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Mike Braun, Governor
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August 27, 2025

Christopher Hall
Interim Division Administrator
FHWA Indiana Division
575 N Pennsylvania St., Room 254
Indianapolis, IN 46204

Subject: Safer Drive 65 Financial Plan Annual Update Letter of Certification

Dear Mr. Hall:

The Indiana Department of Transportation has developed a comprehensive Financial Plan Annual Update for the Safer Drive 65 Project in accordance with the requirements of 23 U.S.C. §106 and the Financial Plan guidance issued by the Federal Highway Administration and commits to provide Annual Updates according to the schedule outlined in the Initial Financial Plan.

To the best of our knowledge and belief, the Financial Plan Annual Update as submitted herewith, fairly, and accurately presents the financial position of the Safer Drive 65 Project, cash flows, and expected conditions for the project's life cycle. The cost data in the Financial Plan provides an accurate accounting of the costs incurred to date. The financial forecasts are based on engineers' estimates, expected cost escalation factors, our judgement of the expected project conditions, and our expected course of action. Estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables and represent realistic estimates of the resources available to fund the Project as described.

Further, we have made available all significant information that we believe is relevant to the Financial Plan Annual Update and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Sincerely,

Sarah Bump
CFO, Deputy Commissioner of Finance
Indiana Department of Transportation



Added Travel Lanes Clark & Scott Counties

2025 Financial Plan Annual Update

June 2025*

*Project cost estimates and completion schedules reflect information available as of May 31, 2025.

Submitted to:
Federal Highway Administration

Submitted by:
**Indiana Department of
Transportation**



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CHAPTER 1. PROJECT DESCRIPTION

INTRODUCTION

This document presents the Financial Plan Annual Update (FPAU) for Safer Drive 65, on Interstate 65 (I-65), Added Travel Lanes Clark and Scott Counties (the Project), including current cost estimates, expenditure data through the effective date of May 31, 2024, the current schedule for delivering the Project, and the financial analyses developed for the Project. This FPAU has been prepared generally in accordance with Federal Highway's (FHWA's) Financial Plans Guidance.

PROJECT OVERVIEW

The Project will increase the capacity of I-65 from 0.5 miles north of Blue Lick Road to 0.5 miles south of SR 56 in Clark and Scott Counties, Indiana through the construction of an added travel lane in both the northbound and southbound directions. This Project includes added travel lanes, interchange modifications, pavement reconstruction and rehabilitation, bridge rehabilitation and widening, new signage, new ITS facilities, and new drainage as described below.

PROJECT SPONSOR

The Indiana Department of Transportation (INDOT) is the Project Sponsor for the Project. The Project will be procured and managed by INDOT. The Project is located in Clark and Scott County, IN.

PROJECT DETAIL

- Added Travel Lanes – includes the construction of one additional travel lane within the existing median in each direction for 5.5 miles, from 0.5 miles north of Blue Lick Road to 7.5 miles south of SR 56.
- Pavement Reconstruction and Rehabilitation – includes the complete reconstruction of I-65 northbound and southbound travel lanes and shoulders for 5.5 miles from 0.5 miles south of SR 56 to 7.5 miles south of SR 56; rehabilitation of I-65 northbound and southbound travel lanes with a mill & overlay will be completed north of the reconstruction limits to 0.5 miles south of SR 56. The SR 160 ramps will also be rehabilitated with pavement patching and a mill & overlay.
- Bridge Rehabilitation and Widening – includes bridge replacement and widening of the I-65 bridges over Blue Lick Creek and Caney Fork, a deck overlay of the I-65 bridges over Pigeon Roost Creek and widening of the I-65 bridge over Brownstown Road. Minor rehabilitation work will also occur on the County Line Road bridge over I-65.
- Signing – includes new and replacement roadside and overhead guide signs along the corridor; installation of three concrete median mounted overhead cantilever signs at the north limits of the added travel lanes.
- ITS Facilities – includes the removal of an existing Automatic Traffic Recorder (ATR) Station approximately 1.7 miles south of SR 160; the reconstruction of an existing ATR Station approximately 0.5 miles north of SR 160.
- Drainage – includes the construction of a storm sewer located in the median; implementation of a stormwater runoff detention system; replacement of up to four large

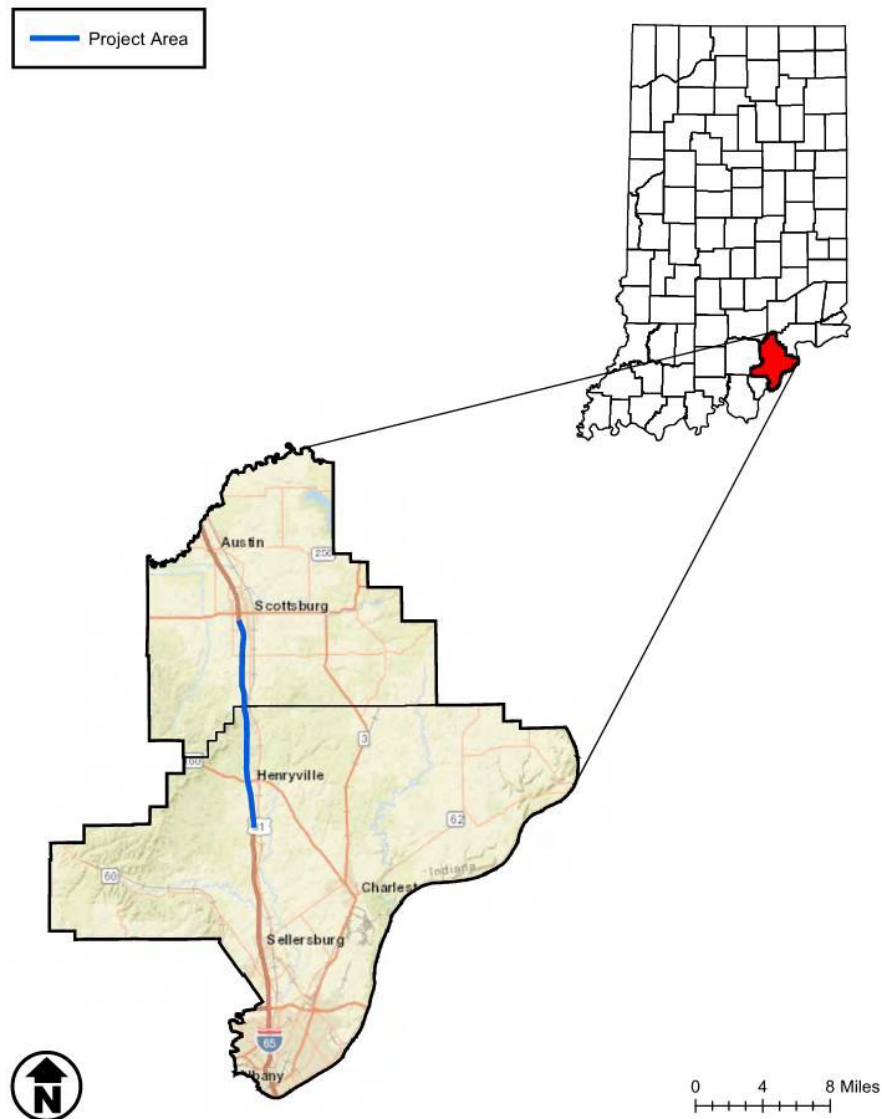
culverts; replacement of twenty-three small structures; regrading of ditches on the outside of the roadway adjacent to reconstruction of the existing roadway as necessary for storm sewer outlets.

