	Placeholder	☑	MPO Plan
At Gump/Hursh Rd, 2.95 miles north of SR 1					1 Miles	4 Lanes	4 Lanes	Fort Wayne	729
S 1	2	Added Travel Lanes		2017	4	$20,700	Placeholder	☑	MPO Plan
0.21 mile east of Tonkle Rd to Union Chapel Rd					2.54 Miles	2 Lanes	4 Lanes	Fort Wayne	724
S 14	2	Added Travel Lanes		2019	4	$9,200	Placeholder	☑	MPO Plan
West Hamilton Rd to Scott Rd					1.8 Miles	2 Lanes	4 Lanes	Fort Wayne	725

Funding Period 5

U 30	2	Added Travel Lanes		2021	5	$7,800	Placeholder	☑	MPO Plan
O'Day Rd to Flaugh Rd					1 Miles	4 Lanes	6 Lanes	Fort Wayne	726
I 69	2	Added Travel Lanes		2025	5	$32,800	Placeholder	☑	MPO Plan
From south jct with I-469 to 1.34 miles south of north jct with US 24					4.2 Miles	4 Lanes	6 Lanes	Fort Wayne	728

MPO Total $402,642

Indianapolis MPO

Funding Period 1

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 465	49	Reconstruction	9837402	2000	1	$38,000	Project	☑	Let
1.08 miles S of I-74 to 0.44 mile N of I-74 (East Leg) (Interchange Modification)					1.52 Miles	6 Lanes	6 Lanes	Indianapolis	208
I 465	49	Reconstruction	9237400	2000	1	$31,390	Project	☑	Let
0.44 mile N of I-74 to 0.5 mile N of US 52 (East Leg) (Interchange Modification)					1.56 Miles	6 Lanes	6 Lanes	Indianapolis	209
I 65	49	Added Travel Lanes	9614680	2000	1	$73,496	Project	☑	Let
Kessler Blvd to 0.5 mile north of I-465 (West Leg)					5.28 Miles	4 Lanes	6 Lanes	Indianapolis	207
U 421	29	Added Travel Lanes	0001800	2001	1	$8,542	Project	☑	Let
0.16 mile south of I-465 to 0.89 mile north of I-465 (Phase 1)					1.05 Miles	2 Lanes	4 Lanes	Indianapolis	714
I 465	49	Interchange Modification	9502450	2001	1	$67,000	Project	☑	Let
At I-70 (East Leg) (Phase I)					3.5 Miles	6 Lanes	10 Lanes	Indianapolis	206
U 36	49	Added Travel Lanes	9133585	2002	1	$14,973	Project	☑	Programmed
0.22 mile east of Post Rd to 0.2 mile east of Oaklandon Rd (Phase I)					3.37 Miles	2 Lanes	5 Lanes	Indianapolis	149
U 40	49	Added Travel Lanes	9137770	2002	1	$11,066	Project	☑	Programmed
Raceway Rd to Research Dr					2.2 Miles	2 Lanes	4 Lanes	Indianapolis	92
U 421	6	Added Travel Lanes	9015600	2002	1	$11,075	Project	☑	Programmed
0.89 mile north of I-465 to 0.65 mile north of SR 334 (Phase 2)					2.01 Miles	2 Lanes	4 Lanes	Indianapolis	101
I 465	49	Added Travel Lanes	0101191	2002	1	$650	Project	☑	Programmed
Just north of 71st St (I-69 ramps) to 0.43 km north of Fall Creek Rd (East Leg)					0.8 Miles	6 Lanes	8 Lanes	Indianapolis	730
I 465	49	Interchange Modification	9615090	2002	1	$27,654	Project	☑	Programmed
At 56th St / Shadeland Ave (East Leg) (Phase II)					1 Miles	6 Lanes	10 Lanes	Indianapolis	175

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 52	49	Added Travel Lanes	8354330	2002	1	$11,858	Project	☑	Programmed
I-465 to Post Rd					1.25 Miles	2 Lanes	7 Lanes	Indianapolis	158
I 70	32	New Interchange Construction	9500900	2002	1	$36,223	Project	☑	Programmed
At Six Points Rd					2 Miles	6 Lanes	8 Lanes	Indianapolis	192
I 70	49	Added Travel Lanes	9911030	2002	1	$1,743	Project	☑	Programmed
EB I-70 from the Pine St on ramp to the 5th lane on EB I-70 in the North Split					0.64 Miles	2 Lanes	3 Lanes	Indianapolis	169
U 36	49	Added Travel Lanes	9633586	2003	1	$10,707	Project	☑	Programmed
0.2 mile east of Oaklandon Rd to 0.18 mile east of CR 750N (Phase III)					2.1 Miles	2 Lanes	5 Lanes	Indianapolis	151
U 36	49	Added Travel Lanes	9010095	2003	1	$15,255	Project	☑	Programmed
0.18 mile west of I-465 to 0.22 mile east of Post Rd (Phase II)					2.03 Miles	4 Lanes	7 Lanes	Indianapolis	150
I 465	49	Interchange Modification	9700840	2003	1	$24,650	Placeholder	☑	Programmed
At 86th St (West Leg)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	174
S 135	41	Added Travel Lanes	9803440	2004	1	$7,450	Placeholder	☑	Programmed
CR 700N (Stones Crossing Rd) to Smith Valley Rd					1.9 Miles	2 Lanes	4 Lanes	Indianapolis	31
U 31	29	New Interchange Construction	9804350	2004	1	$2,339	Placeholder	☑	Programmed
Off ramp from NB SR 431 to 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	115
U 40	49	Median Construction	9502830	2004	1	$16,518	Project	☑	Programmed
Grassy Creek to Buck Creek (1.57 mi W to 0.26 mi E of Marion/Hancock Co. Line)					1.83 Miles	4 Lanes	5 Lanes	Indianapolis	155
I 70	49	Added Travel Lanes	9910200	2004	1	$18,780	Placeholder	☑	Programmed
5.7 km east of SR 267 to 1.1 km west of I-465					2.23 Miles	6 Lanes	8 Lanes	Indianapolis	190

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 70	32	Added Travel Lanes	9910100	2004	1	$25,830	Placeholder	☑	Programmed
0.5 mile west of SR 267 to 3.5 mile east of SR 267					4 Miles	6 Lanes	8 Lanes	Indianapolis	226
I 70	30	Interchange Modification	9706740	2004	1	$11,200	Placeholder	☑	Programmed
At Mt. Comfort Rd, 7.7 miles west of SR 9					0.5 Miles	4 Lanes	4 Lanes	Indianapolis	170
I 70	49	Added Travel Lanes	9910300	2004	1	$28,170	Placeholder	☑	Programmed
1.1 km west of I-465 to 0.72 km east of I-465 (West Leg)					1.12 Miles	6 Lanes	8 Lanes	Indianapolis	191

Funding Period 2

U 40	49	Added Travel Lanes	9502840	2005	2	$22,789	Project	☑	Programmed
Franklin Rd to Grassy Creek (1.57 miles west of Marion/Hancock County Line)					2.36 Miles	4 Lanes	7 Lanes	Indianapolis	156
S 431	29	Added Travel Lanes	9133595	2005	2	$21,320	Placeholder	☑	Programmed
96th St to US 31					4.2 Miles	4 Lanes	6 Lanes	Indianapolis	172
I 465	49	Added Travel Lanes	9829510	2005	2	$46,857	Placeholder	☑	Programmed
0.26 mile north of 10th St to 0.58 mile north of I-74 (West Leg) (Phase I)					2.14 Miles	6 Lanes	8 Lanes	Indianapolis	193
I 465	49	Interchange Modification	9706730	2005	2	$24,000	Placeholder	☑	Programmed
At 71st St, 1.02 miles north of I-65 (West Leg)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	176
I 465	49	Added Travel Lanes	9829310	2005	2	$49,940	Placeholder	☑	Programmed
0.9 km north of I-70 to 0.9 mile north of US 40 (West Leg) (Phase II)					1.35 Miles	6 Lanes	8 Lanes	Indianapolis	194
U 52	49	Added Travel Lanes	9704160	2005	2	$18,370	Placeholder	☑	Programmed
1.33 miles east of I-465 to Marion / Hancock County Line					3.1 Miles	2 Lanes	5 Lanes	Indianapolis	160
U 52	30	Added Travel Lanes	9700320	2005	2	$19,652	Placeholder	☑	Programmed
Marion / Hancock County Line to CR 500W					3.12 Miles	2 Lanes	5 Lanes	Indianapolis	159

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S 67	49	Added Travel Lanes	9700340	2005	2	$4,109	Placeholder	☑	Programmed
Thompson Rd to I-465					0.97 Miles	4 Lanes	6 Lanes	Indianapolis	162
S 135	41	Added Travel Lanes	9902950	2006	2	$10,700	Placeholder	☑	Programmed
SR 144 to Stones Crossing Rd					4.07 Miles	2 Lanes	4 Lanes	Indianapolis	32
S 267	32	Added Travel Lanes	9608930	2006	2	$4,070	Placeholder	☐	Programmed
0.1 mile north of I-74 to 0.5 mile north of I-74					0.4 Miles	2 Lanes	5 Lanes	Indianapolis	675
S 32	29	Added Travel Lanes	9901670	2006	2	$8,766	Placeholder	☑	Programmed
2.58 km west of US 31 to US 31					1.6 Miles	2 Lanes	5 Lanes	Indianapolis	139
I 465	49	Added Travel Lanes	9829410	2006	2	$36,281	Placeholder	☑	Programmed
0.57 mile north of US 40 to 0.26 mile north of 10th St (West Leg) (Phase III)					1.86 Miles	6 Lanes	8 Lanes	Indianapolis	195
I 465	49	Interchange Modification	9802810	2006	2	$12,360	Placeholder	☑	Programmed
At SR 37 (South Leg)					0.5 Miles	6 Lanes	6 Lanes	Indianapolis	177
U 52	30	Median Construction	0013690	2006	2	$2,458	Placeholder	☑	Programmed
Gem Rd to Sugar Creek, 7.6 miles east of I-465 to 8.3 miles east of I-465					0.7 Miles	2 Lanes	3 Lanes	Indianapolis	298
I 70	32	Interchange Modification	9910400	2006	2	$12,150	Placeholder	☑	Programmed
At SR 267					1 Miles	6 Lanes	6 Lanes	Indianapolis	96
U 31	29	New Interchange Construction	9804370	2007	2	$1,513	Placeholder	☑	Programmed
On ramp from 146th St to NB US 31					0 Miles	0 Lanes	1 Lanes	Indianapolis	117
U 31	29	New Interchange Construction	9804360	2007	2	$1,369	Placeholder	☑	Programmed
Relocation of Range Line Rd from US 31 to 146th St					0 Miles	2 Lanes	4 Lanes	Indianapolis	116

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 36	32	Added Travel Lanes	0101115	2007	2	$44,400	Placeholder	☑	Programmed
SR 267 to I-465					7.1 Miles	4 Lanes	6 Lanes	Indianapolis	104
I 465	49	Added Travel Lanes	9829610	2007	2	$44,327	Placeholder	☑	Programmed
0.58 mile north of I-74 to 0.3 mile south of I-65 (West Leg) (Phase IV)					3.15 Miles	6 Lanes	8 Lanes	Indianapolis	196
I 465	49	Interchange Modification	0066810	2007	2	$8,936	Project	☑	Programmed
At I-70 (East Leg) (Phase II)					0.5 Miles	10 Lanes	10 Lanes	Indianapolis	716
U 31	29	New Interchange Construction	9804380	2008	2	$5,084	Placeholder	☑	Programmed
Frontage Rd Construction (Project 5) from 146th St to 151st St					0 Miles	0 Lanes	4 Lanes	Indianapolis	119
I 465	49	Added Travel Lanes	9910900	2008	2	$56,215	Placeholder	☑	Programmed
1.3 km east of SR 67 to 0.9 km north of I-70 (West Leg) (Phase V)					2.45 Miles	6 Lanes	8 Lanes	Indianapolis	197
I 69	29	Added Travel Lanes		2008	2	$30,000	Placeholder	☑	MPO Plan
SR 37 to SR 238					5 Miles	4 Lanes	6 Lanes	Indianapolis	203
U 31	29	New Interchange Construction	9802760	2009	2	$17,400	Placeholder	☑	Programmed
At SR 38					2.01 Miles	4 Lanes	6 Lanes	Indianapolis	120
U 31	29	New Interchange Construction	9804420	2009	2	$4,045	Placeholder	☑	Programmed
Off ramp from NB US 31 to 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	123
U 31	29	New Interchange Construction	9804390	2009	2	$11,431	Placeholder	☑	Programmed
NB US 31 Mainline at 146th St					0.87 Miles	2 Lanes	3 Lanes	Indianapolis	121
U 31	29	New Interchange Construction	9804410	2009	2	$2,979	Placeholder	☑	Programmed
SB SR 431 Mainline at 146th St					0.95 Miles	2 Lanes	2 Lanes	Indianapolis	122

