INDOT 2030 LONG-RANGE PLAN

2004 Draft Update

INDIANA DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENT, PLANNING, AND ENGINEERING

LONG RANGE TRANSPORTATION PLANNING SECTION

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INDOT 2030Long Range Plan

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INDOT 2030 Long Range Plan

Introduction and Background

Introduction

Predicting the future is a difficult task. The Indiana Department of Transportation (INDOT) 2030 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 2030 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 2004-2030 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. CHANGES TO THE 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.

II. ECONOMIC AND DEMOGRAPHIC TRENDS AFFECTING TRANSPORTATION

The demand for transportation is intrinsically linked to economic and demographic conditions. The following provides data and descriptions of: 1) broad economic trends; 2) Indiana-specific growth – historical and projected; 3) industry-specific trends – which industries are growing and declining; and 4) demographic changes in Indiana, including an overall aging of the population. The data used to support this analysis is based on the statewide Indiana REMI model (Regional Economic Models, Inc.), which was also used to conduct the economic impact analysis of the Long Range Plan. That analysis focused on transportation investments that affect the cost of travel, and consequently the productivity and cost benefits to businesses and individuals in the state. Ultimately, that analysis correlates transportation investments to employment, personal income, and gross state product (GSP). A look at long range economic and demographic trends provides a baseline and most likely economic scenario to consider the demand for transportation and how changes in the economy and population will alter transportation needs.

National and International Economic Trends

There are a few key trends in the national and global economies that directly relate to transportation services, modes, and demand:

- **Increased importance of international trade.** International trade as a share of economic activity has grown over the past thirty years, and that trend is projected to continue. For example, at the United States level, the combination of exports and imports as a share of gross domestic product (GDP) has increased from 11 percent in 1970 to 29 percent in 2000 and is expected to grow to 39 percent by the year 2020.
- **Advances in global supply chains and logistics.** The movement of goods has gradually shifted from a "push" logistics system to a "pull" system that is dominated by consumer demand. Rather than a supply-side system, the transportation of goods and services is increasingly dictated by demand, and firms have responded by becoming more nimble, with an increasing share of

freight moving by trucks and air as opposed to rail and marine. At the same time, "just-in-time" logistics processes are consistent with smaller on-hand inventories, and require efficient logistics firms to help move goods.

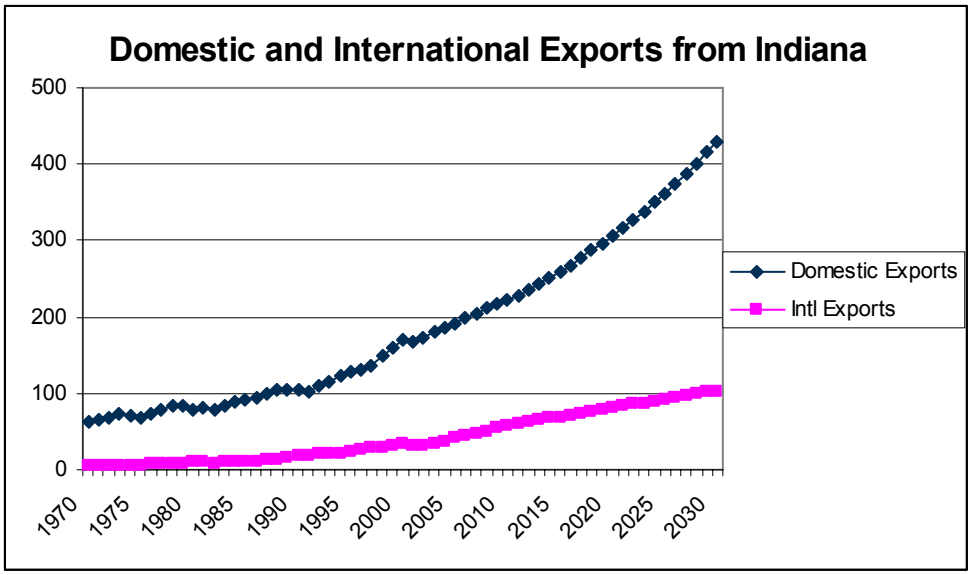
- **Continuing shift from a manufacturing economy to a service economy.** As suggested by many economists, the United States has gradually shifted from an economy where the majority of workers were concentrated in agrarian activities, to an economy highlighted by manufacturing and industrial growth, to an economy where the largest share of workers are in service sectors. For a comparison, four percent of total employment was in farming in 1970 and this number shrank to two percent by 2000 and is not expected to rise. In terms of manufacturing, 22 percent of all jobs in 1970 were in manufacturing compared to 11 percent in 2000, and a projected 10 percent share in 2030. Service Sector jobs accounted for 19 percent of all jobs in 1970, 32 percent in 2000, and are expected to grow to 39 percent by 2030. Still, due to rapid increases in productivity, manufacturing production (business output) has grown even during times of employment declines, and that is probably the most relevant data to freight transportation demand.
- **Aging population.** Two demographic trends are both pointing towards an aging U.S. population over the next 20 to 30 years. First, advances in science and medicine have increased life expectancies. Second, the baby boomer population is steadily heading towards retirement ages. This trend has implications in terms of labor force availability and the percentage of the population employed compared to those relying on services from others. It also impacts transportation in terms of the needs of the elderly (i.e., transit, safety, etc.).

Indiana Specific Economic Trends

Today's Indiana economy produces over $230 billion of economic activity (as measured by GSP), enjoys approximately $185 billion in personal income, with employment of 3.6 million. Employment increased by 18 percent from 1990 to 2004, but is currently projected to grow by just 15 percent to the year 2030 – a significantly slower pace of employment growth. Meanwhile, GSP grew by 56 percent from 1990 to 2004 and real personal income (adjusting for inflation) increased by 44 percent. Future growth in GSP and personal income is also expected to be slower on an annual basis than in recent years, but is expected to grow faster than employment. Consistent with relatively rapid increases in personal income, per capita personal income has grown significantly over time, and in many ways is the best measure of economic well-being. In 1970, per capita income in Indiana was $14,500 (in 1996 dollars). Today, it is approximately $29,000 and is expected to grow to roughly $45,000 by 2030. Indiana's per capita income is very similar to the United States overall today (slightly higher) and is expected to be 2.5 percent than the U.S. by 2030.

Domestic and International Export Trends

As shown below, both domestic and international exports have historically increased at a steady pace and are expected to experience continued growth out to 2030. In 2004, Indiana will export roughly $38 billion in goods and services to international trading partners, and another $185 billion to other states. It's interesting to see the relative importance of exports from Indiana to other states within the U.S. (domestic) versus international exports. Though both trends are clearly upward, it's the domestic portion that is actually expected to increase the most rapid growth and grow to over $400 billion by 2030.



Indiana Industry-Specific Trends

The table below presents employment by industry in the major sectors of the economy for both historical time periods and a forecast of future conditions. Though manufacturing employment is expected to decline through 2010, it is projected to reverse course and increase to over 740,000 jobs by 2030 based on a generally larger economy. The services and retail trade industries are projected to continue on a growth path and by 2030, those two industries will account for over two million of Indiana's 4.2 million jobs. As population gradually increases, so will the demand for government resources. Government employment in Indiana only trails services, manufacturing, and retail trade. The transportation and public utilities industries are expected to experience steady growth in the future, accounting for 188,000 jobs by 2030.

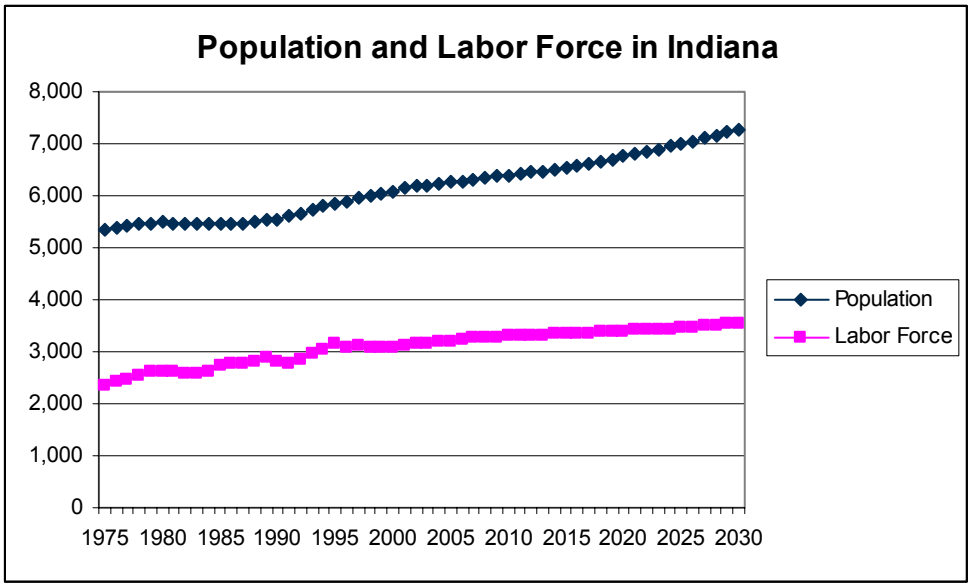
Indiana Employment by Industry (thousands)								
	1970	**1980**	**1990**	**2000**	**2004**	**2010**	**2020**	**2030**
Manufacturing	717.4	665.9	648.2	697.6	634	628.9	673.8	742.5
Mining	8.9	13.6	12.3	8.6	6.1	5.2	4.5	4.1
Construction	106.2	125.3	165.3	215.8	203.5	208.9	210.1	213.5
Transportation & Public Utilities	114.7	123	152.8	177.2	172.4	182.9	185.7	188.4
Finance & Insurance	126.4	169.2	183.4	235.6	234.5	237.8	236.9	236.1
Retail Trade	357.3	440.4	550.7	656.7	654.1	652.4	659	660.5
Wholesale Trade	85.7	113.5	135.3	157.7	143.3	139.3	135	127.8
Services	340.9	484.8	735.1	998.4	1024.9	1125.9	1249.1	1387
Agriculture & Forest Services	6.6	11.5	21.9	33.5	37.9	43.8	57.6	75.9
Total Government	307.2	367.5	399.3	431.8	446.7	460.9	471.2	493.1
Farm	119.6	117.5	86.8	79.3	76.9	73.1	66.1	59.8
Total Employment	2290.9	2632.2	3091	3692.2	3634.3	3759	3949.1	4188.7

source: Regional Economic Models, Inc.

Some of the more detailed industries that are projected to increase in employment most rapidly from 2004 to 2030 include: machinery and computers (114 percent); agriculture, forestry and fishing services (100 percent); medical and technical instruments (100 percent); and miscellaneous business services (67 percent).

Demographic Trends in Indiana

Indiana's population in 2000 was 6.1 million and is projected to be up to 6.2 million in 2004. As shown in the graphic below, both population and labor force are on a gradual upward trend since 1975 and are projected to grow to 7.3 million people and 3.5 million labor force by 2030. As described in the broad national trends section, the aging of the population will slightly reduce the number of people able to work relative to the total population. In 2000, the participation rate (labor force divided by population) was estimated to be almost 51 percent. This ratio is projected to hit a maximum in 2008 at near 52 percent, but by 2030 will decrease to approximately 48 percent as the baby boomer generation ages.

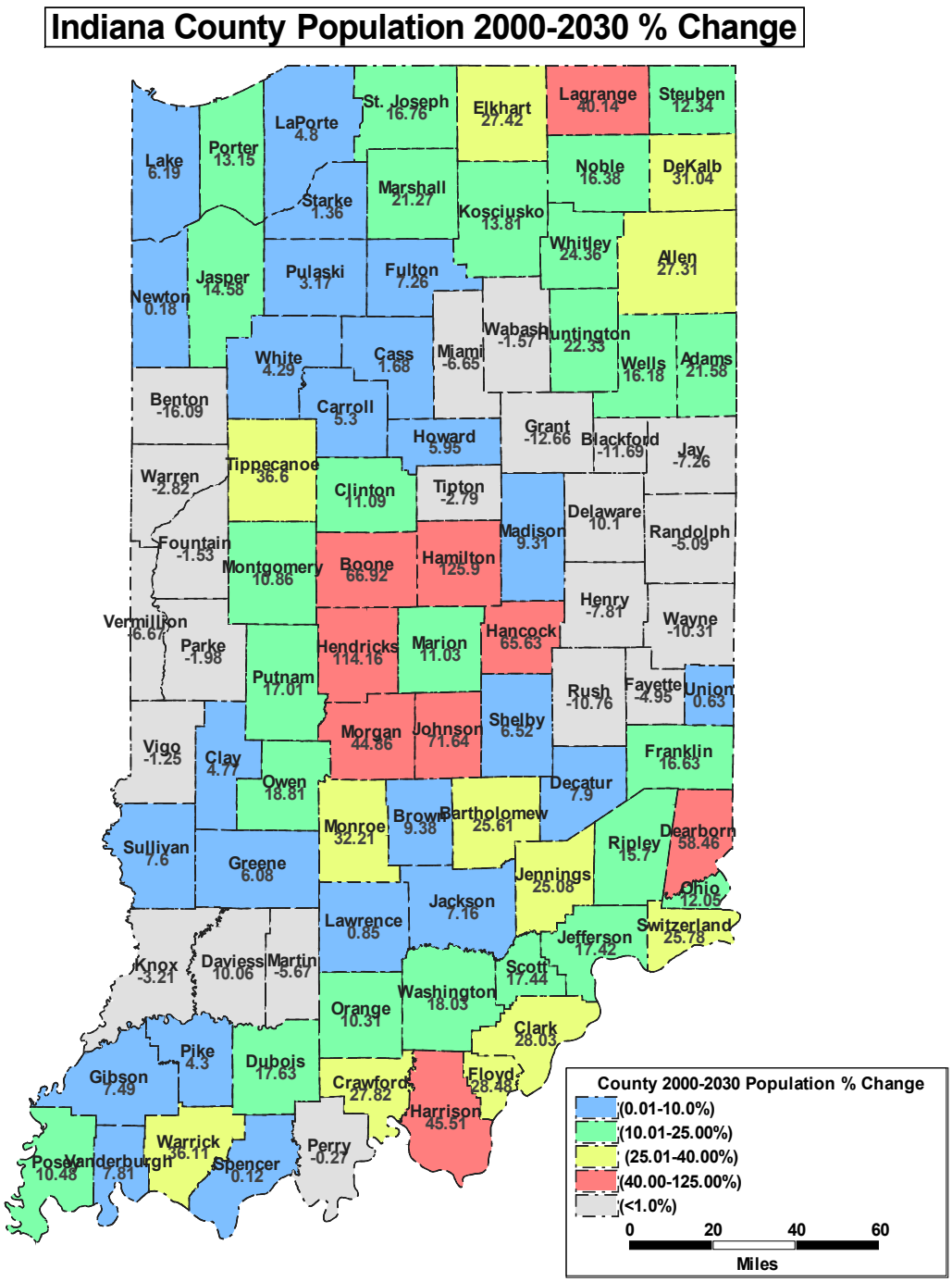


To further illustrate these demographic changes, consider the percentage of the population in different age cohorts in the years 2004 and projections to 2030:

- For the zero to 19 age cohort, primarily children in school or not in the labor force, the 2004 share is 29 percent but is expected to fall to 27 percent even though the total number will grow by almost 200,000.
- For the 25-44 age cohort, often considered prime working ages, their share of total population is estimated to decline from 28 percent to 24 percent by 2030, with only an increase in population of 5,000.
- For the 70 and over age cohort, however, the trend is much different. The share in 2004 is less than nine percent, but is expected to grow to over 14 percent by 2030, representing an increase in population of nearly 500,000

Indiana Population Growth over the Next 30 Years

The map below shows the change in population in Indiana by county. This reflects the population changes for the years 2000 to 2030. As is typical, several counties show a decline in population while other s show a significant growth.



III. TRANSPORTATION TECHNOLOGY TRENDS

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.

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.

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. This drastic increase will result in additional transportation needs 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. With increasing income comes increased spending on goods as well as travel. The increased amount of travel will create a greater need for road maintenance and construction in Indiana over the next 25 years.

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.

Chapter
2

INDOT 2030 Long Range Plan

The Planning Process

Overview

This chapter provides an outline of the procedures followed in the development of the INDOT 2030 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.

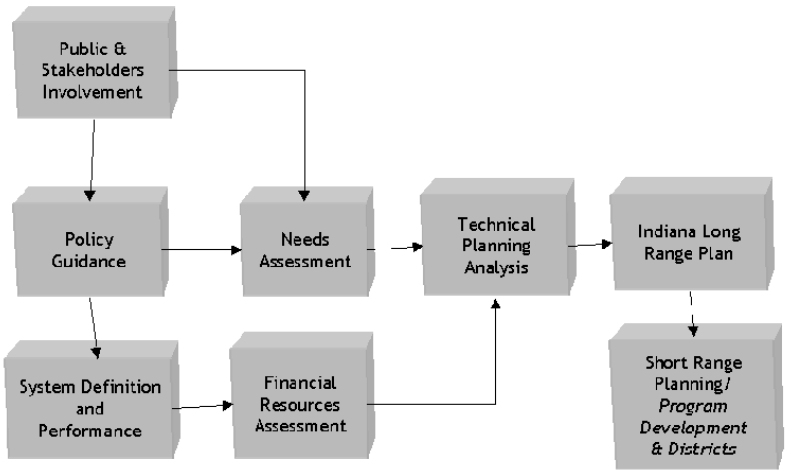
This planning process is constantly looking for and receiving comments and input from citizens, elected officials and transportation professionals for the next Plan Update. INDOT's Long Range Transportation Planning staff has the responsibility to maintain and update the Long Range Plan. This requires 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 (2004 to 2030) 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.

INDOT has initiated an Access Management Study that is intended to fulfill two missions. The first is to develop a "pilot" corridor preservation program for the US 31 from Indianapolis to South Bend that will focus on management, right-of-way reservation and advance acquisition techniques intended to develop the corridor into a limited access freeway. The second mission of the study is to produce a finished product, an Indiana Access to Guide that can then be applied to the further development of the statewide mobility corridor concept as outlined in the plan. The INDOT Access Management Study will:

- Review Indiana access management related State statutes and rules relative to accepted national access management practices and provide for recommended potential enhancements to improve Indiana's procedures.

- Review the relationship of the current INDOT access management process with local land development approval requirements (access permits, zoning and subdivision approvals) and recommend potential improvement procedures.

- Refine the roadway classification system of statewide mobility corridors, regional mobility corridors and local access roadways to provide a classification for Special Transportation Areas where context sensitive solutions and special access management treatments will be considered to deal with the unique characteristics of the area.

- Develop an access management classification system based on the Long-Range Plan's statewide mobility corridor concept and recommend acceptable access, spacing and design criteria.

- Identify access management methods to be used in implementing the classification system.

- Develop an implementation plan that outlines the steps, authority, organizational responsibilities, and process for strengthening access management in Indiana.

- Produce a finished product: an Indiana Access Management Guide to be used in conjunction with the new Access Management Manual under development by the Transportation Research Board (TRB) Committee on Access Management.

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-8.01), updated July 2004, 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 2030 Transportation Plan. The PDP consists of six stages as described as follows:

Stage I: Call for New State 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: Full Project Listing and Directory of State Projects:

Stage III of the Program Development Process involves the production of a document reflecting a forecast of all statewide projects, both expansion and preservation, that are currently under development. This Directory of Highway Projects is simply an updated list of all state projects currently under development at INDOT. At this stage, the directory assumes no budget restrictions and is intended to provide a convenient means to reference the contents of the INDOT production schedule. Projects that have been added since the last publication of the directory are noted as such.

Stage IV: Draft INSTIP Development:

Stage IV 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 V: INSTIP Development and Coordination with MPO TIPS:

Stage V 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 VI: INSTIP Publication:

In stage VI 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 area-wide *Long-Range Transportation and Land Use Study* in 1978 in anticipation of the fact that the population of the Bloomington Urbanized Area would exceed 50,000 persons 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.

Columbus Urbanized Area

The 2000 Census found that the population of the Columbus Urbanized Area had exceeded 50,000 persons requiring the creation of a Metropolitan Planning Organization. The Metropolitan Planning Area would consist of Bartholomew County and the town of Edinburgh. After negotiation between INDOT and local government, the Columbus Area Metropolitan Planning Organization (CAMPO) was designated in 2004. The MPO is currently working to finalize staffing and other organizational details.

Evansville Urbanized Area

The Evansville Urban Transportation Study (EUTS) was created in October 1969 as the planning agency responsible for conducting the 3-C planning process within the Evansville urbanized area. Until its dissolution in 1985, EUTS had been associated with the Southwest Indiana Kentucky Regional Council of Governments (SWIKRCOG). After SWIKRCOG dissolved, EUTS continued on as an independent transportation planning agency and was designated as the MPO for the Evansville urbanized area in 1986. The EUTS Metropolitan Planning Area consists of Henderson County, in Kentucky; Vanderburgh, Warrick and a small section of eastern Posey Counties in Indiana. The EUTS updated twenty-five year Long Range Transportation Plan which extends the planning horizon out to the year 2030 was formally adopted by its Policy Committee in December of 2003.

Vanderburgh County and a small portion of Warrick County had been formerly designated as a “marginal” non-attainment area under the EPA’s 1-hour ozone standard and have since been re-designated as an “attainment” area subject to the 1-hour ozone maintenance requirements. The EPA however has established new, 8-hour standards that will become effective on June 15, 2005, replacing the existing 1-hour ozone standard. Vanderburgh and Warrick Counties have been designated by the EPA as non-attainment areas under the new 8-hour ozone standard. All indications are that the EUTS Long-Range Transportation Plan will be able to demonstrate conformity to the 8-hour standard prior to the June 15, 2005 deadline.

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, Small Urban and Rural Transportation Planning 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 was continued into Fiscal Year 2002 with the addition of another three recipient agencies: one regional planning commission and two MPOs. The program has since grown to eleven grantees: seven Regional Planning Organizations and four MPOs. The major work products yielded are listed by agency as follows:

Kankakee-Iroquois Planning Commission

The Kankakee-Iroquois Planning Commission serves Benton, Jasper, Newton, Pulaski, Starke and White Counties. The agency's The agency'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 the establishment of a traffic counting program.

Michiana Area Council of Governments

The Michiana Area Council of Governments (MACOG) is an MPO that serves Elkhart, Marshall and St. Joseph Counties. 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, and, (6) Incorporation of the Marshall County INDOT projects into the MACOG Transportation Improvement Program.

Northeastern Indiana Regional Coordinating Council

The Northeastern Indiana Regional Coordinating Council (NIRCC) is an MPO that also serves Adams, Allen, DeKalb and Wells Counties. The agency has completed four rural transportation plans. The Transportation Plans for DeKalb, Adams, and Wells 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. NIRCC has continued to update its plans, and conduct supplemental studies of problem areas.

Southeastern Indiana Regional Planning Commission

The Southeastern Indiana Regional Planning Commission (SIRPC) serves Dearborn, Decatur, Franklin, Jefferson, Jennings, Ohio, Ripley and Switzerland Counties. The agency produced a document that provides an overview of transportation projects within the region and their projected economic impacts. A Regional Transportation (stakeholder) Committee has been established. SIRPC has also established a regional traffic count program.

Southern Indiana Development Commission

The Southern Indiana Development Commission (SIDC) serves Daviess, Greene, Knox, Lawrence and Martin Counties. The agency has 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. SIDC has also established a regional traffic count program. The agency has also produced a railroad crossing inventory for each county in the region.

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. The agency has produced 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 was a locally developed priority ranking for the identified needs. River Hills has also established a regional traffic count program covering Harrison, Scott, and Washington Counties.

Indiana 15 Regional Planning Commission

The Indiana 15 Regional Planning Commission serves Crawford, Dubois, Orange, Perry, Pike and Spencer Counties. The agency established a transportation advisory (stakeholder) board. Transportation issues were explored including rural transit and a proposed Valley Springs connector route. The agency has established a regional Geographic Information System (GIS) to assist local government with transportation and

land use planning issues. The agency has also established a regional traffic count program.

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. the agency has established a rural transportation (stakeholder) advisory committee. A GIS database for State jurisdictional highways was established. Transportation problem areas in Posey and Gibson Counties were A rural traffic count program has been established in Posey and Gibson Counties as well. An annual Rural Planning Report is being published, outlining other completed rural transportation initiatives.

Bloomington-Monroe County Metropolitan Planning Organization

The Bloomington/Monroe County Metropolitan Planning Organization serves as the MPO for the Bloomington Urbanized Area. The agency was added to the FY 2000 Rural and Urban Transportation Planning Program to provide transportation planning for the non-metropolitan area of Monroe County. The MPO has augmented the traffic counting program in the non-metropolitan areas of Monroe County. The agency has also conducted a land use inventory, provided an analysis of the rural intersections and arterial roadways, and studied accessibility along the State Road 37 Corridor.

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. Region 3A has produced a transportation needs assessment and a regional profile. Region 3A has also established a regional traffic count program.

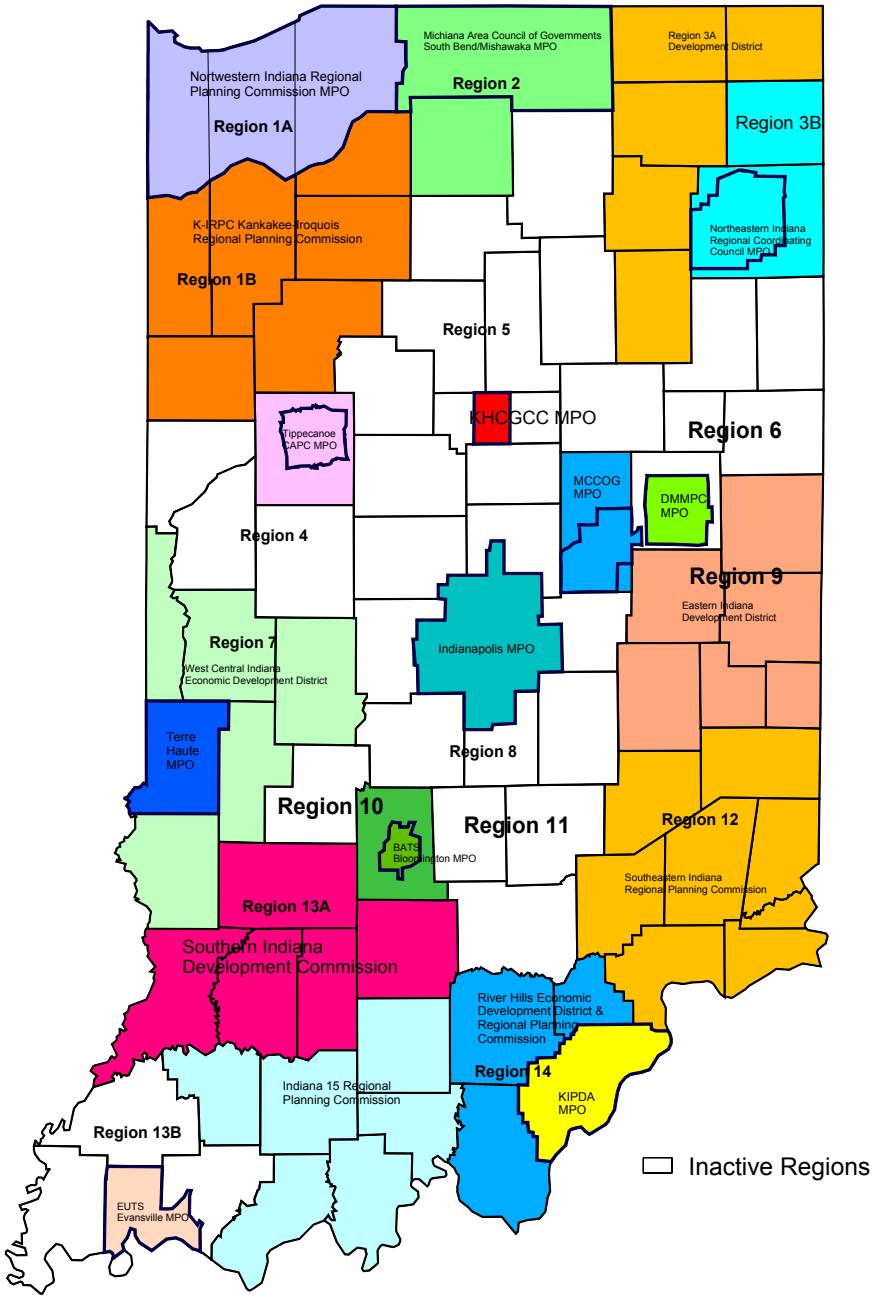
Eastern Indiana Development Commission

The Eastern Indiana Development District (EIDD) serves Fayatte, Franklin, Rush, Union and Wayne Counties. The organization has produced a transportation needs assessment and a regional transportation profile. The agency has facilitated communication and coordination between local communities and INDOT. EIDD has assisted INDOT with its rural consultation efforts. The agency has also establish a regional traffic count program.

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, six regions in the State have inactive Regional Planning Commissions. The three Indiana counties surrounding the Evansville Urban Transportation Study's (EUTS') urbanized area, while 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.

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



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.

Chapter
3

INDOT 2030 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, which 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

Beginning with the initial development of the 2000 – 2025 Long-Range Transportation Plan, its subsequent amendments and carrying through to this 2004 plan update, INDOT has continually expanded its efforts to be inclusive, striving to provide and refine a conduit for stakeholder input into the plan development process. The primary tool used to disseminate information concerning the status of the 2004 plan update has been the INDOT web page located at: www.in.gov/dot/pubs/longrange/index2.htm. This page has been regularly updated with the most recent developments and information resulting from the plan update process. Other tools employed have been a series of early coordination meetings with INDOT District personnel, the Metropolitan Planning Organizations and Regional Planning Organizations. The timetable and objectives for the development of INDOT's 2004 update of its Long-Range Transportation Plan were conveyed at a number of statewide transportation forums, which were discussed as follows in this chapter.

MPO Conference

The Indiana MPOs conduct an annual conference in the fall of each year. The conference location rotates among the metropolitan areas of the state, depending upon which MPO is hosting the event. INDOT's Planning personnel have traditionally taken an active role in the annual conference, presenting long-range transportation planning updates and participating in many of the sessions. This process has been beneficial for all parties, fostering an open-ended communication process between the MPOs and INDOT. The communication process resulting from the MPO conferences provides an opportunity for the discussion of issues both formally during the meeting and on a less formal, individual,

one-on-one basis between sessions. The INDOT Planning Section relies on this forum to communicate to and include the MPO as true planning partners in the statewide transportation planning process.

Indiana State Fair

The 2004 Indiana State Fair marked the 59th year where INDOT has had a presence at the fair. Taking place from August 11 – 22, the fair attracted 900,365 visitors. INDOT personnel set up and manned a booth in the Exhibition Hall where information regarding the planning process, transportation programs and projects was distributed along with a perennial favorite: the Indiana State Highway Map. The Planning Section's contribution included a large map which displayed all of the expansion projects listed in the plan. Pamphlets were also distributed that described the 2004 plan update process and invited persons to attend one of the six statewide District Meetings where a presentation of the plan update would be made and opportunities would be provided for immediate public comment and feedback.

Purdue Road School

One of the best venues in Indiana to covey transportation issues is at the annual Purdue University Road School, held at Purdue University in West Lafayette, Indiana. One of the oldest of its kind in the nation Purdue's Road School attracts over 1,500 participants representing state and local governments, engineers, traffic experts and the general public that has an interest in transportation issues. The INDOT Planning staff has taken advantage of this opportunity over the past several years by presenting Long Range Plan updates and participating in round table discussions regarding the development of the plan and the status of specific projects listed in the plan, or potential placeholder projects to be added to the 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 yet another opportunity to interact with local, regional, state, and federal transportation professionals.

Public Involvement in INDOT's Program Development Process

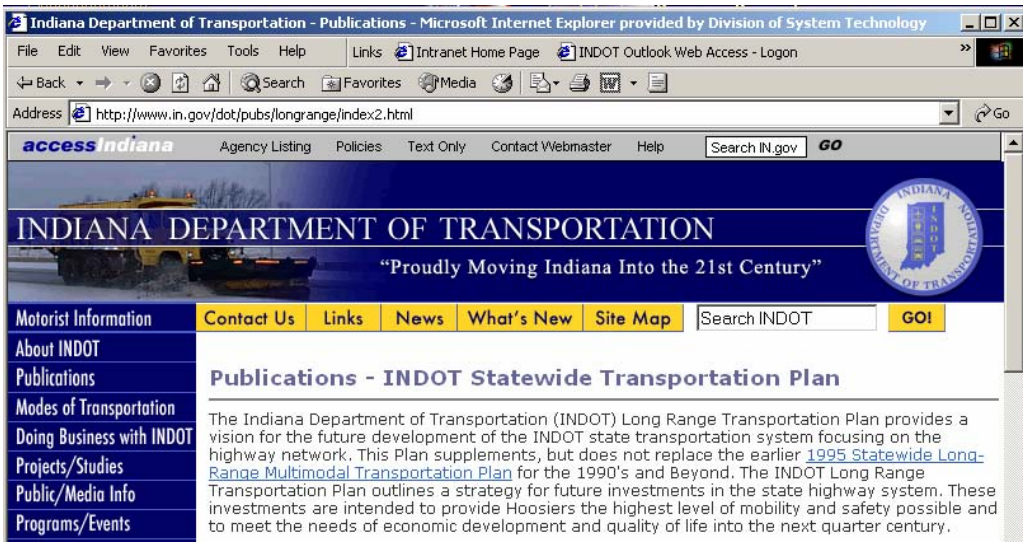
As noted in Chapter 2, the INDOT Program Development Process (PDP) is a comprehensive set of procedures intended to provide a formal structure for the evaluation, ranking and programming of INDOT's proposed projects. The final product resulting from the PDP is the publication of the Indiana State Transportation Improvement Program (INSTIP). The PDP has an embedded public involvement component that is activated at

various stages throughout the year-long process. The public interaction stems from two primary sources: comments and input received from local elected officials during the early consultation meeting component and comments and input received directly from the public resulting from the annual District Meetings.

The PDP process begins with an internal INOT review of the current projects programmed in the INDOT scheduling system. Then, a formal INDOT *"call for new projects"* is extended to all counties, cities, towns and to INDOT's District offices. This is followed by a series of *early consultation meetings,"* where input regarding the proposed projects and any potential scheduling changes is sought from MPOs, RPOs and local elected officials. The purpose of the *"early coordination meetings"* is to obtain local input and to reach a consensus through consultation as to which proposed projects carry the highest priority and what changes, if any, need to be made within the existing projects listed in the INDOT scheduling system. In late summer, the annual District Meetings are held where the public is invited to hear presentations for the INSTIP, the Long-Range Plan and other related transportation issues. The annual District Meetings take place after the draft INSTIP has been published. The meetings are vitally important to INDOT because they provide a direct conduit for face-to-face public involvement in the planning and program development process.

Web Site

One of the most useful and promising public involvement tools employed by INDOT has been the development and use of the INDOT internet website. The site contains a wide-range of information about Indiana's transportation system and can be accessed at: http://www.in.gov/dot/. It has proven particularly useful in the distribution of up-to-date information regarding the status of the 2004 Long-Range Plan update. In addition to the latest, 2003 amended version of the Long-Range Transportation Plan and 1995 Statewide Long-Range Multimodal Transportation Plan, the site provides access to many pertinent planning tools and documents. Among these are an overview of the plan development process, access to the products produced from the 2030 technical planning tools, meeting



notes generated from early planning coordination meetings with the INDOT District, MPOs and RPOs, and a listing of the proposed projects to be added to the plan, together with maps showing their locations. Under the heading of "Tell Us What You Think," there is a feedback link where the public can e-mail comments or questions about the planning process. The address is also listed for INDOT's 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.

INDOT Market Research Project

In a follow-up to the Planning Assessment Study and in advance of the Policy Plan update, INDOT initiated a market research study. The purpose of the study was to identify issues of importance to the general public, as well as particular stakeholders. The market research study had several components, key of which were:

- A general survey of the population,
- Outreach to stakeholders concerned about environmental justice issues in Indiana,
- Outreach to stakeholders concerned about land resource issues,
- Outreach to stakeholders concerned about freight issues,
- Suggestions for how INDOT might change the Policy Plan in response to the finding of the market research study

A central component of the market research study was a general survey of the Indiana population aimed at validating INDOT's Policy Plan and identifying emerging areas on which INDOT should focus. The survey also provided an opportunity to identify what transportation issues are important to Indiana residents, and how well INDOT performs in these areas. Ultimately, many of the survey questions may become the basis for customer-based performance measures that INDOT could monitor periodically.

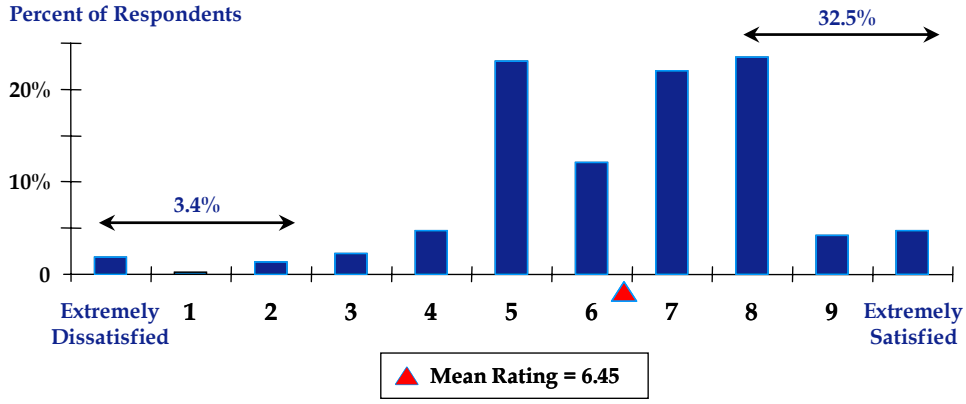
The survey was carried out in May 2003 by the Indiana University Public Opinion Laboratory. It obtained information about travel behavior and socioeconomic characteristics of Indiana residents, analyzed customer attitudes through ratings of policy priorities, importance ratings, and satisfaction with INDOT services, and identified differences in behavior and attitudes by geography, socioeconomics (income, gender, age, auto ownership, household size), and travel behavior. They survey also over-sampled in areas with high concentrations of environmental justice populations.

The survey found that:

- Respondents mostly agree with INDOT's priorities;
- Funding allocation appears to be "about right," but those seeking a reallocation would shift funding to transit, intercity air, and new road construction;
- People are generally aware of INDOT but its exposure could be increased;

- Customers' view of INDOT has remained the same or has slightly improved over the past 12 months;
- INDOT has a positive image in trustworthiness, keeping drivers safe, and helping Indiana's economy; and
- Areas of concern include treating all parts of the State fairly, and completing construction/
maintenance projects on time.

Overall Satisfaction with INDOT

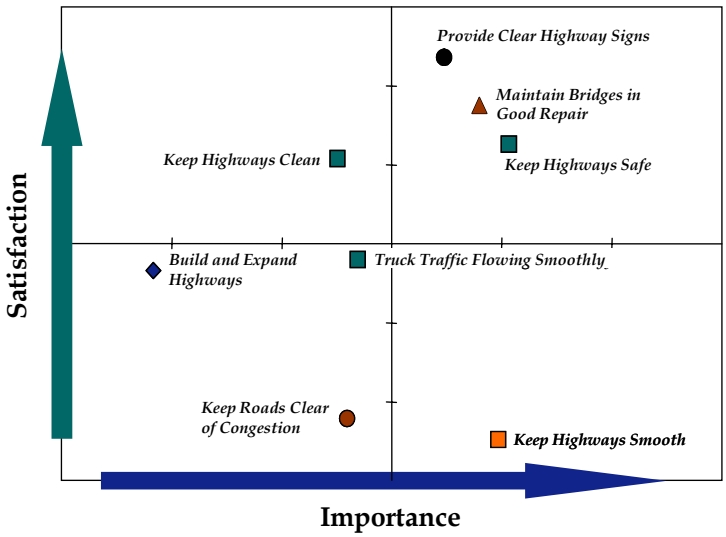


In general, there was high and uniform "overall satisfaction" with INDOT.

The survey responses were evaluated for potential implications for long-range transportation in Indiana. From that evaluation, it was determined that the nine policy areas continued to be relevant (although there are some emerging areas that should get recognized). People think that INDOT should focus on:

- Congestion management;
- Improved highway maintenance; and
- Scheduling of construction and maintenance projects.

Some of the key emerging issues include land resources and homeland security. The survey identified some polarization of opinion regarding INDOT's role in bus and passenger rail service.



Environmental Justice

The concept of *environmental justice* refers, in the broadest sense, to the goal of identifying and avoiding disproportionate adverse impacts on minority and low income individuals and communities. Environmental justice extends community impact assessment by examining communities based on characteristics such as race, ethnicity, income, age and even disability. 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 administrators 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 Act* and *Real Property Acquisitions Act of 1970* (URA), *TEA-2,* and other applicable DOT statutes, regulations and guidance that concern planning, social, economic, or environmental matter, 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 environmental 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, 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 has made special efforts to evaluate and improve the planning and program process in order to ensure compliance with environmental justice regulations. These efforts have a concentrated focus on two initiatives intended to improve the department's ability to achieve the objectives of the environmental justice regulations. The first initiative calls for the development of a new Public Involvement Procedures Manual that will contain special outreach methods to increase minority and low-income population group participation. The second initiative involved the market research effort (study). One aspect of the study was intended to assist in the identification of transportation needs and perceptions of how well transportation services were being delivered to minority and low-income groups.

The purpose of INDOT's Market Research project was to improve INDOT's understanding of the transportation needs of its customers. The objectives of the environmental justice component of the Market Research project were to identify current and potential future transportation-related environmental justice issue with the state of Indiana and to likewise identify potential EJ initiatives that could be undertaken by INDOT.

The population of the State of Indiana, consistent with patterns observed throughout the country, has and is becoming increasingly diverse racially and ethnically, including persons having limited English proficiency. There also is an increasing desire on the part of INDOT, and other state DOTs as well, to improve the manner in which they respond to customer needs, including the explicit recognition of differences among different population or stakeholder groups. The challenge in identifying, monitoring, and satisfying the needs of INDOT's customers is made all the more challenging because of the increasing diversity in the state's population.

In response to these needs, INDOT addressed environmental justice issues as a component in its larger Market Research project. Four specific work program activities were undertaken:

1. Analysis of existing demographic conditions and trends building on the results of the Year 2000 Census of the Population;
2. Interviews with stakeholder, MPO, and INDOT staff;
3. Use of a stratified sample in the market research telephone survey to ensure a statistically valid sample of minority population subgroups; and
4. Development of potential actions that INDOT could take based on the cumulative results of the previous four information gathering activities.

Research Findings:

1. **Indiana is becoming more diverse.** Populations of racial minority groups are increasing at a much faster rate than the general public. Hispanic population has more than doubled between 1990 and 2000.

2. **Seven percent of Indiana households do not own an automobile.** As expected, differences in vehicle ownership and travel mode to work vary by income, race, and eth-

nicity. Non-EJ households have on average 2.12 vehicles, while EJ households average 1.65 vehicles.

3. **EJ and non-EJ respondent ratings were significantly different for a number of policy issues.** EJ respondents rated the following policy issues as being more important, including:

a. Improve bus service;

b. Make mobility easier for pedestrians and bicyclists;

c. Improve the mobility of low-income, elderly, and the disabled; and

d. Improve transportation safety.

4. **EJ issues mentioned.** Specific environmental justice issues mentioned included highway locations that have divided black communities and disproportionately displaced black residents, frequency of bus service, hours of the day during which public transportation services are available, adequate financing for public transportation, safe location of bus stops, and roadway maintenance practices.

5. **Environmental justice, however, is perceived by many as not being an important issue except in Northwest Indiana.** "There are so many other issues overshadowing environmental justice that it is rarely mentioned." Major transportation projects are located more in rural and suburban portions of the State than in the central cities where minority populations are living.

6. **English proficiency is not a significant issue.** Indiana's population having only a limited proficiency in the English language is growing but to date has not been a problem in terms of communication needs.

7. **INDOT has taken some steps, but needs to do more.** Virtually all of the interviewees acknowledged that INDOT has taken a number of important initiatives to address potential issues of environmental justice. At the same time, they felt INDOT needs to do more. A number of the interviewees felt that not all of the desired perspectives and viewpoints were either at the table or fully represented.

8. **Programmatic-level activity is needed.** The majority of existing environmental justice analyses are occurring at the project level. Consideration of environmental justice also should be addressed in the development of transportation policies and during the development of systems-level transportation plans and programs.

Based on the findings from the environmental justice component of the Market Research project, INDOT is moving forward with potential actions that will improve the agency'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

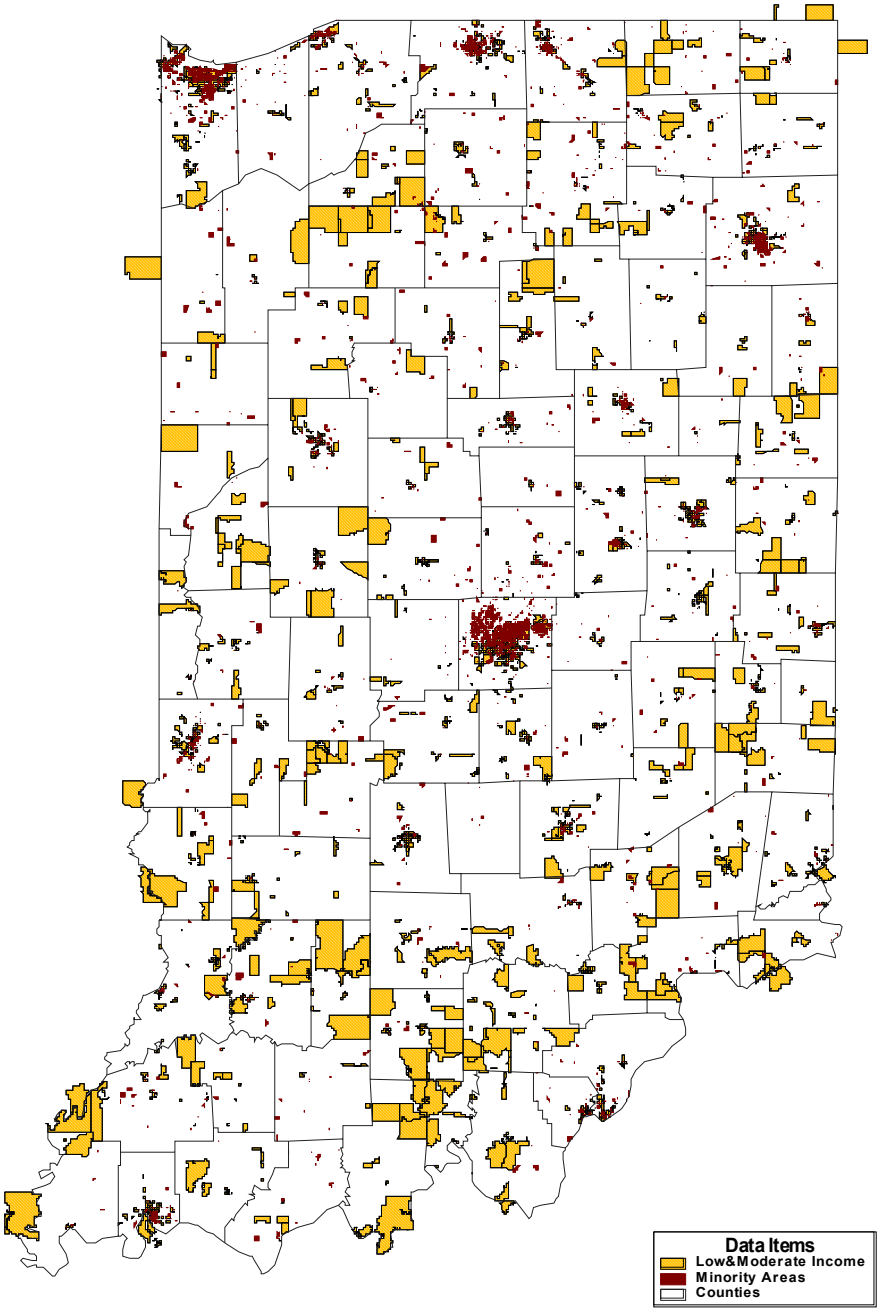
and state jurisdictions. Therefore, INDOT relies on the MPOs to establish and include activities that are designed to ensure compliance with environmental justice regulations as part of their transportation planning work program, long range transportation plan development and transportation improvement 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 2004 Long Range Plan Update

Throughout the plan update process, INDOT employed the use of its website as the primary distribution conduit to release information and obtain public input regarding the various stages development. The website was updated on a timely basis, providing new information whenever significant milestones were achieved. The site also contained a *"Tell Us What You Think"* link that provided the user with a direct e-mail link and an address for written comments.

The planning activities associated with the 2004 plan update were conducted in an atmosphere of partnership and coordination with Indiana's regional and local transportation planning entities. During June and July, 2004, INDOT's Planning Section conducted a series of 26 early coordination meetings. The meetings were mostly conducted in the field at the offices of the various planning entities. The early coordination meetings consisted of six INDOT district meetings, one with each of the districts, thirteen individual metropolitan planning organization meetings and, seven regional planning organization meetings.

To establish a framework for discussion prior to each of the early coordination meetings, the organizations were asked to review those INDOT projects currently listed in the published INDOT 25-Year Plan relative to their area of jurisdictions and to compile a listing of any projects where a change in scope, implementation date or even, deletion from the plan was warranted. They were asked to then prepare a listing of potential new transportation added capacity projects for consideration and evaluation in their area. Finally, they were asked to identify transportation planning issues that their organization were encountering and that might be assisted or remedied through INDOT action. INDOT also provided the each organization with the early results of its 2030 existing plus committed statewide transportation model outputs for review.

Notes were taken for each of the twenty-six early coordination meetings. The notes, including follow-up comments, were then published on the INDOT website for public review and feedback.

Close on the heals of this process, the annual INDOT District meetings took place in August where, along with a presentation of the draft Indiana State Transportation Improvement Program (INSTIP), a presentation regarding the 2004 Long Range Plan update was made. The public was invited to make comments regarding the plan update at the District Meetings or to provide written follow-up comments at a later date prior to the close of the formal comment period. A public comment period for the 2004 draft INDOT Long-Range Plan update began on August 19 following the close of the last INDOT District meeting and it came to a close thirty days later on September 17, 2004.

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 2004 district meetings, over 1,100 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. Also in early August, pamphlets containing information about the Long Range Plan update and inviting persons to attend the six district meetings were distributed to citizens who visited the INDOT booth at the Indiana State Fair INDOT. Prior to the meetings, press releases announcing the date, location, times and description of the district meetings were distributed to media outlets throughout the State of Indiana.

The 2004 INDOT district meetings were held in August. Each district served as the host for meetings conducted within its district. And each district scheduled two, 2-hour meetings, an afternoon meeting and an evening meeting. 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 update, 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.

INDOT has published a record of the 2004 District Meetings. It is entitled, *INDOT 2004 Transcript: District Meetings*.

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 August 17, 2004 at the district office complex, located near the intersection of I-74 and SR 231 in Crawfordsville. The afternoon and evening sessions attracted ninety-six persons.

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 August 11, 2004 at the Syracuse Community Center, 1013

North Long Drive, Lakeside Park in Syracuse, Indiana. The afternoon and evening sessions attracted forty-three persons.

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 August 18, 2004 at the District offices, 32 South Broadway, Greenfield, Indiana. A total of ninety-six persons attended the Greenfield District meetings.

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 August 12, 2004 at the LaPorte District Offices, 315 East Boyd Boulevard in LaPorte. Sixty-one persons attended the LaPorte District meetings.

Seymour District:

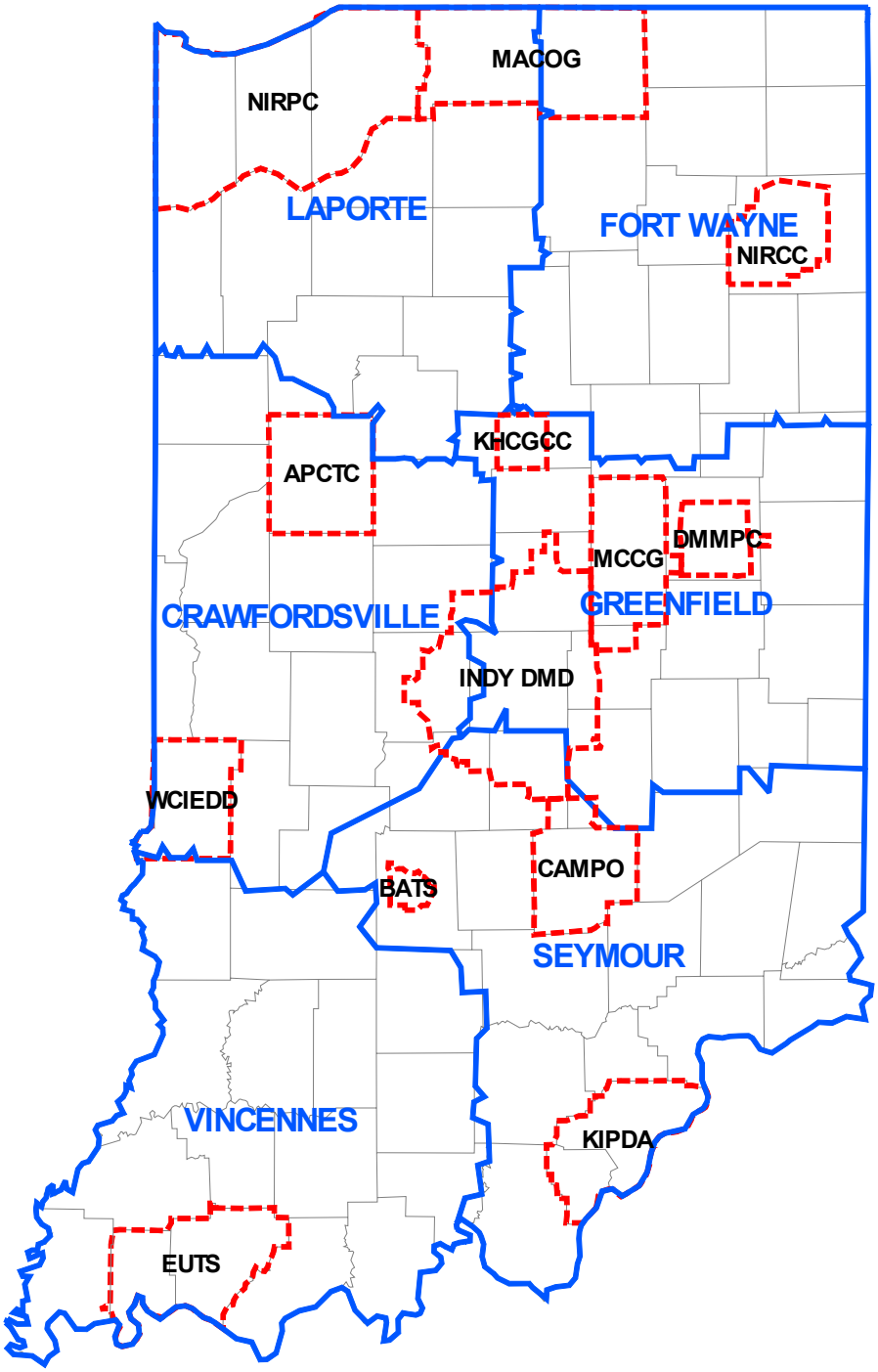
The INDOT Seymour District is located in southeastern Indiana. The district's geographic area includes eighteen counties and portions of five other counties: Morgan, Owen, Shelby Lawrence and Crawford Counties. The Columbus and Bloomington MPOs lies within the district, as does the southern, Johnson 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 took place on August 10, 2004, attracting one-hundred and eighty persons.

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 Vincennes district meetings were held on August 16, 2004 at the Vincennes District Offices, 3650 South US Highway 41 in Vincennes. A total of sixty-three persons were in attendance at the two meetings.

Figure 3-1is a map that depicts the Indiana Department of Transportation's six district boundaries and the location of the Metropolitan Planning Organizations.

Figure 3-1 INDOT DISTRICT & MPO MAP



The District Meeting Presentations and Responses

A presentation of the 2004 Long Range Plan update was made at each of the District Meetings. Questions and comments generated from the District Meetings generally fall into three common themes: 1) fiscal concerns, 2) 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 2004 Transcript District Meetings*. 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:

Written comments were received expressing concern that the twenty-five year fiscal forecast was too optimistic.

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) 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 2030 plan update and will be addressed in greater detail in future plan updates.

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

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

For broad distribution of the plan and related planning documents, INDOT has been relying upon the Internet to provide copies of the plan to the general public. A limited distribution of the full report will 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

General Questions Received on the Plan:

Summary

Throughout the process of updating the Long-Range Transportation Plan to a 2030 planning horizon, 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, the RPOs provide local input in the more rural 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 2030 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 Name
Airport (Passenger and Freight)	Indianapolis International
Airport (Passenger)	South Bend Michiana Regional
Airport (Passenger and Freight)	Fort Wayne International
Airport (Passenger)	Evansville Regional
Airport (Passenger)	Gary/Chicago International
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 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

Aviation

Indiana is served by a well-developed aviation system. The system has been continuously developed over the years using federal, state and local resources. Each airport serves an important role and interacts with the other facilities in measurable ways. The system provides access for business, tourism and recreation. The following section describes Indiana's existing aviation system.

Facilities: Indiana's existing aviation infrastructure includes over 110 public-use airports and close to 600 private-use facilities. Of the public use facilities, 69 are identified 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. Of the facilities in the ISASP, 66 are also in the FAA's National Plan of Integrated Airport Systems (NPIAS). An airport's inclusion in both the ISASP and the NPIAS 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 2004	
Total	10,520
Students	1,392
Private	5,278
Commercial	2,197
Airline Transport	1,643
Recreational	10

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: Evansville Regional Airport, Fort Wayne International Airport, Indianapolis International Airport, South Bend Regional Airport, and Gary-Chicago International Airport. 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 6 reliever facilities. These facilities provide congestion relief for Chicago Midway Airport, Indianapolis International Airport, and Standiford Field in Louisville, Kentucky. Indiana's reliever airports include: Clark County Airport in Jeffersonville, Griffith-Merrillville Airport in Griffith, Eagle Creek Airpark in Indianapolis, Metropolitan Airport in Fishers, Mount Comfort Airport in Indianapolis, and Indianapolis Executive Airport in Zionsville.

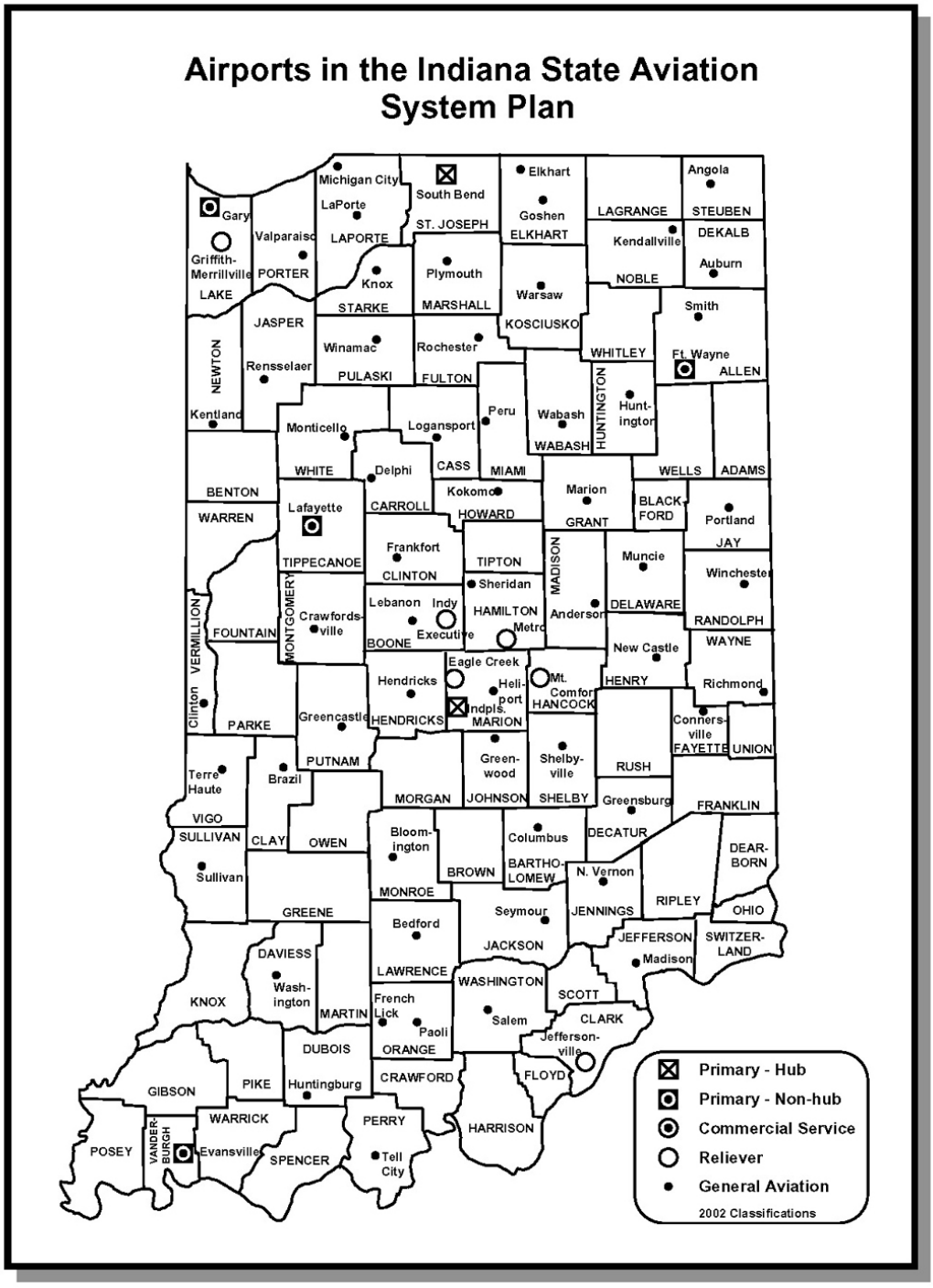
Airports which have fewer than 2,500 annual passengers and do not provide specific congestion relief functions are classified strictly as general aviation facilities. General aviation accounts for the majority of all civil aircraft throughout the nation and in Indiana. The remaining state systems plan 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 32 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 2003 economic impact of Indiana's airports was more than $4.6 billion. Additionally, more than 18,900 people are employed at Indiana Airports.

Exhibit 1: System Plan Map



Indiana State Aviation System Plan Goals: As Indiana's aviation infrastructure grows, the mission of the Indiana Department of Transportation Aeronautics Section is to work to ensure a total fulfillment of safety and security 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, security, preservation, and congestion relief of the aviation system while continuing to meet 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 residents, 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.

Preservation and enhancement of the utility of our airport system should occur through sensible, justifiable, cost effective development which increases airport capability while minimizing negative impacts where practical.

Airport pavements should be maintained to a minimum service level consistent with the classification of the airport.

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

- To promote security through communication, education and facility enhancement to protect airport users and visitors.

Communication procedures should be enhanced to disseminate important security information to airports quickly and efficiently.

Education should focus on encouraging airport operators and users to be vigilant at all times and report suspicious activity to the appropriate law enforcement agency.

Facility enhancement should focus on promoting systems to limit access to aircraft, aircraft ramps, parking facilities, hangars and fuel storage areas.

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

All private and public-use landing facilities (airports, heliports, ultra-light flight parks, and sea-plane bases) are to be inspected and/or certified as required by 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 the Indiana State Aviation System Plan, and maintaining the information that supports it, is to provide information to policy makers for the purpose of guiding public investment. The System Plan serves as an eligibility guideline and as a long-term view of capital development needs. It provides a snapshot of the health of the entire system. This snapshot allows policy makers to identify the geographic regions and airport facilities that are experiencing growth, as well as to prevent any surprises for airport construction needs related to capacity shortfalls or facility deterioration. A capital spending plan to meet the needs of Indiana's aviation infrastructure is established through the development of a Capital Improvement Program.

The basic purpose of the Capital Improvement Program (CIP) is to maintain an airport specific, short-term listing of development needs and budget for those needs. 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

Airport development funds come from a combination of federal, state and local sources. The federal program is the largest while local funds 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.

The National Priority System (NPS)*:* 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.* The NPS takes into account project type and airport utility. In this way, the needs of small general aviation airports can be weighed against large commercial airports.

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.

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 95% of the project cost while the state and local participants provide 2.5% 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 their chance of obtaining discretionary funds that fiscal year.

General Aviation entitlements, dubbed Non-Primary Entitlements (NPE), were created by the Aviation Investment and Reform Act for the 21st Century (AIR-21) legislation and renewed by the Century of Aviation Reauthorization Act (Vision 100). This entitlement is allocated to all general aviation airports meeting FAA

eligibility requirements and included in the NPIAS. Vision 100 authorizes the NPE through 2007. 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. Although authorized, the NPE only kicks in if the total appropriated amount in the National Airport Improvement Program reaches the threshold of $3.2 billion. Vision 100 Authorizes $3.5 billion in 2005, $3.6 billion in 2006 and $3.7 billion in 2007.

Although INDOT administers matching grants (usually 2.5%) 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. State apportionment funding levels averaged $5.2 million for the period 2002-2004.

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 drawn 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.

The State Matching Grant program, funded from the Indiana General Fund, 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, funded by BIF, is used to fund projects for which federal funds are not available. This program divides development costs between state funds (50%) and local funds (50%). 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. This program has been suspended for 3 years due to budgetary considerations.

The Airport Development Revolving Loan Program was created by the legislature in 1990. To date, this program has not been funded.

Local Funding Sources: Local airports sponsors provide the balance of funds for aviation infrastructure development. Local share is usually 2.5% for Federal Airport Improvement Program grants and 50% for State/Local grants. Local taxes, bond issues, airport revenue, and private investments are all potential sources for local share.

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. Vision 100 includes 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 2007. Several provisions of Vision 100 depend on the ability of Congress to fully fund the authorized amounts.

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:

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

Gary/Chicago Airport has sufficient infrastructure and is suitably positioned to be the third major airport serving the Chicago area, but needs runway extensions, a new terminal and other development to meet future demand.

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

Evansville Regional Airport shows a need for a crosswind runway extension and general aviation apron reconstruction.

Fort Wayne International Airport shows a need for additional airfield rescue and firefighting equipment, a new security system and an expanded terminal apron.

When High Speed Rail becomes is established 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 lacking consistent or dedicated funds for airport development, Indiana has succeeded in maintaining and improving a strong aviation system. Since 2001, airport employment and economic impact have increased 10 percent. Aviation continues to play an increasing role in business in Indiana. General aviation airports provide a vital link for businesses across the state. As congestion at major hub airports worsens, it is more important than ever to plan for the future. To ensure a safe, secure, and efficient transportation system that can serve as an economic engine for Indiana, aviation must be developed and enhanced at every opportunity.

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

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

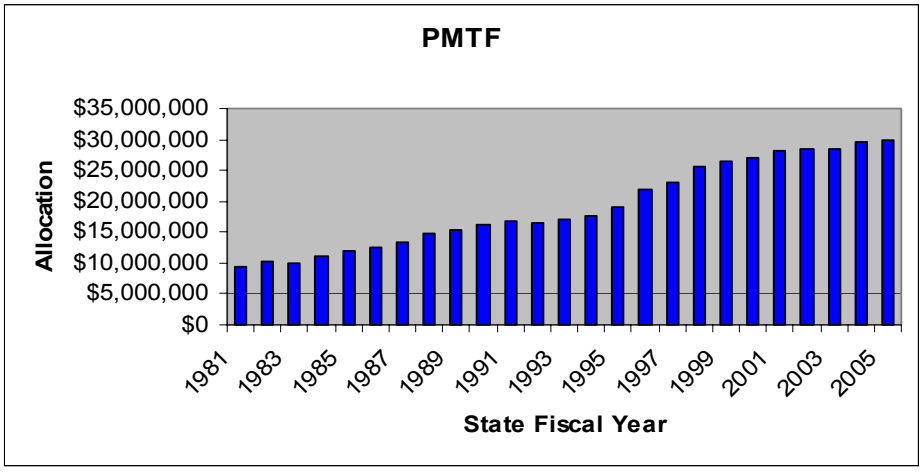
systems. In response, the Indiana General Assembly appropriated state funds in state fiscal year 1979 to staff a Division of Public Transit within the State Planning Services Agency.

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 PMTF has risen from $9.5 million in 1981 to $30 million in 2005.

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 53 in 2004.

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 not 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.

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

In calendar year 2004, there were 53 public transit systems providing service in Indiana. These systems represent a wide array of service delivery characteristics such as fixed-route, demand response, and commuter 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.

Group One: Large Fixed Route Systems

Transit systems in Group One are large fixed route systems that operate an average of more than one million total vehicle miles per year, with more than 50% of the total vehicle miles operated in fixed route service. Bloomington Public Transportation Corporation joined Group One in 2003.

The eight transit systems in Group One provide service to more than 1.7 million Indiana residents, approximately 29% of the stat's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 904,219 in Indianapolis.

System	System Name	Service Area	Service Area Population
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	69,291
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	121,582
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	218,133
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	102,746
Indianapolis	IndyGo	Indianapolis Metropolitan Area	904,219
Lafayette	CityBus	Lafayette, West Lafayette Metropolitan Area, & Purdue Campus	123,046
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	67,430
South Bend	South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	154,346
Total			**1,760,793**
Total Indiana Population			**6,080,485**
Percent of Indiana Population			**29%**

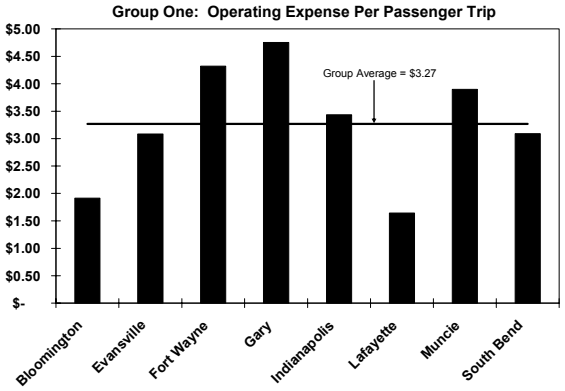
In 2003, Group One transit systems provided more than 25.6 million passenger trips. Total ridership for the Group One systems increased 6.57% percent in 2003. Seventy-five percent (75%) of the systems had ridership increases between 1.66% and 10.51% percent, while 25% had ridership decreases between 1.09% and 2.77%. Ridership among Group One systems ranged from 1.2 million trips to 11.3 million trips.

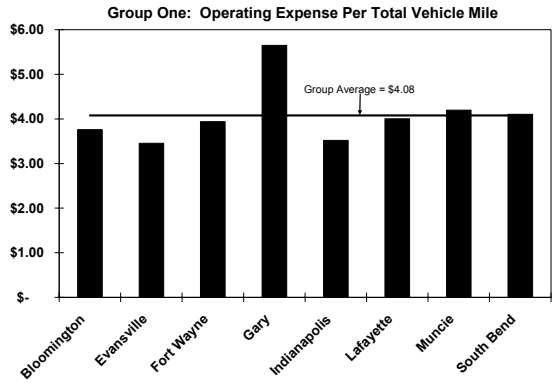
The total vehicle miles operated by Group One transit systems increased in 2003. Total vehicle miles increased by 4.32%, from 20.2 million miles in 2002 to approximately 21.1 million miles in 2003. Seven of the eight systems operated more total vehicle miles this year. In 2003, total vehicle miles for the group ranged between 1.0 and 11.0 million.

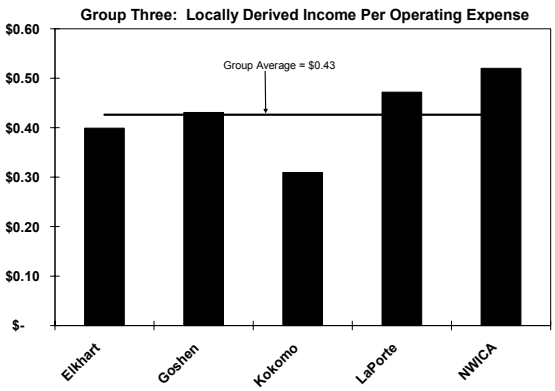
	Total Ridership			Total Vehicle Miles		
System	2003	2002	Percent Change	2003	2002	Percent Change
Bloomington	2,070,321	1,993,675	3.84%	1,053,999	1,010,652	4.29%
Evansville	1,588,160	1,562,278	1.66%	1,418,046	1,396,805	1.52%
Fort Wayne	1,557,321	1,438,431	8.27%	1,709,064	1,687,641	1.27%
Gary	1,289,824	1,304,092	-1.09%	1,085,395	1,158,607	-6.32%
Indianapolis	11,324,573	10,247,493	10.51%	11,047,044	10,386,718	6.36%
Lafayette	3,910,057	3,578,716	9.26%	1,605,140	1,519,857	5.61%
Muncie	1,351,615	1,313,964	2.87%	1,255,501	1,233,142	1.81%
South Bend	2,554,384	2,627,101	-2.77%	1,924,147	1,831,001	5.09%
Total	**25,646,255**	**24,065,750**	**6.57%**	**21,098,336**	**20,224,423**	**4.32%**

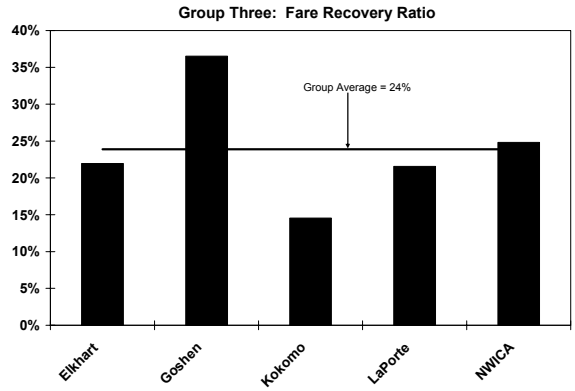
The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2003, the average operating expense per passenger trip for Group One systems was $3.27. The cost per trip varied from $ 1.64 to $4.75. Among the urban systems, the average operating expense per vehicle mile was $4.08 in 2003. The individual systems' cost per mile ranged from $3.45 to $5.65.