- Interchange Modifications – includes the reconstruction of gores and acceleration/deceleration lanes to meet current design standards at the SR 160 interchange.

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The variable scope was bid and awarded with the minimum added travel lanes length of 5.5 miles from 0.5 miles north of Blue Lick Road to 7.5 miles south of SR 56.

FIGURE 1-1. PROJECT MAP OVERVIEW



PROJECT DELIVERY APPROACH

INDOT is utilizing the Design-Build-Best-Value (DBBV) procurement process for this Project, with a variable scope and fixed price. Under this process, INDOT engages and manages a design

consultant to produce design plans and supporting documents for construction. Short-listed proposer teams will be identified and compete for the Project. The Preferred Proposer, the selected design-builder contractor, will be selected based on a technical proposal score and scope proposal score based on the length of additional project elements provided. The Preferred Proposer will complete the work for a lump sum amount. INDOT will own, operate, and maintain the facility after final acceptance as described in the Public-Private Agreement (PPA). This facility is a non-tolled roadway.

All proposals received from short-listed bidders will be required to be deemed responsive by INDOT and be priced at or below \$209.2 million. The best value determination will be based on the total proposal score using a 100-point scale. The scope proposal score will represent up to 70 points of the total score; and the technical proposal score will represent up to 30 points of the total score. The determination of the apparent highest ranked proposal will be based on the highest total proposal score computed as follows:

Total Proposal Score = Scope Proposal Score (maximum 70 points available) + Technical Proposal Score (maximum 30 points available)

The scope proposal score will be based on the greatest length of additional project elements proposed as measured along the centerline of I-65. The size of each scope package will be directly proportional to its respective score, with the base minimal scope being equivalent to a scope score of 0 and the greatest length of additional project elements provided by an individual proposer reflecting a scope score of 70. The technical proposal score will be based on review of the proposer's Preliminary Project Management Plan (PMP) (33% of technical proposal score) and the proposer's preliminary design-build plan (67% of technical proposal score). The schedule as identified by the proposed substantial completion date will not be independently scored but considered under the evaluation of the PMP.

PROJECT HISTORY

A discussion of the project history, alternatives analysis, and public involvement can be found on the Project website found on the internet at <https://www.saferdrive65.com/>.

PROJECT IMPLEMENTATION – MANAGEMENT AND OVERSIGHT

INDOT is managing and delivering the Project. The following is additional detail on the roles and responsibilities of various parties.

- INDOT – supported by their design consultant will be responsible for all aspects of the Project.
- Legal Advisor – will supplement and assist state personnel with short-listing potential design-builders, contract language, contract (PPA) negotiations, and will work under the direction of INDOT.
- Technical Advisor – will supplement and assist state personnel with technical provisions, design review, contract administration, construction inspection, quality control and assurance activities, and will work under the direction of INDOT.
- Preferred Proposer – will complete design and construct the Project under the direction of INDOT. INDOT will issue a final RFP in October 2024 and will select the Preferred Proposer in March 2025.

CHAPTER 2. PROJECT SCHEDULE

INTRODUCTION

This chapter provides information on the planned implementation schedule for the Project. It also provides additional information regarding the allocation of implementation responsibilities and a summary of the necessary permits and approvals.

PROJECT SCHEDULE OVERVIEW

The Project is currently comprised of a single construction contract. As shown in Table 2-1 below, the environmental phase of work has been completed. PE and design work will continue through post letting as final design will be part of the construction contract. The Project construction will allow for substantial completion in the fourth quarter of State Fiscal Year (SFY) 2028, by June 30, 2028.

TABLE 2-1. PROJECT SCHEDULE OVERVIEW

Activity / SFY	2024 & Prior	2025	2026	2027	2028
Environmental	IFP				
	2025 FPAU				
PE / Design	IFP				
	2025 FPAU				
Final Design		IFP			
		2025 FPAU			
Construction		IFP			
		2025 FPAU			
Utilities		IFP			
		2025 FPAU			

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Environmental mitigation activities took longer than estimated to be completed. Mitigation credits were purchased to fulfill the NEPA requirements in November 2024, the second quarter of SFY25.

PROCUREMENT SCHEDULE

The INDOT anticipated awarding a construction contract in May 2025 as shown in the procurement schedule below (see Table 2-2). The Project does not require permanent RW acquisitions within the project limits. Further, utility relocations associated with this Project are anticipated to be cleared within the construction timeframe allotted. Table 2-2 provides the current procurement schedule for the Project.

TABLE 2-2. PROCUREMENT SCHEDULE

Schedule Item	Date
Issue Request for Qualifications	5/8/2024
SOQ Due Date	6/17/2024
Announcement of Shortlisted Proposers	7/10/2024
Circulate RFP to Shortlisted Proposers	7/19/2024

Schedule Item	Date
Issue Final RFP to Proposers	10/24/2024
Proposal Due Date	1/10/2025
Announce Preferred Proposer	3/3/2025
Award & Execution of PPA (Commercial Close)	5/10/2025
Substantial Completion - Open to Traffic	6/30/2028
Contract Completion - Final Acceptance	12/31/2028

PERMITS AND APPROVALS

The Categorical Exclusion (CE)-4 was completed in January 2023. All permitting activity will be carried out in accordance with the CE-4. The RFP for construction includes provisions to ensure compliance with all NEPA commitments. INDOT has applied for permits with key federal regulatory agencies. The permits and notifications that may be required by the CE-4 are outlined in Table 2-3 below.

TABLE 2-3. REQUIRED PERMITS AND NOTIFICATIONS

Agency	Permit / Notification	Responsibility
U.S. Army Corps of Engineers	Section 404 Permit for Discharge of Dredged for Fill Material into Waters of the United States	INDOT
Indiana Department of Environmental Management	Section 401 Water Quality Certification	INDOT
Indiana Department of Environmental Management	Construction Stormwater General Permit	INDOT

CHAPTER 3. PROJECT COSTS

INTRODUCTION

This chapter provides a detailed description of Project cost elements and current cost estimates in year-of-expenditure dollars for each element. This chapter also summarizes the costs incurred to date since the original Notice of Intent was published in the Federal Register and provides detail on key cost-related assumptions.

COST ESTIMATES

The total estimated cost for the Project is \$245.69 million in year of expenditure (YOE) dollars. Unless otherwise stated in this financial plan, all monies/\$ are shown in YOE. This cost estimate includes the most current project phasing and anticipated schedule. Table 3-1 below provides an overview of costs, broken down by phase. The cost estimate was developed as part of the design.

