



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

June 28, 2021

Jermaine Hannon, Division Administrator  
FHWA, Indiana Division  
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## **Subject: INDOT’s State Fiscal Year 2021 Annual TAMP Implementation Documentation**

Mr. Hannon –

23 CFR 515.13(b) requires Indiana DOT (INDOT) to identify our most recent Transportation Asset Management Plan (TAMP) and submit documentation demonstrating INDOT is following the investment strategies in its plan and is making progress toward achieving its targets for asset condition and performance of the NHS and supporting progress toward the national goals identified in 23 U.S.C. 150(b). This letter serves that purpose. It also serves as a formal request to the Federal Highway Administration (FHWA) for an annual consistency determination, which is an evaluation whether we have implemented a TAMP that is consistent with the requirements, including documenting that we followed the financial plan and asset conditions detailed in our most recent TAMP, which was approved August 29, 2019. This letter is intended to fulfill the requirements for the reporting period for State Fiscal Year 2021 (July 2020 to June 2021).

### ***TAMP Funding Estimates vs. Actual***

INDOT’s approved TAMP detailed INDOT’s anticipated funding by NHS and non-NHS routes for each work type for the next 10 years, as well as an estimate for in-house maintenance expenditures on NHS routes. INDOT’s actual capital expenditures compared to our forecast are shown below. The actual expenditures were determined by utilizing data from our project tracking system (SPMS) and cross walking our project work types to FHWA TAMP work types. INDOT is also monitoring pavement and bridge conditions as well as capital expenditures on local NHS routes through the STIP. There were no local NHS projects in FY 2021.

TAMP Work Type	FY 2021 Actual - Bridge	FY 2021 Actual - Pavement	FY 2021 Actual Total	FY 2021 TAMP
Construction	\$46,685,000	\$429,058,000	\$475,743,000	\$303,500,000
Maintenance	\$16,102,000	\$10,376,000	\$26,479,000	\$5,500,000
Preservation	\$177,517,000	\$291,650,000	\$469,166,000	\$561,100,000
Reconstruction	\$69,932,000	\$86,830,000	\$156,762,000	\$115,500,000
Rehabilitation	\$86,610,000	\$148,087,000	\$234,697,000	\$376,900,000
<b>Grand Total</b>	<b>\$396,846,000</b>	<b>\$966,001,000</b>	<b>\$1,362,847,000</b>	<b>\$1,362,500,000</b>

In House Maintenance on NHS (June 1 2020 - June 1 2021)

TAMP Work Type	FY 2021 Actual	FY 2021 TAMP
Maintenance	\$5,105,000	\$6,574,000
Preservation	\$4,680,000	\$4,294,000

Overall, our actual expenditures were nearly identical to the forecast. As indicated in last year’s TAMP Implementation Documentation, INDOT performed a sizeable amount of “winter damage” patching contracts in 2020. We therefore saw less need for in-house maintenance, as indicated in our reduced actual expenditure compared to our forecast.

INDOT’s NHS network includes the Indiana Toll Road and Ohio River Bridges, which are both managed by private entities. Each has their own asset management plan, as detailed in INDOT’s TAMP. Pavement and bridge conditions are exceeding INDOT’s targets, demonstrating successful implementation of their asset management plans.

Entity	Pavement % Poor	Pavement % Fair/Good	Bridge % Poor	Bridge % Fair/Good
Indiana Toll Road	0.1%	99.9%	1.6%	98.4%
Ohio River Bridges	0.0%	100.0%	0.0%	100.0%

*Asset Conditions Compared to TPM Targets*

In October 2018, INDOT established and submitted two and four year pavement and bridge targets through FHWA Transportation Performance Management portal and updated our targets in 2020. The new target conditions and current conditions are shown below.

We are solidly meeting our infrastructure targets.

Measure	2020 Actual	4 Yr Target
Percentage of Pavements of the Interstate System in Good Condition	69.9%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.3%	0.8%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	54.3%	40.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	0.7%	3.1%
Percentage of NHS Bridges Classified as in Good Condition	48.8%	47.2%
Percentage of NHS Bridges Classified as in Poor Condition	2.0%	3.1%

In conclusion, INDOT is meeting or exceeding its projected financial commitment to maintain its pavement and bridge assets in a state of good repair. This is reflected in the fact that we are on track to meet or exceed our four year target conditions. INDOT will continue to monitor and update our targets as trends and issues are determined from the FHWA condition scoring methodology.

Thank you.



Joe McGuinness, Commissioner  
Indiana Department of Transportation

JM/dts