



**Indiana
Department of
Transportation**

BIL COMPLIANT

INDIANA MULTIMODAL FREIGHT AND MOBILITY PLAN

APPENDIX
May 2023





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A.1 Purpose of Survey

During the development of the freight plan, the first task was to establish study goals. Based on INDOT's freight planning needs and preliminary discussion with the Project Team, two draft goals were identified:

- **Goal #1:** Promote the use of preferred freight corridors to improve statewide mobility, reliability, safety, system preservation, economic viability, air quality, and innovative technology implementation.
- **Goal #2:** Improve multimodal linkages to cost-effectively alleviate bottlenecks and barriers to freight transfers across modes.

A dedicated online survey was developed to seek input and feedback from the Project Team and Planning Partners on draft freight planning goals. The online survey listed two draft goals and asked survey participants to vote on how important each goal is for the freight plan. The survey also allowed survey participants to provide additional comments in comment boxes.

This appendix focuses on reviewing the survey results. INDOT finalized the freight plan goals based on collected survey data. The final goals are described in **Chapter 2**.

A.2 Survey Results

The official survey link was distributed to the Project Team and Planning Partners during the week of January 10, 2022. The survey was closed on February 23, 2022. A total of 39 responses were collected, which covered all freight modes (highway, rail, waterway, and air) and a wide variety of stakeholders:

- 13 regional planning agencies
- 9 private logistics firms
- 4 cities/towns
- 2 airports
- 3 counties
- 2 economic growth organizations
- 1 transit agency
- 1 school district
- 2 other private firms (legal, investment, marketing)
- 2 unknown

Table A.1 lists survey results as well as additional comments for the two draft goals. It also lists other general comments collected through the survey, regarding the goals.

Table A.1 – Survey Results and Comments

| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|------------------------------|---------------------------|---|---------------------------|--|---|
| Hendricks County | Very important | | Very important | | |
| Styline Logistics | Very important | | Very important | Looking for a rail hub closer to Dubois County would be helpful instead of using Louisville or Memphis. This could positively impact local manufacturers by allowing them to receive raw materials earlier and possibly at a more competitive price and reduce | |
| Town of Avon | Very important | No | Important | | |
| Lafayette Terminals | Very important | Six lanes on I-65 and I-70 | Very important | Greater use of water to truck and rail to truck | |
| Heritage Growth | Very important | We need to understand the underlying economic benefits | Important | | |
| | Very important | Does this goal contemplate reviewing utilization of air transport options as a "freight corridor" to better maximize capacity available for freight movement through IN airports? | Very important | Does this goal contemplate review of urban air mobility as a future mode of transport for freight? | Interested in ways to aggregate movement of goods (especially given high % of imports/ exports moved via truck) and maximize opportunities for freight movement through IND (or other IN airports), with special focus on time and temperature sensitive goods. |
| HAMILTON COUNTY Highway DEPT | Important | | Important | Would think this goal would have a higher priority than # 4 above. | Consider intrastate and interstate freight corridor prioritization in relation to the benefits for Indiana. |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|---|---------------------------|---|---------------------------|--|--|
| South Bend Elkhart Regional Partnership | Very important | Multimodal facility in northwest/north central Indiana is an opportunity. | Very important | A multimodal push for North Central Indiana (between Chicago and Elkhart) could be transformational for the rail supply chain which is unduly hampered by congestion in Chicago. | AIR Cargo. The sweetheart of cargo Airports for the past several years has been Rockford, IL. They've grown significantly by bleeding business off of Chicago O'Hare, which is congested and overbooked. South Bend International Airport could have the ... |
| Kokomo Grain Company | Very important | I think we need to find a way, if possible, to keep existing rail lines (and even non used rail lines' right-of-way together. There is possible value in these assets for future transportation needs. | Important | I believe we need to be the location of choice to move products efficiently and timely in the Midwest. | |
| CSX Transportation | Very important | | Very important | | |
| Fort Wayne Allen County Airport Authority | Very important | On the surface, I do not have issues with the goal as presented. A question I do have is what are the "preferred Freight Corridors" and are there enough of them that supports each region within the State of Indiana? | Very important | No | Not sure how to incorporate cost and return on investment (Strong financial stewardship) into the goal |
| Town of Avon | Very important | At grade crossings, underpasses and overpasses need to be maintained and improved to provide safe passage to the general public. | Very important | Traffic stoppage time should be considered. Maximum safe speed for rail traffic should be a goal. Minimum crossing closure time for freight transfer should be a goal. | Transfer hubs for transfer to/from semi-trucks to limit crossing wait times. |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|---------------------------------|---------------------------|---|---------------------------|--|---|
| IndyGo | Not sure | What do you mean by "Promote"? What are "preferred freight corridors"? My interpretation is that INDOT would like to focus freight movement on select routes. The focus would allow Indiana to prioritize funding and innovation to these corridors. If this is | Very important | We need to investigate policies and programs to support more diversity in our freight movement. | |
| Hamilton County | Somewhat important | None | Important | None | None |
| Indianapolis MPO | Important | Does this imply there's a major challenge with freighters not using the freight corridors? | Very important | | Keeping heavy trucks off non-specialty pavement |
| City of Beech Grove | Very important | More attention needs to be given to our rail infrastructure for the delivery of goods | Very important | I think rail needs to be expanded to offer more options for passenger rail. Currently passenger rail takes a back seat to freight. | INDOT does a good job with transportation issues but I think that down the road we will become more dependent on rail for the delivery of goods. Is it possible to run out of space for lane expansions? TY |
| Town of Pittsboro | Very important | | Important | Increase traffic on I-74 to the airport | |
| Buchanan Hauling & Rigging, Inc | Very important | How we introduce our needs to the Public will be important, we need to win public support from the start. | Important | Van business is adaptable to different modes, open deck transportation is more complicated | US 30 Becoming a Freeway across the State and do away with the thoughts of J Turns |
| Atlas Logistics | Important | These corridors need to be prioritized for road quality, access to proper markets/facilities. | Very important | | Not at this time. |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|---------------------------------------|---------------------------|---|---------------------------|--|---|
| Anderson MPO | Important | Yes, there should be something said about preferred freight corridors to provide opportunities for passenger/commuter rail connections. | Very important | | Yes - "Identify opportunities to develop passenger/commuter rail systems that would limit conflicts with freight rail when identifying/selecting preferred freight corridors. |
| Louisville & Indiana Railroad Company | Not sure | While every industry has its own goals each should look for synergies that promote the safest and most efficient method(s) possible. Working in concert with each other will only make us better. | Very important | Multi-modal opportunities can be beneficial to the state, citizens, industry, infrastructure, and employees of transportation. | No comment at this time. |
| Madison County Council of Governments | Very important | | Somewhat important | I don't think it covers all of the desired aspects of the goal | |
| | Very important | | Important | | Stopped trains have been a serious issue in Madison County for several years causing significant traffic interruption including school busing and the transportation of medical patients. If the plan can include strategy to work with freight carriers to red |
| Anderson Municipal Airport | Important | | Important | | |
| Frankton-Lapel Community Schools | Important | None | Very important | No - supply chain issues should be addressed to the best of our ability. | Innovative delivery methods should be a priority...not more of the same (i.e., continually adding lanes to interstates). |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|---------------------------------------|---------------------------|--|---------------------------|---|--|
| Element212 | Very important | It seems any resident would want to improve mobility, reliability, safety...etc. I'm not sure what value this question offers. My question is where you see or anticipate the most push back from Indiana residents - I would gain insight into those answer | Very important | It seems any resident would want to alleviate bottlenecks and barriers to freight transfers. I'm not sure what value this question offers. My question is where you see or anticipate the most push back from Indiana residents - I would gain insight into | Understanding the negative outcomes for residents and address those in this plan to gain better buy-in from the community. |
| Madison County Council of Governments | Important | | Very important | | |
| Ice Miller LLP | Very important | I am unsure what the word "promote" actually means. I think the goal should be more active. I think promote means more than marketing. Should it include something along the lines of increasing the magnitude of funding for the freight? | Very important | I'd recommend that this clause is expanded to include an overt goal of investing in the multimodal linkages. These linkages can effectively increase logistics capabilities in a cost-effective manner. | How can private funding through public-private partnerships be leveraged? |
| CGB Enterprises | Important | Indiana is uniquely positioned given its access to major waterways on both the north and south ends of the state. Given its cost effectiveness and environmental advantages, Indiana has yet to fully utilize this tremendous advantage. | Important | | Maintaining a seat at the table at the federal level regarding the upkeep of our river systems lock and dam infrastructure give the importance to Indiana for future economic development. |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|------------------|---------------------------|--|---------------------------|---|--|
| MACOG | Important | I am interested in the definition of "preferred". USDOT created the Primary Freight network however it is extremely limited to the Interstate. Corridors like US 30 and US 31 have significant freight volumes but aren't on the USDOT Primary network. Does ... | Important | I think INDOT should evaluate Rail-highway crossings on State Routes to identify priority locations for Grade Separations. Especially since IJJA will have a new discretionary program. | I know Goal #1 stated "innovative technology implementation" does that include Electric Vehicles as well as Autonomous/Connected Vehicles? Need to consider the new IJJA programs. Will INDOT be designating Critical Rural Freight Corridors (CRFCs) and |
| OKI Regional COG | Important | Private developers and urgent need of local public agencies to support "economic development," often result in businesses and industries being located off of existing freight corridors. This places new demands on roadways, community conflict, etc. Land us | Very important | Incentives that encourage alternative modes to truck/road for products that are traveling further distances should be given high priority. | Environmental sustainability -- promoting the use of alternative fuels/energy sources. Assisting in the modernization of cleaner/greener, more quiet fleets. Safety improvements. Removing impediments/addressing deficiencies in the freight system, but also |
| NIRPC | Important | | Important | To innovate, seek, and support new technologies that allow the improvement of freight within the boundaries of the state. (not just along freight corridors). | |
| NIRPC | Important | In Northwestern Indiana, there are freight corridors traversing the Indiana Dunes National Park. This poses problems due to incompatible traffic types (i.e., recreational versus freight). Through truck traffic also should be diverted away from historical ... | Very important | In Northwestern Indiana, highway freight bottlenecks may be less of a mainline capacity issue and more an issue of a density of interchanges and conflict points/weaving movements between interchange ramps. | Rail grade separations are a key issue, particularly in Northwestern Indiana where the density of railway lines is particularly high. Don't forget about the state's ports. The Ports of Indiana are particularly important for multimodal freight movement. |