TABLE 3-1. PROJECT COST ESTIMATE BY ACTIVITY (IN \$ MILLIONS)

Activity	IFP	FPAU
PE / Environmental	\$ 10.16	\$ 17.10
Final Design	\$ 11.52	\$ 10.50
Construction	\$ 196.80	\$ 198.70
CEI	\$ 20.34	\$ 19.36
Utilities	\$ 0.03	\$ 0.03
Project Total	\$ 238.85	\$ 245.69

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The Project letting was successful with a \$209.20 million award (final design and construction). The largest change since the IFP is from preliminary engineering (PE) and environmental. There is a slight shift in final design and construction amounts due to the percentage of final design from the bid/award used. These changes are discussed further in [Chapter 10](#) and [11](#).

COST ESTIMATING METHODOLOGY

Initial cost estimates were developed by a consultant in conjunction with INDOT and FHWA. The cost estimates were developed by breaking down the Project into activities. The methodology for each element is further described below in Table 3-2.

TABLE 3-2. COST ESTIMATING METHODOLOGY

Cost Elements
Engineering and Design
<i>Preliminary and final engineering design services.</i>
Preliminary engineering is not part of the DBBV contract. These services were previously provided by consultants from competitive bids. Engineering and design cost estimates are currently estimated at 12.1% of the construction cost estimate. This is likely to change utilizing an alternative delivery method.
Design Program Management
<i>Cost to state for services of the General Engineering Consultant (GEC) during the design phase and miscellaneous departmental program management costs.</i>
Program Management estimates are based on currently negotiated contracts and estimates that cover the currently planned Project schedule.
Construction Administration and Inspection

Cost Elements

All construction and program management, administration, and inspection activities during the construction phase of the Project.

Construction Administration and Inspection costs are estimated at 8.5% of the construction cost estimate.

Construction

Estimated cost of construction.

Construction estimates reflect current prices inflated for YOY utilizing a large DBBV contract model. The alternative delivery method for the third letting will be based on a fixed price, variable scope.

Construction Contingency

Contingency to cover additional construction services in the event unforeseen circumstances arise that result in additional cost.

Construction contingency estimates are based on the level of engineering undertaken to date for the Project. Contingency factors have been developed based on the cost estimates that assessed the likelihood and potential cost of various major project risk items to evaluate the overall potential cost impact.

PROJECT EXPENDITURES

Table 3-3 shows the breakdown of costs for the Project annually by phase and SFY, respectively. As shown, approximately \$9.06 million has been expended on the Project through the end of SFY24. Anticipated expenditures in future years are summarized in the table as well. In addition, approximately \$236.63 million more is anticipated to be obligated and expended through SFY28. Construction accounts for most at \$198.70 million. The remainder of the anticipated expenditures are for final design, construction engineering and inspection (CEI), and utilities coordination and/or relocations.

SFY24 and prior includes actual expenditures. SFY25 includes actual expenditures, prior obligations not expended (encumbered balances that are carried forward for use), and any funds not yet obligated. SFY26 through SFY28 represents estimated expenditures.

TABLE 3-3. PROJECT COST ESTIMATE BY FISCAL YEAR (IN \$ MILLIONS)

Activity / SFY	2024 & Prior	2025	2026	2027	2028	Total
PE/ Environmental	\$ 9.06	\$ 2.92	\$ 2.12	\$ 1.50	\$ 1.50	\$ 17.10
Final Design	\$ -	\$ 1.18	\$ 4.07	\$ 4.25	\$ 1.00	\$ 10.50
Construction	\$ -	\$ 22.37	\$ 76.99	\$ 80.35	\$ 19.00	\$ 198.70
CEI	\$ -	\$ 0.86	\$ 6.10	\$ 6.30	\$ 6.10	\$ 19.36
Utilities	\$ -	\$ -	\$ 0.03	\$ -	\$ -	\$ 0.03
Project Total	\$ 9.06	\$ 27.34	\$ 89.30	\$ 92.39	\$ 27.60	\$ 245.69

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SFY24 and prior expenditures are less than reported in the IFP. This is due to obligations that were not expended. These obligations have carried over to SFY25 and have either been expended or are anticipated to be. These changes are discussed further in [Chapter 10](#) and [11](#).

CHAPTER 4. PROJECT FUNDS

INTRODUCTION

This chapter discusses the project funding sources that are dedicated to the Project. Specifically, it presents the available and committed funding required to complete the Project, including state transportation and federal-aid formula funds, and federal discretionary funds. A discussion of risks associated with funding availability is also included.

FINANCIAL PLAN OVERVIEW

This IFP reflects the planned funding and finance strategy by which the Project will be financed through a combination of conventional state and federal transportation program funds.

The INDOT has developed a financial plan that recognizes the limitations on conventional state and federal transportation funding and finds the right balance of funding alternatives to meet the following goals:

- ensuring Indiana's financial obligations to the Project are manageable,
- ensuring that the Project delivers value to Indiana, taxpayers, project partners, and end users through the lowest feasible Project cost,
- seeking private sector innovation and efficiencies and encouraging design solutions that respond to environmental concerns, permits, and commitments in the CE-4,
- developing the Project in a safe manner that supports congestion management,
- ensuring the Project is constructed within a period that meets or exceeds final completion target dates, and
- transparently engaging the public and minimizing disruptions to existing traffic, local businesses, and local communities.

The alternative delivery method selected by Indiana has the potential of providing private sector innovation, efficiencies, and cost effectiveness with the best value to taxpayers. INDOT has developed a pro forma financial plan that provides a certain view of how a contractor may deliver this Project.

PROCUREMENT APPROACH AND FINANCING

The Project will be procured using an alternative procurement model. Under this model, INDOT will make progress payments to a contractor as work is progressed constructing a facility in accordance with the performance standards set forth in the Scope of Services.

A combination of state and federal funds will be used to make progress payments to the contractor. INDOT will budget for these using INDOT's state appropriation determined by the Indiana General Assembly. The sources of federal funds used to support the payments are anticipated to be from the [National Highway Performance Program \(NHPP\)](#).

STATE TRANSPORTATION AND FEDERAL-AID FORMULA FUNDING

NHPP funds combined with state funding from gas and wheel taxes will be used to fully fund the project. The federal to non-federal funds ratio of 0.04 to 99.96 percent as of this FPAU is anticipated as described below in Table 4-1. Indiana has a demonstrated track record of meeting their state match obligations with a variety of state funding sources, including state-imposed fuel

taxes and a variety of transportation-related fees.

Based on expectations regarding the availability of federal funding, as well as expectations regarding the availability of corresponding state transportation funds, an estimated \$245.69 million of federal-aid highway formula and state transportation funds is reasonably expected to be available to the Project (see Table 4-1). This includes \$10.08 million of funds obligated through SFY24. Any funds authorized with FHWA under Advanced Construction (AC) are shown as State funds until they are converted to obligation limitation. The Project has \$131.08 million of funds authorized under AC, as of May 31, 2025 (see [Table 6-2](#)).