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 465	49	Added Travel Lanes	0200003	2009	2	$40,000	Placeholder	☑	Programmed
0.3 mile south of I-65 to 0.3 mile north of I-65 (West Leg)					0.6 Miles	6 Lanes	8 Lanes	Indianapolis	681
I 465	49	Added Travel Lanes		2009	2	$200,000	Placeholder	☑	MPO Plan
East of US 31 (North Leg) to 0.43 km north of Fall Creek Rd (East Leg)					7.3 Miles	6 Lanes	10 Lanes	Indianapolis	201
I 69	49	Added Travel Lanes	9706330	2009	2	$190,000	Placeholder	☑	Programmed
I-465 to 6.02 miles north of I-465					6.02 Miles	6 Lanes	10 Lanes	Indianapolis	167

Funding Period 3

I 65	41	Added Travel Lanes		2010	3	$31,270	Placeholder	☑	MPO Plan
SR 44 to Whiteland Rd					4.9 Miles	4 Lanes	6 Lanes	Indianapolis	335
I 65	41	Added Travel Lanes		2010	3	$30,930	Placeholder	☑	MPO Plan
Whiteland Rd to Greenwood Rd					5 Miles	4 Lanes	6 Lanes	Indianapolis	614
I 65	49	Added Travel Lanes		2010	3	$25,650	Placeholder	☑	MPO Plan
Southport Rd to I-465 (South Leg)					2.8 Miles	6 Lanes	10 Lanes	Indianapolis	217
I 70	30	Added Travel Lanes		2010	3	$51,310	Placeholder	☑	MPO Plan
0.5 mile east of Mt. Comfort Rd to 0.8 mile east of SR 9					8 Miles	4 Lanes	6 Lanes	Indianapolis	254
I 70	49	Added Travel Lanes		2010	3	$31,720	Placeholder	☑	MPO Plan
0.6 mile east of Post Rd to 0.5 mile east of Mt. Comfort Rd					5.1 Miles	4 Lanes	6 Lanes	Indianapolis	214
U 31	29	New Interchange Construction	9804430	2011	3	$3,362	Placeholder	☑	Programmed
NB SR 431 Mainline at 146th St					0.95 Miles	1 Lanes	2 Lanes	Indianapolis	118
U 31	29	New Interchange Construction	9804540	2011	3	$26,964	Placeholder	☑	Programmed
At 106th St, 0.79 mile north of I-465					1.17 Miles	4 Lanes	8 Lanes	Indianapolis	133

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	6	Added Travel Lanes		2011	3	$15,000	Placeholder	☑	MPO Plan
121st St to 146th St					2.7 Miles	2 Lanes	4 Lanes	Indianapolis	105
I 465	29	Interchange Modification	9804550	2011	3	$106,675	Placeholder	☑	Programmed
At US 31 (North Leg) (US 31 Freeway Upgrade)					1.5 Miles	6 Lanes	10 Lanes	Indianapolis	178
I 74	32	New Interchange Construction		2011	3	$9,000	Placeholder	☑	MPO Plan
At Hendricks County North-South Corridor (CR 1000E)					1 Miles	4 Lanes	4 Lanes	Indianapolis	108
U 31	29	New Interchange Construction	9804490	2012	3	$93,305	Placeholder	☑	Programmed
At 151st St, 2.5 miles south of SR 32 & 161st St, 1.5 miles south of SR 32					1.68 Miles	4 Lanes	10 Lanes	Indianapolis	129
U 31	29	New Interchange Construction	9804470	2012	3	$457	Placeholder	☑	Programmed
Off ramp from SB US 31 to Range Line Rd / 146th St					0 Miles	0 Lanes	1 Lanes	Indianapolis	127
U 31	29	New Interchange Construction	9804460	2012	3	$864	Placeholder	☑	Programmed
On ramp from Range Line Rd / 146th St to SB US 31					0 Miles	0 Lanes	1 Lanes	Indianapolis	126
U 31	29	New Interchange Construction	9804450	2012	3	$477	Placeholder	☑	Programmed
On ramp from Range Line Rd / 146th St to SB SR 431					0 Miles	0 Lanes	1 Lanes	Indianapolis	125
U 31	29	New Interchange Construction	9804440	2012	3	$13,350	Placeholder	☑	Programmed
SB US 31 Mainline at 146th St					0.87 Miles	2 Lanes	3 Lanes	Indianapolis	124
U 31	29	New Interchange Construction	9804480	2012	3	$4,574	Placeholder	☑	Programmed
Southern Section US 31 Mainline at 146th St					0.39 Miles	4 Lanes	8 Lanes	Indianapolis	128
I 465	49	Added Travel Lanes		2012	3	$33,190	Placeholder	☑	MPO Plan
0.5 mile north of 86th St (West Leg) to US 421 (North Leg)					2.8 Miles	6 Lanes	10 Lanes	Indianapolis	220

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 465	49	Added Travel Lanes		2012	3	$85,090	Placeholder	☑	MPO Plan
US 421 to west of US 31 (North Leg)					3.3 Miles	6 Lanes	10 Lanes	Indianapolis	200
U 31	29	New Interchange Construction	9804510	2013	3	$22,996	Placeholder	☑	Programmed
At 136th St, 4.28 miles north of I-465					1.1 Miles	4 Lanes	8 Lanes	Indianapolis	130
U 31	29	New Interchange Construction	9804520	2013	3	$35,072	Placeholder	☑	Programmed
At 126th St, 2.83 miles north of I-465					1.52 Miles	4 Lanes	8 Lanes	Indianapolis	131
U 31	29	New Interchange Construction	9804530	2013	3	$16,289	Placeholder	☑	Programmed
At 116th St, 1.78 miles north of I-465					0.57 Miles	4 Lanes	8 Lanes	Indianapolis	132
S 37	29	Added Travel Lanes	9706360	2013	3	$60,000	Placeholder	☑	Programmed
I-69 to 6.0 miles north of I-69 at end of dual lanes					6 Miles	4 Lanes	6 Lanes	Indianapolis	153
I 65	6	Added Travel Lanes		2013	3	$8,300	Placeholder	☑	MPO Plan
I-465 Northwest Connector to 0.5 mile north of SR 334					1.4 Miles	4 Lanes	6 Lanes	Indianapolis	215
I 74	49	Interchange Modification	0100968	2013	3	$4,409	Placeholder	☑	Programmed
At Post Rd					0.5 Miles	4 Lanes	4 Lanes	Indianapolis	205
S 32	29	Added Travel Lanes		2014	3	$6,546	Placeholder	☑	HERS
US 31 to Moontown Rd					2.4 Miles	2 Lanes	4 Lanes	Indianapolis	204
S 37	41	Added Travel Lanes		2014	3	$6,241	Placeholder	☑	MPO Plan
Smith Valley Rd to Bluff Rd					2.78 Miles	4 Lanes	6 Lanes	Indianapolis	619
S 37	49	Added Travel Lanes		2014	3	$5,756	Placeholder	☑	MPO Plan
Bluff Rd to Edgewood Ave					2.57 Miles	4 Lanes	6 Lanes	Indianapolis	618

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
S 37	41	Added Travel Lanes		2014	3	$7,775	Placeholder	☑	HERS
SR 144 to Smith Valley Rd					3.11 Miles	4 Lanes	6 Lanes	Indianapolis	472
S 37	49	Added Travel Lanes		2014	3	$8,228	Placeholder	☑	MPO Plan
Edgewood Ave to I-465					1.4 Miles	4 Lanes	6 Lanes	Indianapolis	617
I 65	49	Added Travel Lanes		2014	3	$26,660	Placeholder	☑	MPO Plan
Greenwood Rd to Southport Rd					3.6 Miles	6 Lanes	8 Lanes	Indianapolis	216
I 65	49	Added Travel Lanes	9700400	2014	3	$18,485	Placeholder	☑	Programmed
Raymond St to I-70 South Split					0.9 Miles	6 Lanes	10 Lanes	Indianapolis	161
I 65	49	Added Travel Lanes		2014	3	$90,700	Placeholder	☑	MPO Plan
I-65/70 from the South Split to the North Split					2.6 Miles	7 Lanes	9 Lanes	Indianapolis	219
I 70	49	Added Travel Lanes		2014	3	$106,890	Placeholder	☑	MPO Plan
I-65 North Split to I-465 (East Leg)					6 Miles	8 Lanes	12 Lanes	Indianapolis	225

Funding Period 4

	32	Undetermined			4	$300,000	Placeholder	☐	Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	543
	30	Undetermined			4	$500,000	Placeholder	☐	Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	544
U 31	29	New Interchange Construction	9804560	2015	4	$56,653	Placeholder	☑	Programmed
At SR 32					2.17 Miles	4 Lanes	8 Lanes	Indianapolis	134
U 31	29	New Interchange Construction	9804570	2015	4	$24,493	Placeholder	☑	Programmed
At 191st St, 1.59 miles north of SR 32					1.01 Miles	4 Lanes	6 Lanes	Indianapolis	135

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 334	6	TSM		2016	4	$7,048	Placeholder	☑	MPO Plan
Zionsville Rd to US 421					1.07 Miles	2 Lanes	2 Lanes	Indianapolis	147
I 70	49	New Interchange Construction		2016	4	$12,000	Placeholder	☑	MPO Plan
At German Church Rd					1 Miles	4 Lanes	4 Lanes	Indianapolis	189
S 267	32	New Road Construction		2017	4	$4,746	Placeholder	☑	MPO Plan
SR 67 to SR 267 south of I-70					2.1 Miles	0 Lanes	4 Lanes	Indianapolis	146
I 74	32	Added Travel Lanes		2017	4	$47,200	Placeholder	☐	HERS
SR 267 to I-465 (West Leg)					7.4 Miles	4 Lanes	6 Lanes	Indianapolis	739
I 65	49	Added Travel Lanes		2019	4	$24,415	Placeholder	☑	MPO Plan
I-465 (South Leg) to Raymond St					3.1 Miles	6 Lanes	8 Lanes	Indianapolis	218

Funding Period 5

	41	Undetermined			5	$200,000	Placeholder	☐	Study
Central Indiana Suburban Transportation Solution					0 Miles	0 Lanes	0 Lanes	Indianapolis	545
I 65	49	Added Travel Lanes		2020	5	$75,000	Placeholder	☑	MPO Plan
I-70 North Split to 38th St					5.5 Miles	6 Lanes	8 Lanes	Indianapolis	223
I 465	49	Added Travel Lanes		2022	5	$49,000	Placeholder	☑	MPO Plan
I-70 (East Leg) to I-65 (South Leg)					9.8 Miles	6 Lanes	8 Lanes	Indianapolis	222
I 465	49	Added Travel Lanes		2023	5	$53,900	Placeholder	☑	MPO Plan
I-65 to 1.3 km east of SR 67 (South Leg)					7.7 Miles	6 Lanes	8 Lanes	Indianapolis	221
I 70	49	Added Travel Lanes		2025	5	$75,000	Placeholder	☑	MPO Plan
Airport Expressway to I-65 South Split					5.7 Miles	6 Lanes	8 Lanes	Indianapolis	224

Indianapolis MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
					MPO Total	**$3,863,080**			

Kokomo MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 2									
S 22	34	Rehabilitation	0013710	2006	2		Placeholder	☑	Programmed
SR 29 to CR 300W, 11.5 miles east of SR 29					11.5 Miles	2 Lanes	2 Lanes	Kokomo	693
S 26	34	Rehabilitation	9610180	2006	2		Placeholder	☑	Programmed
Clinton / Howard County Line to US 31					7.8 Miles	2 Lanes	2 Lanes	Kokomo	184
U 35	34	Added Travel Lanes	9706380	2006	2	$23,357	Project	☑	Programmed
Goyer Rd to Wildcat Creek, 0.5 mile east of US 31 to 6.7 miles east of US 31					6.2 Miles	2 Lanes	5 Lanes	Kokomo	148
Funding Period 3									
U 31	34	New Road Construction		2013	3	$130,000	Placeholder	☑	MPO Plan
South of SR 26 to SR 18					18.3 Miles	0 Lanes	4 Lanes	Kokomo	183