In 2003, the ratio of locally derived income to operating expense varied from $0.42 to $0.65. This means that for every dollar of expense, between $0.42 and $0.65 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 17% while the individual systems' actual fare recovery ratios ranged from 5% to 24%.









Group Two: Small Fixed Route Systems

Group Two systems are 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.

The nine (9) transit systems in Group Two provide service to more than 471,000 Indiana residents, approximately 8% of the state's population. The sizes of the service area populations range from 31,320 to 88,185. The average service area population served by Group Two systems is 52,338.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,734
Columbus	Columbus Transit	Columbus City Limits	39,059
East Chicago	East Chicago Public Transit	East Chicago City Limits	32,414
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	88,185
Marion	Marion Transportation System	Marion City Limits, plus hourly service to Gas City and Jonesboro	31,320
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	32,900
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	39,124
TARC	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	86,365
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	61,944
Total			**471,045**
Total Indiana Population			**6,080,485**
Percent of Indiana Population			**8%**

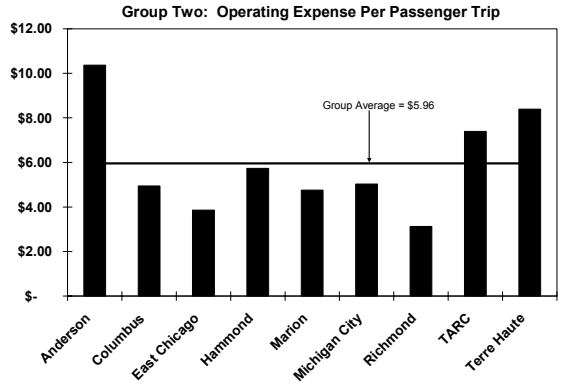
In 2003, Group Two systems provided more than 2.2 million trips. Total ridership for the Group Two systems decreased in 2003. Overall, total ridership decreased 0.83%. Six (6) of the systems decreased between 1.58% and 18.1%. Only three (3) of the systems had increases ranging between 0.58% and 13.14%. Ridership on Group Two systems ranged from 137,833 to 416,845 in 2003.

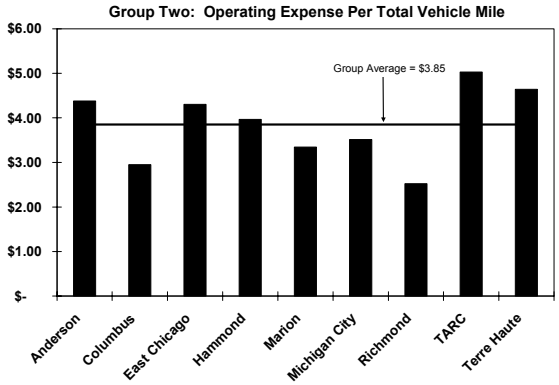
System	Total Ridership			Total Vehicle Miles		
	2003	2002	Percent Change	2003	2002	Percent Change
Anderson	211,837	258,640	-18.10%	501,287	491,140	2.07%
Columbus	168,207	170,912	-1.58%	281,929	265,510	6.18%
East Chicago	277,670	279,430	-0.63%	249,301	256,816	-2.93%
Hammond	361,413	339,711	6.39%	522,628	481,862	8.46%
Marion	137,833	137,035	0.58%	195,923	193,534	1.23%
Michigan City	177,887	184,940	-3.81%	254,689	256,579	-0.74%
Richmond	307,613	335,894	-8.42%	381,140	395,631	-3.66%
TARC	416,845	368,431	13.14%	612,374	548,792	11.59%
Terre Haute	158,492	161,346	-1.77%	286,421	293,430	-2.39%
Total	**2,217,797**	**2,236,339**	**-0.83%**	**3,285,692**	**3,183,294**	**3.22%**

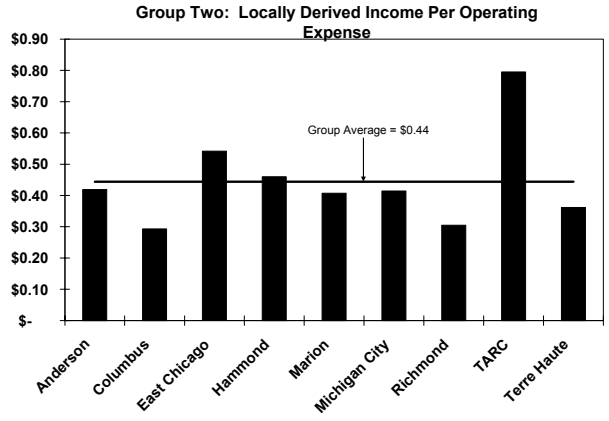
In 2003, Group Two systems operated approximately 3.285 million vehicle miles, more than 3% more miles than 2002. Five (5) out of nine systems in Group Two operated more miles in 2003. The number of total vehicle miles operated by a Group Two system varied from 195,923 to 612,374 and the average number of vehicle miles was 365,077.

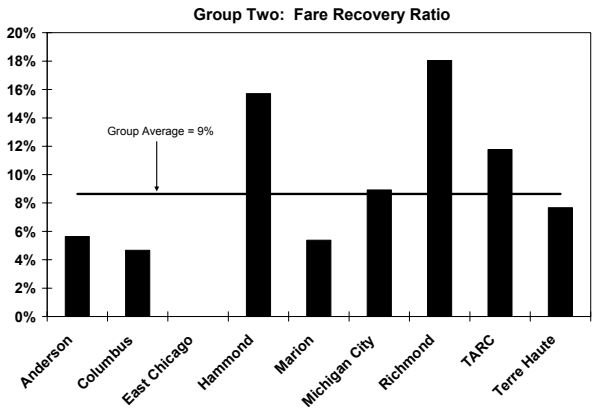
The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2003, the average operating expense per passenger trip among Group Two systems was $5.96. The cost per trip varied from $3.13 to $10.37. The average operating cost per mile was $3.85, with actual costs ranging from $2.52 to $5.03 per mile.

In 2003, all of the Group Two systems covered approximately 44% of their operating expenses with locally derived income. For each dollar of expense, an average of $0.44 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from $0.29 to $0.80. On average, the systems covered 9% of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 5% to 18% (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).









Group Three: Urban Demand Response Systems

The five (5) transit systems in Group Three operate in urbanized areas with populations greater than 50,000. Fifty percent (50%) or more of their total vehicle miles are operated in demand response or deviated fixed route service.

The Group Three systems serve approximately 469,178 people. The combined service area populations provide service to approximately 8% of the state's population. The average service area population for Group Three systems is 93,836. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 81,257.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider/The Bus	City of Elkhart	51,874
Goshen	Goshen Transit	City of Goshen and contiguous area	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	46,113
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,621
NWICA	NWICA Transaction	Lake and Porter Counties	320,187
Total			**469,178**
Total Indiana Population			**6,080,485**
Percent of Indiana Population			**8%**

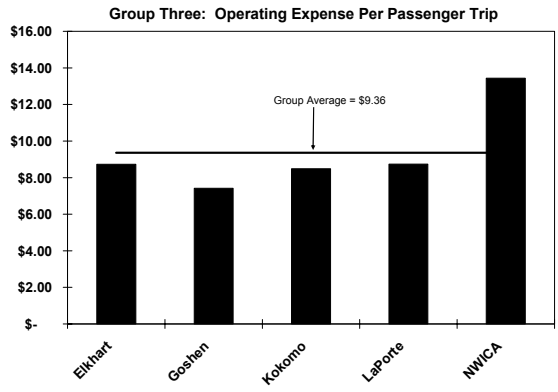
In 2003, Group Three systems provided 567,744 passenger trips, an increase of 0.54% from 2002. Two (2) of the systems had ridership increases which ranged between 5.99% and 7.71% percent. Ridership on Group Three systems ranged from 17,242 to 238,847 in 2003.

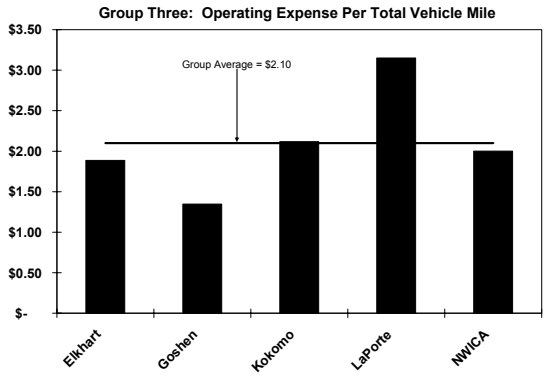
System	Total Ridership			Total Vehicle Miles		
	2003	2002	Percent Change	2003	2002	Percent Change
Elkhart	238,847	243,224	-1.80%	1,105,619	1,053,320	4.97%
Goshen	17,242	20,603	-16.31%	94,945	106,017	-10.44%
Kokomo	104,991	97,473	7.71%	420,841	465,617	-9.62%
LaPorte	50,799	56,334	-9.83%	140,932	143,331	-1.67%
NWICA	155,865	147,059	5.99%	1,046,876	705,925	48.30%
Total	**567,744**	**564,693**	**0.54%**	**2,809,213**	**2,474,210**	**13.54%**

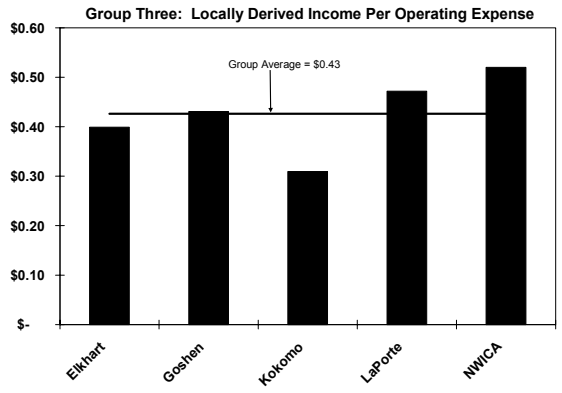
In 2003, Group Three systems operated more than 2.8 million vehicle miles. One half of the systems had ridership increases and one half experienced decreases. In total, vehicle miles for Group Three increased 13.54%. The systems operated between 94,945 miles and 1,105,619 miles in 2003.

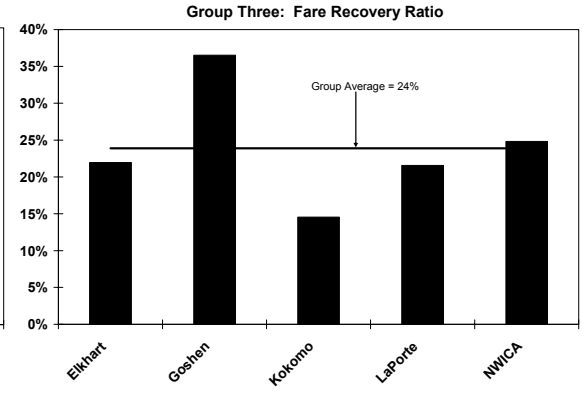
The Group Three systems had an average cost per passenger trip of $9.36 in 2003. The cost per trip increased approximately 7.34% from 2002. In 2003, the cost per trip for individual systems varied from $7.42 to $13.44. It cost an average of $2.10 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from $1.35 to $3.15.

Through local means of generating income, the Group Three systems covered an average of $0.43 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between $0.31 and $0.52 for each dollar of expense. Considering fare revenue alone, the systems recovered between 15% and 37% of system expenses through passenger fares, with an average fare recovery of 24%.









Group Four: Rural Demand Response Systems

Rural demand response systems include transit systems in urban areas with populations less 50,000 and rural county-wide and multi-county systems with varying population sizes. These systems operate 50% or more of their total vehicle miles in demand response or deviated fixed route service.

The thirty (30) systems in Group Four serve more than 1.3 million people. This represents 23% of the state's population. The average service area population is 46,026. The size of the individual service areas is between 4,567 and 119,025 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
Fayette County	Fayette County Transit	Fayette County	25,588
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transpo	Fulton County	20,511
Hendricks County	LINK Hendricks County	Hendricks County	104,093
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Huntington County	Huntington Area Transportation	Huntington County	38,075
Jay/Randolph/Delaware	The New Interurban Public Transit System	Delaware, Jay and Randolph Counties (except Muncie)	100,546
Johnson County	ACCESS Johnson County	Johnson County	64,048
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	107,187
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	73,624
Miami County	Miami Co. YMCA	Miami County	36,082
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567

Monroe County	Rural Transit	Monroe, Owen and Lawrence Counties	100,645
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Noble County	Noble Transit System	Noble County	46,275
Noblesville	Janus Developmental Service Inc.	Noblesville City Limits	28,590
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit (Recycle to Ride)	City of Seymour	18,101
SIDC	Ride Solution	Daviess, Greene, Martin, Pike & Sullivan Counties	96,554
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties	119,025
SITS	Southern Indiana Transit	Crawford, Harrison, Scott and Washington Counties	95,251
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	7,349
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Total			**1,380,779**
Total Indiana Population			**6,080,485**
Percent of Indiana Population			**23%**

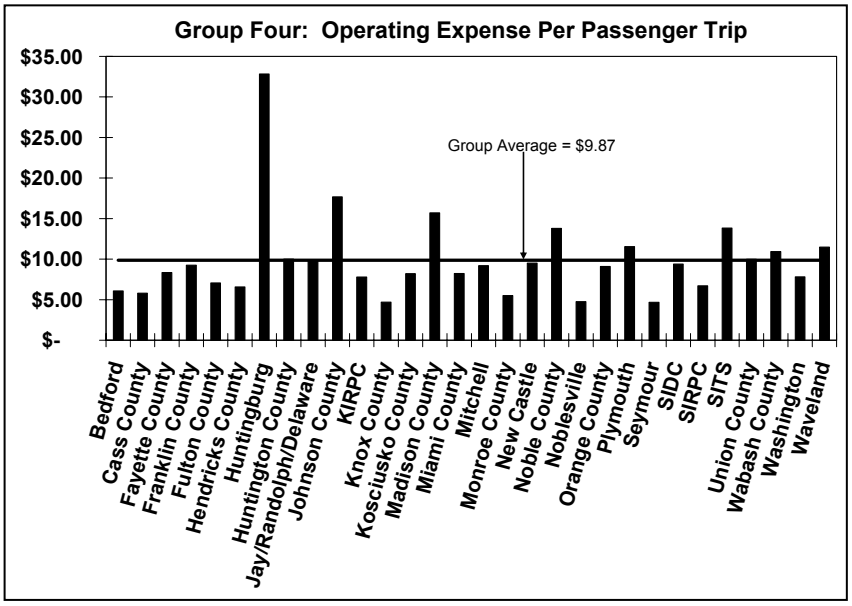
In 2003, the systems in Group Four provided 1.418 million trips, an increase of approximately 2.65% over the 2002 total. Twelve (12) systems had decreased ridership between 0.32% and 27.23% while eighteen (18) systems had increased ridership between 0.1% and 57.75%. The average number of trips provided by a Group Four system was 47,267. Group Four systems also operated significantly more miles in 2003. The systems operated 7.7 million vehicle miles in 2003, an increase of 11.94% over 2002. Ten (10) systems operated fewer miles than in 2002, while twenty (20) operated more miles. The number of vehicle miles operated by Group Four systems ranged from 4,970 to 948,223.

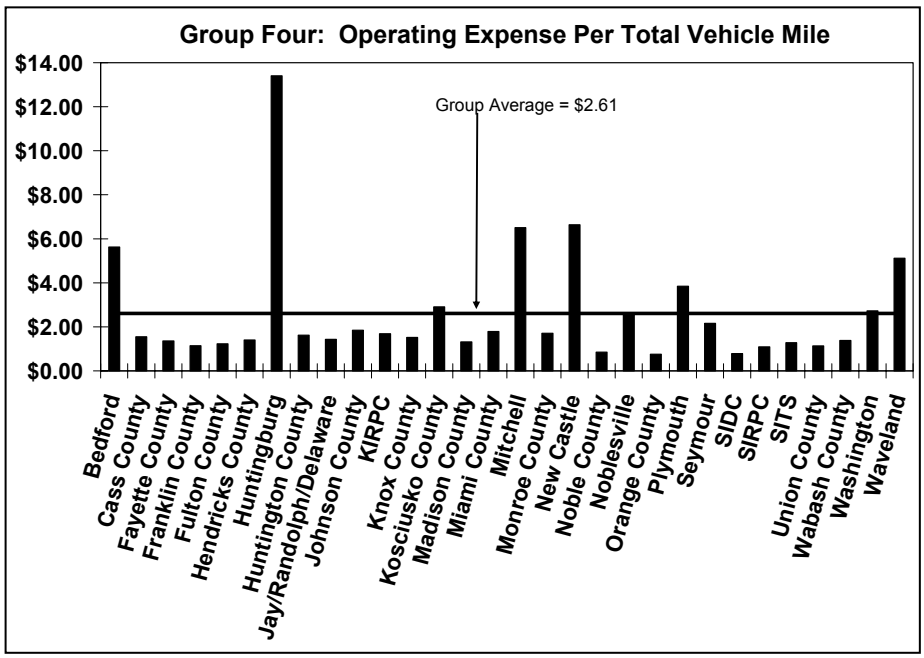
	Total Ridership			Total Vehicle Miles		
System	**2003**	**2002**	**Percent Change**	**2003**	**2002**	**Percent Change**
Bedford	69,781	76,500	-8.78%	75,572	80,710	-6.37%
Cass County	145,942	134,766	8.29%	546,459	454,324	20.28%
Fayette County	19,449	16,861	15.35%	119,180	108,636	9.71%
Franklin County	44,911	46,022	-2.41%	362,624	356,233	1.79%
Fulton County	21,919	19,048	15.07%	126,016	103,872	21.32%
Hendricks County	33,603	28,899	16.28%	157,273	139,822	12.48%
Huntingburg	2,511	2,706	-7.21%	6,151	7,192	-14.47%
Huntington County	25,439	19,805	28.45%	156,483	128,626	21.66%
Jay/Randolph/Delaware	68,491	62,090	10.31%	468,859	444,849	5.40%
Johnson County	43,145	27,351	57.75%	412,642	328,105	25.77%
KIRPC	153,828	164,993	-6.77%	708,338	720,160	-1.64%
Knox County	61,971	58,824	5.35%	191,208	169,171	13.03%

Kosciusko County	74,497		81,359		-8.43%		210,026		206,623		1.65%	
Madison County	12,373		14,544		-14.93%		147,511		174,346		-15.39%	
Miami County	25,319		23,679		6.93%		116,716		101,489		15.00%	
Mitchell	11,463		11,347		1.02%		16,193		17,052		-5.04%	
Monroe County	164,260		159,460		3.01%		529,397		470,944		12.41%	
New Castle	38,444		32,159		19.54%		55,084		41,416		33.00%	
Noble County	14,715		11,430		28.74%		237,729		161,385		47.31%	
Noblesville	17,557		19,408		-9.54%		32,552		48,916		-33.45%	
Orange County	30,450		22,202		37.15%		366,031		289,526		26.42%	
Plymouth	1,658		2,035		-18.53%		4,970		6,861		-27.56%	
Seymour	26,945		27,032		-0.32%		58,251		57,295		1.67%	
SIDC	79,169		79,092		0.10%		948,223		852,406		11.24%	
SIRPC	119,522		117,404		1.80%		735,051		741,911		-0.92%	
SITS	44,854		50,686		-11.51%		484,828		273,335		77.38%	
Union County	23,328		32,056		-27.23%		204,847		183,062		11.90%	
Wabash County	21,115		17,055		23.81%		166,810		155,194		7.48%	
Washington	10,325		10,255		0.68%		29,634		29,789		-0.52%	
Waveland	11,048		12,422		-11.06%		24,794		25,247		-1.79%	
Total	**1,418,032**		**1,381,490**		**2.65%**		**7,699,452**		**6,878,497**		**11.94%**	

The cost per passenger trip for Group Four systems ranged from $4.67 to $32.84 with an average cost per trip of $9.87. The average operating expense per vehicle mile was $2.61. The actual cost per mile ranged from less than a dollar to $13.41.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of $0.40 among the systems. While the average was $0.48 for each dollar of expense, the individual systems generated between $0.32 and $0.72 at the local level. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between 1% and 24% of system expenses. The average fare recovery ratio was 10%.




Group Four: Operating Expense Per Total Vehicle Mile
$14.00
$12.00
$10.00
$8.00
$6.00
$4.00
$2.00
$0.00
Group Average = $2.61
Bedford
Cass County
Fayette County
Franklin County
Fulton County
Hendricks County
Huntingburg
Huntington County
Jay/Randolph/Delaware
Johnson County
KIRPC
Knox County
Kosciusko County
Madison County
Miami County
Mitchell
Monroe County
New Castle
Noble County
Noblesville
Orange County
Plymouth
Seymour
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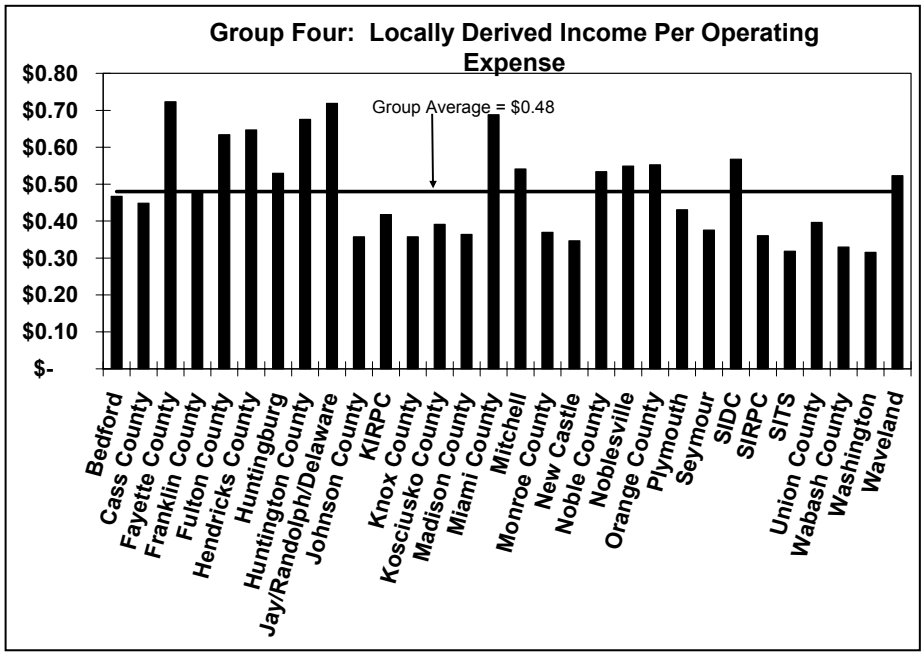
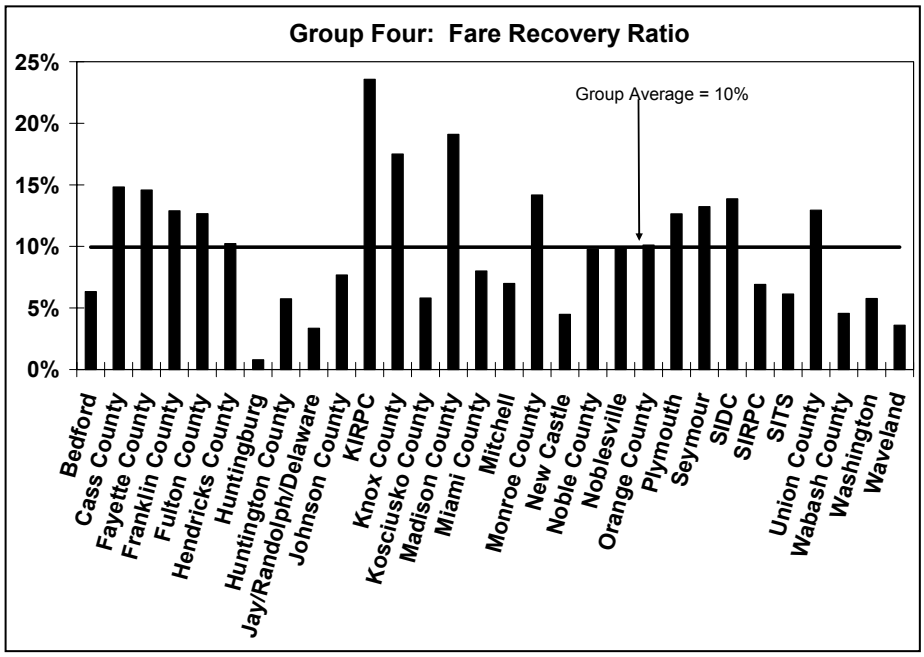
SIRPC
SITS
Union County
Wabash County
Washington
Waveland


Group Four: Locally Derived Income Per Operating Expense
$0.80
$0.70
$0.60
$0.50
$0.40
$0.30
$0.20
$0.10
$-
Group Average = $0.48
Bedford
Cass County
Fayette County
Franklin County
Fulton County
Hendricks County
Huntingburg
Huntington County
Jay/Randolph/Delaware
Johnson County
KIRPC
Knox County
Kosciusko County
Madison County
Miami County
Mitchell
Monroe County
New Castle
Noble County
Noblesville
Orange County
Plymouth
Seymour
SIDC
SIRPC
SITS
Union County
Wabash County
Washington
Waveland



Northern Indiana Commuter Transportation District

The Northern Indiana Commuter Transportation District (NICTD) 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 one of the four peer groups profiled in this section.

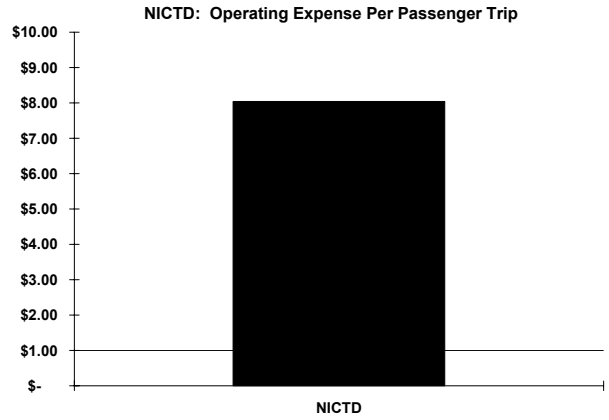
NICTD serves an estimated 163,611 Indiana residents along its service corridor. This represents approximately 3% of the state's population.

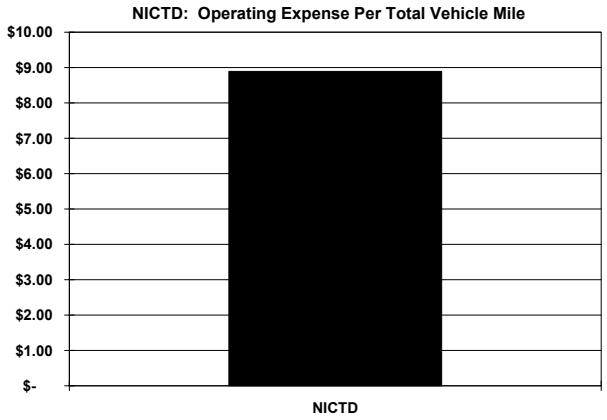
System	System Name	Service Area	Service Area Population
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend, IN & Chicago, IL	163,611 (estimated)
Total			**163,611 (estimated)**
Total Indiana Population			**6,080,485**
Percent of Indiana Population			**3%**

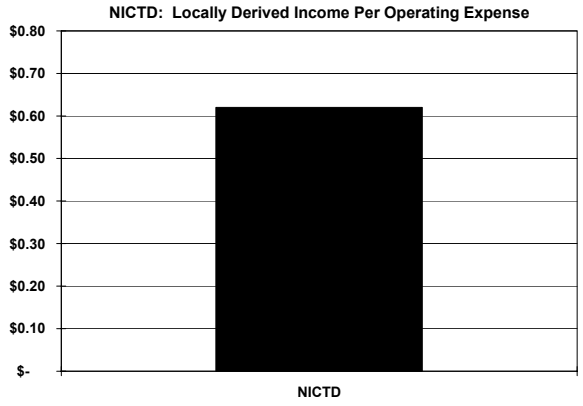
NICTD ridership levels decreased in 2003. NICTD provided 3.57 million trips in 2003, a decrease of 0.46% since 2002. Total vehicle miles increased from 3.15 million miles in 2002 to 3.23 million miles in 2003. This represents an increase of 2.52%.

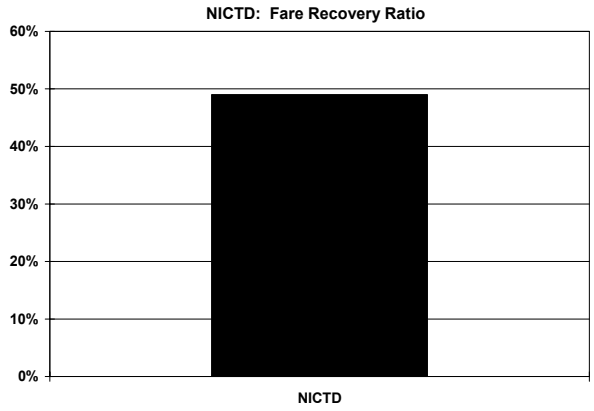
	Total Ridership			Total Vehicle Miles		
System	2003	2002	Percent Change	2003	2002	Percent Change
NICTD	3,573,571	3,590,060	-0.46%	3,233,628	3,154,243	2.52%
Total	**3,573,571**	**3,590,060**	**-0.46%**	**3,233,628**	**3,154,243**	**2.52%**

In 2003, NICTD's operating expense per passenger trip was $8.04 while the operating cost per mile was $8.89. Due to high passenger revenue and local assistance, NICTD covered $0.62 of each dollar of operating expense through local sources. Similarly, NICTD recovered 49% of its expenses through fare revenue alone.







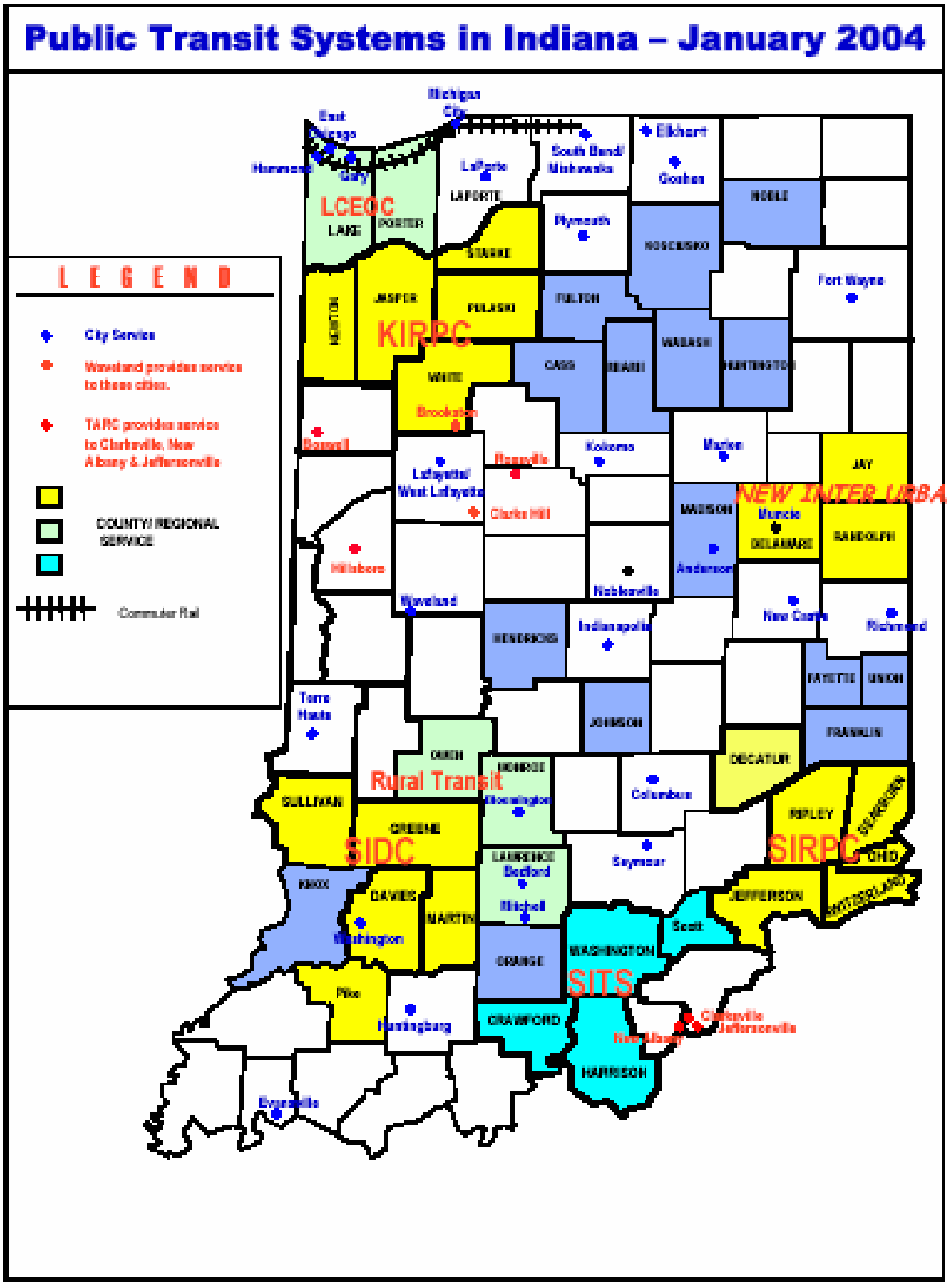


STATEWIDE STATISTICS

In 2003, Indiana maintained a public transit network of fifty-three (53) urban and rural public transit systems. The number of public transit systems remained stable in 2003 after the addition of five (5) new Section 5311 systems to the network in 2002 (Fayette, Hendricks, Delaware/Jay/Randolph, and Miami Counties, and the City of Noblesville.

These fifty-three (53) transit systems serve all or portions of sixty-four (64) of Indiana's counties. This means that public transit service is available to 4,245,406 Indiana citizens, or 69.8% of the state's total population.

Figure 4-



Ridership on Indiana's public transit systems has increased 10.75% over the last five years:

- 1999 ridership: 30,179,616
- 2000 ridership: 31,506,126
- 2001 ridership: 32,258,419
- 2002 ridership: 31,838,332
- 2003 ridership: 33,423,399

The following tow tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2003. They summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 2002 and 2003 data along with the percent change between the two years.

The ridership table also contains two additional figures: 1) the number of passenger trips per capita based on the population of the transit system's service area and 2) the proportion of the total state ridership provided by each transit system.

Table 1

RIDERSHIP BY SYSTEM				
			2003	2003
	RIDERSHIP	RIDERSHIP		RIDERSHIP	% OF STATE
SYSTEM	**2003**	**2002**	**% CHANGE**	**PER CAPITA**	**RIDERSHIP**
GROUP 1 - Large Fixed Route					
Bloomington	2,070,321	1,993,675	3.84%	29.88	6.19%
Evansville	1,588,160	1,562,278	1.66%	13.06	4.75%
Fort Wayne	1,557,321	1,438,431	8.27%	7.14	4.66%
Gary	1,289,824	1,304,092	-1.09%	12.55	3.86%
Indianapolis	11,324,573	10,247,493	10.51%	12.52	33.88%
Lafayette	3,910,057	3,578,716	9.26%	31.78	11.70%
Muncie	1,351,615	1,313,964	2.87%	20.04	4.04%
South Bend	2,554,384	2,627,101	-2.77%	16.55	7.64%
SUBTOTAL: GROUP 1	**25,646,255**	**24,065,750**	**6.57%**	**14.57**	**76.73%**
GROUP 2 - Small Fixed Route					
Anderson	211,837	258,640	-18.10%	3.55	0.63%
Columbus	168,207	170,912	-1.58%	4.31	0.50%
East Chicago	277,670	279,430	-0.63%	8.57	0.83%
Hammond	361,413	339,711	6.39%	4.10	1.08%
Marion	137,833	137,035	0.58%	4.40	0.41%
Michigan City	177,887	184,940	-3.81%	5.41	0.53%
Richmond	307,613	335,894	-8.42%	7.86	0.92%
TARC	416,845	368,431	13.14%	4.83	1.25%
Terre Haute	158,492	161,346	-1.77%	2.56	0.47%
SUBTOTAL: GROUP 2	**2,217,797**	**2,236,339**	**-0.83%**	**4.71**	**6.64%**
GROUP 3 - Urban Demand Response					
Elkhart	238,847	243,224	-1.80%	4.60	0.71%
Goshen	17,242	20,603	-16.31%	0.59	0.05%
Kokomo	104,991	97,473	7.71%	2.28	0.31%
LaPorte	50,799	56,334	-9.83%	2.35	0.15%
NWICA	155,865	147,059	5.99%	0.49	0.47%

SUBTOTAL: GROUP 3	**567,744**	**564,693**	**0.54%**	**1.21**	**1.70%**	
GROUP 4 - Rural Demand Response						
Bedford	69,781	76,500	-8.78%	5.07	0.21%	
Cass County	145,942	134,766	8.29%	3.57	0.44%	
Fayette County	19,449	16,861	15.35%	0.76	0.06%	
Franklin County	44,911	46,022	-2.41%	2.03	0.13%	
Fulton County	21,919	19,048	15.07%	1.07	0.07%	
Hendricks County	33,603	28,899	16.28%	0.32	0.10%	
Huntingburg	2,511	2,706	-7.21%	0.45	0.01%	
Huntington County	25,439	19,805	28.45%	0.67	0.08%	
Jay/Randolph/Delaware	68,491	62,090	10.31%	0.68	0.20%	
Johnson County	43,145	27,351	57.75%	0.67	0.13%	
KIRPC	153,828	164,993	-6.77%	1.44	0.46%	
Knox County	61,971	58,824	5.35%	1.58	0.19%	
Kosciusko County	74,497	81,359	-8.43%	1.01	0.22%	
Madison County	12,373	14,544	-14.93%	0.17	0.04%	
Miami County	25,319	23,679	6.93%	0.70	0.08%	
Mitchell	11,463	11,347	1.02%	2.51	0.03%	
Monroe County	164,260	159,460	3.01%	1.63	0.49%	
New Castle	38,444	32,159	19.54%	2.16	0.12%	
Noble County	14,715	11,430	28.74%	0.32	0.04%	
Noblesville	17,557	19,408	-9.54%	0.61	0.05%	
Orange County	30,450	22,202	37.15%	1.58	0.09%	
Plymouth	1,658	2,035	-18.53%	0.17	0.00%	
Seymour	26,945	27,032	-0.32%	1.49	0.08%	
SIDC	79,169	79,092	0.10%	0.82	0.24%	
SIRPC	119,522	117,404	1.80%	1.00	0.36%	
SITS	44,854	50,686	-11.51%	0.47	0.13%	
Union County	23,328	32,056	-27.23%	3.17	0.07%	
Wabash County	21,115	17,055	23.81%	0.60	0.06%	
Washington	10,325	10,255	0.68%	0.91	0.03%	
Waveland	11,048	12,422	-11.06%	1.96	0.03%	
SUBTOTAL: GROUP 4	**1,418,032**	**1,381,490**	**2.65%**	**1.03**	**4.24%**	
SUBTOTAL: GROUP 1 TO 4	**29,849,828**	**28,248,272**	**5.67%**	**7.31**	**89.31%**	
NICTD	3,573,571	3,590,060	-0.46%	21.84	10.69%	
TOTAL ALL GROUPS	**33,423,399**	**31,838,332**	**4.98%**	**7.87**	**100.00%**	

Table 2

OPERATING CHARACTERISTICS			
TOTAL VEHICLE MILES (TVM) BY SYSTEM			
SYSTEM	TVM 2003	TVM 2002	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,053,999	1,010,652	4.29%
Evansville	1,418,046	1,396,805	1.52%
Fort Wayne	1,709,064	1,687,641	1.27%
Gary	1,085,395	1,158,607	-6.32%
Indianapolis	11,047,044	10,386,718	6.36%
Lafayette	1,605,140	1,519,857	5.61%
Muncie	1,255,501	1,233,142	1.81%
South Bend	1,924,147	1,831,001	5.09%
SUBTOTAL: GROUP 1	**21,098,336**	**20,224,423**	**4.32%**
GROUP 2 - Small Fixed Route			
Anderson	501,287	491,140	2.07%
Columbus	281,929	265,510	6.18%
East Chicago	249,301	256,816	-2.93%
Hammond	522,628	481,862	8.46%
Marion	195,923	193,534	1.23%
Michigan City	254,689	256,579	-0.74%
Richmond	381,140	395,631	-3.66%
TARC	612,374	548,792	11.59%
Terre Haute	286,421	293,430	-2.39%
SUBTOTAL: GROUP 2	**3,285,692**	**3,183,294**	**3.22%**
GROUP 3 - Urban Demand Response			
Elkhart	1,105,619	1,053,320	4.97%
Goshen	94,945	106,017	-10.44%
Kokomo	420,841	465,617	-9.62%
LaPorte	140,932	143,331	-1.67%
NWICA	1,046,876	705,925	48.30%
SUBTOTAL: GROUP 3	**2,809,213**	**2,474,210**	**13.54%**
GROUP 4 - Rural Demand Response			
Bedford	75,572	80,710	-6.37%
Cass County	546,459	454,324	20.28%
Fayette County	119,180	108,636	9.71%
Franklin County	362,624	356,233	1.79%
Fulton County	126,016	103,872	21.32%
Hendricks County	157,273	139,822	12.48%
Huntingburg	6,151	7,192	-14.47%
Huntington County	156,483	128,626	21.66%
Jay/Randolph/Delaware	468,859	444,849	5.40%
Johnson County	412,642	328,105	25.77%
KIRPC	708,338	720,160	-1.64%
Knox County	191,208	169,171	13.03%

Kosciusko County	210,026	206,623	1.65%
Madison County	147,511	174,346	-15.39%
Miami County	116,716	101,489	15.00%
Mitchell	16,193	17,052	-5.04%
Monroe County	529,397	470,944	12.41%
New Castle	55,084	41,416	33.00%
Noble County	237,729	161,385	47.31%
Noblesville	32,552	48,916	-33.45%
Orange County	366,031	289,526	26.42%
Plymouth	4,970	6,861	-27.56%
Seymour	58,251	57,295	1.67%
SIDC	948,223	852,406	11.24%
SIRPC	735,051	741,911	-0.92%
SITS	484,828	273,335	77.38%
Union County	204,847	183,062	11.90%
Wabash County	166,810	155,194	7.48%
Washington	29,634	29,789	-0.52%
Waveland	24,794	25,247	-1.79%
SUBTOTAL: GROUP 4	**7,699,452**	**6,878,497**	**11.94%**
GROUPS 1 THROUGH 4	34,892,694	32,760,424	6.51%
NICTD	3,233,628	3,154,243	2.52%
TOTAL ALL GROUPS	**38,126,322**	**35,914,667**	**6.16%**

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 pubic 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.

TEA-21 Federal Funding: Extension and Reauthorization

The House and Senate passed, and the President signed into law on September 30, H.R. 5183, which extends TEA 21 for eight months, through May 31, 2005. The bill authorizes transit programs at a level equal to eight-twelfths of the $7.758 billion included the Senate Appropriations Committee-passed FY 2005 appropriations bill, and it guarantees funding at an annualized level of $7.265 billion, the level set in the draft FY 2005 budget resolution conference report. In addition, the bill includes language expressing the sense of Congress that any six year reauthorization bull should guarantee funding for the FY 2005 transit program at the authorized level of $7.758 billion. Otherwise the extension is generally “clean” in that it makes few programmatic changes and does not contain member projects.

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 Vehicle Technology (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. And in conjunction with the road/highway system, 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 is 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 affect 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 and Surface Transportation Program by flexing millions of dollars from highway funding to transit programs.

■ **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. The Public Transit Section has awarded an average of over $500,000 in grants per year since calendar year 2000 on intercity transportation projects.

■ **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.

■ Plans for **Passenger Rail and Rapid Transit 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. The Indianapolis MPO is studying a region wide rapid transit system.

The Northern Indiana Commuter Rail District's (NICTD) conducted a Major Investment Study (MIS) to investigate the means of providing travel between western Lake County, Indiana and Chicago, Illinois. The MIS process included several steps: initiation; development of an initial set of alternatives; decision on a detailed set of alternatives; analysis, refinement, and evaluation of the alternatives; and selection of a preferred investment strategy. The MIS was a continuation of previous studies performed to determine viable transportation improvements to address increased travel demand between Northwest Indiana and downtown Chicago.

The study found commuter rail, commuter bus and feeder bus options as the most cost-effective transportation solutions, with light rail and bus way options determined to be too costly and inefficient to merit further consideration. The study also found that commuter rail would carry more potential passengers than any other option, followed by commuter bus. Commuter rail would also have the greatest potential of inducing economic development along the corridor. The study recommended establishment of a commuter rail line, preservation of the CSX rail line (Old Monon) through Munster and Hammond, establishment of a local funding sources and establishment of a coordinated, region-wide commuter rail service that encompasses all commuter rail lines in Northwest Indiana.

The Regional Rapid Transit Study (RTS) known as *"Directions*" is a comprehensive study of rapid transit in the greater Indianapolis area. The $1.5 million dollar study is jointly funded by the Federal Transit Administration and the City of Indianapolis with the Indiana Department of Transportation responsible for grant administration. *Directions* is a multi-phased 18-24 month study that is a continuation of the ConNECTions (Northeast Corridor Transportation) study and will address the questions raised in that area. *Directions* will also determine a preferred system of transit corridors and technologies. Included in the study of technologies are a wide range of transit alternatives such as bus rapid transit and passenger rail.

Phase 1: Define a system of travel corridors that serve the region, and identify prospective rapid transit technologies.

Phase 2: Further define and prioritize the travel corridors and rapid transit technologies and determine potential funding sources.

Phase 3: Will analyze a full set of route options for a "starter system", the first step in implementing region-wide rapid transit.

The purpose of *Directions* is to evaluate the feasibility of a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality, and increase mobility options throughout the area.

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

	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

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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 2030 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 2030 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 1 Hour Non-Attainment and Maintenance Area Classifications

Areas in Indiana originally fell within one of three classifications for the 1 hour standard: 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 1 Hour 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.

Indiana 8 Hour Non-Attainment and Maintenance Area Classifications

In 1997, EPA promulgated changes to the NAAQS. They modified the ozone standard from the "1-hour standard" to what is now called the "8-hour standard." They also added a smaller particulate matter size (PM2.5) to the list of criteria pollutants. These changes were challenged in court and were eventually upheld in 2001. As of June 15, 2004, 474 counties in the U.S. were designated "non-attainment" for the new 8-hour ozone standard. Designations for the new PM2.5 standard are expected to be determined in November of 2004 and made effective in February of 2005.

Depending on the severity of the ozone level under the 8-hour and the 1-hour standards, areas fall under *subpart 1* or *subpart 2* of the CAAA. Areas under *subpart 1* are called *Basic*, and areas under *subpart 2* are classified according to the ozone level under the 8-hour standard. Numerous areas in Indiana originally fell within the *Basic* category, and more severe areas fell under subpart 2 and were classified either *Marginal or Moderate*. Classifications of Serious, Severe and Extreme are also possible, but no areas in Indiana met these ozone levels. Some areas in Indiana were still non-attainment or maintenance areas under the 1-hour standard. These conditions determine the schedules, control measures and conformity methodology required for each area. The CAA specifies some of the schedule and control measures required for specific classifications when the 1990 amendments were enacted. However, the CAAA does not describe how to transition from the 1-hour standard to the 8-hour standard nor what the specific requirements are under the above classifications for the 8-hour standard. EPA and FHWA have promulgated rules regarding this transition by making some modifications to the Transportation Conformity rule and promulgating Phase 1 of the Implementation rule which describes the designations. However, EPA has yet to describe what measures will be required for each classification. This rule is expected in late 2004. **Figure 5-2** describes the different area classifications and some of their requirements.

Figure 5-2

Transportation Provisions of the Clean Air Act.
For 8 Hour Ozone Non-Attainment and Maintenance Area Classifications

Basic

- *These areas meet or exceed the 8-hour ozone standard of 85 parts per billion (ppb) by less than 15 percent and did not exceed the 1-hour standard after the 2003 season. These areas are required to attain the standard within five years of enactment, specifically June 15, 2009.*
- *Attainment State Implementation Plans (SIP) are due June 15, 2007 describing the measures that each area will take to bring the area into attainment by the deadline. These Attainment SIPs will also establish Mobile Source Emissions Budgets.*

Marginal

- *These areas meet or exceed the 8-hour ozone standard of 85 parts per billion (ppb) by less than 15 percent and exceeded the 1-hour standard after the 2003 season. Marginal areas could be "bumped down" from Moderate to Marginal after a showing that they could meet the standard within the Marginal timeframe. These areas are required to attain the standard within three years of enactment, specifically June 15, 2007.*
- *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 meet or exceed the standard by 15 percent to 33 percent (92 ppb to 107 ppb), and are required to attain the standard in six years, specifically June 15, 2010. Moderate areas must meet marginal requirements.*
- *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 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.*

  Phase II of the Implementation Plan will determine other mandatory controls. Below are two controls that were mandatory under the 1-hour standard for Moderate areas:

- *Basic I/M programs.*
- *In addition to meeting marginal area requirements, moderate areas were required to submit SIP revisions demonstrating volatile organic compound (VOC) reductions, and a 15% reduction from the baseline-year emissions.*

Indiana 8 Hour Ozone Non-Attainment and Maintenance Area's

Under the new 8 hour non-attainment designations, Indiana now has one Moderate non-attainment area, one Marginal non-attainment area, and ten Basic non-attainment areas for ozone. Of the ten areas identified as Basic non-attainment, five have been identified with the potential to be reclassified as Maintenance after meeting the standard in the 2004 ozone season. A Maintenance designation means the area is now in attainment, but must continue to meet the conformity requirements for the next twenty years.

Maintenance Areas: The five areas that will petition for reclassification from *Basic* to a *Maintenance* status are Vanderburgh and Warrick counties (Evansville), Jackson County, Greene County, and Vigo County (Terre Haute) and Delaware County (Muncie). Under the CAAA, Maintenance areas are required to have the following:

- *Maintenance Plan – IDEM will calculate and submit a Motor Vehicle Emissions Budget (MVEB) for a year at least 10 years from EPA's redesignation of the area. This inventory should indicate that the total emissions from all sources have not exceeded the emissions of the year it attained the standard. Likewise, Conformity analyses of future years cannot exceed this budget.*

Marginal Areas: LaPorte County has been "bumped-down" from Moderate to a Marginal Non-Attainment. Marginal non-attainment areas are expected to be below the standard without the need for an Attainment State Implementation Plan. Areas that go below the standard by or before the attainment deadline can immediately petition for redesignation. This requires submission of a Maintenance Plan by IDEM as described above. If the area remains above the standard at the 3-year deadline, they may petition for an extension under certain conditions or may be bumped up to Moderate, thus requiring an Attainment SIP. In either case, IDEM will be submitting a Motor Vehicle Emissions Budget (MVEB) to which future-year Conformity analyses must stay within. However, this budget will not be calculated until 2007 or after. In the meantime, FHWA and EPA have modified the Conformity Rule and provided guidance that describes an interim conformity tests. Marginal areas are required to have the following:

- *Transportation Conformity/Interim Conformity Test: Interim Conformity tests include (1) the Build-no-greater-than-no-build, and/or (2) the No-greater than 2002 baseline test. The first proves that building the planned infrastructure does not worsen the emissions than if it was not built, the second test basically sets the emission budget to the 2002 mobile source emissions.*

Conformity guidelines require that without an approved MVEB, one or both of these tests must be done to satisfy the conformity requirements for Transportation Plans (TP) and Transportation Improvement Plans (TIP). All TPs and TIPs of 8-hour non-attainment or maintenance areas must have a Conformity Determination by June 15, 2004 to avoid lapsing. Areas that have a 1-hour budget must continue to use that budget for that same area.

Basic Areas: The Basic non-attainment areas in Indiana that have not yet attained the standard are the following counties: St. Joseph, Elkhart, Allen, Delaware, Madison, Hamilton, Boone, Hendricks, Morgan, Shelby, Hancock, Marion, Clark and Floyd. St Joseph, Elkhart, Marion, Clark and Floyd have 1-hour budgets. Basic areas are required to have the following:

- *Transportation Conformity Test - will be determined using one of the interim tests of either (1) Build-No-Build Greater than No Build or (2) No-greater than 2002 Baseline test. Some of the areas will have existing 1-hour budgets they must meet. These areas are not expected to have 8-hour budgets from approved SIPs until 2007 or until they drop below the standard and a Maintenance Plan is submitted and approved.*

Moderate Areas: Indiana's air quality Moderate non-attainment area under the new 8-hour standard is Northwest Indiana, which includes Lake and Porter counties. Both of these counties have existing 1-hour budgets. Moderate non-attainment areas must meet the following:

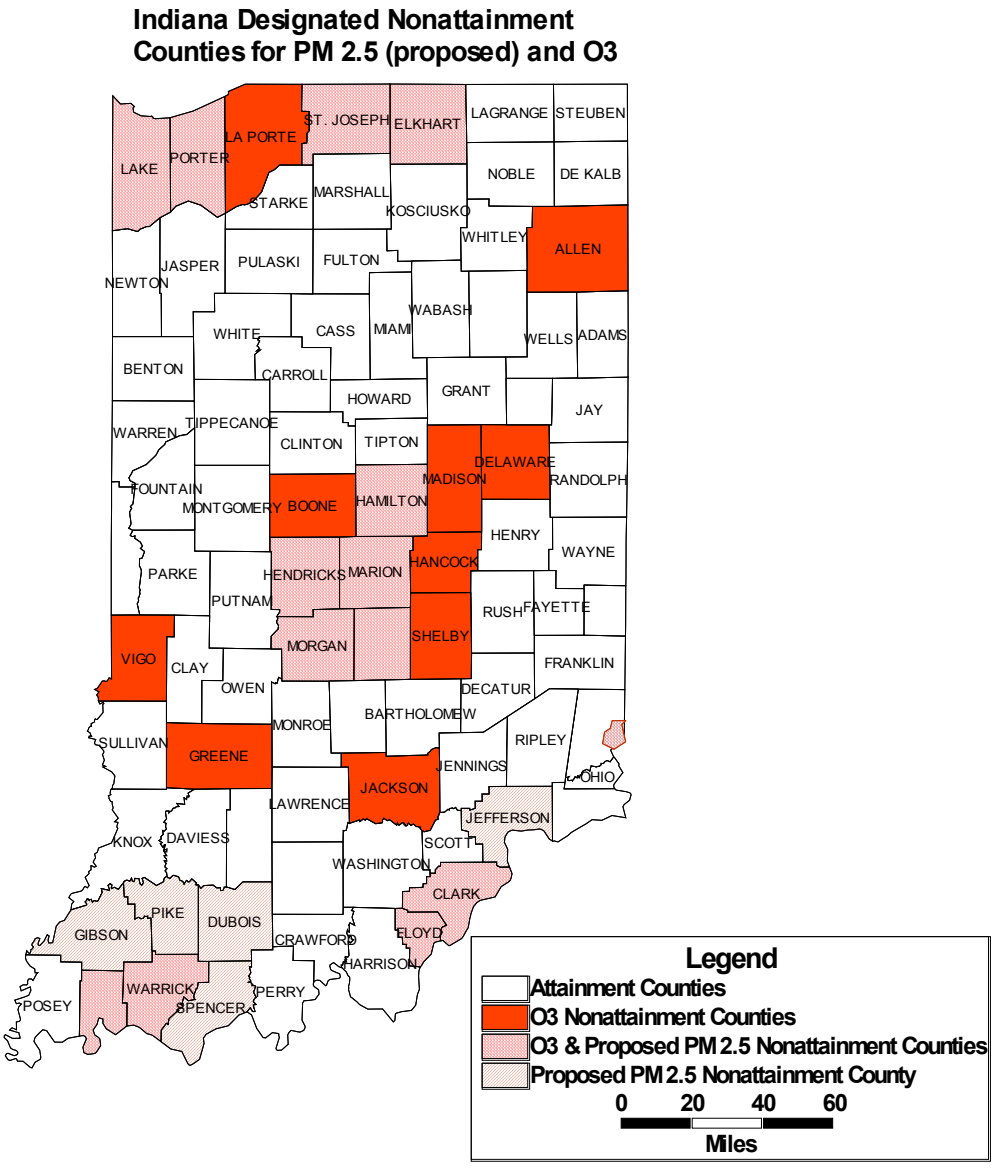
- *Transportation Conformity Test; Under the new Conformity rules, Moderate areas have to perform both interim tests. However, this entire area has a 1-hour budget, so there is no area requiring the interim tests.*
- *Volatile Organic Compound Reduction Plan – this may be necessary depending on Phase II of the Implementation Rule.*
- *Inspection and Maintenance – This already exists in the area. Phase II of the Implementation Rule will address this.*
- *Attainment Demonstration and Maintenance Plan – this area will rely on its 1-hour budgets until the 8-hour Attainment SIP is completed or the area drops below the standard before the 2010 deadline and a Maintenance Plan is submitted and approved.*

Indiana PM 2.5 Non-Attainment Area's

As mentioned earlier, In 1997 EPA promulgated changes to the NAAQS. In addition to modifying the ozone standard from the 1-hour standard to the 8-hour standard they also added a smaller Particulate Matter (PM) size to the list of criteria pollutants. EPA revised the primary PM 10.0 standard by adding a new annual PM 2.5 standard (2.5 micrometers in diameter or smaller) set at 15 micrograms per cubic meter and a new 24 hour PM 2.5 standard set at 65 micrograms per cubic meter. However, as of the printing of this document, EPA has not formally designated the PM 2.5 non-attainment counties in Indiana nor set the final promulgated rules regarding the requirements for meeting the new standard. EPA has identified Indiana counties they initially propose for PM 2.5 non-attainment but the final designations for the new PM2.5 standard are expected to be formally be determined in November of 2004 and made effective in February of 2005.

Figure 5-3 shows the Indiana counties EPA has found to be in non-attainment for the new 8 hour Ozone (O3) standard and the Indiana counties EPA has proposed will be in non-attainment of the new PM 2.5 standard.

Figure 5-3



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 2030 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 2030 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 2030 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.

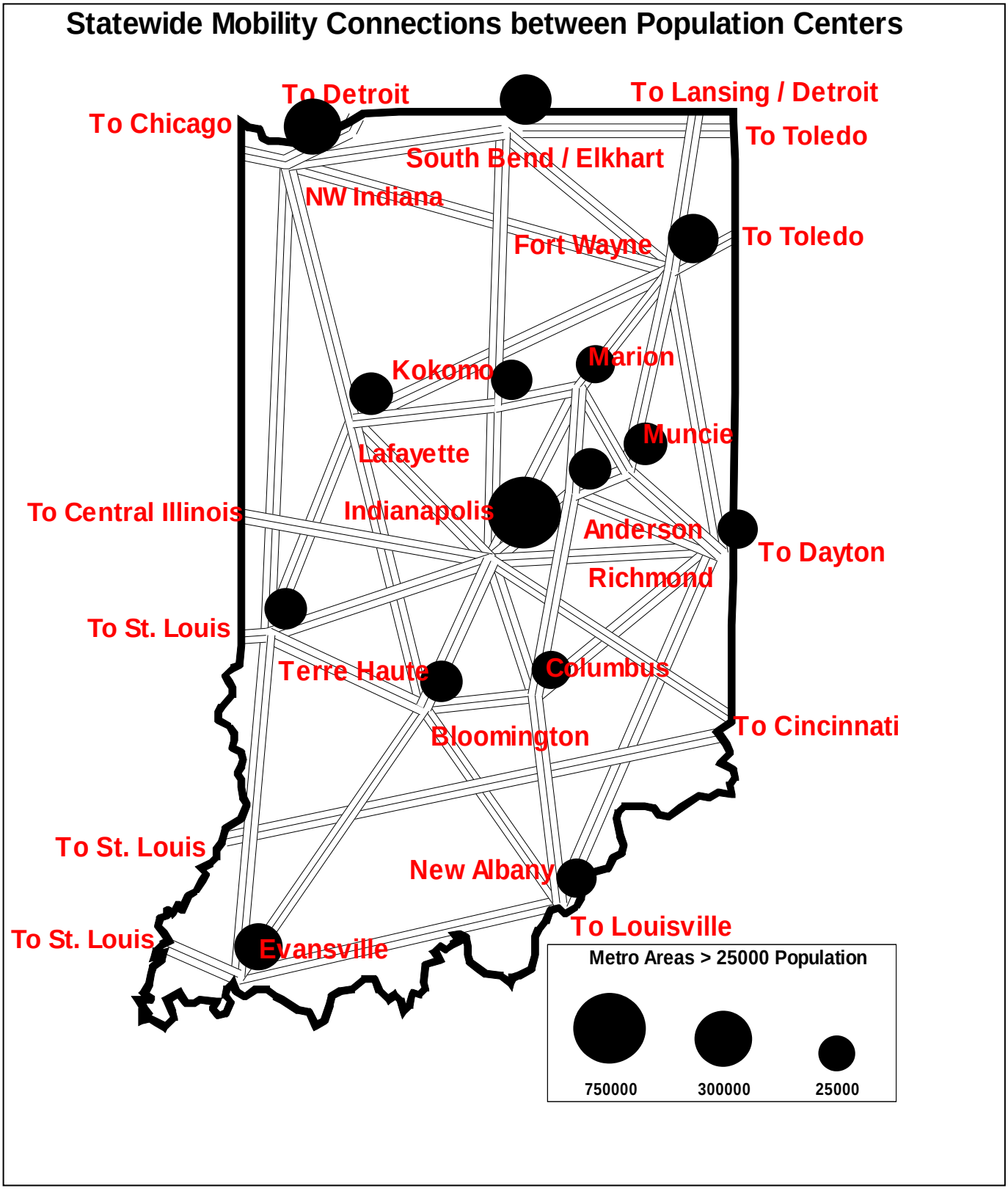
The Statewide Mobility Corridor System consists of the Indiana portion of the Interstate System and includes most other routes included in the Principal Arterial System. Other route segments considered essential to providing reasonably structured highway mobility corridors include a South Suburban Expressway 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 6-3, 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
To Detroit
To Lansing / Detroit
To Chicago
To Toledo
South Bend / Elkhart
NW Indiana
Fort Wayne
To Toledo
Kokomo
Marion
Muncie
Lafayette
To Central Illinois
Indianapolis
Anderson
To Dayton
Richmond
To St. Louis
Terre Haute
Columbus
To Cincinnati
Bloomington
To St. Louis
New Albany
To Louisville
To St. Louis
Evansville
Metro Areas > 25000 Population
750000
300000
25000

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

In order to assess the mobility levels provided by the inter-city connectivity of the current highway system, fourteen Indiana metropolitan areas with populations of 25,000 or greater 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 ideal travel time between these fourteen urban areas yielded results ranging from 1.107 to 1.860. Figure 6-2 displays the results of the inter-city connectivity performance study; areas highlighted in gray represent near ideal travel times; areas not highlighted correspond to average travel times; and areas highlighted in black denote a deficiency in travel time between two cities. The inter-city connectivity performance study provides the basis for the development of the multi-tiered corridor concept of the Statewide Mobility Corridor System. Thus, the multi-tiered corridors concept 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

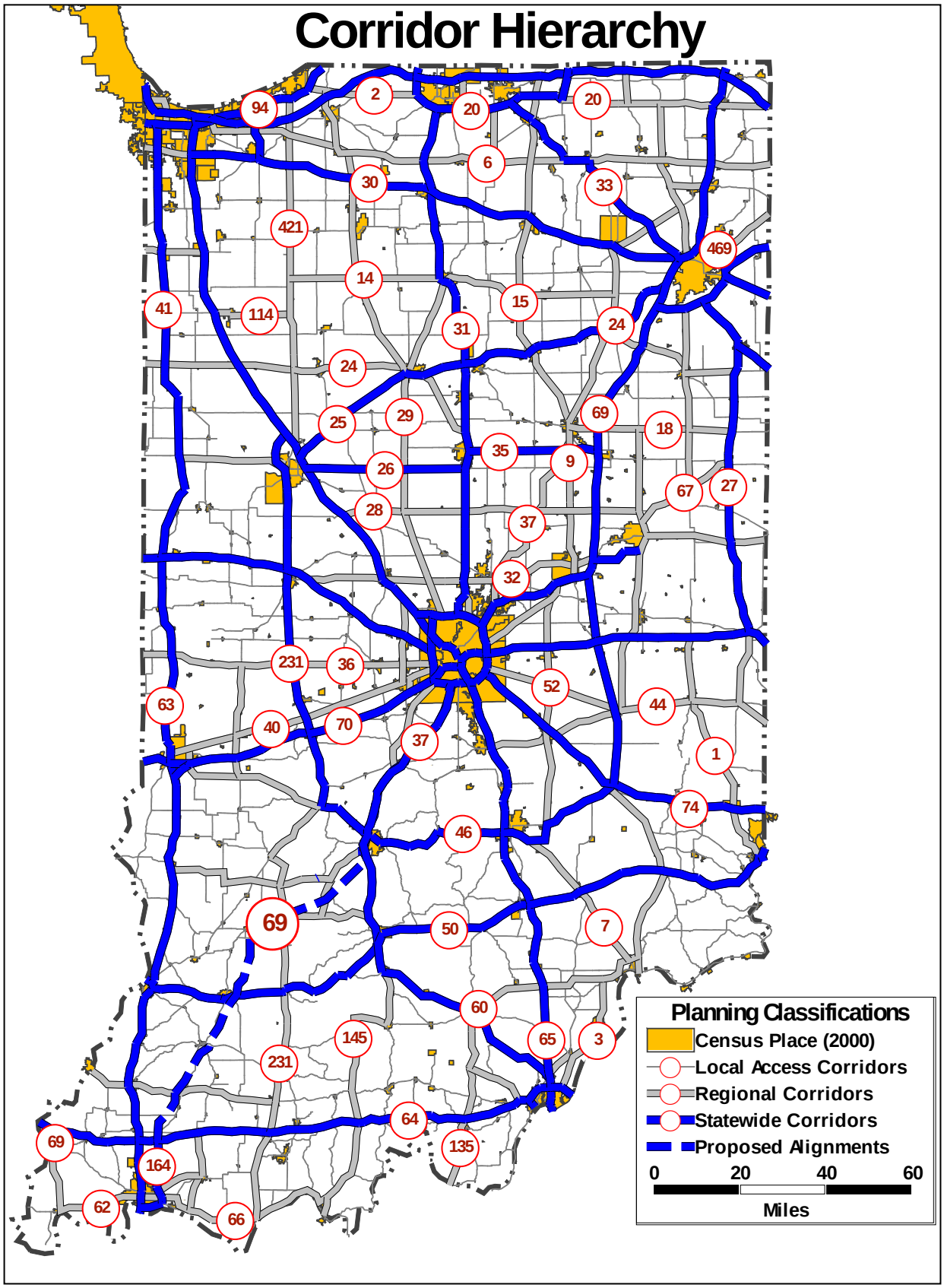
Figure 6-2

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**

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.

Figure 6-3


Corridor Hierarchy
94
2
20
20
6
30
33
421
469
14
41
114
15
31
24
24
25
29
69
18
35
9
26
67
27
28
37
32
231
36
52
44
63
40
70
37
1
74
46
69
50
7
60
145
65
3
231
64
69
135
164
62
66
Planning Classifications
Census Place (2000)
Local Access Corridors
Regional Corridors
Statewide Corridors
Proposed Alignments
0
20
40
60
Miles

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: mobility (moving traffic) and providing access to land. Although most roads serve both functions, the degree that one function predominates over the other determines its classification. Thus, arterial roads serve primarily a mobility role while local roads primarily provides access to land. Between arterial and local roads are the collector roads, which maintain a relatively equal balance between traffic service and land access.

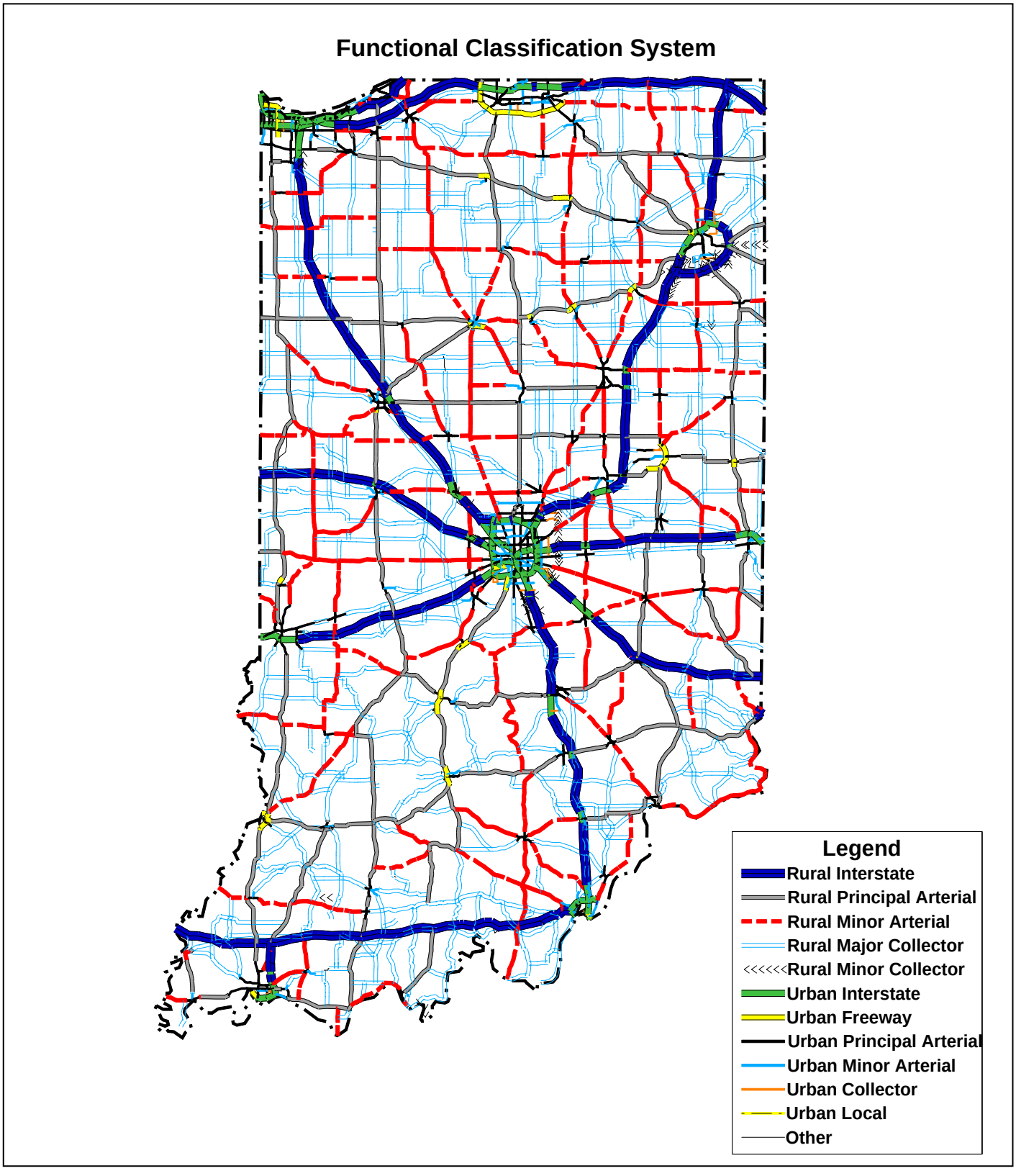
In the functional classification scheme, the overall objective is that the highway system, when viewed in its entirety, will yield an optimum balance between its access and mobility purposes. If this objective is achieved, the benefits to the traveling public will be maximized.

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 function primarily as mobility corridors are financed by vehicle use taxes supported by federal funding (fuel tax, registration fees, etc.), while roads that provide access to land alone are not federally supported and are financed by property taxes and general revenue.

Figure 6-4


Functional Classification System
Legend
Rural Interstate
Rural Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Urban Interstate
Urban Freeway
Urban Principal Arterial
Urban Minor Arterial
Urban Collector
Urban Local
Other

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.