SFY25 includes obligations, and any funds programmed but not yet obligated. SFY26 through SFY27 are programmed funds for future obligation.

TABLE 4-1. FEDERAL AND STATE FUNDING (IN \$ MILLIONS)

Fund Type / SFY	2024 & Prior	2025	2026	2027	Total
Federal					
NHPP	\$ 0.09	\$ -	\$ -	\$ -	\$ 0.09
Subtotal, Federal	\$ 0.09	\$ -	\$ -	\$ -	\$ 0.09
State					
State Highway	\$ 9.99	\$ 89.81	\$ 71.20	\$ 74.59	\$ 245.60
Subtotal, State	\$ 9.99	\$ 89.81	\$ 71.20	\$ 74.59	\$ 245.60
Total Funds	\$ 10.08	\$ 89.81	\$ 71.20	\$ 74.59	\$ 245.69

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The federal to non-federal share of funds has changed since the IFP due to the contract award and use of AC for SFY26 and SFY27 funds for construction and final design. As these amounts are converted to obligation limitation, the percentages will change. Once all AC funds are converted, the federal to non-federal funds share is anticipated to be 53.4 to 46.6 percent.

PROGRESS PAYMENTS

The progress payments will be funded with a combination of state and federal funds appropriated by INDOT. In addition to being reflected in INDOT's internal budget and financial control systems, all anticipated funding amounts are reflected in the fiscally constrained [2024-2028 Statewide Transportation Improvement Program \(STIP\)](#), as well as the [2023-2026 Kentuckiana Regional Planning & Development Agency \(KIPDA\) Transportation Improvement Plan \(TIP\)](#).

FEDERAL DISCRETIONARY FUNDING

The Project has not utilized funding outside of federal-aid formulary and state transportation funds appropriated to INDOT to date.

CHAPTER 5. FINANCING ISSUES

INTRODUCTION

This chapter discusses the specific costs associated with financing the Project, including the issuance costs, interest costs, and other aspects of borrowing funds for the Project.

FINANCING STRATEGY

The Project will not utilize funding outside of federal aid and state transportation funds appropriated to INDOT. This plan eliminates issuance, interest, and borrowing costs.

CHAPTER 6. CASH FLOW

INTRODUCTION

This chapter provides an estimated annual construction cash flow schedule for the Project and an overview of the planned sources of funds.

ESTIMATED SOURCES AND USES OF FUNDING

A summary of the sources and uses of funds is shown in Table 6-1. This summary reflects INDOT's view of the funding structure based on the Project's economics. Sources of funds for the Project are currently anticipated to be fully funded through public funds contribution. The following sources of funds will fund construction and other development costs.

TABLE 6-1. ESTIMATED PROJECT SOURCES AND USES OF FUNDS (IN \$ MILLIONS)

	IFP	FPAU	\$ Change	% Change
Source of Funds				
IN Fed. & State Formulary	\$ 238.85	\$ 245.69	\$ 6.84	2.86%
Source of Funds Subtotal	\$ 238.85	\$ 245.69	\$ 6.84	2.86%
Use of Funds				
Design & Construction	\$ 218.51	\$ 226.33	\$ 7.81	3.58%
CEI	\$ 20.34	\$ 19.36	\$ (0.98)	-4.80%
Uses of Funds Subtotal	\$ 238.85	\$ 245.69	\$ 6.84	2.86%

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As illustrated in Table 6-1; this Update realizes a \$6.84 million increase in the sources and uses of funds over the IFP. This increase is largely attributed to preliminary engineering and environmental activities. These changes are discussed further in [Chapter 10](#) and [11](#).

CASH MANAGEMENT TECHNIQUES

INDOT intends to utilize available cash management techniques, including but not limited to AC, to manage the timing of cash needs against the availability of federal and state funds. These techniques provide INDOT authority to concurrently advance projects utilizing the federally accepted practice of AC. Current year expenditures will be converted to obligation limitation while future year expenditure estimates will remain under AC. At no time will Indiana's AC exceed Indiana's future federal estimates.

Table 6-2 below shows the AC conversion status for the Project updated through May 31, 2025. As shown, the Project currently has \$148.66 million authorized AC funds with \$17.58 million converted to federal funds. Construction funds in SFY26 and SFY27 remain in AC.

TABLE 6-2. ADVANCED CONSTRUCTION FUNDING STATUS (IN \$ MILLIONS)

Funding Method	Amount AC'd to Date	Amount Converted to Date	Amount Remaining in AC
AC Authorizations	\$ 148.66	\$ 17.58	\$ 131.08

FINANCING COSTS

The Project will not utilize funding outside of federal-aid and state transportation funds appropriated to INDOT as previously discussed in [Chapter 5](#).

PROJECTED CASH FLOWS

Table 6-3 summarizes the prior, current, and anticipated total, annual cash outlays for the Project and does not reflect the cash flow timing effects of the various financing mechanisms but rather the underlying total Project expenditures. The cash flows table is formed from the information in [Table 3-3](#) for expenditures and [Table 4-1](#) revenues / Project funds. The difference between each SFY funding and expenditures become a carryover amount to the subsequent SFY. As Table 6-3 illustrates, it is anticipated that the Project will have obligated funding to carry over through SFY28 as the Project nears completion.

TABLE 6-3. CASH FLOWS (IN \$ MILLIONS)

Revenues	2024 & Prior	2025	2026	2027	2028	Total
Carry Forward		\$ 1.02	\$ 63.50	\$ 45.40	\$ 27.60	
INDOT Funding	\$ 10.08	\$ 89.81	\$ 71.20	\$ 74.59	\$ -	\$ 245.69
Total Revenue Available	\$ 10.08	\$ 90.84	\$ 134.70	\$ 119.99	\$ 27.60	
Expenditures						
PE / Environmental	\$ 9.06	\$ 2.92	\$ 2.12	\$ 1.50	\$ 1.50	\$ 17.10
Final Design	\$ -	\$ 1.18	\$ 4.07	\$ 4.25	\$ 1.00	\$ 10.50
Construction	\$ -	\$ 22.37	\$ 76.99	\$ 80.35	\$ 19.00	\$ 198.70
CEI	\$ -	\$ 0.86	\$ 6.10	\$ 6.30	\$ 6.10	\$ 19.36
Utilities	\$ -	\$ -	\$ 0.03	\$ -	\$ -	\$ 0.03
Expenditures Subtotal	\$ 9.06	\$ 27.34	\$ 89.30	\$ 92.39	\$ 27.60	\$ 245.69
Net Cash Flow	\$ 1.02	\$ 63.50	\$ 45.40	\$ 27.60	\$ -	

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As shown in Table 6-3, INDOT has funded \$10.08 million through SFY24. SFY25 is anticipated to obligate \$89.81 million more and expend an estimated \$27.34 million more.