MPO Total $153,357

Lafayette MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 43	79	Added Travel Lanes	8572190	2002	1	$9,742	Project	☑	Programmed
0.2 mile north of I-65 to 1.16 miles north of I-65					0.96 Miles	2 Lanes	4 Lanes	Lafayette	106
S 43	79	Added Travel Lanes	9700240	2002	1	$2,090	Project	☑	Programmed
1.16 miles north of I-65 to 1.93 miles north of I-65					0.77 Miles	2 Lanes	4 Lanes	Lafayette	93
S 26	79	Added Travel Lanes	9134885	2003	1	$8,098	Project	☑	Programmed
I-65 to 0.3 mile east of CR 550E					1.5 Miles	2 Lanes	4 Lanes	Lafayette	89
U 231	79	New Road Construction	9700830	2004	1	$20,400	Project	☑	Programmed
0.5 mile north of Wabash River to SR 26					2.38 Miles	0 Lanes	4 Lanes	Lafayette	100
Funding Period 2									
U 231	79	New Road Construction	9802890	2006	2	$11,759	Placeholder	☑	Programmed
SR 26 to US 52					3.4 Miles	0 Lanes	4 Lanes	Lafayette	465
S 25	79	New Road Construction	9802920	2007	2	$82,517	Placeholder	☑	Programmed
I-65 to US 421					13.3 Miles	0 Lanes	4 Lanes	Lafayette	466
S 26	79	Reconstruction	0012950	2007	2	$14,550	Placeholder	☐	Programmed
CR 550E (1.1 miles east of I-65) to CR 900E (4.7 miles east of I-65)					3.6 Miles	2 Lanes	2 Lanes	Lafayette	475
I 65	79	Interchange Modification	9802780	2007	2	$1,510	Placeholder	☑	Programmed
At SR 26					0.5 Miles	4 Lanes	4 Lanes	Lafayette	94
I 65	79	Interchange Modification	9802790	2007	2	$1,510	Placeholder	☑	Programmed
At SR 43					0.5 Miles	4 Lanes	4 Lanes	Lafayette	95

Lafayette MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 3									
S 26	79	Added Travel Lanes		2013	3	$6,500	Placeholder	☑	MPO Plan
US 52 to I-65					2 Miles	4 Lanes	6 Lanes	Lafayette	141
I 65	79	Added Travel Lanes		2013	3	$56,000	Placeholder	☐	HERS
SR 38 to SR 43					9.75 Miles	4 Lanes	6 Lanes	Lafayette	477
Funding Period 5									
U 231	79	New Road Construction		2022	5	$31,000	Placeholder	☐	Mobility Corridor
US 52 to I-65 Connector					5.6 Miles	0 Lanes	4 Lanes	Lafayette	479

MPO Total $245,676

Louisville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
I 65	10	Added Travel Lanes	9241895	2000	1	$70,759	Project	☑	Let
L&I RR (south of Stansifer Ave) to 0.76 mile north of Eastern Blvd					1.75 Miles	4 Lanes	8 Lanes	Louisville	3
I 65	10	Added Travel Lanes	9241945	2001	1	$47,504	Project	☑	Let
0.76 mile north of Eastern Blvd to 1.07 miles north of SR 131					2.04 Miles	4 Lanes	8 Lanes	Louisville	628
S 60	10	Interchange Mod./Road Relocation	9941925	2002	1	$2,928	Project	☑	Programmed
Relocated SR-60 from I-65 to US-31					1 Miles	0 Lanes	4 Lanes	Louisville	747
I 65	10	Added Travel Lanes	9241965	2002	1	$31,529	Project	☑	Programmed
1.06 miles north of I-265 to 1.0 mile north of SR 60					1 Miles	4 Lanes	6 Lanes	Louisville	4
I 65	10	Added Travel Lanes	9241885	2002	1	$21,385	Project	☑	Programmed
1.07 miles north of SR 131 to 1.06 miles north of I-265					1.84 Miles	4 Lanes	6 Lanes	Louisville	5
Funding Period 2									
S 111	22	Added Travel Lanes	9902920	2006	2	$2,382	Placeholder	☑	Programmed
Beechwood Ave to Mt. Tabor Rd					2.18 Miles	2 Lanes	4 Lanes	Louisville	23
S 311	10	Added Travel Lanes	9902900	2006	2	$4,290	Placeholder	☑	Programmed
SR 60 to I-65					1 Miles	2 Lanes	4 Lanes	Louisville	34
S 111	22	Added Travel Lanes	9902540	2009	2	$12,000	Placeholder	☐	Programmed
0.65 mi N of I-265 to Fairview Knob Rd (3 lanes from Chapel Ln to Fairview Knob Rd					2.6 Miles	2 Lanes	5 Lanes	Louisville	735
Funding Period 3									

Louisville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 65	10	Added Travel Lanes		2010	3	$110,000	Placeholder	☐	HERS
1.0 mile north of SR 311 to SR 56					19 Miles	4 Lanes	6 Lanes	Louisville	358
I 64	22	Added Travel Lanes		2014	3	$11,200	Placeholder	☐	Interchange Study
I-265 to SR 111					1.2 Miles	5 Lanes	6 Lanes	Louisville	743

Funding Period 4

I 265	10	New Bridge Construction	921907A	2016	4	$30,041	Placeholder	☑	Programmed
Extend I-265 into Kentucky (Bridge) (Indiana share)					0.5 Miles	0 Lanes	6 Lanes	Louisville	21
I 265	10	New Road Construction	9019070	2016	4	$37,979	Placeholder	☑	Programmed
Extend I-265 into Kentucky (Road)					3.8 Miles	0 Lanes	6 Lanes	Louisville	20
S 60	10	Added Travel Lanes		2016	4	$35,000	Placeholder	☐	Mobility Corridor
Washington / Clark County Line to I-65					10 Miles	2 Lanes	4 Lanes	Louisville	332
S 64	22	Added Travel Lanes		2016	4	$9,000	Placeholder	☐	HERS
Marc Ln, 3.0 miles west of I-64 to 0.5 mile west of I-64					2.5 Miles	2 Lanes	4 Lanes	Louisville	732
S 403	10	Added Travel Lanes		2019	4	$16,416	Placeholder	☐	HERS
US 31 to Charlestown West Urban Area Boundary					5.13 Miles	2 Lanes	4 Lanes	Louisville	359
I 65	10	New Bridge Construction		2019	4	$100,000	Placeholder	☑	MPO Plan
New Ohio River Bridge					0.5 Miles	7 Lanes	12 Lanes	Louisville	361
I 65	10	Added Travel Lanes		2019	4	$50,000	Placeholder	☑	MPO Plan
Ohio River to L&I RR Bridge (south of Stansifer Ave)					1.16 Miles	4 Lanes	8 Lanes	Louisville	360

Funding Period 5

Louisville MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I 64	22	Added Travel Lanes		2023	5	$8,000	Placeholder	☐	Interchange Study
SR 62/64 to US 150					1.3 Miles	4 Lanes	6 Lanes	Louisville	742
I 64	22	Added Travel Lanes		2023	5	$20,400	Placeholder	☐	HERS
US 150 to I-265					2.5 Miles	5 Lanes	7 Lanes	Louisville	741
I 265	10	Added Travel Lanes		2025	5	$27,000	Placeholder	☐	Mobility Corridor
I-65 to SR 62					2.7 Miles	4 Lanes	6 Lanes	Louisville	746
I 265	22	Added Travel Lanes		2025	5	$50,000	Placeholder	☐	Interchange Study
I-64 to I-65					6.9 Miles	4 Lanes	6 Lanes	Louisville	745

MPO Total $697,813

Muncie MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 32	18	Added Travel Lanes	9407670	2002	1	$2,348	Project	☑	Programmed
0.1 mile west of Nebo Rd to 0.4 mile east of Nebo Rd					0.56 Miles	2 Lanes	5 Lanes	Muncie	136
Funding Period 2									
S 32	18	Added Travel Lanes	9700310	2005	2	$8,540	Placeholder	☑	Programmed
CR 575W (Adaline St) to CR 400W (Nebo Rd) in Yorktown					1.19 Miles	2 Lanes	5 Lanes	Muncie	138
S 32	18	Median Construction	0013680	2006	2	$20,650	Placeholder	☑	Programmed
0.3 mile E of Muncie Bypass (Country Club Rd) to 4.2 miles E of Muncie Bypass					3.84 Miles	4 Lanes	5 Lanes	Muncie	287
U 35	18	New Bridge Construction	9901360	2006	2	$5,792	Placeholder	☑	Programmed
At Centennial Ave, 1.61 km north of SR 32					0.5 Miles	4 Lanes	4 Lanes	Muncie	186
S 67	18	Added Travel Lanes	9901680	2006	2	$7,600	Placeholder	☑	Programmed
US 35 / SR 3 to the south jct with SR 28					2.13 Miles	2 Lanes	4 Lanes	Muncie	164
S 67	18	New Bridge Construction	9901350	2006	2	$3,718	Placeholder	☑	Programmed
At Norfolk Southern RR, 2.11 km south of SR 3					0.5 Miles	4 Lanes	4 Lanes	Muncie	185
U 35	18	New Interchange Construction	0013840	2007	2	$15,196	Placeholder	☑	Programmed
At McGalliard Rd, 1.86 miles north of SR 32					1 Miles	4 Lanes	4 Lanes	Muncie	188
S 67	18	Added Travel Lanes	0013720	2007	2	$17,412	Placeholder	☑	Programmed
South jct with SR 28 to SR 167					5.13 Miles	2 Lanes	4 Lanes	Muncie	293
S 67	18	New Interchange Construction	0013780	2007	2	$9,779	Placeholder	☑	Programmed
At Cowan Rd, 2.07 miles west of SR 3					0.5 Miles	4 Lanes	4 Lanes	Muncie	187

Muncie MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
					MPO Total	**$91,035**			

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
I 80	45	Interchange Modification	9202613	2000	1	$23,150	Project	☑	Let
SR 912 (Phase E)					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	289
U 41	45	Median Construction	9707490	2001	1	$4,468	Project	☑	Let
1.5 mile north of I-80/94 (165th St) to 2.8 mile north of I-80/94 (Sibley St)					1.31 Miles	4 Lanes	5 Lanes	Northwest Indiana	626
I 65	45	Interchange Modification	9829820	2001	1	$36,400	Project	☑	Programmed
At US 30 in Merrillville (Design Build) (Segment C)					1 Miles	4 Lanes	6 Lanes	Northwest Indiana	284
S 149	64	New Road Construction	9287055	2002	1	$2,096	Project	☑	Programmed
US 30 to SR 130 (CN phase only)					1.8 Miles	0 Lanes	2 Lanes	Northwest Indiana	744
U 35	46	Added Travel Lanes	8354300	2002	1	$9,030	Project	☑	Programmed
0.45 mile northwest of south jct with SR 39 to north jct with SR 39					1.15 Miles	4 Lanes	6 Lanes	Northwest Indiana	593
U 41	45	Median Construction	9133625	2002	1	$11,430	Project	☑	Programmed
Just north of Cady Marsh Ditch to Little Calumet River (Phase 1)					1.19 Miles	4 Lanes	5 Lanes	Northwest Indiana	267
U 41	45	Median Construction	9966160	2003	1	$19,767	Project	☑	Programmed
Just north of EJ&E RR to just north of Cady Marsh Ditch (Phase 2)					2.45 Miles	4 Lanes	5 Lanes	Northwest Indiana	269
S 53	45	Median Construction	8574160	2003	1	$8,406	Project	☑	Programmed
1.46 km to 3.57 km north of US 30					1.31 Miles	4 Lanes	5 Lanes	Northwest Indiana	273
U 6	64	Added Travel Lanes	9229935	2003	1	$20,876	Project	☑	Programmed
0.4 mile east of SR 51 to Scottsdale Rd, 2.4 miles west of SR 149					3.25 Miles	2 Lanes	5 Lanes	Northwest Indiana	256
U 6	64	Added Travel Lanes	9629936	2003	1	$13,054	Project	☑	Programmed
Scottsdale Rd, 2.44 mile west of SR 149 to SR 149					2.44 Miles	2 Lanes	5 Lanes	Northwest Indiana	257

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 41	45	Median Construction	9966170	2004	1	$14,143	Project	☑	Programmed
77th Ave to just south of EJ&E Railroad (Phase III)					1.41 Miles	4 Lanes	5 Lanes	Northwest Indiana	270
U 41	45	Median Construction	996587B	2004	1	$3,366	Project	☑	Programmed
South of Hoffman St to south of Huehn St (Section 3)					0.49 Miles	4 Lanes	5 Lanes	Northwest Indiana	702
I 80	45	Added Travel Lanes	9910600	2004	1	$64,779	Placeholder	☑	Programmed
Illinois / Indiana State Line to 0.5 mile west of SR 912 (Phase II)					4.4 Miles	6 Lanes	8 Lanes	Northwest Indiana	303
I 80	45	Interchange Modification	9910700	2004	1	$24,184	Placeholder	☑	Programmed
At Grant St					0.5 Miles	6 Lanes	8 Lanes	Northwest Indiana	299
I 80	45	Interchange Modification	9700410	2004	1	$33,939	Placeholder	☐	Programmed
At US 6 / SR 51 (Ripley St) in Lake Station					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	292

Funding Period 2

S 2	45	Added Travel Lanes	9706420	2005	2	$1,164	Placeholder	☑	Programmed
At I-65					1.5 Miles	2 Lanes	4 Lanes	Northwest Indiana	255
U 41	45	Median Construction	996587C	2005	2	$6,473	Project	☑	Programmed
North of I-90 Toll Road ramp to US 12/20					2.95 Miles	4 Lanes	5 Lanes	Northwest Indiana	703
U 41	45	Median Construction	996587A	2005	2	$4,864	Project	☑	Programmed
South of Michigan St (Sibley St) to north of Michigan St (Hoffman St) (Section II)					1 Miles	4 Lanes	5 Lanes	Northwest Indiana	627
U 41	45	Median Construction	996587M	2005	2	$5,727	Project	☑	Programmed
South of Sheffield Ave to US 12/20					1.19 Miles	4 Lanes	5 Lanes	Northwest Indiana	704
I 80	45	Interchange Modification	9700350	2005	2	$25,130	Placeholder	☑	Programmed
At SR 53 (Broadway) in Gary					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	291