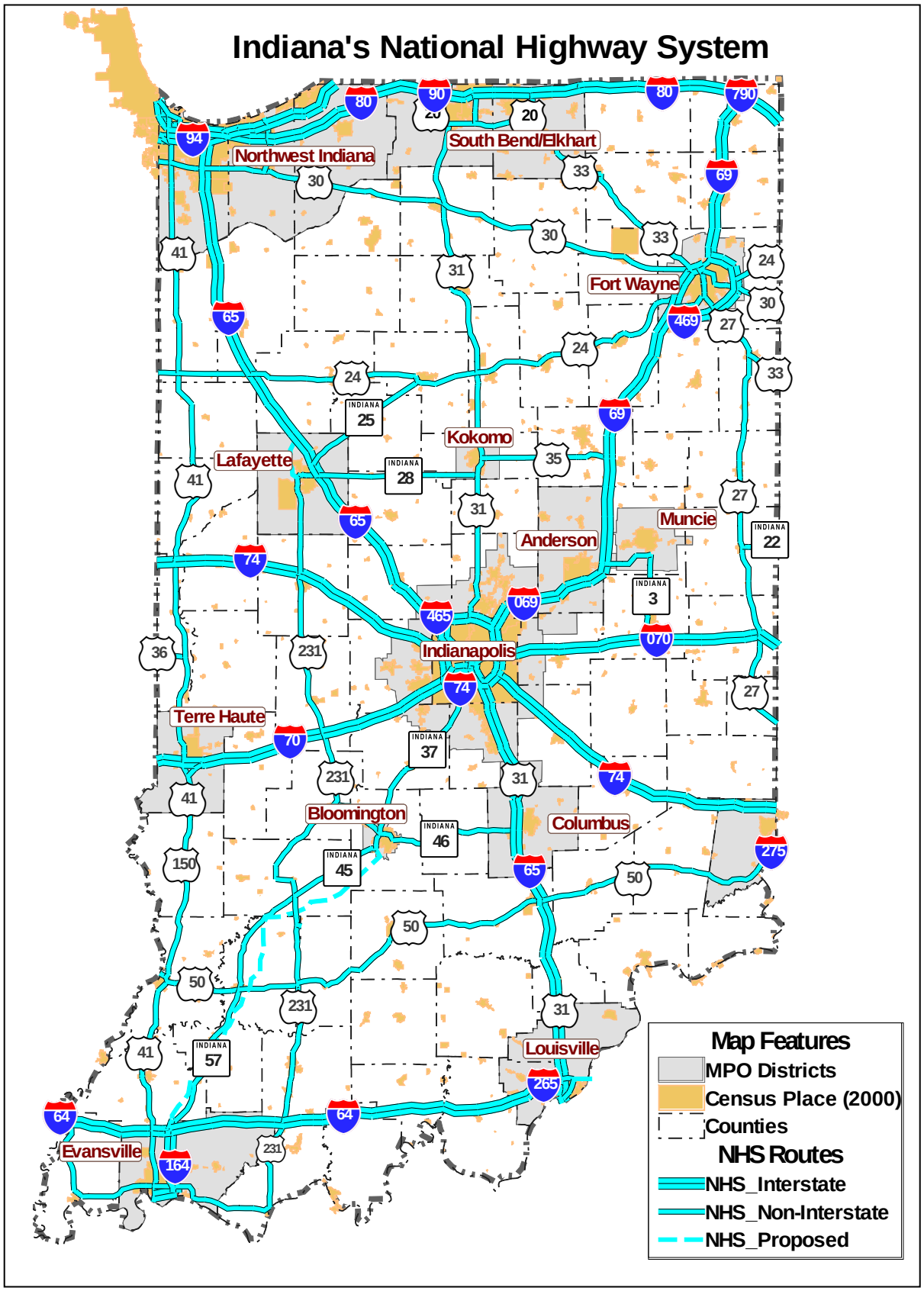
Coordination with adjacent states was always considered as an important element in the decision process. Major traffic generators in adjacent states should always be provided with a functional classification designation similar to ours as the routes cross the State lines. A map depicting all functionally classified roads in Indiana is shown in Figure 6-4.

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 6-5


Indiana's National Highway System
Northwest Indiana
South Bend/Elkhart
Fort Wayne
Lafayette
Kokomo
Muncie
Anderson
Indianapolis
Terre Haute
Bloomington
Columbus
Louisville
Evansville
Map Features
MPO Districts
Census Place (2000)
Counties
NHS Routes
NHS_Interstate
NHS_Non-Interstate
NHS_Proposed

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 6-5. 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.

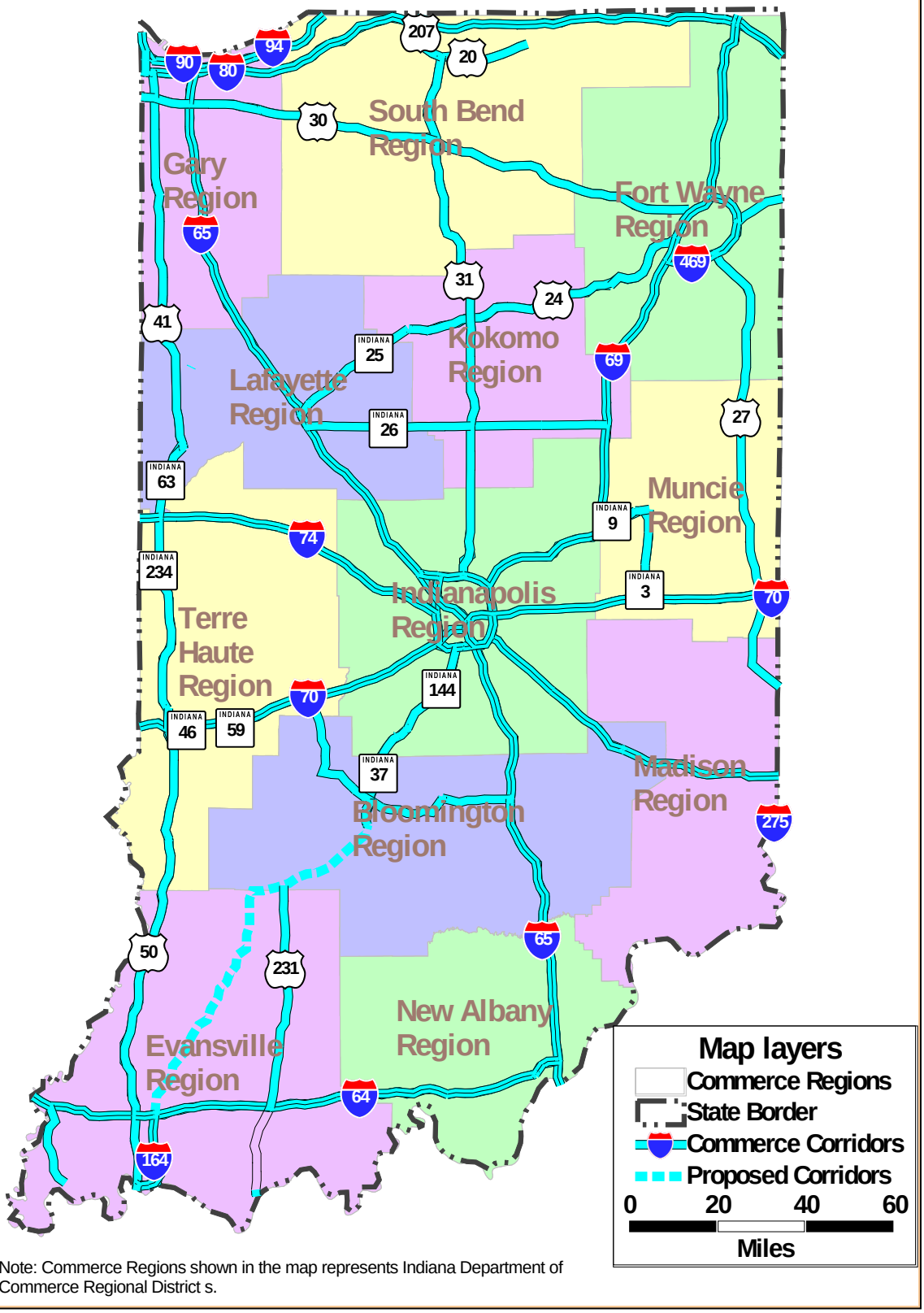
Within the major commercial corridors listed above, the routes that were selected to serve the defined concentrations involved routes that:

- 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 6-6.

Figure 6-6

Indiana's Commerce Corridor Regions



Note: Commerce Regions shown in the map represents Indiana Department of Commerce Regional District s.

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 6-7.

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 6-8 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 6-9.

Figure 6-7

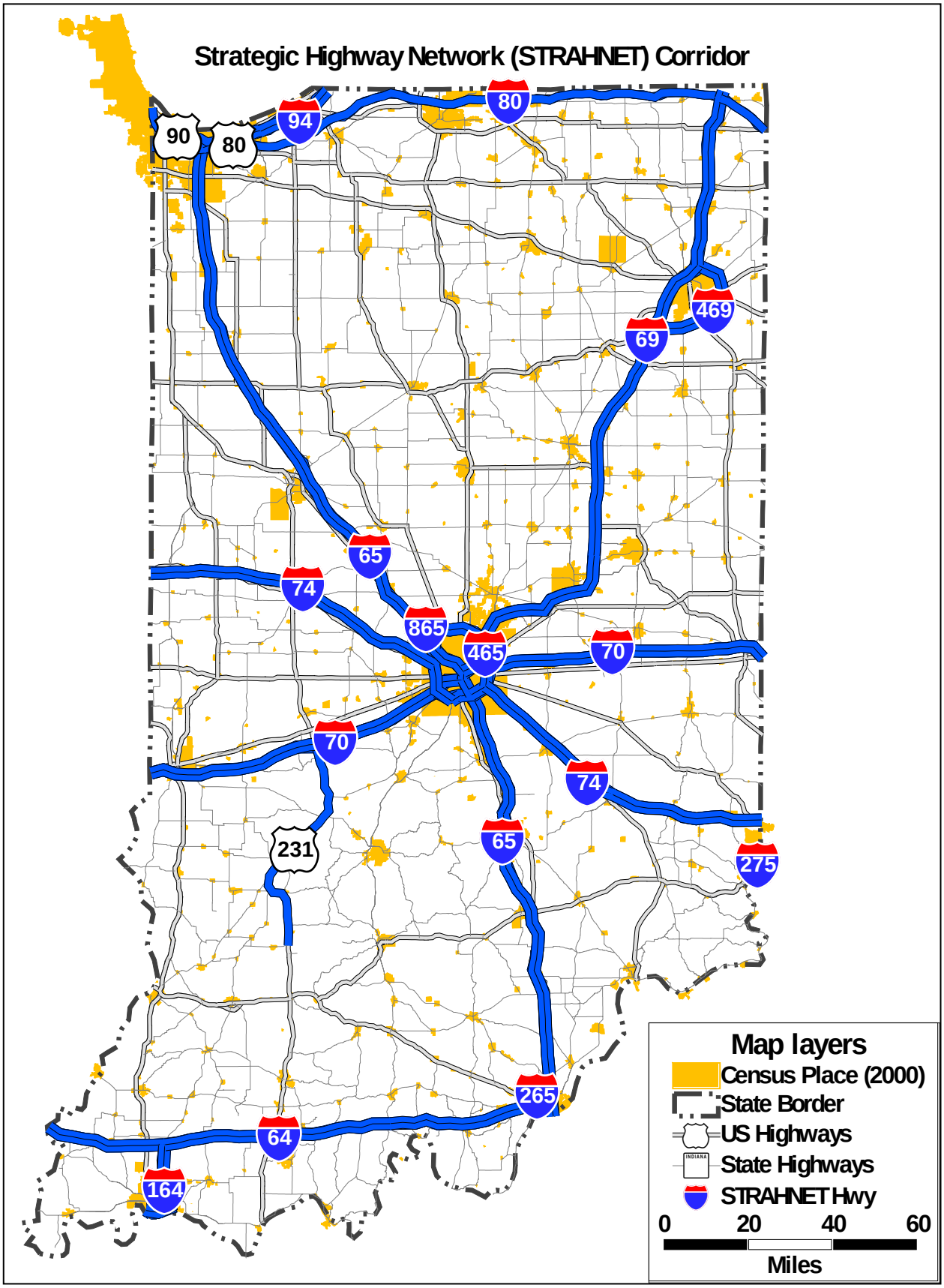

Strategic Highway Network (STRAHNET) Corridor
90
80
94
80
469
69
65
74
865
465
70
70
74
231
65
275
265
64
164
Map layers
Census Place (2000)
State Border
US Highways
State Highways
STRAHNET Hwy
0
20
40
60
Miles

Figure 6-8 Indiana's Heavy Duty Truck Network

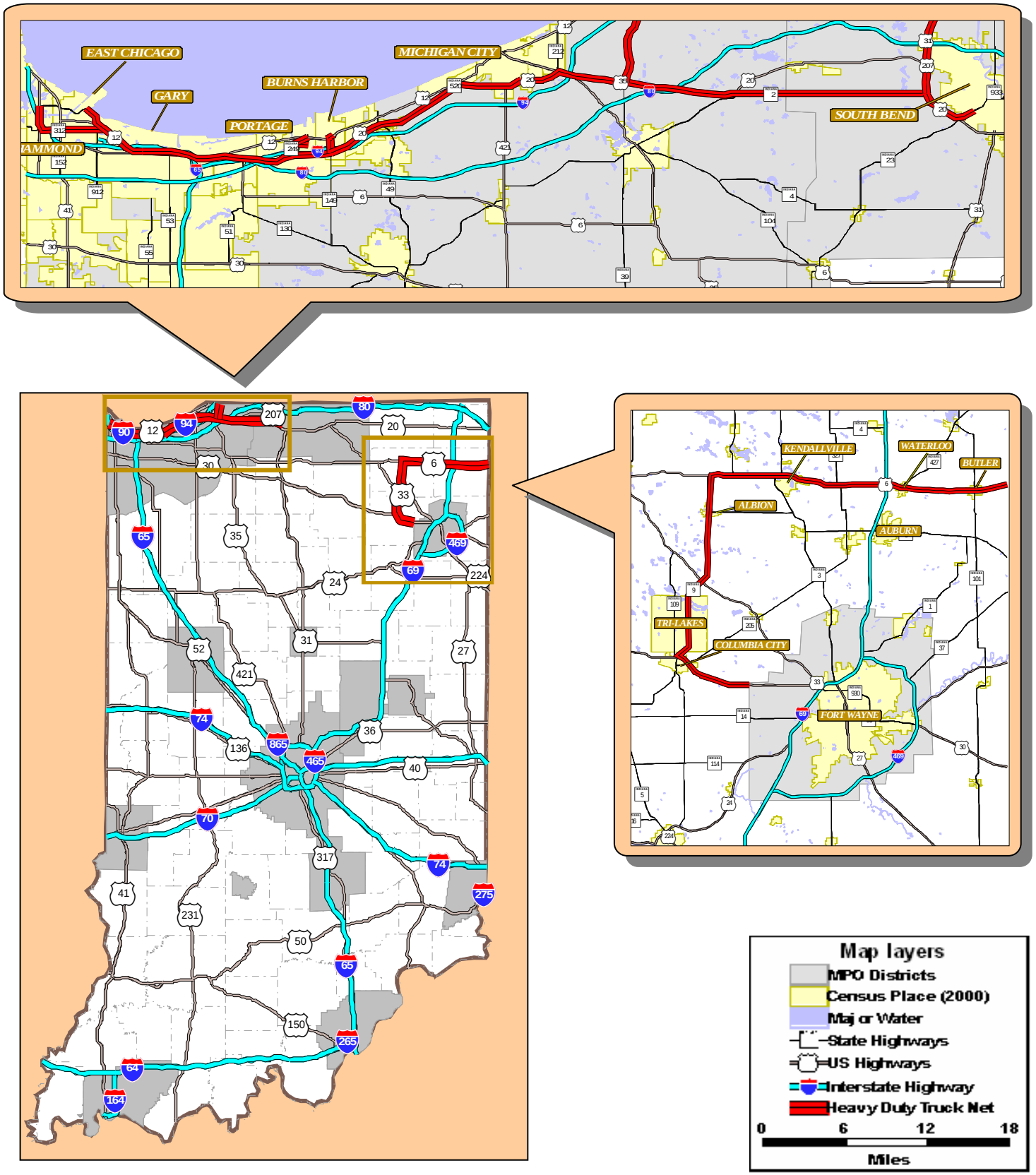
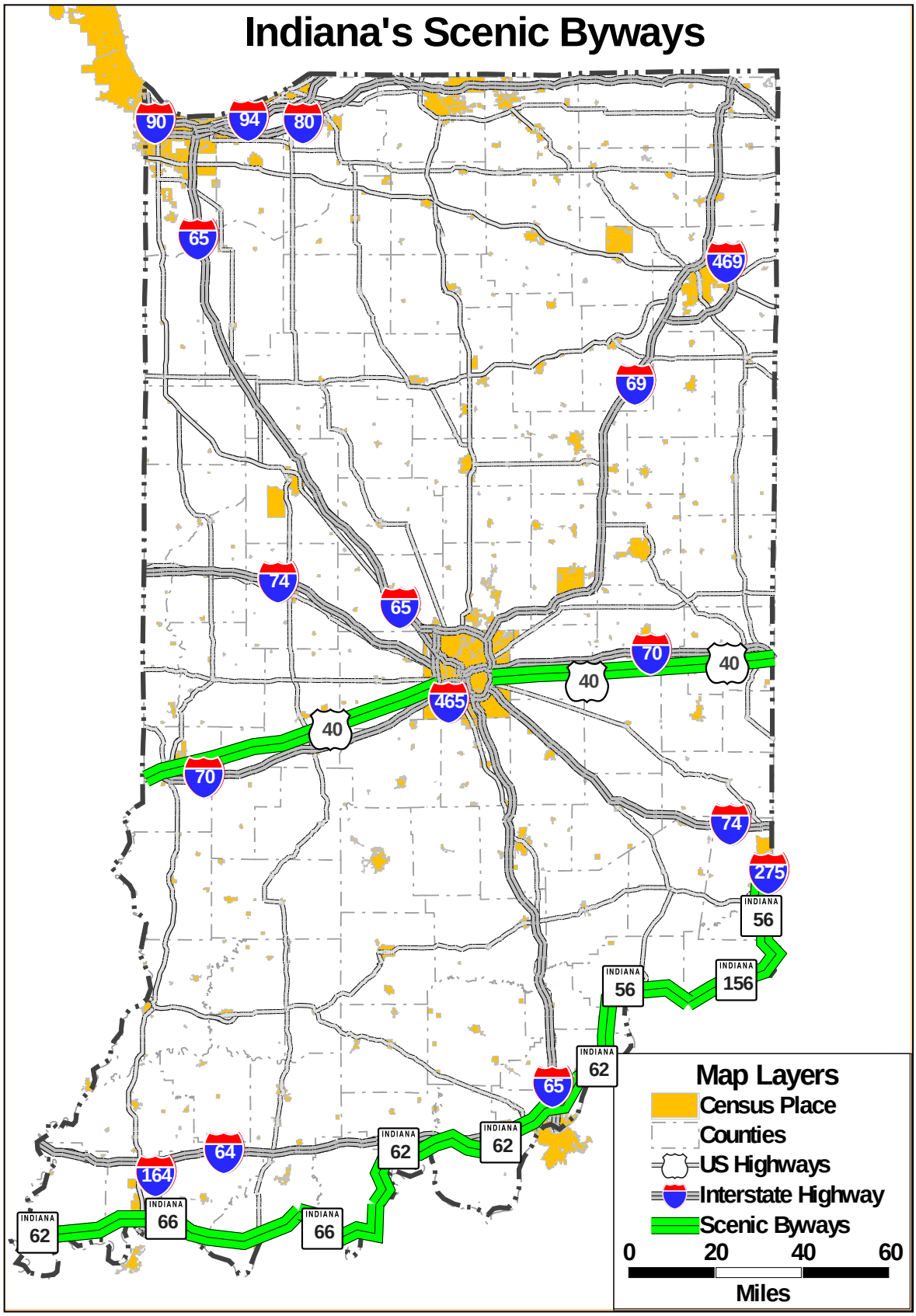


Figure 6-9 Indiana's Scenic Routes



The Indiana Toll Road

The Indiana Toll Road is a unique, financially self-sustaining district within the Indiana Department of Transportation. The Indiana Toll Road formulates and develops its own Long-Range Toll Road Plan and short-term improvements program with projects that are funded solely with the toll fees collected by the District. While the INDOT Long-Range Plan lists the Toll Road District's expansion projects, the cost of those projects does not impact or have any affect on the twenty-five year fiscal forecast or the fiscal constraint analysis used in the development of the Long-Range Plan.

Officially named the Northern Indiana East-West Toll Road, the Toll Road can trace its beginnings to1951 when the Indiana General Assembly passed legislation creating the Indiana Toll Road Commission. The Commission subsequently was authorized to sell the $280 million in bonds that were used to finance the construction of the Toll Road. Completed and opened to traffic in 1956, the Toll Road was initially built as a four-lane, limited access highway, 157 miles in length, across northern Indiana from the Illinois state line to the Ohio state line.

Under Section 113(a) of the Federal-Aid Highway Act of 1956, the U.S. Bureau of Public Roads (BPR) was authorized to incorporate toll facilities into the newly established interstate system to ensure connectivity without added expense. That is, provided that those toll facilities met or would be brought up to the standards of the fledgling interstate system and that no federal-aid funds could be used for toll facility construction or improvements. On August 21, 1957, the BPR announced that it had added 2,100 miles of toll roads in 15 states to the interstate system. This included the 157 miles of the Indiana Toll Road.[1]

The Indiana Toll Road has been designated as Interstate 90 from its western terminus at the Indiana/Illinois State border to the Milepost 21 Interchange. From Milepost 21 eastward to the Ohio state line it has been designated as Interstate 80/90. The Toll Road serves as a critical link between the major urbanized areas in northwest Indiana and the City of Chicago, and points west. It is often referred to as the Main Street of the Midwest. The Toll Road provides direct access to a number of the state's important metropolitan areas such as Gary, Portage, Valparaiso, LaPorte, South Bend/Mishawaka, Elkhart and Angola.

The Indiana Toll Road Commission has since merged into the current day Indiana Transportation Finance Authority (ITFA) which continues to maintain ownership of the Toll Road. For the Toll Road's operation and maintenance, The ITFA has entered into a lease agreement with Indiana Department of Transportation. As currently structured, the Indiana Toll Road is operated and maintained by the Indiana Department of Transportation under the authority of its Toll Road District. The Toll Road District's Administrative Office is located in Granger, Indiana and the District is responsible for the operation, maintenance, construction and repair of the Indiana Toll Road (I-80/90). The District is charged with formulating, developing and recommending a continuing long-range toll road plan and short-term improvements program.

The Indiana Toll Road is a unique part of INDOT. Unlike the other six INDOT districts, the Toll Road has its own dedicated source of revenue which it uses to fund its own preservation and capital costs. The Indiana Toll Road District has developed its own master plan which details planned improvements to the Toll Road. Expansion projects for

the Indiana Toll Road have been incorporated into the INDOT Long-Range Plan. However, while listed in the plan, the Toll Road's projects are not charged against any of the revenue that INDOT expects to receive in it fiscal forecast. That is because no state funds are used to pay any of the expenses of the Toll Road, and federal funds also may not be used for the Toll Road's improvements. Instead, the Indiana Transportation Finance Authority continues to hold the bonding authority that may be used to finance Toll Road improvements. Fees collected by the Toll Road from its tolls, concessions and other related revenue sources are in turn then used to service and retire bonds, and to pay the improvement, operating and maintenance costs of the Indiana Toll Road District.

1. "Why does the interstate system include toll facilities?" http://www.fhwa.dot.gov/infrastructure/tollroad.html, page 2.

Chapter
7

INDOT 2030 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

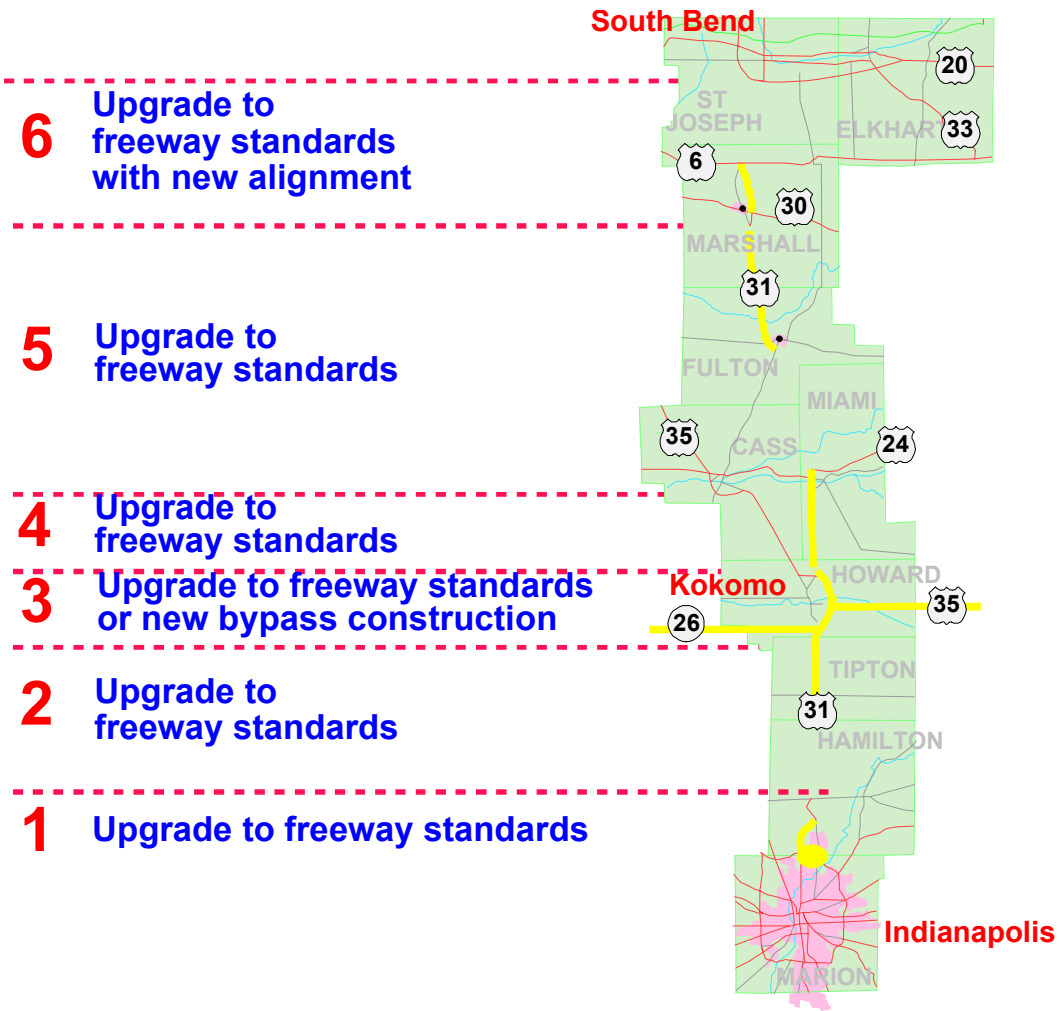
The US 31 study was completed in 1998 to evaluate the costs and benefits, including the economic development impacts, associated with an improved inter-city highway facility. The MCIBAS study process provided for analysis of major inter-city travel demand needs in a cost/benefit frame which allows the 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 decrease 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 is either completed 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. The Final EIS was published in late 2003. A Record of Decision was published in early 2004.

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 nearing completion. 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 because controversial alternatives that study participants believed had been eliminated were re-evaluated when the NEPA "decision-making" process was initiated.

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 Inter-agency 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.

Corridor Studies

Since 2000, seven corridor studies have been initiated to address Commerce Corridor issues from the 1995 plan, investigate potential roadway improvements identified from needs analysis, and respond to Congressional mandates. Three of these studies have been completed. The studies' recommendations will be incorporated into the statewide plan as stated below.

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 conducted a corridor feasibility study to establish the need to improve US 231 and make recommendations for roadway improvement projects if warranted. Key issues studied included: (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.

The Study was completed in March, 2003. It recommended a series of improvements to the US-231 Corridor including construction of a bypass of Greencastle and a potential bypass of Crawfordsville when traffic volumes warrant it. The Study identified eleven segments of independent utility requiring additional environmental analysis to refine the Study's recommendations. INDOT is currently conducting an environmental impact study on the priority segment of U.S. 231 in Greencastle as recommended by this study.

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 affected 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 was intended to identify and evaluate transportation improvements in a north-south corridor between the Markland Dam on the Ohio River in Switzerland County and I-74 in Dearborn and Ripley Counties. The evaluation of corridor improvement alternatives included:

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.

The study was completed in 2003. The study determined that Alternative 3B performed the best in meeting the purpose and need and should be implemented in three phases:

Phase 1: Identify specific locations with significant traffic operational and safety problems in Switzerland and Ohio Counties, and apply low-cost TSM-type operational improvements. Priority roadways should be SR 56 and SR 156.

Phase 2: Design and construct the southern portion of Alternative 3B between Markland Dam and U.S. 50.

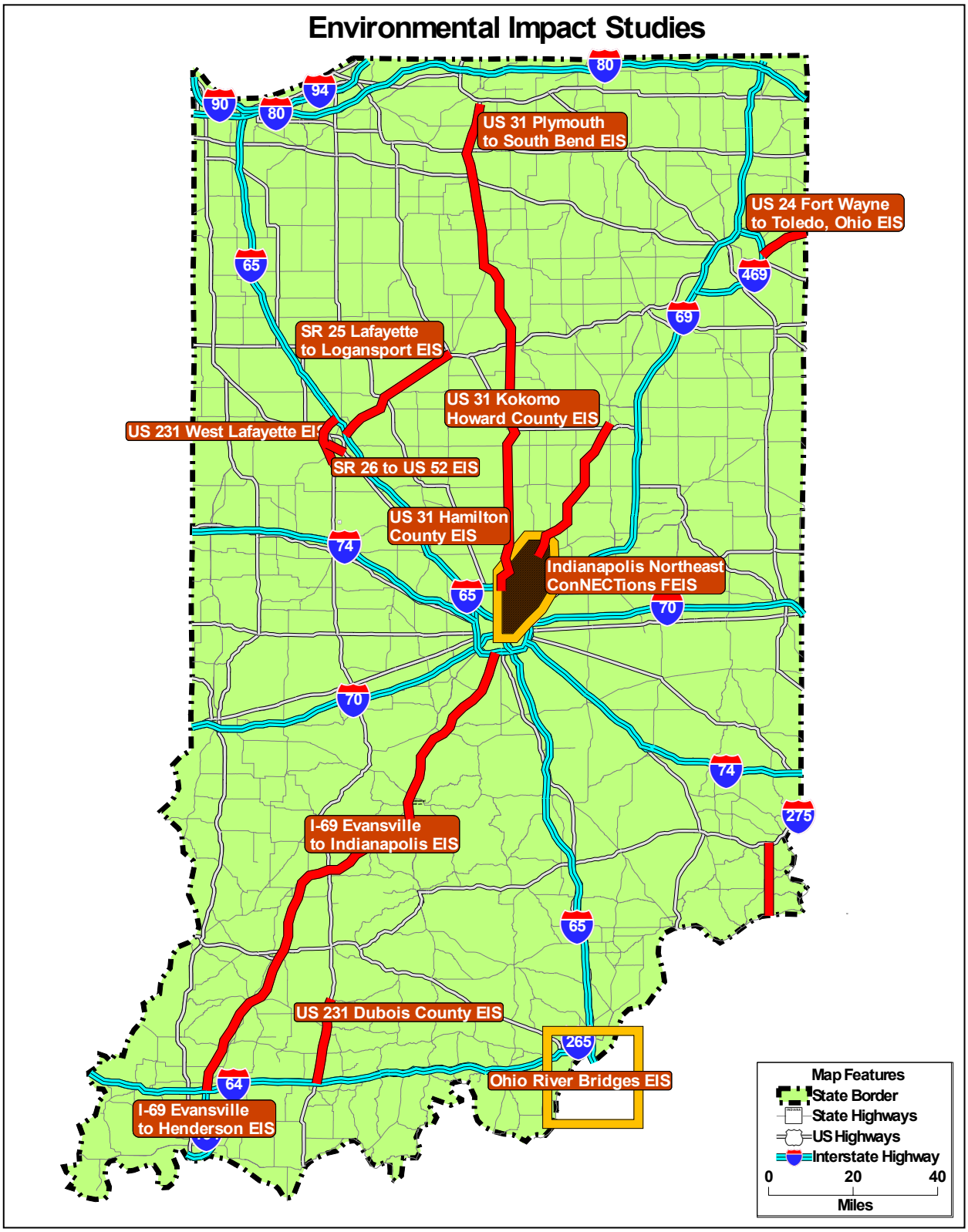
Phase 3: Design and construct the northern portion of Alternative 3B from U.S. 50 to I-74.

In reviewing the SR 101 Corridor Planning/Environmental Assessment Study and the comments received from the reviewing agencies, transportation stakeholders and the public, it is INDOT's decision not to include a new alignment SR 101 project connecting I-74 and the Markland Dam in the new 2030 Long Range Transportation Plan.

State Road 62 Lloyd Expressway Corridor Planning Study

The SR 62 Lloyd Expressway Corridor Planning Study evaluated 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 was examined. In December, 2002, a decision was made based upon the preliminary findings to upgrade the corridor to a freeway facility. The study was converted to an environmental assessment and project development was begun.

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
80
94
90
80
65
469
69
74
65
70
70
74
275
65
265
64
Map Features
State Border
State Highways
US Highways
Interstate Highway
0
20
40
Miles

Of the seven corridor studies initiated since 2000, four are still active. As seen below, all of these studies are nearing completion. Once finished, the studies' recommendations will be reviewed by INDOT for incorporation into the statewide plan in future updates.

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 was intended to 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 conducted an origin-destination traffic study to measure through-traffic patterns.

The study has completed its analysis of the various improvement alternatives. Public meetings are expected to be held in November, 2004 to present the study recommendations. The study is scheduled for completion by the end of 2004.

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 is conducting 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.

The screening of the alternatives presented at the March 2002 public meetings is underway. At present, none of the alternatives have been eliminated from consideration. The second round of public meetings is anticipated to take place in December, 2004. At that time, a preferred alternative (or alternatives) will be presented, which may include the "no-build" alternative. The study is expected to be completed by the spring of 2005.

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.

The study has completed a draft Purpose and Need Statement as well as preliminary analysis of feasible alternatives. A public information meeting was held at the Danville Town Council Chambers on July 27, 2004. The purpose of this meeting was to present our preliminary findings in regards to proposing improvements for the US 36 Corridor.

Central Indiana Suburban Transportation Study

The Central Indiana Suburban Transportation Study is considering suburban mobility issues in the greater Indianapolis nine-county metropolitan area. The existing transportation problems and potential future transportation improvements are being 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 primarily addresses the area from I-465 outward to the nine-county boundary but also considers impacts and benefits to the urban core. This process examines 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 is included in the study. This study also assess the regional impact of an outer beltway on the local and regional transportation system and on development patterns. The study ~~will~~ ensured meaningful public involvement by initially convening a group of regional constituents and then developed~~ing~~ smaller task force groups to deal with specific areas and issues. INDOT and the Indianapolis MPO ~~will be~~ are conducting this cooperative study of the central Indiana region. Currently, the study team is analyzing the various improvement options, and the study findings are anticipated in February, 2005.

Anticipated Transportation Planning Corridor & Subarea Studies

The studies identified in this section are anticipated to begin in 2005 as part of the statewide plan development process. These studies were initiated to: (1) Establish the essential need for improving these corridors, (2) Develop and analyze basic improvement plans ranging from the upgrade of existing state highways on their present alignments to relocation of portions or all of these roads, and (3) Make appropriate recommendations for the programming of projects, if warranted. 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, and (3) Impacts to the human and natural environments.

- US 50 Corridor Planning Study and Environmental Assessment

- This study will identify potential transportation system improvements to alleviate congested travel areas along the US 50 corridor in Dearborn County. The corridor passes through the City's of Greendale, Lawrenceburg, and Aurora, and near the Town of Dillsboro.

- US 231/State Road 46 Planning Study and Environmental Assessment

- This study will establish the need for transportation improvements on the US 231/SR 46 corridor in Owen County. The study will identify and evaluate potential improvements to alleviate congestion in the Town of Spencer.

- State Road 62 Planning Study and Environmental Assessment

- This study will analyze existing traffic conditions on SR 62 in Boonville. It will establish the need for transportation improvements on the corridor as well as identify and evaluate potential improvement options to alleviate congestion.

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, natural, 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 Tier 2

On March 24, 2004, the Federal Highway Administration issued a Record of Decision (ROD) approving a corridor for I-69 between Evansville and Indianapolis. This corridor, designated as Alternative 3C in the Tier 1 Environmental Impact Statement (EIS) for I-69, is generally 2000 feet in width, although it is wider or narrower in some places.

FHWA and INDOT are now preparing six separate Tier 2 EISs for I-69 between Evansville and Indianapolis. The Tier 2 EISs will determine the alignment, interchange locations and design characteristics of I-69 within the selected corridor, as well as develop more detailed mitigation measures. Based on the Tier 1 studies, it is anticipated that the actual right-of-way needed for I-69 will be between 240 and 470 feet wide, as compared with the 2000 foot width for the corridor.

Each of the six Tier 2 EISs will examine a section of the selected corridor. The Tier 2 sections range in length from 13 to 29 miles. The termini for the Tier 2 sections were described in the Tier 1 EIS and were approved by FHWA in the Tier 1 ROD. These termini are:

- Section 1 from I-64 (near Evansville) via the SR 57 corridor to SR 64 (near Princeton/Oakland City)
- Section 2 from SR 64 (near Princeton/Oakland City) via the SR 57 corridor to US 50 (near Washington).
- Section 3 from US 50 (near Washington) via the SR 57 corridor and cross country to US 231 (near Crane Naval Surface Warfare Center).
- Section 4 from US 231 (near Crane Naval Surface Warfare Center) via cross country to the intersection of Victor Pike Road and State Road 37 (south of Bloomington).
- Section 5 from State Road 37 just north of the intersection of Victor Pike Road (south of Bloomington) via State Road 37 to State Road 39 (Martinsville).
- Section 6 from State Road 39 (Martinsville) via State Road 37 to I-465 (Indianapolis)

Each Tier 2 EIS will proceed on its own schedule. All are scheduled for completion between late 2005 and early 2007.

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 which addresses I-69 south of I-64 and across the Ohio River into Kentucky. The Draft EIS was completed by the end of 2004, with the Final EIS following in early 2005.

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 nearing completion. The Draft EIS was published. The Final EIS is expected to be completed by early 2005.

US 31 Kokomo / Howard County EIS

This US 31 EIS in the Kokomo / Howard County area began in early 2002. The Draft EIS is expected to be ready by early 2005. The FEIS is scheduled for publication by the spring of 2005.

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. The Draft EIS was published in 2004 and named Alternative G-E as the preferred alternative. The FEIS is currently being prepared and is expected to be ready by the end of 2004.

US 231 Dubois County EIS

This US 231 EIS from Interstate 64 to north of Jasper in the Huntingburg and Jasper area examined options for improving this corridor in order to reduce congestion and travel time, provided an adequate level of service for forecasted traffic volumes, enhance safety, support local community mobility needs, and accommodate regional transportation needs. The Draft EIS was published in early 2004. The Final EIS is expected to be ready by early 2005.

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 nearing completion. The Draft EIS was approved in 2003. The Final EIS is scheduled for completion in 2005. 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. This study recommended that Line 7-Option 2 be adopted as the preferred alternative.

Completed Environmental Impact Statements

Since 2000, INDOT has completed work on many Environmental Impact Statements. Some of the most significant studies have been listed below. The studies' recommendations have been incorporated into the statewide plan.

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 were advanced into the Final EIS published in 2003. 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. A Record of Decision was published in early 2004.

I-69 Evansville to Indianapolis EIS Tier 1

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 were initially analyzed and nine were eliminated for consideration. The remaining five alternatives underwent additional analysis. In December of 2003, a Final Environmental Impact Statement (FEIS) for I-69 was issued. The FEIS responded to the comments made on the Draft Environmental Impact Statement (DEIS), and added considerable information to that presented in the DEIS. The FEIS recommended Alternative 3C as the preferred corridor for I-69. The Federal Highway Administration selected Alternative 3C for I-69 in its Record of Decision (ROD) dated March 24, 2004. The ROD paved the way for the initiation of Tier 2 studies for I-69.

After the ROD was issued, INDOT began the current I-69 Evansville to Indianapolis Tier 2 Studies. In a continued effort to include the pubic in the transportation decision-making process, INDOT has divided the approved corridor into six sections, which are between 13 and 29 miles long. The corridor is 2,000 feet wide, and each of the six Tier 2 section study teams will determine the final alignment of the approximately 350-foot wide highway within the approved corridor.

SR 25 Lafayette to Logansport EIS

The State Road 25 (SR 25) Hoosier Heartland project is nearing the end of the environmental study stage of development. The Draft Environmental Impact Statement (DEIS) was published in August 2002 with three public hearings held along the corridor in October of that year. Public and participating agency comments on the DEIS were addressed in the Final Environmental Impact Statement (FEIS). On January 22, 2003, the late Governor Frank O'Bannon announced Alternative 2 as the preferred alternative for the Hoosier Heartland Highway between Logansport and Lafayette. The recommendation was based on the alternative's ability to meet the project's purpose and need, environmental design considerations, and input received during the public comment period. The FEIS was approved by the Indiana Department of Transportation and Federal Highway Administration on November 10, 2004.

Ohio River Bridges EIS

The Ohio River Bridges Project addresses the long term cross-river transportation needs in the Louisville-Southern Indiana region. A Draft Environmental Impact Statement (DEIS) was published in November 2001 analyzing nine specific bridge locations in one and two-bridge combinations. Public hearings were held in Indiana and Kentucky, and more than 5,000 comments were received on the DEIS.

A Final Environmental Impact Statement (FEIS) was issued in April, 2003. This document identified the preferred alternative, responded to comments on the DEIS, and included a plan to minimize impacts to historic properties and other resources. The commitments are legally binding. They were developed in consultation with community representatives who will stay involved and monitor work to help ensure commitments are fulfilled.

After a detailed analysis that included extensive public outreach and involvement, The Federal Highway Administration (FHWA) authorized the project in September 2003, in a Record of Decision.

The project is comprised of a new downtown bridge immediately upstream from the Kennedy Bridge (I-65); an east end bridge about eight miles from downtown, connecting the Gene Snyder Freeway (Ky. 841) to the Lee Hamilton Highway (S.R. 265); and a rebuild to the south of the Kennedy Interchange where I-64, I-65 and I-71 converge in downtown Louisville.

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 in order to address concerns that recent development may have significantly a. The findings will determine whether a Supplemental EIS is needed. This study began in 2001 recommended that Line 7-Option 2 be adopted as the preferred alternative.

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 2030 Long Range Plan

Fiscal Forecast

INDOT Long-Range Plan Fiscal Forecast

The fiscal forecast used in this 2030 Long-Range Plan update represents the third generation of an initial fiscal forecast that was developed in 2000 to support the INDOT 2000 – 2025 Long-Range Plan. That initial fiscal forecast was developed by the INDOT Division of Budget and Fiscal Management. In its second generation, the forecast was updated and modified slightly to support the 2003 Amendments to the Long-Range Plan. This, the third generation of the fiscal forecast continues to share many of the fiscal assumptions from the original 2000 fiscal forecast; it has been updated and extended outward to the 2030 planning horizon.

BACKGROUND: Prior to the adoption of the 2000 – 2025 Long-Range Plan, INDOT historically had assumed a conservative two percent revenue growth rate over time for its fiscal projections. In this conservative approach INDOT wanted to ensure that both the residents of Indiana and the construction industry would not anticipate more projects than INDOT would be able to reasonably fund. During the development of the 2000 – 2025 Long Range Plan, INDOT came to the conclusion that a conservative approach to forecasting can be safe, but that it could also serve as an artificial restriction, limiting the number of projects that could be developed and built. The conservative approach to forecasting tends to underestimate revenue streams, limiting the number of projects that can be programmed for development. A more accurate fiscal forecast, one that reflects observed increases in highway funding, would support a more robust program of projects, permitting more projects to be programmed into the pipeline and resulting in faster project development and delivery.

Thus, the initial *2000 fiscal forecast* used to support the 2000 – 2025 Long Range Plan was a compromise between the aggressive and conservative approaches to revenue forecasting. The first two years of the forecast (2000 – 2001) used the figures from INDOT's biennial budget. A more aggressive set of revenue assumptions was then applied to the next ten year period (2002 – 2011), reflecting the increases in highway funding that INDOT was receiving from the federal Transportation Equity Act for the 21st Century (TEA -21) (Public Law 105-178) and the State of Indiana's Crossroads 2000 Program. The Crossroads 2000 program was responsible for an additional $800 million highway preservation and added capacity construction projects across Indiana. For the final fourteen year (2012 – 2025) period of the forecast, INDOT tapered its revenue projections back from the aggressive approach and returned to a more traditional, conservative forecast.

For the later conservative forecast years from 2012 to 2015, INDOT tied the available resources for construction to a level that assumed that construction spending would remain constant on a per capita basis. The 2011 forecasted total construction program

totaled $1.37 billion. In 2011, Indiana was projected to have 6.44 million persons, thus creating a per capita construction spending figure of $212.80. This approximate construction dollar per capita figure was assumed for the final segment of the Long Range Plan fiscal forecast.

The initial 2000 fiscal forecast resulted in an overall $31.3 billion construction program for the twenty-six year period, distributed between preservation and expansion needs and broken into five funding periods. Figure 8 – 1 is a graph which illustrates the initial fiscal forecast, showing the breakdown between preservation and expansion costs.

Figure 8 - 1

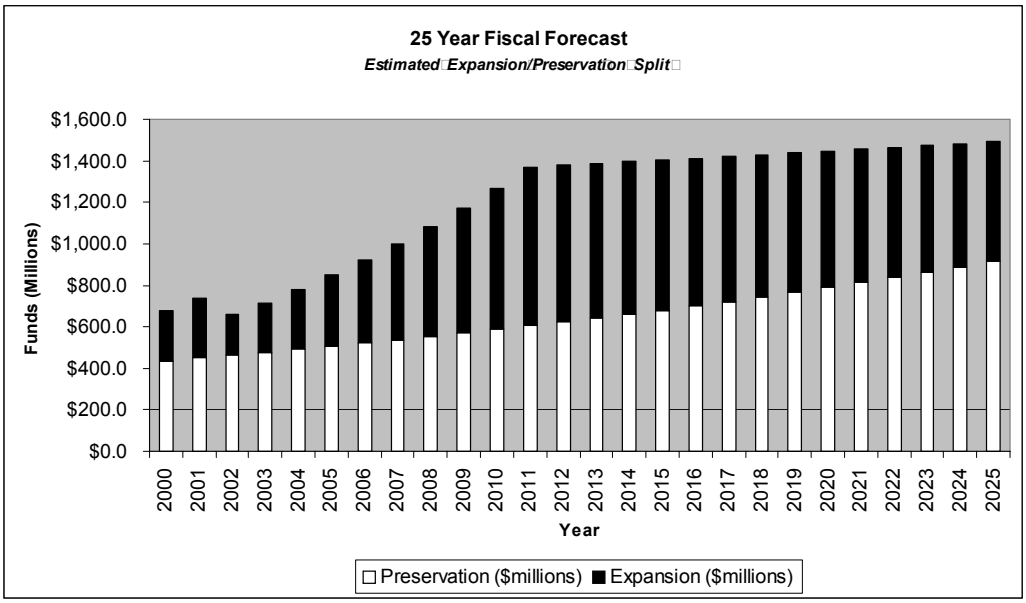


Figure 8 -2 is a chart which illustrates how the forecast was subdivided into five funding periods; it also breaks out the preservation cost from the expansion costs.

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

There were a number of assumptions that were used in the development of the initial 2000 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 to be spent on expansion projects versus preservation activities. Based on historical funding trends, preservation activities as shown in white in Figure 8 – 1, were assumed to increase at a three percent per year rate over the course of the

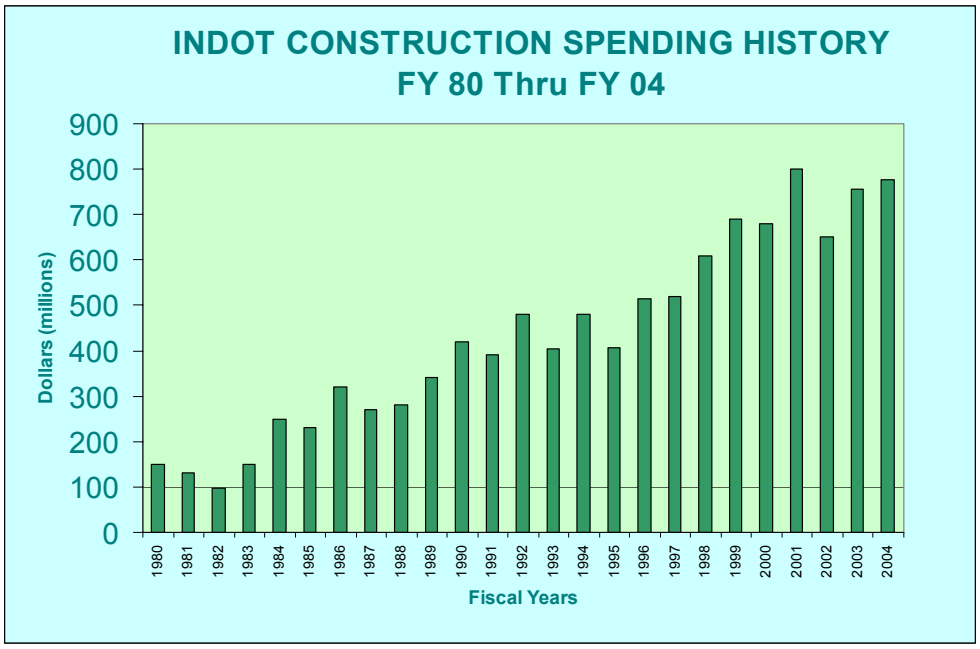
twenty-six year forecast period. It should also be noted that the expansion category includes a significant amount of preservation activities in the form of pavement replacement on existing highway segments that have been identified for added travel lanes. For instance, an added travel lanes project for an interstate where one additional lane will be added to the two existing single direction lanes generally will be timed to coincide with the time that the existing pavement is expected to fail. In the process of adding the additional lane, the two existing lanes will be reconstructed as part of the process, resulting in a finished product of three new lanes in each direction. For simplicity sake in such cases, two-thirds of the costs listed for the interstate added travel lane project actually constitute preservation costs, since the two existing lanes are also being reconstructed as part of the process. By that same principle, only one third of the cost, representing the one additional lane, would actually apply as expansion costs.

INDOT attempted to use historical as well as conventional wisdom in making the 2000 long-range fiscal forecast. The department's goal was to provide a starting point for the development of a long-range construction program for the State of Indiana and it was noted in the plan that the fiscal forecast assumed additional funds from some source would occur in the future. The time and amount of the additional funds were not forecasted.

THE REVISED 2004 – 2030 FISCAL FORECAST

The third generation, 2004 to 2030 long-range fiscal forecast represents a twenty-seven year fiscal horizon for the 2004 Long-Range Plan update. It builds and expands on the work that was completed for the first two generations of the forecast. It employs the same set of forecast assumptions that was developed by the Policy and Budget Division and Chief Financial Officer for the years 2000 – 2025. For this update, INDOT began with a review of its construction spending history for the twenty-five year period from 1980 to 2004. Figure 8-3 is a chart which illustrates the period. As illustrated in the chart, this period experienced a somewhat steady increase in construction spending. The period from 1996 through 2004 reflects the impacts from the federal TEA 21 Act and State's Crossroads 2000 program.

Figure 8 - 3



In this forecast, INDOT expects that the increased highway spending as seen in the recent past will continue into the future, at least to through the next federal reauthorization legislation. INDOT's 2004 construction spending was $777 million. For this third generation forecast, the 2004 INDOT construction spending figure was converted to 2003 dollars resulting in a $765 million. For the federal reauthorization period 2005 to 2011, an annual growth rate of 8.5% was applied, this growth rate mirrored the average 1980 to 2004 construction spending history growth rate. From 2012 through 2030, a more conservative 1% growth rate was applied. As with the earlier generations of the fiscal forecast, this time frame is beyond the current limits of the federal reauthorization and is consequently less predictable.

Figure 8 – 4 illustrates the third generation fiscal forecast used to support the 2004 Long-Range Plan update. This forecast projects a construction revenue forecast totaling $34.7 billion over the course of the twenty-seven year period. The funding that would be made available to expansion projects totals $15.2 billion with $19.4 billion reserved for preservation projects. The preservation cost rate of growth remains the same 3% annually. This assumption remains unchanged from the initial 2000 fiscal forecast. Figure 8 – 5 is a table that shows the breakdown of the projected revenues by funding period and by preservation and expansion costs. Again, as with the initial fiscal forecast, it is important to note that this forecast assumes additional funding from some additional funding source will occur in the future. The time and amount of the additional funds are not specified in the forecast.

Figure 8-4

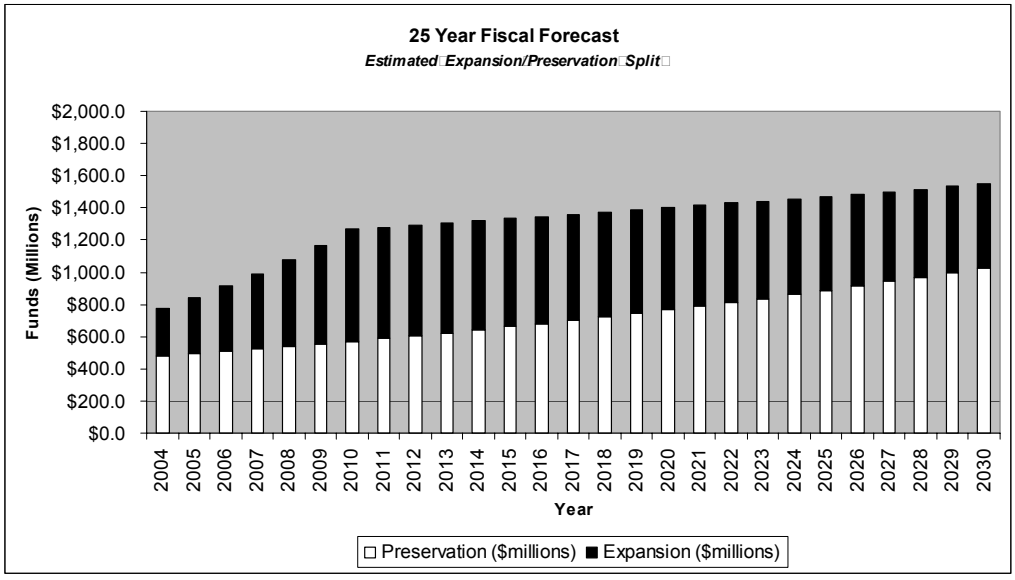


Figure 8 – 5

Long Range Fiscal Forecast *Initial Estimate of Preservation/Expansion Split*			
Funding Period	**Preservation**	**Expansion**	**Total**
2004-2009	3,087.4	2,595.8	5,683.2
2010-2014	3,025.8	3,340.6	6,366.4
2015-2019	3,507.7	3,183.5	6,691.2
2020-2024	4,066.4	2,966.1	7,032.5
2025-2030	5,743.4	3,170.7	8,914.1
	19,430.7	15,256.7	34,687.4

Note: All figures are listed in millions of current (2003) dollars

The forecast assumptions that were used for the second generation fiscal forecast for the 2003 amendments and also applied to this third generation forecast were reviewed by INDOT's Chief Financial Officer and other Executive staff in April of 2003. An element in that review involved the impact of the potential reauthorization of the federal transportation six-year funding legislation.

Indiana's state transportation program is funded in large part by a six-year federal transportation bill: The Transportation Equity Act for the 21st Century, commonly referred to as TEA-21. TEA-21 is an *authorization* Act that was signed into law on June 9, 1988. The legislation *authorizes* the federal-aid highway, transit, safety and research programs charged with maintaining and improving the nation's surface transportation system.

Both TEA-21 and its predecessor: The Intermodal Transportation Efficiency Act of 1991 (ISTEA) provided increased funding for Indiana, an average of an additional $261 million per year over the life of the two federal Acts. Before the passage of TEA-21, Indiana received only 78 percent back into the state from its share of contributions to the Federal Highway Trust Fund to use for highway maintenance and construction, one of the lowest percentages in the nation. Indiana is what is known as a *donor state,* a state that pays more federal taxes to the Highway Trust Fund than it receives back. The Federal Highway Trust Fund is the primary source off funds for federal surface transportation programs. The Federal Highway Trust Fund is a user supported fund that collects revenues in the form of federal taxes paid on gasoline, diesel fuel, gasohol, special fuels such as liquefied natural gas (LNG) and compressed natural gas, and heavy vehicle use fees for commercial vehicles.

Prior to the passage of TEA-21, Indiana joined with a coalition of states to ask Congress for a more equitable distribution of the gas tax paid by each state. Congress responded with a significant increase in the guaranteed rate of return from the Trust Fund, increasing it to 90.5 percent. This permitted Indiana to make the necessary improvements to the highway system to maintain the mobility and safety of the traveling public.

TEA21 expired on September 30, 2003. Since then, Congress has enacted five short-term extensions, but is has yet to pass a new reauthorization bill. The latest extension, the *Surface Transportation Extension Act of 2004* (H.R. 5183) was signed into law on September 30, 2004. This extension will expire on May 31, 2005.

Both the US House of Representatives and the Senate have passed versions of a highway reauthorization bill. The House of Representative's version is known as H.R. 3550 *Transportation Equity Act: A Legacy for Users* (TEA-LU). The Senate version is known as S. 1072 *Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003* (SAFETEA). The two versions include significant differences in funding levels and the treatment of the *"donor states"* issue which will require a conference committee between the House and Senate to resolve.

The House approved bill (TEA-LU) is a $275 billion transportation bill, with a $221.5 billion guarantee for highways. The Senate approved bill (SAFETEA) is a $318 billion transportation bill, with 240.3 billion available for highways.

Indiana's share of the six-year formula highway funds totals $4.65 billion under the House TEA-LU bill and $5.79 billion under the Senate SAFETEA bill. Both versions represent an increase in federal funding over the record $3.96 billion that was apportioned to Indiana duringTEA-21 Act.

In addition, the House has designated $224 million in specific (earmarked) Indiana projects, while the Senate has not identified their projects at this time.

While both pieces of legislation provide additional federal funding, the two are different in their approach to a state's funding rate of return. TEA-LU maintains the TEA-21 minimum return of 90.5 percent of a state's federal gas tax dollars paid to the Highway Trust Fund, with a bill "re-opener" implementing a gradual rate of return beginning in October 2005. SAFETEA guarantees a 90.5 percent return for the first five years of the bill, with a legislated return of 95 percent in the sixth year of the bill.

However, under the two bills, Indiana's real rate of return drops to an estimated 84 percent for TEA-LU and 87 percent for SAFETEA. This is because the amount of the program that the return is applied to (known as the "scope" of the guarantee) has an impact on Indiana's eligible return from the Trust Fund.

As the two pieces of legislation move to that critical conference committee, Indiana continues to work with its congressional delegation to increase the guaranteed rate of return to the 95 percent level on at least the same amount of the program as TEA-21 provided.

Chapter
9

INDOT 2030 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 the INDOT Production Schedule and the MPO Long Range Plans.

INDOT Production Schedule

The INDOT Production Schedule, the State Project Management System (SPMS) is a six to ten year program of projects under development (past planning level analysis) by INDOT. The production schedule provides a template of development activities and associated time requirements for tasks within 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. In the initial development of the plan, 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 fourteen Indiana Metropolitan Planning Organizations (MPOs) provide comprehensive transportation planning analysis for project identification in the state's major urban centers of over 50,000 in 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.

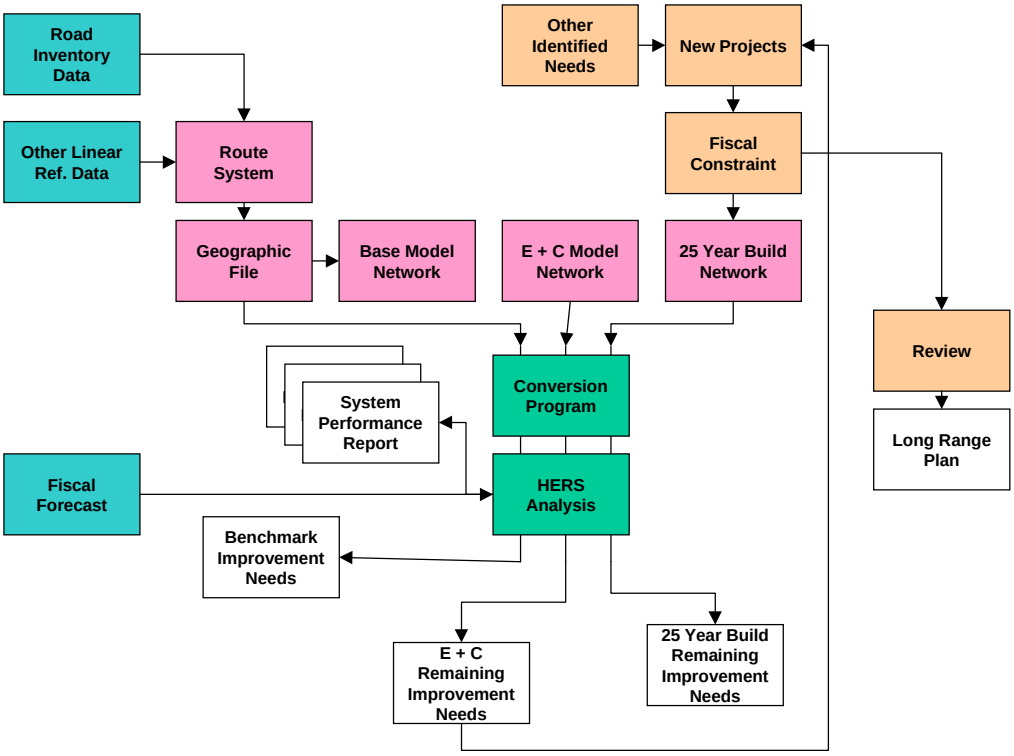
Statewide Technical Needs Analysis

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 State Highway Economic Requirements System (HERS_ST_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_ST_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 (non-toll road) districts and thirteen 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.

Indiana Statewide Travel Demand Model (ISTDM)

Model Overview

Statewide models are designed to provide the analytical framework for assessing transportation system performance and deficiency analysis, long range plan development, systems level project analysis, as well as to provide the spatial analytical framework for many of the management systems. Indiana's Statewide Travel Demand Model (ISTDM) provides the cornerstone for system planning tools and coordination with the INDOT Congestion Management System and Safety Management System. The Statewide Travel Demand Model was developed using a TransCAD application, which integrates Geographic Information System (GIS) and planning modeling functionality.

Model Development

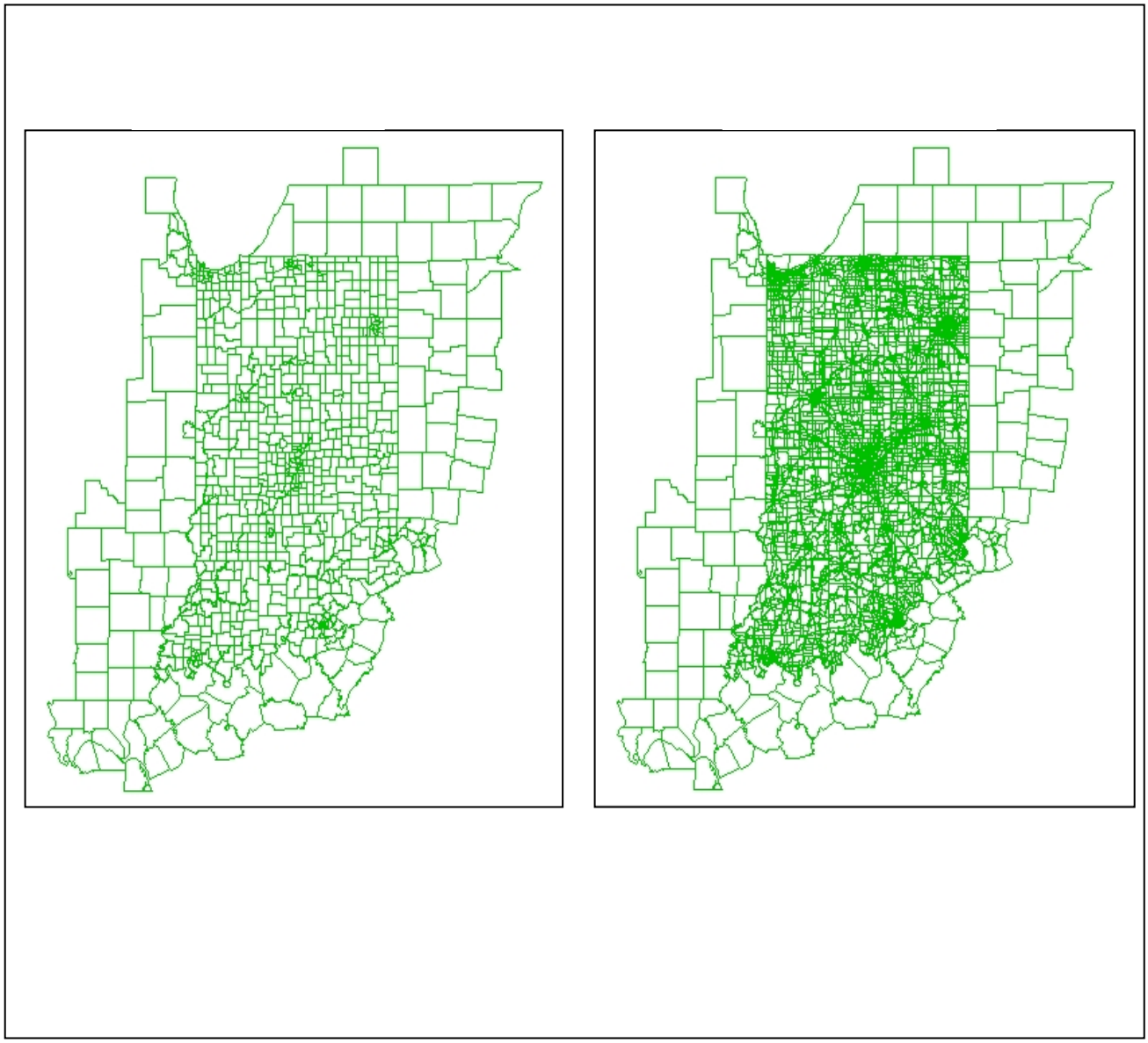
INDOT's first TransCAD based GIS ISTDM was developed in the mid 1990's as part of the Major Corridor Investment-Benefit Analysis System (1998) as a systems-level planning tool to provide statewide and corridor estimates of current and future year travel demand. The model has since evolved and has served as the catalyst for various statewide planning studies and associated model developments including the Interstate Interchange Planning Study (2000), and the I-69 Evansville to Indianapolis Tier 1 EIS (2001). For the 2004 ISTDM upgrade, enhancements were incorporated into the I-69 ISTDM model expanding the model's planning year horizon from 2025 to 2030 and adding significant detail to the model's input data files. Summarized below are some of the major refinements incorporated in the ISTDM model update:

- **Traffic Analysis Zone Refinement.** One of the most significant improvements to the ISTDM is the refinement of the Traffic Analysis Zones (TAZ) structure. TAZ are geographic zones in the modeled area containing socio-economic information such as: population density, household size, automobile ownership, household income, and employment data. TAZs provide the model with origin and destination trip estimates occurring from one zone to other zones. For the ISTDM update, the TAZ structure was enhanced by adding a significant number of TAZs within the Indiana area that conformed to a refined roadway network, 2000 census blocks, 2000 Census Transportation Planning Package TAZ boundaries. In addition, stratification curves were incorporated into the TAZs allowing household data to be cross-classified into categories based on average zonal characteristics. The addition of stratification curves into the ISTDM allowed trip rate sensitivity to changes in household size, auto ownership, and average household income over periods of time. The result from these zonal refinements increased the zonal detail from 844 zones to 4,720 zones and improved the model's overall reliability and accuracy. **See Figure 9-2**

- **Model Network Update/Refinement -** Networks are systems of connectivity links used by travel demand models which represents existing or planned roadway alignments. Model networks allow the attachment of pertinent roadway data such as: length, number of lanes, lane width, speed, capacity, and traffic count information. For the ISTDM upgrade, INDOT's new Road Inventory Data (RID) for year 2000 was attached to the network allowing accurate roadway characteristic data to be analyzed, displayed, and used by the model. In addition, the ISTDM upgrade network which is based on the I-69 ISTDM 26-county extensive roadway network detail utilized for the I-69 corridor analysis was expanded to the remainder of the state; increasing the network detail from 18,000 links (23,000 miles of roadway) to 25,000 links (32,000 miles of roadway). See **Figure 9-3**

- **Statewide Traffic Signal Incorporation -** The location of nearly 3,900 traffic signals (approximately 2,600 on state jurisdictional highways) along with priority of signal approaches were coded into statewide network. Information associated with traffic signals were used for estimating more realistic link impedances by considering signal delays. The signals were placed in the network using two data sources: first an INDOT point layer for traffic signals on state jurisdictional system circa 1997 was tagged into the network. Second, signals on local jurisdictional roads were located by means of INDOT's geo-coded crash database for 1997 through 1999 using a flag field which identified the presence of a traffic signal. This methodology covered all roads and all signals where there was a crash of any type between 1997 and 1999. While it is reasonable to assume there are a few signals missing, the crash database is the best available source for signals on local roads at the moment. The traffic signal locations coded on both state and local jurisdictional systems are presented in **Figure 9-4.**

Figure 9-2 ISTDM Traffic Analysis Zone Comparison



Existing Plus Committed (E+C) Network Development

Committed projects in the ISTDM network are major long range plan expansion improvements which are significantly advanced in the development process indicating with a high degree of certainty that the project will be constructed. Committed projects in addition to the existing roadway network provide the analysis framework to identify system capacity deficiencies. The ISTDM upgrade existing plus committed network was developed using a 2000 base year network of existing roadway and identified "committed" projects. Committed improvements were identified using the following 3-phase selection criteria resulting in 29-committed projects at a total $801 million cost estimate:

Criteria 1: The project must be an added travel lanes, new interchange, or new road construction type project.

Criteria 2: The project must have a "Ready for Contracts" (RFC) date of 2008 or earlier.

Criteria 3: Associated environmental studies or Right of Way should be cleared, completed, or near completion.

The ISTDM utilizes the existing plus committed (E+C) network to evaluate the performance of the existing roadway system once selected future year traffic volumes are assigned. E+C network analysis provide vital performance data that is used to identify future transportation needs and for comparing alternative improvement analysis. The Highway Economic Requirement Systems_State_Indiana (HERS_ST_IN) program discussed later in the chapter, also utilize the E+C network to perform additional transportation needs analysis. These needs analysis becomes the bases for future network development and alternative improvement identification.

Figure 9-3 ISTDM Network Comparison

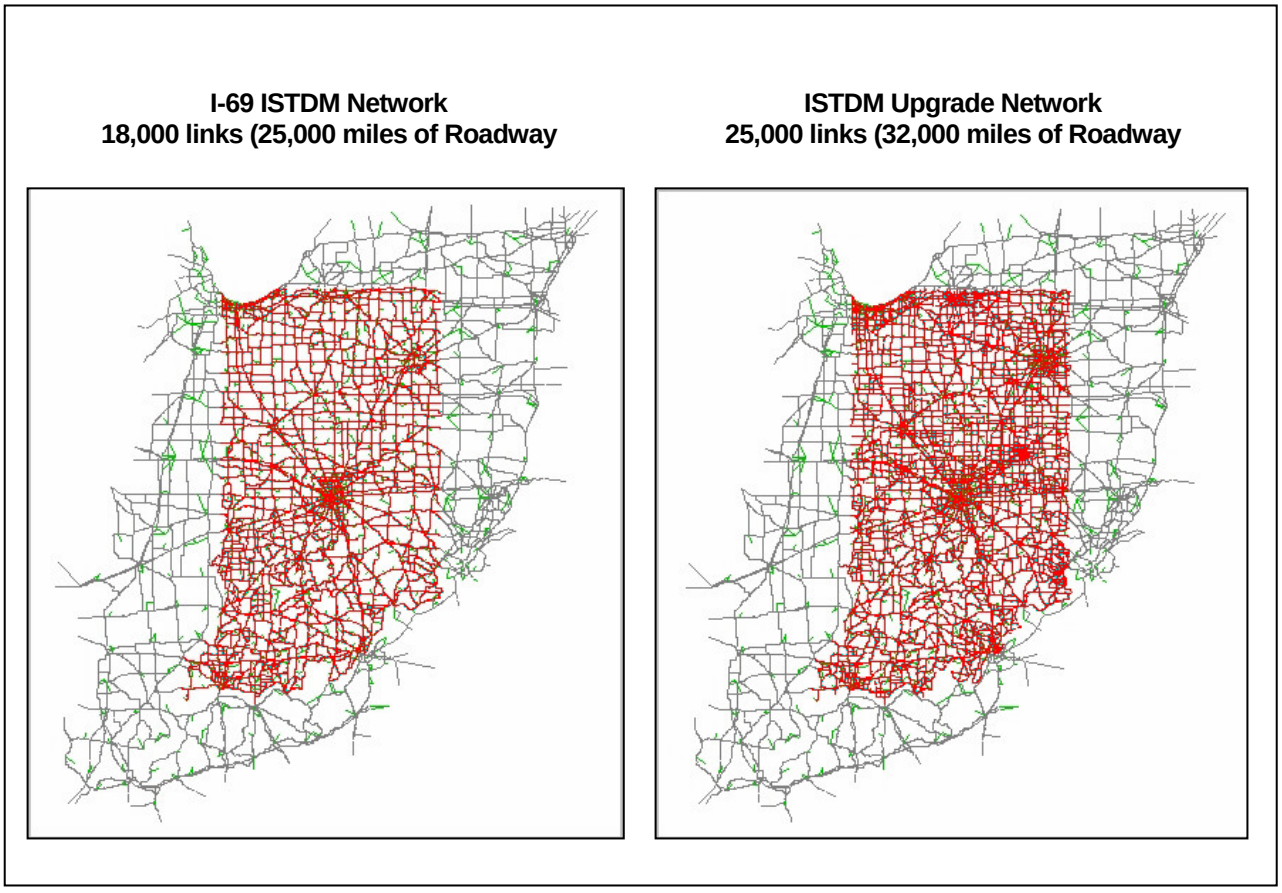
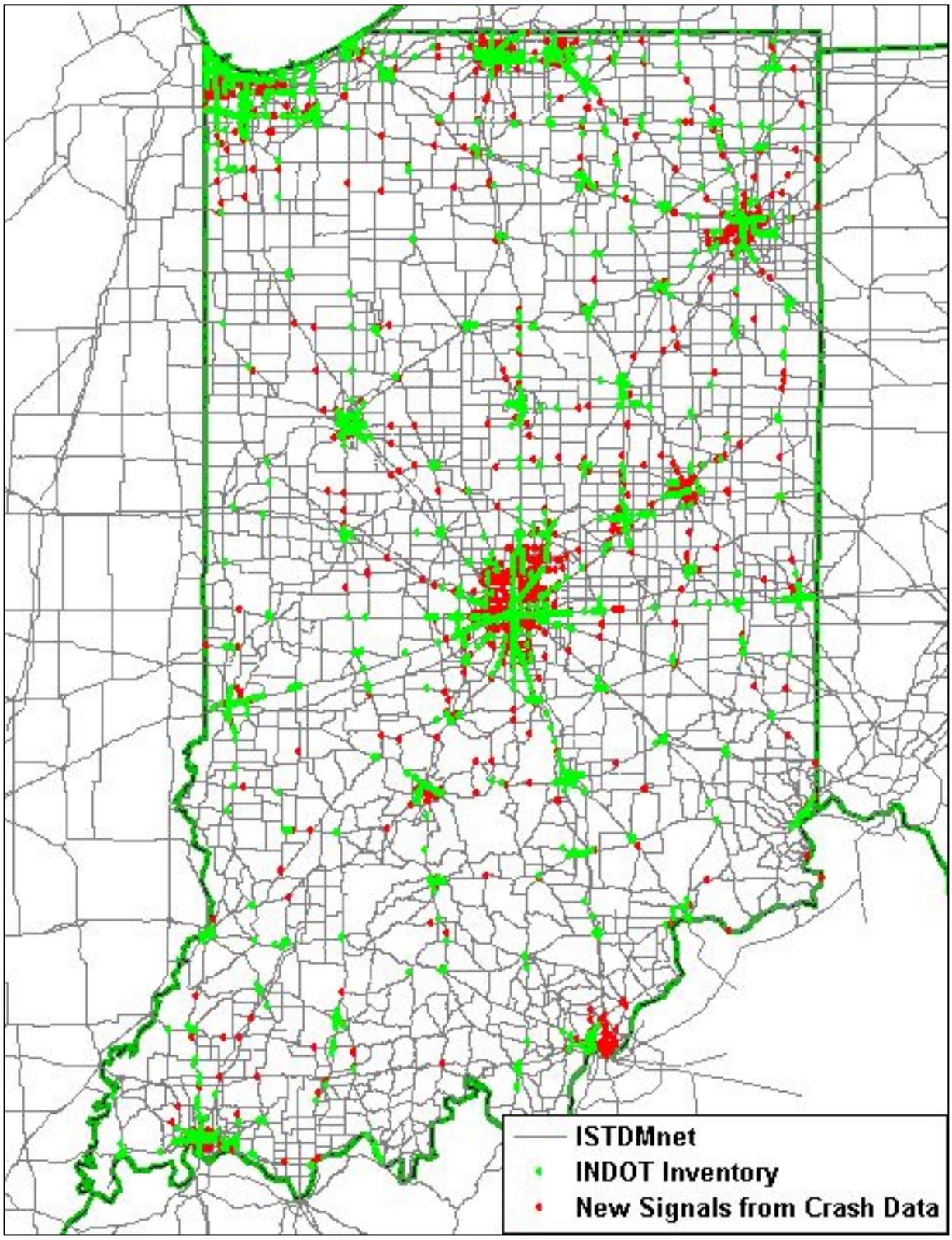


Figure 9-4 ISTDM Statewide Traffic Signal Location Data



Long Range Plan Project Evaluation

One of the primary uses for the ISTDM is to evaluate alternative improvements considered for or listed in INDOT's Long Range Transportation Plan. Project evaluation provides vital input regarding the feasibility and performance of identified improvement alternatives.

