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<u>2A</u>	<u>Project Development Process (Highway Design Project)</u>
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CHAPTER TWO

PROJECT DEVELOPMENT PROCESS

2.01 INTRODUCTION

This Chapter documents the basic approach used by INDOT in its project-development process. It provides four flow charts, each of which graphically illustrates the development of a typical project.

1. Highway design project, as shown in Figure 2A, Project Development Process (Highway Design Project), which may be one of the following:
 - a. road design project;
 - b. new bridge or bridge replacement project;
 - c. Interstate-route rehabilitation project (not a minor project); or
 - d. intersection improvement project.
2. Bridge rehabilitation project, as shown in Figure 2B, Project Development Process (Bridge Rehabilitation Project).
3. Roadway lighting project, as shown in Figure 2C, Project Development Process (Roadway Lighting Project).
4. Roadway signing project, as shown in Figure 2D, Project Development Process (Roadway Signing Project).

2.02 PROJECT DEVELOPMENT CONSIDERATIONS

In using this Chapter, the following should be considered.

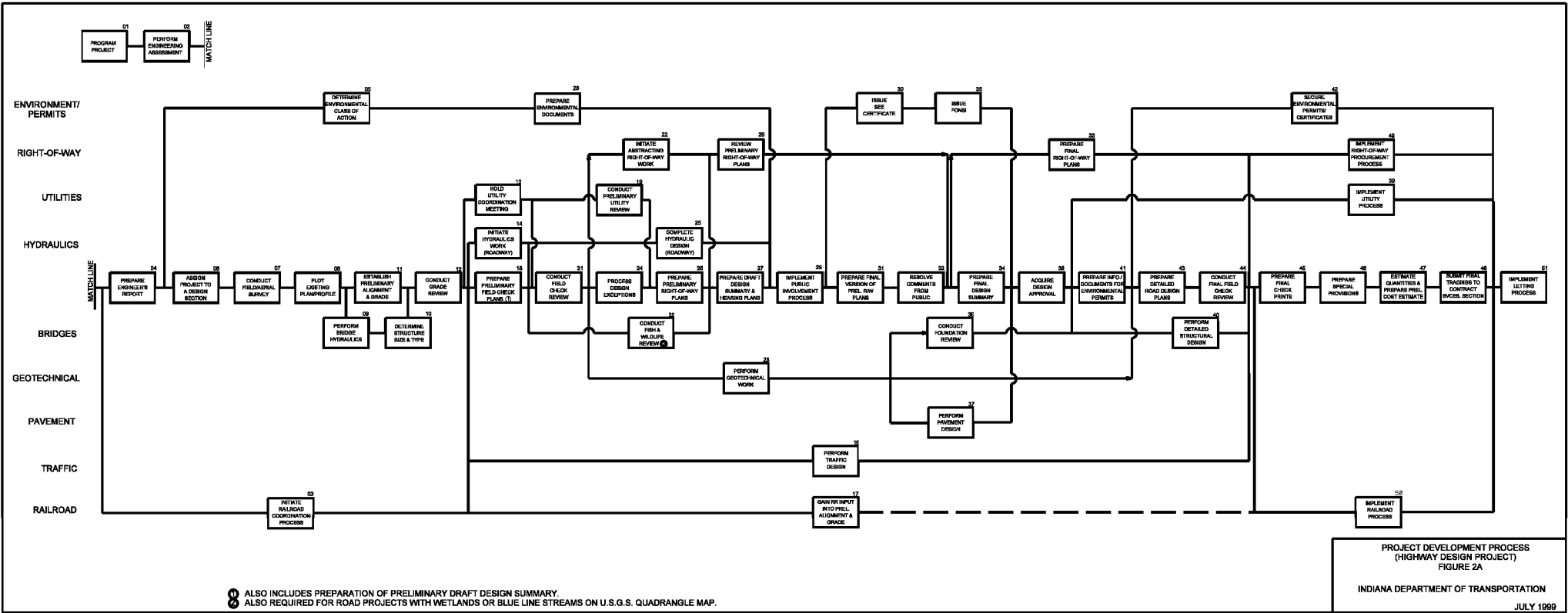
1. Precedence Activity Network. Each flow chart is a precedence activity network. An activity occurs when a significant, discrete event occurs, or when the responsibility for the project (activity) is transferred from one entity to another. The precedence nature of the network implies that an activity may not occur until all activities preceding that one have been completed. However, some flexibility is necessary to apply this network to project development.
2. Project Application. Each flow chart represents an approximate process for a relatively complicated project for each project type. Not every activity will be applicable to every