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S	45	New Road Construction	9380960	2006	2	$11,130	Placeholder	☑	Programmed
Extension of US 12/20 to Lake Michigan (Gary Marina)					3.5 Miles	0 Lanes	4 Lanes	Northwest Indiana	271
U 20	46	Interchange Modification	0014050	2006	2	$475	Placeholder	☐	Programmed
Reconstruct ramp from EB US 20 to EB US 20/35					0.3 Miles	1 Lanes	1 Lanes	Northwest Indiana	666
U 41	45	Median Construction	8665870	2006	2	$8,385	Project	☑	Programmed
South of 175th St to north of 165th St (Section I)					1.33 Miles	4 Lanes	5 Lanes	Northwest Indiana	625
I 80	45	Interchange Modification	0065300	2006	2	$55,440	Placeholder	☑	Programmed
At I-65 (0.4 mile west of Martin Luther King Dr to Central Ave) (Phase IV)					1 Miles	6 Lanes	8 Lanes	Northwest Indiana	322
I 80	45	Added Travel Lanes	9910800	2006	2	$73,924	Placeholder	☑	Programmed
0.5 mile east of SR 912 to 0.4 mile west of Martin Luther King Dr (Phase III)					5.08 Miles	6 Lanes	8 Lanes	Northwest Indiana	646
U 421	46	New Road Construction	0014520	2007	2	$24,800	Placeholder	☐	Programmed
I-80/90 (Toll Road) to I-94					4.7 Miles	0 Lanes	4 Lanes	Northwest Indiana	665
S 49	64	New Interchange Construction	0014090	2007	2	$7,462	Placeholder	☑	Programmed
At Indian Boundary Road, 0.94 mile south of I-94					1 Miles	4 Lanes	4 Lanes	Northwest Indiana	282
S 49	64	New Interchange Construction	9700360	2007	2	$5,600	Placeholder	☑	Programmed
At CR 400N, 1.58 miles north of SR 2					1 Miles	4 Lanes	4 Lanes	Northwest Indiana	272
S 53	45	Added Travel Lanes	0014500	2007	2	$8,736	Placeholder	☑	Programmed
109th Ave to 93rd Ave in Crown Point					2.04 Miles	2 Lanes	4 Lanes	Northwest Indiana	307
U 6	64	Added Travel Lanes	0014510	2007	2	$10,150	Placeholder	☐	Programmed
SR 149 to SR 49					4.1 Miles	2 Lanes	5 Lanes	Northwest Indiana	399

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 12	45	TSM		2008	2	$3,300	Placeholder	☐	HERS
US 41 to 121st St in Hammond / Whiting					1.1 Miles	4 Lanes	4 Lanes	Northwest Indiana	440
U 20	46	Added Travel Lanes		2008	2	$9,825	Placeholder	☐	HERS
US 421 to US 35 / SR 212 in Michigan City					3.93 Miles	4 Lanes	6 Lanes	Northwest Indiana	573
S 312	45	TSM		2008	2	$5,740	Placeholder	☐	HERS
State Line Rd to Sheffield Rd					0.35 Miles	2 Lanes	2 Lanes	Northwest Indiana	436
U 421	46	Added Travel Lanes		2008	2	$4,461	Placeholder	☐	HERS
I-94 to US 20 in Michigan City					1.26 Miles	4 Lanes	6 Lanes	Northwest Indiana	581
U 421	46	Added Travel Lanes		2008	2	$2,951	Placeholder	☐	HERS
South jct with SR 2 to north jct with SR 2 in Westville					1.01 Miles	2 Lanes	4 Lanes	Northwest Indiana	595
S 912	45	Added Travel Lanes	0014030	2008	2	$100,050	Placeholder	☐	Programmed
0.63 mile north of I-80/94 to 0.25 mile north of US 12					4.2 Miles	4 Lanes	6 Lanes	Northwest Indiana	439
S 2	46	TSM		2009	2	$2,979	Placeholder	☐	HERS
SR 39 to US 35 in LaPorte					1.16 Miles	4 Lanes	4 Lanes	Northwest Indiana	583
U 35	46	TSM		2009	2	$1,616	Placeholder	☐	HERS
North jct with SR 39 to Johnson/Severs Rd in LaPorte					0.65 Miles	2 Lanes	2 Lanes	Northwest Indiana	379
U 41	45	Added Travel Lanes		2009	2	$3,274	Placeholder	☐	HERS
93rd Ave to 77th Ave					1.99 Miles	4 Lanes	6 Lanes	Northwest Indiana	448
S 49	64	Added Travel Lanes		2009	2	$14,340	Placeholder	☐	HERS
I-80/90 to I-94 in Chesterton					3.59 Miles	4 Lanes	6 Lanes	Northwest Indiana	406

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 53	45	TSM		2009	2	$2,200	Placeholder	☐	HERS
53rd Ave to 35th Ave in Gary					2.23 Miles	4 Lanes	4 Lanes	Northwest Indiana	430

Funding Period 3

U 231	45	TSM		2011	3	$1,250	Placeholder	☐	HERS
East jct with SR 55 to west jct with SR 55 in Crown Point					0.51 Miles	2 Lanes	2 Lanes	Northwest Indiana	622
I 65	45	Added Travel Lanes		2011	3	$35,000	Placeholder	☐	HERS
US 231 to US 30					5.32 Miles	4 Lanes	6 Lanes	Northwest Indiana	427
I 65	45	New Interchange Construction		2011	3	$12,000	Placeholder	☑	MPO Plan
At 101st Ave					1 Miles	4 Lanes	6 Lanes	Northwest Indiana	305
S 55	45	TSM		2012	3	$1,650	Placeholder	☐	HERS
Clark St (north of US 231) to Summit Ave in Crown Point					0.66 Miles	2 Lanes	2 Lanes	Northwest Indiana	433
U 6	45	Added Travel Lanes		2012	3	$7,500	Placeholder	☐	HERS
0.3 mile south of I-80/94 to 0.4 mile east of SR 51					2.56 Miles	2 Lanes	4 Lanes	Northwest Indiana	668
S 2	45	TSM		2013	3	$5,520	Placeholder	☐	HERS
Nicholas St to 4 lane section west of Clark St in Lowell					1.84 Miles	2 Lanes	2 Lanes	Northwest Indiana	455
U 20	46	Added Travel Lanes		2013	3	$1,250	Placeholder	☐	HERS
Ohio St to US 421 in Michigan City					0.5 Miles	4 Lanes	6 Lanes	Northwest Indiana	572
S 312	45	Added Travel Lanes		2013	3	$2,825	Placeholder	☐	HERS
Columbia Ave (0.1 mile west of I-90) to Railroad Ave in East Chicago					1.24 Miles	4 Lanes	6 Lanes	Northwest Indiana	438
S 39	46	Added Travel Lanes		2013	3	$1,189	Placeholder	☐	HERS
US 35 to Severs Rd in LaPorte					0.48 Miles	2 Lanes	4 Lanes	Northwest Indiana	429

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	46	Added Travel Lanes		2013	3	$4,819	Placeholder	☐	HERS
North jct with SR 2 to I-80/90					1.93 Miles	2 Lanes	4 Lanes	Northwest Indiana	596
S 149	64	Added Travel Lanes		2014	3	$2,650	Placeholder	☐	HERS
Lenburg Rd to US 20 in Burns Harbor					1.06 Miles	2 Lanes	4 Lanes	Northwest Indiana	616
S 53	45	TSM		2014	3	$2,000	Placeholder	☐	HERS
25th Ave to US 12 in Gary					1.98 Miles	4 Lanes	4 Lanes	Northwest Indiana	460

Funding Period 4

U 20	46	Added Travel Lanes		2017	4	$3,700	Placeholder	☐	HERS
County Line Rd to Ohio St in Michigan City					1.48 Miles	4 Lanes	6 Lanes	Northwest Indiana	571
U 30	45	Added Travel Lanes		2017	4	$33,000	Placeholder	☑	MPO Plan
US 41 to 0.4 mile west of I-65					7.45 Miles	4 Lanes	6 Lanes	Northwest Indiana	454
S 53	45	TSM		2017	4	$1,400	Placeholder	☐	HERS
93rd Ave to US 30					1.44 Miles	4 Lanes	4 Lanes	Northwest Indiana	423
S 2	46	TSM		2018	4	$2,224	Placeholder	☐	HERS
US 6 to US 421 in Westville					0.91 Miles	2 Lanes	2 Lanes	Northwest Indiana	582
U 20	45	Added Travel Lanes		2018	4	$5,500	Placeholder	☐	HERS
SR 152 to 4 lane section 0.4 mile west of SR 912					2.2 Miles	2 Lanes	4 Lanes	Northwest Indiana	462
S 312	45	Added Travel Lanes		2018	4	$2,100	Placeholder	☐	HERS
Johnson Ave to Columbia Ave (0.1 mile west of I-90) in Hammond					0.72 Miles	4 Lanes	6 Lanes	Northwest Indiana	437
S 51	45	Added Travel Lanes		2018	4	$3,500	Placeholder	☑	MPO Plan
US 30 to 10th Street					3.5 Miles	2 Lanes	4 Lanes	Northwest Indiana	671

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 51	45	Added Travel Lanes		2018	4	$2,500	Placeholder	☐	HERS
Cleveland Rd to south jct with US 6					0.98 Miles	2 Lanes	4 Lanes	Northwest Indiana	458
S 55	45	TSM		2018	4	$1,500	Placeholder	☐	HERS
Greenwood Ave to US 231					0.61 Miles	2 Lanes	2 Lanes	Northwest Indiana	432

Funding Period 5

	45	Undetermined		2021	5	$500,000	Placeholder	☐	Mobility Corridor
Suburban Transportation Needs					0 Miles	0 Lanes	0 Lanes	Northwest Indiana	539
U 30	45	Added Travel Lanes		2021	5	$11,000	Placeholder	☐	HERS
0.9 mile east of I-65 to SR 51					2.5 Miles	4 Lanes	6 Lanes	Northwest Indiana	422
S 152	45	TSM		2022	5	$6,600	Placeholder	☐	HERS
I-80/94 to US 20 in Hammond					2.46 Miles	4 Lanes	4 Lanes	Northwest Indiana	434
U 20	45	Added Travel Lanes		2023	5	$3,000	Placeholder	☐	HERS
SR 312 to SR 152 in East Chicago					1.3 Miles	4 Lanes	6 Lanes	Northwest Indiana	461
U 20	46	Added Travel Lanes		2023	5	$1,627	Placeholder	☐	HERS
US 20 / US 35 / SR 212 to I-94 in Michigan City					0.65 Miles	4 Lanes	6 Lanes	Northwest Indiana	576
S 49	64	Added Travel Lanes		2023	5	$687	Placeholder	☐	HERS
I-94 to Oak Hill Rd in Chesterton					0.45 Miles	4 Lanes	6 Lanes	Northwest Indiana	407
S 49	64	TSM		2024	5	$224	Placeholder	☐	HERS
Mentor St to SR 8 in Kouts					0.18 Miles	2 Lanes	2 Lanes	Northwest Indiana	402
I 94	64	New Interchange Construction	8354580	2025	5	$10,000	Placeholder	☐	PreProgrammed
At Porter / LaPorte County Line (Agreement with Local Agencies)					1 Miles	6 Lanes	6 Lanes	Northwest Indiana	300

Northwest Indiana MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
					MPO Total	$1,355,499			