To facilitate ISTDM project evaluations, two network outputs are necessary: a 2030 "No-Build" Network and a 2030 "Build" Network. The no-build network, also known as the "do-nothing" network, consists a roadway network as it exists today, plus INDOT projects identified as "committed". The no-build network provides information of how the roadway network will perform if forecasted 2030 traffic volumes are assigned.

The 2030 Build network is similar to the no-build network but incorporates proposed improvement alternatives identified in the INDOT long range transportation plan into the roadway network. Build networks provides systems-level statistics of how the roadway network with implemented improvements performs if forecasted 2030 traffic volumes are assigned. When both networks are compared, decisions are made regarding need for the project.

For the 2030 plan update, maps of each build and no-build network were presented to various planning organizations and INDOT District Office staff for their review, analysis and comments. Figure 9-5, shows sample network analysis maps presented to the various organizations. Note: the model networks are displayed by Levels of Service (LOS) classifications from LOS "A" (free-flowing, no congestion) to LOS "F" (Severe congestion).

Travel Forecast and Systems-Level Performance

Traffic growth rates from the ISTDM are used to identify future year traffic volumes on specific highway links. The ISTDM develops future year traffic volumes based upon forecasted socio-economic growth. Over the 2000 to 2030 time period, statewide population is forecasted to increase 20%, statewide employment is forecasted to increase 18%; however, travel demand is estimated to increase much more rapidly at 52%.

INDOT's standard for acceptable levels of congestion are no worse than LOS C in rural areas and no worse than LOS D in urban areas. In the year 2000, there were 409 miles of state jurisdictional roadway (or 3.6% of the state jurisdictional network) with unacceptable levels of congestion. In 2030, assuming no new roadway improvements, there will be 1,503 miles of roadway (13.4% of the network) with unacceptable levels of congestion. However, construction of the projects currently in the long range plan reduces this number to 1,011 miles (8.8% of the network).

While the miles of roadway with poor levels of service increase, albeit much less, despite the build-out of the long range plan, another measure of system performance, average system speed (total vehicle miles of travel divided by total vehicle hours of travel) improves over the base year, increasing from 48.4 mph in 2000 to 49.9 mph in 2030.

Economic Impacts of the ISTDM

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.

To determine the effectiveness of the Long Range Plan at achieving this economic development goal, the economic impacts of the projects included in the proposed 2003-2027 update of the Long Range Plan were analyzed. The analysis was limited in scope to "added capacity" highway projects. It does not include routine maintenance/preservation projects and investments in other modes of public transportation. Moreover, highway projects that have not been well defined in terms of their location or scope were excluded from the analysis. The analysis treated direct benefits to users of the transportation system (cost savings) as productivity improvements that ripple through the economy. We then compared the total benefits of the Long Range Plan to its costs producing the following:

- Assuming a 7 percent discount rate, the Long Range Plan has a benefit/cost ratio of 4.6 and a net present value of $13.8 billion in 2000 dollars.

- User benefits are estimated to total $2.7 billion per year (in 2000 dollars) by the 2028 forecast year. This includes $1.9 billion in travel time savings, $236 million in vehicle operating cost savings, $508 million in accident cost reductions.

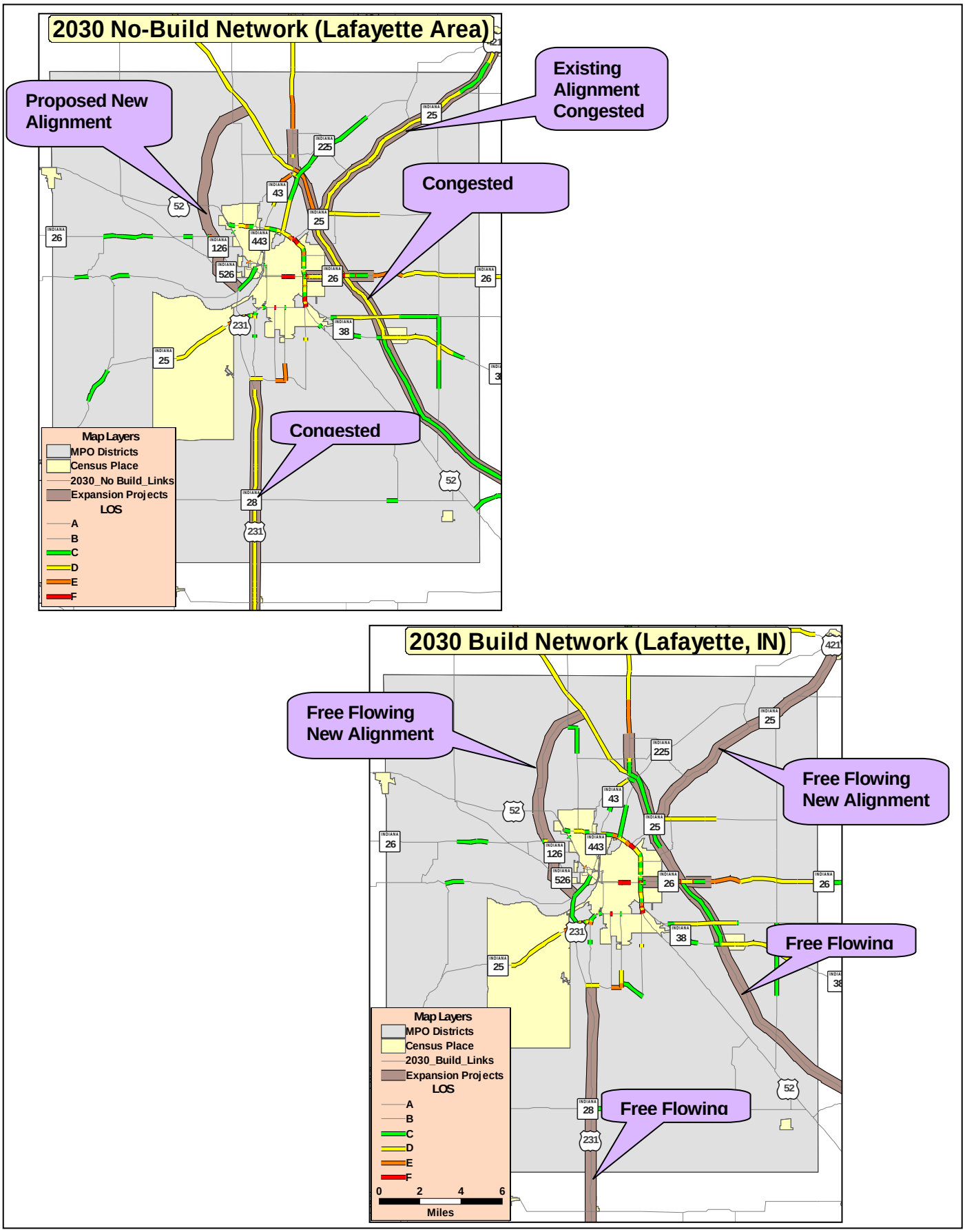
- In 2028, the first year after all investments have been made, Indiana residents could be expected to enjoy an additional $1.1 billion (in 2000 dollars) in real personal income.

- Other economic impacts of the Long Range Plan include 15,000 additional jobs not directly associated with construction of the Plan's projects and over-and-above those jobs expected to be created in the absence of the Plan. The Plan will also produce $2.2 billion in additional Gross State Product, and $4 billion in additional business output, all in 2000 dollars for the 2028 forecast year. Additional jobs represent a cumulative impact, while Gross State Product and business output are annual impacts.

- The total discounted benefits of the Long Range Plan over the entire forecast period are estimated to be $17.6 billion assuming a 7 percent discount rate. Discounted benefits include travel time savings for non-business trips, vehicle operating costs for non-business trips, accident cost savings for non-business trips, and real personal income. The personal income benefit captures the user benefits associated with all business-related trips, plus the indirect and induced effects of the transportation projects on the regional economy.

- The total discounted cost of the Long Range Plan, including capital costs, operating and maintenance costs, and residual value over the lifecycle of investments, is estimated to be $3.8billion assuming a 7 percent discount rate.

Figure 9-5 Model Analysis Maps



HERS_ST_IN Model

One of the system planning tools developed for statewide transportation plan development is the Highway Economic Requirements System for Indiana (HERS_ST_IN). HERS_ST_IN is a long-range planning tool for the analysis of highway system investments. HERS_ST_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_ST_IN. The major modifications for HERS_ST_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_ST_IN identifies needed added travel lane improvements by calculating highway capacity deficiencies over the year 2000 to 2030 planning period. HERS_ST_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_ST_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_ST_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_ST_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_ST_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 Figures 9-6 & 9-7

Project Identification and Rationalization

The HERS_ST_IN improvement needs were used as one element in the overall process of determining statewide proposed highway improvements. The HERS_ST_IN improvements were selected without data on the actual feasibility of highway widening (a future feature for the continuing planning process). In addition, HERS_ST_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_ST_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_ST_IN identified added travel lanes projects. Key local transportation personnel reviewed the initial HERS_ST_IN output and made necessary adjustments.

Figure 9-6 **HERS_ST_IN Identified Deficiencies**

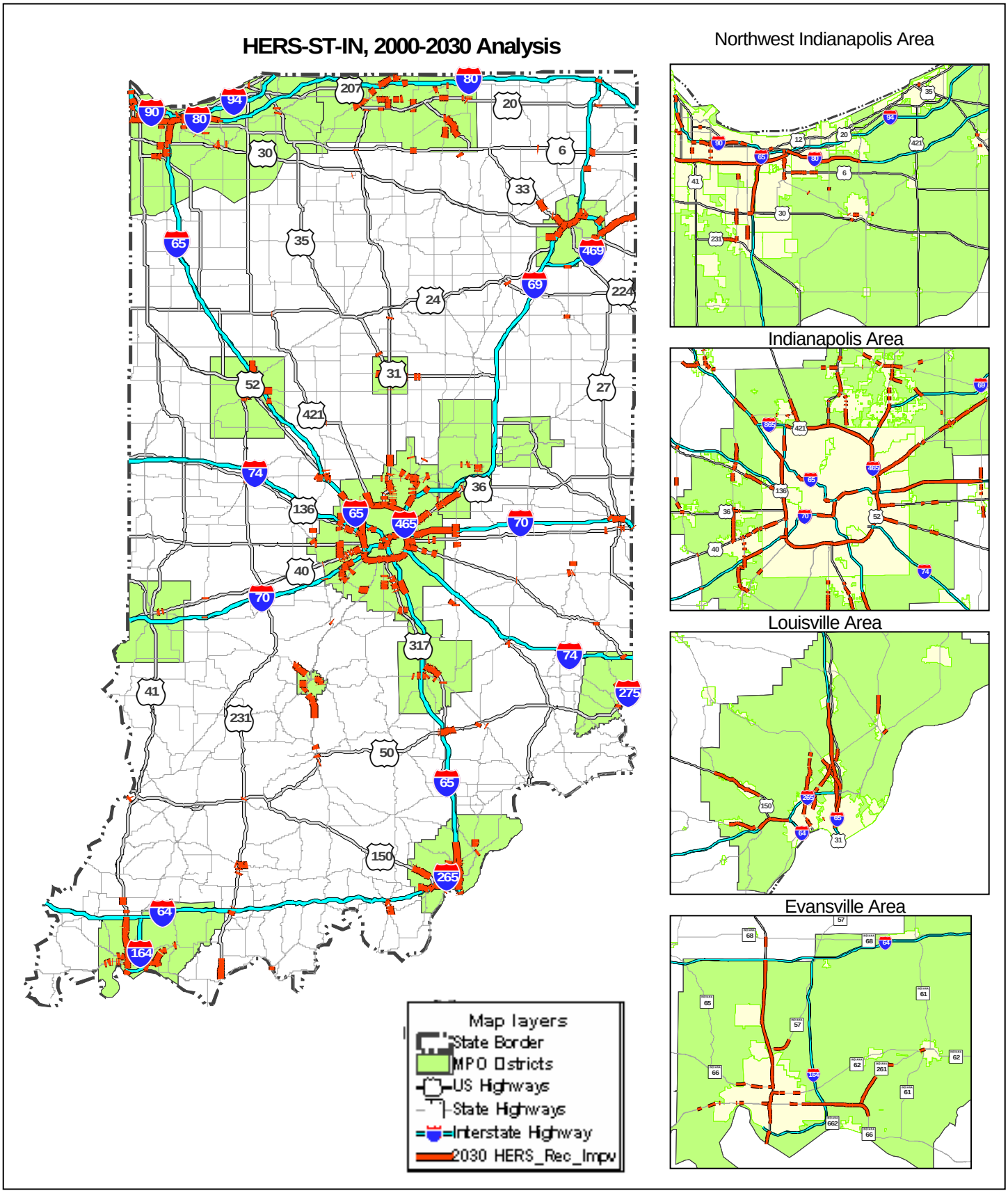
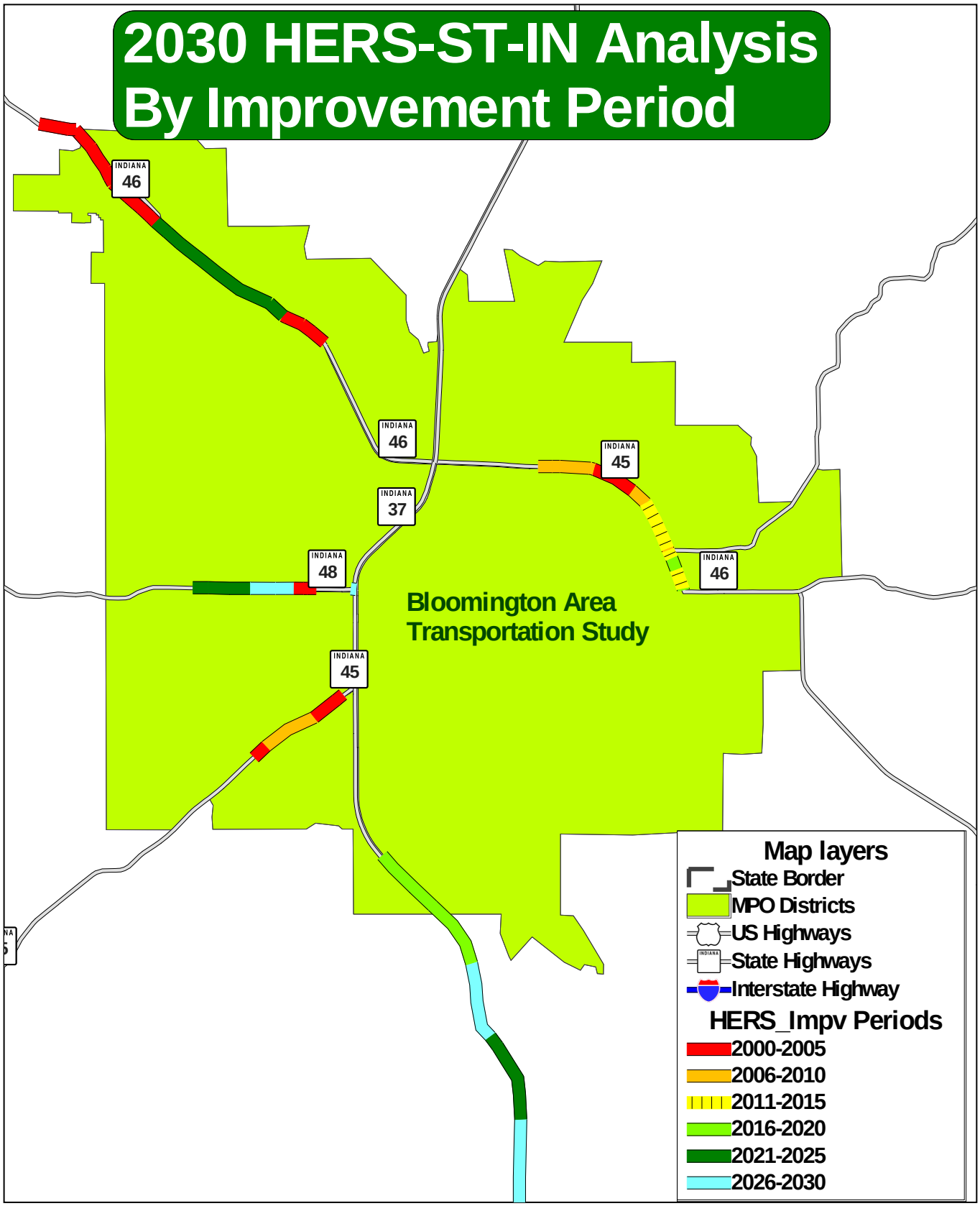


Figure 9-7 HERS_ST_IN Recommended Improvements



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. A summary of the finding of the analysis of new interchanges is shown in table 9-1. 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 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. An estimate of identified interchange improvement needs has been included in the project listings in Chapter 11. Work continuing the analysis will proceed provided the interchange system for both the interstate and non-interstate routes are included in the statewide planning work program for 2005 and 2006.

A listing of recommended interchange improvements has been provided in **Appendix A.**

Figure 9-8 Interchange **Locations**

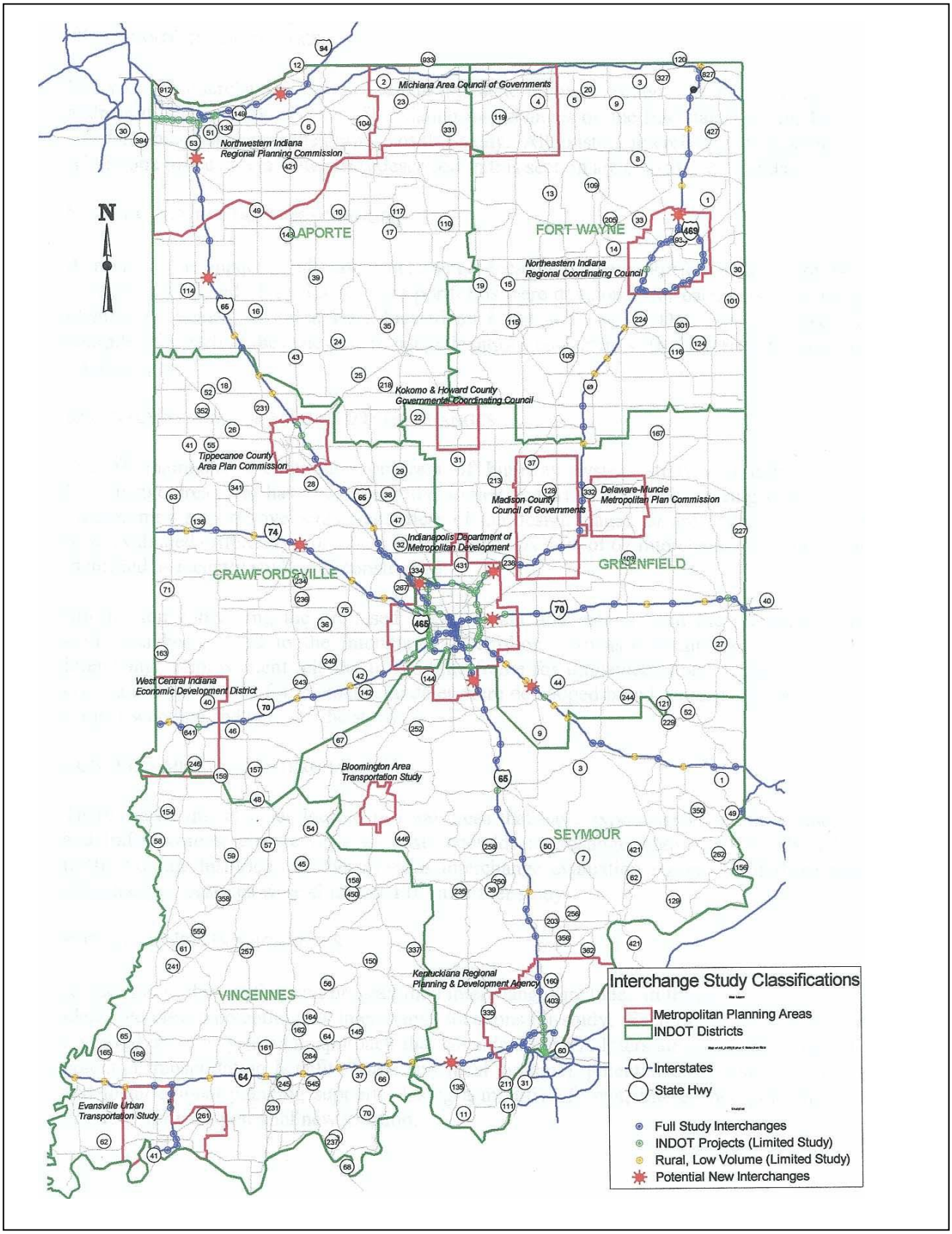


Table 9-1

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, and utilizing the HERS_ST_IN Model. 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 2030 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 and MPO plans), the statewide system planning tools (including the statewide travel demand model and the HERS_ST_IN needs analysis), the on-going INDOT planning programs of the statewide interchange study and other planning 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. In 2005 INDOT is conducting a statewide access management planning study to develop techniques to improve the traffic carrying capacity of the Statewide Mobility Corridors. 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_ST_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 2030) 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_ST_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

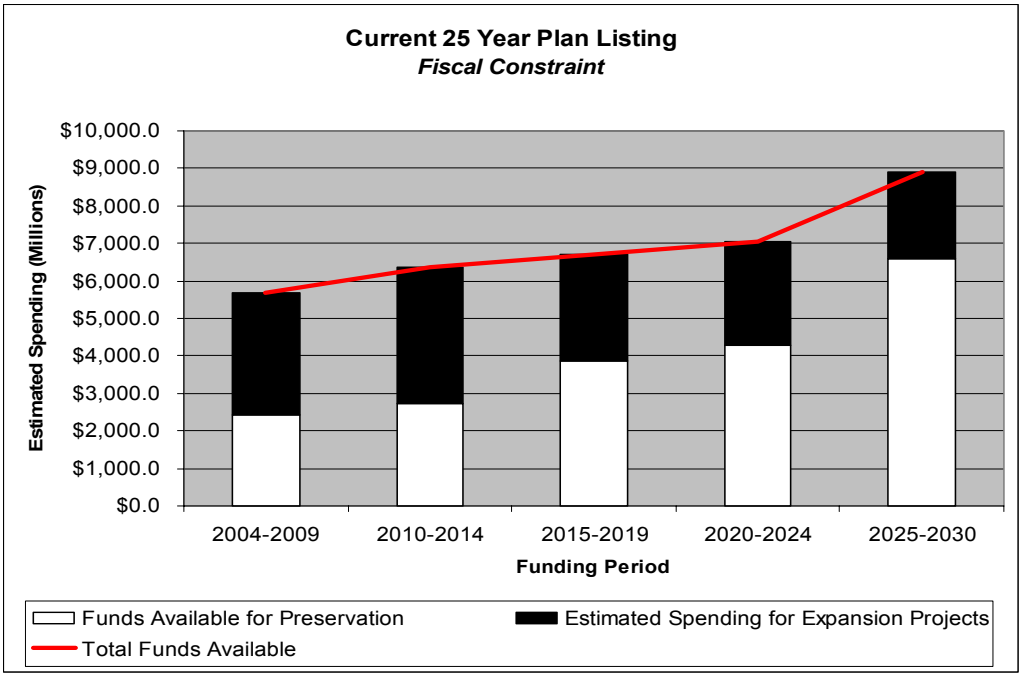
The analysis of the financial forecasts documented in Chapter 8 provided a guideline for the sizing of each of the five individual five year phasing periods. Proposed transportation improvements were shifted from one time period to another to better match forecasted revenues. Figure 10-1 identifies the funding for the priority highway system preservation needs by implementation phase in conjunction with highway capacity expansion projects.

Figure 10-1

Current 25 Year Plan Listing *Fiscal Constraint*			
Funding Period	**Funds Available for Preservation**	**Estimated Spending for Expansion Projects**	**Total**
2004-2009	$2,439.2	$3,244.0	$5,683.2
2010-2014	$2,727.3	$3,639.1	$6,366.4
2015-2019	$3,879.1	$2,812.1	$6,691.2
2020-2024	$4,262.8	$2,769.7	$7,032.5
2025-2030	$6,575.8	$2,338.3	$8,914.1
	$19,884.2	$14,803.3	$34,687.4
NOTE: All Figures are listed in millions of (2003) dollars			

The sizing of the five individual implementation phases is shown in Figure 10-2. The financial analysis indicates the overall program 2004 to 2030 plus the five funding implementation periods meet the planning objective of fiscal constraint.

Figure 10-2



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. For example, for a recommended interstate added travel lane improvement to widen the roadway from four to six lanes, the cost of replacing the existing four lanes of pavement is counted as a added capacity cost in addition to the two "new" lanes which provide for the added capacity. As part of the statewide planning process, studies are being conducted to better identify and account for these combined preservation and added capacity activities.

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 MPO transportation planners, district development personnel and other key stakeholders in the transportation planning and project development process. The 2004 plan update activities began in March with a formal request to the Metropolitan Planning Organizations (MPOs), Regional Planning Organizations (RPOs) and the INDOT District development offices to review and make recommendations for revisions to the adopted November 2003 INDOT Long-Range Plan. The process has included seven meetings of an internal INDOT Plan Update Policy Oversight Committee (made up of the Divisions of Environment, Planning and Engineering; Program Development and the Multimodal Division) to guide the plan development process, twenty-six plan development meeting with the MPOs, RPOs and District development offices to identify needed plan revisions, six open-house District meetings for community notification and participation in plan update recommendations, a INDOT Long-Range Plan update display at the state fair and several meetings with FHWA to coordinate the plan update process. At the six open-house District meetings held in the late summer the results of the deficiency analysis and needs identification process were presented. Maps presenting the results of the level of service deficiencies and HERS_ST_IN recommended transportation improvements were evaluated and specific project recommendations for plan updates were made.

In addition to the long-range plan development meeting and community involvement process, input was also developed from the annual Program Development Process (PDP). In these District sponsored meetings, INDOT transportation planning staff facilitated discussion of long-range transportation needs with both District and MPO staff in a series of consultation meetings. For rural areas, the Districts invited key elected officials and transportation officials to discuss transportation needs. The production schedule, MPO plan projects and INDOT long-range plan projects were discussed at these meetings. During the plan update process, information on the analysis of needs and recommended improvements were provided to transportation stakeholders via the 2004 Plan Update website located at: http://www.in.gov/dot/pubs/longrange/update.html.

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 2004 to 2030 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 2004 to 2030 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-six 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 more detailed plans.

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 (see appendix A). The report's recommendations will provide guidance to the development of the interchange modification and new interchange construction program. 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 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 2030 Long Range Plan as placeholder projects. These include the following:

US 36 Danville Corridor Improvement Study

US 50 Dearborn County/Lawrenceburg Corridor Study

US 231/SR46 Spencer Corridor 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 conducting the Central Indiana Suburban Transportation Study to evaluate state highway route structure in suburban areas and recommend future transportation improvements. This study is using a travel demand model linked with a land use model to evaluate the impacts of transportation accessibility on land use development patterns. 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 2030 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 2030 transportation plan update, 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. Placeholder for Interchange Needs

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) 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 and are thus not included in the 2030 Long-Range Plan update. Rather, the Long Range Plan focuses on those expansion projects that provide for added travel and/or new roadway construction improvements and does not consider maintenance or preservation type transportation improvements - resurfacing, signals, signing, lighting, pavement markings, and other actions that preserve the existing transportation facilities.

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 2030 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 2030 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.

Project Listing Details and Definitions

The projects in the INDOT 2030 Long Range Plan are listed in the following 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. Note: reconstruction, rehabilitation, TSM and median construction projects are provided for information only.

Des #: An INDOT abbreviation, short for designation number, which is the 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. This date is flexible and may move in or out depending on circumstances encountered in the project development process and in part, subject to availability of funding. Generally, near-term RFC dates are less likely to be adjusted than those farther in the future. (For system level planning documents, the Funding Period information as shown below is more appropriate for decision making as it tends to remain more stable than the RFC Date:).

Funding Period: The Funding Period of the RFC date.

Funding Period 1: 2004-2009

Funding Period 2: 2010-2014

Funding Period 3: 2015-2019

Funding Period 4: 2020-2024

Funding Period 5: 2025-2030

Cost (1,000s): Total Project Cost (design, engineering, right-of-way, and construction) of the improvement in thousands of dollars, excluding the cost of project phases that have been completed.

Status: A *placeholder* is an improvement that has not cleared requisite environmental review, or has not advanced to the stage where there are clarity and consensus on 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.

Air Quality: This is a checked box intended to indicate that the project falls within a designated EPA ozone air quality non-attainment area.

Plan Support: A short description of the type of planning support that exists for the project.

Description: Location of the project or placeholder element.

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 provides an estimate of the prevailing number of through lanes, or representative or functional lanes, and will vary relative to special use auxiliary lanes (i.e. collector-distributor roadways, frontage or local-service roads, adjacent on-ramp to off-ramp "weave" lanes, continuous median left-turn lanes). For placeholder improvements, the precise number of lanes will be determined in downstream phases of project development.

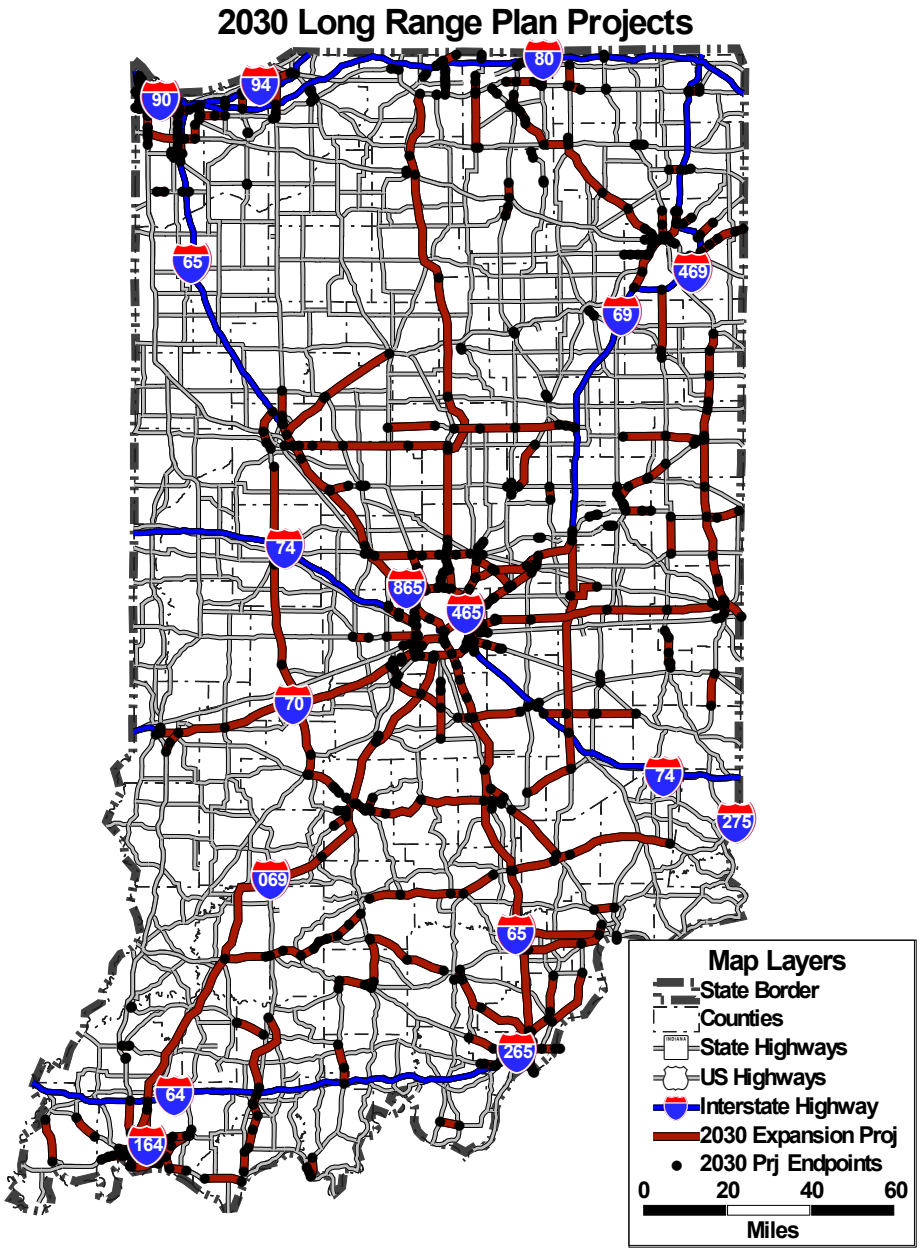
MPO: The MPO in which the project is located. If the project is not located within an MPO boundary, it is listed as "Outside".

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		

Figure 11-1

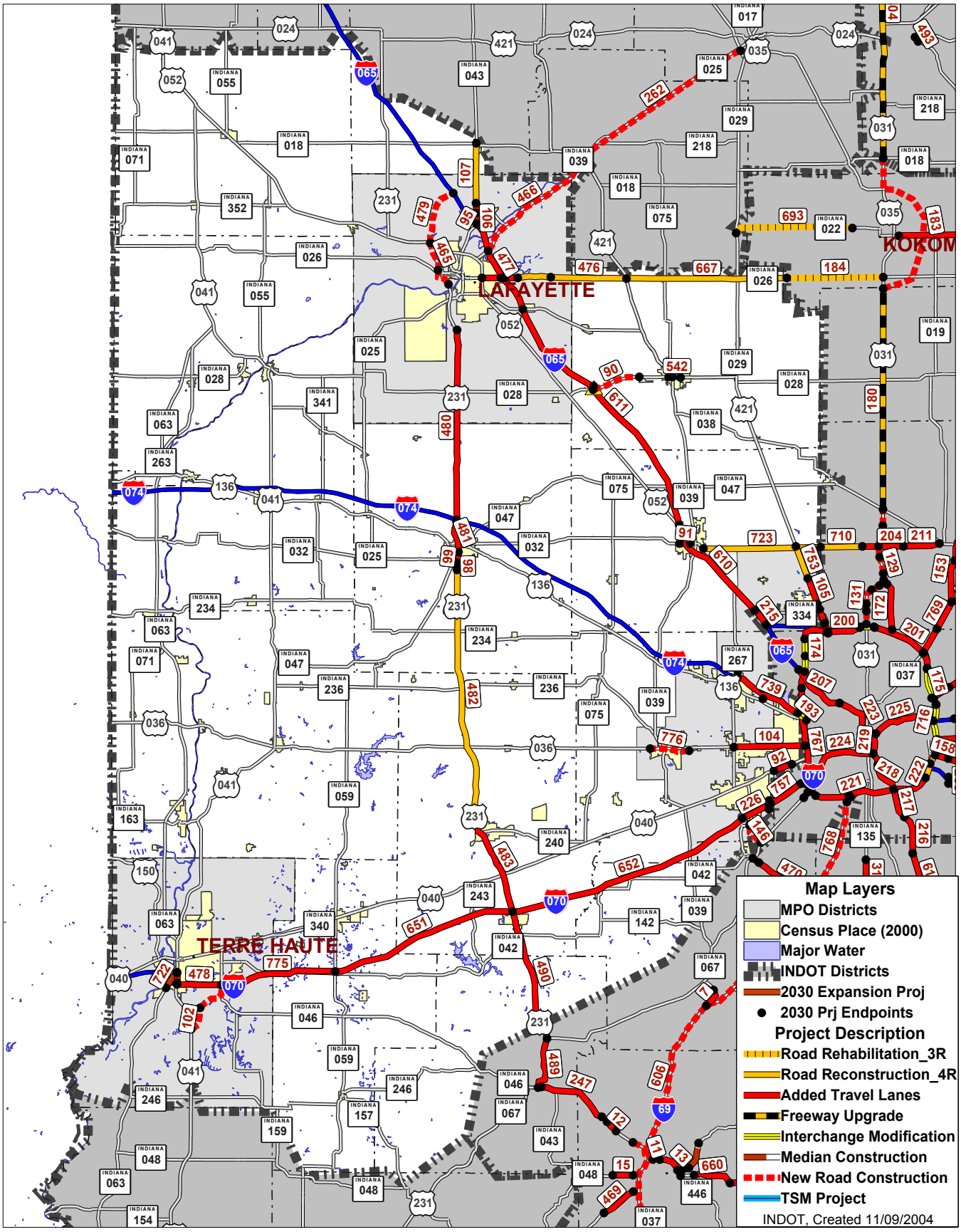


Two placeholder projects are not shown on the map due to uncertainty over their potential alignments but are included in the plan's 25-year program improvements. These are:

1. Central Indiana Suburban Transportation Improvements
2. North West Indiana South Suburban/Illiana Expressway

Project Listing by District

INDOT 2030 Long Range Plan Projects
Crawfordsville District



Project ID Numbers Corresponds to INDOT Project Listing

LRP Project Listing by District

Long Range Plan - 2004

Crawfordsville District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
	Hendricks 32	Undetermined		2026	5	$300,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	543	Study NC
Central Indiana Suburban Transportation Solution					0.0 Mi	0 Lanes to	0 Lanes			
U 231	Montgomery 54	Reconstruction		2016	3	$32,788	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	482	Mobility Corridor NC
2.0 mi north of SR 240 to 1.0 mi So of SR 32 (high-end 4R standards)					19.7 Mi	2 Lanes to	2 Lanes			
U 231	Owen 60	Added Travel Lanes		2022	4	$19,362	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	490	Mobility Corridor NC
North jct with SR 67 to I-70					13.1 Mi	2 Lanes to	4 Lanes			
U 231	Putnam 67	Added Travel Lanes		2016	3	$116,212	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	483	Mobility Corridor NC
I-70 to 2.0 mi north of SR 240					16.0 Mi	2 Lanes to	4 Lanes			
U 231	Tippecanoe 79	New Road Construction	9700830	2005	1	$27,278	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	100	Programmed New YR
0.5 mi north of Wabash River to SR 26					2.4 Mi	0 Lanes to	4 Lanes			
U 231	Tippecanoe 79	New Road Construction	0300431	2008	1	$15,310	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	465	Programmed New YR
SR 26 to US 52 (around the west side of Lafayette)					3.4 Mi	0 Lanes to	4 Lanes			
U 231	Tippecanoe 79	Added Travel Lanes		2016	3	$105,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Lafayette	480	Mobility Corridor NC
I-74 to relocated US 231 (CR 500S)					18.3 Mi	2 Lanes to	4 Lanes			
U 231	Tippecanoe 79	New Road Construction		2022	4	$60,000	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	479	Mobility Corridor NC
US 52 to I-65 Connector					5.6 Mi	0 Lanes to	4 Lanes			
S 25	Tippecanoe 79	New Road Construction	9802920	2009	1	$72,436	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	466	Programmed New Leng
I-65/SR25 interchange to 0.5 mi E of Tippecanoe/Carroll Co Ln (Segment 1)					11.8 Mi	0 Lanes to	4 Lanes			
S 26	Clinton 12	Reconstruction	9608970	2009	1	$26,300	Project	☐ In AQ Area ☐ In MPO LRP Outside	667	Programmed New YR
East Corp Ln of Rossville to Clinton / Howard Co Ln					14.5 Mi	2 Lanes to	2 Lanes			
S 26	Clinton 12	Reconstruction		2010	2	$10,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	476	Mobility Corridor New YR
4.7 mi east of I-65 to East Corp Ln of Rossville					7.9 Mi	2 Lanes to	2 Lanes			

Crawfordsville District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 26	Tippecanoe 79	Added Travel Lanes	9134885	2005	1	$9,253	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	89	Programmed New YR
I-65 to 0.3 mi east of CR 550E 41+24					1.5 Mi	2 Lanes to	4 Lanes			
S 26	Tippecanoe 79	Reconstruction	0012950	2009	1	$14,800	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	475	Programmed New YR
CR 550E (1.1 mi east of I-65) to CR 900E (4.7 mi E of I-65) 44+85					3.6 Mi	2 Lanes to	2 Lanes			
S 26	Tippecanoe 79	Added Travel Lanes		2013	2	$6,500	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	141	MPO Plan NC
US 52 to I-65					2.0 Mi	4 Lanes to	6 Lanes			
S 267	Hendricks 32	Added Travel Lanes	9608930	2006	1	$4,130	Project	☑ In AQ Area ☐ In MPO LRP Indianapolis	675	Programmed NC
0.1 mi north of I-74 to 0.5 mi north of I-74					0.4 Mi	2 Lanes to	5 Lanes			
S 267	Hendricks 32	New Road Construction		2017	3	$4,746	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	146	MPO Plan NC
SR 67 to SR 267 south of I-70					2.1 Mi	0 Lanes to	4 Lanes			
S 28	Clinton 12	Added Travel Lanes		2014	2	$1,500	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	541	HERS NC
5th St to Jackson St (SR 39) in Frankfort					0.5 Mi	2 Lanes to	4 Lanes			
S 32	Boone 6	Reconstruction	9608980	2007	1	$21,305	Project	☑ In AQ Area ☐ In MPO LRP Indianapolis	723	Programmed NC
1.0 mi east of SR 39 to Boone / Hamilton Co Ln					11.3 Mi	2 Lanes to	2 Lanes			
S 334	Boone 6	TSM		2016	3	$7,048	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	147	MPO Plan NC
Zionsville Rd to US 421					1.1 Mi	2 Lanes to	2 Lanes			
U 36	Hendricks 32	Added Travel Lanes	0101115	2011	2	$44,400	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	104	Programmed New YR
SR 267 to I-465					7.1 Mi	4 Lanes to	6 Lanes			
U 36	Hendricks 32	New Road Construction		2013	2	$26,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	776	Proposed New Project
Placeholder for US 36 Danville Connector Corridor/EA Study Recommendation					6.0 Mi	0 Lanes to	4 Lanes			
U 41	Vigo 84	Added Travel Lanes		2012	2	$4,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Terre Haute	777	Proposed New Project
From 0.19 mi north of I-70 (Margaret Ave) to SR 63 (Hulman St)					1.0 Mi	5 Lanes to	6 Lanes			
U 421	Boone 6	Added Travel Lanes	9015600	2005	1	$13,983	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	101	Programmed New YR
0.89 mi north of I-465 to 0.65 mi north of SR 334 (Phase 2)					2.0 Mi	2 Lanes to	4 Lanes			

Crawfordsville District

Route / Location	County / Description		Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 421	Boone	6	Added Travel Lanes	0100842	2011	2	$15,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	105	MPO Plan NC
121st St to 146th St						2.7 Mi	2 Lanes	to	4 Lanes			
U 421	Boone	6	Reconstruction	0100842	2021	4	$7,000		Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	753	Programmed NC
From 146th Street to SR 32						3.2 Mi	2 Lanes	to	2 Lanes			
U 421	Clinton	12	TSM		2012	2	$2,283		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	542	HERS NC
Jackson St (SR 39) to Wabash St						0.8 Mi	2 Lanes	to	2 Lanes			
S 43	Tippecanoe	79	Added Travel Lanes	8572190	2005	1	$8,704		Project	☐ In AQ Area ☑ In MPO LRP Lafayette	106	Programmed New YR
0.2 mi north of I-65 to 1.16 mi north of I-65						1.0 Mi	2 Lanes	to	4 Lanes			
S 43	Tippecanoe	79	Added Travel Lanes	9700240	2005	1	$2,180		Project	☐ In AQ Area ☑ In MPO LRP Lafayette	93	Programmed New YR
1.16 mi north of I-65 to 1.93 mi north of I-65						0.8 Mi	2 Lanes	to	4 Lanes			
S 43	Tippecanoe	79	Reconstruction	0012940	2009	1	$2,950		Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	107	Programmed New YR
1.93 mi north of I-65 to north jct with SR 18						6.0 Mi	2 Lanes	to	2 Lanes			
S 63	Vigo	84	Median Construction	9608940	2007	1	$10,125		Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	722	Programmed New YR
Honey Creek Drive to US 41						2.0 Mi	2 Lanes	to	3 Lanes			
S 641	Vigo	84	New Road Construction	9138220	2005	1	$35,655		Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	102	Programmed New YR
US 41 to 0.25 mi north of existing Feree Rd						2.7 Mi	0 Lanes	to	4 Lanes			
S 641	Vigo	84	New Road Construction	9738400	2007	1	$46,292		Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	103	Programmed New YR
0.25 mi north of existing Feree Rd to I-70						3.2 Mi	0 Lanes	to	4 Lanes			
I 65	Boone	6	Interchange Modification	0200007	2013	2	$16,300		Project	☑ In AQ Area ☐ In MPO LRP Outside	752	Programmed NC
At the SR 39 Interchange						1.0 Mi	2 Lanes	to	4 Lanes			
I 65	Boone	6	Added Travel Lanes		2013	2	$9,715		Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	215	MPO Plan NC
I-465 Northwest Connector to 0.5 mi north of SR 334						1.4 Mi	4 Lanes	to	6 Lanes			
I 65	Boone	6	Added Travel Lanes		2013	2	$85,410		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	610	Route Concept NC
0.5 mi north of SR 334 to US 52						11.3 Mi	4 Lanes	to	6 Lanes			

Crawfordsville District

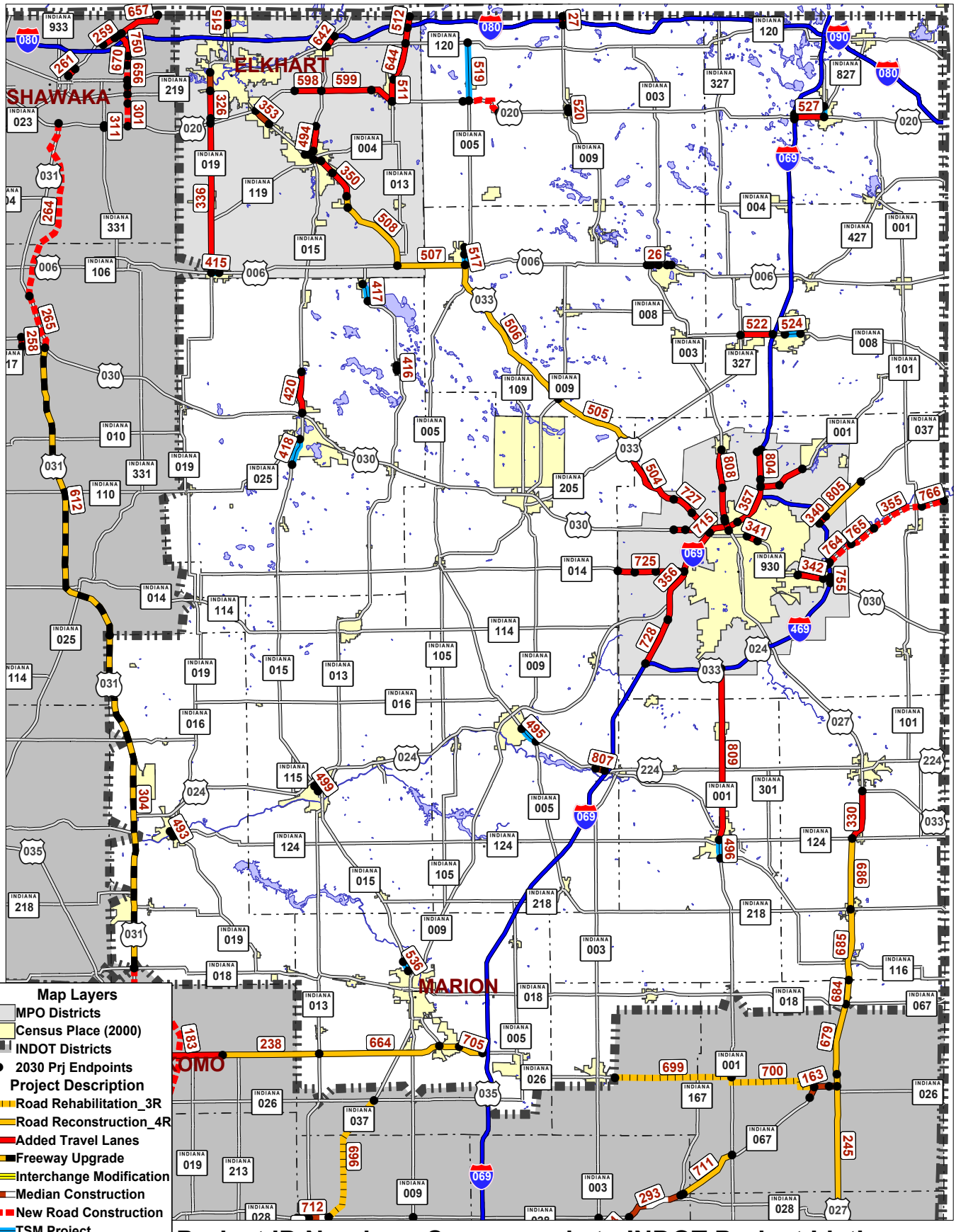
Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 65	Clinton 12	Interchange Modification	0101169	2008	1	$8,400	Project	☐ In AQ Area ☐ In MPO LRP Outside	721	Programmed NC
At SR 28 (two additional lanes on SR 28 through the interchange)					0.5 Mi	2 Lanes to	4 Lanes			
I 65	Clinton 12	Added Travel Lanes		2024	4	$155,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	611	HERS New YR
US 52 to SR 38					27.0 Mi	4 Lanes to	6 Lanes			
I 65	Tippecanoe 79	Interchange Modification	9802790	2007	1	$3,940	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	95	Programmed NC
At SR 43					0.5 Mi	4 Lanes to	4 Lanes			
I 65	Tippecanoe 79	Interchange Modification	9802780	2007	1	$1,510	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	94	Programmed NC
At SR 26					0.5 Mi	4 Lanes to	4 Lanes			
I 65	Tippecanoe 79	Added Travel Lanes		2015	3	$56,000	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	477	HERS New YR
SR 38 to SR 43					9.8 Mi	4 Lanes to	6 Lanes			
I 70	Hendricks 32	Interchange Modification	9910400	2016	3	$15,450	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	96	Programmed NC
At SR 267					1.0 Mi	6 Lanes to	6 Lanes			
I 70	Hendricks 32	Added Travel Lanes	9910100	2016	3	$43,170	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	226	Programmed NC
0.75 mi west of SR 267 to 2.2 mi east of SR 267 (3 mi)					3.0 Mi	6 Lanes to	10 Lanes			
I 70	Morgan 55	Added Travel Lanes		2022	4	$140,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	652	HERS NC
US 231 to 0.5 mi west of SR 267					24.0 Mi	4 Lanes to	6 Lanes			
I 70	Putnam 67	Added Travel Lanes		2024	4	$100,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	651	HERS NC
SR 59 to US 231					18.0 Mi	4 Lanes to	6 Lanes			
I 70	Vigo 84	Interchange Modification	0400545	2018	3	$17,250	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	97	Programmed New YR
At US 41/150 Interchange					0.5 Mi	4 Lanes to	4 Lanes			
I 70	Vigo 84	Added Travel Lanes		2020	4	$67,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	775	Mobility Corridor Refined PlcHldr
From the SR 46 Interchange in Vigo Co to the SR 59 Interchange in Clay Co					11.5 Mi	4 Lanes to	6 Lanes			
I 70	Vigo 84	Added Travel Lanes	0400515	2020	4	$26,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	478	Mobility Corridor New Leng
From 0.4 Mi W of US 41 Interchange to 0.5 Mi W of SR 46 Interchange					4.5 Mi	4 Lanes to	6 Lanes			

Crawfordsville District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I 74	Hendricks 32	New Interchange Construction		2011	2	$9,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	108	MPO Plan NC
At Hendricks Co North-South Corridor (CR 1000E)					1.0 Mi	4 Lanes to	4 Lanes			
I 74	Hendricks 32	Added Travel Lanes		2017	3	$47,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	739	HERS NC
SR 267 to I-465 (West Leg)					7.4 Mi	4 Lanes to	6 Lanes			

Crawfordsville District Total $1,874,385

INDOT 2030 Long Range Plan Projects
Fort Wayne District



Project ID Numbers Corresponds to INDOT Project Listing

Fort Wayne District

Route / Location	County / Description		Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I			Interchange		2015	3	$500		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	551	Interchange Study
Placeholder for interchange needs						0.0 Mi	0 Lanes	to	0 Lanes			New YR
S 1	Allen	2	Added Travel Lanes	9700220	2007	1	$12,018		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	25	Programmed
I-69 to 0.21 mi east of Tonkle Rd, north of Fort Wayne						1.6 Mi	2 Lanes	to	4 Lanes			New YR
S 1	Allen	2	Added Travel Lanes		2017	3	$20,700		Placeholder	☑ In AQ Area ☑ In MPO LRP Fort Wayne	724	MPO Plan
0.21 mi east of Tonkle Rd to Union Chapel Rd						2.5 Mi	2 Lanes	to	4 Lanes			NC
S 1	Wells	90	TSM		2018	3	$2,607		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	496	HERS
South jct with SR 116 to south jct with SR 124 in Bluffton						1.6 Mi	2 Lanes	to	2 Lanes			NC
S 1	Wells	90	Added Travel Lanes		2029	5	$45,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Fort Wayne	809	Proposed
From SR116/124 to I-469						14.5 Mi	2 Lanes	to	4 Lanes			New Project
S 127	Steuben	76	TSM		2023	4	$9,229		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	528	HERS
US 20 to Industrial Blvd in Angola						0.9 Mi	4 Lanes	to	4 Lanes			NC
S 13	Elkhart	20	Added Travel Lanes		2013	2	$8,225		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	644	MPO Plan
York St in Middlebury to SR 120						3.3 Mi	2 Lanes	to	4 Lanes			NC
S 13	Elkhart	20	Added Travel Lanes		2013	2	$3,375		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	645	MPO Plan
SR 120 to I-80/90						1.4 Mi	2 Lanes	to	4 Lanes			NC
S 13	Elkhart	20	Added Travel Lanes		2013	2	$1,966		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	511	MPO Plan
US 20 to York St in Middlebury						1.6 Mi	2 Lanes	to	4 Lanes			NC
S 13	Kosciusko	43	TSM		2013	2	$3,530		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	417	HERS
CR 1200N to High St in Syracuse						1.6 Mi	2 Lanes	to	2 Lanes			NC
S 13	Kosciusko	43	TSM		2018	3	$477		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	416	HERS
Hines St to 1st St in North Webster						0.4 Mi	2 Lanes	to	2 Lanes			NC
S 13	Wabash	85	TSM		2008	1	$997		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	532	HERS
SR 15 to Lafontaine Ave in Wabash						0.6 Mi	2 Lanes	to	2 Lanes			NC

Fort Wayne District

Route / Location / Description	County	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 131 I-80/90 to Michigan State Ln	Elkhart 20	Added Travel Lanes		2013	2 0.7 Mi	$2,200 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	512	HERS NC
S 14 Scott Rd to Hadley Rd	Allen 2	Added Travel Lanes	9700260	2008	1 2.0 Mi	$13,908 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	28	Programmed New YR
S 14 Hadley Rd to I-69	Allen 2	Added Travel Lanes		2014	2 0.3 Mi	$771 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	501	HERS New YR
S 14 West Hamilton Rd to Scott Rd	Allen 2	Added Travel Lanes		2015	3 1.8 Mi	$9,200 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	725	MPO Plan New YR
S 14 From the Whitley Co Ln Rd to West Hamilton Rd	Allen 2	Added Travel Lanes		2020	4 1.5 Mi	$6,000 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	803	Proposed New Project
S 15 West jct with SR 120 to east jct with SR 120 in Bristol	Elkhart 20	TSM		2012	2 0.3 Mi	$1,500 2 Lanes to	Placeholder 2 Lanes	☐ In AQ Area ☐ In MPO LRP South Bend-Elkhart	643	HERS NC
S 15 Mill St to CR 26 in Goshen	Elkhart 20	Added Travel Lanes		2013	2 2.1 Mi	$2,669 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	494	HERS NC
S 15 SR 120 to I-80/90 in Bristol	Elkhart 20	Added Travel Lanes		2024	4 1.1 Mi	$2,700 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	642	MPO Plan NC
S 15 SR 9 to Harreld St in Marion	Grant 27	TSM		2023	4 2.1 Mi	$3,429 2 Lanes to	Placeholder 2 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	536	HERS NC
S 15 CR 250N to CR 600N in Warsaw	Kosciusko 43	Added Travel Lanes	0013210	2007	1 3.5 Mi	$3,150 2 Lanes to	Project 4 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	420	Programmed NC
S 15 0.11 mi north of CR 200S to Market St in Warsaw	Kosciusko 43	TSM		2021	4 2.2 Mi	$3,530 2 Lanes to	Placeholder 2 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	418	HERS New YR
S 15 Stitt St to W Harrison St in Wabash	Wabash 85	Median Construction	9803460	2007	1 0.5 Mi	$4,700 2 Lanes to	Project 3 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	499	Programmed NC

Fort Wayne District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 19	Elkhart 20	Median Construction	9801130	2007	1	$10,626	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	30	Programmed
2.6 mi north of US 20 (Lusher Ave) to 4.1 mi north of US 20 (Bypass)					1.5 Mi	4 Lanes to	5 Lanes			Prj Descript
S 19	Elkhart 20	Added Travel Lanes		2013	2	$1,330	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	515	HERS
0.18 mi north of Roseland Rd to Michigan State Ln					0.8 Mi	2 Lanes to	4 Lanes			NC
S 19	Elkhart 20	Added Travel Lanes		2016	3	$24,037	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	336	MPO Plan
US 6 to US 20					11.0 Mi	2 Lanes to	4 Lanes			NC
S 19	Miami 52	TSM		2008	1	$862	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	493	HERS
Main St to Spring St in Peru					0.5 Mi	2 Lanes to	2 Lanes			NC
U 20	Elkhart 20	Added Travel Lanes		2015	3	$9,485	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	598	MPO Plan
1.25 mi east of CR 19 to SR 15					2.2 Mi	2 Lanes to	4 Lanes			Prj Descript
U 20	Elkhart 20	Added Travel Lanes		2017	3	$10,475	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	599	MPO Plan
SR 15 to CR 35					4.2 Mi	2 Lanes to	4 Lanes			NC
U 20	Elkhart 20	Added Travel Lanes		2020	4	$5,250	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	600	MPO Plan
CR 35 to SR 13					2.1 Mi	2 Lanes to	4 Lanes			NC
U 20	Lagrange 44	New Road Construction	9230000	2005	1	$4,470	Project	☐ In AQ Area ☐ In MPO LRP Outside	344	Programmed
0.5 mi west of SR 5 to 3.0 mi east of SR 5					3.5 Mi	2 Lanes to	2 Lanes			New YR
U 20	Steuben 76	Added Travel Lanes		2021	4	$6,925	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	527	HERS
I-69 to SR 127 in Angola					2.5 Mi	2 Lanes to	4 Lanes			New YR
U 224	Huntington 35	TSM		2018	3	$2,660	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	495	HERS
State St to SR 5 in Huntington					1.7 Mi	2 Lanes to	2 Lanes			NC
U 224	Huntington 35	Median Construction		2024	4	$1,200	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	807	Proposed
From 0.5 mi west of I-69 to I-69					0.5 Mi	2 Lanes to	3 Lanes			New Project
U 24	Allen 2	New Road Construction	0300291	2008	1	$21,567	Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	764	Programmed
0.5 mi E. of I-469 to 0.5 mi E. of Ryan/Bruick Rd w/ interchange (Phase I)					2.0 Mi	2 Lanes to	4 Lanes			NC

Fort Wayne District

Route / Location	County / Description		Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 24	Allen	2	New Road Construction	0300314	2008	1	$25,113		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	766	Programmed New YR
0.5 mi W. of SR 101 to Indiana/Ohio State Ln w/ SR101 interchange (Phase 4)						2.9 Mi	2 Lanes	to	4 Lanes			
U 24	Allen	2	New Road Construction	0300309	2009	1	$21,923		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	765	Programmed NC
0.5 mi E. of Ryan/Bruick Rd to 0.5 mi E. of Webster Rd w/ interchange (Phase II)						2.6 Mi	2 Lanes	to	4 Lanes			
U 24	Allen	2	New Road Construction	0200222	2011	2	$22,000		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	355	Programmed NC
From 0.5 mi east of Webster Rd to 0.5 mi west of SR 101 (Phase III)						3.5 Mi	2 Lanes	to	4 Lanes			
U 24	Allen	2	Interchange Construction	0200906	2012	2	$31,025		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	754	Programmed New YR
New Interchange at US 24 & I-469 N/E of Ft. Wayne						1.0 Mi	0 Lanes	to	4 Lanes			
U 27	Adams	1	Reconstruction		2023	4	$15,100		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	686	Mobility Corridor NC
SR 218 to SR 124						6.0 Mi	2 Lanes	to	2 Lanes			
U 27	Adams	1	Reconstruction		2023	4	$15,450		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	685	Mobility Corridor NC
Jay / Adams Co Ln to SR 218						6.2 Mi	2 Lanes	to	2 Lanes			
U 27	Jay	38	Reconstruction		2023	4	$5,125		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	684	Mobility Corridor NC
SR 18 to Jay / Adams Co Ln						2.0 Mi	2 Lanes	to	2 Lanes			
S 3	Allen	2	Added Travel Lanes	9704140	2007	1	$33,295		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	325	Programmed New YR
Ludwig Rd to Dupont Rd						2.7 Mi	4 Lanes	to	6 Lanes			
S 3	Allen	2	Added Travel Lanes		2026	5	$13,200		Placeholder	☑ In AQ Area ☑ In MPO LRP Fort Wayne	808	Proposed New Project
From Dupont Road to Carrol Road						3.3 Mi	2 Lanes	to	4 Lanes			
U 30	Allen	2	Added Travel Lanes	9904170	2008	1	$1,790		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	346	Programmed New YR
US 33 to I-69 at Fort Wayne						0.2 Mi	4 Lanes	to	6 Lanes			
U 30	Allen	2	Interchange Modification	9904160	2008	1	$2,020		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	345	Programmed New YR
At US 33, 0.66 mi west of I-69 at Fort Wayne						0.4 Mi	4 Lanes	to	6 Lanes			
U 30	Allen	2	Added Travel Lanes	9704150	2008	1	$4,340		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	347	Programmed New YR
1.6 mi west of US 36 (Flaugh Rd) to US 33						1.6 Mi	4 Lanes	to	6 Lanes			

Fort Wayne District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 30 O'Day Rd to Flaugh Rd	Allen 2	Added Travel Lanes		2021	4 1.0 Mi	$7,800 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	726	MPO Plan NC
U 31 Freeway Upgrade from SR 18 to Miami/Fulton Co Ln	Miami 52	Freeway Upgrade		2023	4 29.0 Mi	$120,000 4 Lanes to	Placeholder 4 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	304	Mobility Corridor NC
U 33 US 30 to Cook Rd	Allen 2	Added Travel Lanes	9229905	2005	1 1.7 Mi	$13,187 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	349	Programmed New YR
U 33 Cook Rd to O'Day Rd	Allen 2	Added Travel Lanes		2019	3 2.0 Mi	$15,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	727	MPO Plan New YR
U 33 O'Day Rd to SR 205 (Change from Reconstruct to ATL)	Allen 2	Added Travel Lanes		2024	4 6.5 Mi	$21,300 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	504	Proposed New YR
U 33 CR 15 to US 20	Elkhart 20	Added Travel Lanes	9700330	2005	1 2.5 Mi	$9,847 4 Lanes to	Project 5 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	353	Programmed Prj Type
U 33 College Ave to Monroe St in Goshen	Elkhart 20	Added Travel Lanes	9222426	2010	2 1.4 Mi	$11,418 2 Lanes to	 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	658	Suspended New YR
U 33 CR 40 to College Ave (CR 36)	Elkhart 20	Added Travel Lanes	9222425	2010	2 2.5 Mi	$21,320 2 Lanes to	 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	350	Suspended New YR
U 33 Monroe St to SR 15 (Main St in Goshen)	Elkhart 20	Added Travel Lanes	9222424	2010	2 0.7 Mi	$4,448 2 Lanes to	 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	352	Suspended New YR
U 33 East jct with US 6 to west jct with US 6	Elkhart 20	Reconstruction		2017	3 5.8 Mi	$14,450 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	507	Mobility Corridor NC
U 33 CR 42 to CR 40 south of Goshen	Elkhart 20	Reconstruction		2018	3 1.0 Mi	$2,625 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	509	Mobility Corridor NC
U 33 West jct with US 6 to CR 42	Elkhart 20	Reconstruction		2019	3 6.9 Mi	$17,350 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	508	Mobility Corridor NC

Fort Wayne District

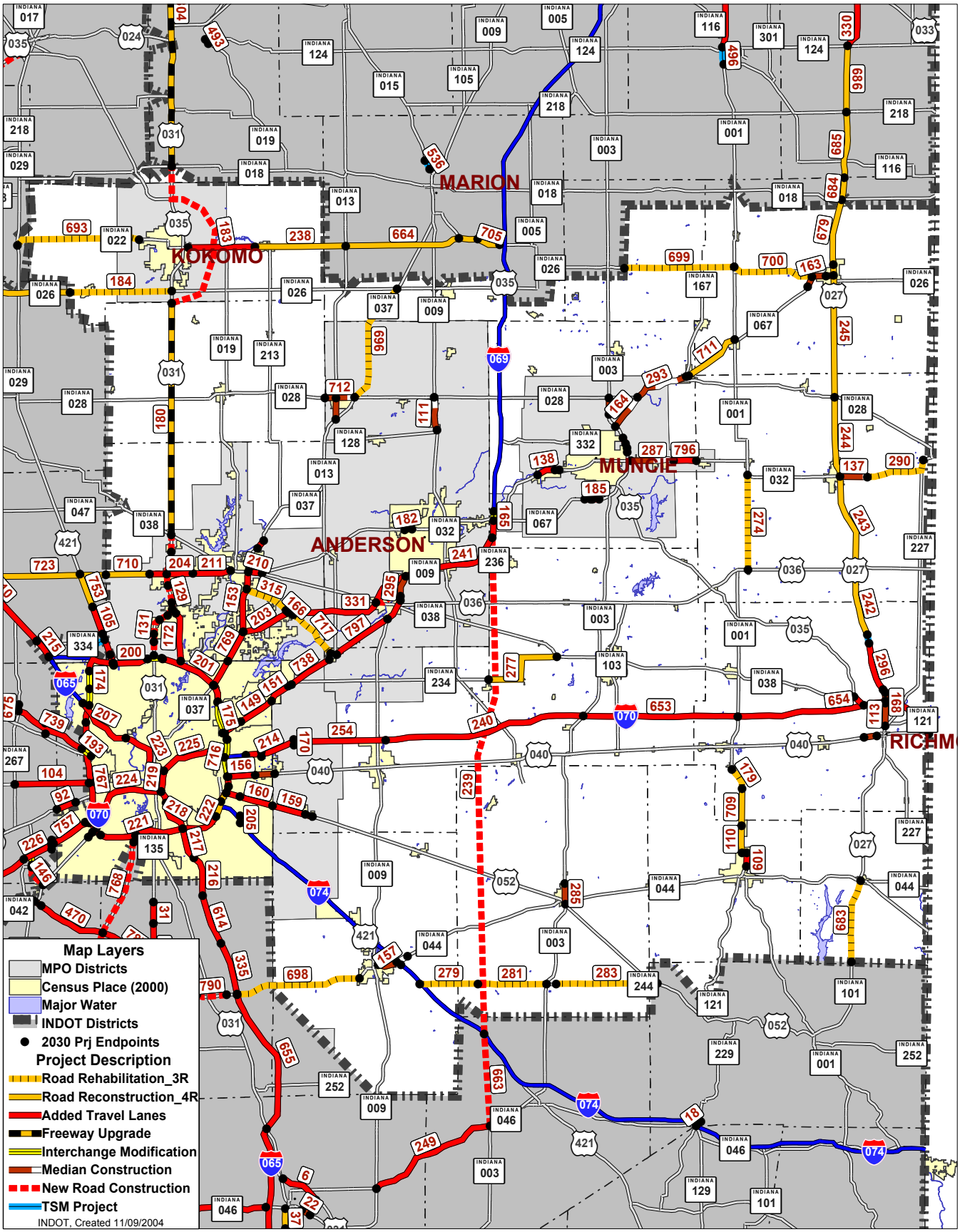
Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 33	Noble 57	Reconstruction		2019	3	$36,900	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	506	Mobility Corridor NC
SR 9 to east jct with US 6					14.8 Mi	2 Lanes to	2 Lanes			
U 33	Whitley 92	Reconstruction		2017	3	$18,600	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	505	Mobility Corridor NC
SR 205 to SR 9					7.4 Mi	2 Lanes to	2 Lanes			
U 35	Grant 27	Reconstruction		2012	2	$4,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	533	HERS NC
SR 15 to CR 600E in Gas City					1.7 Mi	2 Lanes to	2 Lanes			
U 35	Grant 27	Reconstruction		2021	4	$21,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	664	Mobility Corridor NC
SR 13 to 0.1 mi west of SR 15					10.5 Mi	2 Lanes to	2 Lanes			
S 37	Allen 2	Added Travel Lanes		2013	1	$1,700	Placeholder	☑ In AQ Area ☑ In MPO LRP Fort Wayne	340	MPO Plan New YR
I-469 to Doty Rd					0.9 Mi	2 Lanes to	4 Lanes			
S 37	Allen 2	Reconstruction		2026	5	$7,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	805	Proposed New Project
From Doty Road to Cuba Road					4.2 Mi	2 Lanes to	2 Lanes			
I 469	Allen 2	Interchange Modification	0200268	2005	1	$800	Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	755	Programmed New YR
Northeast ramp from US 30 to NB Northbound I-469					0.5 Mi	0 Lanes to	0 Lanes			
S 5	Lagrange 44	TSM	0201012	2017	3	$5,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	519	HERS New Leng
From US 20 to SR 120					5.0 Mi	2 Lanes to	3 Lanes			
S 5	Noble 57	TSM		2013	2	$1,206	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	517	HERS NC
US 6 to CR 800N (Lincolnway) in Ligonier					1.0 Mi	2 Lanes to	2 Lanes			
S 5	Noble 57	TSM		2019	3	$755	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	518	HERS NC
CR 800N (Lincolnway) to 0.62 mi north of Linconway in Ligonier					0.6 Mi	2 Lanes to	2 Lanes			
U 6	Elkhart 20	TSM		2018	3	$1,089	Placeholder	☑ In AQ Area ☐ In MPO LRP South Bend-Elkhart	415	HERS NC
SR 19 (Main St) to Highland in Nappanee					0.7 Mi	2 Lanes to	2 Lanes			
U 6	Noble 57	Added Travel Lanes	8001040	2005	1	$7,314	Project	☐ In AQ Area ☐ In MPO LRP Outside	26	Programmed New YR
West jct with SR 3 to the east jct with SR 3					1.1 Mi	2 Lanes to	4 Lanes			