Table 6-4 illustrates the Project cash flows from the IFP. The major difference is the share of federal to non-federal funds, as previously discussed in [Chapter 4](#). The other notable variances are the timing of funding and expenditures that have moved forward SFYs from the IFP. The Project's funding is outpacing expenditures resulting in carryover amounts.

TABLE 6-4. IFP CASH FLOWS (IN \$ MILLIONS)

Revenues	2024 & Prior	2025	2026	2027	2028	Total
Carry Forward		\$ 0.41	\$ 67.50	\$ 39.50	\$ 12.00	
INDOT Funding	\$ 10.16	\$ 98.43	\$ 66.50	\$ 63.76	\$ -	\$ 238.85
Total Revenue Available	\$ 10.16	\$ 98.84	\$ 134.00	\$ 103.26	\$ 12.00	
Expenditures						
PE / Environmental	\$ 9.76	\$ 0.41	\$ -	\$ -	\$ -	\$ 10.16
Final Design	\$ -	\$ 4.32	\$ 3.68	\$ 3.53	\$ -	\$ 11.52
Construction	\$ -	\$ 23.75	\$ 82.82	\$ 80.23	\$ 10.00	\$ 196.80
CEI	\$ -	\$ 2.84	\$ 8.00	\$ 7.50	\$ 2.00	\$ 20.34
Utilities	\$ -	\$ 0.03	\$ -	\$ -	\$ -	\$ 0.03
Expenditures Subtotal	\$ 9.76	\$ 31.34	\$ 94.50	\$ 91.26	\$ 12.00	\$ 238.85
Net Cash Flow	\$ 0.41	\$ 67.50	\$ 39.50	\$ 12.00	\$ -	

CHAPTER 7. PUBLIC-PRIVATE PARTNERSHIP (P3) ASSESSMENT

INTRODUCTION

This chapter provides information on the process used to assess the appropriateness of a P3 to deliver the project.

P3 ASSESSMENT

The INDOT has evaluated alternative contracting methods permitted under current Indiana law. Such alternative delivery models are expected to enhance the feasibility of the project through accelerated project delivery; construction cost certainty; and the transfer of various risks to the private sector, such as design and construction risk. As a result, the project is being procured using a DBBV delivery method.

LEGISLATIVE AUTHORITY

The P3 Program operates within the general legal framework set forth in the Indiana Code (IC). The INDOT has been granted legislative authority to procure P3 projects in Indiana. The statute providing authorization to procure P3 projects is [IC 8-15.7](#). INDOT will lead the procurement and will be responsible for the technical aspects of P3 projects and will commit, where it is appropriate, its appropriations towards a project. The relevant statute allows for the development, financing, and operation of P3 projects.

INDIANA’S P3 MANAGEMENT STRUCTURE

Indiana has established itself as a national leader in using alternative delivery models to deliver major transportation infrastructure projects. The INDOT will be the procuring agency and will be responsible for the technical aspects of the procurement. INDOT has an established P3 Department that resides within the [Major Projects Delivery Division](#). Both the P3 Department and the Major Projects Delivery Division are responsible for delivering and overseeing P3s at INDOT.

BENEFITS – DISADVANTAGES COMPARISON

The Project is being procured using a DBBV delivery model and will be managed by INDOT. While P3s are not suitable for all projects, there are a few main benefits to P3s of all sizes and complexities. Using innovative project delivery models, such as P3s, to deliver and operate infrastructure projects have many benefits for INDOT including:

- **Accelerated project delivery:** An integrated consortium of qualified firms working concurrently on the design and construction of the project can accelerate project delivery. This process typically results in efficiencies and synergies for a more streamlined, accelerated delivery process.
- **Cost certainty and predictability:** INDOT’s cost for the project is locked in at commercial close and is only subject to cost changes approved by INDOT. This provides more cost certainty when compared to traditional delivery. INDOT is able to better budget and allocate funding for other projects with the confidence that costs are less likely to increase.
- **Private sector innovation:** Innovative project delivery can be structured for multiple facets of the project to be coordinated and managed under a single entity and to enhance

collaboration between design and construction in the development of the project bid. The exchange of ideas between these parties can result in significant value engineering efficiencies and can help to avoid technical issues. Private entities are typically experienced in the design and construction of similar projects and are incentivized to use these efficiencies and economies of scale to achieve lower costs.

- **Improved accountability:** One party, the Successful Proposer, is responsible for project delivery and operation regardless of the number of subcontractors. If the project is not delivered according to the contractual requirements, then the Successful Proposer is responsible.

While there are benefits to innovative project delivery, there are also disadvantages that should be considered, including:

- **Longer procurement timeline:** Innovative project delivery requires extensive upfront negotiations of the contract. The contract governs rights and obligations associated with the asset for the length of the contract. As a result, the procurement timeline can take longer for innovative project delivery when compared to traditional delivery.
- **Paying a risk premium to transfer unknown risks upfront:** The P3 delivery model transfers many risks associated with project delivery to the private sector. This is done through performance-based agreements that lock-in project costs, at commercial close. Given the nature of these contracts, not all risks are fully known at the outset. Therefore, a private entity may build a “risk premium” into their proposal. Not unlike the purchase of insurance, this investment is made to help lock-in costs and mitigate exposure to certain risks for the public sponsor. These costs can be mitigated in part by robust competition between proposers.

RISK LOCATION ANALYSIS

INDOT employs a two-step screening process when assessing whether a project should be delivered using an alternative delivery model. During the initial project screening phase, INDOT reviews available project information and data and assesses the project against a set of screening criteria to determine the feasibility of delivering a proposed project via an alternative delivery method. Table 7-1 below summarizes criteria examined during the initial project screening phase. The primary screening criteria are merely a guide for assessment. A project that does not meet some or all the primary screening criteria may still advance to a secondary screening based on other considerations. Other unique characteristics of the project may require assessment of additional considerations.

TABLE 7-1. INDOT P3 SCREENING CRITERIA – STEP ONE

High Level Project Screening Criteria	
Project Complexity	Is the project sufficiently complex in terms of technical and/or financial requirements to effectively leverage private sector innovation and expertise?
Accelerating Project Development	If the required public funding is not currently available for the project, could using a P3 delivery method accelerate the delivery of the project?
Transportation Priorities	Is the project consistent with the overall transportation objectives of the State? Does the project adequately address transportation needs?

High Level Project Screening Criteria	
Project Efficiencies	Would the P3 delivery method help foster efficiencies through the most appropriate transfer of risk over the project life cycle?
Ability to Transfer Risk	Is there an opportunity to bundle projects or create economies of scale? Would the P3 delivery method help transfer project risks and potential future responsibilities to the private sector on a long-term basis?
Funding Requirement	Does the project have revenue generation potential to partially offset the public funding requirement if necessary? Could a public agency pay for the project overtime, such as through an availability payment, as opposed to paying for its entire costs up front?
Ability to Raise Capital	Would doing the project as a P3 help free up funds or leverage existing sources of funds for other transportation priorities with the State?