Outside MPO

Funding Period 1

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 1	21	Added Travel Lanes	8929535	2000	1	$4,018	Project	☐	Let
17th St to 30th St in Connersville					1.35 Miles	2 Lanes	4 Lanes	Outside	109
S 69	65	Reconstruction	8964400	2000	1	$28,856	Project	☐	Let
0.76 mile south of CR 400S to 0.38 mile north of CR 325N (Section 2)					9.01 Miles	2 Lanes	2 Lanes	Outside	76
S 237	62	New Road Construction	7001750	2001	1	$33,020	Project	☐	Programmed
SR 66 / SR 237 Lincoln Trail Bridge to SR 37					5.5 Miles	0 Lanes	2 Lanes	Outside	47
U 27	89	Reconstruction	9903450	2001	1	$2,192	Project	☐	Programmed
North Corp Line of Fountain City to South Corp Line of Lynn					5.6 Miles	2 Lanes	2 Lanes	Outside	242
U 35	27	Reconstruction	0012410	2001	1	$1,963	Project	☐	Let
CR 600E to CR 400E east of Gas City					2.11 Miles	2 Lanes	2 Lanes	Outside	705
U 41	26	Interchange Modification	9707990	2001	1	$8,185	Project	☐	Let
At Kings Mine Rd south of Princeton					1 Miles	4 Lanes	4 Lanes	Outside	737
S 46	53	Added Travel Lanes	9612540	2001	1	$8,590	Project	☐	Programmed
Main St to 400 feet east of CSX RR in Ellettsville					0.8 Miles	2 Lanes	4 Lanes	Outside	12
S 17	50	Added Travel Lanes	8461390	2002	1	$3,574	Project	☑	Programmed
0.73 mile south of US 30 to 0.2 mile north of US 30 in Plymouth					0.93 Miles	2 Lanes	4 Lanes	Outside	258
U 231	54	Added Travel Lanes	9133551	2002	1	$6,438	Project	☐	Programmed
Crawfordsville South UAB to 0.3 mile south of US 136 at Jefferson St					1.42 Miles	2 Lanes	4 Lanes	Outside	99
U 231	74	New Road Construction	8461360	2002	1	$23,688	Project	☐	Programmed
0.87 mile north of the north jct with SR 66 to 1.15 miles south of SR 70 (Phase IA)					4.95 Miles	0 Lanes	4 Lanes	Outside	41

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
U 231	54	Added Travel Lanes	9133550	2002	1	$1,626	Project	☐	Programmed
1.36 mile south of south jct with SR 32 to Crawfordsville South UAB					0.47 Miles	2 Lanes	4 Lanes	Outside	98
U 231	74	New Road Construction	0001230	2002	1	$10,041	Project	☐	Programmed
1.15 miles south of SR 70 to 0.17 mile north of SR 70 (Phase IB)					1.32 Miles	0 Lanes	4 Lanes	Outside	718
U 27	1	Added Travel Lanes	7802320	2002	1	$21,873	Project	☐	Programmed
SR 124 to Relocated US 33					4.82 Miles	2 Lanes	4 Lanes	Outside	330
S 32	6	Added Travel Lanes	8574050	2002	1	$12,245	Project	☐	Programmed
1.0 mile west of I-65 to 0.52 mile east of I-65					1.52 Miles	2 Lanes	4 Lanes	Outside	91
S 48	15	New Road Construction	8910926	2002	1	$14,238	Project	☐	Programmed
Wilson Creek Rd to US 50					1.83 Miles	0 Lanes	2 Lanes	Outside	14
U 6	57	Added Travel Lanes	8001040	2002	1	$6,452	Project	☐	Programmed
West jct with SR 3 to the east jct with SR 3					1.08 Miles	2 Lanes	4 Lanes	Outside	26
S 62	87	Added Travel Lanes	8823155	2002	1	$20,580	Project	☐	Programmed
6th St in Chandler to 0.15 mile east of West UAB of Boonville (Phase II)					3.79 Miles	2 Lanes	4 Lanes	Outside	51
I 69	76	Interchange Modification	9607470	2002	1	$1,027	Project	☐	Programmed
At US 20, southwest quadrant two-way ramp					0.3 Miles	1 Lanes	1 Lanes	Outside	354
S 9	44	Added Travel Lanes	9802340	2002	1	$1,920	Project	☐	Programmed
0.3 mile south of I-80/90 to Indiana / Michigan State Line					0.7 Miles	2 Lanes	4 Lanes	Outside	27
S 1	21	Rehabilitation	9019110	2003	1		Project	☐	Programmed
2.8 miles north of Connersville to Milton					2.4 Miles	2 Lanes	2 Lanes	Outside	179

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S 145	13	New Road Construction	9118801	2003	1	$28,722	Project	☐	Programmed
3.5 miles N of Perry / Crawford County Line to SR 145, 1.9 miles N of SR 64 (Seg. 2)					6 Miles	0 Lanes	2 Lanes	Outside	39
S 145	62	New Road Construction	9018800	2003	1	$24,052	Project	☐	Programmed
I-64 to 3.5 miles north of Perry / Crawford County Line (Segment 1)					6.1 Miles	0 Lanes	2 Lanes	Outside	38
U 20	44	New Road Construction	9230000	2003	1	$8,454	Project	☐	Programmed
0.5 mile west of SR 5 to 3.0 miles east of SR 5					3.5 Miles	2 Lanes	2 Lanes	Outside	344
U 231	74	New Road Construction	926136A	2003	1	$30,586	Project	☐	Programmed
SR 70 to CR 1250N (Phase II)					4.73 Miles	0 Lanes	4 Lanes	Outside	42
S 28	12	New Road Construction	9503450	2003	1	$12,508	Project	☐	Programmed
I-65 to 3.23 miles west of SR 39					4.7 Miles	2 Lanes	4 Lanes	Outside	90
S 62	87	Added Travel Lanes	8823156	2003	1	$4,595	Project	☐	Programmed
0.15 mile east of West UAB of Boonville to Locust St (Phase III)					0.36 Miles	2 Lanes	5 Lanes	Outside	52
I 70	89	Interchange Modification	9502960	2003	1	$11,220	Project	☐	Programmed
At US 27					1 Miles	4 Lanes	4 Lanes	Outside	168
S 101	81	Rehabilitation	9706560	2004	1		Placeholder	☐	Programmed
7.83 miles south of US 27 / SR 44 (Franklin/Union County Line) to US 27 / SR 44					7.83 Miles	2 Lanes	2 Lanes	Outside	683
S 229	24	Added Travel Lanes	9700300	2004	1	$3,015	Project	☐	Programmed
I-74 to Six Pine Rd in Batesville					0.6 Miles	2 Lanes	4 Lanes	Outside	18
U 231	74	New Road Construction	936136D	2004	1	$19,295	Project	☐	Programmed
CR 2050N to 1.42 mile north of I-64 (Phase VI)					1.62 Miles	0 Lanes	4 Lanes	Outside	46

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
U 231	74	New Road Construction	926136C	2004	1	$20,593	Project	☐	Programmed
SR 62 to CR 2050N (Phase V)					1.61 Miles	0 Lanes	4 Lanes	Outside	45
U 231	74	New Road Construction	0002220	2004	1	$5,864	Project	☐	Programmed
At SR 62 (Phase IVB)					0.27 Miles	0 Lanes	4 Lanes	Outside	719
U 27	89	Median Construction	9502970	2004	1	$2,670	Project	☐	Programmed
0.2 mile north of I-70 to Arba Pike (0.9 mile north of I-70)					0.91 Miles	4 Lanes	5 Lanes	Outside	112
U 27	89	Median Construction	9502980	2004	1	$14,522	Project	☐	Programmed
2.06 miles south of I-70 to 0.1 mile south of I-70					2 Miles	4 Lanes	5 Lanes	Outside	113
U 27	89	Added Travel Lanes	9802350	2004	1	$2,190	Placeholder	☐	Programmed
0.9 mile north of I-70 (Arba Pike) to 1.21 miles north of I-70 (Tingler Rd)					0.3 Miles	2 Lanes	5 Lanes	Outside	114
U 31	3	Added Travel Lanes	9700230	2004	1	$26,368	Project	☐	Programmed
CR 50N, 1.48 mile south of old SR 46 to 2.46 mile north of old SR 46					3.94 Miles	2 Lanes	5 Lanes	Outside	6
S 39	55	Median Construction	9700390	2004	1	$9,900	Project	☐	Programmed
0.69 mile north of SR 37 to 1.97 miles north of SR 37					0.55 Miles	2 Lanes	3 Lanes	Outside	7
S 44	73	Median Construction	9704190	2004	1	$10,925	Project	☐	Programmed
1.95 miles west of I-74 to 1.1 miles east of I-74					3.05 Miles	4 Lanes	5 Lanes	Outside	157

Funding Period 2

I		Interchange			2	$2,700	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	554
I		Interchange			2	$5,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	562

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			2	$1,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	558
I		Interchange			2	$2,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	546
I		Interchange			2	$16,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	550
S 1	21	Reconstruction	9706320	2005	2	$3,378	Placeholder	☐	Programmed
2.75 miles north of SR 44 to 5.8 miles north of SR 44					3 Miles	2 Lanes	2 Lanes	Outside	110
S 11	3	Reconstruction	0014670	2005	2	$5,000	Placeholder	☐	Programmed
CR 200S, 2.0 miles south of SR 46 to SR 46					1.9 Miles	2 Lanes	2 Lanes	Outside	37
S 144	55	Median Construction	9902960	2005	2	$1,950	Placeholder	☐	Programmed
0.2 mile east of SR 67 to Johnson Rd (CR 400E)					0.8 Miles	2 Lanes	3 Lanes	Outside	33
U 150	59	Rehabilitation	9804680	2005	2		Placeholder	☐	Programmed
W jct SR 56 (Prospect) to Indian Boundary Rd, 1.9 mile W of SR 37 (Phase II, Seg. 2					7.28 Miles	2 Lanes	2 Lanes	Outside	630
U 150	59	Rehabilitation	9804690	2005	2		Placeholder	☐	Programmed
Indian Boundary Rd to east jct SR 37/56 (Phase II, Segment 3)					1.94 Miles	2 Lanes	2 Lanes	Outside	631
U 231	74	New Road Construction	9961366	2005	2	$24,579	Project	☐	Programmed
CR 1250N to SR 162 (Phase III)					3.809 Miles	0 Lanes	4 Lanes	Outside	40
U 231	74	New Road Construction	926136B	2005	2	$22,154	Project	☐	Programmed
SR 162 to SR 62 (Phase IVA)					2.62 Miles	0 Lanes	4 Lanes	Outside	44

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S 244	70	Rehabilitation	9905480	2005	2		Placeholder	☐	Programmed
5.14 miles east of I-74 (Deer Creek) to SR 3					6.52 Miles	2 Lanes	2 Lanes	Outside	281
S 244	70	Rehabilitation	9905490	2005	2		Placeholder	☐	Programmed
0.87 mile east of SR 3 (CR 100W) to US 52					9.09 Miles	2 Lanes	2 Lanes	Outside	283
S 244	73	Rehabilitation	9905470	2005	2		Placeholder	☐	Programmed
0.35 mile west of I-74 (Michigan Rd) to 5.14 miles east of I-74					5.15 Miles	2 Lanes	2 Lanes	Outside	279
S 26	38	Rehabilitation	9706640	2005	2		Project	☐	Programmed
North jct with SR 1 to the west jct with SR 67					8.1 Miles	2 Lanes	2 Lanes	Outside	700
S 26	5	Rehabilitation	9706590	2005	2		Project	☐	Programmed
East Corp Line of Hartford City to north jct with SR 1					10.1 Miles	2 Lanes	2 Lanes	Outside	699
S 32	68	Median Construction	9704200	2005	2	$4,390	Placeholder	☐	Programmed
US 27 to CR 300E, 2.7 miles east of US 27					2.7 Miles	2 Lanes	3 Lanes	Outside	137
S 37	59	Rehabilitation	9804790	2005	2		Placeholder	☐	Programmed
US 150/SR 56 to 1.5 miles north of US 150/SR 56 (Phase I, Segment 4)					1.5 Miles	2 Lanes	2 Lanes	Outside	632
S 37	59	Rehabilitation	9804650	2005	2		Placeholder	☐	Programmed
1.5 miles north of US 150/SR 56 to Mitchell (Phase I, Segment 5)					10.18 Miles	2 Lanes	2 Lanes	Outside	634
S 44	73	Rehabilitation	9610160	2005	2		Placeholder	☐	Programmed
I-65 to the West Corp Line of Shelbyville					11.7 Miles	2 Lanes	2 Lanes	Outside	698
S 56	59	Reconstruction	9804660	2005	2	$3,860	Placeholder	☐	Programmed
SR 145 (French Lick) to US 150 (Prospect) (Phase II, Segment 1)					1.88 Miles	2 Lanes	2 Lanes	Outside	629