APPENDIX A SURVEY OF STUDY GOALS



| AGENCY / COMPANY | HOW IMPORTANT IS GOAL #1? | ADDITIONAL COMMENTS ON GOAL #1 | HOW IMPORTANT IS GOAL #2? | ADDITIONAL COMMENTS ON GOAL #2 | OTHER GENERAL COMMENTS ON GOALS |
|---|---------------------------|---|---------------------------|--|--|
| MACOG | Very important | | Very important | | |
| Evansville MPO | Important | | Very important | We have manufacturers that want additional rail capacity, but there seems to be a lack of interest from the rail providers | |
| CSX Transportation | Very important | | Very important | | INDOT's ability to contribute to Economic Development Opportunities where your partnership with new industry can offset potential rail infrastructure spends to promote cost effective and efficient infrastructure. This would support the most environmental ... |
| Area Plan Commission of Tippecanoe County | Important | | Important | | Decrease inconvenience caused for citizens by freight trains running through populated areas... i.e., road blockages of 15, 30, 45, even 60 minutes... |
| Thrive West Central | Very important | The distribution of resources to improve statewide mobility, reliability, safety, system preservation, economic vitality, air quality, and innovative technology implementation does not seem to be equitable. I would love to see truck parking availability | Very important | I am not sure where the rail and water ports are all located. | There is a need for more expanded space for truck parking for downtime, plus real-time driver information about roadway conditions, available # of truck parking spaces available in the vicinity. |
| Terre Haute Area MPO | Important | What role does the INDOT Freight Plan play in identifying "preferred freight corridors" | Very important | | Would like to see a goal that is centered around upkeep and maintenance. |

Note: some comment texts were truncated due to word limit in the survey.



From March 4 through April 15, 2022, a map-based online survey was conducted to collect comments from the Project Team, Planning Partners, and freight/logistics industry regarding the issues, needs, and improvements to support the development of the freight plan.

The survey collected a total of 56 high-quality location-specific comments. **Figure B.1** illustrates the comments collected from the survey. The survey also allowed users to make responses to existing comments. A total of 3 responses were received. Details of the comments and responses collected through the survey are provided below by 2 categories: 1) comments on the Preferred Freight Corridors; 2) general comments and comments on other roadways.

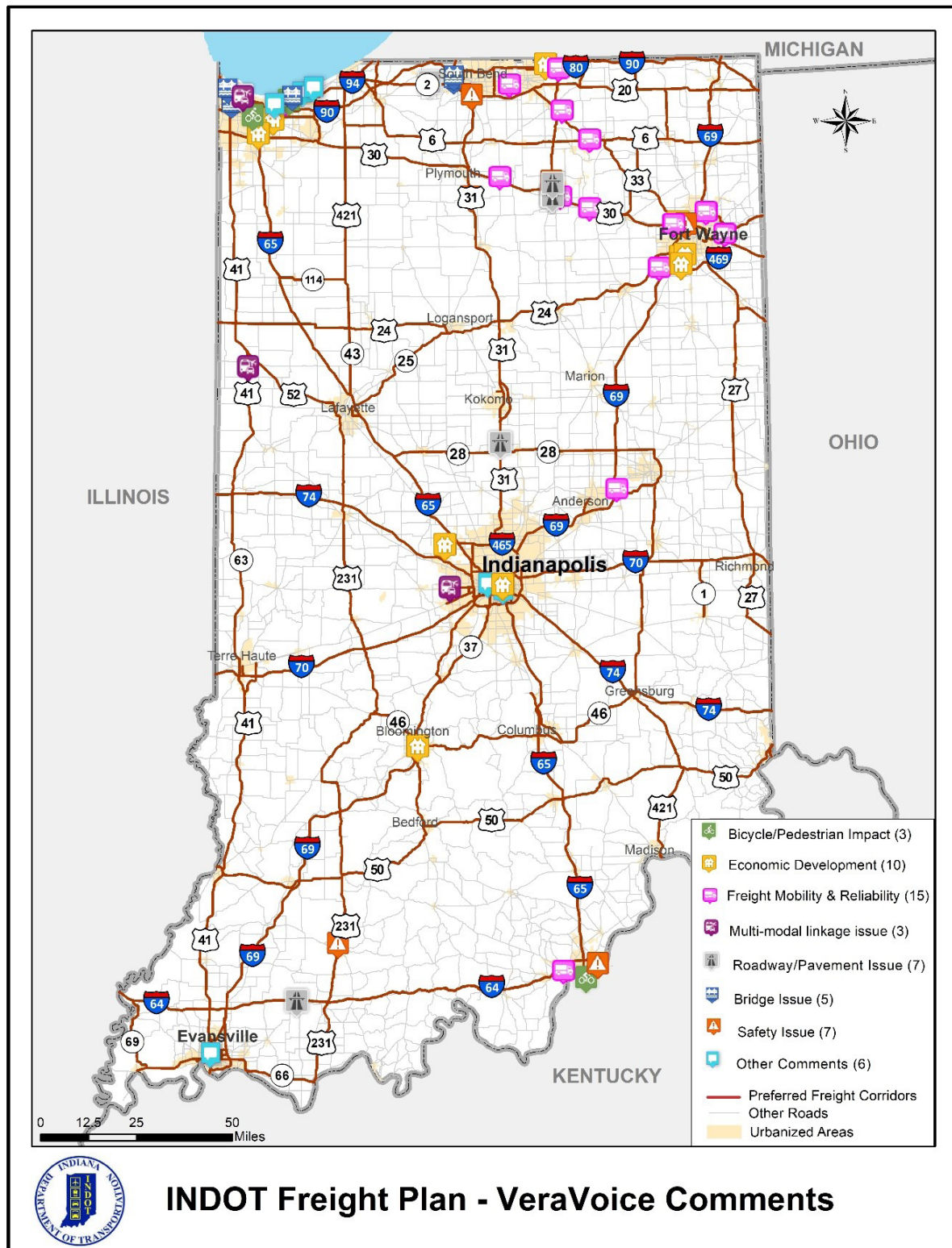
It is noted that the Indianapolis Metropolitan Planning Organization (IMPO) completed a similar on-line survey from October 20 to November 29, 2021, as part of its regional freight plan update. The IMPO survey results was also obtained and reviewed by the Project Team to support the INDOT Freight Plan development. While the IMPO's survey data is not included in this appendix, the survey details can be found from the Central Indiana Regional Freight Plan recently published by IMPO.¹

¹ Indianapolis Metropolitan Organization, Central Indiana Regional Freight Plan.

https://d16db69sqbolil.cloudfront.net/mpo-website/downloads/Freight-Plan/IMPO_Regional_Freight_Plan_20220817.pdf



Figure B.1 – Summary of Survey Data





Comments on Preferred Freight Corridors

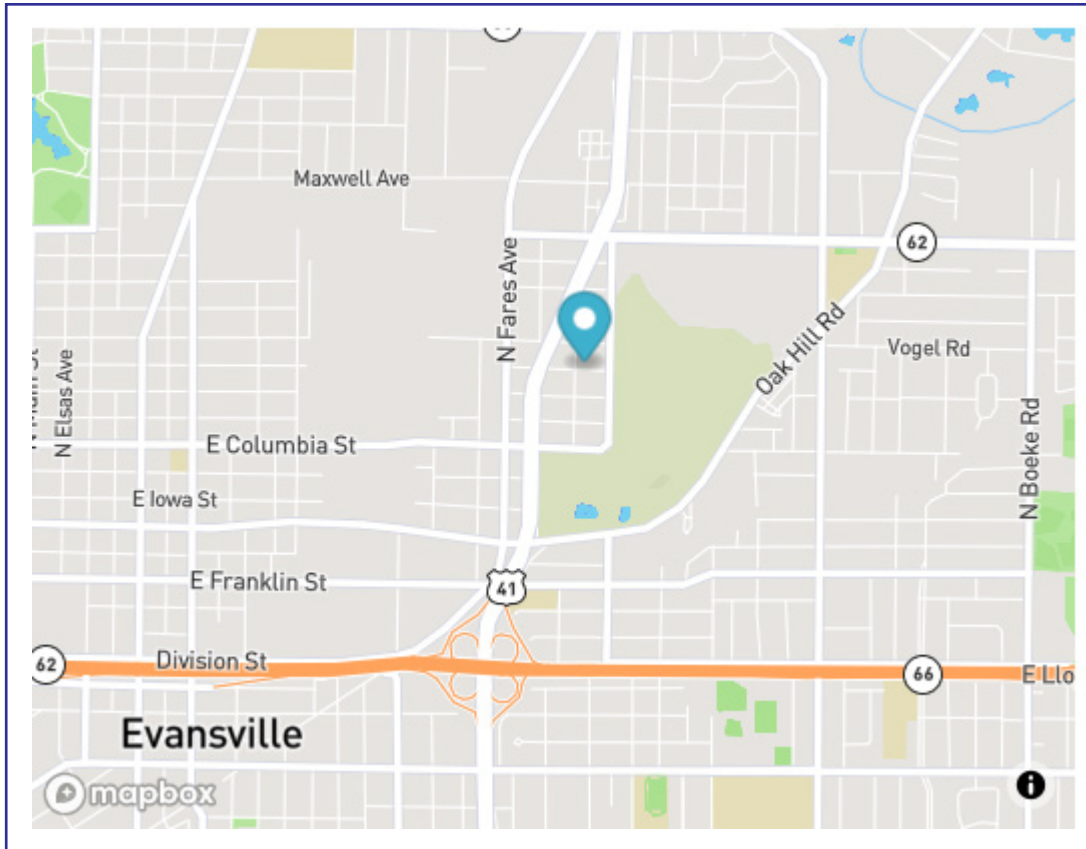
(33 comments and 1 response)