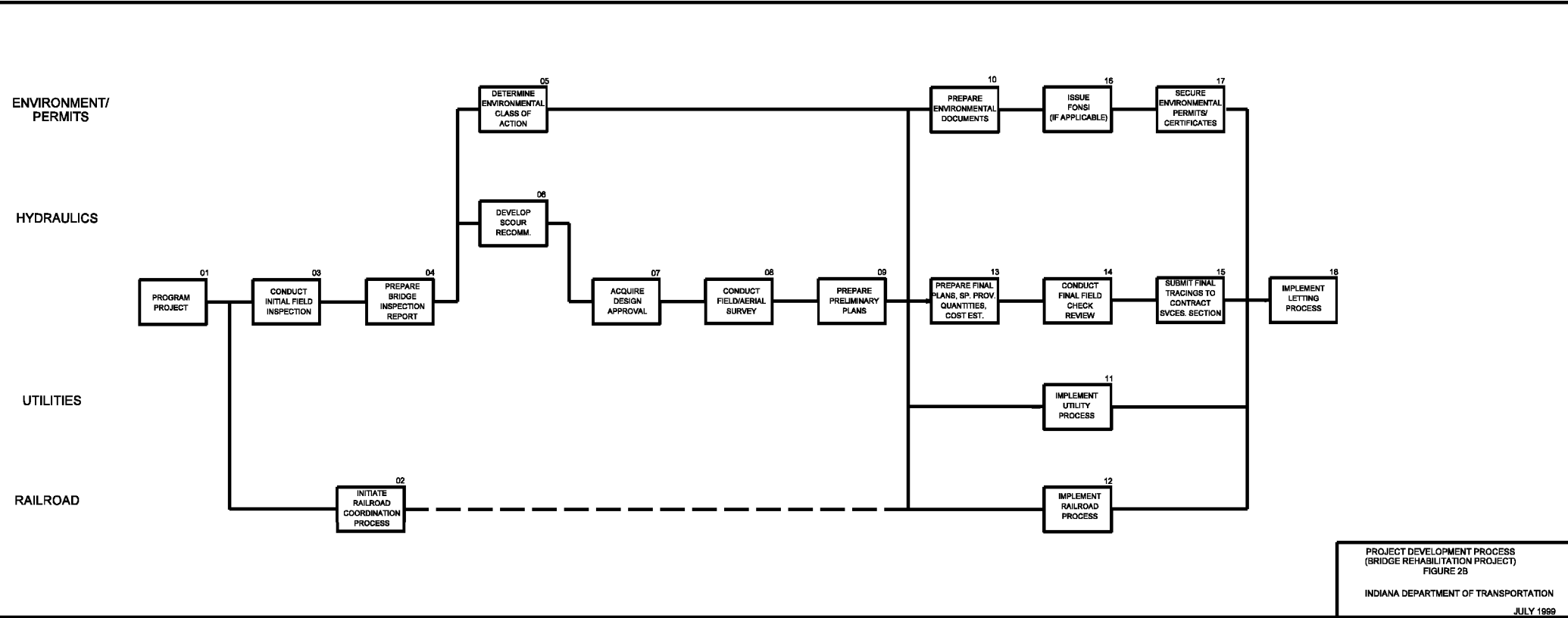
project. Some activities will represent zero time on a relatively minor project. However, a project which is developed according to these processes will have fewer management problems.

The flow chart assumes that a project is designed in-house. The process for a consultant-designed project will be similar, except that communication lines exist between INDOT and the consultant for INDOT review and approval.

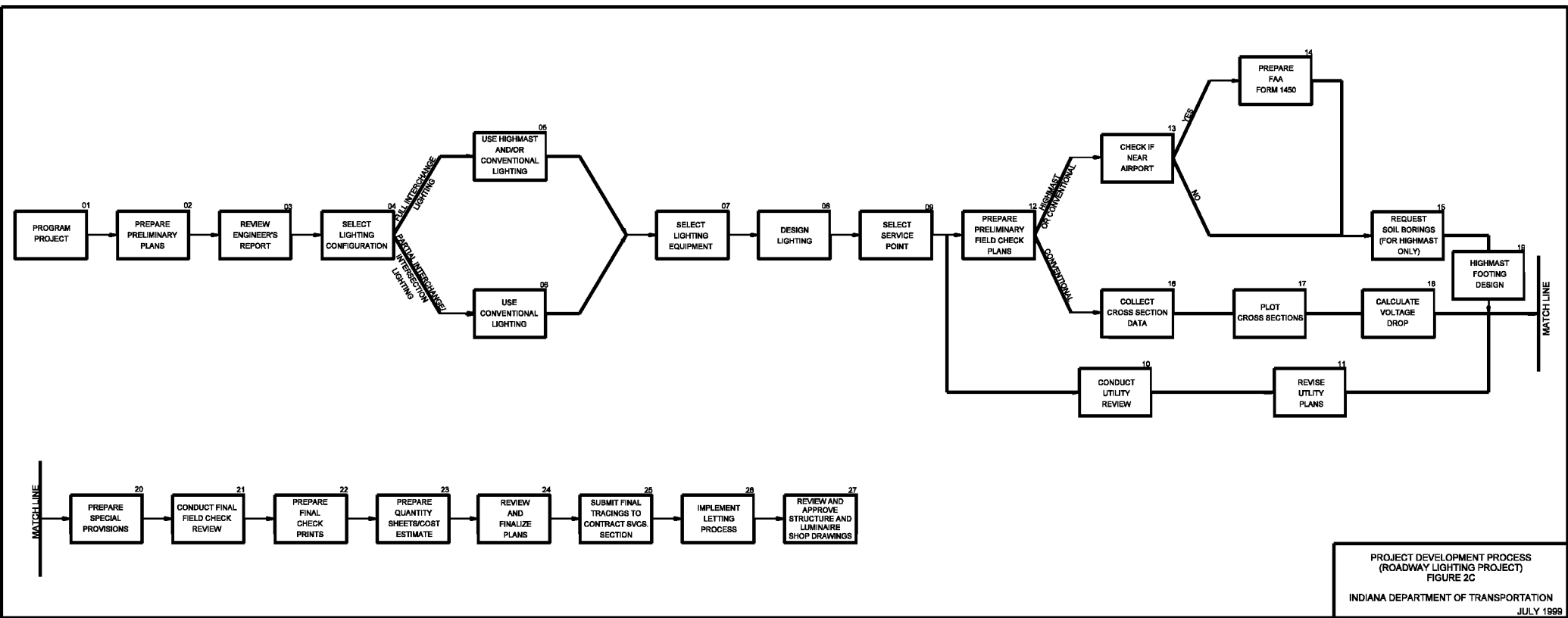
As indicated above, Figure 2A, Project Development Process (Highway Design Project), applies to an Interstate-route rehabilitation project. However, the modifications apply as follows:

- a. the public-information meeting occurs immediately after the Field Check Review. A formal Public Hearing is not required prior to Design Approval;
 - b. there is no Grade Review nor Final Field Check Review; and
 - c. rarely will right of way be required.
3. Lines of Communication. The rigid application of the flow chart would lead to predetermined, precise points at which communication occurs between entities. This is neither realistic nor desirable. Communication between entities must be continuous. This will result in fewer problems and fewer surprises in project development.
 4. Emphasis. The objective of the flow chart is to illustrate the significant activities for the primary design elements of a project (e.g., road design, bridge rehabilitation). Other project development elements (e.g., geotechnical, hydraulics) are illustrated as supplementary activities which diverge from and converge with the primary design process (i.e., the main spine of the flow chart).
 5. Other *Design Manual* Chapters. Part I includes other chapters which provide complementary information to this Chapter. The designer should review these chapters for more information on the project-development process.

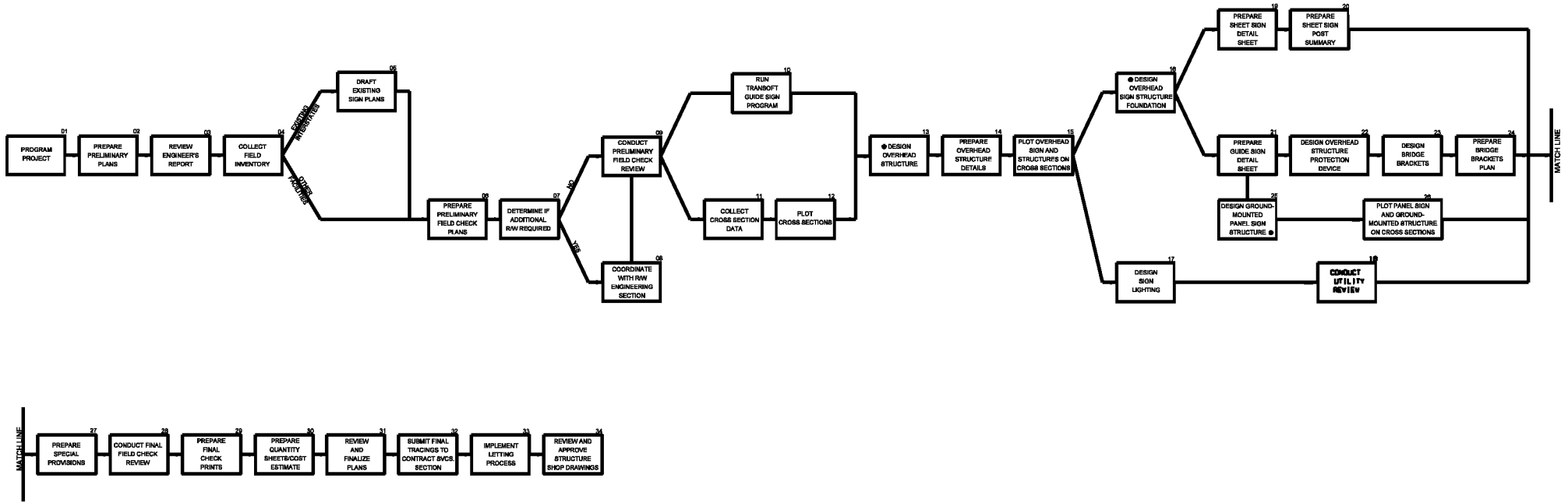




PROJECT DEVELOPMENT PROCESS
(BRIDGE REHABILITATION PROJECT)
FIGURE 2B
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PROJECT DEVELOPMENT PROCESS
(ROADWAY LIGHTING PROJECT)
FIGURE 2C
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JULY 1999



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PROJECT DEVELOPMENT PROCESS
(ROADWAY SIGNING PROJECT)
FIGURE 2D
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