



REQUEST FOR INFORMATION

TITLE: RFI #1 Mid-States Corridor Project Section of Independent Utility 2

SECTION A: INTRODUCTION

The Indiana Department of Transportation (INDOT) is soliciting information from qualified parties in accordance with the terms of this Request for Information (RFI). This RFI is intended to gather input from the construction industry to inform the development of procurement and delivery strategies for the Mid-States Corridor Project (the “Project”).

This RFI is not intended to result in a contract award but is designed to allow for the collection of industry information that may be used in the development of procurement documents and determination of delivery methods.

Instructions and Notifications to Respondents

- INDOT invites feedback from the industry on any questions posed in this RFI. Please note it is not a requirement to answer all questions.
- All costs associated with developing or submitting responses to this RFI, or to provide oral or written clarification of its content shall be borne by the respondent. INDOT assumes no responsibility for any costs.
- Information in this RFI is for informational purpose only. INDOT does not represent or warranty its accuracy, and it is subject to change without notice.
- Responding to this RFI is not a pre-requisite to participating in a future procurement process. A respondent may choose to not respond to this RFI and still participate in any subsequent Request for Qualifications (RFQ) process for the Project. Respondents choosing to respond to this RFI will not, merely by virtue of submitting such a response, be deemed to be “bidders” or “proposers” on the Project in any sense, and no such respondent will have any preference, special designation, advantage or disadvantage whatsoever in any subsequent procurement process for the Project.



Project Overview

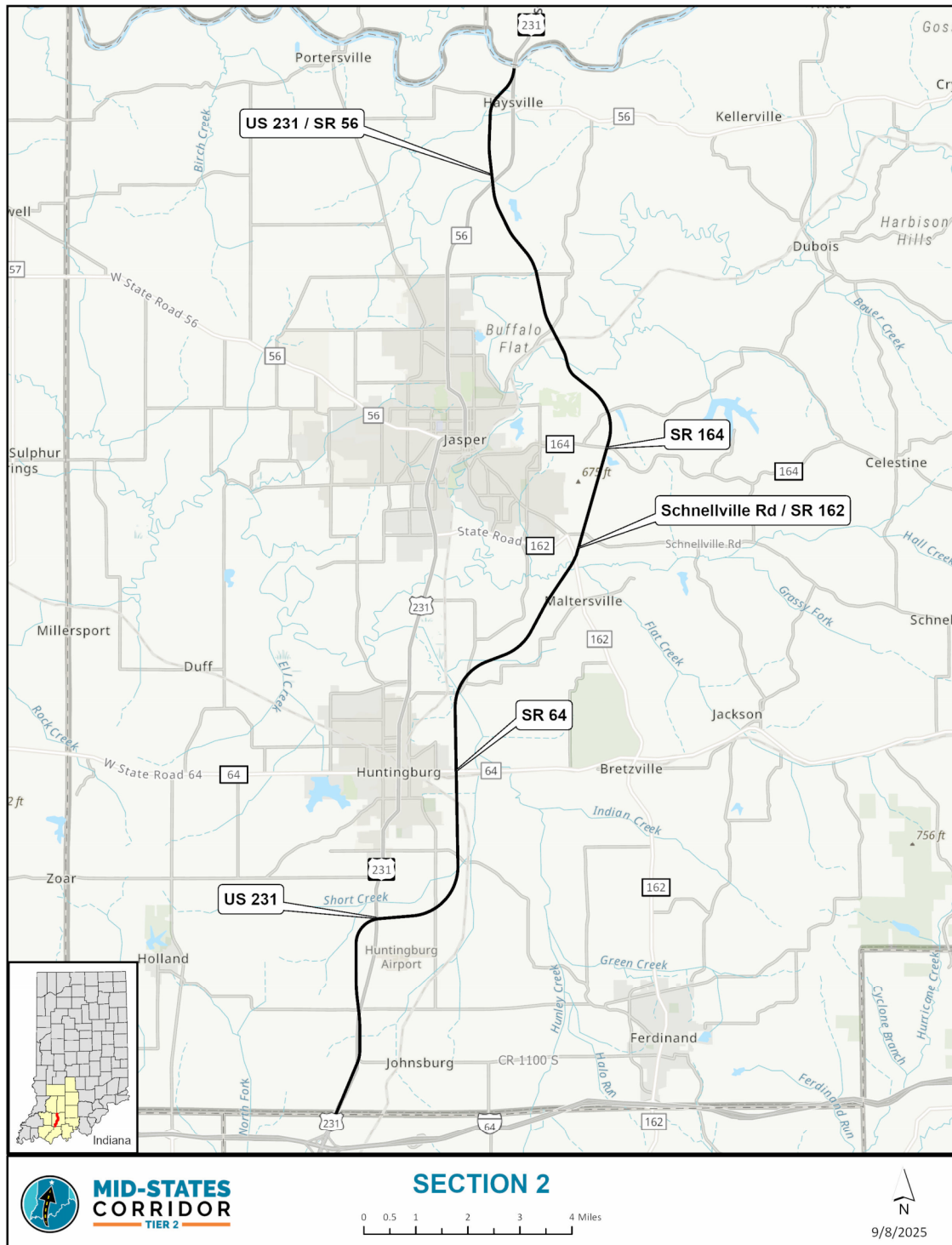
The Mid-States Corridor Section of Independent Utility 2 (SIU2) is a key component of the broader Project initiative aimed at improving regional connectivity in southern Indiana. SIU2 extends approximately 24 miles from Interstate 64, east of Huntingburg and Jasper, to State Road 56 at Haysville. This section is being studied independently as part of the Tier 2 Environmental Review, which launched in July 2024.