March 09, 2022
Phil Wahl

Congestion

Comment category: Other Comments

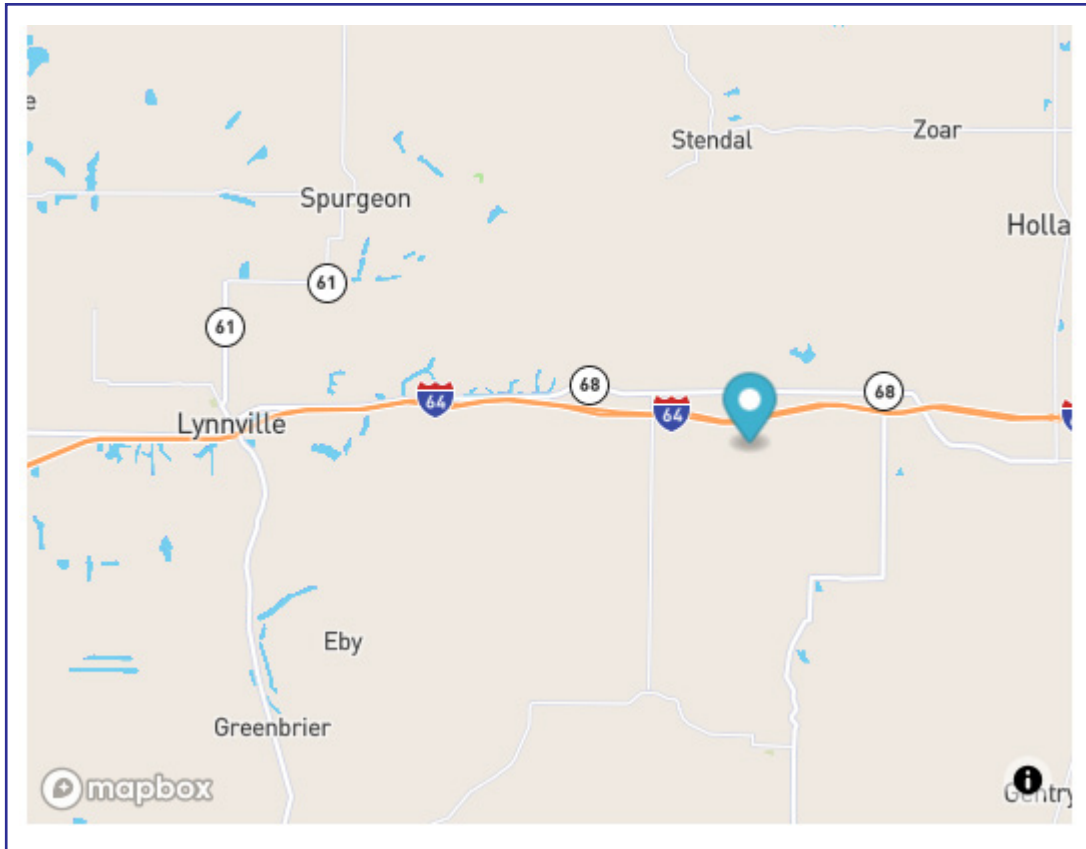




March 09, 2022
Phil Wahl

Pavement falling apart in middle of two lanes

Comment category: Roadway/Pavement Issue

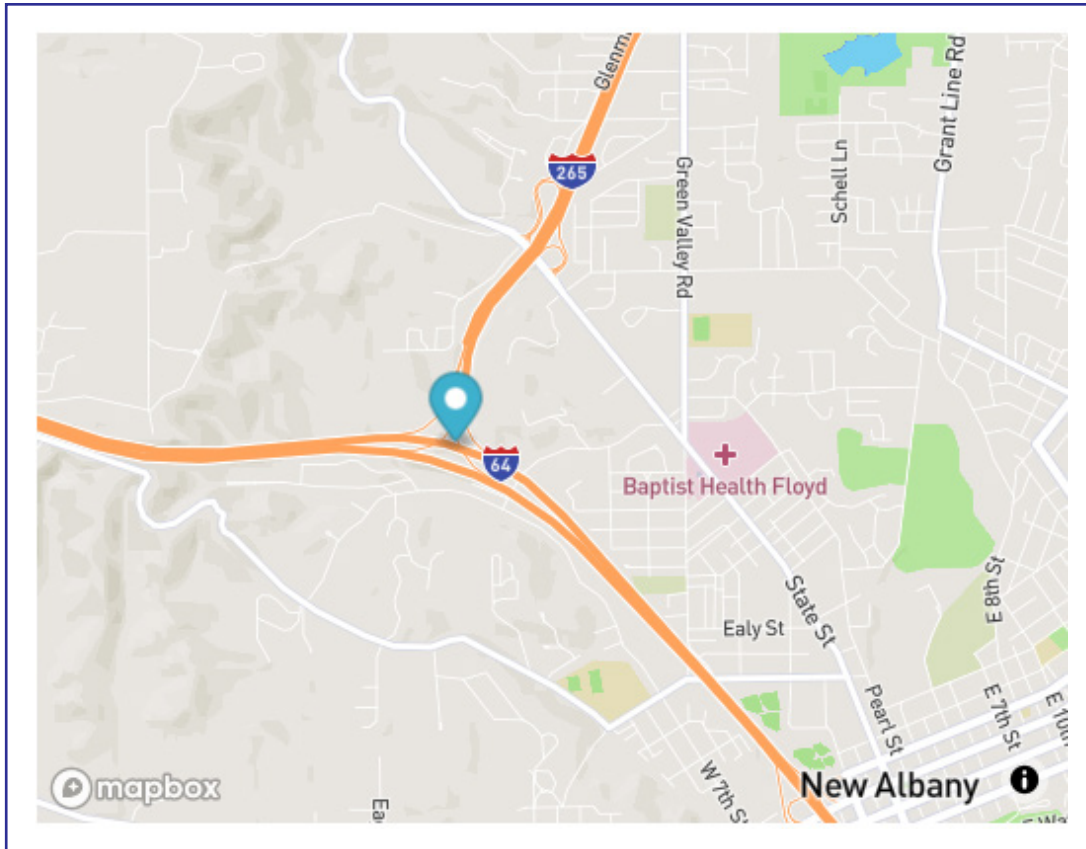




March 15, 2022
Elizabeth Farc

Congestion at this interchange

Comment category: Freight Mobility & Reliability

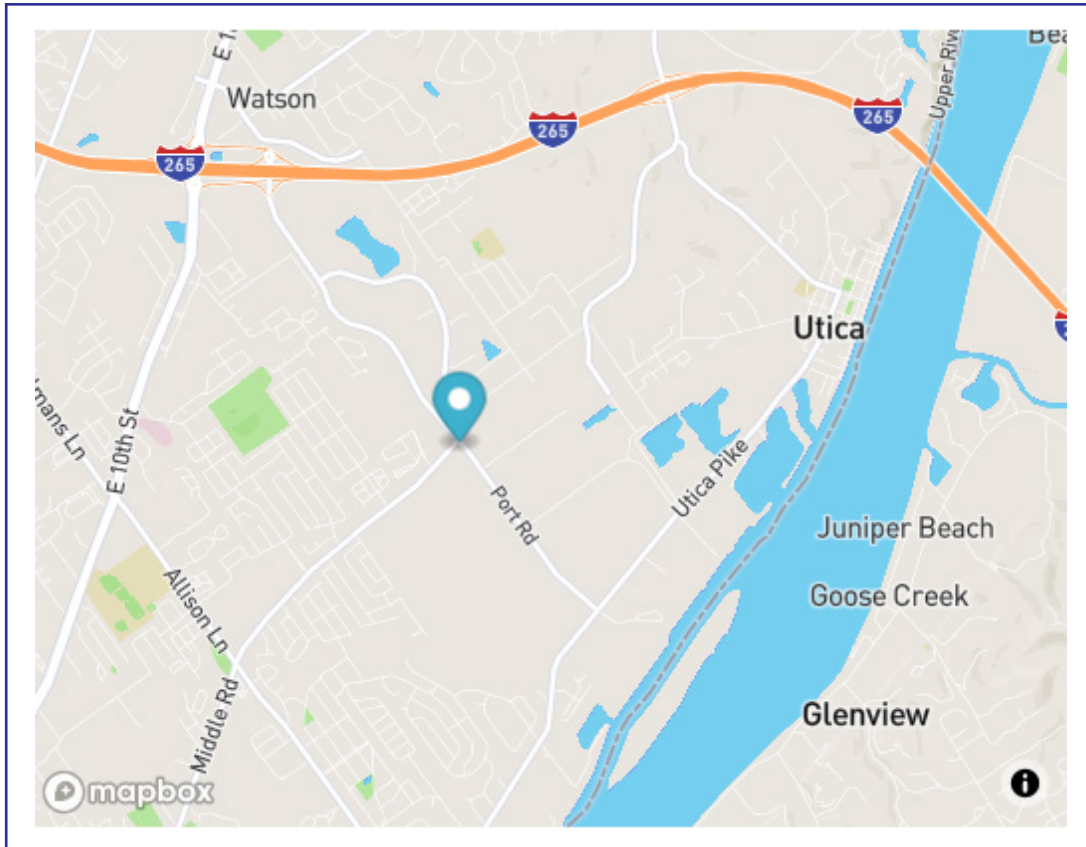




March 15, 2022
Elizabeth Farc

Need improvements at this intersection. Heavy traffic and trucks at a four way stop.

Comment category: Safety Issue

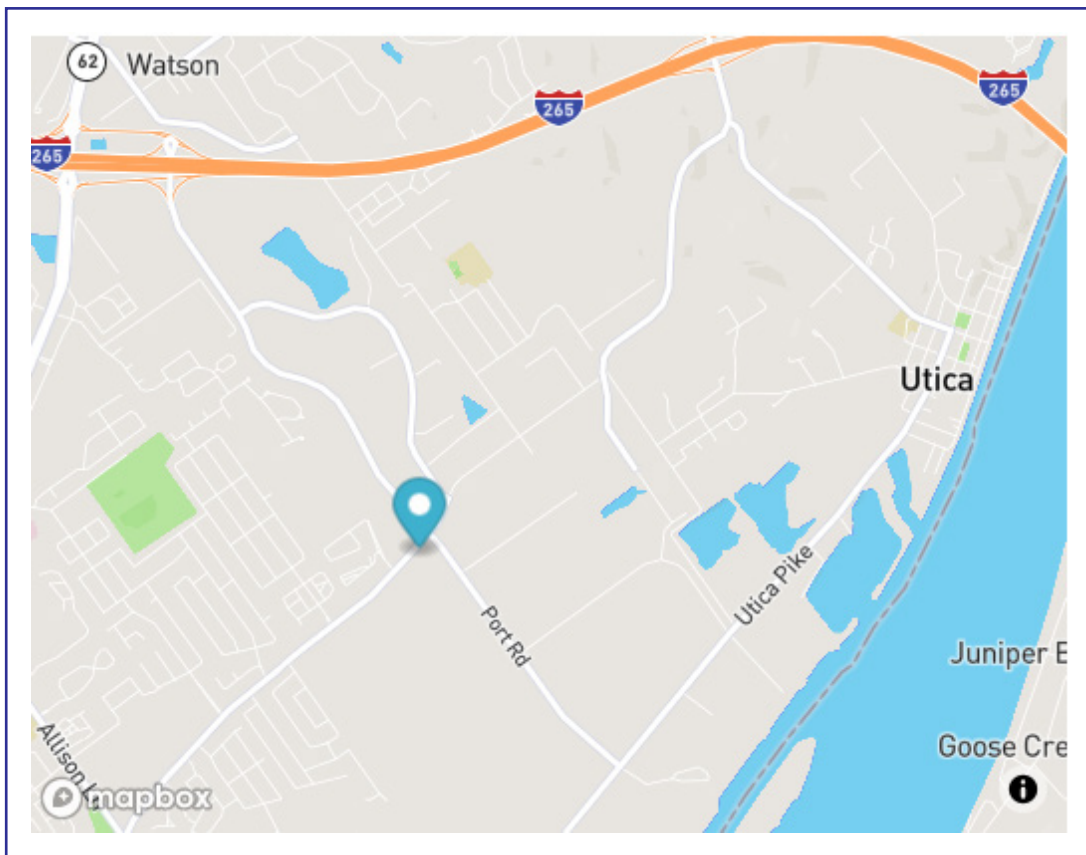




March 15, 2022
Elizabeth Farc

We have received comments regarding the concern of residential traffic mixing with heavy industrial truck traffic around the Port.