Projects that proceed to the second screening step undergo detailed screening. The objective of the detail level project screening is to further assess delivering the project as a P3, examine in greater detail the status of the project, and identify potential risk elements. In addition, the detail level project screening criteria evaluates the desirability and feasibility of delivering projects utilizing the P3 delivery method. The desirability evaluation includes factors such as effects on the public, market demand, and stakeholder support. The feasibility evaluation includes factors such as technical feasibility, financial feasibility, financial structure, and legal feasibility. INDOT will also begin to assess a timeline for achieving environmental approvals based on specific project criteria during this screening step. Detailed level screening criteria are provided below in Figure 7-2.

TABLE 7-2. INDOT P3 SCREENING CRITERIA – STEP TWO

Detail Project Screening Criteria	
Public Need	Does the project address the needs of the local, regional, and state transportation plans, such as congestion relief, safety, new capacity, preservation of existing assets?
	Does the project support improving safety, reducing congestion, increasing capacity, providing accessibility, improving air quality, improving pedestrian biking facilities, and/or enhancing economic efficiency?
Public Benefits	Will this project bring a transportation benefit to the community, the region, and/or the state?
	Does the project help achieve performance, safety, mobility, or transportation demand management goals?
Economic Development	Does this project enhance adjacent transportation facilities or other modes?
	Will the project enhance the State's economic development efforts?
Market Demand	Is the project critical to attracting or maintaining competitive industries and businesses to the region, consistent with stated objectives?
	Does sufficient market appetite exist for the project? Are there ways to address industry concerns?
Stakeholder Support	What is the extent of support or opposition for the project? Does the proposed project demonstrate an understanding of the national and regional transportation issues and needs, as well as the impacts this project may have on those needs?
	What strategies are proposed to involve local, state and/or federal officials in developing this project?
	Has the project received approval in applicable local and/or regional plans and programs?
	Is the project consistent with federal agency programs or grants on transportation (FHWA, FTA, MARAD, FAA, FRA, etc.)?

Detail Project Screening Criteria	
Legislative Factors	Are there any legislative considerations that need to be considered such as tolling, user charges, or use of public funds?
	Is legislation needed to complete the project?
Technical Feasibility	Is the project described in sufficient detail to determine the type and size of the project, the location of the project, proposed interconnections with other transportation facilities, the communities that may be affected and alternatives that may need evaluation?
	Is the proposed schedule for project completion clearly outlined and feasible?
	Does the proposed design appear to be technically sound and consistent with the appropriate state and federal standards?
	Is the project consistent with applicable state and federal environmental statutes and regulations?
	Does the project identify the required permits and regulatory approvals and a reasonable plan and schedule for obtaining them?
Financial Feasibility	Does the project set forth the method by which utility relocations required for the transportation facility will be secured and by whom?
	Are there public funds required and, if so, are the State's financial responsibilities clearly stated?
	Is the preliminary financial plan feasible in that the sources of funding and financing can reasonably be expected to be obtained?
Project Risks	Are there any risks unique to the projects that have not been outlined above that could impair project viability?
	Are there any project risks proposed to be transferred to INDOT that are likely to be unacceptable?
Term	Does the project include a reasonable term of concession for proposed operation and maintenance?
	Is the proposed term consistent with market demand, providing the best value solution for the State?
	Is the proposed term optimal for a whole-of-life approach?

Using the standard INDOT screening process it was determined that the Project is a strong candidate for DBB delivery. Table 7-3 below provides additional considerations to the Project using the P3 delivery model.

TABLE 7-3. INDOT P3 PROJECT CONSIDERATIONS

Design-Build Project Considerations	
Technical Considerations	Considerations pertaining to project complexity, design, schedule acceleration, cost savings, and lifecycle performance and lifecycle cost objectives.
Market Considerations	Considerations pertaining to the market demand and market capacity and the marketability of the project to DB providers.
Resources and Capabilities	Considerations pertaining to INDOT's internal resources to deliver the project.

The qualitative and quantitative screening analyses indicated the project to be a strong candidate for DBBV delivery for the following reasons:

- The project is large and located in a high traffic volume area (with high truck traffic volume at about 40% of total traffic).
- An accelerated construction schedule would help to limit construction impacts to stakeholders while addressing safety concerns during the construction period.

- Maintenance of traffic is a challenge; the multiple work types included in the project could benefit from a high level of multi-discipline coordination and integrated approach to construction sequencing.
- The project characteristics (size, high traffic volumes and truck traffic) are such that a performance-based contract would help to reduce the risk of change orders and cost overruns.
- The project size will be highly attractive to the region's larger players and is likely to attract a strong pool of proposers willing to bid under a DBBV model.

Therefore, INDOT identified the DBBV model as the preferred delivery model and proceeded with procuring the project on that basis.

MARKET CONDITIONS

The Project will not utilize funding outside of federal-aid and state transportation funds appropriated to INDOT as previously discussed in Chapter 5. Aside from funding, other market conditions factor into the procurement method. The construction labor market conditions are currently saturated with several other major construction projects in the regional area. Two of these projects are P3/DBB projects which reduces the viability of another proposer entering the area. The current issues around supply chain disruptions present a market condition to which proposers could view negatively in their schedule and bid.

CHAPTER 8. RISK AND RESPONSE STRATEGIES

INTRODUCTION

This chapter addresses several important factors that could affect the Project and the financial plan for the Project. These risks fall under one or more of the following categories: Project Cost, Project Schedule, Financing, and Procurement. Significant consideration has been given to identifying risks and potential mitigation measures, and this chapter outlines these factors. Additionally, this chapter addresses the impact of the state's financial contribution to the Project on its respective statewide transportation program.

PROJECT COST RISKS AND MITIGATION STRATEGIES

The following factors shown in Table 8-1 have been identified as possible reasons for cost overruns/cost changes.

TABLE 8-1. PROJECT COST – RISKS AND RESPONSE STRATEGIES

Risk	Mitigation Strategy	Likelihood of Occurrence	Impact of Occurrence
Original Cost Estimates		Retired; did not materialize.	
Inflation			
Highway construction inflation has been very volatile over the past several years and could significantly increase the cost of the Project.	Reasonable inflationary assumptions based on recent and historical trends in construction inflation have been included in current cost estimates. These estimates consider current low commodity prices and relatively high unemployment rates, which are expected to result in favorable contract pricing.	Medium	Medium
Cost Overruns During Construction			
Cost overruns after the start of construction could result in insufficient upfront funds to complete the project.	A DBBV or progress payment concession structure helps transfer much of this risk from the public to the private sector successful proposer.	Medium	Low
Materials Supply Chain			
Supply chain disruptions could delay completion of the project or increase the cost of materials.	Some manufacturing was halted due to the COVID-19 health crisis while others experienced historical labor shortages. The effects have disrupted several industry supply chains for materials and as a result prices are volatile, and receipt of goods are not time guaranteed. Longer than normal advertising periods are scheduled for the letting. This will provide longer planning and procurement lead times.	High	Medium

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The Project cost risk of the original cost estimates being lower than the bids received was not realized and has been retired.