Fort Wayne District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 6	Noble 57	Added Travel Lanes		2022	4	$1,154	Placeholder	☐ In AQ Area ☐ In MPO LRP	529	HERS
0.34 mi west of west jct with SR 3 to west jct with SR 3					0.3 Mi	2 Lanes to	4 Lanes	Outside		NC
U 6	Noble 57	TSM		2023	4	$575	Placeholder	☐ In AQ Area ☐ In MPO LRP	530	HERS
Fair St to CR 700N in Kendallville					0.4 Mi	2 Lanes to	2 Lanes	Outside		NC
I 69	Allen 2	Added Travel Lanes	9829980	2007	1	$36,930	Project	☑ In AQ Area ☑ In MPO LRP	357	Programmed
0.48 mi south of Coldwater Rd to 0.86 mi north of SR 1					4.8 Mi	4 Lanes to	6 Lanes	Fort Wayne		NC
I 69	Allen 2	New Interchange Construction		2016	3	$12,000	Placeholder	☑ In AQ Area ☑ In MPO LRP	729	MPO Plan
At Gump/Hursh Rd, 2.95 mi north of SR 1					1.0 Mi	4 Lanes to	4 Lanes	Fort Wayne		NC
I 69	Allen 2	Added Travel Lanes		2024	4	$18,000	Placeholder	☑ In AQ Area ☑ In MPO LRP	804	Proposed
From SR 1 to Hursh Rd					3.0 Mi	4 Lanes to	6 Lanes	Fort Wayne		New Project
I 69	Allen 2	Added Travel Lanes		2025	5	$32,800	Placeholder	☑ In AQ Area ☑ In MPO LRP	728	MPO Plan
From south jct with I-469 to 1.34 mi south of north jct with US 24					4.2 Mi	4 Lanes to	6 Lanes	Fort Wayne		NC
S 8	Dekalb 17	TSM		2008	1	$2,270	Placeholder	☐ In AQ Area ☐ In MPO LRP	524	HERS
Depot St to CR 40A (Auburn-Butler Rd) in Auburn					1.4 Mi	2 Lanes to	2 Lanes	Outside		NC
S 8	Dekalb 17	Added Travel Lanes	0100970	2012	2	$5,500	Placeholder	☐ In AQ Area ☐ In MPO LRP	522	Programmed
SR 327 to 0.15 mi west of I-69					2.7 Mi	2 Lanes to	4 Lanes	Outside		NC
S 9	Lagrange 44	TSM		2012	2	$735	Placeholder	☐ In AQ Area ☐ In MPO LRP	520	HERS
US 20 to Michigan St in LaGrange					0.2 Mi	2 Lanes to	2 Lanes	Outside		NC
S 930	Allen 2	Added Travel Lanes	0100843	2013	2	$8,000	Placeholder	☑ In AQ Area ☑ In MPO LRP	342	Programmed
2.6 mi west of I-469 (Lincoln Ave) to 0.7 mi west of I-469 (Minnich Rd)					1.9 Mi	2 Lanes to	5 Lanes	Fort Wayne		NC

Fort Wayne District Total **$934,722**

INDOT 2030 Long Range Plan Projects
Greenfield District



Project ID Numbers Corresponds to INDOT Project Listing

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I		Interchange		2010	2	$50,500	Placeholder	☐ In AQ Area ☐ In MPO LRP	554	Interchange Study
Placeholder for interchange needs					0.0 Mi	0 Lanes to	0 Lanes	Outside		New YR
I		Interchange		2015	3	$7,200	Placeholder	☐ In AQ Area ☐ In MPO LRP	555	Interchange Study
Placeholder for interchange needs					0.0 Mi	0 Lanes to	0 Lanes	Outside		New YR
	Hamilton 29	Undetermined		2027	5	$500,000	Placeholder	☑ In AQ Area ☐ In MPO LRP	544	Study
Central Indiana Suburban Transportation Solution					0.0 Mi	0 Lanes to	0 Lanes	Indianapolis		NC
S 1	Fayette 21	Rehabilitation	9019110	2005	1		Project	☐ In AQ Area ☐ In MPO LRP	179	Programmed
2.8 mi north of Connersville to Milton					2.4 Mi	2 Lanes to	2 Lanes	Outside		New YR
S 1	Fayette 21	Reconstruction	9706320	2008	1	$9,378	Placeholder	☐ In AQ Area ☐ In MPO LRP	110	Programmed
2.75 mi north of SR 44 to 5.8 mi north of SR 44					3.0 Mi	2 Lanes to	2 Lanes	Outside		New YR
S 1	Randolph 68	Rehabilitation	0013810	2006	1		Placeholder	☐ In AQ Area ☐ In MPO LRP	274	Programmed
US 36 to the south jct with SR 32					8.9 Mi	2 Lanes to	2 Lanes	Outside		NC
S 1	Wayne 89	Reconstruction	0100578	2008	1	$7,230	Placeholder	☐ In AQ Area ☐ In MPO LRP	709	Programmed
CR 450N to Lindsey Rd, 5.8 to 9.3 mi north of SR 44					3.5 Mi	2 Lanes to	2 Lanes	Outside		NC
S 101	Union 81	Rehabilitation	9706560	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP	683	Programmed
7.83 mi south of US 27 / SR 44 (Franklin/Union Co Ln) to US 27 / SR 44					7.8 Mi	2 Lanes to	2 Lanes	Outside		New YR
S 22	Howard 34	Rehabilitation	0013710	2006	1		Placeholder	☐ In AQ Area ☑ In MPO LRP	693	Programmed
SR 29 to CR 300W, 11.5 mi east of SR 29					11.5 Mi	2 Lanes to	2 Lanes	Kokomo		NC
S 234	Henry 33	Reconstruction	0013820	2006	1	$7,839	Placeholder	☐ In AQ Area ☐ In MPO LRP	277	Programmed
2.7 mi east of SR 109 (Hancock/Henry Co Ln) to SR 38					8.4 Mi	2 Lanes to	2 Lanes	Outside		NC
S 238	Hamilton 29	Rehabilitation	9901340	2006	1		Placeholder	☑ In AQ Area ☐ In MPO LRP	315	Programmed
SR 37 to just north of I-69					4.3 Mi	2 Lanes to	2 Lanes	Indianapolis		NC
S 238	Hamilton 29	Rehabilitation	9706600	2006	1		Project	☑ In AQ Area ☐ In MPO LRP	717	Programmed
136th St, 0.6 mi east of I-69 to SR 13					5.3 Mi	2 Lanes to	2 Lanes	Indianapolis		NC

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 244	Rush 70	Rehabilitation	9905480	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP	281	Programmed
5.14 mi east of I-74 (Deer Creek) to SR 3					6.5 Mi	2 Lanes to	2 Lanes	Outside		NC
S 244	Rush 70	Rehabilitation	9905490	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP	283	Programmed
0.87 mi east of SR 3 (CR 100W) to US 52					9.1 Mi	2 Lanes to	2 Lanes	Outside		NC
S 244	Shelby 73	Rehabilitation	9905470	2005	1		Placeholder	☑ In AQ Area ☐ In MPO LRP	279	Programmed
0.35 mi west of I-74 (Michigan Rd) to 5.14 mi east of I-74					5.2 Mi	2 Lanes to	2 Lanes	Outside		NC
S 26	Blackford 5	Rehabilitation	9706590	2005	1		Project	☐ In AQ Area ☐ In MPO LRP	699	Programmed
East Corp Ln of Hartford City to north jct with SR 1					10.1 Mi	2 Lanes to	2 Lanes	Outside		NC
S 26	Howard 34	Rehabilitation	9610180	2006	1		Placeholder	☐ In AQ Area ☑ In MPO LRP	184	Programmed
Clinton / Howard Co Ln to US 31					7.8 Mi	2 Lanes to	2 Lanes	Kokomo		NC
S 26	Jay 38	Rehabilitation	9706640	2005	1		Project	☐ In AQ Area ☐ In MPO LRP	700	Programmed
North jct with SR 1 to the west jct with SR 67					8.1 Mi	2 Lanes to	2 Lanes	Outside		NC
S 26	Jay 38	Median Construction	0100729	2008	1	$2,405	Placeholder	☐ In AQ Area ☐ In MPO LRP	713	Programmed
Industrial Pkwy, 0.7 mi west of US 27 to US 27					0.7 Mi	2 Lanes to	3 Lanes	Outside		NC
U 27	Jay 38	Reconstruction	0100568	2008	1	$12,773	Placeholder	☐ In AQ Area ☐ In MPO LRP	679	Programmed
1.0 mi north of SR 26/67 (North Corp Ln of Portland) to SR 18/67					6.2 Mi	2 Lanes to	2 Lanes	Outside		NC
U 27	Jay 38	Reconstruction		2025	5	$24,200	Placeholder	☐ In AQ Area ☐ In MPO LRP	245	Mobility Corridor
SR 28 to 1.0 mi north of SR 26/67					12.1 Mi	2 Lanes to	2 Lanes	Outside		NC
U 27	Randolph 68	Reconstruction		2023	4	$19,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	243	Mobility Corridor
South Corp Ln of Lynn to SR 32					9.5 Mi	2 Lanes to	2 Lanes	Outside		NC
U 27	Randolph 68	Reconstruction		2025	5	$15,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	244	Mobility Corridor
SR 32 to SR 28					7.5 Mi	2 Lanes to	2 Lanes	Outside		NC
U 27	Wayne 89	Added Travel Lanes	9802350	2005	1	$8,190	Placeholder	☐ In AQ Area ☐ In MPO LRP	114	Programmed
0.9 mi north of I-70 (Arba Pike) to 1.21 mi north of I-70 (Tingler Rd)					0.3 Mi	2 Lanes to	5 Lanes	Outside		New YR

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 27	Wayne 89	Median Construction	9502980	2005	1	$12,015	Project	☐ In AQ Area ☐ In MPO LRP Outside	113	Programmed New YR
2.06 mi south of I-70 to 0.1 mi south of I-70					2.0 Mi	4 Lanes to	5 Lanes			
U 27	Wayne 89	Median Construction	9502970	2005	1	$3,174	Project	☐ In AQ Area ☐ In MPO LRP Outside	112	Programmed New YR
0.2 mi north of I-70 to Arba Pike (0.9 mi north of I-70)					0.9 Mi	4 Lanes to	5 Lanes			
U 27	Wayne 89	Added Travel Lanes	0013800	2008	1	$12,167	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	296	Programmed New YR
1.21 mi north of I-70 (Tingler Rd) to 5.71 mi north of I-70					4.5 Mi	2 Lanes to	4 Lanes			
U 27	Wayne 89	TSM		2023	4	$1,100	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	694	HERS NC
South Corp Ln of Fountain City to North Corp Ln of Fountain City					0.7 Mi	2 Lanes to	2 Lanes			
S 28	Madison 48	Median Construction	0100720	2011	2	$10,666	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	712	Programmed NC
West Corp Ln of Elwood to SR 37					2.7 Mi	2 Lanes to	3 Lanes			
S 3	Delaware 18	Median Construction		2014	2	$1,500	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	795	Proposed New Project
From 1.3 mi N of SR3/67 (CR 450N) to SR 28					1.5 Mi	2 Lanes to	3 Lanes			
S 3	Henry 33	New Road Construction		2026	5	$140,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	239	Mobility Corridor New YR
I-74 to I-69					45.0 Mi	0 Lanes to	4 Lanes			
S 3	Rush 70	Median Construction	0013750	2008	1	$5,724	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	285	Programmed New YR
0.3 mi south of SR 44 to 1.6 mi north of SR 44 (except SR 44 to 4th St)					1.4 Mi	2 Lanes to	3 Lanes			
U 31	Hamilton 29	Freeway Upgrade		2012	2	$483,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	133	Programmed Refined PlcHldr
From 0.2 mi south of I-465 to SR 38 Hamilton Co					12.8 Mi	4 Lanes to	6 Lanes			
U 31	Howard 34	New Road Construction		2015	3	$130,000	Placeholder	☐ In AQ Area ☑ In MPO LRP Kokomo	183	MPO Plan New YR
South of SR 26 to SR 18					18.3 Mi	0 Lanes to	4 Lanes			
U 31	Tipton 80	Freeway Upgrade		2021	4	$120,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	180	Mobility Corridor NC
Freeway Upgrade from 216th St to south of SR 26					20.0 Mi	4 Lanes to	6 Lanes			
S 32	Delaware 18	Added Travel Lanes	9700310	2007	1	$12,540	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	138	Programmed New YR
CR 575W (AdaLn St) to CR 400W (Nebo Rd) in Yorktown					1.2 Mi	2 Lanes to	5 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 32	Delaware 18	Median Construction	0013680	2008	1	$20,650		Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	287	Programmed New YR
0.3 mi E of Muncie Bypass (Country Club Rd) to 4.2 mi E of Muncie Bypass					3.8 Mi	4 Lanes	to	5 Lanes			
S 32	Delaware 18	Added Travel Lanes		2024	4	$12,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	796	Proposed New Project
4.5 mi E of US 35 (CR 650E) to 7.1 mi E of US 35 WCL Parker City					2.6 Mi	2 Lanes	to	5 Lanes			
S 32	Hamilton 29	Added Travel Lanes	9901670	2006	1	$11,870		Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	139	Programmed NC
2.58 km west of US 31 to US 31					1.6 Mi	2 Lanes	to	5 Lanes			
S 32	Hamilton 29	Reconstruction	0100572	2008	1	$7,370		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	710	Programmed NC
Boone / Hamilton Co Ln to Spring Mill Rd, 1.6 mi west of US 31					4.0 Mi	2 Lanes	to	2 Lanes			
S 32	Hamilton 29	Added Travel Lanes		2010	2	$3,830		Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	210	HERS NC
SR 37 to the east jct with SR 38					1.0 Mi	2 Lanes	to	5 Lanes			
S 32	Hamilton 29	Added Travel Lanes		2014	2	$6,546		Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	204	HERS NC
US 31 to Moontown Rd					2.4 Mi	2 Lanes	to	4 Lanes			
S 32	Hamilton 29	Added Travel Lanes		2014	2	$7,338		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	211	HERS NC
Moontown Rd to River Ave					3.3 Mi	2 Lanes	to	5 Lanes			
S 32	Madison 48	Rehabilitation	9802650	2006	1			Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	182	Programmed NC
Euclid Dr to Fountain St, 12.5 km east of SR 13 to 13.6 km east of SR 13					0.7 Mi	4 Lanes	to	4 Lanes			
S 32	Randolph 68	Rehabilitation	0013850	2006	1			Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	290	Programmed NC
2.7 mi east of US 27 to 8.8 mi east of US 27 (Union City West Corp Ln)					6.1 Mi	2 Lanes	to	2 Lanes			
S 32	Randolph 68	Median Construction	9704200	2007	1	$8,390		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	137	Programmed New YR
US 27 to CR 300E, 2.7 mi east of US 27					2.7 Mi	2 Lanes	to	3 Lanes			
U 35	Delaware 18	New Bridge Construction	9901360	2008	1	$1,630		Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	186	Programmed NC
At Centennial Ave, 1.61 km north of SR 32					0.5 Mi	4 Lanes	to	4 Lanes			
U 35	Delaware 18	New Interchange Construction	0013840	2012	2	$15,196		Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	188	Programmed New YR
At McGalliard Rd, 1.86 mi north of SR 32					1.0 Mi	4 Lanes	to	4 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 35	Howard 34	Added Travel Lanes	9706380	2006	1	$36,050	Project	☐ In AQ Area ☑ In MPO LRP Kokomo	148	Programmed NC
Goyer Rd to Wildcat Creek, 0.5 mi east of US 31 to 6.7 mi east of US 31					6.2 Mi	2 Lanes to	5 Lanes			
U 35	Howard 34	Reconstruction		2021	4	$16,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	238	Mobility Corridor NC
Wildcat Creek, 6.7 mi east of US 31 to SR 13					8.1 Mi	2 Lanes to	2 Lanes			
U 35	Wayne 89	Added Travel Lanes	0013830	2008	1	$5,442	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	297	Programmed New YR
I-70 to 0.1 mi north of SR 38					1.3 Mi	2 Lanes to	5 Lanes			
U 36	Hancock 30	Added Travel Lanes		2016	3	$15,700	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	738	District NC
Mt. Comfort Rd, 0.38 mi west of SR 234, to WCL of Fortville					4.2 Mi	2 Lanes to	5 Lanes			
U 36	Hancock 30	Added Travel Lanes		2024	4	$23,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	797	Proposed New Project
From the E UAB of Fortville to the S jct of SR 9					2.0 Mi	2 Lanes to	5 Lanes			
U 36	Madison 48	Added Travel Lanes	0013740	2008	1	$11,083	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	294	Programmed New YR
South jct with SR 9 to 2.1 mi north of SR 9 (Fall Creek)					2.1 Mi	2 Lanes to	5 Lanes			
U 36	Marion 49	Added Travel Lanes	9010095	2005	1	$15,976	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	150	Programmed New YR
0.18 mi west of I-465 to 0.22 mi east of Post Rd (Phase II)					2.0 Mi	4 Lanes to	7 Lanes			
S 37	Hamilton 29	Rehabilitation	9610170	2006	1		Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	695	Programmed NC
2.38 mi north of SR 32/38 to SR 28					18.3 Mi	2 Lanes to	2 Lanes			
S 37	Hamilton 29	Added Travel Lanes	9706360	2013	2	$60,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	153	Programmed NC
I-69 to 6.0 mi north of I-69 at end of dual lanes					6.0 Mi	4 Lanes to	6 Lanes			
S 37	Hamilton 29	Added Travel Lanes	9133575	2017	3	$3,460	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	152	Programmed NC
2.38 mi north of SR 32 to 3.46 mi north of SR 32					1.1 Mi	2 Lanes to	4 Lanes			
S 37	Madison 48	Rehabilitation	9706580	2006	1		Project	☑ In AQ Area ☑ In MPO LRP Anderson	696	Programmed New YR
SR 28 to SR 26					11.5 Mi	2 Lanes to	2 Lanes			
U 40	Marion 49	Added Travel Lanes	9502840	2005	1	$32,393	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	156	Programmed NC
Franklin Rd to Grassy Creek (1.57 mi west of Marion/Hancock Co Ln)					2.4 Mi	4 Lanes to	7 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 40	Marion 49	Median Construction	9502830	2006	1	$19,517	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	155	Programmed New YR
Grassy Creek to Buck Creek (1.57 mi W to 0.26 mi E of Marion/Hancock Co. Ln)					1.8 Mi	4 Lanes	to 5 Lanes			
U 40	Wayne 89	Median Construction	9802560	2008	1	$6,617	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	697	Programmed NC
15th St to Whitewater River, 1.97 mi west of US 27 to 0.69 mi west of US 27					1.3 Mi	4 Lanes	to 5 Lanes			
S 431	Hamilton 29	Added Travel Lanes	9133595	2007	1	$22,620	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	172	Programmed New YR
96th St to US 31					4.2 Mi	4 Lanes	to 6 Lanes			
S 44	Shelby 73	Rehabilitation	9610160	2005	1		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	698	Programmed NC
I-65 to the West Corp Ln of Shelbyville					11.7 Mi	2 Lanes	to 2 Lanes			
S 44	Shelby 73	Median Construction	9704190	2006	1	$12,855	Project	☑ In AQ Area ☐ In MPO LRP Outside	157	Programmed New YR
1.95 mi west of I-74 to 1.1 mi east of I-74					3.0 Mi	4 Lanes	to 5 Lanes			
I 465	Hamilton 29	Interchange Modification	9804550	2011	2	$106,675	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	178	Programmed NC
At US 31 (North Leg) (US 31 Freeway Upgrade)					1.5 Mi	6 Lanes	to 10 Lanes			
I 465	Marion 49	Interchange Modification	9706730	2005	1	$24,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	176	Programmed NC
At 71st St, 1.02 mi north of I-65 (West Leg)					1.5 Mi	6 Lanes	to 10 Lanes			
I 465	Marion 49	Interchange Modification	9700840	2005	1	$24,650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	174	Programmed NC
At 86th St (West Leg)					1.5 Mi	6 Lanes	to 10 Lanes			
I 465	Marion 49	Added Travel Lanes		2005	1	$650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	756	MPO Plan New YR
From I-69/465 interchange to 0.43 mi north of Fall Creek Rd					0.0 Mi	0 Lanes	to 0 Lanes			
I 465	Marion 49	Interchange Modification	9802810	2006	1	$12,360	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	177	Programmed NC
At SR 37 (South Leg)					0.5 Mi	6 Lanes	to 6 Lanes			
I 465	Marion 49	Interchange Modification	0066810	2007	1	$8,936	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	716	Programmed NC
At I-70 (East Leg) (Phase II)					0.5 Mi	10 Lanes	to 10 Lanes			
I 465	Marion 49	Interchange Modification	9910900	2008	1	$69,690	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	197	Programmed NC
At SR 67 and I-465					0.0 Mi	4 Lanes	to 4 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 465	Marion 49	Added Travel Lanes	0300371	2008	1	$179,341	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	767	Programmed
I-465 West Leg from 0.8 mi E of SR 67/Kentucky Ave to 0.5 mi N of 46th St					10.9 Mi	6 Lanes	to 10 Lanes			NC
I 465	Marion 49	Interchange Modification	9829510	2008	1	$38,679	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	193	Programmed
At I-74 and I-465 Interchange					0.0 Mi	4 Lanes	to 4 Lanes			NC
I 465	Marion 49	Interchange Modification	9829310	2008	1	$122,608	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	194	Programmed
At Airport Expressway and I-465 (W. Leg Interchange)					0.0 Mi	4 Lanes	to 4 Lanes			NC
I 465	Marion 49	Interchange Modification	9829410	2008	1	$34,729	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	195	Programmed
At US 36 and I-465 (W. Leg Interchange)					0.0 Mi	4 Lanes	to 4 Lanes			NC
I 465	Marion 49	Interchange Modification	9829610	2008	1	$39,576	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	196	Programmed
At West 38th St and I-465 Interchange					0.0 Mi	4 Lanes	to 4 Lanes			NC
I 465	Marion 49	Added Travel Lanes		2009	1	$167,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	201	MPO Plan
East of US 31 (North Leg) to 0.43 km north of Fall Creek Rd (East Leg)					7.3 Mi	6 Lanes	to 10 Lanes			NC
I 465	Marion 49	Added Travel Lanes	0200003	2009	1	$64,650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	681	Programmed
0.5 mi north of 46th Street to 0.3 mi north of I-65 (West Leg)					0.6 Mi	6 Lanes	to 8 Lanes			NC
I 465	Marion 49	Added Travel Lanes	0400881	2013	2	$60,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	220	MPO Plan
0.5 mi north of 86th St (West Leg) to US 421 (North Leg)					2.8 Mi	6 Lanes	to 10 Lanes			New YR
I 465	Marion 49	Added Travel Lanes	0400885	2014	2	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	200	MPO Plan
0.5 mi east of US 421 to west of US 31 (North Leg)					2.7 Mi	6 Lanes	to 10 Lanes			New YR
I 465	Marion 49	Added Travel Lanes		2019	3	$49,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	222	MPO Plan
US 40 (East Leg) to I-65 (South Leg)					9.8 Mi	6 Lanes	to 10 Lanes			NC
I 465	Marion 49	Added Travel Lanes		2023	4	$160,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	221	MPO Plan
I-65 to 1.3 km east of SR 67 (South Leg)					7.7 Mi	6 Lanes	to 10 Lanes			NC
U 52	Hancock 30	Added Travel Lanes	9700320	2008	1	$22,652	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	159	Programmed
Marion / Hancock Co Ln to CR 500W					3.1 Mi	2 Lanes	to 5 Lanes			New YR

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 52	Hancock 30	Median Construction	0013690	2008	1	$2,458	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	298	Programmed New YR
Gem Rd to Sugar Creek, 7.6 mi east of I-465 to 8.3 mi east of I-465					0.7 Mi	2 Lanes to	3 Lanes			
U 52	Marion 49	Added Travel Lanes	9704160	2008	1	$23,370	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	160	Programmed New YR
1.33 mi east of I-465 to Marion / Hancock Co Ln					3.1 Mi	2 Lanes to	5 Lanes			
I 65	Marion 49	Interchange Modification		2008	1	$0	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	798	Proposed New Project
I-65/I-70 Market St Interchange Modification (Indianapolis will pay cost)					1.0 Mi	6 Lanes to	6 Lanes			
I 65	Marion 49	Added Travel Lanes	0400909	2010	2	$25,650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	217	MPO Plan Refined PlcHldr
0.5 mi south of Southport Rd to 0.25 mi south of I-465 (South Leg)					3.5 Mi	6 Lanes to	10 Lanes			
I 65	Marion 49	Added Travel Lanes		2014	2	$90,700	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	219	MPO Plan NC
I-65/70 from the South Split to the North Split					2.6 Mi	7 Lanes to	9 Lanes			
I 65	Marion 49	Added Travel Lanes	9700400	2014	2	$53,310	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	161	Programmed NC
Raymond St to I-70 South Split					0.9 Mi	6 Lanes to	10 Lanes			
I 65	Marion 49	Added Travel Lanes	0300853	2014	2	$15,660	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	216	MPO Plan Refined PlcHldr
0.5 mi S of Co Ln Rd to 0.5 mi S of Southport Rd					2.1 Mi	6 Lanes to	8 Lanes			
I 65	Marion 49	Added Travel Lanes		2019	3	$24,415	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	218	MPO Plan NC
I-465 (South Leg) to Raymond St					3.1 Mi	6 Lanes to	8 Lanes			
I 65	Marion 49	Added Travel Lanes		2020	4	$75,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	223	MPO Plan NC
I-70 North Split to 38th St					5.5 Mi	6 Lanes to	8 Lanes			
S 67	Delaware 18	Median Construction	9901680	2008	1	$7,600	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	164	Programmed New YR
US 35 / SR 3 to the south jct with SR 28					2.1 Mi	2 Lanes to	3 Lanes			
S 67	Delaware 18	New Bridge Construction	9901350	2008	1	$4,730	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	185	Programmed New YR
At Norfolk Southern RR, 2.11 km south of SR 3					0.5 Mi	4 Lanes to	4 Lanes			
S 67	Delaware 18	Median Construction	0013720	2009	1	$17,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	293	Programmed New YR
South jct with SR 28 to SR 167					5.1 Mi	2 Lanes to	3 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 67	Delaware 18	New Interchange Constructi	0013780	2011	2	$9,779	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	187	Programmed New YR
At Cowan Rd, 2.07 mi west of SR 3					0.5 Mi	4 Lanes to	4 Lanes			
S 67	Jay 38	Median Construction	9704180	2007	1	$11,200	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	163	Programmed New YR
1.59 mi south of SR 26 to US 27					3.5 Mi	2 Lanes to	3 Lanes			
S 67	Jay 38	Reconstruction	0100602	2010	2	$10,733	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	711	Programmed NC
0.3 mi east of SR 167 (Albany) to 0.1 mi west of SR 1 (Redkey)					5.5 Mi	2 Lanes to	2 Lanes			
S 67	Marion 49	Added Travel Lanes	9700340	2009	1	$4,109	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	162	Programmed New YR
Thompson Rd to I-465					1.0 Mi	4 Lanes to	6 Lanes			
I 69	Delaware 18	Interchange Modification	9700420	2009	1	$5,600	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	165	Programmed New YR
At SR 67 (Exit 34-Daleville)					0.8 Mi	4 Lanes to	4 Lanes			
I 69	Hamilton 29	Interchange Modification	9133885	2008	1	$760	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	166	Programmed NC
At SR 238					0.5 Mi	4 Lanes to	4 Lanes			
I 69	Hamilton 29	Added Travel Lanes		2014	2	$30,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	203	MPO Plan NC
From 116th Street/SR 37 to SR 238					5.0 Mi	4 Lanes to	6 Lanes			
I 69	Madison 48	Added Travel Lanes		2014	2	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	241	Mobility Corridor NC
SR 9/67 (Exit 22) to SR 67/32 (Exit 34)					12.0 Mi	4 Lanes to	6 Lanes			
I 69	Madison 48	Added Travel Lanes		2015	3	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	331	HERS New YR
SR 238 to SR 9/67 (Exit 22)					12.0 Mi	4 Lanes to	6 Lanes			
I 69	Marion 49	Added Travel Lanes		2013	2	$34,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	769	MPO Plan NC
From 96th Street to 116th Street/SR 37					3.5 Mi	6 Lanes to	10 Lanes			
I 69	Marion 49	Added Travel Lanes	9706330	2013	2	$165,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	167	Programmed NC
I-465 to 96th Street					2.6 Mi	6 Lanes to	12 Lanes			
I 70	Hancock 30	Interchange Modification	9706740	2006	1	$9,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	170	Programmed New YR
At Mt. Comfort Rd, 7.7 mi west of SR 9					0.5 Mi	4 Lanes to	4 Lanes			

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 70	Hancock 30	Added Travel Lanes	0200700	2010	2	$51,310	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	254	MPO Plan NC
0.5 mi east of Mt. Comfort Rd to 0.8 mi east of SR 9					8.0 Mi	4 Lanes to	6 Lanes			
I 70	Hancock 30	Added Travel Lanes		2022	4	$105,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	240	Mobility Corridor New YR
0.8 mi east of SR 9 to SR 3					19.0 Mi	4 Lanes to	6 Lanes			
I 70	Henry 33	Added Travel Lanes		2020	4	$80,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	653	HERS NC
SR 3 to SR 1					14.0 Mi	4 Lanes to	6 Lanes			
I 70	Marion 49	Added Travel Lanes	0200699	2010	2	$31,720	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	214	MPO Plan NC
0.6 mi east of Post Rd to 0.5 mi east of Mt. Comfort Rd					5.1 Mi	4 Lanes to	6 Lanes			
I 70	Marion 49	Added Travel Lanes		2014	2	$106,890	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	225	MPO Plan NC
I-65 North Split to I-465 (East Leg)					6.0 Mi	8 Lanes to	12 Lanes			
I 70	Marion 49	New Interchange Construction		2016	3	$12,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	189	MPO Plan NC
At German Church Rd					1.0 Mi	4 Lanes to	4 Lanes			
I 70	Marion 49	Added Travel Lanes		2019	3	$47,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	757	MPO Plan New Leng
From the Six Points Rd Interchange to I-465					3.8 Mi	10 Lanes to	14 Lanes			
I 70	Marion 49	Added Travel Lanes		2025	5	$75,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	224	MPO Plan NC
Airport Expressway to I-65 South Split					5.7 Mi	6 Lanes to	8 Lanes			
I 70	Marion 49	Added Travel Lanes	9910300	2025	5	$50,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	191	Programmed NC
1.1 km west of I-465 to Airport Expressway					2.5 Mi	6 Lanes to	8 Lanes			
I 70	Wayne 89	Interchange Modification	9502960	2005	1	$11,360	Project	☐ In AQ Area ☐ In MPO LRP Outside	168	Programmed New YR
At US 27					1.0 Mi	4 Lanes to	4 Lanes			
I 70	Wayne 89	Added Travel Lanes		2021	4	$110,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	654	Mobility Corridor New YR
SR 1 to Indiana / Ohio State Ln					19.0 Mi	4 Lanes to	6 Lanes			
I 74	Marion 49	Interchange Modification	0100968	2013	2	$4,409	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	205	Programmed NC
At Post Rd					0.5 Mi	4 Lanes to	4 Lanes			

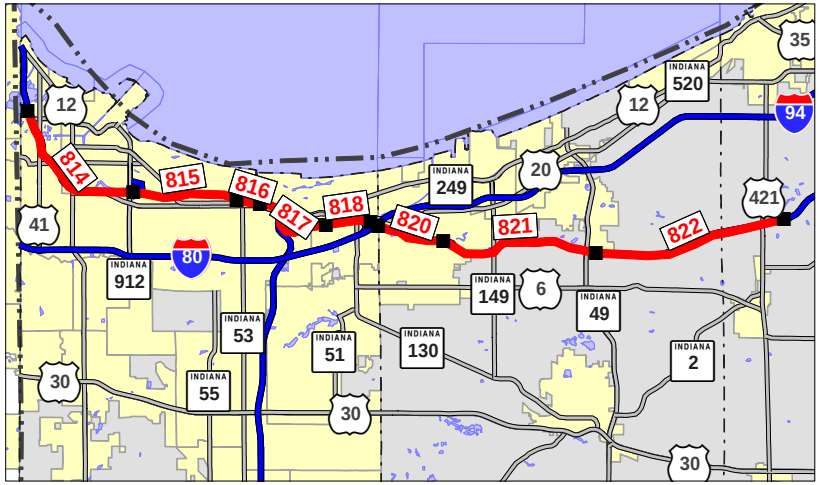
Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 9	Madison 48	Median Construction	0014010	2007	1	$8,563	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	295	Programmed New YR
2.13 mi south of I-69 (Fall Creek) to I-69					2.1 Mi	4 Lanes to	5 Lanes			
S 9	Madison 48	Median Construction	9706370	2007	1	$12,329	Project	☑ In AQ Area ☑ In MPO LRP Anderson	111	Programmed New YR
0.2 mi north of SR 128 to SR 28					4.0 Mi	2 Lanes to	3 Lanes			

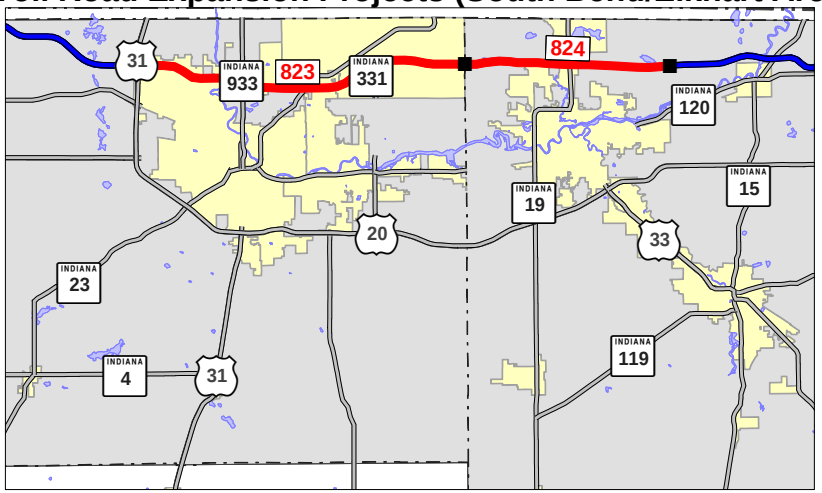
Greenfield District Total $4,692,385

INDOT 2030 Long Range Plan Projects
Toll Road District

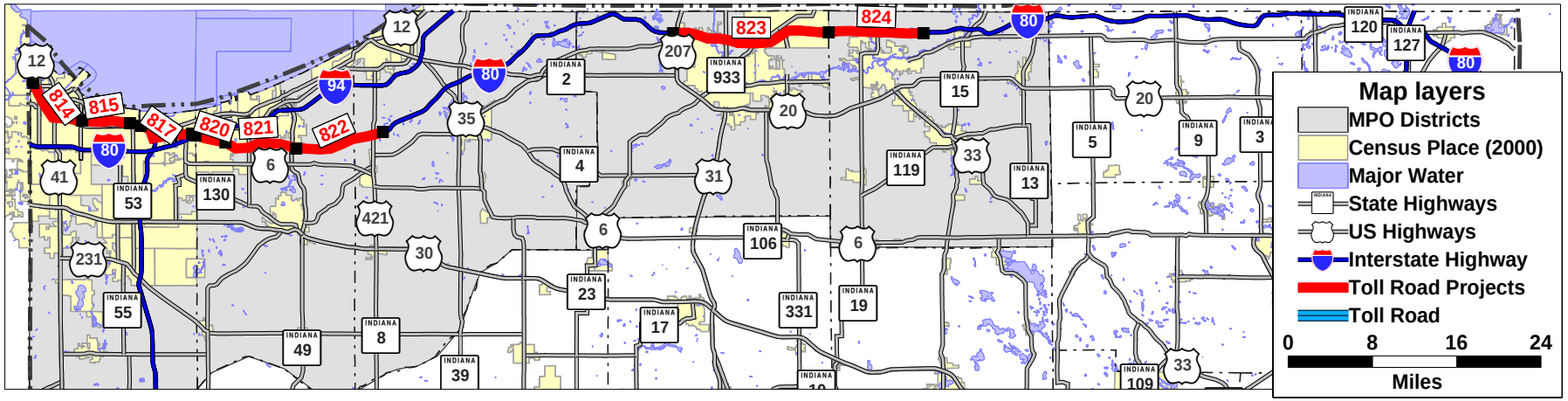
Toll Road Expansion Projects (Northwest Indiana Area)



Toll Road Expansion Projects (South Bend/Elkhart Area)



Toll Road Expansion Projects (All)



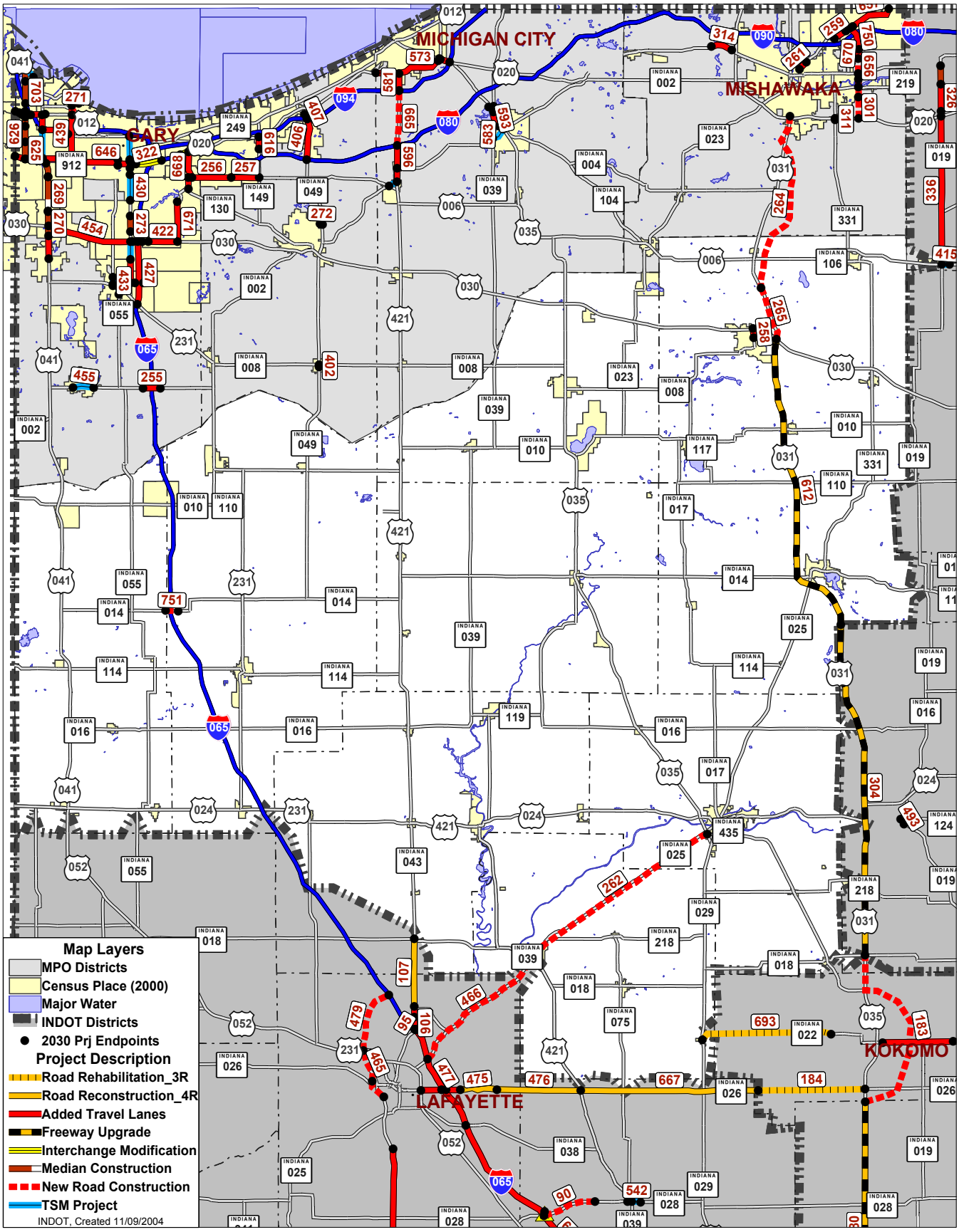
Project ID Numbers Corresponds to INDOT Project Toll Road District Listing

Ind Toll Road District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I 90 MP 87.0 - 96.0	Elkhart 20	Added Travel Lanes		2018	3 9.0 Mi	$60,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	824	Toll Plan TollRD
I 90 M 14.5 - 15.5	Lake 45	Added Travel Lanes	0011570	2005	1 1.0 Mi	$50,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	816	Toll Plan TollRD
I 90 MP 20.7 - 21.1	Lake 45	Interchange Modification	9700410	2005	1 0.4 Mi	$130,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	819	Toll Plan TollRD
I 90 MP 10-14.5	Lake 45	Added Travel Lanes	0100005	2006	1 4.5 Mi	$78,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	815	Toll Plan TollRD
I 90 MP 18.7 - 20.7	Lake 45	Added Travel Lanes		2006	1 2.0 Mi	$15,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	818	Toll Plan TollRD
I 90 MP 3-10	Lake 45	Added Travel Lanes		2012	2 7.0 Mi	$140,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	814	Toll Plan TollRD
I 90 MP 21.1 - 24.0	Porter 64	Added Travel Lanes		2006	1 2.9 Mi	$22,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	820	Toll Plan TollRD
I 90 MP 24.0 - 31.0	Porter 64	Added Travel Lanes		2008	1 8.0 Mi	$60,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	821	Toll Plan TollRD
I 90 MP 31.0 - 37.5	Porter 64	Added Travel Lanes		2012	2 6.5 Mi	$45,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	822	Toll Plan TollRD
I 90 MP 72.0 - 87.0	St Joseph 71	Added Travel Lanes		2015	3 15.0 Mi	$90,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	823	Toll Plan TollRD

Ind Toll Road District Total $690,000

INDOT 2030 Long Range Plan Projects
LaPorte District



Project ID Numbers Corresponds to INDOT Project Listing

LaPorte District

Route / Location	County	Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I			Interchange		2010	2	$1,000		Placeholder	☐ In AQ Area ☐ In MPO LRP	558	Interchange Study
Placeholder for interchange needs						0.0 Mi	0 Lanes	to	0 Lanes	Outside		New YR
I			Interchange		2015	3	$3,900		Placeholder	☐ In AQ Area ☐ In MPO LRP	559	Interchange Study
Placeholder for interchange needs						0.0 Mi	0 Lanes	to	0 Lanes	Outside		NC
	Lake	45	Undetermined		2028	5	$500,000		Placeholder	☑ In AQ Area ☑ In MPO LRP	539	Mobility Corridor
Suburban Transportation Needs						0.0 Mi	0 Lanes	to	0 Lanes	Northwest Indiana		NC
S 10	Newton	56	Rehabilitation	0100641	2009	1	$22,540		Project	☐ In AQ Area ☐ In MPO LRP	731	Programmed
Illinois / Indiana State Ln to I-65						13.8 Mi	2 Lanes	to	2 Lanes	Outside		NC
U 12	Lake	45	TSM		2008	1	$3,300		Placeholder	☑ In AQ Area ☐ In MPO LRP	440	HERS
US 41 to 121st St in Hammond / Whiting						1.1 Mi	4 Lanes	to	4 Lanes	Northwest Indiana		NC
S 149	Porter	64	Added Travel Lanes		2014	2	$2,650		Placeholder	☑ In AQ Area ☑ In MPO LRP	616	HERS
Lenburg Rd to US 20 in Burns Harbor						1.1 Mi	2 Lanes	to	4 Lanes	Northwest Indiana		NC
S 152	Lake	45	TSM		2022	4	$6,600		Placeholder	☑ In AQ Area ☐ In MPO LRP	434	HERS
I-80/94 to US 20 in Hammond						2.5 Mi	4 Lanes	to	4 Lanes	Northwest Indiana		NC
S 2	Lake	45	Added Travel Lanes	9706420	2005	1	$6,410		Project	☑ In AQ Area ☑ In MPO LRP	255	Programmed
At I-65						1.5 Mi	2 Lanes	to	4 Lanes	Northwest Indiana		NC
S 2	Lake	45	TSM		2013	2	$5,520		Placeholder	☑ In AQ Area ☐ In MPO LRP	455	HERS
Nicholas St to 4 lane section west of Clark St in Lowell						1.8 Mi	2 Lanes	to	2 Lanes	Northwest Indiana		NC
S 2	Laporte	46	TSM		2009	1	$2,979		Placeholder	☑ In AQ Area ☐ In MPO LRP	583	HERS
SR 39 to US 35 in LaPorte						1.2 Mi	4 Lanes	to	4 Lanes	Northwest Indiana		NC
S 2	Laporte	46	TSM		2018	3	$2,224		Placeholder	☑ In AQ Area ☐ In MPO LRP	582	HERS
US 6 to US 421 in Westville						0.9 Mi	2 Lanes	to	2 Lanes	Northwest Indiana		NC
U 20	Lake	45	Added Travel Lanes		2018	3	$5,500		Placeholder	☑ In AQ Area ☑ In MPO LRP	462	HERS
SR 152 to 4 lane section 0.4 mi west of SR 912						2.2 Mi	2 Lanes	to	4 Lanes	Northwest Indiana		NC

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 20	Lake 45	Added Travel Lanes		2023	4	$3,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	461	HERS
SR 312 to SR 152 in East Chicago					1.3 Mi	4 Lanes to	6 Lanes			NC
U 20	Laporte 46	Interchange Modification	0014050	2006	1	$475	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	666	Programmed
Reconstruct ramp from EB US 20 to EB US 20/35					0.3 Mi	1 Lanes to	1 Lanes			NC
U 20	Laporte 46	Median Construction		2008	1	$9,825	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	573	HERS
US 421 to US 35 / SR 212 in Michigan City					3.9 Mi	4 Lanes to	5 Lanes			Refined PlcHldr
U 20	Laporte 46	Added Travel Lanes		2013	2	$1,250	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	572	HERS
Ohio St to US 421 in Michigan City					0.5 Mi	4 Lanes to	6 Lanes			NC
U 20	Laporte 46	Added Travel Lanes		2017	3	$3,700	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	571	HERS
Co Ln Rd to Ohio St in Michigan City					1.5 Mi	4 Lanes to	6 Lanes			NC
U 20	Laporte 46	Added Travel Lanes		2023	4	$1,627	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	576	HERS
US 20 / US 35 / SR 212 to I-94 in Michigan City					0.6 Mi	4 Lanes to	6 Lanes			NC
U 20	St Joseph 71	Added Travel Lanes		2016	3	$2,949	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	314	MPO Plan
Olive to Quince Rd					1.8 Mi	2 Lanes to	4 Lanes			NC
S 23	St Joseph 71	Added Travel Lanes	9033605	2005	1	$14,233	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	259	Programmed
Cleveland Rd to Fir Rd					1.2 Mi	2 Lanes to	4 Lanes			New YR
S 23	St Joseph 71	Added Travel Lanes	9133606	2005	1	$14,434	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	639	Programmed
2.4 mi north of I-80/90 (Fir Rd) to Brick Rd					0.7 Mi	2 Lanes to	4 Lanes			New YR
S 23	St Joseph 71	Added Travel Lanes	9133615	2008	1	$2,283	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	261	Programmed
0.2 mi south of Campeau St to 0.05 mi south of Edison Rd in South Bend					0.6 Mi	2 Lanes to	4 Lanes			New YR
S 23	St Joseph 71	Added Travel Lanes		2011	2	$9,920	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	657	MPO Plan
Brick Rd to Michigan State Ln					3.8 Mi	2 Lanes to	4 Lanes			NC
U 231	Lake 45	TSM		2011	2	$1,250	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	622	HERS
East jct with SR 55 to west jct with SR 55 in Crown Point					0.5 Mi	2 Lanes to	2 Lanes			NC

LaPorte District

Route / Location	County		Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 25	Carroll	8	New Road Construction	9904200	2007	1	$70,829		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	813	Programmed Refined PlcHldr
0.2 mi E of Carroll CR400W to Cass CR300S (Segment 3)						11.2 Mi	0 Lanes	to	4 Lanes			
S 25	Carroll	8	New Road Construction	0300694	2007	1	$60,870		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	812	Programmed Refined PlcHldr
0.5 mi E of Tippecanoe/Carroll Co Ln to 0.2 mi E of Carroll CR 400W (Seg 2)						8.4 Mi	0 Lanes	to	4 Lanes			
S 25	Cass	9	New Road Construction	0300695	2006	1	$44,376		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	262	Programmed New YR
From Cass CR 300S to US 24/US 35 (Segment 4)						3.8 Mi	0 Lanes	to	4 Lanes			
U 30	Lake	45	Added Travel Lanes		2017	3	$33,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	454	MPO Plan NC
US 41 to 0.4 mi west of I-65						7.4 Mi	4 Lanes	to	6 Lanes			
U 30	Lake	45	Added Travel Lanes		2021	4	$11,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	422	HERS NC
0.9 mi east of I-65 to SR 51						2.5 Mi	4 Lanes	to	6 Lanes			
U 31	Fulton	25	Freeway Upgrade		2025	5	$80,000		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	612	Mobility Corridor NC
Fulton / Miami Co Ln to US 30						27.0 Mi	4 Lanes	to	4 Lanes			
U 31	Marshall	50	Freeway Upgrade	9904310	2011	2	$20,000		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	265	Mobility Corridor Refined PlcHldr
US 30 to 2.63 mi S of US 6 (CR W4-A)						4.8 Mi	4 Lanes	to	4 Lanes			
U 31	Marshall	50	Interchange Construction		2011	2	$12,000		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	830	Mobility Corridor Refined PlcHldr
US 31 & CR 7-A (2 mi N of US 30)						0.5 Mi	0 Lanes	to	4 Lanes			
U 31	Marshall	50	Interchange Construction		2011	2	$18,000		Placeholder	☑ In AQ Area ☑ In MPO LRP Outside	831	Mobility Corridor Refined PlcHldr
At US 31 & US 6						0.5 Mi	0 Lanes	to	4 Lanes			
U 31	St Joseph	71	Interchange Construction		2011	2	$18,000		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	832	Mobility Corridor Refined PlcHldr
At US 31 & SR 4 (Pierce Rd)						0.5 Mi	0 Lanes	to	4 Lanes			
U 31	St Joseph	71	New Road Construction		2011	2	$20,000		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	833	Mobility Corridor Refined PlcHldr
From Kern Rd to 0.557 mi S of US 20 (Johnson Rd)						0.6 Mi	0 Lanes	to	6 Lanes			
U 31	St Joseph	71	Interchange Construction		2011	2	$18,000		Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	834	Mobility Corridor Refined PlcHldr
At US 31 & Kern Rd (1.2 mi S of US 20)						0.5 Mi	0 Lanes	to	4 Lanes			

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 31	St Joseph 71	Added Travel Lanes		2011	2	$104,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	835	Mobility Corridor Refined PlcHldr
From 0.557 mi S of US 20 (Johnson Rd) to the US 20 Bypass					0.8 Mi	4 Lanes	to 12 Lanes			
U 31	St Joseph 71	New Road Construction	9904300	2011	2	$120,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	264	Mobility Corridor Refined PlcHldr
From 2.63 mi S of US 6 (CR W4A) to 1.2 mi S of US 20 (Kern Rd)					16.0 Mi	0 Lanes	to 4 Lanes			
S 312	Lake 45	TSM		2008	1	$5,740	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	436	HERS NC
State Ln Rd to Sheffield Rd					0.3 Mi	2 Lanes	to 2 Lanes			
S 312	Lake 45	Added Travel Lanes		2013	2	$2,825	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	438	HERS NC
Columbia Ave (0.1 mi west of I-90) to Railroad Ave in East Chicago					1.2 Mi	4 Lanes	to 6 Lanes			
S 312	Lake 45	Added Travel Lanes		2018	3	$2,100	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	437	HERS NC
Johnson Ave to Columbia Ave (0.1 mi west of I-90) in Hammond					0.7 Mi	4 Lanes	to 6 Lanes			
S 331	St Joseph 71	Added Travel Lanes	0200875	2007	1	$15,875	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	750	Programmed New YR
From Douglas Rd. to SR 23					2.1 Mi	4 Lanes	to 6 Lanes			
S 331	St Joseph 71	New Road Construction	0200872	2007	1	$29,650	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	748	MPO Plan New YR
From Just South of 12th St. to Just North of SR 933					0.8 Mi	2 Lanes	to 6 Lanes			
S 331	St Joseph 71	New Road Construction	9804320	2008	1	$29,370	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	301	Programmed NC
US 20 to Just South of 12th St.					1.9 Mi	0 Lanes	to 6 Lanes			
U 35	Laporte 46	TSM		2009	1	$1,616	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	379	HERS NC
North jct with SR 39 to Johnson/Severs Rd in LaPorte					0.6 Mi	2 Lanes	to 2 Lanes			
S 39	Laporte 46	Added Travel Lanes		2013	2	$1,189	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	429	HERS NC
US 35 to Severs Rd in LaPorte					0.5 Mi	2 Lanes	to 4 Lanes			
U 41	Lake 45	Median Construction	9966160	2005	1	$19,833	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	269	Programmed New YR
Just north of EJ&E RR to just north of Cady Marsh Ditch (Phase 2)					2.5 Mi	4 Lanes	to 5 Lanes			
U 41	Lake 45	Median Construction	996587M	2005	1	$7,265	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	704	Programmed NC
South of Sheffield Ave to US 12/20					1.2 Mi	4 Lanes	to 5 Lanes			

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 41	Lake 45	Median Construction	996587C	2005	1	$8,519	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	703	Programmed NC
North of I-90 Toll Road ramp to US 12/20					3.0 Mi	4 Lanes to	5 Lanes			
U 41	Lake 45	Median Construction	996587B	2005	1	$2,911	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	702	Programmed New YR
South of Hoffman St to south of Huehn St (Section 3)					0.5 Mi	4 Lanes to	5 Lanes			
U 41	Lake 45	Median Construction	996587A	2005	1	$5,204	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	627	Programmed NC
South of Michigan St (Sibley St) to north of Michigan St (Hoffman St) (Section II)					1.0 Mi	4 Lanes to	5 Lanes			
U 41	Lake 45	Median Construction	8665870	2006	1	$10,047	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	625	Programmed NC
South of 175th St to north of 165th St (Section I)					1.3 Mi	4 Lanes to	5 Lanes			
U 41	Lake 45	Median Construction		2015	3	$12,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	448	HERS Revised PlcHldr
93rd Ave to 77th Ave					2.0 Mi	4 Lanes to	5 Lanes			
U 421	Laporte 46	Reconstruction	0014520	2007	1	$36,451	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	665	Programmed Revised PlcHldr
I-80/90 (Toll Road) to I-94					4.7 Mi	2 Lanes to	2 Lanes			
U 421	Laporte 46	Added Travel Lanes	0201302	2009	1	$3,187	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	595	Programmed New YR
South jct with SR 2 to north jct with SR 2 in Westville					1.0 Mi	2 Lanes to	4 Lanes			
U 421	Laporte 46	Added Travel Lanes	0301047	2012	2	$10,900	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	581	Programmed New YR
I-94 to US 20 in Michigan City					1.3 Mi	4 Lanes to	6 Lanes			
U 421	Laporte 46	Added Travel Lanes		2013	2	$4,819	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	596	HERS NC
North jct with SR 2 to I-80/90					1.9 Mi	2 Lanes to	4 Lanes			
S 49	Porter 64	New Interchange Construction	9700360	2008	1	$5,210	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	272	Programmed New YR
At CR 400N, 1.58 mi north of SR 2					1.0 Mi	4 Lanes to	4 Lanes			
S 49	Porter 64	Added Travel Lanes		2017	3	$687	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	407	HERS NC
I-94 to Oak Hill Rd in Chesterton					0.4 Mi	4 Lanes to	6 Lanes			
S 49	Porter 64	Added Travel Lanes		2017	3	$14,340	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	406	HERS NC
I-80/90 to I-94 in Chesterton					3.6 Mi	4 Lanes to	6 Lanes			

LaPorte District

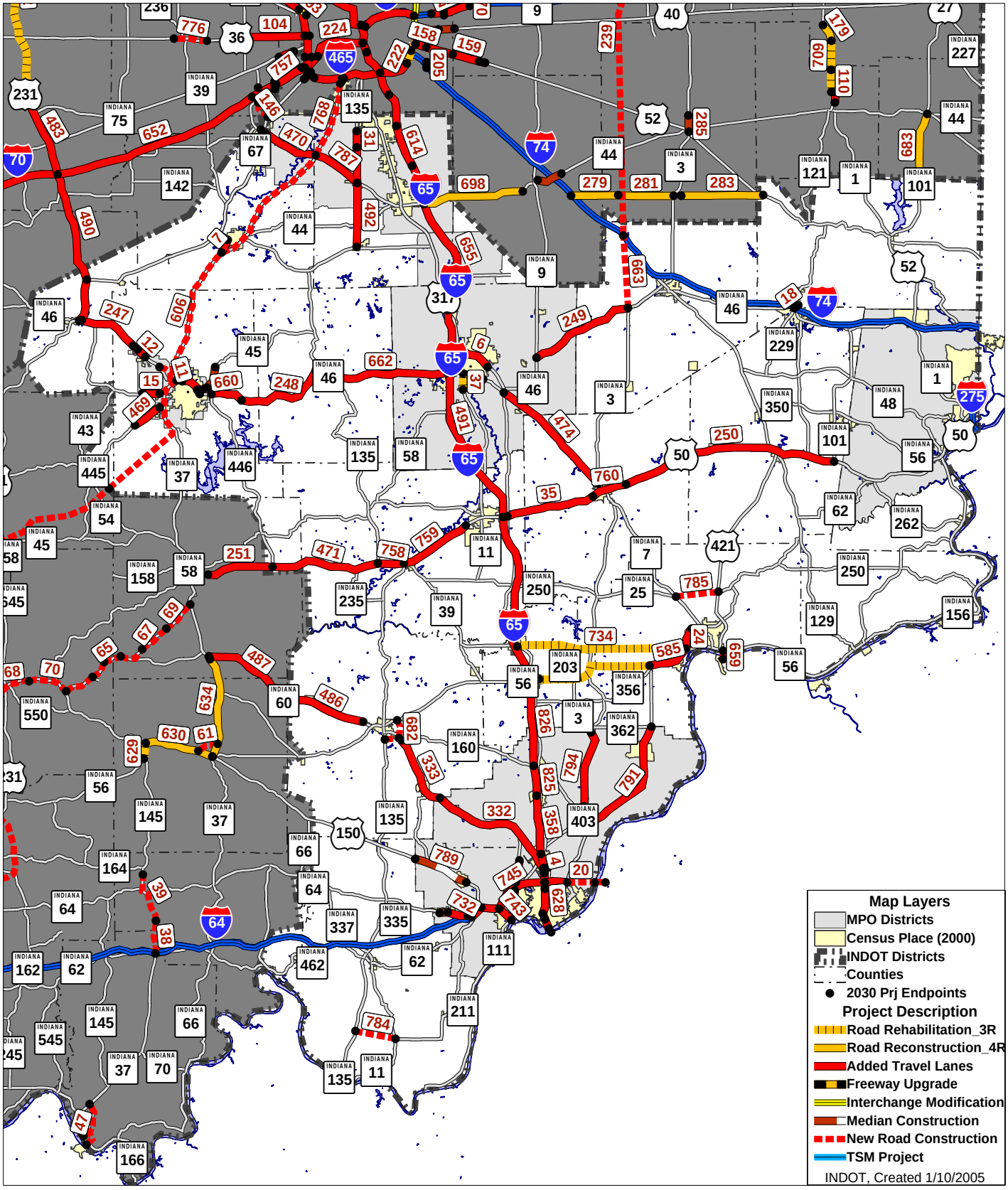
Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 49	Porter 64	TSM		2024	4	$224	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	402	HERS NC
Mentor St to SR 8 in Kouts					0.2 Mi	2 Lanes to	2 Lanes			
S 51	Lake 45	Added Travel Lanes		2018	3	$3,500	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	671	MPO Plan NC
US 30 to 10th Street					3.5 Mi	2 Lanes to	4 Lanes			
S 51	Lake 45	Added Travel Lanes		2018	3	$2,500	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	458	HERS NC
Cleveland Rd to south jct with US 6					1.0 Mi	2 Lanes to	4 Lanes			
S 53	Lake 45	Median Construction	8574160	2005	1	$7,408	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	273	Programmed New YR
1.46 km to 3.57 km north of US 30					1.3 Mi	4 Lanes to	5 Lanes			
S 53	Lake 45	Added Travel Lanes	0014500	2009	1	$16,160	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	307	Programmed New YR
109th Ave to 93rd Ave in Crown Point					2.0 Mi	2 Lanes to	4 Lanes			
S 53	Lake 45	TSM		2009	1	$2,200	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	430	HERS NC
53rd Ave to 35th Ave in Gary					2.2 Mi	4 Lanes to	4 Lanes			
S 53	Lake 45	TSM		2014	2	$2,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	460	HERS NC
25th Ave to US 12 in Gary					2.0 Mi	4 Lanes to	4 Lanes			
S 53	Lake 45	TSM		2017	3	$1,400	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	423	HERS NC
93rd Ave to US 30					1.4 Mi	4 Lanes to	4 Lanes			
S 55	Lake 45	TSM		2012	2	$1,650	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	433	HERS NC
Clark St (north of US 231) to Summit Ave in Crown Point					0.7 Mi	2 Lanes to	2 Lanes			
S 55	Lake 45	TSM		2018	3	$1,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	432	HERS NC
Greenwood Ave to US 231					0.6 Mi	2 Lanes to	2 Lanes			
U 6	Lake 45	Added Travel Lanes		2012	2	$7,500	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	668	HERS NC
0.3 mi south of I-80/94 to 0.4 mi east of SR 51					2.6 Mi	2 Lanes to	4 Lanes			
U 6	Porter 64	Added Travel Lanes	9229935	2005	1	$25,705	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	256	Programmed New YR
0.036 mi east of SR 51 to Scottsdale Rd, 2.44 mi west of SR 149					3.3 Mi	2 Lanes to	5 Lanes			

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
U 6	Porter 64	Added Travel Lanes	9629936	2005	1	$15,718	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	257	Programmed New YR
Scottsdale Rd, 2.44 mi west of SR 149 to SR 149					2.4 Mi	2 Lanes to 5 Lanes				
I 65	Lake 45	Added Travel Lanes		2011	2	$35,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	427	HERS NC
US 231 to US 30					5.3 Mi	4 Lanes to 6 Lanes				
I 65	Lake 45	New Interchange Construction		2011	2	$12,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	305	MPO Plan Revised PlcHldr
At 109th Ave					1.0 Mi	4 Lanes to 6 Lanes				
I 80	Lake 45	Interchange Modification	0065300	2006	1	$106,585	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	322	Programmed NC
At I-65 (0.4 mi west of Martin Luther King Dr to Central Ave) (Phase IV)					1.0 Mi	6 Lanes to 8 Lanes				
I 80	Lake 45	Interchange Modification	9700410	2006	1	$30,666	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	292	Programmed New YR
At US 6 / SR 51 (Ripley St) in Lake Station					1.0 Mi	6 Lanes to 8 Lanes				
S 912	Lake 45	Added Travel Lanes	0014030	2008	1	$100,050	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	439	Programmed NC
0.63 mi north of I-80/94 to 0.25 mi north of US 12					4.2 Mi	4 Lanes to 6 Lanes				

LaPorte District Total $1,859,148

INDOT 2030 Long Range Plan Projects
Seymour District



Project ID Numbers Corresponds to INDOT District Project Listing

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I		Interchange		2010	1	$39,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	562	Interchange Study
Placeholder for interchange needs					0.0 Mi	0 Lanes to	0 Lanes			New YR
I		Interchange		2029	5	$200	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	564	Interchange Study
Placeholder for interchange needs					0.0 Mi	0 Lanes to	0 Lanes			New YR
	Johnson 41	Undetermined		2030	5	$200,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	545	Study
Central Indiana Suburban Transportation Solution					0.0 Mi	0 Lanes to	0 Lanes			New YR
S 11	Bartholomew 3	Reconstruction	0014670	2007	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	37	Programmed
CR 200S, 2.0 mi south of SR 46 to SR 46					1.9 Mi	2 Lanes to	2 Lanes			New YR
S 11	Harrison 31	New Road Construction		2021	4	$14,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	784	Proposed
From SR 135 to SR 337					5.0 Mi	0 Lanes to	2 Lanes			New Project
S 111	Floyd 22	Added Travel Lanes	9902540	2007	1	$22,200	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	735	Programmed
0.65 mi N of I-265 to Fairview Knob Rd (3 lns from Chapel Ln to Fairview Knob Rd)					2.6 Mi	2 Lanes to	5 Lanes			New YR
S 111	Floyd 22	Added Travel Lanes	9902920	2009	1	$6,350	Placeholder	☑ In AQ Area ☑ In MPO LRP Louisville	23	Programmed
Beechwood Ave to Mt. Tabor Rd					2.2 Mi	2 Lanes to	4 Lanes			New YR
S 135	Johnson 41	Added Travel Lanes	9803440	2008	1	$7,944	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	31	Programmed
CR 700N (Stones Crossing Rd) to Smith Valley Rd					1.9 Mi	2 Lanes to	4 Lanes			New YR
S 135	Johnson 41	Added Travel Lanes	9902950	2009	1	$10,700	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	32	Programmed
SR 144 to Stones Crossing Rd					4.1 Mi	2 Lanes to	4 Lanes			New YR
S 135	Johnson 41	Added Travel Lanes		2020	4	$25,800	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	492	HERS
SR 252 to SR 144					7.3 Mi	2 Lanes to	4 Lanes			New YR
S 135	Washington 88	New Road Construction	0011113	2007	1	$2,868	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	36	Programmed
0.8 mi south of SR 60 (Jackson St) east to SR 60 (east of Salem)					1.6 Mi	0 Lanes to	2 Lanes			New YR
S 144	Johnson 41	Added Travel Lanes		2028	5	$10,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	787	Proposed
From SR 37 to SR 135					6.0 Mi	2 Lanes to	4 Lanes			New Project

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 144	Morgan 55	Median Construction	9902960	2005	1	$2,290	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	33	Programmed NC
0.2 mi east of SR 67 to Johnson Rd (CR 400E)					0.8 Mi	2 Lanes to	3 Lanes			
S 144	Morgan 55	Added Travel Lanes		2021	4	$17,900	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	470	HERS NC
Johnson Rd (CR 400E) to SR 37					6.4 Mi	2 Lanes to	4 Lanes			
U 150	Floyd 22	Median Construction		2019	3	$11,100	Placeholder	☐ In AQ Area ☐ In MPO LRP Louisville	789	Proposed New Project
From Harrison/Floyd Co Ln to 3.8 mi west of I-64					6.8 Mi	2 Lanes to	3 Lanes			
S 229	Franklin 24	Added Travel Lanes	9700300	2005	1	$3,983	Project	☐ In AQ Area ☐ In MPO LRP Outside	18	Programmed New YR
I-74 to Six Pine Rd in Batesville					0.6 Mi	2 Lanes to	4 Lanes			
U 231	Owen 60	Added Travel Lanes		2024	4	$19,850	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	489	Mobility Corridor New YR
Spencer to north jct with SR 67					6.2 Mi	2 Lanes to	4 Lanes			
S 250	Jefferson 39	New Road Construction		2010	2	$10,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	785	Proposed New Project
From SR 7 to US 421					5.0 Mi	0 Lanes to	2 Lanes			
S 256	Jefferson 39	Reconstruction(3R)	0200035	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	734	Study New YR
US-31 to SR-62					19.4 Mi	2 Lanes to	2 Lanes			
I 265	Clark 10	New Road Construction		2013	2	$129,024	Project	☑ In AQ Area ☑ In MPO LRP Louisville	20	Programmed NC
Extend I-265 into Kentucky (Road)					3.8 Mi	0 Lanes to	6 Lanes			
I 265	Clark 10	New Bridge Construction		2013	2	$101,376	Project	☑ In AQ Area ☑ In MPO LRP Louisville	21	Programmed NC
Extend I-265 into Kentucky (Bridge) (Indiana share)					0.5 Mi	0 Lanes to	6 Lanes			
I 265	Clark 10	Added Travel Lanes		2025	5	$27,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	746	Mobility Corridor NC
I-65 to SR 62					2.7 Mi	4 Lanes to	6 Lanes			
I 265	Floyd 22	Added Travel Lanes		2025	5	$50,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Louisville	745	Interchange Study NC
I-64 to I-65					6.9 Mi	4 Lanes to	6 Lanes			
S 3	Clark 10	Added Travel Lanes		2030	5	$17,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	794	Proposed New Project
From the North UAB of Charlestown to SR 203					10.0 Mi	2 Lanes to	4 Lanes			

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 3	Decatur 16	New Road Construction		2025	5	$32,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	663	Mobility Corridor
West jct SR 46/SR 3 southwest of Greensburg to I-74					7.8 Mi	0 Lanes to	4 Lanes	Outside		NC
U 31	Bartholomew 3	Added Travel Lanes	9700230	2006	1	$18,863	Project	☐ In AQ Area ☐ In MPO LRP	6	Programmed
CR 50N, 1.48 mi south of old SR 46 to 2.46 mi north of old SR 46					3.9 Mi	2 Lanes to	5 Lanes	Columbus		New YR
S 37	Marion 49	Added Travel Lanes	0201319	2005	1	$5,924	Project	☑ In AQ Area ☑ In MPO LRP	617	MPO Plan
From Epler Avenue to Thompson Road					0.6 Mi	4 Lanes to	6 Lanes	Indianapolis		New YR
S 39	Morgan 55	Added Travel Lanes	9700390	2006	1	$16,536	Project	☑ In AQ Area ☐ In MPO LRP	7	Programmed
0.8 mi north of SR 37 to 2.7 mi north of SR 37					1.9 Mi	2 Lanes to	5 Lanes	Outside		New YR
U 421	Jefferson 39	New Bridge Construction		2016	3	$25,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	659	Study
Over Ohio River (Indiana share)					1.0 Mi	2 Lanes to	4 Lanes	Outside		NC
S 45	Monroe 53	Added Travel Lanes	8824615	2005	1	$2,900	Project	☐ In AQ Area ☐ In MPO LRP	674	Programmed
0.1 mi east of SR 46 to 0.1 mi east of Pete Ellis Dr					0.4 Mi	2 Lanes to	4 Lanes	Bloomington		New YR
S 45	Monroe 53	Added Travel Lanes	9902910	2009	1	$1,110	Placeholder	☐ In AQ Area ☐ In MPO LRP	673	Programmed
Pete Ellis Dr to Russell Rd					0.9 Mi	2 Lanes to	4 Lanes	Bloomington		New YR
S 45	Monroe 53	Added Travel Lanes		2014	2	$8,975	Placeholder	☐ In AQ Area ☐ In MPO LRP	469	HERS
Garrison Chapel Rd to Curry Pike					3.6 Mi	2 Lanes to	4 Lanes	Outside		NC
S 45	Monroe 53	Median Construction		2016	3	$2,015	Placeholder	☐ In AQ Area ☑ In MPO LRP	473	District
Russell Rd to Bethel Ln					1.6 Mi	2 Lanes to	3 Lanes	Bloomington		NC
S 46	Bartholomew 3	Median Construction	9902930	2007	1	$4,090	Placeholder	☐ In AQ Area ☐ In MPO LRP	22	Programmed
State St from Marr Rd to Mapleton/Pence St in Columbus					0.9 Mi	4 Lanes to	5 Lanes	Columbus		New YR
S 46	Bartholomew 3	Reconstruction		2012	2	$3,300	Placeholder	☐ In AQ Area ☐ In MPO LRP	792	Proposed
From SR 7 to US 31					1.0 Mi	2 Lanes to	2 Lanes	Columbus		New Project
S 46	Bartholomew 3	Added Travel Lanes		2024	4	$56,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	249	Mobility Corridor
SR 9 to the south jct with SR 3					13.1 Mi	2 Lanes to	4 Lanes	Columbus		NC

Seymour District

Route / Location	County / Description		Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes		Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 46	Brown	7	Added Travel Lanes		2017	3	$41,000		Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	662	Mobility Corridor NC
West jct with SR 135 to 0.5 mi west of I-65						16.0 Mi	2 Lanes	to	4 Lanes			
S 46	Brown	7	Added Travel Lanes		2022	4	$52,500		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	248	Mobility Corridor NC
4.0 mi east of SR 446 (Friendship Rd) to the west jct with SR 135						11.0 Mi	2 Lanes	to	4 Lanes			
S 46	Monroe	53	Added Travel Lanes	9010075	2006	1	$21,541		Project	☐ In AQ Area ☑ In MPO LRP Bloomington	13	Programmed New YR
Walnut St to 3rd St in Bloomington (SR 45/46 Bypass)						3.1 Mi	2 Lanes	to	4 Lanes			
S 46	Monroe	53	Added Travel Lanes		2022	4	$10,000		Placeholder	☐ In AQ Area ☐ In MPO LRP Bloomington	660	Mobility Corridor NC
SR 446 to 4.0 mi east of SR 446 (Friendship Rd)						4.0 Mi	2 Lanes	to	4 Lanes			
S 46	Owen	60	Added Travel Lanes		2016	3	$28,800		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	247	Mobility Corridor NC
Spencer to Ellettsville						9.0 Mi	2 Lanes	to	4 Lanes			
S 48	Monroe	53	Added Travel Lanes	8461610	2005	1	$10,956		Project	☐ In AQ Area ☑ In MPO LRP Bloomington	15	Programmed New YR
2.5 mi west of SR 37 to 0.6 mi west of SR 37						1.9 Mi	2 Lanes	to	4 Lanes			
U 50	Jackson	36	Added Travel Lanes	8918050	2025	5	$12,480		Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	758	Mobility Corridor NC
From the west jnct of SR 135 to SR 39 on the east side of Brownstown						3.9 Mi	2 Lanes	to	4 Lanes			
U 50	Jackson	36	Added Travel Lanes	8823125	2025	5	$26,240		Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	759	Mobility Corridor NC
From SR 39 on east side of Brownstown to w UAB of Seymour						8.3 Mi	2 Lanes	to	4 Lanes			
U 50	Jackson	36	Added Travel Lanes	8354501	2025	5	$37,760		Placeholder	☑ In AQ Area ☐ In MPO LRP Outside	471	Mobility Corridor NC
SR 446 to the west junction of SR 135						11.8 Mi	2 Lanes	to	4 Lanes			
U 50	Jennings	40	Added Travel Lanes	8918150	2011	2	$9,000		Project	☐ In AQ Area ☐ In MPO LRP Outside	760	Mobility Corridor NC
Western UAB of North Vernon to 2.0 mi E of eastern UAB of North Vernon						3.9 Mi	2 Lanes	to	4 Lanes			
U 50	Jennings	40	Added Travel Lanes	0014690	2011	2	$26,000		Project	☐ In AQ Area ☐ In MPO LRP Outside	35	Mobility Corridor NC
US 31 to the western UAB of North Vernon (RP 115+63)						11.1 Mi	2 Lanes	to	4 Lanes			
U 50	Ripley	69	Added Travel Lanes	8918160	2021	4	$83,200		Project	☐ In AQ Area ☐ In MPO LRP Outside	250	Mobility Corridor New YR
2.0 mi east of North Vernon to SR 101						26.0 Mi	2 Lanes	to	4 Lanes			