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 66	62	Added Travel Lanes	9700290	2005	2	$5,662	Placeholder	☐	Programmed
1.8 miles east of east jct with SR 37 to 0.1 mile west of west jct with SR 237					1.5 Miles	2 Lanes	4 Lanes	Outside	72
S 1	68	Rehabilitation	0013810	2006	2		Placeholder	☐	Programmed
US 36 to the south jct with SR 32					8.85 Miles	2 Lanes	2 Lanes	Outside	274
S 135	88	New Road Construction	0011113	2006	2	$5,268	Placeholder	☐	Programmed
0.8 mile south of SR 60 (Jackson St) east to SR 60 (east of Salem)					1.62 Miles	0 Lanes	2 Lanes	Outside	36
S 234	33	Reconstruction	0013820	2006	2	$7,839	Placeholder	☐	Programmed
2.7 miles east of SR 109 (Hancock/Henry County Line) to SR 38					8.37 Miles	2 Lanes	2 Lanes	Outside	277
S 238	29	Rehabilitation	9706600	2006	2		Project	☐	Programmed
136th St, 0.6 mile east of I-69 to SR 13					5.3 Miles	2 Lanes	2 Lanes	Outside	717
S 238	29	Rehabilitation	9901340	2006	2		Placeholder	☐	Programmed
SR 37 to just north of I-69					4.35 Miles	2 Lanes	2 Lanes	Outside	315
S 3	70	Median Construction	0013750	2006	2	$5,724	Placeholder	☐	Programmed
0.3 mile south of SR 44 to 1.6 miles north of SR 44 (except SR 44 to 4th St)					1.42 Miles	2 Lanes	3 Lanes	Outside	285
S 32	68	Rehabilitation	0013850	2006	2		Placeholder	☐	Programmed
2.7 miles east of US 27 to 8.8 miles east of US 27 (Union City West Corp Line)					6.11 Miles	2 Lanes	2 Lanes	Outside	290
S 37	59	New Road Construction	9804670	2006	2	$14,080	Placeholder	☐	Programmed
Western Bypass of Paoli					2.6 Miles	0 Lanes	2 Lanes	Outside	61
S 46	3	Median Construction	9902930	2006	2	$2,700	Placeholder	☐	Programmed
State St from Marr Rd to Mapleton/Pence St in Columbus					0.9 Miles	4 Lanes	5 Lanes	Outside	22

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 56	26	New Road Construction	9903190	2006	2	$264	Placeholder	☐	Programmed
2nd and Mill St to 1st St in Hazleton					0.16 Miles	2 Lanes	3 Lanes	Outside	708
S 60	88	New Road Construction	0011110	2006	2	$10,595	Placeholder	☐	Programmed
SR 56 (east of Salem at Quaker Rd) south to SR 60					2.03 Miles	0 Lanes	2 Lanes	Outside	682
S 62	39	Added Travel Lanes	9902940	2006	2	$6,460	Placeholder	☐	Programmed
SR 56 to Clifty Creek					2.7 Miles	2 Lanes	4 Lanes	Outside	24
S 64	26	Added Travel Lanes	8915400	2006	2	$9,480	Placeholder	☐	Programmed
9th St to State St in Princeton					1.68 Miles	2 Lanes	4 Lanes	Outside	736
S 66	74	Added Travel Lanes	9802470	2006	2	$36,400	Placeholder	☐	Programmed
2.54 miles west of SR 161 to east jct with US 231					10.3 Miles	2 Lanes	4 Lanes	Outside	73
S 67	38	Median Construction	9704180	2006	2	$530	Placeholder	☐	Programmed
0.99 mile south of SR 26 to 0.7 mile west of US 27					2.2 Miles	2 Lanes	3 Lanes	Outside	163
S 15	43	Added Travel Lanes	0013210	2007	2	$3,150	Placeholder	☐	Programmed
CR 250N to CR 600N in Warsaw					3.5 Miles	2 Lanes	4 Lanes	Outside	420
S 15	85	Median Construction	9803460	2007	2	$2,390	Placeholder	☐	Programmed
Stitt St to W Harrison St in Wabash					0.54 Miles	2 Lanes	3 Lanes	Outside	499
S 25	8	New Road Construction	9904200	2007	2	$113,945	Placeholder	☐	Programmed
US 421 to US 24/35					20 Miles	0 Lanes	4 Lanes	Outside	262
S 26	12	Reconstruction	9608970	2007	2	$26,300	Placeholder	☐	Programmed
East Corp Line of Rossville to Clinton / Howard County Line					14.52 Miles	2 Lanes	2 Lanes	Outside	667

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 27	89	Added Travel Lanes	0013800	2007	2	$12,167	Placeholder	☐	Programmed
1.21 miles north of I-70 (Tingler Rd) to 5.71 miles north of I-70					4.5 Miles	2 Lanes	4 Lanes	Outside	296
S 32	6	Reconstruction	9608980	2007	2	$22,835	Placeholder	☐	Programmed
1.0 mile east of SR 39 to Boone / Hamilton County Line					11.28 Miles	2 Lanes	2 Lanes	Outside	723
U 35	89	Added Travel Lanes	0013830	2007	2	$5,442	Placeholder	☐	Programmed
I-70 to 0.1 mile north of SR 38					1.31 Miles	2 Lanes	5 Lanes	Outside	297
S 43	79	Reconstruction	0012940	2007	2	$7,596	Placeholder	☐	Programmed
1.93 miles north of I-65 to north jct with SR 18					6 Miles	2 Lanes	2 Lanes	Outside	107
I 74	73	Interchange Modification	9802820	2007	2	$8,250	Placeholder	☐	Programmed
At SR 44					0.5 Miles	4 Lanes	4 Lanes	Outside	171
S 1	89	Reconstruction	0100578	2008	2	$7,080	Placeholder	☐	Programmed
CR 450N to Lindsey Rd, 5.8 to 9.3 miles north of SR 44					3.5 Miles	2 Lanes	2 Lanes	Outside	709
S 13	85	TSM		2008	2	$997	Placeholder	☐	HERS
SR 15 to Lafontaine Ave in Wabash					0.61 Miles	2 Lanes	2 Lanes	Outside	532
S 19	52	TSM		2008	2	$862	Placeholder	☐	HERS
Main St to Spring St in Peru					0.52 Miles	2 Lanes	2 Lanes	Outside	493
U 231	19	New Road Construction	9018810	2008	2	$75,000	Placeholder	☐	Programmed
Huntingburg / Jasper Bypass (Stage 1) (2 lanes)					24.5 Miles	0 Lanes	2 Lanes	Outside	58
S 26	12	Reconstruction		2008	2	$10,000	Placeholder	☐	Mobility Corridor
4.7 miles east of I-65 to East Corp Line of Rossville					7.9 Miles	2 Lanes	2 Lanes	Outside	476

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 26	38	Median Construction	0100729	2008	2	$2,339	Placeholder	☐	Programmed
Industrial Pkwy, 0.7 mile west of US 27 to US 27					0.7 Miles	2 Lanes	3 Lanes	Outside	713
U 27	38	Reconstruction	0100568	2008	2	$12,773	Placeholder	☐	Programmed
1.0 mile north of SR 26/67 (North Corp Line of Portland) to SR 18/67					6.2 Miles	2 Lanes	2 Lanes	Outside	679
S 32	29	Reconstruction	0100572	2008	2	$8,465	Placeholder	☐	Programmed
Boone / Hamilton County Line to Spring Mill Rd, 1.6 miles west of US 31					4 Miles	2 Lanes	2 Lanes	Outside	710
U 40	89	Median Construction	9802560	2008	2	$7,805	Placeholder	☐	Programmed
15th St to Whitewater River, 1.97 miles west of US 27 to 0.69 mile west of US 27					1.3 Miles	4 Lanes	5 Lanes	Outside	697
I 65	37	New Interchange Construction	0200346	2008	2	$25,000	Project	☐	Programmed
At SR 14					0 Miles	4 Lanes	4 Lanes	Outside	751
I 65	12	Interchange Modification	0101169	2008	2	$8,400	Placeholder	☐	Programmed
At SR 28 (two additional lanes on SR 28 through the interchange)					0.5 Miles	2 Lanes	4 Lanes	Outside	721
I 69	29	Interchange Modification	9133885	2008	2	$385	Placeholder	☐	Programmed
At SR 238					0.5 Miles	4 Lanes	4 Lanes	Outside	166
S 8	17	TSM		2008	2	$2,270	Placeholder	☐	HERS
Depot St to CR 40A (Auburn-Butler Rd) in Auburn					1.39 Miles	2 Lanes	2 Lanes	Outside	524
S 10	56	Rehabilitation	0100641	2009	2		Placeholder	☐	Programmed
Illinois / Indiana State Line to I-65					13.8 Miles	2 Lanes	2 Lanes	Outside	731

Funding Period 3

I		Interchange			3	$17,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	547

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			3	$11,300	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	563
I		Interchange			3	$1,200	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	559
I		Interchange			3	$141,700	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	555
I		Interchange			3	$500	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	551
I		Interchange			3	$5,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	567
S 32	29	Added Travel Lanes		2010	3	$3,830	Placeholder	☐	HERS
SR 37 to the east jct with SR 38					1.04 Miles	2 Lanes	5 Lanes	Outside	210
I 65	41	Added Travel Lanes		2010	3	$80,000	Placeholder	☐	HERS
US 31 (Exit 76) to SR 44					14 Miles	4 Lanes	6 Lanes	Outside	655
S 67	38	Reconstruction	0100602	2010	3	$10,733	Placeholder	☐	Programmed
0.3 mile east of SR 167 (Albany) to 0.1 mile west of SR 1 (Redkey)					5.5 Miles	2 Lanes	2 Lanes	Outside	711
I 70	89	Added Travel Lanes		2010	3	$110,000	Placeholder	☐	Mobility Corridor
SR 1 to Indiana / Ohio State Line					19 Miles	4 Lanes	6 Lanes	Outside	654
		Undetermined		2011	3	$100,000	Placeholder	☐	Study
Placeholder for corridor study recommendations					0 Miles	0 Lanes	0 Lanes	Outside	648

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
U 50	40	Added Travel Lanes		2011	3	$35,000	Placeholder	☐	Mobility Corridor
US 31 to 2.0 miles east of North Vernon					15 Miles	2 Lanes	4 Lanes	Outside	35
S 56	72	Reconstruction(3R)	0200037	2011	3		Placeholder	☐	Study
ECL of Scottsburg to W JCT SR-62					18.87 Miles	2 Lanes	2 Lanes	Outside	733
U 35	27	Reconstruction		2012	3	$4,000	Placeholder	☐	HERS
SR 15 to CR 600E in Gas City					1.7 Miles	2 Lanes	2 Lanes	Outside	533
U 421	12	TSM		2012	3	$2,283	Placeholder	☐	HERS
Jackson St (SR 39) to Wabash St					0.75 Miles	2 Lanes	2 Lanes	Outside	542
I 65	36	Added Travel Lanes		2012	3	$120,000	Placeholder	☐	HERS
SR 56 to US 50					21 Miles	4 Lanes	6 Lanes	Outside	609
I 70	33	Added Travel Lanes		2012	3	$80,000	Placeholder	☐	HERS
SR 3 to SR 1					14 Miles	4 Lanes	6 Lanes	Outside	653
I 70	30	Added Travel Lanes		2012	3	$105,000	Placeholder	☐	Mobility Corridor
0.8 mile east of SR 9 to SR 3					19 Miles	4 Lanes	6 Lanes	Outside	240
S 8	17	Added Travel Lanes	0100970	2012	3	$5,500	Placeholder	☐	Programmed
SR 327 to 0.15 mile west of I-69					2.66 Miles	2 Lanes	4 Lanes	Outside	522
S 9	44	TSM		2012	3	$735	Placeholder	☐	HERS
US 20 to Michigan St in LaGrange					0.24 Miles	2 Lanes	2 Lanes	Outside	520
S 13	43	TSM		2013	3	$3,530	Placeholder	☐	HERS
CR 1200N to High St in Syracuse					1.58 Miles	2 Lanes	2 Lanes	Outside	417

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 256	39	Reconstruction(3R)	0200035	2013	3		Placeholder	☐	Study
US-31 to SR-62					19.37 Miles	2 Lanes	2 Lanes	Outside	734
S 5	57	TSM		2013	3	$1,206	Placeholder	☐	HERS
US 6 to CR 800N (Lincolnway) in Ligonier					0.97 Miles	2 Lanes	2 Lanes	Outside	517
I 65	37	New Interchange Construction		2013	3	$10,000	Placeholder	☐	Interchange Study
At SR 14					1 Miles	4 Lanes	4 Lanes	Outside	740
I 65	6	Added Travel Lanes		2013	3	$71,810	Placeholder	☐	Route Concept
0.5 mile north of SR 334 to US 52					11.25 Miles	4 Lanes	6 Lanes	Outside	610
S 28	12	Added Travel Lanes		2014	3	$1,500	Placeholder	☐	HERS
5th St to Jackson St (SR 39) in Frankfort					0.46 Miles	2 Lanes	4 Lanes	Outside	541
S 32	29	Added Travel Lanes		2014	3	$7,338	Placeholder	☐	HERS
Moontown Rd to River Ave					3.29 Miles	2 Lanes	5 Lanes	Outside	211
S 45	53	Added Travel Lanes		2014	3	$8,975	Placeholder	☐	HERS
Garrison Chapel Rd to Curry Pike					3.59 Miles	2 Lanes	4 Lanes	Outside	469
U 50	14	Added Travel Lanes	8918065	2014	3	$17,400	Placeholder	☐	Programmed
Washington Bypass to 1.1 mile west of Daviess / Martin County Line					8.9 Miles	2 Lanes	4 Lanes	Outside	246

Funding Period 4

I		Interchange			4	$1,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	548
I		Interchange			4	$36,600	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	564