- Major construction is anticipated to begin as early as 2027 with a goal of opening the full corridor to traffic within 5 years.
- The estimated construction cost is \$1B.
- The Project will require land acquisition in rural and semi-urban areas. INDOT will initiate land acquisition during the Tier 2 effort after a preferred alternative is selected.
- The corridor will impact existing utilities including water, electric, gas, and telecom. INDOT will initiate early coordination with utility companies for adjustments where needed.
- The corridor will include multiple bridge structures as required to cross rivers, railroads, and existing highways.
- Stormwater management will be critical due to the corridor's rural terrain, requiring detention facilities, culverts, and erosion control measures.
- INDOT anticipates delivering the corridor in a series of construction contracts but has not yet determined contract limits, size, or delivery model.
- INDOT will prioritize delivery strategies that initiate construction as soon as possible.
- Additional information can be found at the project website at:
<https://midstatescorridor.com/>



MID-STATES CORRIDOR

TIER 2



Overview Map



SECTION B: REQUEST FOR INFORMATION

INDOT is requesting feedback from construction and engineering firms to help shape the future delivery approach and procurement documents for the Mid-States Corridor Project. Industry input will play a key role in developing an effective procurement strategy and ensuring the successful execution of the Project. Specifically, INDOT is seeking industry perspectives on future bid documents and the overall procurement process.

INDOT's Alternative Delivery Website: <https://www.in.gov/indot/projects/home/indot-alternative-delivery/>

Information Requested

1. Firm Information
 - a. Provide your name, contact information, and the firm you represent.
 - b. Please provide a summary of your firm's experience with projects of similar size and scope.
 - c. Please provide a summary of your firm's experience with contracting models such as Design Bid Build (DBB), Progressive Design-Build (PDB), Construction Manager/General Contractor (CM/GC), Design-Build Best Value (DBBV), and Design-Build Low Bid (DBLB)?
2. General / Awareness
 - a. Were you aware of this upcoming project / opportunity?
 - b. Are you interested in pursuing this opportunity? If interested, what roles are you considering?
3. Procurement
 - a. What delivery model (e.g., DBB, PDB, CM/GC, DBBV, DBLB) would your company prefer for this project and why?
 - b. Are there constraints on project size, complexity, or location that influence your preferences regarding delivery model?
 - c. Should the project be delivered as a single construction effort or through several smaller contracts?
 - d. What is the optimal contract size for efficient and fast construction?
 - e. What level of design detail should be included in the procurement documents to balance Contractor-flexibility and Owner-control?
 - f. For design and environmental compliance risks, what level of Owner-provided baseline information (e.g., geotechnical, environmental, utility data) is necessary for proposers to provide a realistic price?
 - g. What types of performance metrics or incentives would be most effective in ensuring quality and accountability?