Comment category: Safety Issue

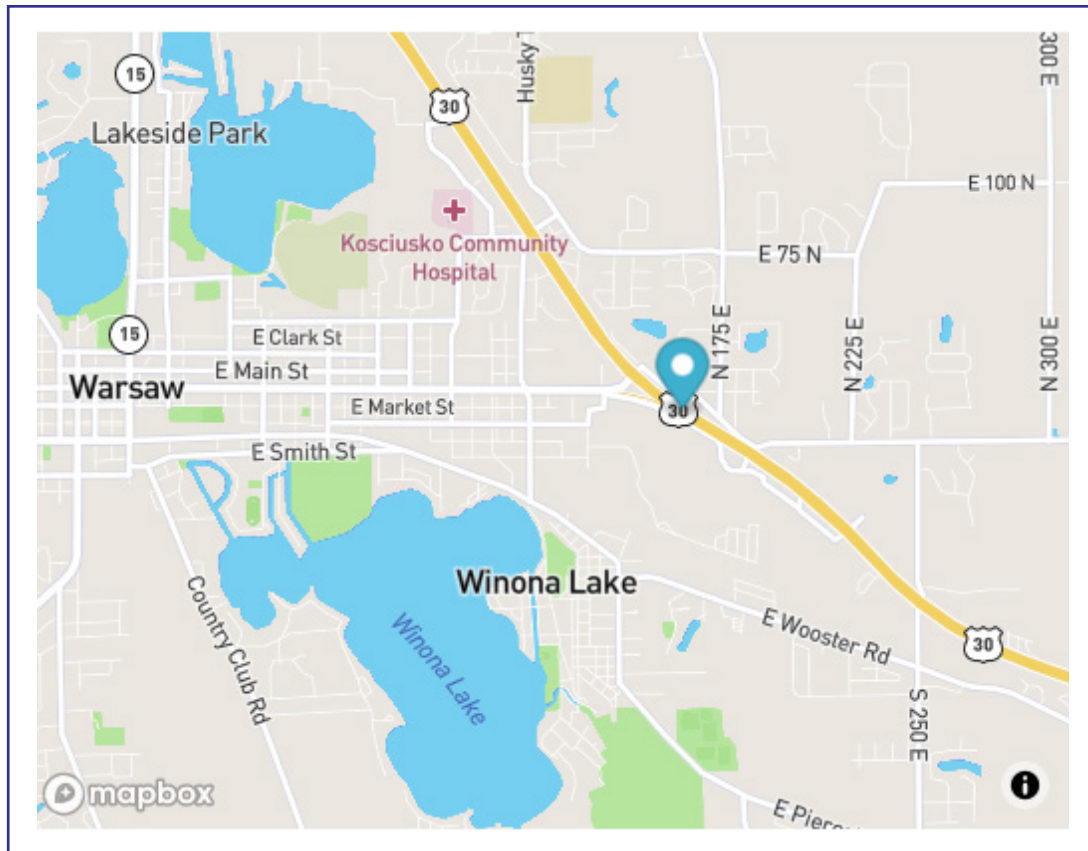




March 18, 2022
MACOG

Congestion and Safety concerns along US 30 corridor through the City of Warsaw

Comment category: Freight Mobility & Reliability



Responses:
Kirk Trabert – March 19, 2022

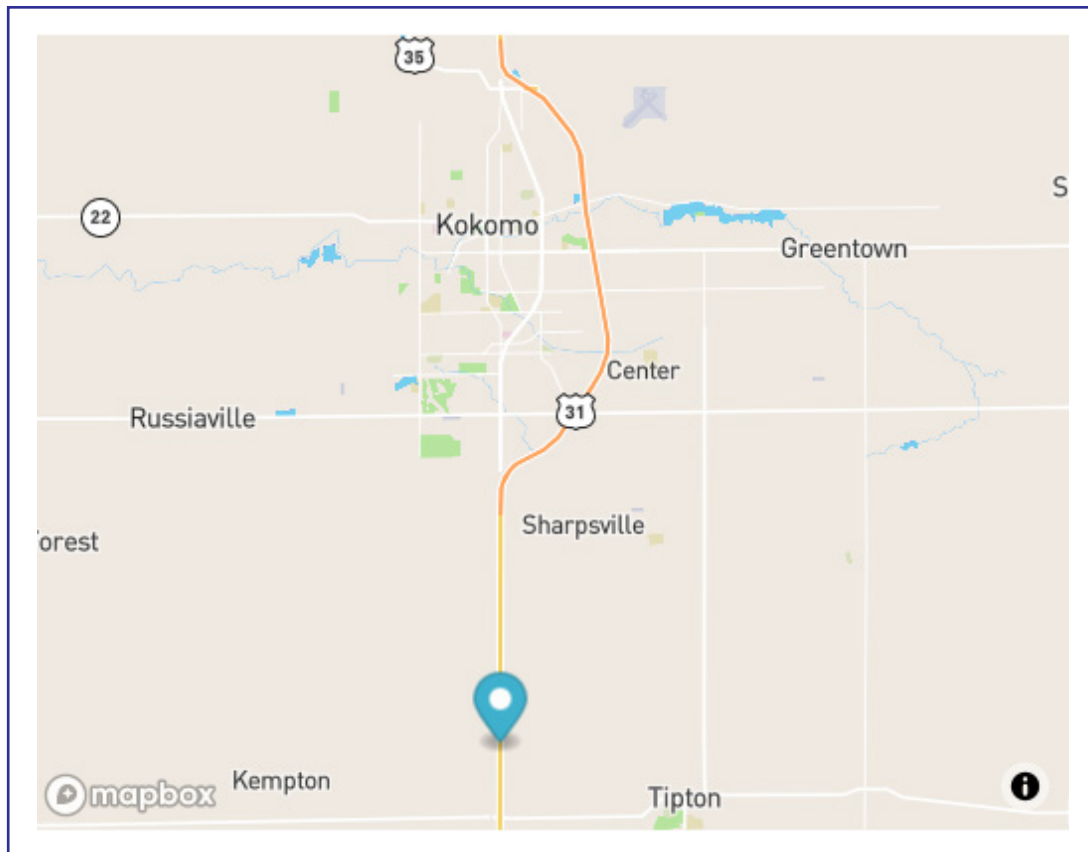
Needs a limited access by-pass south of Warsaw



March 22, 2022
NULL

Total Seed Production. There is a crucial need for an interchange at Division RD and US 31 to transport ag products in a huge ag-producing county with limited access happening on 31 in and out of our county.