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 56	Jefferson 39	Added Travel Lanes		2021	4	$16,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	585	HERS
West jct with SR 62 to east jct with SR 62					5.1 Mi	2 Lanes to	4 Lanes	Outside		New YR
S 56	Scott 72	Reconstruction(3R)	0200961	2011	2		Placeholder	☐ In AQ Area ☐ In MPO LRP	733	Study
ECL of Scottsburg to W JCT SR-62					18.9 Mi	2 Lanes to	2 Lanes	Outside		NC
S 60	Clark 10	Added Travel Lanes		2016	3	$35,000	Placeholder	☑ In AQ Area ☐ In MPO LRP	332	Mobility Corridor
Washington / Clark Co Ln to I-65					10.0 Mi	2 Lanes to	4 Lanes	Louisville		NC
S 60	Washington 88	New Road Construction	0011110	2007	1	$5,595	Placeholder	☐ In AQ Area ☐ In MPO LRP	682	Programmed
SR 56 (east of Salem at Quaker Rd) south to SR 60					2.0 Mi	0 Lanes to	2 Lanes	Outside		New YR
S 60	Washington 88	Added Travel Lanes		2019	3	$27,850	Placeholder	☐ In AQ Area ☐ In MPO LRP	486	Mobility Corridor
Orange / Washington Co Ln to Salem West Corp Ln					8.7 Mi	2 Lanes to	4 Lanes	Outside		NC
S 60	Washington 88	Added Travel Lanes		2021	4	$49,000	Placeholder	☐ In AQ Area ☐ In MPO LRP	333	Mobility Corridor
Salem East Corp Ln to Washington / Clark Co Ln					14.0 Mi	2 Lanes to	4 Lanes	Outside		New YR
S 62	Clark 10	Added Travel Lanes		2028	5	$29,000	Placeholder	☑ In AQ Area ☐ In MPO LRP	791	Proposed
SR 3 in Charlestown to SR 362					14.5 Mi	2 Lanes to	4 Lanes	Louisville		New Project
S 62	Jefferson 39	Added Travel Lanes	9902940	2008	1	$10,029	Placeholder	☐ In AQ Area ☐ In MPO LRP	24	Programmed
SR 56 to Clifty Creek					2.7 Mi	2 Lanes to	4 Lanes	Outside		New YR
I 64	Floyd 22	Added Travel Lanes		2014	2	$11,200	Placeholder	☑ In AQ Area ☐ In MPO LRP	743	Interchange Study
I-265 to SR 111					1.2 Mi	5 Lanes to	6 Lanes	Louisville		NC
S 64	Floyd 22	Added Travel Lanes		2016	3	$9,000	Placeholder	☑ In AQ Area ☐ In MPO LRP	732	HERS
Marci Ln, 3.0 mi west of I-64 to 0.5 mi west of I-64					2.5 Mi	2 Lanes to	4 Lanes	Louisville		NC
S 64	Floyd 22	Median Construction		2020	4	$6,215	Placeholder	☐ In AQ Area ☐ In MPO LRP	788	Proposed
Georgetown: from 4 mi west of I-64 to 3 mi (Marci Ln) west of I-64					1.0 Mi	2 Lanes to	3 Lanes	Louisville		New Project
I 64	Floyd 22	Added Travel Lanes		2023	4	$8,000	Placeholder	☑ In AQ Area ☐ In MPO LRP	742	Interchange Study
SR 62/64 to US 150					1.3 Mi	4 Lanes to	6 Lanes	Louisville		NC

Seymour District

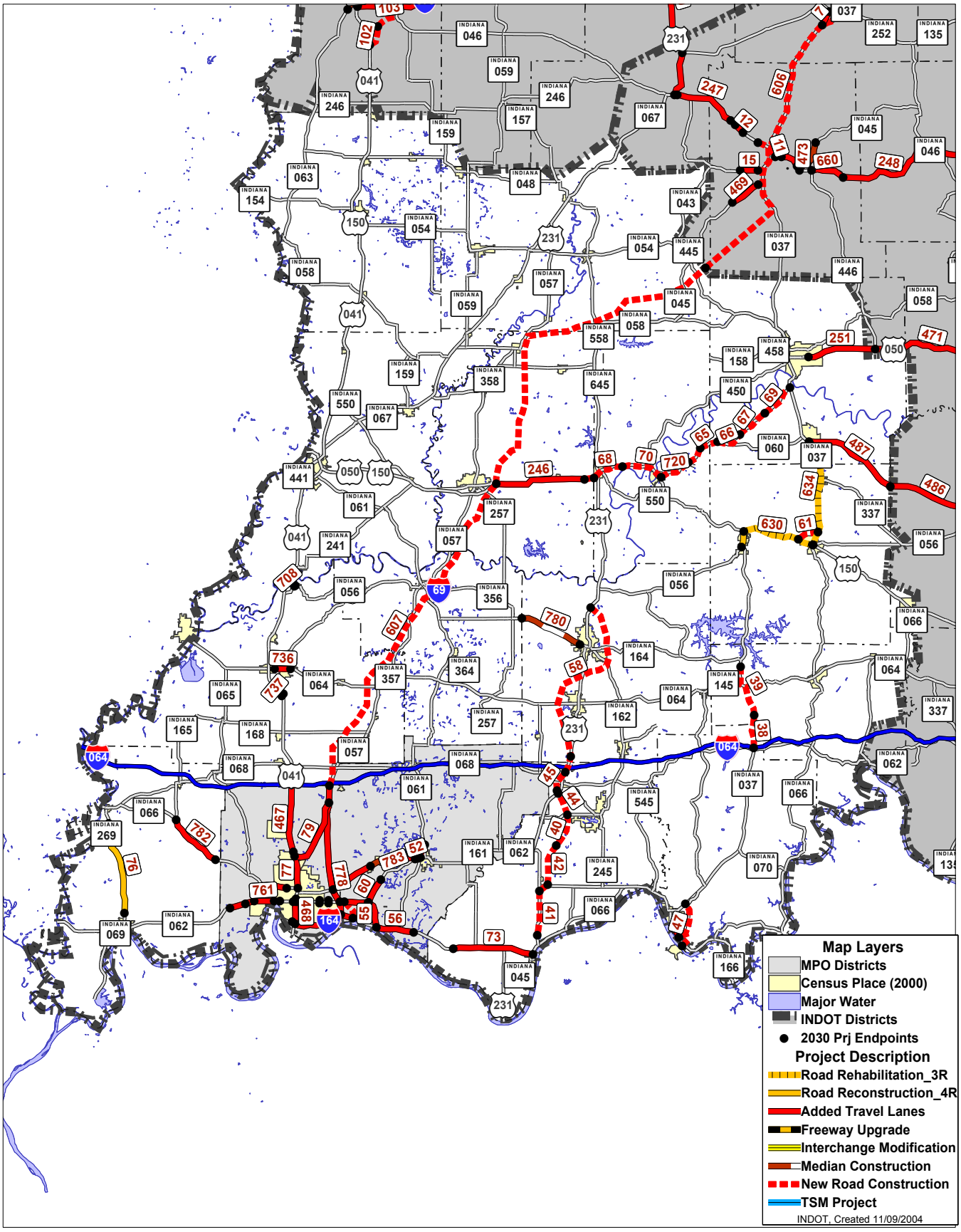
Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 64 US 150 to I-265	Floyd 22	Added Travel Lanes		2023	4 2.5 Mi	$20,400 5 Lanes to	Placeholder 7 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	741	HERS NC
I 64 Placeholder for New Interchange W of SR 135	Harrison 31	New Interchange Construction		2015	3 0.5 Mi	$14,400 0 Lanes to	Placeholder 0 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	563	Interchange Study New Project
I 65 0.5 mi S of US 31 to 0.5 mi S of SR 252	Bartholomew 3	Added Travel Lanes	0300862	2013	2 4.2 Mi	$26,300 4 Lanes to	Placeholder 6 Lanes	☐ In AQ Area ☑ In MPO LRP Columbus	829	HERS Refined PlcHldr
I 65 0.5 mi N of US 50 to 0.5 mi S of US 31 (Exit 76)	Bartholomew 3	Added Travel Lanes		2022	4 25.0 Mi	$150,000 4 Lanes to	Placeholder 6 Lanes	☐ In AQ Area ☐ In MPO LRP Columbus	491	Mobility Corridor New YR
I 65 New Ohio River Bridge	Clark 10	New Bridge Construction		2013	2 0.5 Mi	$249,600 7 Lanes to	Project 12 Lanes	☑ In AQ Area ☑ In MPO LRP Louisville	361	MPO Plan NC
I 65 0.5 mi south of SR 311 to 0.5 mi north of Memphis Rd	Clark 10	Added Travel Lanes	0300861	2014	2 8.1 Mi	$34,110 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	358	Programmed New YR
I 65 From 0.5 mi north of Memphis Rd to 0.5 mi north of SR 160	Clark 10	Added Travel Lanes	0300888	2015	3 3.5 Mi	$18,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Louisville	825	Programmed Refined PlcHldr
I 65 From 0.5 mi north of SR 160 to 0.5 mi north of SR 56	Clark 10	Added Travel Lanes	0300860	2016	3 10.0 Mi	$57,890 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Louisville	826	Programmed Refined PlcHldr
I 65 Ohio River to L&I RR Bridge (south of Stansifer Ave)	Clark 10	Added Travel Lanes		2019	3 1.2 Mi	$50,000 4 Lanes to	Project 8 Lanes	☑ In AQ Area ☑ In MPO LRP Louisville	360	MPO Plan NC
I 65 SR 56 to US 50	Jackson 36	Added Travel Lanes		2021	4 21.0 Mi	$120,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Outside	609	HERS New YR
I 65 0.5 mi S of Whiteland Rd to 0.5 mi S of Greenwood Rd	Johnson 41	Added Travel Lanes	0300840	2010	2 4.7 Mi	$30,930 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	614	MPO Plan Refined PlcHlde
I 65 0.5 mi S of Greenwood Rd (Main St) to 0.5 mi S of Co Ln Rd	Johnson 41	Added Travel Lanes	0401037	2010	2 1.5 Mi	$11,000 6 Lanes to	Placeholder 8 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	828	MPO Plan Refined PlcHldr

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 65	Johnson 41	Added Travel Lanes	0300842	2011	2	$31,270	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	335	MPO Plan NC
0.5 mi S of SR 44 to 0.5 mi S of Whiteland Rd					5.2 Mi	2 Lanes to	6 Lanes			
I 65	Johnson 41	Added Travel Lanes	0300854	2012	2	$53,700	Placeholder	☑ In AQ Area ☐ In MPO LRP Columbus	655	HERS Refined PlcHldr
0.5 mi S of SR 252 to 0.5 mi S of SR 44					9.3 Mi	4 Lanes to	6 Lanes			
I 69	Greene 28	New Road Construction		2020	4	$145,458	Placeholder	☑ In AQ Area ☐ In MPO LRP Bloomington	774	Mobility Corridor Refined PlcHldr
Section 4(b): I-69 from Vincennes/Seymour Dist Ln to SR 37 SW of Bloomington					12.0 Mi	0 Lanes to	4 Lanes			
I 69	Monroe 53	New Road Construction		2020	4	$263,380	Placeholder	☐ In AQ Area ☑ In MPO LRP Bloomington	606	Mobility Corridor New Leng
Section 5: I-69 from SR 37 SW of Bloomington to SR 39					22.0 Mi	0 Lanes to	6 Lanes			
I 69	Morgan 55	New Road Construction		2017	3	$311,267	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	768	Mobility Corridor New Leng
Section 6: I-69 from SR 39 to I-465					26.0 Mi	0 Lanes to	8 Lanes			
S 7	Jennings 40	Added Travel Lanes		2019	3	$37,250	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	474	HERS NC
SR 3 to US 31					14.9 Mi	2 Lanes to	4 Lanes			

Seymour District Total $3,096,619

INDOT 2030 Long Range Plan Projects
Vincennes District



Project ID Numbers Corresponds to INDOT Project Listing

Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 145	Crawford 13	New Road Construction	9118801	2005	1	$24,283	Project	☐ In AQ Area ☐ In MPO LRP Outside	39	Programmed
3.5 mi N of Perry / Crawford Co Ln to SR 145, 1.9 mi N of SR 64 (Seg. 2)					6.0 Mi	0 Lanes to	2 Lanes			New YR
U 150	Orange 59	Rehabilitation	9804690	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	631	Programmed
Indian Boundary Rd to east jct SR 37/56 (Phase II, Segment 3)					1.9 Mi	2 Lanes to	2 Lanes			NC
U 150	Orange 59	Rehabilitation	9804680	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	630	Programmed
W jct SR 56 (Prospect) to Indian Boundary Rd, 1.9 mi W of SR 37 (Phase II, Seg 2)					7.3 Mi	2 Lanes to	2 Lanes			NC
I 164	Vanderburgh 82	Added Travel Lanes		2030	5	$72,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	778	Proposed
From the new I-69 Ohio River Bridge Interchange to the I-64 Interchange					18.0 Mi	4 Lanes to	6 Lanes			New Project
U 231	Dubois 19	New Road Construction	9018810	2011	2	$139,316	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	58	Programmed
Huntingburg / Jasper Connector					21.0 Mi	0 Lanes to	4 Lanes			New YR
U 231	Spencer 74	New Road Construction	926136B	2005	1	$25,566	Project	☐ In AQ Area ☐ In MPO LRP Outside	44	Programmed
SR 162 to SR 62 (Phase IVA)					2.6 Mi	0 Lanes to	4 Lanes			NC
U 231	Spencer 74	New Road Construction	0002220	2005	1	$5,855	Project	☐ In AQ Area ☐ In MPO LRP Outside	719	Programmed
At SR 62 (Phase IVB)					0.3 Mi	0 Lanes to	4 Lanes			New YR
U 231	Spencer 74	New Road Construction	9961366	2005	1	$18,060	Project	☐ In AQ Area ☐ In MPO LRP Outside	40	Programmed
CR 1250N to SR 162 (Phase III)					3.8 Mi	0 Lanes to	4 Lanes			NC
U 231	Spencer 74	New Road Construction	926136A	2005	1	$37,280	Project	☐ In AQ Area ☐ In MPO LRP Outside	42	Programmed
SR 70 to CR 1250N (Phase II)					4.7 Mi	0 Lanes to	4 Lanes			New YR
U 231	Spencer 74	New Road Construction	926136C	2005	1	$34,670	Project	☐ In AQ Area ☐ In MPO LRP Outside	45	Programmed
SR 62 to CR 2050N (Phase V)					1.6 Mi	0 Lanes to	4 Lanes			New YR
S 261	Warrick 87	Added Travel Lanes	9802480	2006	1	$7,045	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	60	Programmed
SR 66 to Jenner Rd (CR 150S), 2.9 mi north of SR 66					2.9 Mi	2 Lanes to	4 Lanes			NC
S 37	Orange 59	Rehabilitation	9804650	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	634	Programmed
1.5 mi north of US 150/SR 56 to Mitchell (Phase I, Segment 5)					10.2 Mi	2 Lanes to	2 Lanes			NC

Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
S 37	Orange 59	Rehabilitation	9804790	2005	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	632	Programmed NC
US 150/SR 56 to 1.5 mi north of US 150/SR 56 (Phase I, Segment 4)					1.5 Mi	2 Lanes to	2 Lanes			
S 37	Orange 59	New Road Construction	9804670	2009	1	$14,080	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	61	Programmed New YR
Western Paoli Connector					2.6 Mi	0 Lanes to	2 Lanes			
U 41	Vanderburgh 82	Added Travel Lanes	0100957	2006	1	$45,913	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	77	Programmed NC
Just south of north jct with SR 66 (Diamond Ave) to Mt. Pleasant Rd					4.2 Mi	4 Lanes to	6 Lanes			
U 41	Vanderburgh 82	Interchange Modification	0015020	2012	2	$25,242	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	88	Programmed NC
At the south jct with SR 62/66 (Lloyd Expwy)					0.5 Mi	6 Lanes to	6 Lanes			
U 41	Vanderburgh 82	Added Travel Lanes		2016	3	$7,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Evansville	468	MPO Plan New Leng
I-164 to Virginia Ave 0.32 mi N of SR 62/66 (Lloyd Expwy)					2.9 Mi	4 Lanes to	6 Lanes			
U 41	Vanderburgh 82	Added Travel Lanes		2023	4	$22,830	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	467	MPO Plan New YR
Mt. Pleasant Rd to I-64					7.6 Mi	4 Lanes to	6 Lanes			
U 50	Daviess 14	Added Travel Lanes	8918065	2014	2	$17,400	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	246	Programmed NC
Washington Bypass to 1.1 mi west of Daviess / Martin Co Ln					8.9 Mi	2 Lanes to	4 Lanes			
U 50	Daviess 14	New Road Construction	7001080	2019	3	$2,651	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	62	Programmed NC
1.1 mi west of Daviess / Martin Co Ln to Daviess / Martin Co Ln					1.1 Mi	0 Lanes to	4 Lanes			
U 50	Lawrence 47	New Road Construction	7029300	2023	4	$7,992	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	67	Programmed NC
4.0 mi east of Martin / Lawrence Co Ln to existing US 50					3.8 Mi	0 Lanes to	4 Lanes			
U 50	Lawrence 47	New Road Construction	7029290	2023	4	$6,439	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	66	Programmed NC
0.9 mi E of Martin/Lawrence Co Ln to 4.0 mi E of Martin/Lawrence Co Ln					3.1 Mi	0 Lanes to	4 Lanes			
U 50	Lawrence 47	New Road Construction	7201210	2023	4	$10,781	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	69	Programmed NC
Existing US 50 northeast of Bryantsville to SR 37					5.3 Mi	2 Lanes to	4 Lanes			
U 50	Lawrence 47	Added Travel Lanes		2025	5	$25,920	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	251	Mobility Corridor NC
Bedford to SR 446					8.0 Mi	2 Lanes to	4 Lanes			

Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
U 50	Martin 51	New Road Construction	7029250	2019	3	$10,772	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	70	Programmed
East Fork White River to 0.1 mi east of US 150					5.1 Mi	0 Lanes to	4 Lanes			NC
U 50	Martin 51	New Road Construction	7029310	2021	4	$10,440	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	68	Programmed
Daviess / Martin Co Ln to East Fork White River					2.5 Mi	0 Lanes to	4 Lanes			New YR
U 50	Martin 51	New Road Construction	7029270	2023	4	$4,580	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	64	Programmed
0.1 mi east of SR 650 to 2.3 mi east of SR 650					2.2 Mi	0 Lanes to	4 Lanes			NC
U 50	Martin 51	New Road Construction	7029260	2023	4	$10,891	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	720	Programmed
0.1 mi east of US 150 to 0.1 mi east of SR 650					3.7 Mi	0 Lanes to	4 Lanes			NC
U 50	Martin 51	New Road Construction	7029280	2023	4	$5,319	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	65	Programmed
2.3 mis east of SR 650 to 0.9 mi east of the Martin/Lawrence Co Ln					2.6 Mi	0 Lanes to	4 Lanes			NC
S 56	Dubois 19	Median Construction		2022	4	$8,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	780	Proposed
3.61mi W of SW US 231/SR56 jct (Ireland) to 0.87 mi W of US 231/56 SW jct					2.7 Mi	2 Lanes to	3 Lanes			New Project
S 56	Orange 59	Reconstruction	9804660	2005	1	$8,154	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	629	Programmed
SR 145 (French Lick) to US 150 (Prospect) (Phase II, Segment 1)					1.9 Mi	2 Lanes to	2 Lanes			NC
S 57	Vanderburgh 82	Added Travel Lanes		2019	3	$20,725	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	79	MPO Plan
US 41 to I-164					8.2 Mi	2 Lanes to	4 Lanes			NC
S 60	Lawrence 47	Added Travel Lanes		2023	4	$43,050	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	487	Mobility Corridor
SR 37 to Orange / Washington Co Ln					12.3 Mi	2 Lanes to	4 Lanes			New YR
S 61	Warrick 87	New Road Construction		2012	2	$6,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	779	Proposed
Placeholder for the SR 61 Boonville Connector EA/NEPA (assessment)					3.0 Mi	0 Lanes to	2 Lanes			New Project
S 62	Vanderburgh 82	New Interchange	0201362	2008	1	$48,600	Project	☑ In AQ Area ☑ In MPO LRP Evansville	80	Programmed
East end Pigeon Creek Bridge to apx. 300' west of 1st Ave. Bridge					0.5 Mi	6 Lanes to	8 Lanes			NC
S 62	Vanderburgh 82	Added Travel Lanes	0201365	2009	1	$95,000	Project	☑ In AQ Area ☑ In MPO LRP Evansville	761	Programmed
From 0.25 mi east of Rosenberger Av to Pigeon Creek Bridge					1.8 Mi	4 Lanes to	6 Lanes			NC

Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 62	Vanderburgh 82	Added Travel Lanes	0201368	2011	2	$79,920	Project	☑ In AQ Area ☑ In MPO LRP Evansville	762	Programmed
From 0.25 w of Boehne Camp Rd to 0.25 mi east of Rosenberger Av					1.6 Mi	4 Lanes to	6 Lanes			NC
S 62	Vanderburgh 82	Added Travel Lanes	0201372	2016	3	$24,480	Project	☑ In AQ Area ☑ In MPO LRP Evansville	763	Programmed
From 0.25 mi w of Eickhoff Rd to Boehne Camp Rd					1.9 Mi	4 Lanes to	6 Lanes			NC
S 62	Warrick 87	Added Travel Lanes	8823155	2005	1	$31,228	Project	☑ In AQ Area ☑ In MPO LRP Evansville	51	Programmed
6th St in Chandler to 0.15 mi east of West UAB of Boonville (Phase II)					3.8 Mi	2 Lanes to	4 Lanes			New YR
S 62	Warrick 87	Added Travel Lanes	8823156	2005	1	$4,262	Project	☑ In AQ Area ☑ In MPO LRP Evansville	52	Programmed
0.15 mi east of West UAB of Boonville to Locust St (Phase III)					0.4 Mi	2 Lanes to	5 Lanes			New YR
S 62	Warrick 87	Median Construction	8823145	2005	1	$13,517	Project	☑ In AQ Area ☑ In MPO LRP Evansville	49	Programmed
Chandler West Corp Ln to 6th St in Chandler (Phase I)					1.4 Mi	4 Lanes to	5 Lanes			New YR
S 64	Gibson 26	Added Travel Lanes	8915400	2006	1	$12,077	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	736	Programmed
9th St to State St in Princeton					1.7 Mi	2 Lanes to	4 Lanes			NC
S 66	Perry 62	Added Travel Lanes	9700290	2005	1	$5,805	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	72	Programmed
1.8 mi east of east jct with SR 37 to 0.1 mi west of west jct with SR 237					1.5 Mi	2 Lanes to	4 Lanes			NC
S 66	Posey 65	Added Travel Lanes		2026	5	$16,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	782	Proposed
From SR165 at Wadesville to 6.73 mi east of SR 165					6.7 Mi	2 Lanes to	4 Lanes			New Project
S 66	Spencer 74	Added Travel Lanes	9802470	2006	1	$36,400	Placeholder	☐ In AQ Area ☐ In MPO LRP Outside	73	Programmed
2.54 mi west of SR 161 to east jct with US 231					10.3 Mi	2 Lanes to	4 Lanes			NC
S 66	Vanderburgh 82	New Interchange Construction	9700370	2006	1	$16,043	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	57	Programmed
At Burkhardt Rd, 1.2 mi west of I-164					1.0 Mi	6 Lanes to	6 Lanes			NC
S 66	Warrick 87	Added Travel Lanes	922074B	2005	1	$27,782	Project	☑ In AQ Area ☑ In MPO LRP Evansville	56	Programmed
SR 662 to Yankeetown Rd (Phase III)					4.4 Mi	2 Lanes to	4 Lanes			New YR
S 66	Warrick 87	Added Travel Lanes	922074A	2005	1	$16,622	Project	☑ In AQ Area ☑ In MPO LRP Evansville	55	Programmed
Just east of SR 261 to SR 662 (Phase II)					3.1 Mi	2 Lanes to	4 Lanes			New YR

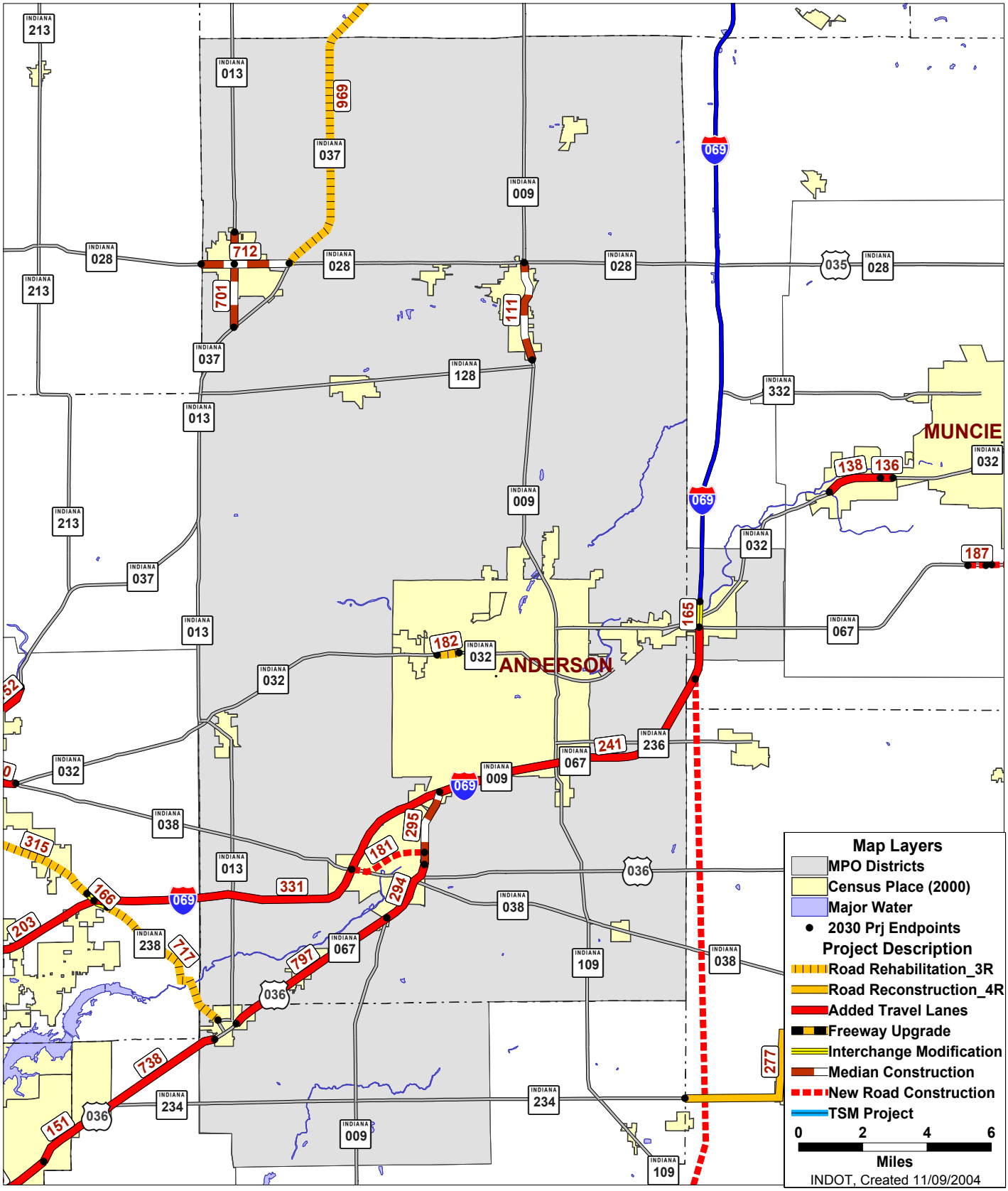
Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
I 69	Daviess 14	New Road Construction		2018	3	$299,297	Placeholder	☐ In AQ Area ☐ In MPO LRP	772	Mobility Corridor
Section 3: I-69 from US 50 near Washington to US 231 near Crane Naval Center					25.0 Mi	0 Lanes to	4 Lanes	Outside		Refined PlcHldr
I 69	Gibson 26	New Road Construction		2018	3	$347,183	Placeholder	☐ In AQ Area ☐ In MPO LRP	771	Mobility Corridor
Section 2: I-69 from SR 64 near Oakland City to US 50 near Washington					29.0 Mi	0 Lanes to	4 Lanes	Outside		Refined PlcHldr
I 69	Gibson 26	New Road Construction		2018	3	$155,634	Placeholder	☐ In AQ Area ☐ In MPO LRP	607	Mobility Corridor
Section 1: I-69 from I-64/SR57 Interchange to SR 64 near Oakland City					13.0 Mi	0 Lanes to	4 Lanes	Outside		New Leng
I 69	Greene 28	New Road Construction		2018	3	$177,781	Placeholder	☑ In AQ Area ☐ In MPO LRP	773	Mobility Corridor
Section 4(a): I-69 from US 231 Crane Naval Ctr to Vincennes/Seymour Dist Ln					15.0 Mi	0 Lanes to	4 Lanes	Outside		Refined PlcHldr
I 69	Vanderburgh 82	New Road Construction		2012	2	$250,000	Placeholder	☑ In AQ Area ☑ In MPO LRP	647	MPO Plan
Placeholder for Henderson to Evansville Study Recommendation					0.0 Mi	0 Lanes to	4 Lanes	Evansville		New YR

Vincennes District Total $2,336,385

Project Listing by MPO and Funding Period

INDOT 2030 Long Range Plan Projects
Anderson MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

LRP Project Listing by MPO and Funding Period

Anderson MPO

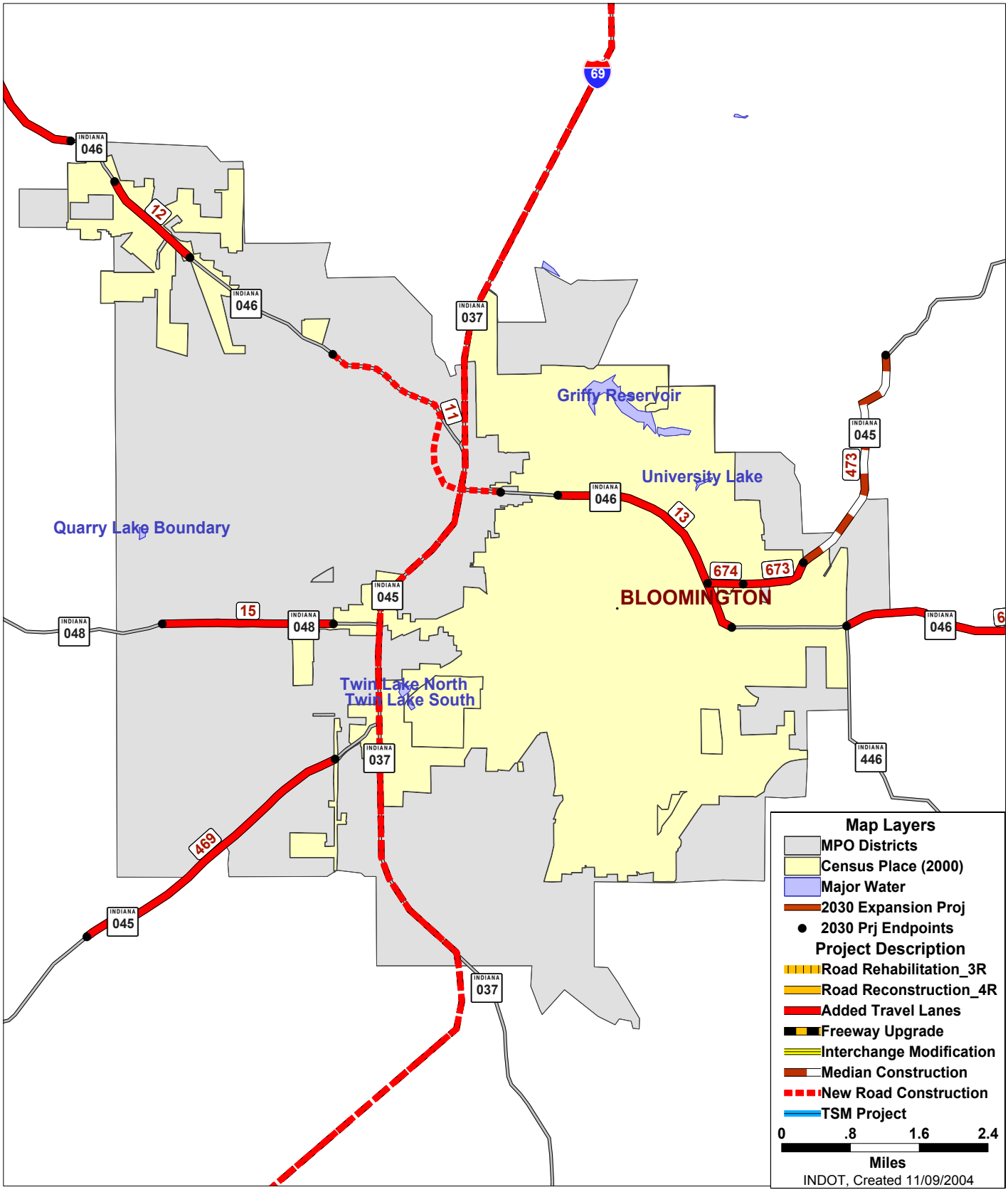
Long Range Plan - 2004

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN ID	Plan Support / Rev 03 to 04:
Funding Period 1										
S 32	Madison 48	Rehabilitation	9802650	2006	1		Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	182	Programmed
Euclid Dr to Fountain St, 12.5 km east of SR 13 to 13.6 km east of SR 13					0.70 Miles	4 Lanes to 4 Lanes				NC
S 37	Madison 48	Rehabilitation	9706580	2006	1		Project	☑ In AQ Area ☑ In MPO LRP Anderson	696	Programmed
SR 28 to SR 26					11.50 Miles	2 Lanes to 2 Lanes				New YR
S 37	Hamilton 29	Rehabilitation	9610170	2006	1		Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	695	Programmed
2.38 mi north of SR 32/38 to SR 28					18.30 Miles	2 Lanes to 2 Lanes				NC
S 9	Madison 48	Median Construction	0014010	2007	1	$8,563	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	295	Programmed
2.13 mi south of I-69 (Fall Creek) to I-69					2.13 Miles	4 Lanes to 5 Lanes				New YR
S 9	Madison 48	Median Construction	9706370	2007	1	$12,329	Project	☑ In AQ Area ☑ In MPO LRP Anderson	111	Programmed
0.2 mi north of SR 128 to SR 28					4.00 Miles	2 Lanes to 3 Lanes				New YR
U 36	Madison 48	Added Travel Lanes	0013740	2008	1	$11,083	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	294	Programmed
South jct with SR 9 to 2.1 mi north of SR 9 (Fall Creek)					2.10 Miles	2 Lanes to 5 Lanes				New YR
I 69	Delaware 18	Interchange Modification	9700420	2009	1	$5,600	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	165	Programmed
At SR 67 (Exit 34-Daleville)					0.82 Miles	4 Lanes to 4 Lanes				New YR
Funding Period 2										
S 28	Madison 48	Median Construction	0100720	2011	2	$10,666	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	712	Programmed
West Corp Ln of Elwood to SR 37					2.70 Miles	2 Lanes to 3 Lanes				NC
I 69	Madison 48	Added Travel Lanes		2014	2	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	241	Mobility Corridor
SR 9/67 (Exit 22) to SR 67/32 (Exit 34)					12.00 Miles	4 Lanes to 6 Lanes				NC
Funding Period 3										
I 69	Madison 48	Added Travel Lanes		2015	3	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	331	HERS
SR 238 to SR 9/67 (Exit 22)					12.00 Miles	4 Lanes to 6 Lanes				New YR

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 4										
U 36	Hancock 30	Added Travel Lanes		2024	4	$23,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Anderson	797	Proposed
From the E UAB of Fortville to the S jct of SR 9					2.00 Miles	2 Lanes to	5 Lanes			New Project

Anderson MPO Total $211,241

INDOT 2030 Long Range Plan Projects
Bloomington MPO

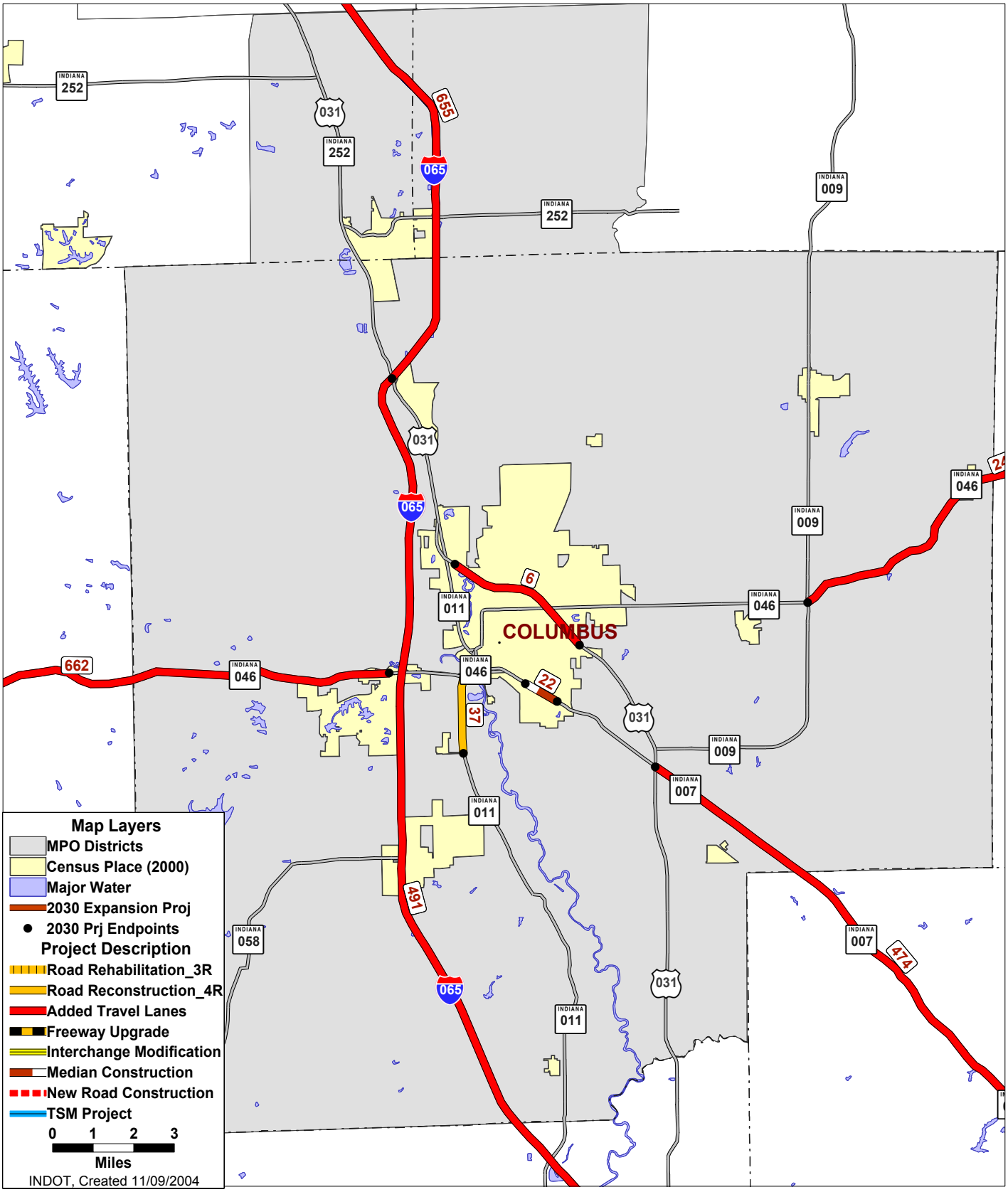


Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 45	Monroe 53	Added Travel Lanes	8824615	2005	1	$2,900	Project	☐ In AQ Area ☐ In MPO LRP Bloomington	674	Programmed
0.1 mi east of SR 46 to 0.1 mi east of Pete Ellis Dr					0.38 Miles	2 Lanes to	4 Lanes			New YR
S 48	Monroe 53	Added Travel Lanes	8461610	2005	1	$10,956	Project	☐ In AQ Area ☑ In MPO LRP Bloomington	15	Programmed
2.5 mi west of SR 37 to 0.6 mi west of SR 37					1.90 Miles	2 Lanes to	4 Lanes			New YR
S 46	Monroe 53	Added Travel Lanes	9010075	2006	1	$21,541	Project	☐ In AQ Area ☑ In MPO LRP Bloomington	13	Programmed
Walnut St to 3rd St in Bloomington (SR 45/46 Bypass)					3.10 Miles	2 Lanes to	4 Lanes			New YR
S 45	Monroe 53	Added Travel Lanes	9902910	2009	1	$1,110	Placeholder	☐ In AQ Area ☐ In MPO LRP Bloomington	673	Programmed
Pete Ellis Dr to Russell Rd					0.88 Miles	2 Lanes to	4 Lanes			New YR
Funding Period 3										
S 45	Monroe 53	Median Construction		2016	3	$2,015	Placeholder	☐ In AQ Area ☑ In MPO LRP Bloomington	473	District
Russell Rd to Bethel Ln					1.62 Miles	2 Lanes to	3 Lanes			NC
Funding Period 4										
I 69	Monroe 53	New Road Construction		2020	4	$263,380	Placeholder	☐ In AQ Area ☑ In MPO LRP Bloomington	606	Mobility Corridor
Section 5: I-69 from SR 37 SW of Bloomington to SR 39					22.00 Miles	0 Lanes to	6 Lanes			New Leng
I 69	Greene 28	New Road Construction		2020	4	$145,458	Placeholder	☑ In AQ Area ☐ In MPO LRP Bloomington	774	Mobility Corridor
Section 4(b): I-69 from Vincennes/Seymour Dist Ln to SR 37 SW of Bloomington					12.00 Miles	0 Lanes to	4 Lanes			Refined PlcHldr
S 46	Monroe 53	Added Travel Lanes		2022	4	$10,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Bloomington	660	Mobility Corridor
SR 446 to 4.0 mi east of SR 446 (Friendship Rd)					4.00 Miles	2 Lanes to	4 Lanes			NC

Bloomington MPO Total $457,360

INDOT 2030 Long Range Plan Projects
Columbus MPO

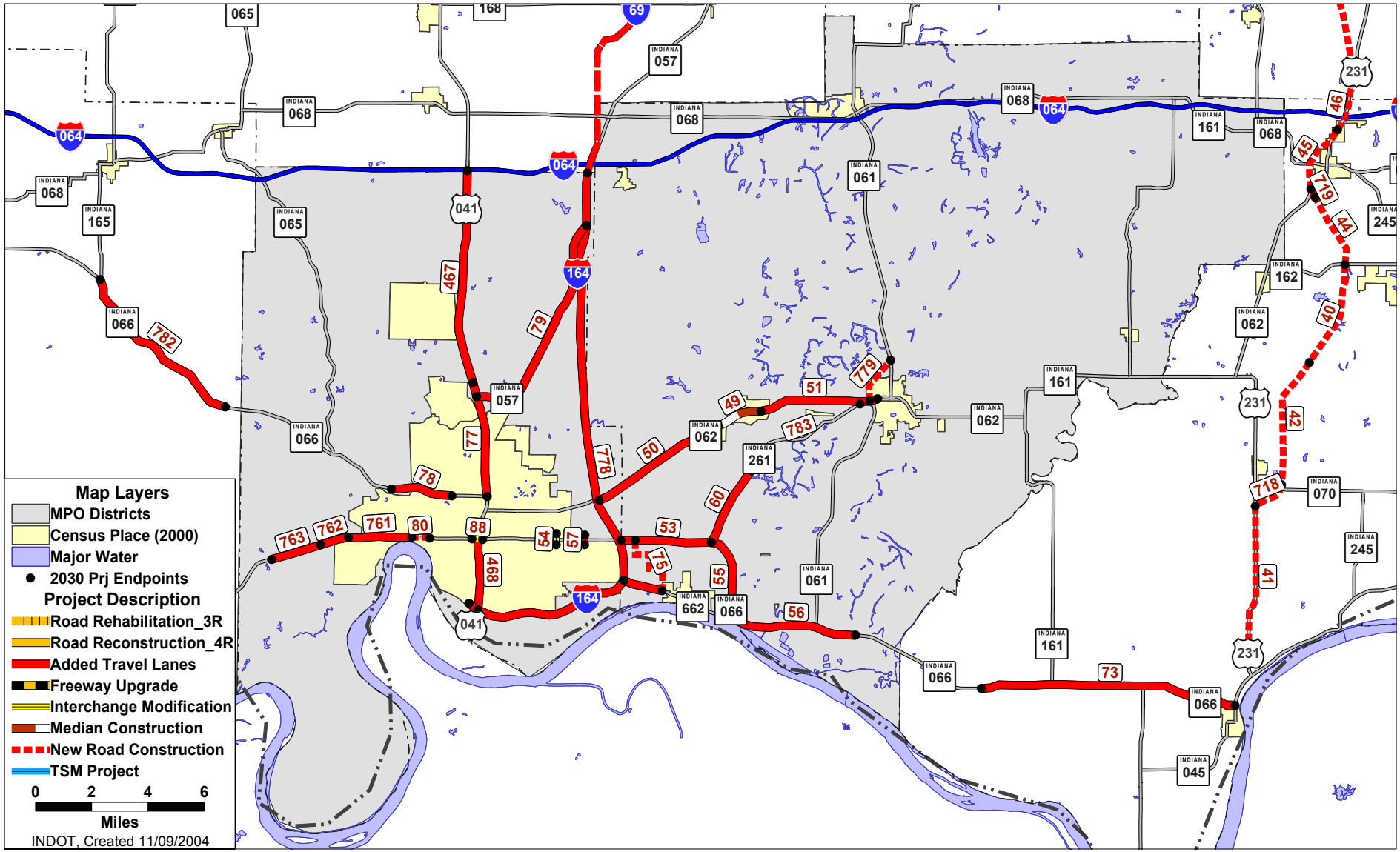


Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
U 31	Bartholomew 3	Added Travel Lanes	9700230	2006	1	$18,863	Project	☐ In AQ Area ☐ In MPO LRP Columbus	6	Programmed
CR 50N, 1.48 mi south of old SR 46 to 2.46 mi north of old SR 46					3.94 Miles	2 Lanes to	5 Lanes			New YR
S 11	Bartholomew 3	Reconstruction	0014670	2007	1		Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	37	Programmed
CR 200S, 2.0 mi south of SR 46 to SR 46					1.90 Miles	2 Lanes to	2 Lanes			New YR
S 46	Bartholomew 3	Median Construction	9902930	2007	1	$4,090	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	22	Programmed
State St from Marr Rd to Mapleton/Pence St in Columbus					0.90 Miles	4 Lanes to	5 Lanes			New YR
Funding Period 2										
S 46	Bartholomew 3	Reconstruction		2012	2	$3,300	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	792	Proposed
From SR 7 to US 31					1.00 Miles	2 Lanes to	2 Lanes			New Project
I 65	Johnson 41	Added Travel Lanes	0300854	2012	2	$53,700	Placeholder	☑ In AQ Area ☐ In MPO LRP Columbus	655	HERS
0.5 mi S of SR 252 to 0.5 mi S of SR 44					9.29 Miles	4 Lanes to	6 Lanes			Refined PlcHldr
I 65	Bartholomew 3	Added Travel Lanes	0300862	2013	2	$26,300	Placeholder	☐ In AQ Area ☑ In MPO LRP Columbus	829	HERS
0.5 mi S of US 31 to 0.5 mi S of SR 252					4.21 Miles	4 Lanes to	6 Lanes			Refined PlcHldr
Funding Period 3										
S 46	Brown 7	Added Travel Lanes		2017	3	$41,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	662	Mobility Corridor
West jct with SR 135 to 0.5 mi west of I-65					16.00 Miles	2 Lanes to	4 Lanes			NC
S 7	Jennings 40	Added Travel Lanes		2019	3	$37,250	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	474	HERS
SR 3 to US 31					14.90 Miles	2 Lanes to	4 Lanes			NC
Funding Period 4										
I 65	Bartholomew 3	Added Travel Lanes		2022	4	$150,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	491	Mobility Corridor
0.5 mi N of US 50 to 0.5 mi S of US 31 (Exit 76)					25.00 Miles	4 Lanes to	6 Lanes			New YR
S 46	Bartholomew 3	Added Travel Lanes		2024	4	$56,000	Placeholder	☐ In AQ Area ☐ In MPO LRP Columbus	249	Mobility Corridor
SR 9 to the south jct with SR 3					13.10 Miles	2 Lanes to	4 Lanes			NC

Columbus MPO Total $390,503

INDOT 2030 Long Range Plan Projects
Evansville MPO



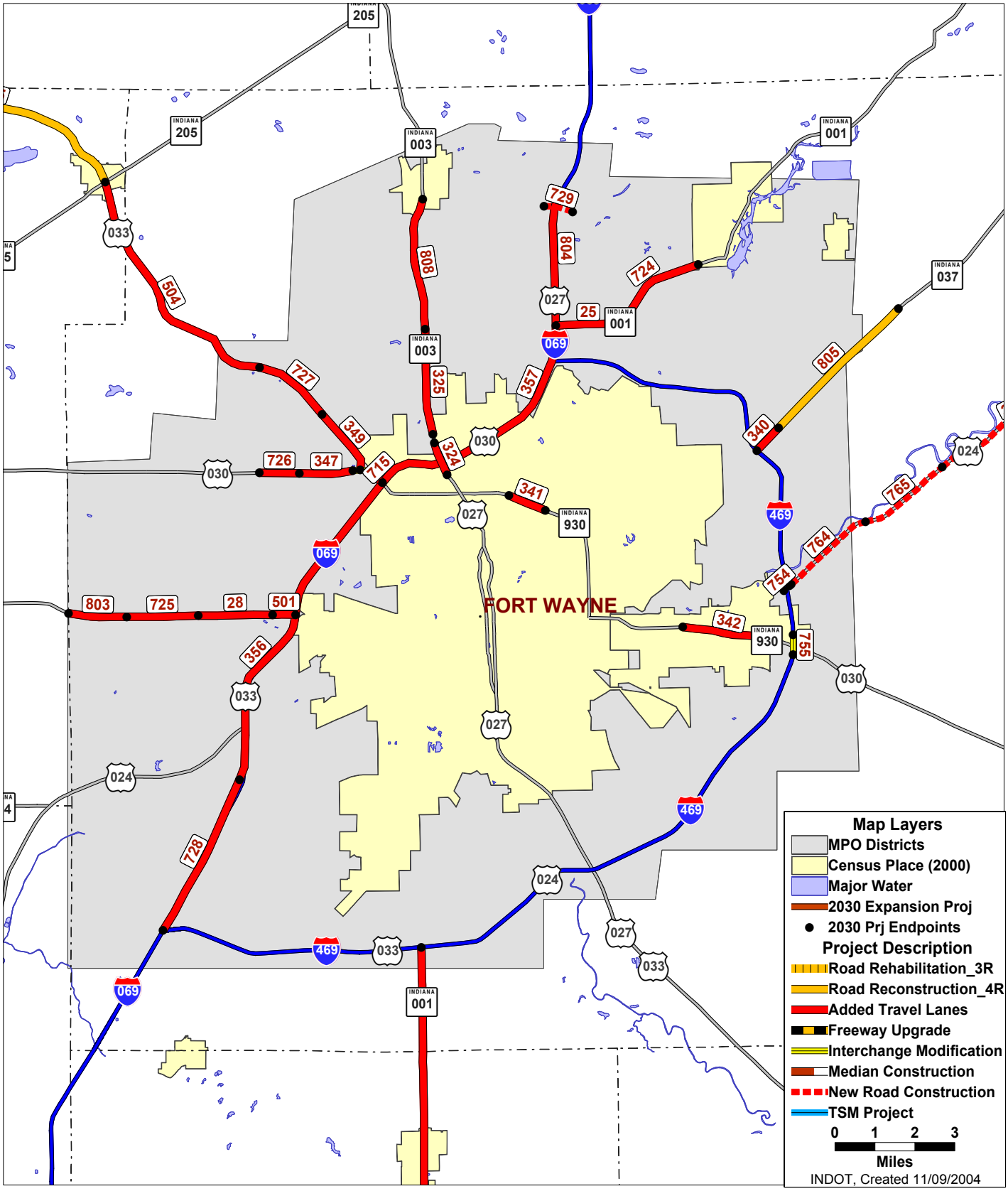
Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 62	Warrick 87	Added Travel Lanes	8823155	2005	1	$31,228	Project	☑ In AQ Area ☑ In MPO LRP Evansville	51	Programmed / New YR
6th St in Chandler to 0.15 mi east of West UAB of Boonville (Phase II)					3.79 Miles	2 Lanes to	4 Lanes			
S 62	Warrick 87	Added Travel Lanes	8823156	2005	1	$4,262	Project	☑ In AQ Area ☑ In MPO LRP Evansville	52	Programmed / New YR
0.15 mi east of West UAB of Boonville to Locust St (Phase III)					0.36 Miles	2 Lanes to	5 Lanes			
S 62	Warrick 87	Median Construction	8823145	2005	1	$13,517	Project	☑ In AQ Area ☑ In MPO LRP Evansville	49	Programmed / New YR
Chandler West Corp Ln to 6th St in Chandler (Phase I)					1.44 Miles	4 Lanes to	5 Lanes			
S 66	Warrick 87	Added Travel Lanes	922074B	2005	1	$27,782	Project	☑ In AQ Area ☑ In MPO LRP Evansville	56	Programmed / New YR
SR 662 to Yankeetown Rd (Phase III)					4.40 Miles	2 Lanes to	4 Lanes			
S 66	Warrick 87	Added Travel Lanes	922074A	2005	1	$16,622	Project	☑ In AQ Area ☑ In MPO LRP Evansville	55	Programmed / New YR
Just east of SR 261 to SR 662 (Phase II)					3.12 Miles	2 Lanes to	4 Lanes			
S 261	Warrick 87	Added Travel Lanes	9802480	2006	1	$7,045	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	60	Programmed / NC
SR 66 to Jenner Rd (CR 150S), 2.9 mi north of SR 66					2.90 Miles	2 Lanes to	4 Lanes			
U 41	Vanderburgh 82	Added Travel Lanes	0100957	2006	1	$45,913	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	77	Programmed / NC
Just south of north jct with SR 66 (Diamond Ave) to Mt. Pleasant Rd					4.20 Miles	4 Lanes to	6 Lanes			
S 66	Vanderburgh 82	New Interchange Construction	9700370	2006	1	$16,043	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	57	Programmed / NC
At Burkhardt Rd, 1.2 mi west of I-164					1.00 Miles	6 Lanes to	6 Lanes			
S 62	Vanderburgh 82	New Interchange	0201362	2008	1	$48,600	Project	☑ In AQ Area ☑ In MPO LRP Evansville	80	Programmed / NC
East end Pigeon Creek Bridge to apx. 300' west of 1st Ave. Bridge					0.53 Miles	6 Lanes to	8 Lanes			
S 62	Vanderburgh 82	Added Travel Lanes	0201365	2009	1	$95,000	Project	☑ In AQ Area ☑ In MPO LRP Evansville	761	Programmed / NC
From 0.25 mi east of Rosenberger Av to Pigeon Creek Bridge					1.82 Miles	4 Lanes to	6 Lanes			
Funding Period 2										
S 62	Vanderburgh 82	Added Travel Lanes	0201368	2011	2	$79,920	Project	☑ In AQ Area ☑ In MPO LRP Evansville	762	Programmed / NC
From 0.25 w of Boehne Camp Rd to 0.25 mi east of Rosenberger Av					1.57 Miles	4 Lanes to	6 Lanes			

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2										
U 41	Vanderburgh 82	Interchange Modification	0015020	2012	2	$25,242	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	88	Programmed
At the south jct with SR 62/66 (Lloyd Expwy)					0.50 Miles	6 Lanes to 6 Lanes				NC
S 61	Warrick 87	New Road Construction		2012	2	$6,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	779	Proposed
Placeholder for the SR 61 Boonville Connector EA/NEPA (assessment)					3.00 Miles	0 Lanes to 2 Lanes				New Project
I 69	Vanderburgh 82	New Road Construction		2012	2	$250,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	647	MPO Plan
Placeholder for Henderson to Evansville Study Recommendation					0.00 Miles	0 Lanes to 4 Lanes				New YR
Funding Period 3										
U 41	Vanderburgh 82	Added Travel Lanes		2016	3	$7,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Evansville	468	MPO Plan
I-164 to Virginia Ave 0.32 mi N of SR 62/66 (Lloyd Expwy)					2.90 Miles	4 Lanes to 6 Lanes				New Leng
S 62	Vanderburgh 82	Added Travel Lanes	0201372	2016	3	$24,480	Project	☑ In AQ Area ☑ In MPO LRP Evansville	763	Programmed
From 0.25 mi w of Eickhoff Rd to Boehne Camp Rd					1.86 Miles	4 Lanes to 6 Lanes				NC
S 57	Vanderburgh 82	Added Travel Lanes		2019	3	$20,725	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	79	MPO Plan
US 41 to I-164					8.19 Miles	2 Lanes to 4 Lanes				NC
Funding Period 4										
U 41	Vanderburgh 82	Added Travel Lanes		2023	4	$22,830	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	467	MPO Plan
Mt. Pleasant Rd to I-64					7.61 Miles	4 Lanes to 6 Lanes				New YR
Funding Period 5										
I 164	Vanderburgh 82	Added Travel Lanes		2030	5	$72,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Evansville	778	Proposed
From the new I-69 Ohio River Bridge Interchange to the I-64 Interchange					18.00 Miles	4 Lanes to 6 Lanes				New Project

Evansville MPO Total $814,709

INDOT 2030 Long Range Plan Projects
Fort Wayne MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

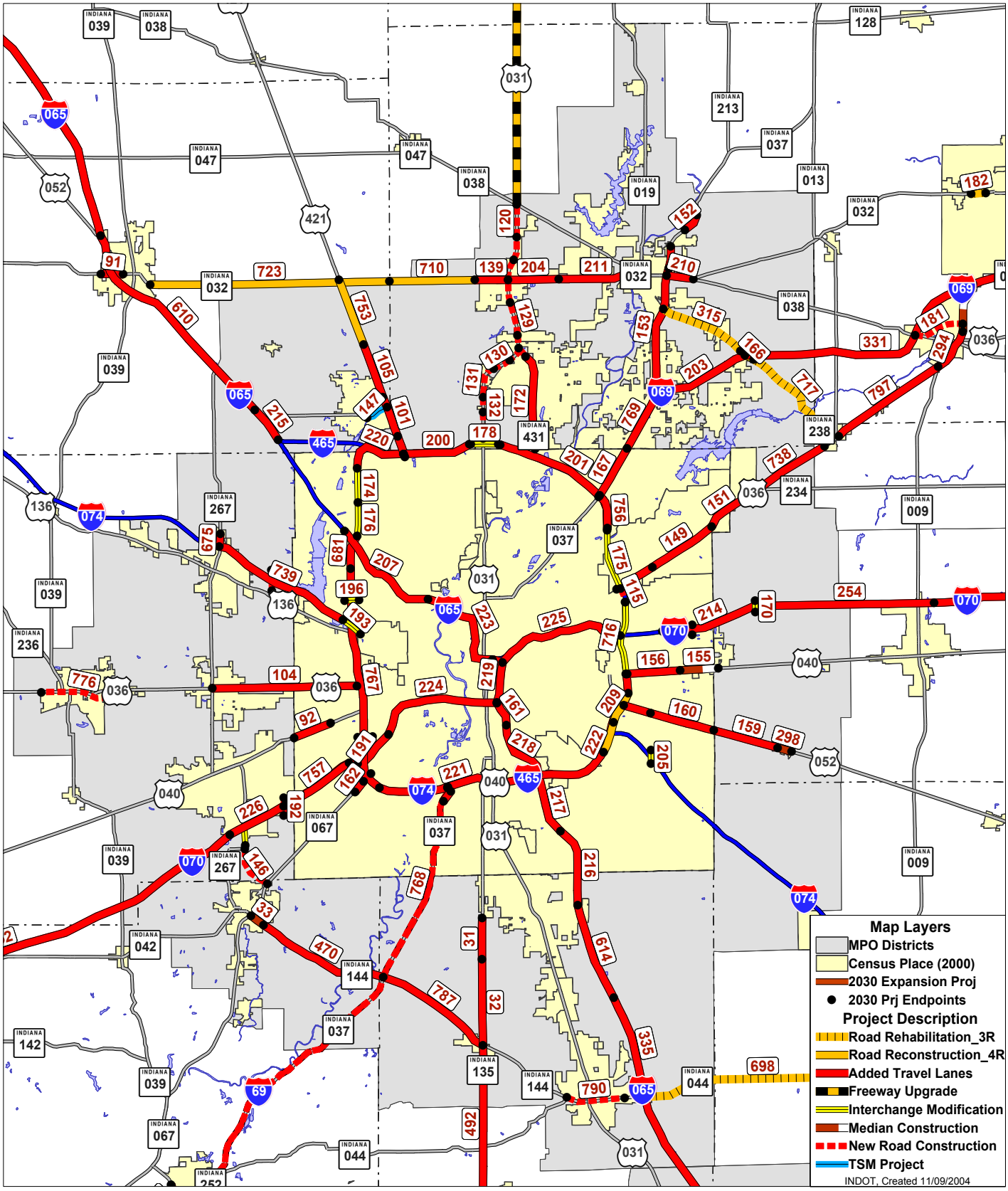
Route / Location	County		Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1											
U 33 US 30 to Cook Rd	Allen	2	Added Travel Lanes	9229905	2005	1 1.70 Miles	$13,187 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	349	Programmed New YR
I 469 Northeast ramp from US 30 to NB Northbound I-469	Allen	2	Interchange Modification	0200268	2005	1 0.50 Miles	$800 0 Lanes to	Project 0 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	755	Programmed New YR
S 1 I-69 to 0.21 mi east of Tonkle Rd, north of Fort Wayne	Allen	2	Added Travel Lanes	9700220	2007	1 1.64 Miles	$12,018 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	25	Programmed New YR
S 3 Ludwig Rd to Dupont Rd	Allen	2	Added Travel Lanes	9704140	2007	1 2.70 Miles	$33,295 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	325	Programmed New YR
I 69 0.48 mi south of Coldwater Rd to 0.86 mi north of SR 1	Allen	2	Added Travel Lanes	9829980	2007	1 4.81 Miles	$36,930 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	357	Programmed NC
S 14 Scott Rd to Hadley Rd	Allen	2	Added Travel Lanes	9700260	2008	1 2.00 Miles	$13,908 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	28	Programmed New YR
U 24 0.5 mi W. of SR 101 to Indiana/Ohio State Ln w/ SR101 interchange (Phase 4)	Allen	2	New Road Construction	0300314	2008	1 2.92 Miles	$25,113 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	766	Programmed New YR
U 24 0.5 mi E. of I-469 to 0.5 mi E. of Ryan/Bruick Rd w/ interchange (Phase I)	Allen	2	New Road Construction	0300291	2008	1 2.00 Miles	$21,567 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	764	Programmed NC
U 30 At US 33, 0.66 mi west of I-69 at Fort Wayne	Allen	2	Interchange Modification	9904160	2008	1 0.44 Miles	$2,020 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	345	Programmed New YR
U 30 US 33 to I-69 at Fort Wayne	Allen	2	Added Travel Lanes	9904170	2008	1 0.23 Miles	$1,790 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	346	Programmed New YR
U 30 1.6 mi west of US 36 (Flaugh Rd) to US 33	Allen	2	Added Travel Lanes	9704150	2008	1 1.60 Miles	$4,340 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	347	Programmed New YR
U 24 0.5 mi E. of Ryan/Bruick Rd to 0.5 mi E. of Webster Rd w/ interchange (Phase II)	Allen	2	New Road Construction	0300309	2009	1 2.60 Miles	$21,923 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	765	Programmed NC

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 37 I-469 to Doty Rd	Allen 2	Added Travel Lanes		2013	1 0.95 Miles	$1,700 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	340	MPO Plan New YR
Funding Period 2										
U 24 From 0.5 mi east of Webster Rd to 0.5 mi west of SR 101 (Phase III)	Allen 2	New Road Construction	0200222	2011	2 3.53 Miles	$22,000 2 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	355	Programmed NC
U 24 New Interchange at US 24 & I-469 N/E of Ft. Wayne	Allen 2	Interchange Construction	0200906	2012	2 1.00 Miles	$31,025 0 Lanes to	Project 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	754	Programmed New YR
S 930 2.6 mi west of I-469 (Lincoln Ave) to 0.7 mi west of I-469 (Minnich Rd)	Allen 2	Added Travel Lanes	0100843	2013	2 1.90 Miles	$8,000 2 Lanes to	Placeholder 5 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	342	Programmed NC
S 14 Hadley Rd to I-69	Allen 2	Added Travel Lanes		2014	2 0.35 Miles	$771 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	501	HERS New YR
Funding Period 3										
S 14 West Hamilton Rd to Scott Rd	Allen 2	Added Travel Lanes		2015	3 1.80 Miles	$9,200 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	725	MPO Plan New YR
I 69 At Gump/Hursh Rd, 2.95 mi north of SR 1	Allen 2	New Interchange Construction		2016	3 1.00 Miles	$12,000 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	729	MPO Plan NC
S 1 0.21 mi east of Tonkle Rd to Union Chapel Rd	Allen 2	Added Travel Lanes		2017	3 2.54 Miles	$20,700 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	724	MPO Plan NC
U 33 Cook Rd to O'Day Rd	Allen 2	Added Travel Lanes		2019	3 2.00 Miles	$15,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	727	MPO Plan New YR
Funding Period 4										
S 14 From the Whitley Co Ln Rd to West Hamilton Rd	Allen 2	Added Travel Lanes		2020	4 1.50 Miles	$6,000 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	803	Proposed New Project

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 4										
U 30 O'Day Rd to Flaugh Rd	Allen 2	Added Travel Lanes		2021	4 1.00 Miles	$7,800 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	726	MPO Plan NC
U 33 O'Day Rd to SR 205 (Change from Reconstruct to ATL)	Allen 2	Added Travel Lanes		2024	4 6.50 Miles	$21,300 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	504	Proposed New YR
I 69 From SR 1 to Hursh Rd	Allen 2	Added Travel Lanes		2024	4 3.00 Miles	$18,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	804	Proposed New Project
Funding Period 5										
I 69 From south jct with I-469 to 1.34 mi south of north jct with US 24	Allen 2	Added Travel Lanes		2025	5 4.20 Miles	$32,800 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	728	MPO Plan NC
S 3 From Dupont Road to Carrol Road	Allen 2	Added Travel Lanes		2026	5 3.30 Miles	$13,200 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	808	Proposed New Project
S 1 From SR116/124 to I-469	Wells 90	Added Travel Lanes		2029	5 14.50 Miles	$45,000 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Fort Wayne	809	Proposed New Project

Fort Wayne MPO Total $451,887

INDOT 2030 Long Range Plan Projects
Indianapolis MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 144	Morgan 55	Median Construction	9902960	2005	1	$2,290	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	33	Programmed
0.2 mi east of SR 67 to Johnson Rd (CR 400E)					0.80 Miles	2 Lanes to 3 Lanes				NC
U 36	Marion 49	Added Travel Lanes	9010095	2005	1	$15,976	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	150	Programmed
0.18 mi west of I-465 to 0.22 mi east of Post Rd (Phase II)					2.03 Miles	4 Lanes to 7 Lanes				New YR
S 37	Marion 49	Added Travel Lanes	0201319	2005	1	$5,924	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	617	MPO Plan
From Epler Avenue to Thompson Road					0.60 Miles	4 Lanes to 6 Lanes				New YR
U 40	Marion 49	Added Travel Lanes	9502840	2005	1	$32,393	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	156	Programmed
Franklin Rd to Grassy Creek (1.57 mi west of Marion/Hancock Co Ln)					2.36 Miles	4 Lanes to 7 Lanes				NC
U 421	Boone 6	Added Travel Lanes	9015600	2005	1	$13,983	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	101	Programmed
0.89 mi north of I-465 to 0.65 mi north of SR 334 (Phase 2)					2.01 Miles	2 Lanes to 4 Lanes				New YR
S 44	Shelby 73	Rehabilitation	9610160	2005	1		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	698	Programmed
I-65 to the West Corp Ln of Shelbyville					11.70 Miles	2 Lanes to 2 Lanes				NC
I 465	Marion 49	Interchange Modification	9700840	2005	1	$24,650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	174	Programmed
At 86th St (West Leg)					1.50 Miles	6 Lanes to 10 Lanes				NC
I 465	Marion 49	Interchange Modification	9706730	2005	1	$24,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	176	Programmed
At 71st St, 1.02 mi north of I-65 (West Leg)					1.50 Miles	6 Lanes to 10 Lanes				NC
I 465	Marion 49	Added Travel Lanes		2005	1	$650	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	756	MPO Plan
From I-69/465 interchange to 0.43 mi north of Fall Creek Rd					0.00 Miles	0 Lanes to 0 Lanes				New YR
S 238	Hamilton 29	Rehabilitation	9706600	2006	1		Project	☑ In AQ Area ☐ In MPO LRP Indianapolis	717	Programmed
136th St, 0.6 mi east of I-69 to SR 13					5.30 Miles	2 Lanes to 2 Lanes				NC
S 238	Hamilton 29	Rehabilitation	9901340	2006	1		Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	315	Programmed
SR 37 to just north of I-69					4.35 Miles	2 Lanes to 2 Lanes				NC
S 267	Hendricks 32	Added Travel Lanes	9608930	2006	1	$4,130	Project	☑ In AQ Area ☐ In MPO LRP Indianapolis	675	Programmed
0.1 mi north of I-74 to 0.5 mi north of I-74					0.40 Miles	2 Lanes to 5 Lanes				NC

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 32	Hamilton 29	Added Travel Lanes	9901670	2006	1	$11,870	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	139	Programmed NC
2.58 km west of US 31 to US 31					1.60 Miles	2 Lanes to	5 Lanes			
U 40	Marion 49	Median Construction	9502830	2006	1	$19,517	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	155	Programmed New YR
Grassy Creek to Buck Creek (1.57 mi W to 0.26 mi E of Marion/Hancock Co. Ln)					1.83 Miles	4 Lanes to	5 Lanes			
I 465	Marion 49	Interchange Modification	9802810	2006	1	$12,360	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	177	Programmed NC
At SR 37 (South Leg)					0.50 Miles	6 Lanes to	6 Lanes			
I 70	Hancock 30	Interchange Modification	9706740	2006	1	$9,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	170	Programmed New YR
At Mt. Comfort Rd, 7.7 mi west of SR 9					0.50 Miles	4 Lanes to	4 Lanes			
S 32	Boone 6	Reconstruction	9608980	2007	1	$21,305	Project	☑ In AQ Area ☐ In MPO LRP Indianapolis	723	Programmed NC
1.0 mi east of SR 39 to Boone / Hamilton Co Ln					11.28 Miles	2 Lanes to	2 Lanes			
S 431	Hamilton 29	Added Travel Lanes	9133595	2007	1	$22,620	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	172	Programmed New YR
96th St to US 31					4.20 Miles	4 Lanes to	6 Lanes			
I 465	Marion 49	Interchange Modification	0066810	2007	1	$8,936	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	716	Programmed NC
At I-70 (East Leg) (Phase II)					0.50 Miles	10 Lanes to	10 Lanes			
S 135	Johnson 41	Added Travel Lanes	9803440	2008	1	$7,944	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	31	Programmed New YR
CR 700N (Stones Crossing Rd) to Smith Valley Rd					1.90 Miles	2 Lanes to	4 Lanes			
S 32	Hamilton 29	Reconstruction	0100572	2008	1	$7,370	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	710	Programmed NC
Boone / Hamilton Co Ln to Spring Mill Rd, 1.6 mi west of US 31					4.00 Miles	2 Lanes to	2 Lanes			
I 465	Marion 49	Interchange Modification	9829310	2008	1	$122,608	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	194	Programmed NC
At Airport Expressway and I-465 (W. Leg Interchange)					0.00 Miles	4 Lanes to	4 Lanes			
I 465	Marion 49	Interchange Modification	9829610	2008	1	$39,576	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	196	Programmed NC
At West 38th St and I-465 Interchange					0.00 Miles	4 Lanes to	4 Lanes			
I 465	Marion 49	Added Travel Lanes	0300371	2008	1	$179,341	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	767	Programmed NC
I-465 West Leg from 0.8 mi E of SR 67/Kentucky Ave to 0.5 mi N of 46th St					10.85 Miles	6 Lanes to	10 Lanes			