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
I		Interchange			4	$2,700	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	560
I		Interchange			4	$32,500	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	556
I 65	3	Added Travel Lanes		2015	4	$150,000	Placeholder	☐	Mobility Corridor
US 50 to US 31 (Exit 76)					26 Miles	4 Lanes	6 Lanes	Outside	491
I 65	12	Added Travel Lanes		2015	4	$155,000	Placeholder	☐	HERS
US 52 to SR 38					27 Miles	4 Lanes	6 Lanes	Outside	611
U 231	79	Added Travel Lanes		2016	4	$25,729	Placeholder	☐	Mobility Corridor
I-74 to relocated US 231 (CR 500S)					18.3 Miles	2 Lanes	4 Lanes	Outside	480
U 231	54	Added Travel Lanes		2016	4	$4,471	Placeholder	☐	Mobility Corridor
Jefferson St in Crawfordsville to I-74					3 Miles	2 Lanes	4 Lanes	Outside	481
U 231	60	Added Travel Lanes		2016	4	$19,850	Placeholder	☐	Mobility Corridor
Spencer to north jct with SR 67					6.2 Miles	2 Lanes	4 Lanes	Outside	489
U 231	54	Added Travel Lanes		2016	4	$34,939	Placeholder	☐	Mobility Corridor
2.0 miles north of SR 240 to 1.0 mile south of SR 32					25 Miles	2 Lanes	4 Lanes	Outside	482
U 231	67	Added Travel Lanes		2016	4	$13,385	Placeholder	☐	Mobility Corridor
I-70 to 2.0 miles north of SR 240					9.5 Miles	2 Lanes	4 Lanes	Outside	483
U 36	30	Added Travel Lanes		2016	4	$15,700	Placeholder	☐	District
Mt. Comfort Rd, 0.38 mile west of SR 234, to WCL of Fortville					4.2 Miles	2 Lanes	5 Lanes	Outside	738

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 421	39	New Bridge Construction		2016	4	$25,000	Placeholder	☐	Study
Over Ohio River (Indiana share)					1 Miles	2 Lanes	4 Lanes	Outside	659
S 46	60	Added Travel Lanes		2016	4	$28,800	Placeholder	☐	Mobility Corridor
Spencer to Ellettsville					9 Miles	2 Lanes	4 Lanes	Outside	247
S 135	41	Added Travel Lanes		2017	4	$25,800	Placeholder	☐	HERS
SR 252 to SR 144					7.34 Miles	2 Lanes	4 Lanes	Outside	492
U 33	92	Reconstruction		2017	4	$18,600	Placeholder	☐	Mobility Corridor
SR 205 to SR 9					7.44 Miles	2 Lanes	2 Lanes	Outside	505
S 37	29	Added Travel Lanes	9133575	2017	4	$3,460	Placeholder	☐	Programmed
2.38 miles north of SR 32 to 3.46 miles north of SR 32					1.08 Miles	2 Lanes	4 Lanes	Outside	152
S 46	7	Added Travel Lanes		2017	4	$41,000	Placeholder	☐	Mobility Corridor
West jct with SR 135 to 0.5 mile west of I-65					16 Miles	2 Lanes	4 Lanes	Outside	662
S 5	44	TSM		2017	4	$1,871	Placeholder	☐	HERS
US 20 to Middlebury St in Shipshewana					1.5 Miles	2 Lanes	2 Lanes	Outside	519
S 60	88	Added Travel Lanes		2017	4	$49,000	Placeholder	☐	Mobility Corridor
Salem East Corp Line to Washington / Clark County Line					14 Miles	2 Lanes	4 Lanes	Outside	333
S 1	90	TSM		2018	4	$2,607	Placeholder	☐	HERS
South jct with SR 116 to south jct with SR 124 in Bluffton					1.56 Miles	2 Lanes	2 Lanes	Outside	496
S 13	43	TSM		2018	4	$477	Placeholder	☐	HERS
Hines St to 1st St in North Webster					0.44 Miles	2 Lanes	2 Lanes	Outside	416

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S 15	43	TSM		2018	4	$3,530	Placeholder	☐	HERS
0.11 mile north of CR 200S to Market St in Warsaw					2.24 Miles	2 Lanes	2 Lanes	Outside	418
U 20	76	Added Travel Lanes		2018	4	$6,925	Placeholder	☐	HERS
I-69 to SR 127 in Angola					2.53 Miles	2 Lanes	4 Lanes	Outside	527
U 224	35	TSM		2018	4	$2,660	Placeholder	☐	HERS
State St to SR 5 in Huntington					1.68 Miles	2 Lanes	2 Lanes	Outside	495
I 69	26	New Road Construction		2018	4	$487,000	Placeholder	☐	Mobility Corridor
Placeholder for Evansville to Indianapolis (I-69)					82 Miles	0 Lanes	4 Lanes	Outside	607
U 33	57	Reconstruction		2019	4	$36,900	Placeholder	☐	Mobility Corridor
SR 9 to east jct with US 6					14.76 Miles	2 Lanes	2 Lanes	Outside	506
S 5	57	TSM		2019	4	$755	Placeholder	☐	HERS
CR 800N (Lincolnway) to 0.62 mile north of Linconway in Ligonier					0.62 Miles	2 Lanes	2 Lanes	Outside	518
U 50	51	New Road Construction	7029310	2019	4	$10,446	Placeholder	☐	Programmed
Daviess / Martin County Line to East Fork White River					2.5 Miles	0 Lanes	4 Lanes	Outside	68
U 50	51	New Road Construction	7029250	2019	4	$10,637	Placeholder	☐	Programmed
East Fork White River to 0.1 mile east of US 150					5.11 Miles	0 Lanes	4 Lanes	Outside	70
U 50	14	New Road Construction	7001080	2019	4	$2,651	Placeholder	☐	Programmed
1.1 mile west of Daviess / Martin County Line to Daviess / Martin County Line					1.1 Miles	0 Lanes	4 Lanes	Outside	62
U 50	69	Added Travel Lanes		2019	4	$83,200	Placeholder	☐	Mobility Corridor
2.0 miles east of North Vernon to SR 101					26 Miles	2 Lanes	4 Lanes	Outside	250

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
S 56	39	Added Travel Lanes		2019	4	$16,000	Placeholder	☐	HERS
West jct with SR 62 to east jct with SR 62					5.1 Miles	2 Lanes	4 Lanes	Outside	585
S 60	47	Added Travel Lanes		2019	4	$43,050	Placeholder	☐	Mobility Corridor
SR 37 to Orange / Washington County Line					12.3 Miles	2 Lanes	4 Lanes	Outside	487
S 60	88	Added Travel Lanes		2019	4	$27,850	Placeholder	☐	Mobility Corridor
Orange / Washington County Line to Salem West Corp Line					8.7 Miles	2 Lanes	4 Lanes	Outside	486
S 7	40	Added Travel Lanes		2019	4	$37,250	Placeholder	☐	HERS
SR 3 to US 31					14.9 Miles	2 Lanes	4 Lanes	Outside	474

Funding Period 5

I		Interchange			5	$63,200	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	557
I		Interchange			5	$6,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	565
I		Interchange			5	$10,000	Placeholder	☐	Interchange Study
Placeholder for interchange needs					0 Miles	0 Lanes	0 Lanes	Outside	549
I 69	53	New Road Construction		2020	5	$658,000	Placeholder	☐	Mobility Corridor
Placeholder for Evansville to Indianapolis (I-69)					55 Miles	0 Lanes	4 Lanes	Outside	606
S 144	55	Added Travel Lanes		2021	5	$17,900	Placeholder	☐	HERS
Johnson Rd (CR 400E) to SR 37					6.4 Miles	2 Lanes	4 Lanes	Outside	470
U 31	80	Freeway Upgrade		2021	5	$120,000	Placeholder	☐	Mobility Corridor
Freeway Upgrade from 216th St to south of SR 26					20 Miles	4 Lanes	6 Lanes	Outside	180

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
U 35	27	Reconstruction		2021	5	$21,000	Placeholder	☐	Mobility Corridor
SR 13 to 0.1 mile west of SR 15					10.5 Miles	2 Lanes	2 Lanes	Outside	664
U 35	34	Reconstruction		2021	5	$16,000	Placeholder	☐	Mobility Corridor
Wildcat Creek, 6.7 miles east of US 31 to SR 13					8.1 Miles	2 Lanes	2 Lanes	Outside	238
		Undetermined		2022	5	$90,000	Placeholder	☐	Study
Placeholder for corridor study recommendations					0 Miles	0 Lanes	0 Lanes	Outside	649
U 231	60	Added Travel Lanes		2022	5	$19,362	Placeholder	☐	Mobility Corridor
North jct with SR 67 to I-70					13.1 Miles	2 Lanes	4 Lanes	Outside	490
S 46	7	Added Travel Lanes		2022	5	$52,500	Placeholder	☐	Mobility Corridor
4.0 mile east of SR 446 (Friendship Rd) to the west jct with SR 135					11 Miles	2 Lanes	4 Lanes	Outside	248
U 6	57	Added Travel Lanes		2022	5	$1,154	Placeholder	☐	HERS
0.34 mile west of west jct with SR 3 to west jct with SR 3					0.34 Miles	2 Lanes	4 Lanes	Outside	529
I 70	55	Added Travel Lanes		2022	5	$140,000	Placeholder	☐	HERS
US 231 to 0.5 mile west of SR 267					24 Miles	4 Lanes	6 Lanes	Outside	652
S 127	76	TSM		2023	5	$9,229	Placeholder	☐	HERS
US 20 to Industrial Blvd in Angola					0.92 Miles	4 Lanes	4 Lanes	Outside	528
S 15	27	TSM		2023	5	$3,429	Placeholder	☐	HERS
SR 9 to Harreld St in Marion					2.1 Miles	2 Lanes	2 Lanes	Outside	536
U 27	68	Reconstruction		2023	5	$19,000	Placeholder	☐	Mobility Corridor
South Corp Line of Lynn to SR 32					9.5 Miles	2 Lanes	2 Lanes	Outside	243

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
					Project Length	Begin Lanes	End Lanes	MPO	I D
U 27	1	Reconstruction		2023	5	$15,100	Placeholder	☐	Mobility Corridor
SR 218 to SR 124					6.04 Miles	2 Lanes	2 Lanes	Outside	686
U 27	89	TSM		2023	5	$1,100	Placeholder	☐	HERS
South Corp Line of Fountain City to North Corp Line of Fountain City					0.7 Miles	2 Lanes	2 Lanes	Outside	694
U 27	1	Reconstruction		2023	5	$15,450	Placeholder	☐	Mobility Corridor
Jay / Adams County Line to SR 218					6.18 Miles	2 Lanes	2 Lanes	Outside	685
U 27	38	Reconstruction		2023	5	$5,125	Placeholder	☐	Mobility Corridor
SR 18 to Jay / Adams County Line					2.05 Miles	2 Lanes	2 Lanes	Outside	684
U 31	52	Freeway Upgrade		2023	5	$120,000	Placeholder	☐	Mobility Corridor
Freeway Upgrade from SR 18 to Miami/Fulton County Line					29 Miles	4 Lanes	4 Lanes	Outside	304
U 50	51	New Road Construction	7029270	2023	5	$4,540	Placeholder	☐	Programmed
0.1 mile east of SR 650 to 2.3 miles east of SR 650					2.2 Miles	0 Lanes	4 Lanes	Outside	64
U 50	51	New Road Construction	7029280	2023	5	$5,319	Placeholder	☐	Programmed
2.3 miles east of SR 650 to 0.9 mile east of the Martin/Lawrence County Line					2.6 Miles	0 Lanes	4 Lanes	Outside	65
U 50	47	New Road Construction	7201210	2023	5	$10,781	Placeholder	☐	Programmed
Existing US 50 northeast of Bryantsville to SR 37					5.25 Miles	2 Lanes	4 Lanes	Outside	69
U 50	47	New Road Construction	7029300	2023	5	$7,887	Placeholder	☐	Programmed
4.0 miles east of Martin / Lawrence County Line to existing US 50					3.787 Miles	0 Lanes	4 Lanes	Outside	67
U 50	47	New Road Construction	7029290	2023	5	$6,389	Placeholder	☐	Programmed
0.9 mile E of Martin/Lawrence Co Line to 4.0 miles E of Martin/Lawrence Co Line					3.068 Miles	0 Lanes	4 Lanes	Outside	66