Comment category: Roadway/Pavement Issue

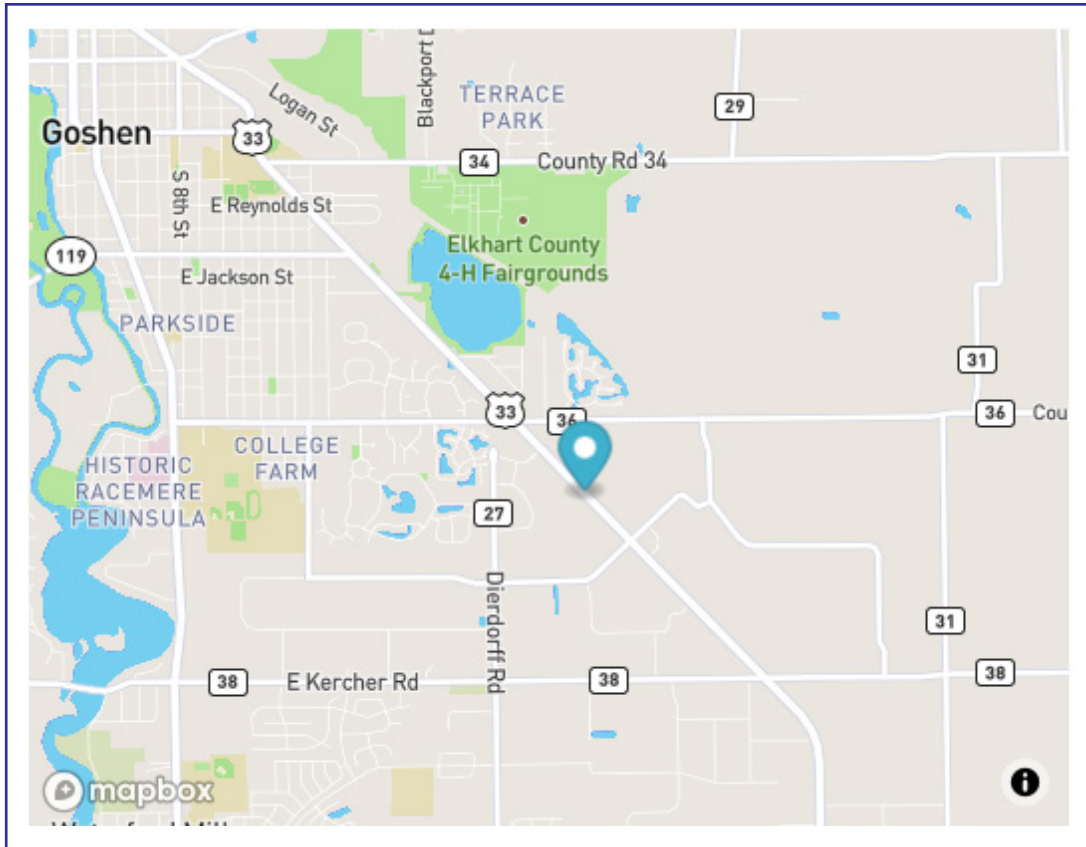




March 24, 2022
MACOG

Truck Travel Time Reliability concerns along US 33 corridor SE of Goshen

Comment category: Freight Mobility & Reliability

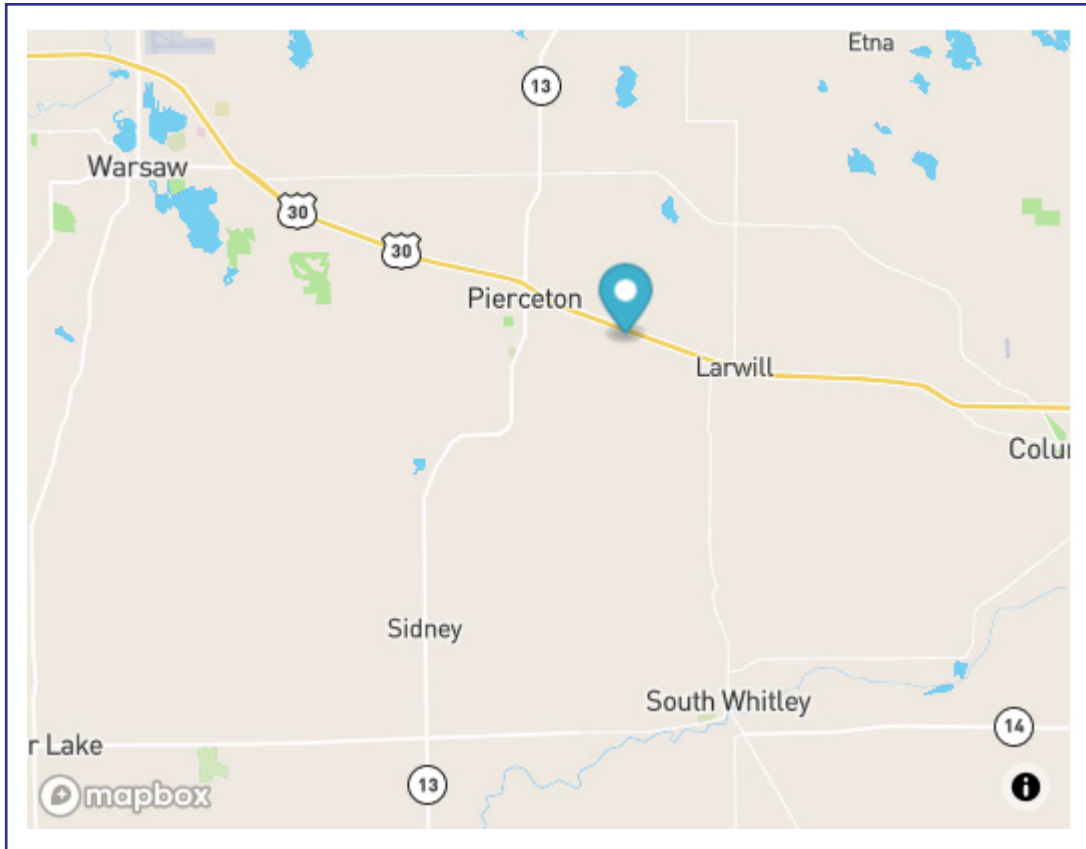




March 24, 2022
MACOG

Real/Perceived increase in truck traffic volumes along US 30, due to Toll Road diversion

Comment category: Freight Mobility & Reliability

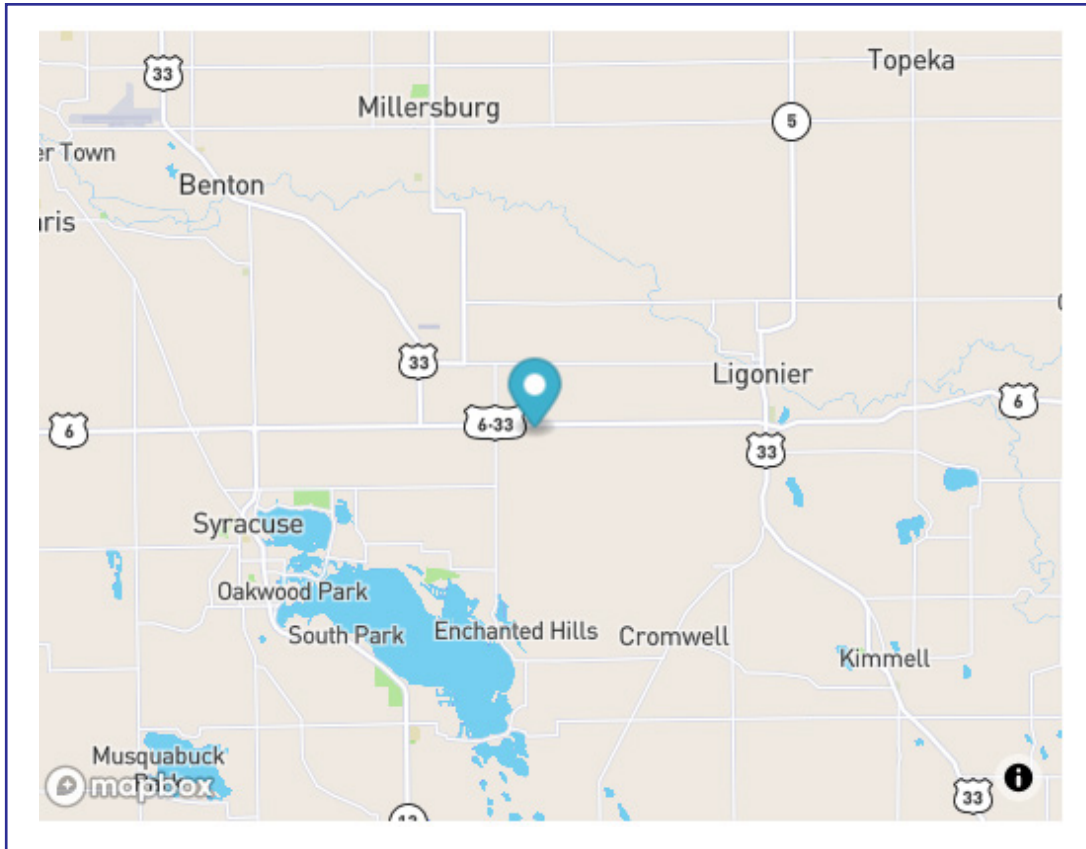




March 24, 2022
MACOG

Real/Perceived increase in truck traffic volumes along US 30, due to Toll Road diversion