- h. What delivery models do you see as most attractive given the Project's scale, location, and market conditions? Would your firm pursue the Project under DBB, PDB, CM/GC, DBBV, DBLB, and why?
- i. Are there opportunities for early works packages, advance material procurement, or other approaches that could reduce schedule or cost risk?

4. Design/Construction

- a. Is the preliminary project schedule a reasonable timeframe for this Project?
- b. What schedule strategies (e.g., phased NTPs, early utility or ROW packages) would provide the best opportunity to accelerate construction start while maintaining quality and cost control?
- c. Should specific design elements be defined in the procurement documents or left open for proposer innovation?
- d. What subcontractor and supplier engagement strategies are most effective in today's market?
- e. What contract packaging and sequencing strategies (e.g., early works packages, parallel contracts, bundled vs. segmented scopes) would best facilitate market participation, risk management, and timely delivery?

5. Risk

- a. What do you see as the greatest risk(s) to cost and/or schedule of this Project?
- b. Are there any suggestions that could potentially reduce the risk for either/both the Contractor and Owner?
- c. What risks do you believe should be retained by Owner versus allocated to the Contractor under your preferred delivery model(s) to achieve fair pricing and market interest? Are there risks that have been inappropriately shifted to Contractors on recent procurements in Indiana or nationally that INDOT should avoid on this Project?
- d. What risk-sharing provisions would make this Project more attractive to pursue? What provisions would cause your firm hesitation?
- e. Given the Project's location outside major construction markets, what strategies should INDOT consider to mitigate potential labor shortages, subcontractor availability, and material supply chain constraints?
- f. What contractual tools (e.g., shared risk pools, provisional sums, owner-controlled insurance programs, escalation clauses) does your firm have experience with that INDOT should consider to equitably share risk on this Project?

6. Stakeholder Engagement



- a. What strategies would you recommend for effective stakeholder engagement and public communication?
7. Other
- a. Are there any other factors you believe should be considered to ensure the success of the Project?
 - b. What opportunities for innovation (e.g., alternative technical concepts, prefabrication, digital construction methods) could INDOT encourage to improve cost, schedule, or safety outcomes?
 - c. Would your firm be interested in participating in confidential and non-binding one-on-one meetings and/or industry forums to further discuss this Project?

SECTION C: SUBMISSION REQUIREMENTS AND DUE DATE

Respondents are asked to provide, by the stated deadline, written responses to the questions posed above in a concise, single spaced summarized format, on 8 ½" by 11" pages with 1" margins using Calibri or Times New Roman 12 font. Responses shall be no longer than eight (8) pages in PDF format.

Responses shall be submitted by email no later than 5:00 PM EST on September 26, 2025 and marked as follows:

To: Kyanna Wheeler, INDOT Major Projects

kwheeler@indot.in.gov

Subject: RFI #1 Mid-States Corridor SIU2 - "RFI Respondent"

SECTION D: POTENTIAL IN-PERSON CLARIFICATION MEETING

If INDOT seeks clarification on any responses submitted to this RFI, selected respondents may be invited to participate in an in-person meeting with representatives from INDOT. Invitations will be extended following the RFI submission deadline.

These meetings will be limited to clarifying the content of submitted responses. Respondents will not be permitted to ask questions regarding future procurement documents or the solicitation process during these sessions.

All costs associated with attending and participating in the in-person meeting will be the sole responsibility of the respondent. INDOT will not reimburse any expenses incurred.



SECTION E: COSTS

Respondents must not include any pricing, cost estimates, or financial information in their RFI submission. Inclusion of such information may result in the response being deemed non-responsive and excluded from consideration.