PROJECT SCHEDULE RISKS AND MITIGATION STRATEGIES

The following risks have been identified below in Table 8-2 as those that may affect Project schedule and, therefore, the ability of the Project Sponsor to deliver the Project on a timely basis.

TABLE 8-2. PROJECT SCHEDULE – RISKS AND RESPONSE STRATEGIES

Risk	Mitigation Strategy	Likelihood of Occurrence	Impact of Occurrence
Litigation		Retired; did not materialize.	
Unanticipated Site Conditions			
Unanticipated geotechnical conditions could be encountered, potentially delaying the schedule, or increasing costs.	Geotechnical investigations have been conducted on the Project, and preliminary results do not indicate any significant problems.	Medium	Low
Hazardous Materials			
Both known and unknown hazardous materials could delay the Project and/or lead to additional costs.	Investigations have been conducted on identified sites and preliminary results do not indicate any significant problems.	Low	Low
Endangered Species			
If endangered species (e.g., Indiana bat, Kirtland snake, mussels, etc.) are encountered, construction work may be disrupted, leading to schedule delays and/or additional costs.	Mitigation is an established process that minimizes delays with dedicated staffing to address surprise findings. Similar mitigation has been used on four previous corridor projects successfully to avoid construction delays.	Low	Low
Schedule Coordination			
Due to the size and complexity of the Project, poor project scheduling and coordination could delay the Project schedule.	A DBB or progress payment concession structure helps transfer much of this risk from the public to private sector DB. The project team has held constructability reviews with the District and Central Office to maximize construction schedule.	Medium	High
Maintenance of Traffic			
Traffic impacts and loss of access could adversely affect communities / businesses, negatively impacting support for project.	A detailed maintenance of traffic (MOT) and traffic management plan (TMP) have been completed between the design team and INDOT. Temporary lane closures are required at the project onset to reconstruct existing shoulder pavement for use during MOT. The allowable length and duration of the lane closures have been minimized with incentives to reduce the duration even further. After shoulder reconstruction, no lane closures are anticipated for the remainder of the project.	Medium	Medium
Project Start-up/Execution		Retired; did not materialize.	

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Two Project schedule risks have been retired since the IFP. The risk of litigation from statutory protest to the award did not occur. Additionally, the risk of project startup/ execution did not

occur as the DBC had the necessary resources required at the Project kick-off to mobilize.

FINANCING RISKS AND MITIGATION STRATEGIES

Table 8-3 below discusses risks that may negatively affect the Project Sponsor's ability to fund the Project cost effectively. For each risk, this table provides a summary of potential mitigation strategies.

TABLE 8-3 FINANCING AND REVENUE – RISKS AND RESPONSE STRATEGIES

Risk	Response Strategy	Likelihood of Occurrence	Impact of Occurrence
Availability of State and Federal Funding			
The state has identified and committed various levels of conventional funding for the Project within the timeframe of its budget planning cycle. Funding beyond this period is subject to appropriation risk.	Within procedural limitations, the state has demonstrated a strong commitment to ensuring that the Project is delivered given the investment of funds to date. INDOT has included the Project in its internal budgeting and financial control systems at the requisite funding levels. In addition, all anticipated funding amounts are reflected in Indiana's fiscally constrained STIP and the TIP for the metropolitan region.	Low	Medium

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There are no new changes to report for this Update.

PROCUREMENT RISKS AND STRATEGIES

The risks shown below in Table 8-4 may affect the Project Sponsor's ability to implement the Project due to risks associated with the procurement of the Project through a DBBV procurement model.

TABLE 8-4. PROCUREMENT – RISKS AND RESPONSE STRATEGIES

Risk	Response Strategy	Likelihood of Occurrence	Impact of Occurrence
Delay in Procurement		Retired; did not materialize.	

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The delay in procurement risk was not realized from the DBBV method and has been retired.

IMPACT ON STATEWIDE TRANSPORTATION PROGRAM

The State has made specific commitments to the completion of the Project. Based on expectations of federal funding availability, as well as expectations regarding the availability of corresponding state transportation funds, the Project Sponsor believes the federal-aid highway formula and state transportation funds identified in this FPAU are reasonably expected to be available, and without adverse impacts on the State's overall transportation program or other funding commitments. Indiana has provided funding for the Project through a combination of state and federal funding, including the Project in the State's capital program. Indiana will continue to make specific financial commitments to the Project based on its standard budget procedures and in accordance with the [STIP](#), which considers the needs of the overall transportation program and other projects throughout the State. INDOT is using the biennium

appropriations for progress payments showing that Indiana has allocated these appropriations out of INDOT's Capital Program. INDOT estimates that these future payments will be 2.01% of its capital program. Funding for the Project from INDOT federal authorizations of NHPP is anticipated to be 53.45% after AC conversions. In addition to being reflected in internal budget and financial control systems, all anticipated funding amounts are reflected in the [STIP](#), as well as the [KIPDA TIP](#).

CHAPTER 9. ANNUAL UPDATE CYCLE

INTRODUCTION

This chapter addresses the annual reporting period for the data reported in the Annual Update to the Financial Plan.

FUTURE UPDATES

The effective date for this IFP is May 31, 2025. Future updates will be submitted to FHWA by September 1st each subsequent year through substantial completion.

CHAPTER 10. SUMMARY OF COST CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

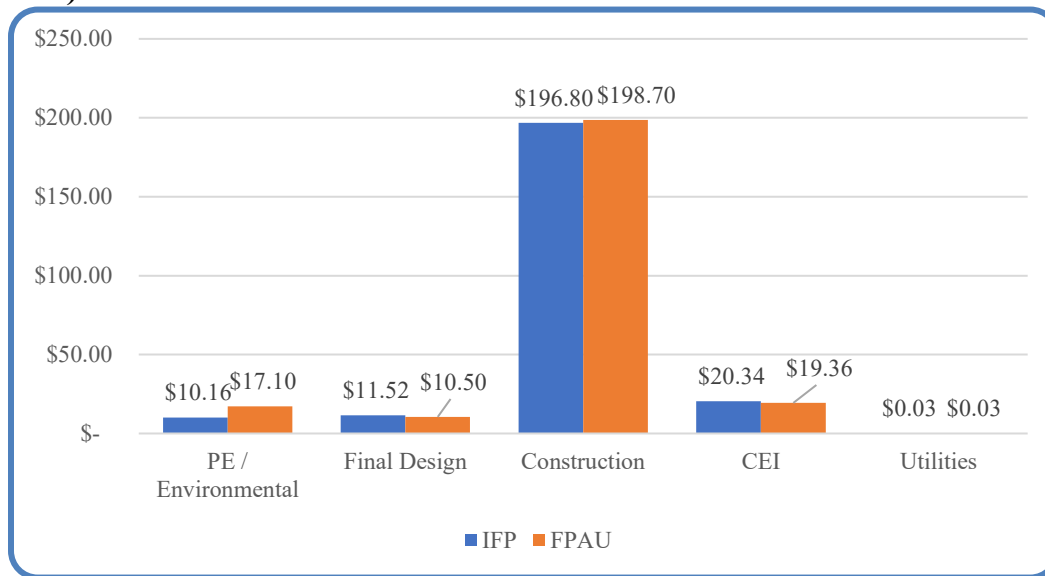
INTRODUCTION

This chapter addresses the changes that have reduced or increased the cost of the Project since last year's financial plan, the primary reason(s) for the changes, and actions taken to monitor and control cost growth.