Comment category: Freight Mobility & Reliability

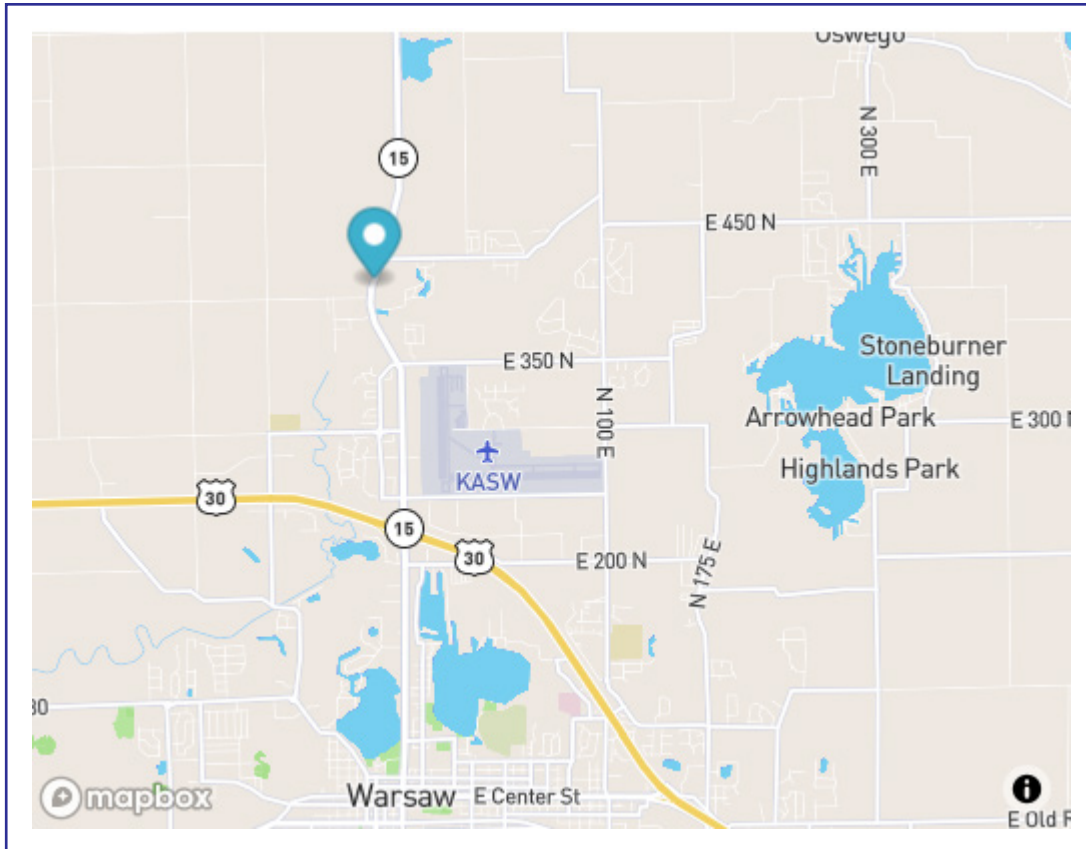




March 24, 2022
MACOG

Freight traffic conflicts with Amish horse and buggy

Comment category: Safety Issue

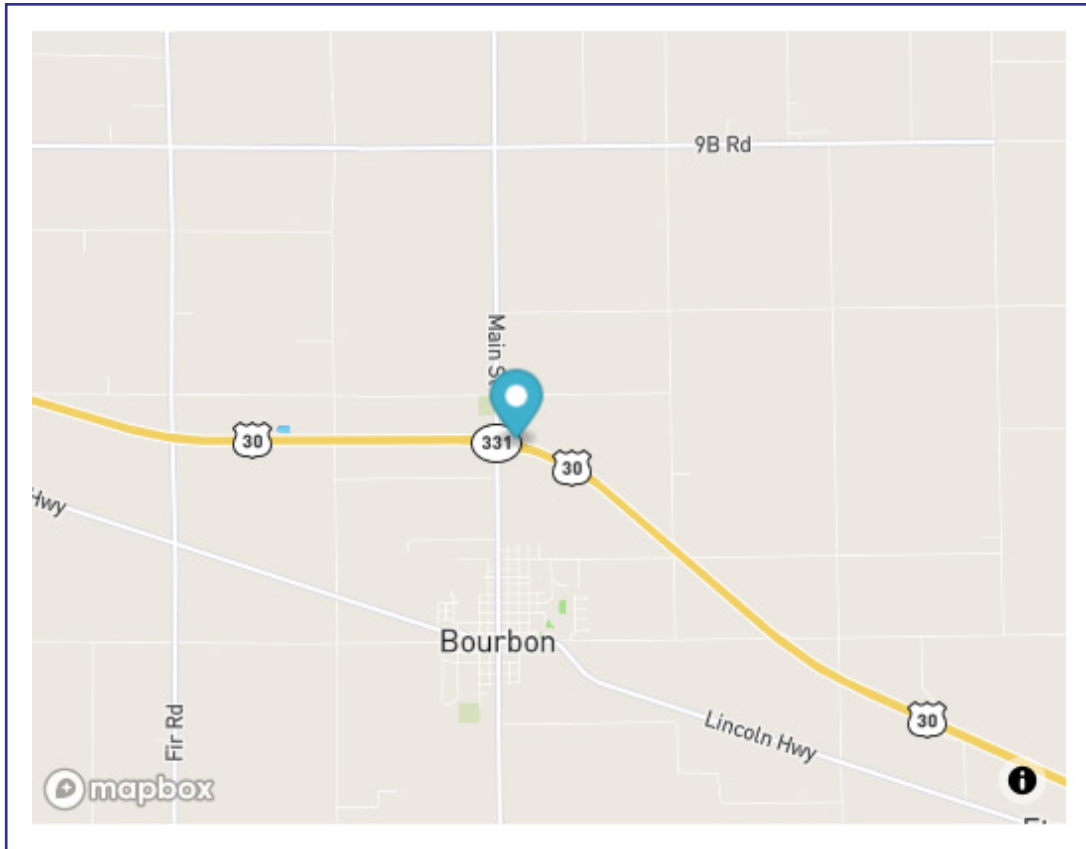




March 24, 2022
MACOG

Limited Truck Parking Along US 30 Corridor

Comment category: Freight Mobility & Reliability

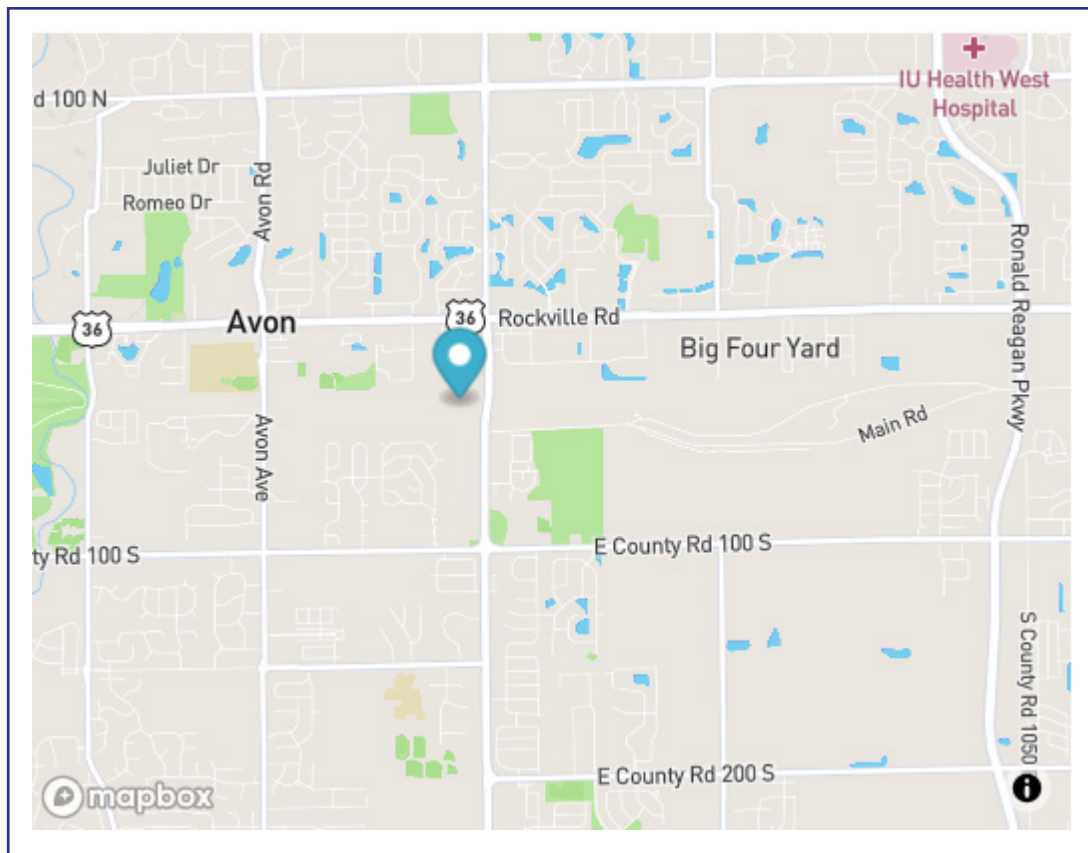




March 24, 2022
Adam Hess

The Avon Intermodal Terminal is a critical piece of multimodal infrastructure. Its growth is strategic to many supply chains looking partner with the most environmental friendly mode of freight traffic. The product is growing in popularity and will need to be considered in freight traffic studies moving forward. Finding alternative access solutions that align with community growth plans will become a strategic topic in the near future.

Comment category: Multi-modal linkage issue

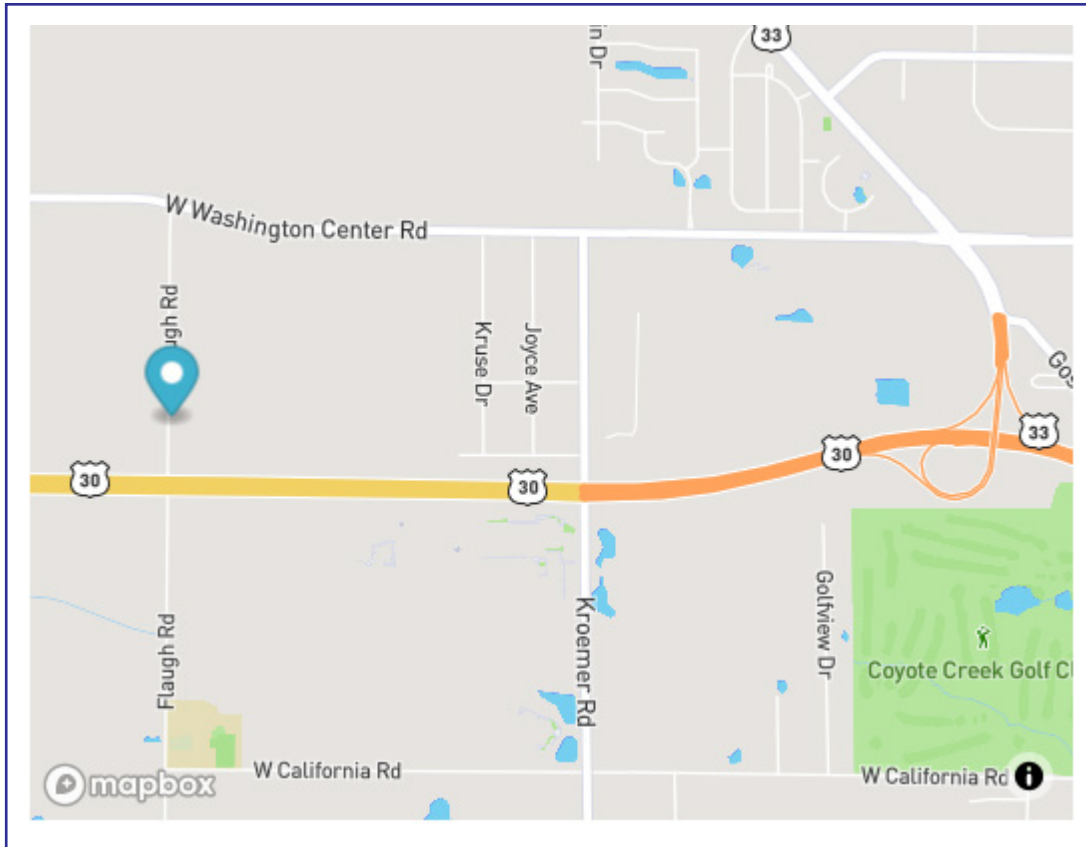




March 25, 2022
Dan Avery

New Amazon Facility opening soon.