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
		Description			Project Length	Begin Lanes	End Lanes	MPO	I D
U 50	51	New Road Construction	7029260	2023	5	$10,696	Placeholder	☐	Programmed
0.1 mile east of US 150 to 0.1 mile east of SR 650					3.71 Miles	0 Lanes	4 Lanes	Outside	720
U 6	57	TSM		2023	5	$575	Placeholder	☐	HERS
Fair St to CR 700N in Kendallville					0.42 Miles	2 Lanes	2 Lanes	Outside	530
S 3	33	New Road Construction		2024	5	$300,000	Placeholder	☐	Mobility Corridor
I-74 to I-69					45 Miles	0 Lanes	4 Lanes	Outside	239
S 46	3	Added Travel Lanes		2024	5	$56,000	Placeholder	☐	Mobility Corridor
SR 9 to the south jct with SR 3					13.1 Miles	2 Lanes	4 Lanes	Outside	249
I 70	67	Added Travel Lanes		2024	5	$100,000	Placeholder	☐	HERS
SR 59 to US 231					18 Miles	4 Lanes	6 Lanes	Outside	651
U 27	68	Reconstruction		2025	5	$15,000	Placeholder	☐	Mobility Corridor
SR 32 to SR 28					7.5 Miles	2 Lanes	2 Lanes	Outside	244
U 27	38	Reconstruction		2025	5	$24,200	Placeholder	☐	Mobility Corridor
SR 28 to 1.0 mile north of SR 26/67					12.1 Miles	2 Lanes	2 Lanes	Outside	245
S 3	16	New Road Construction		2025	5	$32,000	Placeholder	☐	Mobility Corridor
West jct SR 46/SR 3 southwest of Greensburg to I-74					7.8 Miles	0 Lanes	4 Lanes	Outside	663
U 31	25	Freeway Upgrade		2025	5	$80,000	Placeholder	☐	Mobility Corridor
Fulton / Miami County Line to US 30					27 Miles	4 Lanes	4 Lanes	Outside	612
U 50	36	Added Travel Lanes		2025	5	$76,480	Placeholder	☐	Mobility Corridor
SR 446 to Seymour					23.9 Miles	2 Lanes	4 Lanes	Outside	471

Outside MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 50	47	Added Travel Lanes		2025	5	$25,920	Placeholder	☐	Mobility Corridor
Bedford to SR 446					8 Miles	2 Lanes	4 Lanes	Outside	251

MPO Total $5,578,688

South Bend-Elkhart MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 331	71	New Road Construction	9680490	2003	1	$6,000	Project	☑	Let
Day Rd to Douglas Rd					0.663 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	670
S 23	71	Median Construction	9133615	2004	1	$2,586	Project	☐	Programmed
0.2 mile south of Campeau St to 0.05 mile south of Edison Rd in South Bend					0.62 Miles	2 Lanes	3 Lanes	South Bend-Elkhart	261
S 23	71	Added Travel Lanes	9033605	2004	1	$7,193	Project	☑	Programmed
Gumwood Rd to Fir Rd					1.18 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	259
U 33	20	Added Travel Lanes	9222426	2004	1	$6,260	Placeholder	☑	Programmed
College Ave to Monroe St in Goshen					1.39 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	658
U 33	20	Added Travel Lanes	9222424	2004	1	$4,428	Placeholder	☐	Programmed
Monroe St to SR 15 (Main St in Goshen)					0.7 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	352
U 33	20	Median Construction	9700330	2004	1	$9,060	Placeholder	☑	Programmed
CR 15 to US 20					2.46 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	353
U 33	20	Added Travel Lanes	9222425	2004	1	$14,300	Placeholder	☑	Programmed
CR 40 to College Ave (CR 36)					2.47 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	350
U 33	20	Median Construction	9503380	2004	1	$757	Project	☑	Programmed
Indiana Ave to 78 meters east of Denver St in Goshen					0.29 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	348
Funding Period 2									
S 19	20	Added Travel Lanes	9301120	2005	2	$13,391	Project	☑	Programmed
0.4 mile N of US 20 (Melwood Dr) to 2.6 miles N of US 20 (Lusher Ave)(Phase I)					2.2 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	326

South Bend-Elkhart MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
S 331	71	New Road Construction	9103705	2005	2	$5,327	Project	☑	Programmed
Jefferson Blvd to McKinley Ave					0.5 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	669
S 331	71	Added Travel Lanes		2005	2	$361	Placeholder	☑	MPO Plan
Jackson Rd to US 20					0.2 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	311
S 331	20	Added Travel Lanes		2005	2	$7,120	Placeholder	☐	
From Just North of SR 933 to Just South of Jefferson Blvd.					0.71 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	749
S 331	20	New Road Construction		2005	2	$29,650	Placeholder	☑	MPO Plan
From Just South of 12th St. to Just North of SR 933					0.8 Miles	2 Lanes	6 Lanes	South Bend-Elkhart	748
S 331	71	New Road Construction	9900300	2005	2	$19,635	Project	☑	Programmed
McKinley Ave (Old US 20) to Day Rd					1.31 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	656
S 23	71	Added Travel Lanes	9133606	2006	2	$5,905	Project	☑	Programmed
2.4 miles north of I-80/90 (Fir Rd) to Brick Rd					0.68 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	639
S 19	20	Median Construction	9801130	2007	2	$7,000	Project	☐	Programmed
2.6 miles north of US 20 to 4.1 miles north of US 20					1.5 Miles	4 Lanes	5 Lanes	South Bend-Elkhart	30
S 331	71	New Road Construction	9804320	2008	2	$27,370	Project	☑	Programmed
US 20 to Just South of 12th St.					1.88 Miles	0 Lanes	6 Lanes	South Bend-Elkhart	301

Funding Period 3

S 23	71	Added Travel Lanes		2011	3	$9,920	Placeholder	☑	MPO Plan
Brick Rd to Michigan State Line					3.76 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	657
U 31	71	New Road Construction	9904300	2011	3	$99,398	Placeholder	☑	Programmed
Existing US 31 south of Lakeville to US 20					7.7 Miles	0 Lanes	4 Lanes	South Bend-Elkhart	264

South Bend-Elkhart MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 31	50	New Road Construction	9904310	2011	3	$64,622	Placeholder	☑	Programmed
US 30 to existing US 31 south of Lakeville					11.4 Miles	0 Lanes	4 Lanes	South Bend-Elkhart	265
S 15	20	TSM		2012	3	$1,500	Placeholder	☑	HERS
West jct with SR 120 to east jct with SR 120 in Bristol					0.25 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	643
S 13	20	Added Travel Lanes		2013	3	$1,966	Placeholder	☑	MPO Plan
US 20 to York St in Middlebury					1.57 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	511
S 13	20	Added Travel Lanes		2013	3	$3,375	Placeholder	☑	MPO Plan
SR 120 to I-80/90					1.35 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	645
S 13	20	Added Travel Lanes		2013	3	$8,225	Placeholder	☑	MPO Plan
York St in Middlebury to SR 120					3.29 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	644
U 131	20	Added Travel Lanes		2013	3	$2,200	Placeholder	☐	HERS
I-80/90 to Michigan State Line					0.67 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	512
S 15	20	Added Travel Lanes		2013	3	$2,669	Placeholder	☐	HERS
Mill St to CR 26 in Goshen					2.1 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	494
S 19	20	Added Travel Lanes		2013	3	$1,330	Placeholder	☐	HERS
0.18 mile north of Roseland Rd to Michigan State Line					0.81 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	515

Funding Period 4

U 20	20	Added Travel Lanes		2015	4	$8,625	Placeholder	☑	MPO Plan
1.25 miles east of CR 17 to SR 15					2.17 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	598
S 19	20	Added Travel Lanes		2016	4	$24,037	Placeholder	☑	MPO Plan
US 6 to US 20					11 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	336

South Bend-Elkhart MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
U 20	71	Added Travel Lanes		2016	4	$2,949	Placeholder	☑	MPO Plan
Olive to Quince Rd					1.83 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	314
U 20	20	Added Travel Lanes		2017	4	$10,475	Placeholder	☑	MPO Plan
SR 15 to CR 35					4.19 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	599
U 33	20	Reconstruction		2017	4	$14,450	Placeholder	☐	Mobility Corridor
East jct with US 6 to west jct with US 6					5.78 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	507
S 331	20	Added Travel Lanes		2017	4	$3,600	Placeholder	☐	
From Douglas Rd. to SR 23					2.08 Miles	4 Lanes	6 Lanes	South Bend-Elkhart	750
U 33	20	Reconstruction		2018	4	$2,625	Placeholder	☐	Mobility Corridor
CR 42 to CR 40 south of Goshen					1.05 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	509
U 6	50	TSM		2018	4	$1,089	Placeholder	☐	HERS
SR 19 (Main St) to Highland in Nappanee					0.66 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	415
U 33	20	Reconstruction		2019	4	$17,350	Placeholder	☐	Mobility Corridor
West jct with US 6 to CR 42					6.94 Miles	2 Lanes	2 Lanes	South Bend-Elkhart	508

Funding Period 5

U 20	20	Added Travel Lanes		2020	5	$5,250	Placeholder	☑	MPO Plan
CR 35 to SR 13					2.1 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	600
S 15	20	Added Travel Lanes		2024	5	$2,700	Placeholder	☑	MPO Plan
SR 120 to I-80/90 in Bristol					1.08 Miles	2 Lanes	4 Lanes	South Bend-Elkhart	642

MPO Total $454,698

Terre Haute MPO

Route	County	Project Type	DES #	RFC Date	Funding Period	Cost (1,000s)	Status	MPO LRP	Plan Support
Description					Project Length	Begin Lanes	End Lanes	MPO	I D
Funding Period 1									
S 641	84	New Road Construction	9138220	2004	1	$27,660	Project	☑	Programmed
US 41 to 0.25 mile north of existing Feree Rd					2.73 Miles	0 Lanes	4 Lanes	Terre Haute	102
S 641	84	New Road Construction	9738400	2004	1	$43,350	Project	☑	Programmed
0.25 mile north of existing Feree Rd to I-70					3.23 Miles	0 Lanes	4 Lanes	Terre Haute	103
Funding Period 2									
S 63	84	Median Construction	9608940	2005	2	$3,500	Placeholder	☑	Programmed
Honey Creek Drive to US 41					2 Miles	2 Lanes	3 Lanes	Terre Haute	722
I 70	84	Interchange Modification	9804330	2006	2	$1,510	Placeholder	☐	Programmed
At US 41					0.5 Miles	4 Lanes	4 Lanes	Terre Haute	97
Funding Period 5									
I 70	84	Added Travel Lanes		2020	5	$135,000	Placeholder	☐	Mobility Corridor
Illinois / Indiana State Line to SR 59					23 Miles	4 Lanes	6 Lanes	Terre Haute	478

MPO Total $211,020

Chapter

12

INDOT 2000-2025 Long Range Plan

Implementation

Overview

This 2000-2025 Long Range Plan will provide direction to transportation decision-makers at all levels on INDOT's vision for expansion of the network in the next 25 years. This plan will be implemented through our formalized Program Development Process and the Metropolitan Planning Organization Planning Process. These continuous activities provide frequent opportunities for public input, an important element in implementation.

Program Development Process

Details of INDOT's Program Development Process are included in Chapter 2, The Planning Process. The very nature of any Long Range Plan is that it is, indeed, *long range*, in this case 25 years. At the same time, this Plan will provide guidance for a short-range program. For the most part the next seven years are defined by the existing production schedule. A shorter span of time, the next three years, is detailed in the Indiana Statewide Transportation Improvement Program. Short term project decisions will be shaped by long term direction. Furthermore, the Long Range Plan will provide a stream of potential projects for the future that will feed into the short range process.

INDOT districts and several divisions, most notably the Division of Program Development, will play a critical role in implementing the Long Range Plan. The districts are in day-to-day contact with users of our transportation system. This, coupled with expert knowledge of the area's transportation infrastructure and numerous other local issues, makes our districts an invaluable resource in turning this plan into reality. The Management Systems, primarily housed in the Division of Program Development, will provide additional technical data in terms of pavement and bridge improvement needs, as well as capacity and safety needs on our system. A concerted effort will be made to time pavement and capacity improvement needs to keep delay impacts to motorists at a minimum.

In summary, we will all work as partners in the implementation of the Long Range Plan. Existing programmed capacity improvements will be made in concert with the long range vision, and new expansion projects will only be done as part of overall Long Range Plan strategy.

MPO Long Range Plan Development

Details of the Metropolitan Planning Organization planning process are included in Chapter 2, The Planning Process. The foundation for all activities of an MPO is its Long Range Plan. INDOT and our MPO planning partners have been coordinating Long Range Plan efforts for decades. The existing MPO Long Range Plans were critically important documents used in developing this Long Range Plan. Now, the existence of a project-oriented INDOT Long Range Plan will greatly assist the MPOs in developing their Long Range Plans. Conversely, the MPO Long Range Plans will assist INDOT in updating its Long Range Plan in the future.

Just as with our INDOT districts, the MPOs are in daily contact with users of our transportation system. They too have expert knowledge of the transportation infrastructure of their metropolitan area and numerous other local issues. Likewise, the MPOs will be an invaluable resource in implementing this Plan.

Final Thoughts

The Indiana Department of Transportation 2000-2025 Long Range Plan is an evolving document. The project listing contained within this report for the next 25 years is flexible. Predicting the future is a difficult task. This plan will be amended periodically so that we can adapt to changing needs, priorities, and fiscal realities. INDOT anticipates that our Long Range Plan will be formally updated every two years. In the meantime, we are receptive to and encourage your comments. Together, we can provide for a safe, efficient, effective, reliable transportation system for all Hoosiers and those who pass between our borders here at the Crossroads of America.