Since the prior Update, the IFP, the Project has realized cost increase of \$6.84 million as illustrated in Figure 10-1. All activities have changed slightly except for utilities.

- PE and environmental: \$6.94 million increases from professional services contract amendment for Project development and procurement, mitigation credit purchases, and legal services.
- CEI: \$0.98 million decrease from professional services contract.
- Final design and construction: final design as a percentage of the bid / award amount previously estimated at 5.531 percent. Actual from bid/ award is 5.02 percent. This shifts costs/funding from final design to construction with a fixed price of \$209.20 million.

FIGURE 10-1. PROJECT COST ESTIMATE COMPARISON BY ACTIVITY (IN \$ MILLIONS)



The actions taken to monitor, and control cost growth include vetting all requested changes internally between the Project team and the respective Departments. Items considered are cost, added value, short and long-term maintenance impacts, impacts to the Project schedule, and the ability to be implemented. The Project team will look for duplication of efforts and items to control cost growth. All professional services agreements and amendments are negotiated by INDOT's Professional Services Department in accordance with the [2024 Standard Specifications](#).

CHAPTER 11. COST AND FUNDING TRENDS SINCE THE INITIAL FINANCIAL PLAN

INTRODUCTION

This chapter addresses the trends that have impacted project costs and funding since the IFP, the probable reason(s) for these trends and the implications for the remainder of the Project.

Since the IFP the Project has realized a \$6.84 million increase in costs and funding, 2.9% as shown below in Table 11-1. Obligations made in SFY24 and prior that were not expended are shown in SFY25 numbers as encumbrances. Other factors that affect changes in the figures are listed below.

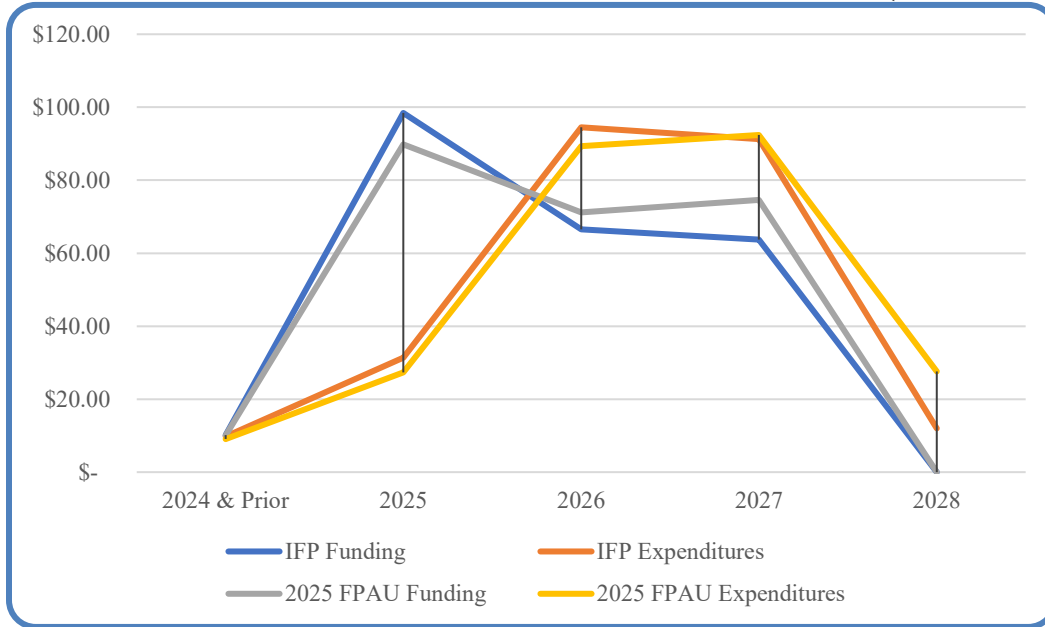
- Professional services for project development and procurement were required due to a procurement method change from design-bid-build to DBBV as well as owner's representation throughout the duration of construction.
- Environmental mitigation needs were analyzed and calculated, resulting in the purchase of credits.
- Professional services for legal consultation and insurance requirements and review.
- Shift of final design costs/ funding to construction from the bid/ award.
- CEI professional services contract negotiated and awarded.

TABLE 11-1. PROJECT COST ESTIMATE SUMMARY COMPARISON BY SFY (IN \$ MILLIONS)

Activity	IFP	2025 FPAU	\$ Change from IFP	% Change from IFP
PE /Environmental	\$ 10.16	\$ 17.10	\$ 6.94	68.3%
Final Design	\$ 11.52	\$ 10.50	\$ (1.02)	-8.9%
Construction	\$ 196.80	\$ 198.70	\$ 1.90	1.0%
CEI	\$ 20.34	\$ 19.36	\$ (0.98)	-4.8%
Utilities	\$ 0.03	\$ 0.03	\$ -	0.0%
Project Total	\$ 238.85	\$ 245.69	\$ 6.84	2.9%

The cost and funding trends since the IFP have been steady with obligations outpacing expenditures resulting in carryover to expend. The implications for the remainder of the Project are increased Project costs for professional services although not anticipated to surpass any typical threshold. Funding for these changes is expected to come from INDOT's capital program. These changes are reflected below in Figure 11-1 and demonstrate the trends realized.

FIGURE 11-1. FUNDING & EXPENDITURE COMPARISON BY SFY (IN \$ MILLIONS)



The Project does not currently have any construction cost changes to report.

TABLE 11-2. SUMMARY OF COST CHANGES/OVERRUNS (IN \$ MILLIONS)
[reserved for future use]

CHAPTER 12. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

INTRODUCTION

This chapter addresses the changes that have caused the completion date for the Project to change since the last financial plan, the primary reason(s) for the change, action taken to monitor and control schedule growth, and any scope changes that have contributed to this change.

The Project has not realized any schedule changes since the prior Plan (IFP) that affects the completion date. The critical path method (CPM) scheduling for construction will be utilized to monitor and control schedule growth.

CHAPTER 13. SCHEDULE TRENDS SINCE THE INITIAL FINANCIAL PLAN

INTRODUCTION

This chapter addresses the trends that have impacted the Project schedule since the IFP, the probable reasons for these trends, and the implications for the remainder of the Project.

The Project has not realized any schedule changes since the IFP that impacts the completion date. The environmental activity took longer than previously estimated due to the purchase of mitigation credits. This, however, is not an activity that would normally affect a project schedule. No further changes have materialized. Based on this, it is likely the Project will remain on schedule and not need additional time to complete.