Comment category: Economic Development

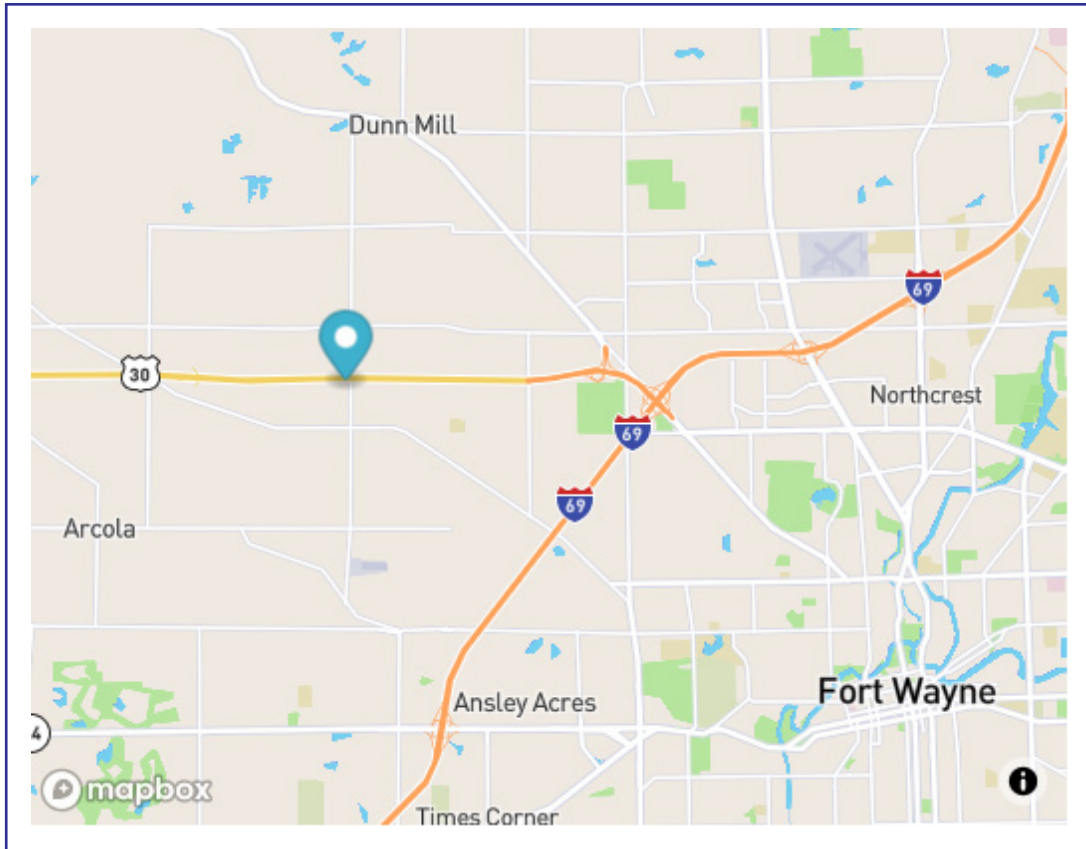




March 25, 2022
Dan Avery

Truck traffic appears to have increased over the past ten years at a rate higher than passenger vehicles.

Comment category: Freight Mobility & Reliability

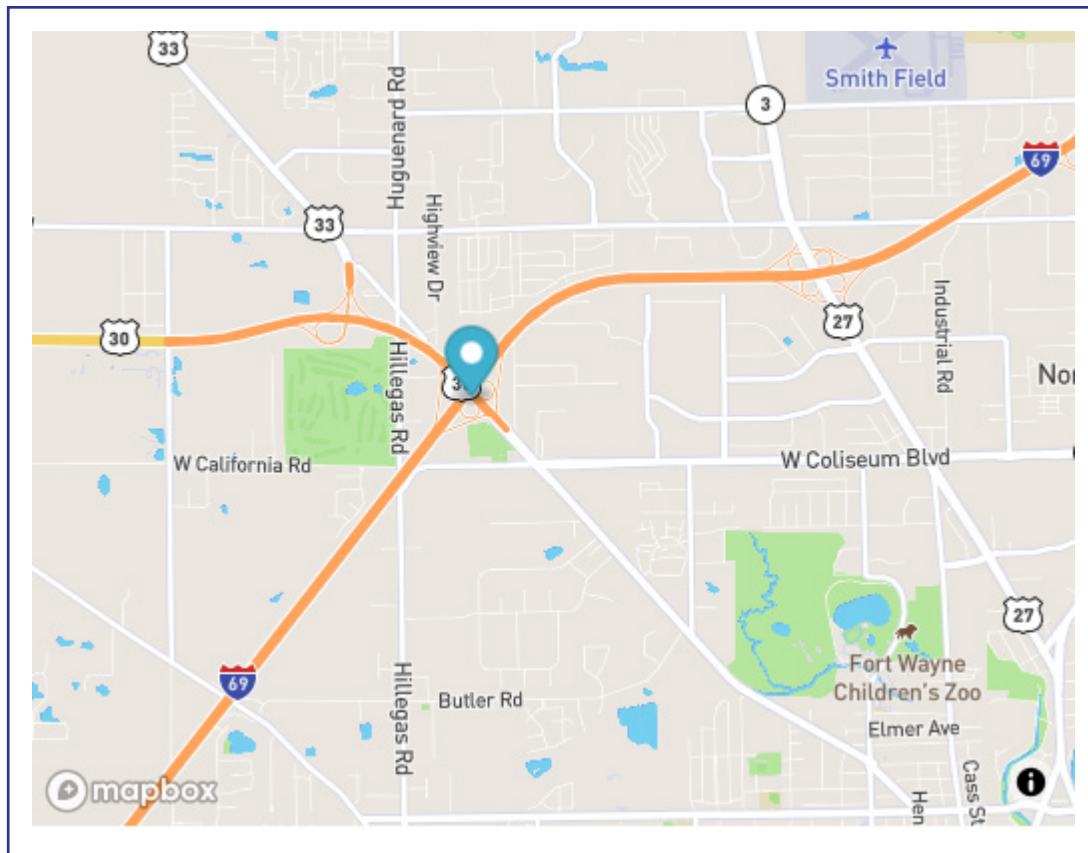




March 25, 2022
Dan Avery

The I-69 and US30/33 interchange is an antiquated design that does not facilitate safe and efficient traffic flow. Significant amount of heavy trucks use this interchange.

Comment category: Safety Issue

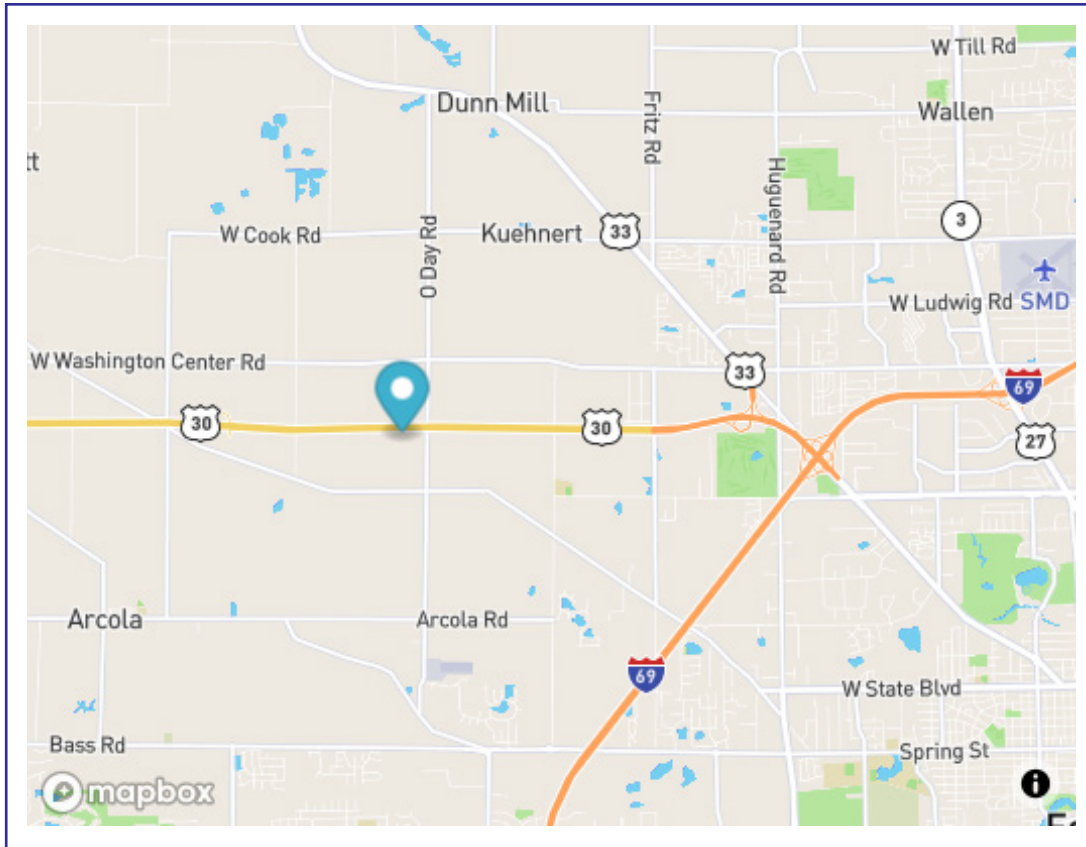




March 25, 2022
Dan Avery

The US 30 corridor from I-69 to SR 49 in Valparaiso has a number of congested areas and safety concerns that impacts freight mobility and reliability.

Comment category: Freight Mobility & Reliability

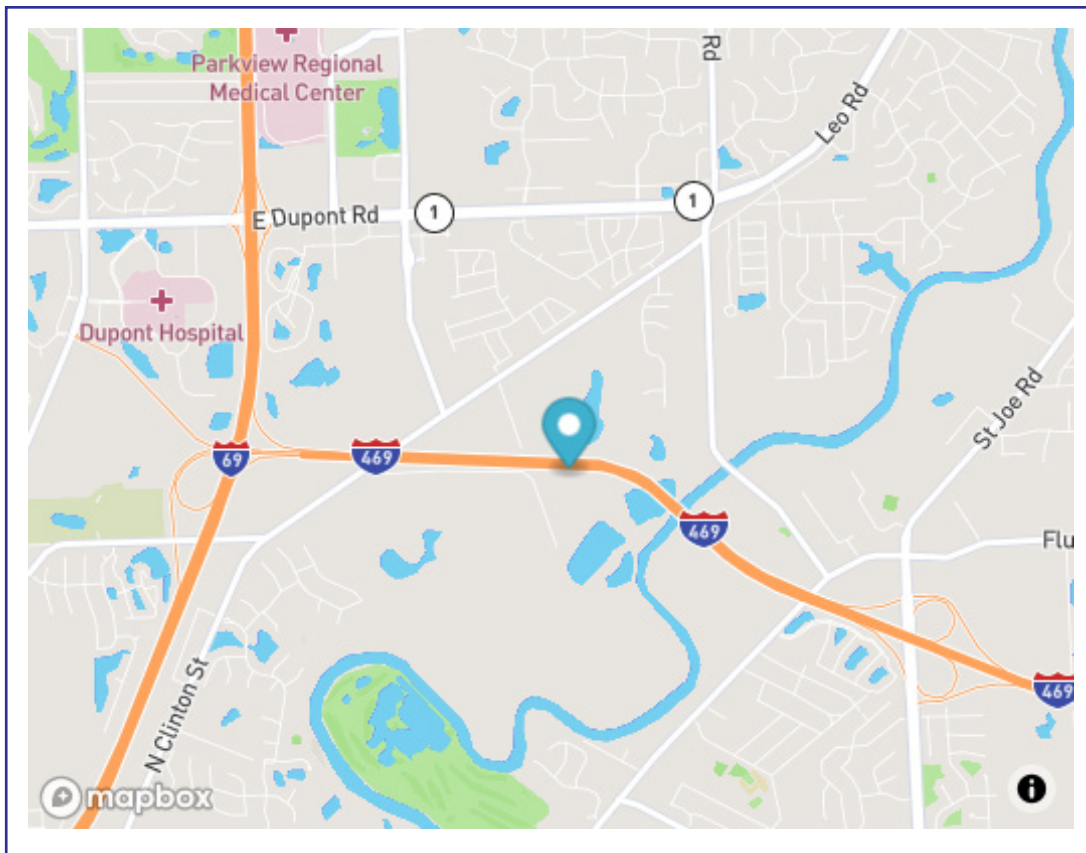




March 25, 2022
Dan Avery

This section of I-469 is nearing capacity during peak periods and supports a significant amount of heavy truck traffic. A project to increase capacity should be planned for this section to provide appropriate freight mobility.