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
I 465 At US 36 and I-465 (W. Leg Interchange)	Marion 49	Interchange Modification	9829410	2008	1 0.00 Miles	$34,729 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	195	Programmed NC
I 465 At I-74 and I-465 Interchange	Marion 49	Interchange Modification	9829510	2008	1 0.00 Miles	$38,679 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	193	Programmed NC
I 465 At SR 67 and I-465	Marion 49	Interchange Modification	9910900	2008	1 0.00 Miles	$69,690 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	197	Programmed NC
U 52 1.33 mi east of I-465 to Marion / Hancock Co Ln	Marion 49	Added Travel Lanes	9704160	2008	1 3.10 Miles	$23,370 2 Lanes to	Placeholder 5 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	160	Programmed New YR
U 52 Gem Rd to Sugar Creek, 7.6 mi east of I-465 to 8.3 mi east of I-465	Hancock 30	Median Construction	0013690	2008	1 0.70 Miles	$2,458 2 Lanes to	Placeholder 3 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	298	Programmed New YR
U 52 Marion / Hancock Co Ln to CR 500W	Hancock 30	Added Travel Lanes	9700320	2008	1 3.12 Miles	$22,652 2 Lanes to	Placeholder 5 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	159	Programmed New YR
I 65 I-65/I-70 Market St Interchange Modification (Indianapolis will pay cost)	Marion 49	Interchange Modification		2008	1 1.00 Miles	$0 6 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Indianapolis	798	Proposed New Project
I 69 At SR 238	Hamilton 29	Interchange Modification	9133885	2008	1 0.50 Miles	$760 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Indianapolis	166	Programmed NC
S 135 SR 144 to Stones Crossing Rd	Johnson 41	Added Travel Lanes	9902950	2009	1 4.07 Miles	$10,700 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	32	Programmed New YR
I 465 East of US 31 (North Leg) to 0.43 km north of Fall Creek Rd (East Leg)	Marion 49	Added Travel Lanes		2009	1 7.30 Miles	$167,000 6 Lanes to	Placeholder 10 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	201	MPO Plan NC
I 465 0.5 mi north of 46th Street to 0.3 mi north of I-65 (West Leg)	Marion 49	Added Travel Lanes	0200003	2009	1 0.60 Miles	$64,650 6 Lanes to	Placeholder 8 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	681	Programmed NC
S 67 Thompson Rd to I-465	Marion 49	Added Travel Lanes	9700340	2009	1 0.97 Miles	$4,109 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	162	Programmed New YR

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes / End Lanes	Status	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2										
S 32 SR 37 to the east jct with SR 38	Hamilton 29	Added Travel Lanes		2010	2 1.04 Miles	$3,830 2 Lanes to 5 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	210	HERS NC
I 65 0.5 mi south of Southport Rd to 0.25 mi south of I-465 (South Leg)	Marion 49	Added Travel Lanes	0400909	2010	2 3.50 Miles	$25,650 6 Lanes to 10 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	217	MPO Plan Refined PlcHldr
I 65 0.5 mi S of Greenwood Rd (Main St) to 0.5 mi S of Co Ln Rd	Johnson 41	Added Travel Lanes	0401037	2010	2 1.47 Miles	$11,000 6 Lanes to 8 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	828	MPO Plan Refined PlcHldr
I 65 0.5 mi S of Whiteland Rd to 0.5 mi S of Greenwood Rd	Johnson 41	Added Travel Lanes	0300840	2010	2 4.74 Miles	$30,930 4 Lanes to 6 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	614	MPO Plan Refined PlcHlde
I 70 0.6 mi east of Post Rd to 0.5 mi east of Mt. Comfort Rd	Marion 49	Added Travel Lanes	0200699	2010	2 5.10 Miles	$31,720 4 Lanes to 6 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	214	MPO Plan NC
I 70 0.5 mi east of Mt. Comfort Rd to 0.8 mi east of SR 9	Hancock 30	Added Travel Lanes	0200700	2010	2 8.00 Miles	$51,310 4 Lanes to 6 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	254	MPO Plan NC
U 36 SR 267 to I-465	Hendricks 32	Added Travel Lanes	0101115	2011	2 7.10 Miles	$44,400 4 Lanes to 6 Lanes	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	104	Programmed New YR
U 421 121st St to 146th St	Boone 6	Added Travel Lanes	0100842	2011	2 2.70 Miles	$15,000 2 Lanes to 4 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	105	MPO Plan NC
I 465 At US 31 (North Leg) (US 31 Freeway Upgrade)	Hamilton 29	Interchange Modification	9804550	2011	2 1.50 Miles	$106,675 6 Lanes to 10 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	178	Programmed NC
I 65 0.5 mi S of SR 44 to 0.5 mi S of Whiteland Rd	Johnson 41	Added Travel Lanes	0300842	2011	2 5.16 Miles	$31,270 2 Lanes to 6 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	335	MPO Plan NC
I 74 At Hendricks Co North-South Corridor (CR 1000E)	Hendricks 32	New Interchange Construction		2011	2 1.00 Miles	$9,000 4 Lanes to 4 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	108	MPO Plan NC
U 31 From 0.2 mi south of I-465 to SR 38 Hamilton Co	Hamilton 29	Freeway Upgrade		2012	2 12.75 Miles	$483,000 4 Lanes to 6 Lanes	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	133	Programmed Refined PlcHldr

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2										
U 36	Hendricks 32	New Road Construction		2013	2	$26,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	776	Proposed
Placeholder for US 36 Danville Connector Corridor/EA Study Recommendation					6.00 Miles	0 Lanes to	4 Lanes			New Project
S 37	Hamilton 29	Added Travel Lanes	9706360	2013	2	$60,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	153	Programmed
I-69 to 6.0 mi north of I-69 at end of dual lanes					6.00 Miles	4 Lanes to	6 Lanes			NC
I 465	Marion 49	Added Travel Lanes	0400881	2013	2	$60,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	220	MPO Plan
0.5 mi north of 86th St (West Leg) to US 421 (North Leg)					2.80 Miles	6 Lanes to	10 Lanes			New YR
I 65	Boone 6	Added Travel Lanes		2013	2	$9,715	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	215	MPO Plan
I-465 Northwest Connector to 0.5 mi north of SR 334					1.40 Miles	4 Lanes to	6 Lanes			NC
I 65	Boone 6	Added Travel Lanes		2013	2	$85,410	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	610	Route Concept
0.5 mi north of SR 334 to US 52					11.25 Miles	4 Lanes to	6 Lanes			NC
I 69	Marion 49	Added Travel Lanes		2013	2	$34,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	769	MPO Plan
From 96th Street to 116th Street/SR 37					3.45 Miles	6 Lanes to	10 Lanes			NC
I 69	Marion 49	Added Travel Lanes	9706330	2013	2	$165,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	167	Programmed
I-465 to 96th Street					2.57 Miles	6 Lanes to	12 Lanes			NC
I 74	Marion 49	Interchange Modification	0100968	2013	2	$4,409	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	205	Programmed
At Post Rd					0.50 Miles	4 Lanes to	4 Lanes			NC
S 32	Hamilton 29	Added Travel Lanes		2014	2	$7,338	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	211	HERS
Moontown Rd to River Ave					3.29 Miles	2 Lanes to	5 Lanes			NC
S 32	Hamilton 29	Added Travel Lanes		2014	2	$6,546	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	204	HERS
US 31 to Moontown Rd					2.40 Miles	2 Lanes to	4 Lanes			NC
I 465	Marion 49	Added Travel Lanes	0400885	2014	2	$70,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	200	MPO Plan
0.5 mi east of US 421 to west of US 31 (North Leg)					2.70 Miles	6 Lanes to	10 Lanes			New YR
I 65	Marion 49	Added Travel Lanes	0300853	2014	2	$15,660	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	216	MPO Plan
0.5 mi S of Co Ln Rd to 0.5 mi S of Southport Rd					2.13 Miles	6 Lanes to	8 Lanes			Refined PlcHldr

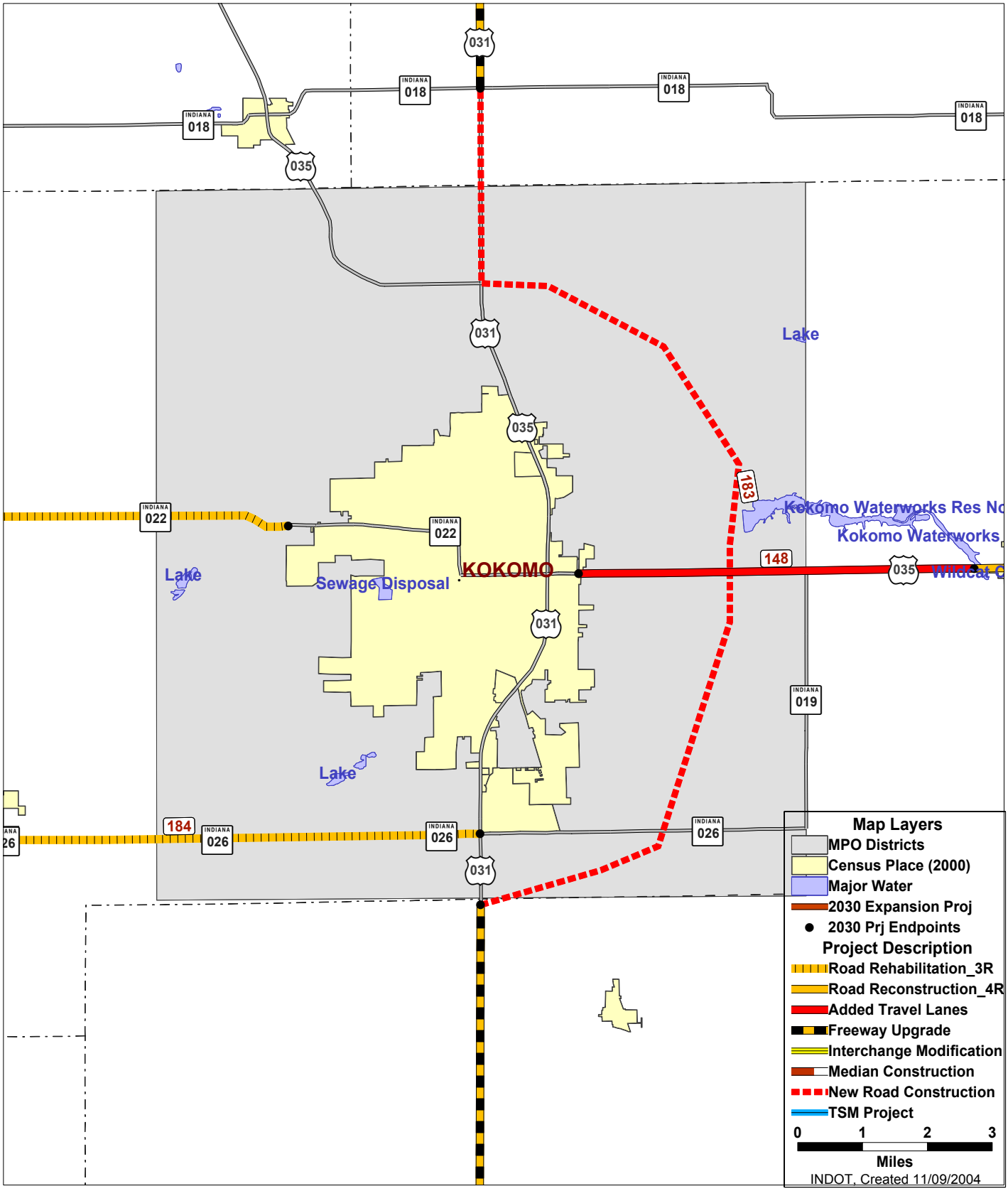
Route / Location	County	Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2											
I 65	Marion 49	Raymond St to I-70 South Split	Added Travel Lanes	9700400	2014	2 0.90 Miles	$53,310 6 Lanes to	Placeholder 10 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	161	Programmed NC
I 65	Marion 49	I-65/70 from the South Split to the North Split	Added Travel Lanes		2014	2 2.60 Miles	$90,700 7 Lanes to	Placeholder 9 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	219	MPO Plan NC
I 69	Hamilton 29	From 116th Street/SR 37 to SR 238	Added Travel Lanes		2014	2 5.00 Miles	$30,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	203	MPO Plan NC
I 70	Marion 49	I-65 North Split to I-465 (East Leg)	Added Travel Lanes		2014	2 6.00 Miles	$106,890 8 Lanes to	Placeholder 12 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	225	MPO Plan NC
Funding Period 3											
S 334	Boone 6	Zionsville Rd to US 421	TSM		2016	3 1.07 Miles	$7,048 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	147	MPO Plan NC
U 36	Hancock 30	Mt. Comfort Rd, 0.38 mi west of SR 234, to WCL of Fortville	Added Travel Lanes		2016	3 4.20 Miles	$15,700 2 Lanes to	Placeholder 5 Lanes	☑ In AQ Area ☐ In MPO LRP Indianapolis	738	District NC
I 70	Marion 49	At German Church Rd	New Interchange Construction		2016	3 1.00 Miles	$12,000 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	189	MPO Plan NC
I 70	Hendricks 32	0.75 mi west of SR 267 to 2.2 mi east of SR 267 (3 mi)	Added Travel Lanes	9910100	2016	3 2.98 Miles	$43,170 6 Lanes to	Project 10 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	226	Programmed NC
I 70	Hendricks 32	At SR 267	Interchange Modification	9910400	2016	3 1.00 Miles	$15,450 6 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	96	Programmed NC
S 267	Hendricks 32	SR 67 to SR 267 south of I-70	New Road Construction		2017	3 2.10 Miles	$4,746 0 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	146	MPO Plan NC
S 37	Hamilton 29	2.38 mi north of SR 32 to 3.46 mi north of SR 32	Added Travel Lanes	9133575	2017	3 1.08 Miles	$3,460 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Indianapolis	152	Programmed NC

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 3										
I 69	Morgan 55	New Road Construction		2017	3	$311,267	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	768	Mobility Corridor
Section 6: I-69 from SR 39 to I-465					26.00 Miles	0 Lanes to	8 Lanes			New Leng
I 74	Hendricks 32	Added Travel Lanes		2017	3	$47,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	739	HERS
SR 267 to I-465 (West Leg)					7.40 Miles	4 Lanes to	6 Lanes			NC
I 465	Marion 49	Added Travel Lanes		2019	3	$49,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	222	MPO Plan
US 40 (East Leg) to I-65 (South Leg)					9.80 Miles	6 Lanes to	10 Lanes			NC
I 65	Marion 49	Added Travel Lanes		2019	3	$24,415	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	218	MPO Plan
I-465 (South Leg) to Raymond St					3.10 Miles	6 Lanes to	8 Lanes			NC
I 70	Marion 49	Added Travel Lanes		2019	3	$47,200	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	757	MPO Plan
From the Six Points Rd Interchange to I-465					3.84 Miles	10 Lanes to	14 Lanes			New Leng
Funding Period 4										
S 135	Johnson 41	Added Travel Lanes		2020	4	$25,800	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	492	HERS
SR 252 to SR 144					7.34 Miles	2 Lanes to	4 Lanes			New YR
I 65	Marion 49	Added Travel Lanes		2020	4	$75,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	223	MPO Plan
I-70 North Split to 38th St					5.50 Miles	6 Lanes to	8 Lanes			NC
S 144	Morgan 55	Added Travel Lanes		2021	4	$17,900	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	470	HERS
Johnson Rd (CR 400E) to SR 37					6.40 Miles	2 Lanes to	4 Lanes			NC
U 421	Boone 6	Reconstruction	0100842	2021	4	$7,000	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	753	Programmed
From 146th Street to SR 32					3.23 Miles	2 Lanes to	2 Lanes			NC
I 70	Morgan 55	Added Travel Lanes		2022	4	$140,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	652	HERS
US 231 to 0.5 mi west of SR 267					24.00 Miles	4 Lanes to	6 Lanes			NC
I 465	Marion 49	Added Travel Lanes		2023	4	$160,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	221	MPO Plan
I-65 to 1.3 km east of SR 67 (South Leg)					7.70 Miles	6 Lanes to	10 Lanes			NC
Funding Period 5										

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 5										
I 70	Marion 49	Added Travel Lanes	9910300	2025	5	$50,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	191	Programmed
1.1 km west of I-465 to Airport Expressway					2.50 Miles	6 Lanes to	8 Lanes			NC
I 70	Marion 49	Added Travel Lanes		2025	5	$75,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	224	MPO Plan
Airport Expressway to I-65 South Split					5.70 Miles	6 Lanes to	8 Lanes			NC
	Hendricks 32	Undetermined		2026	5	$300,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	543	Study
Central Indiana Suburban Transportation Solution					0.00 Miles	0 Lanes to	0 Lanes			NC
	Hamilton 29	Undetermined		2027	5	$500,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	544	Study
Central Indiana Suburban Transportation Solution					0.00 Miles	0 Lanes to	0 Lanes			NC
S 144	Johnson 41	Added Travel Lanes		2028	5	$10,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	787	Proposed
From SR 37 to SR 135					6.00 Miles	2 Lanes to	4 Lanes			New Project
	Johnson 41	Undetermined		2030	5	$200,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Indianapolis	545	Study
Central Indiana Suburban Transportation Solution					0.00 Miles	0 Lanes to	0 Lanes			New YR

Indianapolis MPO Total $4,835,559

INDOT 2030 Long Range Plan Projects
Kokomo MPO

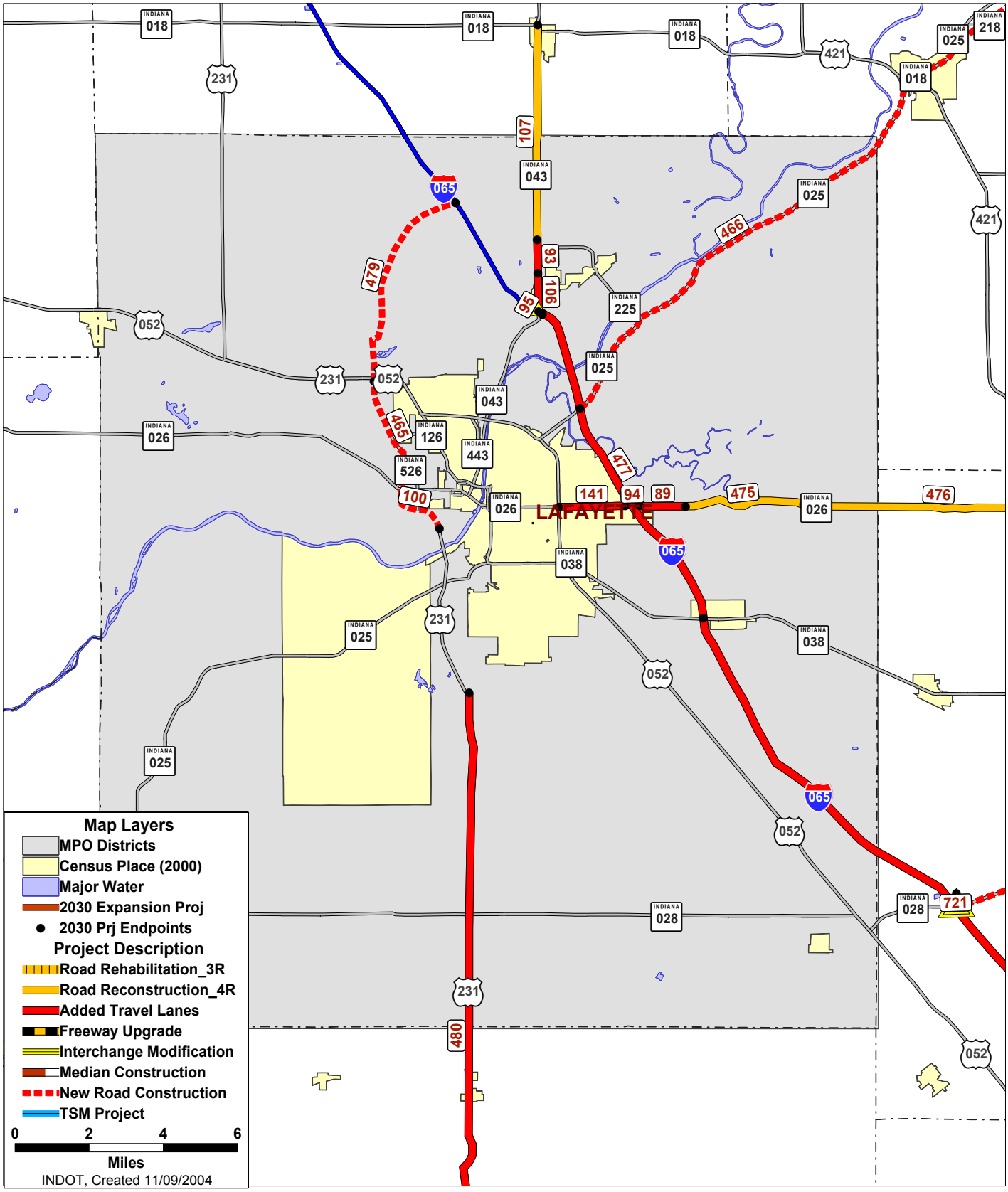


Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 22	Howard 34	Rehabilitation	0013710	2006	1		Placeholder	☐ In AQ Area ☑ In MPO LRP Kokomo	693	Programmed
SR 29 to CR 300W, 11.5 mi east of SR 29					11.50 Miles	2 Lanes to	2 Lanes			NC
S 26	Howard 34	Rehabilitation	9610180	2006	1		Placeholder	☐ In AQ Area ☑ In MPO LRP Kokomo	184	Programmed
Clinton / Howard Co Ln to US 31					7.80 Miles	2 Lanes to	2 Lanes			NC
U 35	Howard 34	Added Travel Lanes	9706380	2006	1	$36,050	Project	☐ In AQ Area ☑ In MPO LRP Kokomo	148	Programmed
Goyer Rd to Wildcat Creek, 0.5 mi east of US 31 to 6.7 mi east of US 31					6.20 Miles	2 Lanes to	5 Lanes			NC
Funding Period 3										
U 31	Howard 34	New Road Construction		2015	3	$130,000	Placeholder	☐ In AQ Area ☑ In MPO LRP Kokomo	183	MPO Plan
South of SR 26 to SR 18					18.30 Miles	0 Lanes to	4 Lanes			New YR

Kokomo MPO Total $166,050

INDOT 2030 Long Range Plan Projects
Lafayette MPO



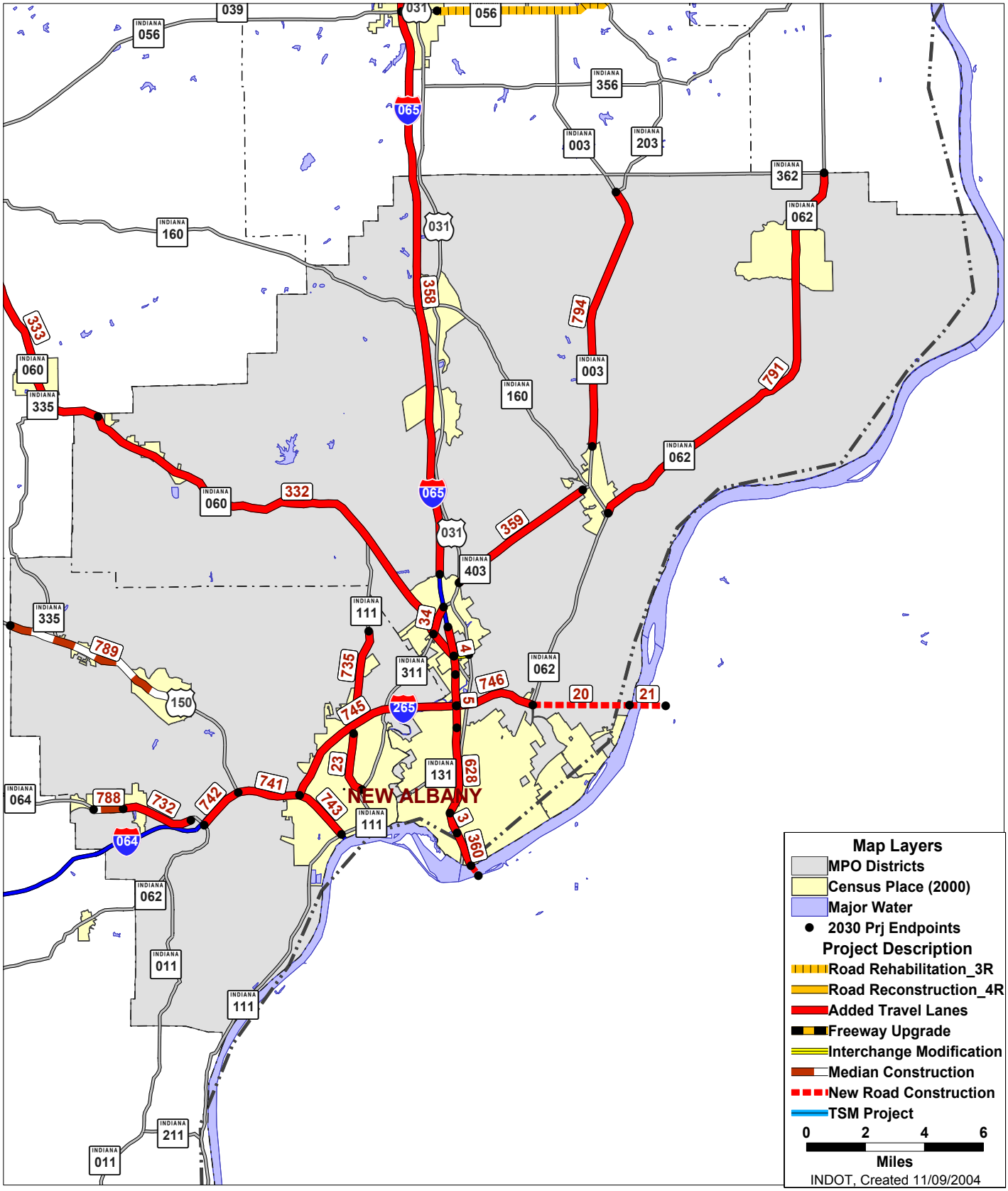
Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
U 231	Tippecanoe 79	New Road Construction	9700830	2005	1	$27,278	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	100	Programmed
0.5 mi north of Wabash River to SR 26					2.38 Miles	0 Lanes to 4 Lanes				New YR
S 26	Tippecanoe 79	Added Travel Lanes	9134885	2005	1	$9,253	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	89	Programmed
I-65 to 0.3 mi east of CR 550E 41+24					1.50 Miles	2 Lanes to 4 Lanes				New YR
S 43	Tippecanoe 79	Added Travel Lanes	9700240	2005	1	$2,180	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	93	Programmed
1.16 mi north of I-65 to 1.93 mi north of I-65					0.77 Miles	2 Lanes to 4 Lanes				New YR
S 43	Tippecanoe 79	Added Travel Lanes	8572190	2005	1	$8,704	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	106	Programmed
0.2 mi north of I-65 to 1.16 mi north of I-65					0.96 Miles	2 Lanes to 4 Lanes				New YR
I 65	Tippecanoe 79	Interchange Modification	9802790	2007	1	$3,940	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	95	Programmed
At SR 43					0.50 Miles	4 Lanes to 4 Lanes				NC
I 65	Tippecanoe 79	Interchange Modification	9802780	2007	1	$1,510	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	94	Programmed
At SR 26					0.50 Miles	4 Lanes to 4 Lanes				NC
U 231	Tippecanoe 79	New Road Construction	0300431	2008	1	$15,310	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	465	Programmed
SR 26 to US 52 (around the west side of Lafayette)					3.40 Miles	0 Lanes to 4 Lanes				New YR
S 25	Tippecanoe 79	New Road Construction	9802920	2009	1	$72,436	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	466	Programmed
I-65/SR25 interchange to 0.5 mi E of Tippecanoe/Carroll Co Ln (Segment 1)					11.80 Miles	0 Lanes to 4 Lanes				New Leng
S 26	Tippecanoe 79	Reconstruction	0012950	2009	1	$14,800	Project	☐ In AQ Area ☑ In MPO LRP Lafayette	475	Programmed
CR 550E (1.1 mi east of I-65) to CR 900E (4.7 mi E of I-65) 44+85					3.60 Miles	2 Lanes to 2 Lanes				New YR
S 43	Tippecanoe 79	Reconstruction	0012940	2009	1	$2,950	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	107	Programmed
1.93 mi north of I-65 to north jct with SR 18					6.00 Miles	2 Lanes to 2 Lanes				New YR
Funding Period 2										
S 26	Tippecanoe 79	Added Travel Lanes		2013	2	$6,500	Placeholder	☐ In AQ Area ☑ In MPO LRP Lafayette	141	MPO Plan
US 52 to I-65					2.00 Miles	4 Lanes to 6 Lanes				NC
Funding Period 3										

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 3										
I 65 SR 38 to SR 43	Tippecanoe 79	Added Travel Lanes		2015	3 9.75 Miles	$56,000 4 Lanes to	Placeholder 6 Lanes	☐ In AQ Area ☑ In MPO LRP Lafayette	477	HERS New YR
U 231 I-74 to relocated US 231 (CR 500S)	Tippecanoe 79	Added Travel Lanes		2016	3 18.30 Miles	$105,000 2 Lanes to	Placeholder 4 Lanes	☐ In AQ Area ☐ In MPO LRP Lafayette	480	Mobility Corridor NC
Funding Period 4										
U 231 US 52 to I-65 Connector	Tippecanoe 79	New Road Construction		2022	4 5.60 Miles	$60,000 0 Lanes to	Placeholder 4 Lanes	☐ In AQ Area ☑ In MPO LRP Lafayette	479	Mobility Corridor NC

Lafayette MPO Total $385,861

INDOT 2030 Long Range Plan Projects
Louisville MPO



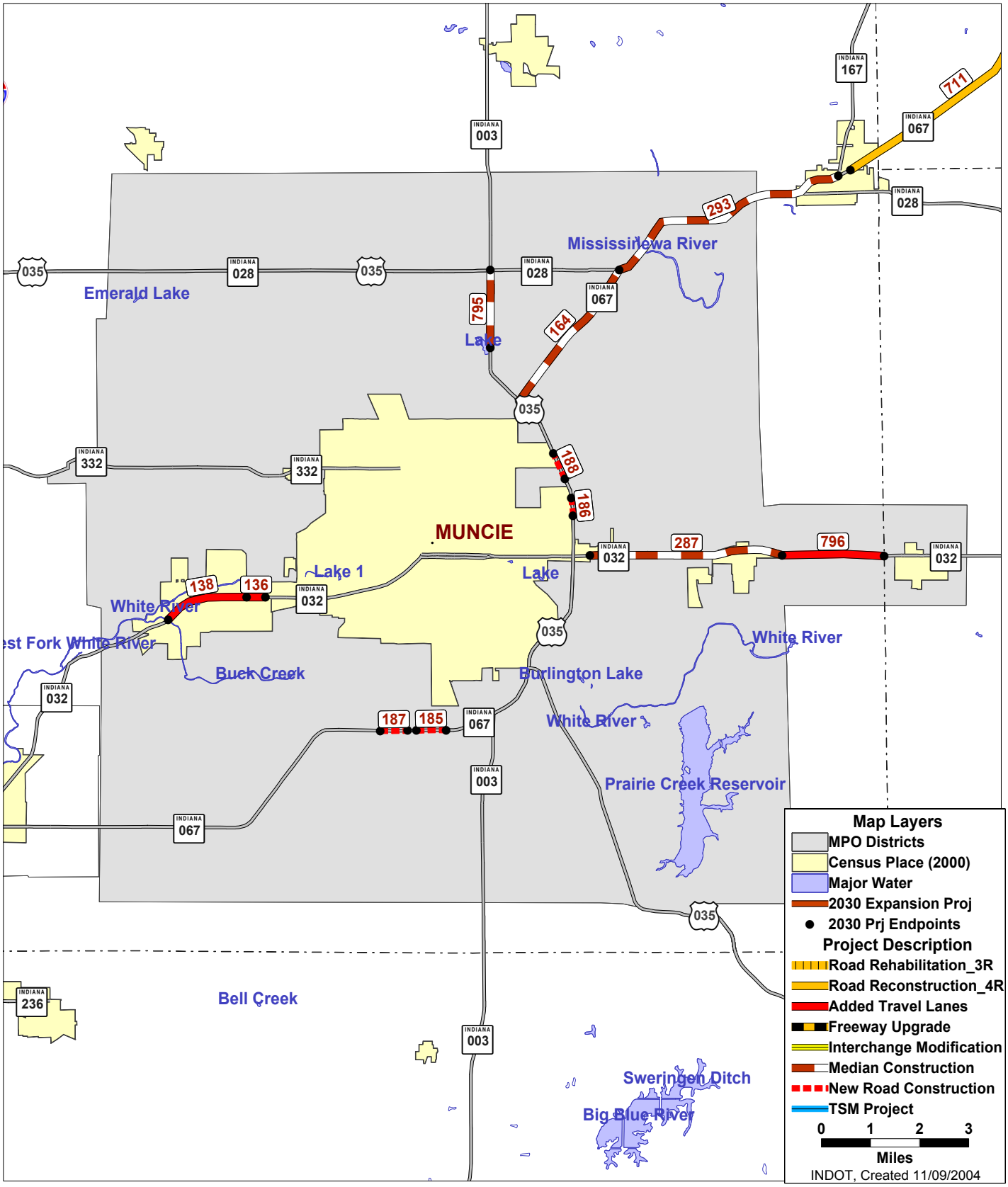
Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 111	Floyd 22	Added Travel Lanes	9902540	2007	1	$22,200	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	735	Programmed New YR
0.65 mi N of I-265 to Fairview Knob Rd (3 lns from Chapel Ln to Fairview Knob Rd)					2.60 Miles	2 Lanes to	5 Lanes			
S 111	Floyd 22	Added Travel Lanes	9902920	2009	1	$6,350	Placeholder	☑ In AQ Area ☑ In MPO LRP Louisville	23	Programmed New YR
Beechwood Ave to Mt. Tabor Rd					2.18 Miles	2 Lanes to	4 Lanes			
Funding Period 2										
I 265	Clark 10	New Road Construction		2013	2	$129,024	Project	☑ In AQ Area ☑ In MPO LRP Louisville	20	Programmed NC
Extend I-265 into Kentucky (Road)					3.80 Miles	0 Lanes to	6 Lanes			
I 265	Clark 10	New Bridge Construction		2013	2	$101,376	Project	☑ In AQ Area ☑ In MPO LRP Louisville	21	Programmed NC
Extend I-265 into Kentucky (Bridge) (Indiana share)					0.50 Miles	0 Lanes to	6 Lanes			
I 65	Clark 10	New Bridge Construction		2013	2	$249,600	Project	☑ In AQ Area ☑ In MPO LRP Louisville	361	MPO Plan NC
New Ohio River Bridge					0.50 Miles	7 Lanes to	12 Lanes			
I 64	Floyd 22	Added Travel Lanes		2014	2	$11,200	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	743	Interchange Study NC
I-265 to SR 111					1.20 Miles	5 Lanes to	6 Lanes			
I 65	Clark 10	Added Travel Lanes	0300861	2014	2	$34,110	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	358	Programmed New YR
0.5 mi south of SR 311 to 0.5 mi north of Memphis Rd					8.14 Miles	4 Lanes to	6 Lanes			
Funding Period 3										
I 65	Clark 10	Added Travel Lanes	0300888	2015	3	$18,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Louisville	825	Programmed Refined PlcHldr
From 0.5 mi north of Memphis Rd to 0.5 mi north of SR 160					3.55 Miles	4 Lanes to	6 Lanes			
S 60	Clark 10	Added Travel Lanes		2016	3	$35,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	332	Mobility Corridor NC
Washington / Clark Co Ln to I-65					10.00 Miles	2 Lanes to	4 Lanes			
S 64	Floyd 22	Added Travel Lanes		2016	3	$9,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Louisville	732	HERS NC
Marci Ln, 3.0 mi west of I-64 to 0.5 mi west of I-64					2.50 Miles	2 Lanes to	4 Lanes			
I 65	Clark 10	Added Travel Lanes	0300860	2016	3	$57,890	Placeholder	☑ In AQ Area ☑ In MPO LRP Louisville	826	Programmed Refined PlcHldr
From 0.5 mi north of SR 160 to 0.5 mi north of SR 56					10.00 Miles	4 Lanes to	6 Lanes			

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 3										
U 150 From Harrison/Floyd Co Ln to 3.8 mi west of I-64	Floyd 22	Median Construction		2019	3 6.75 Miles	$11,100 2 Lanes to	Placeholder 3 Lanes	☐ In AQ Area ☐ In MPO LRP Louisville	789	Proposed New Project
I 65 Ohio River to L&I RR Bridge (south of Stansifer Ave)	Clark 10	Added Travel Lanes		2019	3 1.16 Miles	$50,000 4 Lanes to	Project 8 Lanes	☑ In AQ Area ☑ In MPO LRP Louisville	360	MPO Plan NC
Funding Period 4										
S 64 Georgetown: from 4 mi west of I-64 to 3 mi (Marci Ln) west of I-64	Floyd 22	Median Construction		2020	4 1.00 Miles	$6,215 2 Lanes to	Placeholder 3 Lanes	☐ In AQ Area ☐ In MPO LRP Louisville	788	Proposed New Project
I 64 US 150 to I-265	Floyd 22	Added Travel Lanes		2023	4 2.50 Miles	$20,400 5 Lanes to	Placeholder 7 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	741	HERS NC
I 64 SR 62/64 to US 150	Floyd 22	Added Travel Lanes		2023	4 1.30 Miles	$8,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	742	Interchange Study NC
Funding Period 5										
I 265 I-64 to I-65	Floyd 22	Added Travel Lanes		2025	5 6.90 Miles	$50,000 4 Lanes to	Placeholder 6 Lanes	☐ In AQ Area ☐ In MPO LRP Louisville	745	Interchange Study NC
I 265 I-65 to SR 62	Clark 10	Added Travel Lanes		2025	5 2.70 Miles	$27,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	746	Mobility Corridor NC
S 62 SR 3 in Charlestown to SR 362	Clark 10	Added Travel Lanes		2028	5 14.50 Miles	$29,000 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	791	Proposed New Project
S 3 From the North UAB of Charlestown to SR 203	Clark 10	Added Travel Lanes		2030	5 10.00 Miles	$17,000 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Louisville	794	Proposed New Project

Louisville MPO Total $892,465

INDOT 2030 Long Range Plan Projects
Muncie MPO

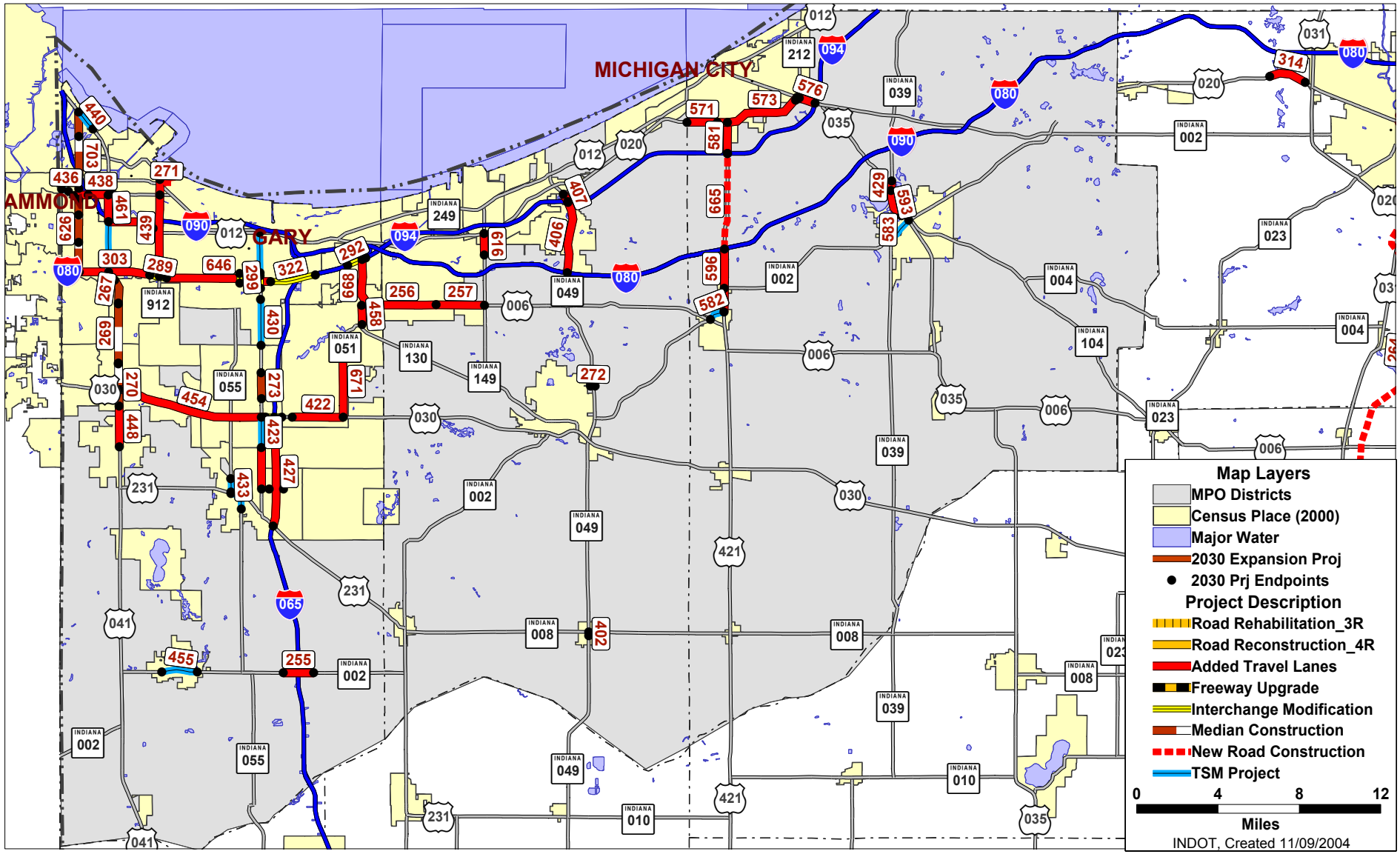


Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 32	Delaware 18	Added Travel Lanes	9700310	2007	1	$12,540	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	138	Programmed
CR 575W (AdaLn St) to CR 400W (Nebo Rd) in Yorktown					1.19 Miles	2 Lanes to	5 Lanes			New YR
S 32	Delaware 18	Median Construction	0013680	2008	1	$20,650	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	287	Programmed
0.3 mi E of Muncie Bypass (Country Club Rd) to 4.2 mi E of Muncie Bypass					3.84 Miles	4 Lanes to	5 Lanes			New YR
U 35	Delaware 18	New Bridge Construction	9901360	2008	1	$1,630	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	186	Programmed
At Centennial Ave, 1.61 km north of SR 32					0.50 Miles	4 Lanes to	4 Lanes			NC
S 67	Delaware 18	New Bridge Construction	9901350	2008	1	$4,730	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	185	Programmed
At Norfolk Southern RR, 2.11 km south of SR 3					0.50 Miles	4 Lanes to	4 Lanes			New YR
S 67	Delaware 18	Median Construction	9901680	2008	1	$7,600	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	164	Programmed
US 35 / SR 3 to the south jct with SR 28					2.13 Miles	2 Lanes to	3 Lanes			New YR
S 67	Delaware 18	Median Construction	0013720	2009	1	$17,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	293	Programmed
South jct with SR 28 to SR 167					5.13 Miles	2 Lanes to	3 Lanes			New YR
Funding Period 2										
S 67	Delaware 18	New Interchange Construction	0013780	2011	2	$9,779	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	187	Programmed
At Cowan Rd, 2.07 mi west of SR 3					0.50 Miles	4 Lanes to	4 Lanes			New YR
U 35	Delaware 18	New Interchange Construction	0013840	2012	2	$15,196	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	188	Programmed
At McGalliard Rd, 1.86 mi north of SR 32					1.00 Miles	4 Lanes to	4 Lanes			New YR
S 3	Delaware 18	Median Construction		2014	2	$1,500	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	795	Proposed
From 1.3 mi N of SR3/67 (CR 450N) to SR 28					1.50 Miles	2 Lanes to	3 Lanes			New Project
Funding Period 4										
S 32	Delaware 18	Added Travel Lanes		2024	4	$12,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Muncie	796	Proposed
4.5 mi E of US 35 (CR 650E) to 7.1 mi E of US 35 WCL Parker City					2.60 Miles	2 Lanes to	5 Lanes			New Project

Muncie MPO Total $102,625

INDOT 2030 Long Range Plan Projects
Northwest Indiana MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1											
S 2	Lake 45		Added Travel Lanes	9706420	2005	1	$6,410	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	255	Programmed
At I-65						1.50 Miles	2 Lanes to	4 Lanes			NC
U 41	Lake 45		Median Construction	996587A	2005	1	$5,204	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	627	Programmed
South of Michigan St (Sibley St) to north of Michigan St (Hoffman St) (Section II)						1.00 Miles	4 Lanes to	5 Lanes			NC
U 41	Lake 45		Median Construction	996587M	2005	1	$7,265	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	704	Programmed
South of Sheffield Ave to US 12/20						1.19 Miles	4 Lanes to	5 Lanes			NC
U 41	Lake 45		Median Construction	9966160	2005	1	$19,833	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	269	Programmed
Just north of EJ&E RR to just north of Cady Marsh Ditch (Phase 2)						2.45 Miles	4 Lanes to	5 Lanes			New YR
U 41	Lake 45		Median Construction	996587B	2005	1	$2,911	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	702	Programmed
South of Hoffman St to south of Huehn St (Section 3)						0.49 Miles	4 Lanes to	5 Lanes			New YR
U 41	Lake 45		Median Construction	996587C	2005	1	$8,519	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	703	Programmed
North of I-90 Toll Road ramp to US 12/20						2.95 Miles	4 Lanes to	5 Lanes			NC
S 53	Lake 45		Median Construction	8574160	2005	1	$7,408	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	273	Programmed
1.46 km to 3.57 km north of US 30						1.31 Miles	4 Lanes to	5 Lanes			New YR
U 6	Porter 64		Added Travel Lanes	9229935	2005	1	$25,705	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	256	Programmed
0.036 mi east of SR 51 to Scottsdale Rd, 2.44 mi west of SR 149						3.25 Miles	2 Lanes to	5 Lanes			New YR
U 6	Porter 64		Added Travel Lanes	9629936	2005	1	$15,718	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	257	Programmed
Scottsdale Rd, 2.44 mi west of SR 149 to SR 149						2.44 Miles	2 Lanes to	5 Lanes			New YR
I 90	Lake 45		Interchange Modification	9700410	2005	1	$130,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	819	Toll Plan
MP 20.7 - 21.1						0.40 Miles	4 Lanes to	6 Lanes			TollRD
I 90	Lake 45		Added Travel Lanes	0011570	2005	1	$50,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	816	Toll Plan
M 14.5 - 15.5						1.00 Miles	4 Lanes to	6 Lanes			TollRD
U 20	Laporte 46		Interchange Modification	0014050	2006	1	$475	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	666	Programmed
Reconstruct ramp from EB US 20 to EB US 20/35						0.30 Miles	1 Lanes to	1 Lanes			NC

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
U 41	Lake 45	Median Construction	8665870	2006	1	$10,047	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	625	Programmed
South of 175th St to north of 165th St (Section I)					1.33 Miles	4 Lanes to	5 Lanes			NC
I 80	Lake 45	Interchange Modification	0065300	2006	1	$106,585	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	322	Programmed
At I-65 (0.4 mi west of Martin Luther King Dr to Central Ave) (Phase IV)					1.00 Miles	6 Lanes to	8 Lanes			NC
I 80	Lake 45	Interchange Modification	9700410	2006	1	$30,666	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	292	Programmed
At US 6 / SR 51 (Ripley St) in Lake Station					1.00 Miles	6 Lanes to	8 Lanes			New YR
I 90	Porter 64	Added Travel Lanes		2006	1	$22,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	820	Toll Plan
MP 21.1 - 24.0					2.90 Miles	4 Lanes to	6 Lanes			TollRD
I 90	Lake 45	Added Travel Lanes		2006	1	$15,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	818	Toll Plan
MP 18.7 - 20.7					2.00 Miles	4 Lanes to	6 Lanes			TollRD
I 90	Lake 45	Added Travel Lanes	0100005	2006	1	$78,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	815	Toll Plan
MP 10-14.5					4.50 Miles	4 Lanes to	6 Lanes			TollRD
U 421	Laporte 46	Reconstruction	0014520	2007	1	$36,451	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	665	Programmed
I-80/90 (Toll Road) to I-94					4.70 Miles	2 Lanes to	2 Lanes			Revised PlcHldr
U 12	Lake 45	TSM		2008	1	$3,300	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	440	HERS
US 41 to 121st St in Hammond / Whiting					1.10 Miles	4 Lanes to	4 Lanes			NC
U 20	Laporte 46	Median Construction		2008	1	$9,825	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	573	HERS
US 421 to US 35 / SR 212 in Michigan City					3.93 Miles	4 Lanes to	5 Lanes			Refined PlcHldr
S 312	Lake 45	TSM		2008	1	$5,740	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	436	HERS
State Ln Rd to Sheffield Rd					0.35 Miles	2 Lanes to	2 Lanes			NC
S 49	Porter 64	New Interchange Construction	9700360	2008	1	$5,210	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	272	Programmed
At CR 400N, 1.58 mi north of SR 2					1.00 Miles	4 Lanes to	4 Lanes			New YR
I 90	Porter 64	Added Travel Lanes		2008	1	$60,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	821	Toll Plan
MP 24.0 - 31.0					8.00 Miles	4 Lanes to	6 Lanes			TollRD

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 912	Lake 45	Added Travel Lanes	0014030	2008	1	$100,050	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	439	Programmed
0.63 mi north of I-80/94 to 0.25 mi north of US 12					4.20 Miles	4 Lanes to 6 Lanes				NC
S 2	Laporte 46	TSM		2009	1	$2,979	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	583	HERS
SR 39 to US 35 in LaPorte					1.16 Miles	4 Lanes to 4 Lanes				NC
U 35	Laporte 46	TSM		2009	1	$1,616	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	379	HERS
North jct with SR 39 to Johnson/Severs Rd in LaPorte					0.65 Miles	2 Lanes to 2 Lanes				NC
U 421	Laporte 46	Added Travel Lanes	0201302	2009	1	$3,187	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	595	Programmed
South jct with SR 2 to north jct with SR 2 in Westville					1.01 Miles	2 Lanes to 4 Lanes				New YR
S 53	Lake 45	TSM		2009	1	$2,200	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	430	HERS
53rd Ave to 35th Ave in Gary					2.23 Miles	4 Lanes to 4 Lanes				NC
S 53	Lake 45	Added Travel Lanes	0014500	2009	1	$16,160	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	307	Programmed
109th Ave to 93rd Ave in Crown Point					2.04 Miles	2 Lanes to 4 Lanes				New YR
Funding Period 2										
U 231	Lake 45	TSM		2011	2	$1,250	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	622	HERS
East jct with SR 55 to west jct with SR 55 in Crown Point					0.51 Miles	2 Lanes to 2 Lanes				NC
I 65	Lake 45	New Interchange Construction		2011	2	$12,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	305	MPO Plan
At 109th Ave					1.00 Miles	4 Lanes to 6 Lanes				Revised PlcHldr
I 65	Lake 45	Added Travel Lanes		2011	2	$35,000	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	427	HERS
US 231 to US 30					5.32 Miles	4 Lanes to 6 Lanes				NC
U 421	Laporte 46	Added Travel Lanes	0301047	2012	2	$10,900	Project	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	581	Programmed
I-94 to US 20 in Michigan City					1.26 Miles	4 Lanes to 6 Lanes				New YR
S 55	Lake 45	TSM		2012	2	$1,650	Placeholder	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	433	HERS
Clark St (north of US 231) to Summit Ave in Crown Point					0.66 Miles	2 Lanes to 2 Lanes				NC

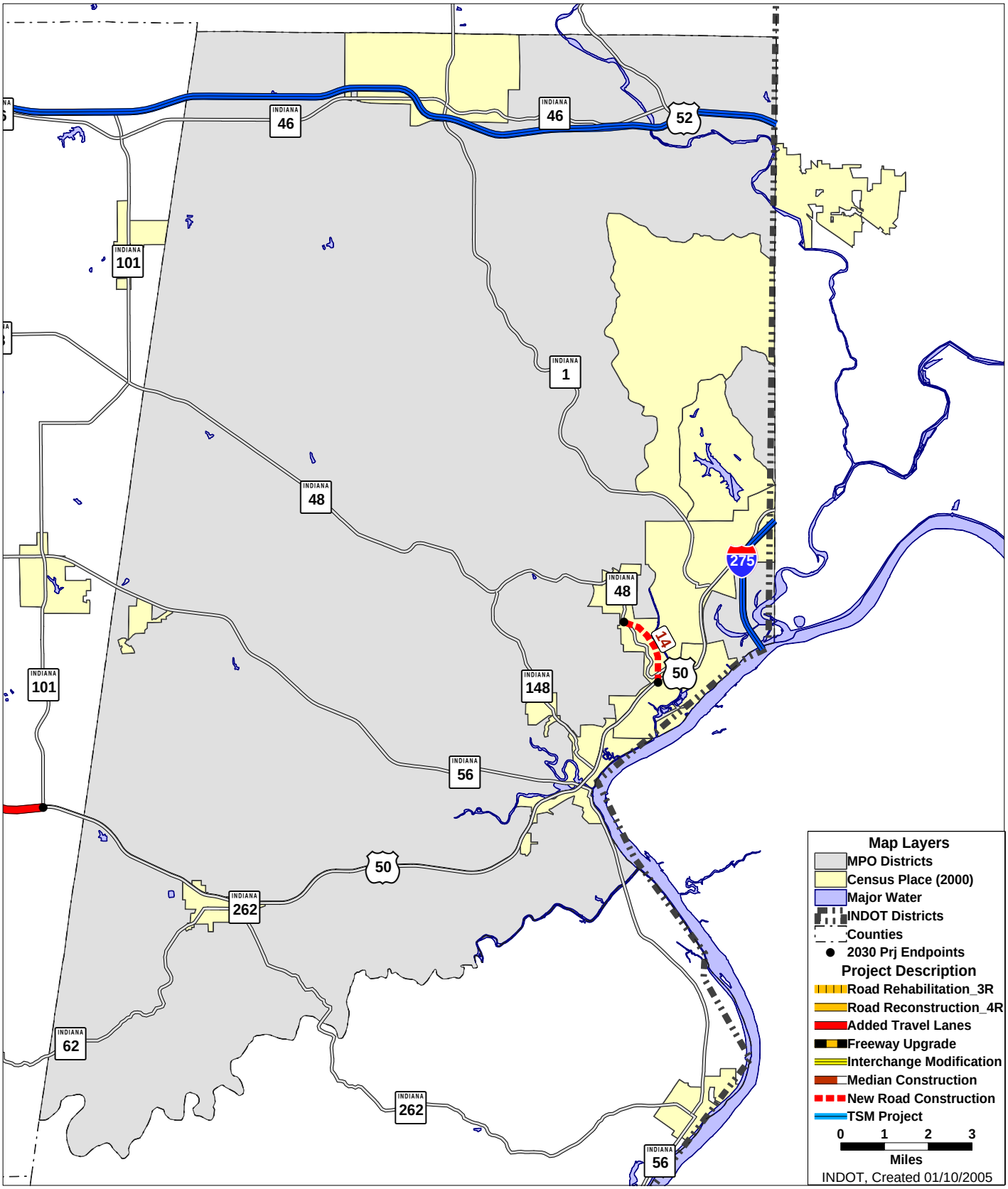
Route / Location	County	Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2											
U 6	Lake 45	0.3 mi south of I-80/94 to 0.4 mi east of SR 51	Added Travel Lanes		2012	2 2.56 Miles	$7,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	668	HERS NC
I 90	Lake 45	MP 3-10	Added Travel Lanes		2012	2 7.00 Miles	$140,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	814	Toll Plan TollRD
I 90	Porter 64	MP 31.0 - 37.5	Added Travel Lanes		2012	2 6.50 Miles	$45,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	822	Toll Plan TollRD
S 2	Lake 45	Nicholas St to 4 lane section west of Clark St in Lowell	TSM		2013	2 1.84 Miles	$5,520 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	455	HERS NC
U 20	Laporte 46	Ohio St to US 421 in Michigan City	Added Travel Lanes		2013	2 0.50 Miles	$1,250 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	572	HERS NC
S 312	Lake 45	Columbia Ave (0.1 mi west of I-90) to Railroad Ave in East Chicago	Added Travel Lanes		2013	2 1.24 Miles	$2,825 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	438	HERS NC
S 39	Laporte 46	US 35 to Severs Rd in LaPorte	Added Travel Lanes		2013	2 0.48 Miles	$1,189 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	429	HERS NC
U 421	Laporte 46	North jct with SR 2 to I-80/90	Added Travel Lanes		2013	2 1.93 Miles	$4,819 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	596	HERS NC
S 149	Porter 64	Lenburg Rd to US 20 in Burns Harbor	Added Travel Lanes		2014	2 1.06 Miles	$2,650 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	616	HERS NC
S 53	Lake 45	25th Ave to US 12 in Gary	TSM		2014	2 1.98 Miles	$2,000 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	460	HERS NC
Funding Period 3											
U 41	Lake 45	93rd Ave to 77th Ave	Median Construction		2015	3 1.99 Miles	$12,000 4 Lanes to	Placeholder 5 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	448	HERS Revised PlcHldr

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 3										
U 20 Co Ln Rd to Ohio St in Michigan City	Laporte 46	Added Travel Lanes		2017	3 1.48 Miles	$3,700 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	571	HERS NC
U 30 US 41 to 0.4 mi west of I-65	Lake 45	Added Travel Lanes		2017	3 7.45 Miles	$33,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	454	MPO Plan NC
S 49 I-80/90 to I-94 in Chesterton	Porter 64	Added Travel Lanes		2017	3 3.59 Miles	$14,340 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	406	HERS NC
S 49 I-94 to Oak Hill Rd in Chesterton	Porter 64	Added Travel Lanes		2017	3 0.45 Miles	$687 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	407	HERS NC
S 53 93rd Ave to US 30	Lake 45	TSM		2017	3 1.44 Miles	$1,400 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	423	HERS NC
S 2 US 6 to US 421 in Westville	Laporte 46	TSM		2018	3 0.91 Miles	$2,224 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	582	HERS NC
U 20 SR 152 to 4 lane section 0.4 mi west of SR 912	Lake 45	Added Travel Lanes		2018	3 2.20 Miles	$5,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	462	HERS NC
S 312 Johnson Ave to Columbia Ave (0.1 mi west of I-90) in Hammond	Lake 45	Added Travel Lanes		2018	3 0.72 Miles	$2,100 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	437	HERS NC
S 51 US 30 to 10th Street	Lake 45	Added Travel Lanes		2018	3 3.50 Miles	$3,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	671	MPO Plan NC
S 51 Cleveland Rd to south jct with US 6	Lake 45	Added Travel Lanes		2018	3 0.98 Miles	$2,500 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	458	HERS NC
S 55 Greenwood Ave to US 231	Lake 45	TSM		2018	3 0.61 Miles	$1,500 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	432	HERS NC
Funding Period 4										

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
Funding Period 4										
U 30 0.9 mi east of I-65 to SR 51	Lake 45	Added Travel Lanes		2021	4 2.50 Miles	$11,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	422	HERS NC
S 152 I-80/94 to US 20 in Hammond	Lake 45	TSM		2022	4 2.46 Miles	$6,600 4 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	434	HERS NC
U 20 SR 312 to SR 152 in East Chicago	Lake 45	Added Travel Lanes		2023	4 1.30 Miles	$3,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	461	HERS NC
U 20 US 20 / US 35 / SR 212 to I-94 in Michigan City	Laporte 46	Added Travel Lanes		2023	4 0.65 Miles	$1,627 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	576	HERS NC
S 49 Mentor St to SR 8 in Kouts	Porter 64	TSM		2024	4 0.18 Miles	$224 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☐ In MPO LRP Northwest Indiana	402	HERS NC
Funding Period 5										
 Suburban Transportation Needs	Lake 45	Undetermined		2028	5 0.00 Miles	$500,000 0 Lanes to	Placeholder 0 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	539	Mobility Corridor NC

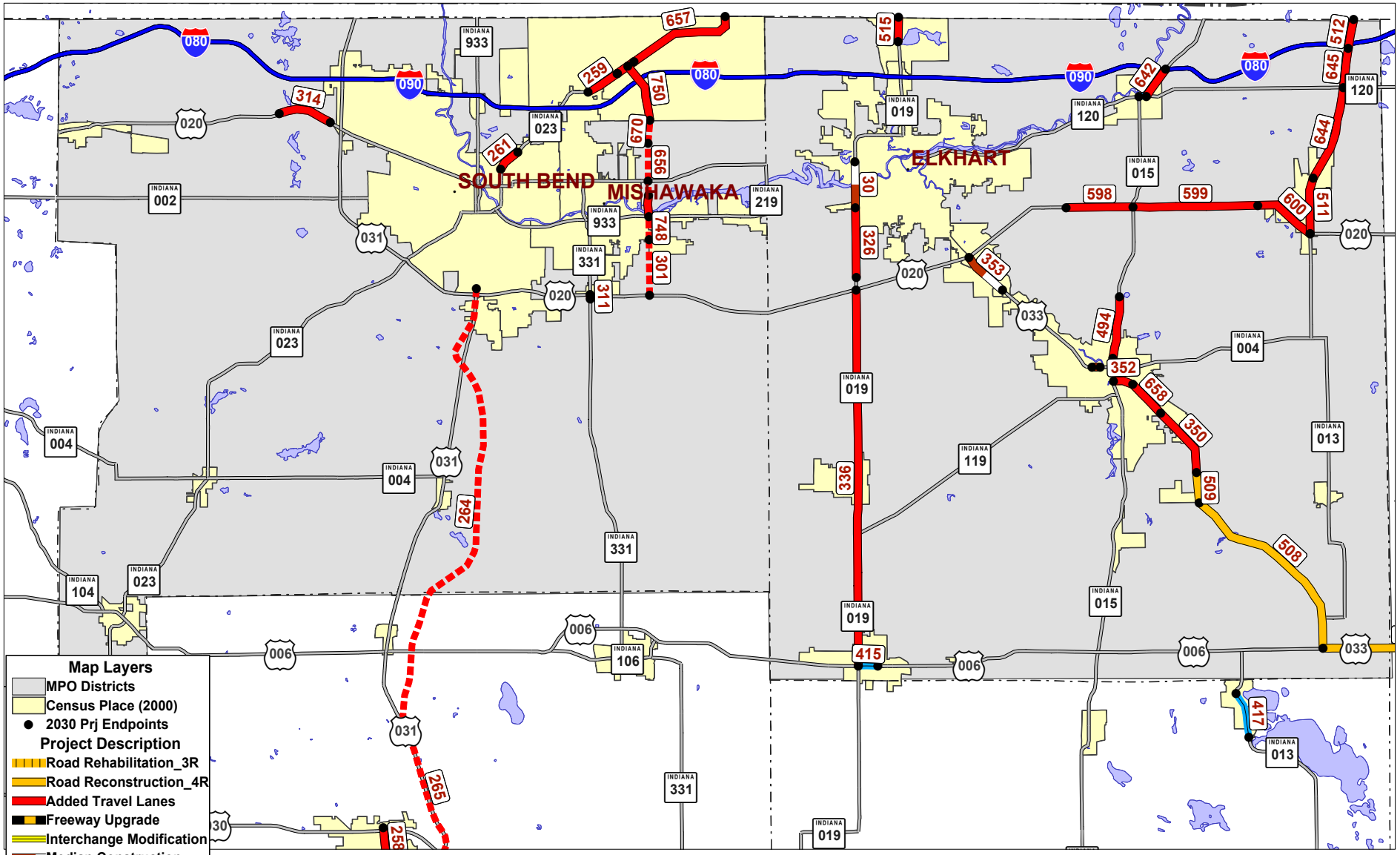
Northwest Indiana MPO Total $1,666,919

INDOT 2030 Long Range Plan Projects
Ohio, Kentucky, Indiana MPO (Indiana Area)



Project ID Numbers Corresponds to INDOT MPO Project Listing

INDOT 2030 Long Range Plan Projects
South Bend/Elkhart MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County	Project Type / Description	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 23	St Joseph 71	Added Travel Lanes	9033605	2005	1	$14,233	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	259	Programmed
Cleveland Rd to Fir Rd					1.18 Miles	2 Lanes to	4 Lanes			New YR
S 23	St Joseph 71	Added Travel Lanes	9133606	2005	1	$14,434	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	639	Programmed
2.4 mi north of I-80/90 (Fir Rd) to Brick Rd					0.68 Miles	2 Lanes to	4 Lanes			New YR
U 33	Elkhart 20	Added Travel Lanes	9700330	2005	1	$9,847	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	353	Programmed
CR 15 to US 20					2.46 Miles	4 Lanes to	5 Lanes			Prj Type
S 19	Elkhart 20	Median Construction	9801130	2007	1	$10,626	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	30	Programmed
2.6 mi north of US 20 (Lusher Ave) to 4.1 mi north of US 20 (Bypass)					1.50 Miles	4 Lanes to	5 Lanes			Prj Descript
S 331	St Joseph 71	Added Travel Lanes	0200875	2007	1	$15,875	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	750	Programmed
From Douglas Rd. to SR 23					2.08 Miles	4 Lanes to	6 Lanes			New YR
S 331	St Joseph 71	New Road Construction	0200872	2007	1	$29,650	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	748	MPO Plan
From Just South of 12th St. to Just North of SR 933					0.80 Miles	2 Lanes to	6 Lanes			New YR
S 23	St Joseph 71	Added Travel Lanes	9133615	2008	1	$2,283	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	261	Programmed
0.2 mi south of Campeau St to 0.05 mi south of Edison Rd in South Bend					0.62 Miles	2 Lanes to	4 Lanes			New YR
S 331	St Joseph 71	New Road Construction	9804320	2008	1	$29,370	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	301	Programmed
US 20 to Just South of 12th St.					1.88 Miles	0 Lanes to	6 Lanes			NC
Funding Period 2										
U 33	Elkhart 20	Added Travel Lanes	9222424	2010	2	$4,448		☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	352	Suspended
Monroe St to SR 15 (Main St in Goshen)					0.70 Miles	2 Lanes to	4 Lanes			New YR
U 33	Elkhart 20	Added Travel Lanes	9222425	2010	2	$21,320		☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	350	Suspended
CR 40 to College Ave (CR 36)					2.47 Miles	2 Lanes to	4 Lanes			New YR
U 33	Elkhart 20	Added Travel Lanes	9222426	2010	2	$11,418		☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	658	Suspended
College Ave to Monroe St in Goshen					1.39 Miles	2 Lanes to	4 Lanes			New YR

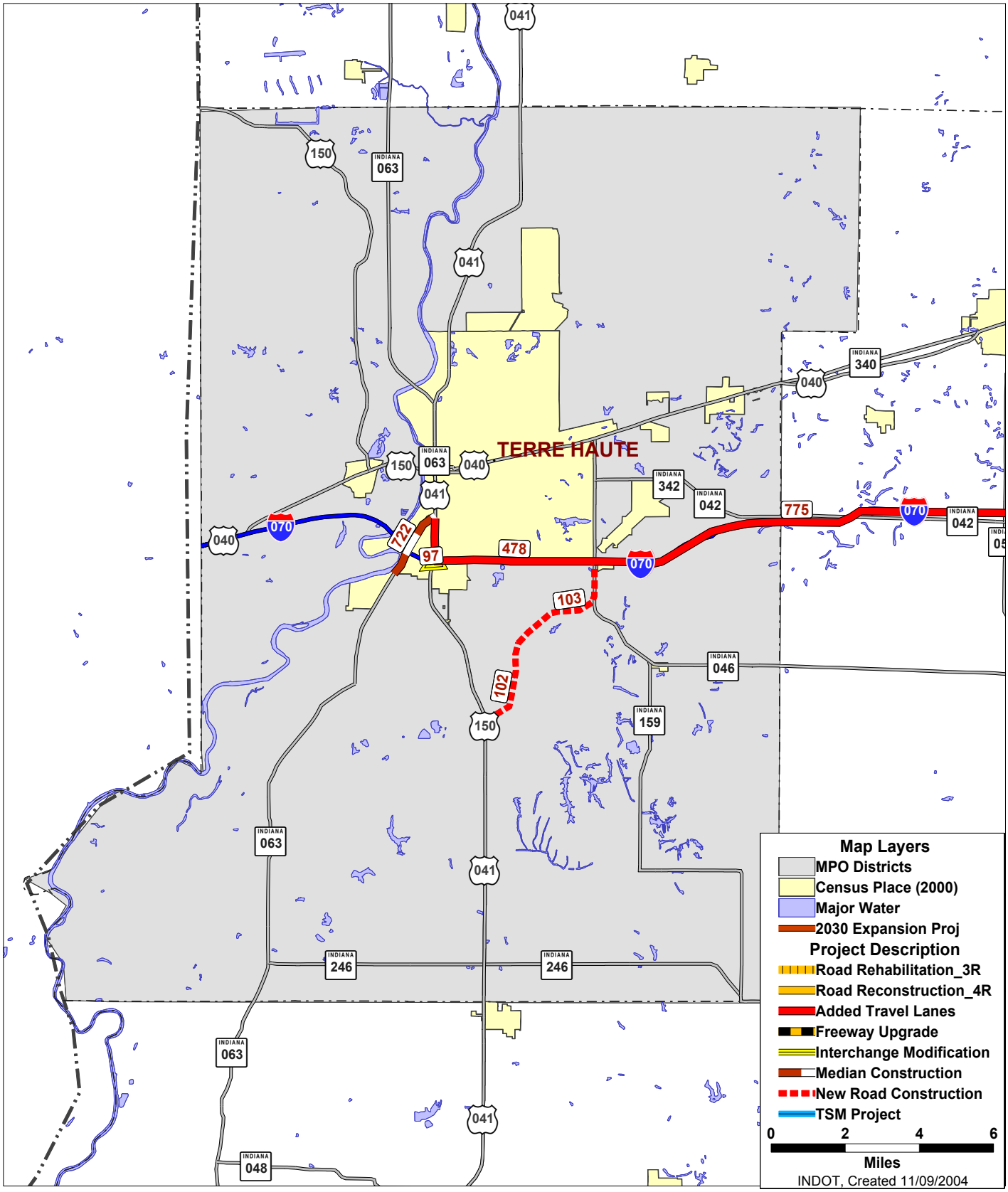
Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2										
S 23	St Joseph 71	Added Travel Lanes		2011	2	$9,920	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	657	MPO Plan
Brick Rd to Michigan State Ln					3.76 Miles	2 Lanes to	4 Lanes			NC
U 31	St Joseph 71	New Road Construction		2011	2	$20,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	833	Mobility Corridor
From Kern Rd to 0.557 mi S of US 20 (Johnson Rd)					0.65 Miles	0 Lanes to	6 Lanes			Refined PlcHldr
U 31	St Joseph 71	New Road Construction	9904300	2011	2	$120,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	264	Mobility Corridor
From 2.63 mi S of US 6 (CR W4A) to 1.2 mi S of US 20 (Kern Rd)					16.05 Miles	0 Lanes to	4 Lanes			Refined PlcHldr
U 31	St Joseph 71	Added Travel Lanes		2011	2	$104,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	835	Mobility Corridor
From 0.557 mi S of US 20 (Johnson Rd) to the US 20 Bypass					0.75 Miles	4 Lanes to	12 Lanes			Refined PlcHldr
U 31	St Joseph 71	Interchange Construction		2011	2	$18,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	834	Mobility Corridor
At US 31 & Kern Rd (1.2 mi S of US 20)					0.50 Miles	0 Lanes to	4 Lanes			Refined PlcHldr
U 31	St Joseph 71	Interchange Construction		2011	2	$18,000	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	832	Mobility Corridor
At US 31 & SR 4 (Pierce Rd)					0.50 Miles	0 Lanes to	4 Lanes			Refined PlcHldr
S 15	Elkhart 20	TSM		2012	2	$1,500	Placeholder	☐ In AQ Area ☐ In MPO LRP South Bend-Elkhart	643	HERS
West jct with SR 120 to east jct with SR 120 in Bristol					0.25 Miles	2 Lanes to	2 Lanes			NC
S 13	Elkhart 20	Added Travel Lanes		2013	2	$3,375	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	645	MPO Plan
SR 120 to I-80/90					1.35 Miles	2 Lanes to	4 Lanes			NC
S 13	Elkhart 20	Added Travel Lanes		2013	2	$1,966	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	511	MPO Plan
US 20 to York St in Middlebury					1.57 Miles	2 Lanes to	4 Lanes			NC
S 13	Elkhart 20	Added Travel Lanes		2013	2	$8,225	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	644	MPO Plan
York St in Middlebury to SR 120					3.29 Miles	2 Lanes to	4 Lanes			NC
U 131	Elkhart 20	Added Travel Lanes		2013	2	$2,200	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	512	HERS
I-80/90 to Michigan State Ln					0.67 Miles	2 Lanes to	4 Lanes			NC
S 15	Elkhart 20	Added Travel Lanes		2013	2	$2,669	Placeholder	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	494	HERS
Mill St to CR 26 in Goshen					2.10 Miles	2 Lanes to	4 Lanes			NC

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 2										
S 19 0.18 mi north of Roseland Rd to Michigan State Ln	Elkhart 20	Added Travel Lanes		2013	2 0.81 Miles	$1,330 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	515	HERS NC
Funding Period 3										
U 20 1.25 mi east of CR 19 to SR 15	Elkhart 20	Added Travel Lanes		2015	3 2.17 Miles	$9,485 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	598	MPO Plan Prj Descript
I 90 MP 72.0 - 87.0	St Joseph 71	Added Travel Lanes		2015	3 15.00 Miles	$90,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	823	Toll Plan TollRD
S 19 US 6 to US 20	Elkhart 20	Added Travel Lanes		2016	3 11.00 Miles	$24,037 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	336	MPO Plan NC
U 20 Olive to Quince Rd	St Joseph 71	Added Travel Lanes		2016	3 1.83 Miles	$2,949 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	314	MPO Plan NC
U 20 SR 15 to CR 35	Elkhart 20	Added Travel Lanes		2017	3 4.19 Miles	$10,475 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	599	MPO Plan NC
U 33 East jct with US 6 to west jct with US 6	Elkhart 20	Reconstruction		2017	3 5.78 Miles	$14,450 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	507	Mobility Corridor NC
U 33 CR 42 to CR 40 south of Goshen	Elkhart 20	Reconstruction		2018	3 1.05 Miles	$2,625 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	509	Mobility Corridor NC
U 6 SR 19 (Main St) to Highland in Nappanee	Elkhart 20	TSM		2018	3 0.66 Miles	$1,089 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☐ In MPO LRP South Bend-Elkhart	415	HERS NC
I 90 MP 87.0 - 96.0	Elkhart 20	Added Travel Lanes		2018	3 9.00 Miles	$60,000 4 Lanes to	Placeholder 6 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	824	Toll Plan TollRD
U 33 West jct with US 6 to CR 42	Elkhart 20	Reconstruction		2019	3 6.94 Miles	$17,350 2 Lanes to	Placeholder 2 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	508	Mobility Corridor NC
Funding Period 4										

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 4										
U 20 CR 35 to SR 13	Elkhart 20	Added Travel Lanes		2020	4 2.10 Miles	$5,250 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	600	MPO Plan NC
S 15 SR 120 to I-80/90 in Bristol	Elkhart 20	Added Travel Lanes		2024	4 1.08 Miles	$2,700 2 Lanes to	Placeholder 4 Lanes	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	642	MPO Plan NC

South Bend-Elkhart MPO Total $715,099

INDOT 2030 Long Range Plan Projects
Terre Haute MPO



Project ID Numbers Corresponds to INDOT MPO Project Listing

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support / Rev 03 to 04:
Funding Period 1										
S 641	Vigo 84	New Road Construction	9138220	2005	1	$35,655	Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	102	Programmed New YR
US 41 to 0.25 mi north of existing Feree Rd					2.73 Miles	0 Lanes to 4 Lanes				
S 63	Vigo 84	Median Construction	9608940	2007	1	$10,125	Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	722	Programmed New YR
Honey Creek Drive to US 41					2.00 Miles	2 Lanes to 3 Lanes				
S 641	Vigo 84	New Road Construction	9738400	2007	1	$46,292	Project	☑ In AQ Area ☑ In MPO LRP Terre Haute	103	Programmed New YR
0.25 mi north of existing Feree Rd to I-70					3.23 Miles	0 Lanes to 4 Lanes				
Funding Period 2										
U 41	Vigo 84	Added Travel Lanes		2012	2	$4,500	Placeholder	☑ In AQ Area ☐ In MPO LRP Terre Haute	777	Proposed New Project
From 0.19 mi north of I-70 (Margaret Ave) to SR 63 (Hulman St)					1.00 Miles	5 Lanes to 6 Lanes				
Funding Period 3										
I 70	Vigo 84	Interchange Modification	0400545	2018	3	$17,250	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	97	Programmed New YR
At US 41/150 Interchange					0.50 Miles	4 Lanes to 4 Lanes				
Funding Period 4										
I 70	Vigo 84	Added Travel Lanes		2020	4	$67,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	775	Mobility Corridor Refined PlcHldr
From the SR 46 Interchange in Vigo Co to the SR 59 Interchange in Clay Co					11.50 Miles	4 Lanes to 6 Lanes				
I 70	Vigo 84	Added Travel Lanes	0400515	2020	4	$26,000	Placeholder	☑ In AQ Area ☑ In MPO LRP Terre Haute	478	Mobility Corridor New Leng
From 0.4 Mi W of US 41 Interchange to 0.5 Mi W of SR 46 Interchange					4.47 Miles	4 Lanes to 6 Lanes				

Terre Haute MPO Total $206,822

LRP Projects Let by District

Long Range Plan - 2004

Crawfordsville District

Route	County	Project Type			Funding Period	Cost (1,000s)	Status			Plan Support
Location	Description		DES #	RFC Year	Project Length	Begin Lanes	End Lanes	MPO LRP	PLAN I D	Rev 03 to 04:
U 421	Hamilton 29	Added Travel Lanes	0001800	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	714	Let
0.16 mi south of I-465 to 0.89 mi north of I-465 (Phase 1)					1.0 Mi	2 Lanes to	4 Lanes			NC
U 231	Montgomery 54	Added Travel Lanes	9133551	2002	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	99	Let
Crawfordsville South UAB to 0.3 mi south of US 136 at Jefferson St					1.4 Mi	2 Lanes to	4 Lanes			NC
U 231	Montgomery 54	Added Travel Lanes	9133550	2002	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	98	Let
1.36 mi south of south jct with SR 32 to Crawfordsville South UAB					0.5 Mi	2 Lanes to	4 Lanes			NC
U 40	Marion 49	Added Travel Lanes	9137770	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	92	Let
Raceway Rd to Research Dr					2.2 Mi	2 Lanes to	4 Lanes			NC
S 28	Clinton 12	New Road Construction	9503450	2004	1	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	90	Let
I-65 to 3.23 mi west of SR 39					4.7 Mi	2 Lanes to	4 Lanes			New YR
S 32	Boone 6	Added Travel Lanes	8574050	2004	1	$0	Project	☑ In AQ Area ☐ In MPO LRP Outside	91	Let
1.0 mi west of I-65 to 0.52 mi east of I-65					1.5 Mi	2 Lanes to	4 Lanes			New YR

Crawfordsville District Total Miles **11.36**

Fort Wayne District

Route	County		Project Type			Funding Period	Cost (1,000s)		Status				Plan Support
Location	Description			DES #	RFC Year	Project Length	Begin Lanes		End Lanes	MPO LRP	PLAN I D		Rev 03 to 04:
S 3	Allen	2	Added Travel Lanes	8461890	2000	0	$0		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	324		Let
At I-69 (2 added lanes from Ley Rd to 1500' north of Washington Center Rd)						0.8 Mi	4 Lanes	to	6 Lanes				NC
U 35	Grant	27	Reconstruction	0012410	2001	0	$0		Project	☐ In AQ Area ☐ In MPO LRP Outside	705		Let
CR 600E to CR 400E east of Gas City						2.1 Mi	2 Lanes	to	2 Lanes				NC
S 19	Elkhart	20	Added Travel Lanes	9301120	2002	0	$0		Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	326		Let
0.4 mi N of US 20 (Melwood Dr) to 2.6 mi N of US 20 (Lusher Ave)(Phase I)						2.2 Mi	2 Lanes	to	4 Lanes				New YR
U 27	Adams	1	Added Travel Lanes	7802320	2002	0	$0		Project	☐ In AQ Area ☐ In MPO LRP Outside	330		Let
SR 124 to Relocated US 33						4.8 Mi	2 Lanes	to	4 Lanes				NC
I 69	Allen	2	Added Travel Lanes	9829920	2002	0	$0		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	356		Let
2.16 km south of north jct with US 24 to 1.0 km south of Leesburg Rd						6.2 Mi	4 Lanes	to	6 Lanes				NC
I 69	Steuben	76	Interchange Modification	9607470	2002	0	$0		Project	☐ In AQ Area ☐ In MPO LRP Outside	354		Let
At US 20, southwest quadrant two-way ramp						0.3 Mi	1 Lanes	to	1 Lanes				NC
S 9	Lagrange	44	Added Travel Lanes	9802340	2002	0	$0		Project	☐ In AQ Area ☐ In MPO LRP Outside	27		Let
0.3 mi south of I-80/90 to Indiana / Michigan State Ln						0.7 Mi	2 Lanes	to	4 Lanes				NC
U 33	Elkhart	20	Median Construction	9503380	2004	1	$0		Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	348		Let
Indiana Ave to 78 meters east of Denver St in Goshen						0.3 Mi	4 Lanes	to	5 Lanes				NC
I 69	Allen	2	Added Travel Lanes	0100150	2004	1	$0		Project	☑ In AQ Area ☑ In MPO LRP Fort Wayne	715		Let
1.0 km south of Leesburg Rd to 0.48 km south of Coldwater Rd						4.8 Mi	4 Lanes	to	6 Lanes				New YR

Fort Wayne District Total Miles **22.29**

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 1	Fayette 21	Added Travel Lanes	8929535	2000	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	109	Let
17th St to 30th St in Connersville					1.4 Mi	2 Lanes to	4 Lanes			NC
S 13	Madison 48	Median Construction	8664500	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Anderson	701	Let
North jct with SR 37 to SR 28					2.0 Mi	2 Lanes to	3 Lanes			NC
I 465	Marion 49	Reconstruction	9837402	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	208	Let
1.08 mi S of I-74 to 0.44 mi N of I-74 (East Leg) (Interchange Modification)					1.5 Mi	6 Lanes to	6 Lanes			NC
I 465	Marion 49	Reconstruction	9237400	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	209	Let
0.44 mi N of I-74 to 0.5 mi N of US 52 (East Leg) (Interchange Modification)					1.6 Mi	6 Lanes to	6 Lanes			NC
I 65	Marion 49	Added Travel Lanes	9614680	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	207	Let
Kessler Blvd to 0.5 mi north of I-465 (West Leg)					5.3 Mi	4 Lanes to	6 Lanes			NC
S 13	Madison 48	Median Construction	9864501	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Anderson	692	Let
SR 28 to Fairgrounds Rd, 1.0 mi north of SR 28					1.0 Mi	2 Lanes to	3 Lanes			NC
U 27	Wayne 89	Reconstruction	9903450	2001	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	242	Let
North Corp Ln of Fountain City to South Corp Ln of Lynn					5.6 Mi	2 Lanes to	2 Lanes			NC
I 465	Marion 49	Interchange Modification	9502450	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	206	Let
At I-70 (East Leg) (Phase I)					3.5 Mi	6 Lanes to	10 Lanes			NC
I 465	Marion 49	Interchange Modification	9615090	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	175	Let
At 56th St / Shadeland Ave (East Leg) (Phase II)					1.0 Mi	6 Lanes to	10 Lanes			NC
I 465	Marion 49	Added Travel Lanes	0101191	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	730	Let
Just north of 71st St (I-69 ramps) to 0.43 km north of Fall Creek Rd (East Leg)					0.8 Mi	6 Lanes to	8 Lanes			NC
U 36	Marion 49	Added Travel Lanes	9133585	2003	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	149	Let
0.22 mi east of Post Rd to 0.2 mi east of Oaklandon Rd (Phase I)					3.4 Mi	2 Lanes to	5 Lanes			NC
I 70	Hendricks 32	New Interchange Construction	9500900	2003	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	192	Let
At Six Points Rd					2.0 Mi	6 Lanes to	8 Lanes			NC

Greenfield District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 32	Delaware 18	Added Travel Lanes	9407670	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP Muncie	136	Let New YR
0.1 mi west of Nebo Rd to 0.4 mi east of Nebo Rd					0.6 Mi	2 Lanes to	5 Lanes			
U 36	Marion 49	Added Travel Lanes	9633586	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	151	Let New YR
0.2 mi east of Oaklandon Rd to 0.18 mi east of CR 750N (Phase III)					2.1 Mi	2 Lanes to	5 Lanes			
U 52	Marion 49	Added Travel Lanes	8354330	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP Indianapolis	158	Let New YR
I-465 to Post Rd					1.3 Mi	2 Lanes to	7 Lanes			
I 70	Marion 49	Added Travel Lanes	9910200	2004	1	$0	Placeholder	☑ In AQ Area ☑ In MPO LRP Indianapolis	190	Let NC
5.7 km east of SR 267 to 1.1 km west of I-465 (3 main-Ln lanes plus 2 aux)					2.2 Mi	6 Lanes to	10 Lanes			

Greenfield District Total Miles **35.07**

Ind Toll Road District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I 90 MP 15.5 - 18.7	Lake 45	Added Travel Lanes	0201214	2003	0 3.2 Mi	$0 4 Lanes to	Project 6 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	817	Let TollRD

Ind Toll Road District Total Miles **3.20**

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I 80	Lake 45	Interchange Modification	9202613	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	289	Let
SR 912 (Phase E)					1.0 Mi	6 Lanes to	8 Lanes			NC
U 41	Lake 45	Median Construction	9707490	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	626	Let
1.5 mi north of I-80/94 (165th St) to 2.8 mi north of I-80/94 (Sibley St)					1.3 Mi	4 Lanes to	5 Lanes			NC
I 65	Lake 45	Interchange Modification	9829820	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	284	Let
At US 30 in Merrillville (Design Build) (Segment C)					1.0 Mi	4 Lanes to	6 Lanes			NC
U 35	Laporte 46	Added Travel Lanes	8354300	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	593	Let
0.45 mi northwest of south jct with SR 39 to north jct with SR 39					1.1 Mi	4 Lanes to	6 Lanes			NC
U 41	Lake 45	Median Construction	9133625	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	267	Let
Just north of Cady Marsh Ditch to Little Calumet River (Phase 1)					1.2 Mi	4 Lanes to	5 Lanes			NC
S 17	Marshall 50	Added Travel Lanes	8461390	2003	0	$0	Project	☐ In AQ Area ☑ In MPO LRP Outside	258	Let
0.73 mi south of US 30 to 0.2 mi north of US 30 in Plymouth					0.9 Mi	2 Lanes to	4 Lanes			NC
S 331	St Joseph 71	New Road Construction	9680490	2003	0	$0	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	670	Let
Day Rd to Douglas Rd					0.7 Mi	0 Lanes to	6 Lanes			NC
I 80	Lake 45	Interchange Modification	9700350	2003	0	$0	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	291	Let
At SR 53 (Broadway) in Gary					1.0 Mi	6 Lanes to	8 Lanes			New YR
S	Lake 45	New Road Construction	9380960	2004	1	$0	Placeholder	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	271	Let
Extension of US 12/20 to Lake Michigan (Gary Marina)					3.5 Mi	0 Lanes to	4 Lanes			New YR
S 331	St Joseph 71	New Road Construction	9900300	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	656	Let
McKinley Ave (Old US 20) to Day Rd					1.3 Mi	0 Lanes to	6 Lanes			New YR
S 331	St Joseph 71	New Road Construction	9103705	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP South Bend-Elkhart	669	Let
Jefferson Blvd to McKinley Ave					0.5 Mi	0 Lanes to	6 Lanes			New YR
U 41	Lake 45	Median Construction	9966170	2004	1	$0	Project	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	270	Let
77th Ave to just south of EJ&E Railroad (Phase III)					1.4 Mi	4 Lanes to	5 Lanes			NC

LaPorte District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
I 65 At SR 14	Jasper 37	New Interchange Construction	0200346	2004	1 0.0 Mi	$0 4 Lanes to	Project 4 Lanes	☐ In AQ Area ☐ In MPO LRP Outside	751	Let New YR
I 80 From Illinois/Indiana State Ln to Calumet Ave	Lake 45	Added Travel Lanes	0100987	2004	1 0.6 Mi	$0 6 Lanes to	Project 8 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	770	Let NC
I 80 0.5 mi east of SR 912 to 0.4 mi west of Martin Luther King Dr (Phase III)	Lake 45	Added Travel Lanes	9910800	2004	0 5.1 Mi	$0 6 Lanes to	Placeholder 8 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	646	Let New YR
I 80 From Calumet Ave to 0.5 mi west of SR 912 (Phase II)	Lake 45	Added Travel Lanes	9910600	2004	1 4.4 Mi	$0 6 Lanes to	Placeholder 8 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	303	Let NC
I 80 At Grant St	Lake 45	Interchange Modification	9910700	2004	1 0.5 Mi	$0 6 Lanes to	Placeholder 8 Lanes	☑ In AQ Area ☑ In MPO LRP Northwest Indiana	299	Let NC

LaPorte District Total Miles **25.56**

Seymour District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 46	Monroe 53	New Road Construction	8823116	2000	0	$0	Project	☐ In AQ Area ☑ In MPO LRP Bloomington	11	Let
West UAB of Bloomington (Smith Rd) to 0.5 mi west of SR 37					1.5 Mi	2 Lanes to	4 Lanes			NC
I 65	Clark 10	Added Travel Lanes	9241895	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Louisville	3	Let
L&I RR (south of Stansifer Ave) to 0.76 mi north of Eastern Blvd					1.8 Mi	4 Lanes to	8 Lanes			NC
S 46	Monroe 53	Added Travel Lanes	9612540	2001	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	12	Let
Main St to 400 feet east of CSX RR in Ellettsville					0.8 Mi	2 Lanes to	4 Lanes			NC
I 65	Clark 10	Added Travel Lanes	9241945	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Louisville	628	Let
0.76 mi north of Eastern Blvd to 1.07 mi north of SR 131					2.0 Mi	4 Lanes to	8 Lanes			NC
I 65	Clark 10	Added Travel Lanes	9241885	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Louisville	5	Let
1.07 mi north of SR 131 to 1.06 mi north of I-265					1.8 Mi	4 Lanes to	6 Lanes			NC
I 65	Clark 10	Added Travel Lanes	9241965	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Louisville	4	Let
1.06 mi north of I-265 to 1.0 mi north of SR 60					1.0 Mi	4 Lanes to	6 Lanes			NC
S 60	Clark 10	Interchange Mod./Road Reloca		2003	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Louisville	747	Let
Relocated SR-60 from I-65 to US-31					1.0 Mi	0 Lanes to	4 Lanes			NC
S 48	Dearborn 15	New Road Construction	8910926	2004	1	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	14	Let
Wilson Creek Rd to US 50					1.8 Mi	0 Lanes to	2 Lanes			New YR

Seymour District Total Miles **11.76**

Vincennes District

Route / Location	County / Description	Project Type	DES #	RFC Year	Funding Period / Project Length	Cost (1,000s) / Begin Lanes	Status / End Lanes	MPO LRP	PLAN I D	Plan Support Rev 03 to 04:
S 662	Vanderburgh 82	Added Travel Lanes	8461640	2000	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Evansville	650	Let
Just east of I-164 to 0.12 mi east of Ellerbusch Rd					1.3 Mi	2 Lanes to	4 Lanes			NC
S 69	Posey 65	Reconstruction	8964400	2000	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	76	Let
0.76 mi south of CR 400S to 0.38 mi north of CR 325N (Section 2)					9.0 Mi	2 Lanes to	2 Lanes			NC
S 237	Perry 62	New Road Construction	7001750	2001	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	47	Let
SR 66 / SR 237 Lincoln Trail Bridge to SR 37					5.5 Mi	0 Lanes to	2 Lanes			NC
U 41	Gibson 26	Interchange Modification	9707990	2001	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	737	Let
At Kings Mine Rd south of Princeton					1.0 Mi	4 Lanes to	4 Lanes			NC
S 66	Vanderburgh 82	Interchange Modification	9223010	2001	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Evansville	54	Let
At Green River Rd					0.5 Mi	6 Lanes to	6 Lanes			NC
S 62	Warrick 87	Added Travel Lanes	8823135	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Evansville	50	Let
I-164 to the West Corp Ln of Chandler					5.3 Mi	2 Lanes to	4 Lanes			NC
S 66	Warrick 87	Added Travel Lanes	8720745	2002	0	$0	Project	☑ In AQ Area ☑ In MPO LRP Evansville	53	Let
I-164 to just east of SR 261 (Phase I)					3.4 Mi	2 Lanes to	6 Lanes			NC
S 145	Perry 62	New Road Construction	9018800	2003	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	38	Let
I-64 to 3.5 mi north of Perry / Crawford Co Ln (Segment 1)					6.1 Mi	0 Lanes to	2 Lanes			NC
U 231	Spencer 74	New Road Construction	8461360	2003	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	41	Let
0.87 mi N of the N jct with SR 66 to 1.15 mi S of SR 70 (Phase IA)					4.9 Mi	0 Lanes to	4 Lanes			NC
U 231	Spencer 74	New Road Construction	0001230	2003	0	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	718	Let
1.15 mi south of SR 70 to 0.17 mi north of SR 70 (Phase IB)					1.3 Mi	0 Lanes to	4 Lanes			NC
U 231	Spencer 74	New Road Construction	936136D	2004	1	$0	Project	☐ In AQ Area ☐ In MPO LRP Outside	46	Let
CR 2050N to 1.42 mi north of I-64 (Phase VI)					1.6 Mi	0 Lanes to	4 Lanes			NC

Vincennes District Total Miles **40.02**

Chapter 12

INDOT 2030 Long-Range Plan

Implementation

Overview

This 2030 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. The existence of a project-oriented INDOT Long Range Plan greatly assists the MPOs in developing their Long Range Plans. Conversely, the MPO Long Range Plans 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 2030 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.

Appendix A: Interchange Improvements Summary

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I064_004	**SR69**	Rural Location	Not Analyzed, INDOT District comments that SR 69 extension to interchange will ultimately be 4 lanes to Mt. Vernon. Traffic volumes should be oriented to the south from I-64.	$ -	NA
I064_012	**SR165**	Rural Location	Not Analyzed.	$ -	NA
I064_018	**SR65**	Rural Location	Not Analyzed.	$ -	NA
I064_025	**US41**	Full Study	Interchange is located approximately 10 miles north of Evansville. No improvements needed, however, local intersection to the north and south could create problems for directional ramps. District comments that WB - NB ramp will be aligned to right angle on US 41 in 2001.	$ -	124
I064_029	**I164**	Full Study	The cross road is I-164 to the south and SR 57 to the north. The interchange is a full cloverleaf. The movement from I-64 WB to I-164 SB is the highest volume loop ramp and has a design speed of 50 kph. Adding a directional ramp from I-64 WB to I-164 SB would remove two weaving sections and improve the system ramp design speed. Due to the proximity (north) of Nobles Chaple Rd. the directional ramp would probably be located through the southeast quadrant where a borrow pit and stream are located. Blue Bell Rd bridge over I-164 would probably have to be replaced. R/W would be required in the NE quadrant near I-64 and Ramp C and 50' along Ramp B.	$ 5,000,000	128
I064_039	**SR61**	Rural Location	Not Analyzed.	$ -	NA
I064_054	**SR161**	Rural Location	Not Analyzed.	$ -	NA
I064_057	**US231**	INDOT Projects	To be determined from study documents.	$ -	NA
I064_063	**SR162**	Rural Location	Not Analyzed.	$ -	NA
I064_072	**SR145**	Rural Location	Not Analyzed.	$ -	NA
I064_079	**SR37(S)**	Rural Location	Not Analyzed.	$ -	NA
I064_086	**SR37(N)**	Rural Location	Not Analyzed.	$ -	NA
I064_092	**SR66(N)**	Rural Location	Not Analyzed.	$ -	NA
I064_102	**Gethsemane**	Potential New	Not Analyzed.	$ -	NA
I064_105	**SR135**	Full Study	The interchange is a partial cloverleaf with both loops on the west side. Commercial development, including a motels and restaurants, is adjacent to the northeast, southeast and southwest quadrants. The LNAC Railroad runs on the east side of the interchange, which is why the loops are located on the west side. Development of improvements on the east side would be very expensive due the develoment. Intersection Capacity Analyses of year 2025 traffic volumes indicates that both intersections will operate at LOS F. Proposed improvments include an added right turn lane (2 lanes total) for the EB approach (I-64 WB Loop Ramp) for intersection (1) (north), an added through lane on the SB approach (SR 135) and	$ 5,000,000	12

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			an added NB - WB (I-64 EB loop ramp) left turn lane (2 lanes total) to intersection (2) (south). These improvement may require an additional strip (10') of R/W along the east side of SR 135 and bridge widening (1 lane).		
I064_113	**Lanesville**	Full Study	The WB - SB left turn from ramp C for intersection (1) (north) will operate at LOS F during the year 2025 PM peak hour. Signalizing the intersection will produce LOS B operation.	$ 200,000	115
I064_118	**SR64**	Full Study	The exit and entrance ramps to the east will have to be 2 lanes for a minimum LOS D operation. An added right turn lane (2 total) and left turn lane (2 total) will have to be developed for intersection (1) (north) the WB exit from I-64 (Ramp C). A small strip of R/W (10') may be required along Ramp C for the widening. The SB to EB left turn movement will require 2 left turn lanes at intersection (2) (south). The I-64 bridge over SR 64 will have to be replaced to provide space for widening SR 64. Some additional R/W (20' on the west side) will be required in the southwest quadrant to provide the continuation of the SB through lanes.	$ 5,000,000	66
I064_119	**US150**	Full Study	I-64 west & east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS D operation. Ramps C & B will have to be widened to 2 lanes. Ramp and mainline widening can probably be accomplished with little if any additional R/W in the immediate vicinity of the Interchange. Severe rock cuts along I-64 may require significant construction costs or R/W for mainline widening.	$ 4,000,000	38
I064_121	**I265**	Full Study	I-64 west & east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS D operation. I-64 roadways through the interchange will have to have a minimum of 3 lanes in each direction. All ramps to and from I-265 will have to be 2 lanes. I-265 will have to be widened to 6 lanes to provide a minimum of LOS D operation. Assuming that the interchange configuration remains, ramp and mainline widening can probably be accomplished with little if any additional R/W.	$ 15,000,000	16
I064_123	**Spring**	Full Study	I-64 west and east of the interchange will have to be widened to 8 lanes to provide a minimum of LOS E operation. Ramp C, WB I-64 to NB Elm, will have to be widened to 2 lanes to improve the LOS from E to B. If ramp E is made an add-lane for 4 lanes on I-64 EB, the ramp junction LOS will improve from F to C. Ramps A and D to from Spring to I-64 west will each require 2 lanes to improve from LOS F to B. Adding lanes to I-64 southeast of the interchange may require a 20' strip of additional R/W on both sides to accomodate ramp junction improvements.	$ 6,000,000	26
I065_000	**Market**	INDOT Projects	Not Analyzed.	$ -	NA
I065_001A	**7th**	INDOT Projects	Not Analyzed.	$ -	NA
I065_001B	**10th**	INDOT Projects	Not Analyzed.	$ -	NA

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I065_001C	**Stansifer**	INDOT Projects	Not Analyzed.	$ -	NA
I065_002	**Eastern**	INDOT Projects	Not Analyzed.	$ -	NA
I065_004	**US 31**	INDOT Projects	Not Analyzed.	$ -	NA
I065_006	**I265**	INDOT Projects	Not Analyzed.	$ -	NA
I065_007	**SR60**	INDOT Projects	Not Analyzed.	$ -	NA
I065_009	**SR311**	INDOT Projects	Not Analyzed.	$ -	NA
I065_016	**Memphis - Bluelick**	Full Study	Currently all roadways operate at LOS C or better. However, as traffic volumes increase, stop delay for intersection approaches will increase and reach LOS F for both intersections by the Year 2025. Adding signal control with minor intersection improvements will improve operations to LOS C or better.	$ 300,000	72
I065_019	**SR160**	Full Study	Ramp C, SB to EB left turns will experience some delay by the year 2025. Adding signal control to the west intersection (1) may be warranted in the future.	$ 100,000	93
I065_029	**SR56**	Full Study	Add an EB left turn lane and NB left turn lane to east signalized intersection (2). No R/W needed.	$ 500,000	95
I065_033	**SR256**	Full Study	No improvements necessary for traffic operations.	$ -	117
I065_036	**US31**	Full Study	Both ramp intersections currently have stop control for Ramps C and F. Stop delay will increase and signal control will be needed by the Year 2025.	$ 200,000	82
I065_041	**SR250**	Rural Location	Not Analyzed.	$ -	NA
I065_049	**US50**	Full Study	Current mainline weaving operates at a good level-of-service. LOS for the mainline will deteriorate to LOS D by the Year 2025. Future consideration for converting the interchange configuration from a full cloverleaf to partial cloverleaf with signalized intersections should be made when other improvements are programmed.	$ 1,000,000	86
I065_055	**SR11**	Full Study	Both ramp intersections currently have stop control for Ramps A and L. No improvements necessary for traffic operations. No R/W would be required.	$ -	116
I065_064	**SR58**	Full Study	Current All-Way stop control at both intersections will have increasing delay and by the Year 2025 will operate at LOS F. Intersection signalization with minor intersection improvements will be required.	$ 300,000	68
I065_068	**SR46**	INDOT Projects	Not Analyzed.	$ -	NA
I065_076	**US31**	Full Study	No improvements necessary for traffic operations.	$ -	102
I065_080	**SR252**	Full Study	No improvements necessary for traffic operations.	$ -	120

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_090	**SR44**	Full Study	Current stop control at the ramp intersections operate at LOS D and C for intersections (1) west and (2) east respectively. By the year 2025 these intersections will operate at LOS F. Adding signal control to the west intersection (1) will be adequate to provide LOS C until the Year 2025. However, the east intersection will require an additional EB left turn lane (2 total) and an additional NB left turn lane, in addition to signal control. Little if any R/W impacts would result from these lane additions.	$ 500,000	41
I065_095	**CR500N**	Full Study	Current stop control at the ramp intersections operate at LOS F for intersections (1) west and (2) east respectively. By the year 2025 these intersections will continue to operate at LOS F. Adding signal control to the west intersection (1) will be adequate to provide LOS C until the Year 2025. However, the east intersection will require an additional EB left turn lane (2 total) and an additional NB left turn lane, in addition to signal control. Little if any R/W impacts would result from these lane additions.	$ 400,000	32
I065_098	**CR750N**	Potential New	Not Analyzed.	$ -	NA
I065_099	**CR950N**	Full Study	Add 2 lanes on CR 950 N thru interchange Add 1 lane to SB Exit Ramp "C" and another at intersection for a double right and single left Add 1 lane to NB Entrance Ramp "B" Add 1 left turn lane and 1 right turn lane to NB Exit Ramp "A" Due to volume reduction on I-65 from the north to the south, Added ramp lanes on I-65 should continue north on I-65 mainline to next interchange Additional lanes on CR 950 N will probably require additional R/W (10' on each side)	$ 3,000,000	30
I065_101	**South County Line**	INDOT Projects	Not Analyzed.	$ -	NA
I065_103	**Southport**	Full Study	Very high volumes at this interchange, particularly between the west leg and north leg, will require 10 lanes on I-65 north of the interchange and 8 lanes on I-65 south of the interchange. Ramps to and from the north will require 3 lanes. Both intersections of the existing diamond interchange will operate at LOS F in the Year 2025. Improvements include changing the interchange configuration to a single point urban design with triple left turns for the EB to NB movement and SB to EB movements. The other left turns can be single left turn lanes. Southport Rd. will have to be widened by one lane in each direction in the vicinity of the interchange. A 10' strip of R/W will be required on both sides of Southport Rd between the intersections north & south of the interchange.	$ 15,000,000	7

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_106	**I465**	Full Study	I-65 north and south of the interchange will operate at LOS F by the Year 2025. The balanced existing traffic volumes on the north and south legs of I-65 are much higher than the balanced traffic volumes for the interchanges to the south (I-65 103) and to the north (I-65 107). The capacity analysis of the existing traffic assumes volumes closer to those calculated for I-65 103 and I-65 107. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation on the north leg and adding 2 lanes in each direction will provide LOS D on the south leg. I-465 east of the interchange will operate at LOS F by the Year 2025. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation. The following improvements at the ramp junction areas will be required:Ramp A, NB I-65 to EB I-465 - 6 lanes on I-65 south of Ramp A, 4 lanes on I-65 north of Ramp A, and 3 lanes on Ramp A for diverge; Ramp A diverge - 2 lanes EB and 2 lanes WB; Ramp A merge - 4 lanes I-465 EB and 2 lanes on Ramp A;Ramp B, WB I-465 to NB I-65 - 5 lanes on I-65 & 2 lanes on Ramp for merge; Ramp L, SB I-65 to EB I-465 - 2 lanesRamp D, EB I-465 to SB I-65 - 2 lanesRamp E, EB I-465 to NB I-65 - Although a 2-lane Loop ramp could accomodate the peak hour flow, a better design would be to change the interchange configuration to fully directional.Ramp G, WB I-465 to SB I-65 - The PM Volume will require that the Loop ramp be replaced with a 2 lane directional ramp.Ramp J, NB to WB I-465 - 3 lanes on I-465 east of merge, 4 lanes west of merge, 2 lanes on Ramp J for merge.Revising the interchange configuration to a fully directional interchange will require 50' of R/W along Ramp B in the northeast quadrant and Ramp D in the southwest quadrant.	$ 20,000,000	3
I065_107	**Keystone**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on I-65, with 2 lanes on all Ramps. Both intersections of the existing diamond interchange are currently estimated to operate at LOS F. Improvements include changing the interchange configuration to a single point urban design with triple left turns for the NB to WB movement and EB to NB movements. The other left turns can be double left turn lanes. Keystone Ave will have to be widened by one lane in each direction in the vicinity of the interchange. A 10' strip of R/W will be required on both sides of Keystone Ave. between the intersections north & south of the interchange.	$ 15,000,000	15
I065_109	**Raymond**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on the south leg of I-65 and 10 lanes on the north leg. Add one lane (total of 3 lanes) to the SB - EB left turn. Add one through lane on Raymond St. in both directions (total of 8 through lanes) The addition of the through lanes on Raymond will require a 10' strip of R/W on both sides, from Shelby St to Boyd Ave.	$ 10,000,000	9
I065_110A	**Morris St.**	Full Study	The very high volumes forecasted for Year 2025 will require 8 lanes on I-65. An additional 15' strip of R/W on both sides will be required in the vicinity of the I-65 bridge over Shelby St. and require acquisition of one or more buildings on both sides.	$ 4,000,000	37
I065_110B	**I70(S)**	Full Study	The interchange study results support the recommendations of the INDOT Route Concept Report dated	$ -	NA

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I065_111A	**Fletcher/East**	Full Study	March 2000, which recommended additional lanes on I-65 from the south split with I-70 to the north split with I-70. The additional lanes will have little or no R/W impact assuming the liberal use of retaining walls and bridge structures.	$ 90,700,000	20
I065_111B	**Market**	Full Study		$ -	NA
I065_112A	**Michigan St.**	Full Study		$ -	NA
I065_112B	**I70(N)**	Full Study		$ -)	NA
I065_113	**Pennsylvania**	Full Study	Add 1 additional lane in each direction on I-65 from the north split with I-70 to West St. The additional lanes will have little or no R/W impact assuming the liberal use of retaining walls and bridge structures.	$ 5,000,000	21
I065_114	**West**	Full Study	The I-65 north leg will operate at LOS E in the Year 2025. Adding one lane in each direction will achieve LOS D (10 lanes total). The I-65 south leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E operation (8 lanes total). Adding an additional lane in each direction will achieve LOS D operation (10 lanes total). All ramps will operate at LOS F by the year 2025. All ramps should be made 2 lanes which will improve the LOS to D or E. The intersection of the I-65 NB and SB ramps with 11th St. and West St. will operate at LOS F in the Year 2025. Adding the following improvments will provide a LOS D in the AM and LOS E in the PM for the year 2025: * Add 3 lanes to the NB approach on West St. (total of 6 Lanes) with 3 designated for I-65 NB and 3 to I-65 SB. * Add an additional right turn lane to the SB approach (ramps from I-65 NB & SB). An additional 20' strip of R/W may be required along the east side of West St between 10th St and 11th St.	$ 15,000,000	17
I065_115	**21st St**	Full Study	The I-65 north leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E and 2 lanes in each direction LOS D (10 lanes total). The I-65 south leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS D operation (10 lanes total) The west intersection will operate at LOS F in the Year 2025. Adding a Right Turn lane to the SB ramp approach (2 total) and a Left Turn lane to the WB 21st St approach will provide a LOS C operation in the Year 2025. An additional 10' strip of R/W may be required along the west side of the SB ramp C between the south top of bank of Fall Creek and the intersection with 21st St.	$ 3,000,000	23

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_116	**30th**	Full Study	I-65 south of the interchange currently operates at LOS D. The statewide model forecasts a growth factor of 1.32 on I-65 which would result in a LOS F operation by the Year 2025. The MPO model does not forecast any growth on I-65 at this location. Adding one lane in both directions would provide LOS E. The ramps to and from the south would have to be improved to 2 lanes each and would achieve LOS C operation. The intersections of the NB ramps with 29th and 30th Streets would have LOS D and E respectively for the Year 2025. Adding an additional through lane on 30th St. would require removing parking on the south side of the street and provide LOS C at the intersection. No additonal R/W would be required for the interchange improvments, if walls are used to facilitate ramp widening.	$ 5,000,000	8
I065_117	**MLKJr**	Full Study	The I-65 north leg will operate at LOS F in the Year 2025. Adding one lane in each direction will achieve LOS E and 2 lanes in each direction LOS D.The I-65 south leg will operate at LOS E in the Year 2025. Adding one lane in each direction will achieve LOS D.The intersections are not signalized and will experience signficant delays for the left turning vehicles (SB Ramp to NB MLK and NB MLK to NB Ramp I-65) in the Year 2025. Adding signal control to both intersections will provide LOS B or better in the Year 2025.	$ 2,200,000	22
I065_119	**38th**	INDOT Projects	Interchange is being reconstructed as part of the I-65 widening project. No analysis made.	$ -	NA
I065_121	**Lafayette**	INDOT Projects	Interchange is being reconstructed as part of the I-65 widening project. No analysis made.	$ -	NA
I065_123	**I465**	Full Study	I-65 south of the interchange is currently being improved to 6 lanes and will operate at LOS D by the Year 2025. The ramps (A & G) from I-65 south leg to and from I-465 north leg will operate at LOS F by the Year 2025. Both of these ramps will require improvement to 2 lanes to achieve a minimum LOS D in the Year 2025. No additional R/W will be required, assuming retaining walls and closed drainage are used to limit R/W requirements.	$ 2,000,000	18
I065_124	**71st**	Full Study	I-65 north and south of the interchange (Northbound) will operate at LOS E by the Year 2025. Adding one lane in each direction, except for the southbound direction south of the interchange that is already 3 lanes, will provide LOS C operation. The west intersection currently has significant delays for the SB to EB left turn, operating under stop control. Both intersections will operate at LOS F by the Year 2025 under stop control. Adding signal control to both intersections and adding a WB lane to 71st St., ending at the WB to SB left turn, will provide LOS C operation at both intersections. No additional R/W is required for the improvements.	$ 2,500,000	34

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I065_129	**I465**	Full Study	Balancing the existing interchange traffic volumes produces high AM peak hour volumes SB on I-65 and indicates a LOS F for the exit to I-465 NW. The actual count volumes are considerably lower and the two lane exit to I-465 probably operates better the capacity analysis indicates. However, the high traffic growth rate projected at this location (1.4 - 1.6) will require 3 lanes in each direction on I-65 to achieve LOS D operation by the Year 2025. The 2 lane exit to I-465 will be adequate for the I-465 traffic. Impovements should not require additional right-of-way.	$ 2,000,000	53
I065_130	**SR334**	Full Study	No improvements necessary for traffic operations.	$ -	89
I065_133	**SR267**	Full Study	No improvements necessary for traffic operations.	$ -	112
I065_138	**Indianapolis**	Full Study	No improvements necessary for traffic operations.	$ -	107
I065_139	**SR39**	Full Study	Traffic volumes are forecasted to increase south of the interchange on I-65 to produce a LOS E. Adding 1 lane in each direction in the median of I-65 may be warranted by the Year 2025. Adding one approach lane for the Ramp NB - EB & WB to provide exclusive right-turn and left-turn lanes will provide LOS D in Year 2025 PM peak hour. The proximity of the frontage roads to the ramp terminal intersections may create future operational problems if additional land development occurs. A single point urban interchange would provide improve intersection spacing. No additional R/W required.	$ 15,000,000	40
I065_140	**SR32**	Full Study	The west intersection of SR 32 and the SB Ramps of I-65 will operate at LOS F by the Year 2025. Adding 1 lane to the SB approach to form 1 left turn lane and 1 right turn lane will improve the traffic operations to LOS D. Adding an additional WB left turn lane to SR 32 will provide a LOS B at the intersection. Impovements should not require additional right-of-way.	$ 200,000	52
I065_141	**US52**	Full Study	The northbound and southbound weaving sections between the currently operate at LOS D or better. However, as traffic volumes grow to Year 2025 levels the SB weave will operate at LOS E and NB weave at LOS F. Adding a lane in each direction within the weaving section will provide LOS D or better in both directions.	$ 1,000,000	71
I065_146	**SR47**	Rural Location		$ -	NA
I065_158	**SR28**	Full Study	In 2025, the current stop control at the west ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	103

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Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I065_168	**SR38**	Full Study	The signalized ramp intersections will operate at LOS E and F by the Year 2025 for the intersections west (1) and east (2) respectively. The statewide model estimates an traffic growth rate of 1.38 for the interchange, whereas the MPO model estimates a growth rate in the range of 2.0 based on a continued growth of industry and commuter traffic growth from the town of Dayton. If the higher growth rate occurs, additional improvements will be needed. The following lane additions will be necessary to achieve LOS C at the both intersections by the Year 2025 based on the statewide model projections. Add 1 through lane to the EB & WB approaches at the west intersection (1). Add 1 through lane to the WB approach and 1 left turn lane to the EB approach at the east intersection (2). The I-65 bridge over SR 38 may have to be modified. No additional right-of-way will be required.	$ 2,000,000	57
I065_172	**SR26**	INDOT Projects		$ -	NA
I065_175	**SR25**	INDOT Projects		$ -	NA
I065_178	**SR43**	INDOT Projects		$ -	NA
I065_188	**SR18**	Rural Location		$ -	NA
I065_193	**US231**	Rural Location		$ -	NA
I065_201	**US24**	Full Study	In 2025, the current stop control at the west ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	111
I065_205	**US231**	Rural Location		$ -	NA
I065_215	**SR114**	Full Study	The current stop control at the ramp intersections operate at LOS B for both of the intersections. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	62
I065_221	**SR14**	Potential New		$ -	NA
I065_230	**SR10**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: • Add 1 lane to the ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. • Add 1 lane to the ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	80

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I065_240	**SR2**	Full Study	The current stop control at the ramp intersections operate at LOS F for both intersections. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. Add 2 left turn lanes to the WB approach on SR 2 and add 1 through lane to the EB approach on SR 2 at the west intersection. Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 left turn lanes to the EB approach on SR 2 and add 1 through lane to the WB approach on SR 2 at the east intersection. Improvements will probably require bridge modifications, but no right-of-way.	$ 1,000,000	55
I065_247	**US231**	Full Study	The current stop control at the ramp intersections operate at LOS F for both intersections. Signal control will improve the LOS to C or better for both the existing traffic and Year 2025 traffic. No additional right-of-way will be required.	$ 200,000	58
I065_250	**101st**	Potential New		$ -	NA
I065_253	**US30**	INDOT Projects		$ -	NA
I065_255	**61st**	INDOT Projects		$ -	NA
I065_258	**37th**	INDOT Projects		$ -	NA
I065_259	**I80**	INDOT Projects		$ -	NA
I065_261	**E. 15th Ave.**	Full Study	I-65 South of the interchange will operate at LOS E by the Year 2025. Adding 1 lane in each direction will achieve LOS D. Ramp D, I-65 SB entrance ramp, will operate at LOS F in the Year 2025. If 1 lane is added to I-65 SB, Ramp D will operate at LOS C. Both ramp terminal intersections are currently stop controlled and will operate at LOS F by the Year 2025. Adding signal control to both intersections and adding a WB through lane on 15th St at the east intersection, will provide LOS B operation. No additional R/W will be requried.	$ 2,500,000	39
I069_000	**I465**	INDOT Projects		$ -	NA
I069_001	**82nd**	INDOT Projects		$ -	NA
I069_003	**96th**	INDOT Projects		$ -	NA
I069_005	**116th**	INDOT Projects		$ -	NA

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I069_008	**126th**	Potential New		$ -	NA
I069_010	**SR238**	INDOT Projects		$ -	NA
I069_014	**SR13**	Full Study	The current stop control at the ramp intersections operate at LOS B and C for Intersections (1) northwest and (2) southeast respectively. By the year 2025 these intersection will operate at LOS F. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 lane to the NB ramp approach to the southeast intersection, forming 1 left turn lanes and 1 right turn lane. Add 1 lanes to the SB ramp approach to the northwest intersection, forming 1 left turn lanes and 1 right turn lane. Impovements should not require additional right-of-way.	$ 400,000	54
I069_019	**SR38**	Full Study	The current stop control at the ramp intersections operate at LOS F for the west intersection (1) and LOS C for the east intersection (2). Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 1 left turn lane to the WB approach on SR 38 at the west intersection. No additional right-of-way will be required.	$ 300,000	59
I069_022	**SR9**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future, plus the following lane additions to achieve a minimum LOS D operation:• Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane.The Improvement should not require additional right of way.	$ 300,000	87
I069_026	**SR109**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	97
I069_034	**SR67**	Full Study	No improvements necessary for traffic operations.	$ -	79
I069_041	**SR332**	Full Study	The current stop control at the ramp intersections operate at LOS F for the west intersection (1) and LOS C for the east intersection. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	61

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I069_045	**US35**	Full Study	By 2025, the north ramp intersection will operate at LOS E and the south ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	88
I069_055	**SR26**	Rural Location		$ -	NA
I069_059	**SR22**	Full Study	By 2025, the both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the SB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	65
I069_064	**SR18**	Full Study	No improvements necessary for traffic operations.	$ -	101
I069_073	**SR218**	Rural Location		$ -	NA
I069_078	**SR5**	Rural Location		$ -	NA
I069_086	**US224**	Rural Location		$ -	NA
I069_096	**I469**	Full Study	No improvements necessary for traffic operations.	$ -	94
I069_099	**Huntington**	Full Study	No improvements necessary for traffic operations.	$ -	138
I069_102	**US24**	INDOT Projects		$ -	NA
I069_105	**SR14**	Full Study	No improvements necessary for traffic operations.	$ -	69
I069_109	**US30**	Full Study	The existing full cloverleaf interchange currently experiences LOS E for the SB weaving area (between loop ramps G & H) in the AM peak hour, which will degrade to LOS F before the Year 2025. The forecasted LOS for I-69 is LOS D, however, that LOS is based on virtually no growth in traffic volumes based on the statewide travel demand model. The MPO has recommended a growth factor of 1.5 for interstate volumes. The actual growth will probably be somewhere between these estimates. If I-69 is improved to 6 lanes, forecasted ramp terminal capacity deficiencies will be relieved. A partial cloverleaf configuration will eliminate the weaving problems and with the existing number of lanes on US 30 achieve LOS C for both signalized intersections.	$ 10,000,000	31

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			No additional R/W would be required.		
I069_111	**SR3**	Full Study	The existing interchange is a full cloverleaf configuration. The statewide model estimates a modest traffic growth of 1.12 for the interchange as a whole, whereas, the MPO model predicts a growth rate of approximately 1.4. Based on the model predicted growth, the LOS for I-69 mainline and interstate weaving areas will be LOS E by the Year 2025. Adding an additional lane to I-69 through the interchange area will produce a LOS C based on the statewide model growth estimates and LOS D based on the MPO growth estimate.	$ 2,000,000	43
I069_112	**Coldwater**	Full Study	The existing mainline north and south of the interchange will operate at LOS E to F by the Year 2025. Also the SB exit ramp (C) from I-69 will operate at LOS E by the Year 2025. Adding one lane in each direction (total of 6 lanes) on I-69 achieves a minimum LOS D for all roadways. The MPO model indicates a higher traffic growth rate (1.5) than the Statewide model of 1.2. No additional R/W will be required.	$ 2,000,000	44
I069_115	**I469**	Full Study	I-69 and associated interchange ramps currently operate at LOS D or better. I-69 south of the interchange will operate at LOS E to F by the Year 2025. Adding 1 lane in each direction will provide LOS D operation. Ramp D, I-469 WB to I-69 SB, will operate at LOS F in the Year 2025 if lanes are not added to I-69 south of the interchange. If 1 lane is added to I-69 SB, south of the interchange, Ramp D will operate at LOS D in the Year 2025. If Ramp D is improved to 2 lanes, it will operate at LOS C in the Year 2025. No additional R/W will be required for these improvements.	$ 2,000,000	35
I069_116	**SR1**	Full Study	No improvements necessary for traffic operations.	$ -	92
I069_118	**Gump Rd**	Potential New		$ -	NA
I069_126	**CR11A**	Rural Location		$ -	NA
I069_129	**SR8**	Full Study	The current stop control at the east intersection (2) operates at LOS F and the signalized control at the west intersection (1) operates at LOS B. By the year 2025 the east intersection will operate at LOS F. Signal control will be required at the east intersection by the Year 2025, plus the following lane additions to achieve a minimum LOS C: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Improvements should not require additional right of way.	$ 300,000	64

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I069_134	**US6**	Full Study	Current stop control at the ramp intersections operate at LOS E and C for intersections (1) west and (2) east respectively. By the year 2025 these intersections will operate at LOS F. Adding signal control to both intersections will be adequate to provide LOS C until the Year 2025.	$ 200,000	45
I069_140	**SR4**	Rural Location		$ -	NA
I069_148	**US20**	Full Study	By 2025, the east ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at the intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the NB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	106
I069_150	**CR200W**	Full Study	The current stop control at the ramp intersections operates at LOS B and C for intersections (1) north and (2) south respectively. By the year 2025 these intersections will operate at LOS E and F. Signal control will be required at both intersections by the Year 2025. Improvements should not require additional right of way.	$ 300,000	84
I069_154	**SR127**	Full Study	The interchange has 4 stop controled intersections that all currently operate at LOS C or better. By the year 2025 the 3 southerly intersections (Ramps C&D with SR 127; Ramp A & SR 127; and SR 127 & IR 417) will operate at LOS F under stop control. Adding signal control to these intersections a minumum of LOS B operation in the Year 2025.	$ 300,000	42
I069_156	**I80**	Full Study	No improvements necessary for traffic operations.	$ -	105
I069_157	**Lake George Rd**	Rural Location		$ -	NA
I070_001	**US40**	Full Study	No improvements necessary for traffic operations.	$ -	132
I070_003	**Darwin**	Rural Location		$ -	NA
I070_007	**US41**	Full Study	No improvements necessary for traffic operations. Traffic patterns and traffic volumes may be significantly changed by a possible southeast bypass connecting US 41 south with I-70 east, either in conjunction with the extension of I-69 to Evansville or as a separate project.	$ -	46
I070_011	**SR46**	INDOT Projects		$ -	NA
I070_023	**SR59**	Full Study	By Year 2025, the current stop control at the ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	67
I070_037	**SR243**	Rural Location		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_041	**US231**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Both intersections will operate at LOS F by 2025 without improvements. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	74
I070_051	**CR1100W**	Rural Location		$ -	NA
I070_059	**SR39**	Full Study	The current stop control at the westbound ramp intersection operates at LOS F. The eastbound ramp intersection operates at LOS C now, but will operate at LOS F by the Year 2025. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation. Add 2 lanes to the WB ramp approach to the north intersection, forming 2 left turn lanes and 1 right turn lane. Add 1 left turn lane to the NB approach on SR 39 at the north intersection. Add 2 lanes to the SB approach on SR 39 at the south intersection, 1 through lane and 1 left turn lane. The SR 39 bridge over I-70 will have to be widened by 2 lanes.	$ 1,000,000	48
I070_066	**SR267**	INDOT Projects		$ -	NA
I070_069	**SixPoints**	INDOT Projects		$ -	NA
I070_074	**I465(W)**	INDOT Projects		$ -	NA
I070_075	**AirportExpwy**	Full Study	The I-70 Mainline east of the interchange will operate at LOS E by the Year 2025 and LOS C west of the interchange. An added lane in each direction will achieve LOS D. The ramp WB to Airport Exwy will operate at LOS F by the Year 2025. If the ramp is made 2-lanes, the LOS will be C. No additional R/W will be required.	$ 3,000,000	29
I070_077	**Holt**	Full Study	The I-70 Mainline east and west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the east will operate at LOS D. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS C by the Year 2025 without improvements. No additional R/W will be required.	$ 2,500,000	49
I070_078	**Harding**	Full Study	The I-70 Mainline east and west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the east will operate at LOS F. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS F by the Year 2025 without improvements. An added left turn lane on Ramp H (WB exit from I-70) will produce LOS D at the north intersection. An added right turn lane (2 lanes total) on the SB approach to the south intersection and an added left turn lane (2 total) on the NB approach to the south intersection will produce LOS E in the Year 2025.A 10' strip of R/W will be required on the east side of Harding St. along the south leg of the	$ 10,000,000	14

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			interchange.		
I070_079a	**West**	Full Study	The I-70 Mainline west of the interchange will operate at LOS E by the Year 2025. An added lane in each direction will achieve LOS D. The ramps to and from the west will operate at LOS F. If they are made 2-lane ramps, the LOS will be C. Both intersections will operate at LOS F by the Year 2025 without improvements. Through traffic on West St. is forecasted by the Statewide Model to nearly double by the Year 2025, whereas the MPO model only predicts a 40% increase. The increase in through traffic on West St. has a significant impact on the ramp terminal intersections. Adding a through lane in both directions on West St. and adding additional turn lanes for the movements to and from the north leg to the west leg, would achieve LOS D operation assuming the MPO growth rate for the interchange. A 10' strip of additional R/W will be required along the east side of SB West and west side of NB Missouri St. for a distance of 500' north from the interchange.	$ 15,000,000	36
I070_079b	**Capitol**	Full Study	No improvements necessary for traffic operations.	$ -	NA
I070_079c	**McCarty**	Full Study	No improvements necessary for traffic operations.	$ -	NA
I070_085	**Rural**	Full Study	I-70 will be operating at LOS F by the Year 2025 . Adding one lane in each direction on I-70 on the west (12 lanes) and east (10 lanes) legs of the interchange will provide a LOS E operation. Additional lanes beyond 12 should probably not be considered unless CD roads with significant R/W requirements are considered. The south intersection currently operates under stop control for the EB ramp. The south intersection will be operating at LOS F by the Year 2025 and should be improved with signal control. An added EB ramp right turn lane (total of 2) should be included in the signal project. No Additional R/W is required for the interchange improvements.	$ 300,000	2
I070_087	**Emerson**	Full Study	By the Year 2025 I-70 will be operating at LOS F. Adding one lane in each direction on I-70 (10 lanes) legs of the interchange will provide a LOS E operation. Additional lanes beyond 10 should probably not be considered unless CD and significant R/W requirements are considered. The WB exit ramp will operate at LOS E by the Year 2025. Adding an additional left turn lane (2 total lanes) will improve the operation to LOS C. The ramps to and from the west should be improved to 2 lanes each, however, the ramp LOS will be determined primarily by the mainline LOS. No additional R/W will be required for the interchange improvements.	$ 4,000,000	28

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_089	**Shadeland**	Full Study	The interchange of I-70 & I-465 will be significantly modified in the next few years and those improvements could have a significant effect on the traffic volumes/operations of the I-70 & Shadeland Interchange. The Statewide travel demand model estimates 2.02 growth factor for the south (Shadeland Ave.) leg of the interchange, whereas the MPO model does not indicate any growth. With the estimated statewide traffic growth the signalized ramp intersections will operate at LOS F for the Year 2025. Adding 1 lane to the EB to Shadeland exit ramp (total of 2 right and 2 left lanes at the intersection approach) will improve the LOS to E. Adding a lane to the WB to Shadeland exit ramp (total of 2 right lanes and 1 left lane at the intersection approach) will improve the LOS to D. Following the improvements to the I-70 & I-465 interchange, lane additions will probably be required on the CD Roads, and/or a braided connection for the EB CD road to separate existing weaving movements	$ 30,000,000	1
I070_090	**I465 (E)**	INDOT Projects		$ -	NA
I070_091	**Post**	INDOT Projects		$ -	NA
I070_093	**GermanChurch**	Potential New		$ -	NA
I070_096	**MtComfort**	INDOT Projects	The I-70 west leg will operate at LOS E by the Year 2025. The ramp terminals to and from the west will operate at LOS F by the Year 2025. Adding a lane (3 total) in each direction to I-70 (west leg) will provide LOS D operation and adding a lane (total 2 lanes) to both ramps A & D will provide LOS C operation at the ramp terminals. Both intersections will operate at LOS F by the Year 2025. The following lane additions will provide LOS C operation for the north intersection and LOS D for the south intersection: * Add a left turn lane (2 total) and a right turn lane (2 total) to the EB ramp A approach. * Add a through lane in each direction (total of 2 in each direction) to Mount Comfort Rd through the interchange. * Add a left turn lane (2 total) at the NB approach to the north intersecction. * Add a right turn lane (2 total) at the SB approach to the north intersection. No additional R/W will be needed for these improvements, assuming retaining walls and closed drainage are used.	$ 10,000,000	19

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I070_104	**SR9**	Full Study	The I-70 west leg will operate at LOS D by the Year 2025. The ramp terminals to and from the west will operate at LOS D by the Year 2025. Adding a lane (3 total) in each direction to I-70 (west leg) will provide LOS C operation and adding a lane (total 2 lanes) to both ramps A & D will provide LOS C operation at the ramp terminals. Both intersections will operate at LOS F by the Year 2025. The following lane additions will provide LOS D operation for the north intersection and LOS D for the south intersection: * Add a right turn lane (2 total) to the EB exit ramp A approach to the south intersection. * Add a left turn lane (2 total) at the NB approach to the north intersecction. * Add a right turn lane (2 total) at the SB approach to the north intersection. * Add a right turn lane at the NB approach to the south intersection. No additional R/W will be needed for these improvements, assuming retaining walls and closed drainage are used where needed.	$ 4,000,000	25
I070_115	**SR109**	Full Study	The current stop control at the ramp intersections operate at LOS C for both of the intersections. Both intersections will operate at LOS F under stop control by the Year 2025. Signal control will be required at both intersections by the Year 2025 to achieve a minimum LOS C operation. No additional right-of-way will be required.	$ 200,000	60
I070_123	**SR3**	Full Study	The north intersection currently operates at LOS F. Operations through the south interchange are currently LOS C, both ramp intersections will operate at LOS F by the Year 2025 with stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design.The Improvement should not require additional right of way.	$ 300,000	63
I070_131	**WilburWright**	Rural Location		$ -	NA
I070_137	**SR1**	Full Study	The current stop control at the north ramp intersection will operate at LOS F by Year 2025 with stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 200,000	108
I070_145	**Centerville**	Rural Location		$ -	NA
I070_149	**US35**	Full Study	No improvements necessary for traffic operations.	$ -	104
I070_151	**US27**	INDOT Projects		$ -	NA
I070_153	**SR227**	Full Study	No improvements necessary for traffic operations.	$ -	127
I070_156	**US40**	Full Study	No improvements necessary for traffic operations.	$ -	126

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_004	**SR63**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	77
I074_008	**Stringtown**	Rural Location		$ -	NA
I074_015	**US41**	Full Study	No improvements necessary for traffic operations.	$ -	119
I074_025	**SR25**	Rural Location		$ -	NA
I074_034	**US231**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	70
I074_036	**SR47**	Potential New		$ -	NA
I074_039	**SR32**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the east intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the west intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	85
I074_052	**SR75**	Rural Location		$ -	NA
I074_058	**SR39**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane.	$ 300,000	75

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			The Improvement should not require additional right of way.		
I074_061	**CR275E**	Rural Location		$ -	NA
I074_066	**SR267**	Full Study	The mainline and ramp terminals will operate at LOS D or better through the Year 2025. The north intersection will operate at LOS F by the Year 2025 and the south intersection at LOS E. The following improvements to the north intersection will provide LOS C for the Year 2025: * Add a SB through lane on SR 267. The following improvements to the south intersection will provide LOS C for the Year 2025: * Add a NB through lane on SR 267. * Add a SB left turn lane (total of 2 left turn lanes) * Add an EB right turn lane A 20' strip of R/W will be required along the east side of SR 267 through the interchange area.	$ 2,000,000	33
I074_070	**Mar-Hend Co. Line**	INDOT Projects		$ -	NA
I074_073	**I465**	INDOT Projects		$ -	NA
I074_094	**I465**	INDOT Projects		$ -	NA
I074_096	**Post Rd**	Full Study	The current stop control at the ramp intersections operate at LOS E and F for Intersections (1) north and (2) south respectively. By the year 2025 these intersection will operate at LOS F. Signal control will be required at both intersections by the Year 2025, plus the following lane additions to achieve a minimum LOS C operation.Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lanes and 1 right turn lane.Add 1 left turn lane to the NB approach on Post Road at the north intersection.Add 1 through lane to the SB approach on Post Road at the north intersection. Add 1 lanes to the EB ramp approach to the south intersection, forming 1 left turn lanes and 1 right turn lane.Add 1 left turn lane to the SB approach on Post Road at the south intersection.	$ 500,000	50
I074_099	**Acton Rd**	Full Study	No improvements necessary for traffic operations.	$ -	122
I074_101	**PleasantView**	Full Study	No improvements necessary for traffic operations.	$ -	121
I074_103	**London**	Rural Location		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_109	**Fairland**	Rural Location		$ -	NA
I074_111	**Michigan**	Potential New		$ -	NA
I074_113	**SR9**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	81
I074_116	**SR44**	INDOT Projects		$ -	NA
I074_119	**SR244**	Rural Location		$ -	NA
I074_123	**CountyLine**	Rural Location		$ -	NA
I074_132	**US421**	Full Study	No improvements necessary for traffic operations.	$ -	130
I074_134	**SR3**	Full Study	No improvements necessary for traffic operations.	$ -	114
I074_143	**CR850E**	Rural Location		$ -	NA
I074_149	**SR229**	Full Study	The current stop control at the north ramp intersection operates at LOS F. Signal control will be required in the future at both intersections to achieve Level of Service D or better. Since turn lanes already exist, any additional channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	73
I074_156	**SR101**	Rural Location		$ -	NA
I074_164	**SR1**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	76

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I074_169	**US52**	Full Study	By 2025, both ramp intersections will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at both intersections. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the west intersection; forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the east intersection; forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	56
I080_001	**Calumet Ave**	INDOT Projects		$ -	NA
I080_002	**SR152**	INDOT Projects		$ -	NA
I080_003	**Kennedy**	INDOT Projects		$ -	NA
I080_005	**SR912**	INDOT Projects		$ -	NA
I080_006	**Burr**	INDOT Projects		$ -	NA
I080_009	**Grant**	INDOT Projects		$ -	NA
I080_010	**SR53**	INDOT Projects		$ -	NA
I080_013	**Central**	Full Study	No improvements necessary for traffic operations.	$ -	99
I080_015	**US6SR51**	INDOT Projects		$ -	NA
I094_016	**I80**	INDOT Projects		$ -	NA
I094_019	**SR249**	Full Study	The mainline and ramp terminals operate at LOS C or better now and will in the Year 2025 based on an average interchange growth of 1.29. The north Intersection is currently unsignalized and operates at LOS E. The south intersection operates at LOS D. Both intersections will operate at LOS F in the Year 2025 if improvements are not made. Adopting signal control for the north intersection will produce LOS A. Adding an additional right turn lane (2 lanes) and left turn lane (2 lanes) to the EB ramp approach to south intersection will produce LOS C operation.No additonal R/W is required for the improvements.	$ 1,000,000	24
I094_022	**US20**	Full Study	No improvements necessary for traffic operations.	$ -	90
I094_026	**SR49**	Full Study	No improvements necessary for traffic operations.	$ -	78
I094_032	**CountyLine**	Potential New		$ -	NA
I094_034	**US421**	Full Study	No improvements necessary for traffic operations.	$ -	91
I094_040	**US20**	Full Study	No improvements necessary for traffic operations.	$ -	100

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I164_000	**US41**	Full Study	No improvements necessary for traffic operations.	$ -	123
I164_003	**GreenRiver**	Full Study	The current stop control at the north ramp intersection operates at an acceptable level of service, but it will operate at LOS F by 2025 under stop control. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	96
I164_005	**SR662**	Full Study	The current stop control at the east ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better for both ramp intersections. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	98
I164_007	**SR66**	Full Study	No improvements necessary for traffic operations.	$ -	131
I164_009	**SR62**	Full Study	No improvements necessary for traffic operations.	$ -	113
I164_015	**BoonvilleNewHarm**	Full Study	No improvements necessary for traffic operations.	$ -	136
I164_018	**SR57**	Full Study	No improvements necessary for traffic operations.	$ -	134
I265_001	**State**	Full Study	I-265 mainline will operate at LOS F by the Year 2025. Adding 1 lane in each direction, both on the north and south legs, will provide a LOS D operation. Assuming the number of mainline lanes are increased, the ramp terminals will operate at LOS D in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS C at the northwest intersection (1) and LOS D at the southeast intersection (2). * Add a left turn lane (2 left turn lanes total) to the SB exit ramp C at the west intersection. Add a WB left turn lane at the west intersection * Add a left turn lane (2 left turn lanes total) to the NB exit ramp F at the east intersection. No additional RW is required.	$ 3,000,000	5
I265_003	**SR111**	Full Study	I-265 mainline will operate at LOS E by the Year 2025. Adding 1 lane in each direction, both on the north and south legs, will provide a LOS D operation. Assuming the number of mainline lanes are increased, the ramp terminals will operate at LOS C in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS D at both intersections. * Add a left turn lane (2 left turn lanes total) to the SWB exit ramp C at the west intersection. * Add a through lane in both directions on SR 111 through the interchange area No additional RW is required, assuming closed drainage is used as necessary to contain R/W requirements.	$ 2,000,000	11

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I265_004	**SR311**	Full Study	I-265 mainline will operate at LOS D by the Year 2025. The ramp terminals will operate at LOS D in the Year 2025. Both intersections will operate at LOS F by the Year 2025. The following improvements will provide LOS D at both intersections. * Add a left turn lane (2 left turn lanes total) to the WB exit ramp C at the north intersection. * Add a left turn lane (2 left turn lanes total) to the NB approach at the north intersection * Add a NB through lane and a right turn lane on SR 311 at the south intersection * Add a right turn lane (2 right turn lanes total) to the EB exit ramp A at the south intersection A strip of RW 20' wide will be required along the east side of SR 311 in the southeast quadrant	$ 2,000,000	27
I265_009	**SR62**	Full Study	The north intersection has stop control for the WB ramp movement and operates at LOS F. Installing signal control at this intersection will provide LOS D or better operation for the Year 2025	$ 100,000	83
I275_002	**US50**	Full Study	Additional left turn lanes for the WB and NB left turns, and an added through lane in the EB direction.	$ 500,000	47
I465NW_002	**Cooper**	INDOT Projects		$ -	NA
I465_002	**US31**	Potential New	I-465 west and east of the interchange will operate at LOS E by the Year 2025. Adding 1 lane in each direction (8 lanes total) will provide LOS D operation. The ramp junctions with I-465, assuming I-465 is widened to 8 lanes, will operate at LOS D. The NB exit from US 31 has a very high Year 2025 AM PHV for the NB to EB and NB to WB movements. The ramp exit NB should be widened to 3 lanes from US 31 with the WB ramp made 2 lanes and the EB ramp 1 or two lanes. A 20 ' strip of R/W along ramp D1 will be required in the southeast quadrant.	$ 5,000,000	10
I465_004	**SR37**	Full Study		$ -	NA
I465_007	**Mann**	INDOT Projects	The existing interchange is a half-diamond with ramps only to the east. Although adding ramps to the west to provide all movements would be desireable, the spacing to the next interchange (I-465_008 SR 67) is less than 1 1/4 miles. R/W impacts for the new ramps would be relatively minor, involving a commercial storage facility. The proximity of Thompson Rd. on the south side of the interchange would be problematic. Although some congestion relief to the SR 67 interchange would be possible, it would not be significant. I-465 will have to be widened to 8 lanes to provide a LOS D operation on the Interstate. The north intersection currently operates at LOS F for the exiting ramp traffic. Signalization of the intersection will provide LOS D operation for existing traffic. The south intersection is signalized and operates at LOS F with existing traffic. Adding an additional SB left turn lane for the south intersection will provide a LOS D for Year 2025 traffic. Adding a lane to the WB exit ramp and signalizing the north intersection will provide a LOS C for Year 2025 traffic.	$ 2,500,000	51

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
			No additional R/W would be needed.		
I465_008	**SR67**	Full Study		$ -	NA
I465_011	**Airport Expwy**	INDOT Projects		$ -	NA
I465_012	**US40**	INDOT Projects		$ -	NA
I465_013	**US36**	INDOT Projects		$ -	NA
I465_014	**10th**	INDOT Projects		$ -	NA
I465_017	**38th**	INDOT Projects		$ -	NA
I465_019	**56th**	INDOT Projects		$ -	NA
I465_021	**71st St**	INDOT Projects		$ -	NA
I465_023	**86th**	INDOT Projects		$ -	NA

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I465_025	**I465(NW)**	INDOT Projects	Although the ramp geometry meets the absolute minimums for direct and semi-direct design speeds, consideration should be given to increasing the design speeds of the semi-direct connections. Ramp "Q" serving the NB to WB movement is forecasted to carry 1,370 vehicles per hour in the Year 2025, and has a design speed of 58 kph. The following ramp conditions and recommendations are made for Year 2025 traffic volumes: * I-465 South of the interchange will require 5 lanes in each direction for LOS D operation. * I-465 East of the interchange will require 5 lanes in each direction for LOS E operation, however, a reduction in truck volume as a percentage of peak hour traffic from 15% to 13% would result in a LOS D operation. * I-465 West of the interchange will not require additional lanes for LOS D operation. * South approach NB, Ramp NB to WB left hand exit - Existing geometry is 3 lanes splitting to 1 (NB-WB) and 2 (I-465 NB-EB), will operate at LOS F. Possible future geometry - 5 lanes NB will split to 2 lanes (NB-WB) and 4 lanes (I-465 NB-EB) would operate at LOS C. Consideration should be given to making the Ramp NB-WB exit on the right side and increasing the turning radius. This would require additional R/W in the southeast quadrant where recent development could be a limiting factor. * East approach WB, Ramp WB left hand exit - Existing geometry is 3-lane WB approach with 2 lanes diverging to the right for I-465 WB-SB traffic and the WB (I-465 NW to I-65) merging to one lane just prior to the diverge point. We assume the lane drop on the WB movement is meant to emphasize that I-465 through traffic has to diverge to the right. Possible future geometry - 5 lanes WB will split to 2 lanes WB and 4 lanes (I-465 WB-SB) would operate at LOS C if the WB split is on the right and LOS F if it is on the left. A 40' strip of R/W will be required in the southeast quadrant and a 40' strip of R/W on north side.	$ 15,000,000	13
I465_027	**US421**	Full Study	During the time period of this study, the interchange has been designed and construction started on improvements in conjunction with improvements along U.S. 421. Lanes are being added to U.S. 421 through the interchange as well as the ramp approaches.	$ -	4

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I465_031	**US31**	Full Study		$ -	NA
I465_033	**SR431**	INDOT Projects		$ -	NA
I465_035	**Allisonville**	INDOT Projects		$ -	NA
I465_040	**56th St**	INDOT Projects		$ -	NA
I465_042	**US36**	INDOT Projects		$ -	NA
I465_046	**US40**	INDOT Projects		$ -	NA
I465_047	**US52**	INDOT Projects		$ -	NA
I465_048	**SR100**	INDOT Projects		$ -	NA
I465_052	**Emerson**	INDOT Projects		$ -	NA
I469_001	**LafayetteCtr**	Full Study	No improvements necessary for traffic operations.	$ -	133
I469_002	**Indianapolis**	Full Study	No improvements necessary for traffic operations.	$ -	140
I469_006	**SR1**	Full Study	The current stop control at the north ramp intersection operates at LOS E. In the future, signal control will be required at both intersections to achieve Level of Service D or better. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. Add 1 lane to the EB ramp approach to the south intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 400,000	110
I469_009	**Winchester**	Full Study	No improvements necessary for traffic operations.	$ -	137
I469_011	**US27**	Full Study	No improvements necessary for traffic operations.	$ -	125
I469_013	**Marion Ctr**	Full Study	No improvements necessary for traffic operations.	$ -	139
I469_015	**Tillman**	Full Study	No improvements necessary for traffic operations.	$ -	141
I469_017	**Minnich**	Full Study	No improvements necessary for traffic operations.	$ -	142
I469_019	**US30**	Full Study	The current stop control at the west ramp intersection operates at LOS F. Signal control will be required in the future to achieve Level of Service D or better. Channelization needs should be determined based on current data used for design. The Improvement should not require additional right of way.	$ 300,000	135

Indiana Interstate Interchange Study – Interchange Improvements Summary

Interchange ID	Cross Road	Study Classifications (See Section 2.1 for descriptions)	Proposed Improvements based on traffic operations analyses	Construction Cost	Priority Ranking
I469_021	**US24**	Full Study	The existing unsignalized intersection on the west side of the intersection operates at LOS D and will reach LOS F by the Year 2025. Adding signal control will provide LOS C operation in the Year 2025. However, the statewide model growth rate on US 24 east of the interchange is 1.15, whereas the MPO model is predicting 2.10. The US 24 corridor is being upgraded from Ft. Wayne to Ohio and will potentially produce higher volumes than estimated by the statewide model. Adding an additional lane to the ramp approaches (Ramps F and H) will provide additional capacity at the intersections. If the traffic volumes on US 24 would double by the Year 2025, an added lane in each direction on US 24 through the interchange would be required. No additional R/W would be needed, to develop these improvements. If US 24 is planned as a freeway facility in the future, consideration should be given to improving the interchange as fully directional system interchange without at-grade intersections. The type of improvement would probably required right-of-way in the northwest and southeast quadrants for directional ramps (with costs in the range of 20 - 30 million dollars)	$ 200,000	118
I469_025	**SR37**	Full Study	By 2025, the north ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at this intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	129
I469_029	**Maplecrest**	Full Study	By 2025, the north ramp intersection will operate at LOS F. Signal control will be required in the future to achieve Level of Service D or better at this intersection. The following lane additions should be made at the time of signal installation to achieve a minimum LOS D operation: Add 1 lane to the WB ramp approach to the north intersection, forming 1 left turn lane and 1 right turn lane. The Improvement should not require additional right of way.	$ 300,000	109
			Total Planning Estimate	$ 399,700,000	