Comment category: Freight Mobility & Reliability

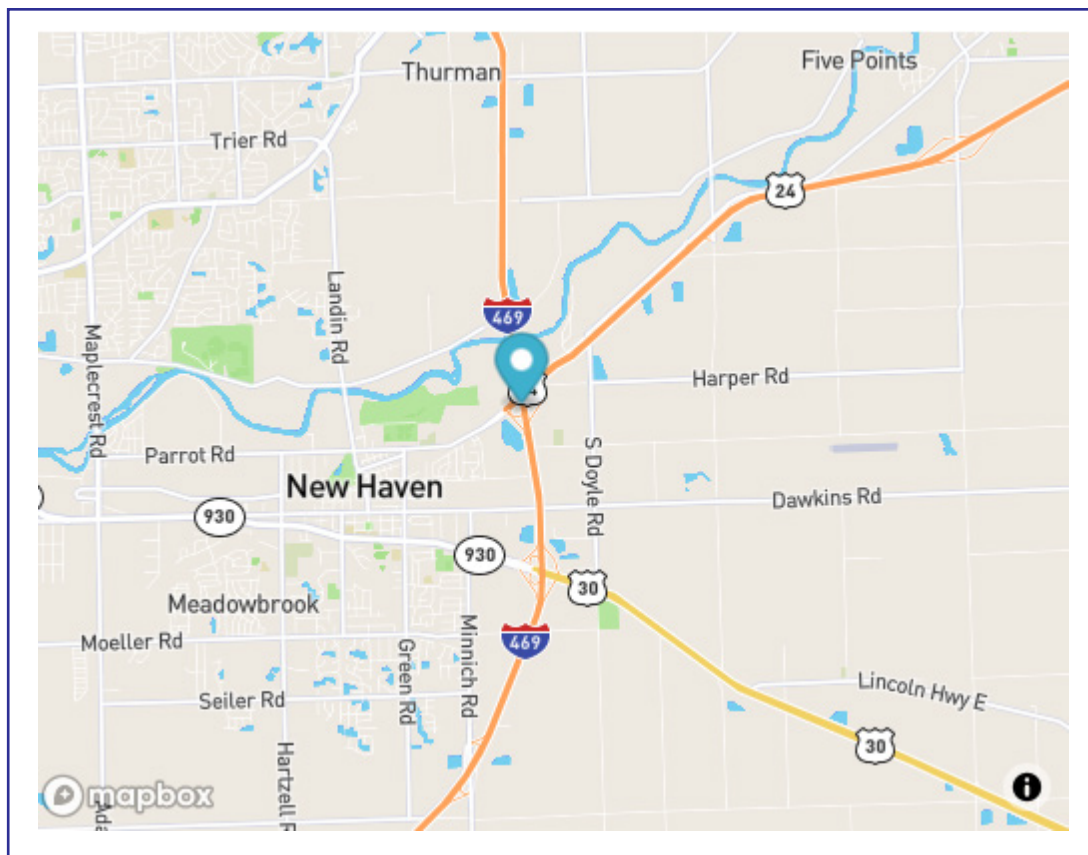




March 25, 2022
Dan Avery

Planned interchange improvement will facilitate freight movement and improve safety at the I-469 and US 24 interchange. A significant amount of heavy truck traffic flows from west on US 24 to south I-469 and north I-469 to east US 24.

Comment category: Freight Mobility & Reliability

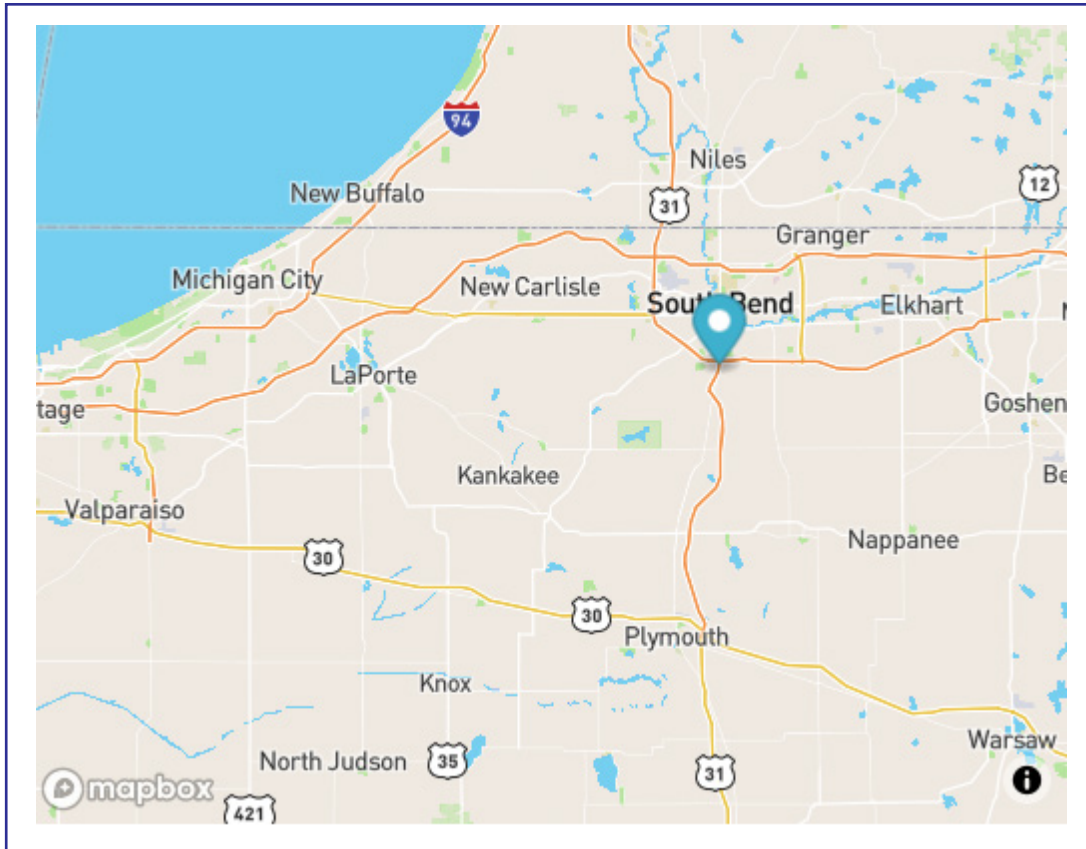




March 29, 2022
MACOG

The location has one of the highest concentrations (2015-2019) of truck crashes that were either fatal or severe

Comment category: Safety Issue

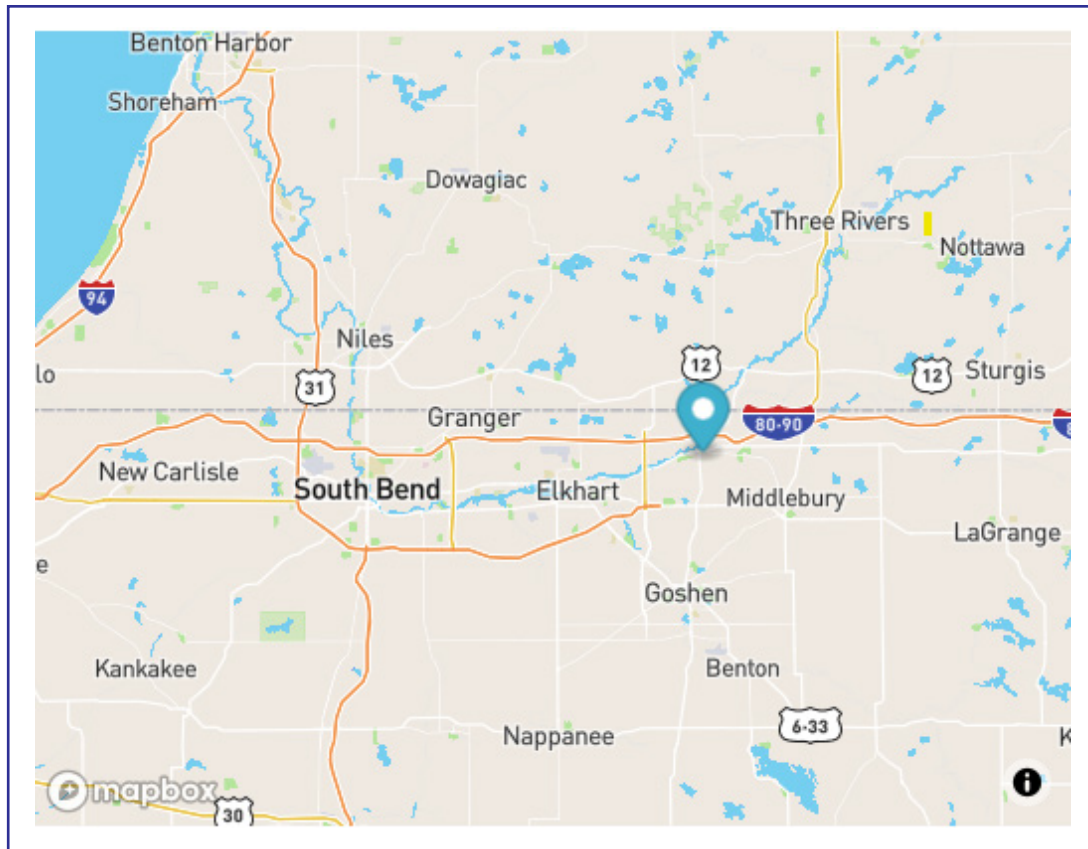




March 29, 2022
MACOG

Congested segment

Comment category: Freight Mobility & Reliability

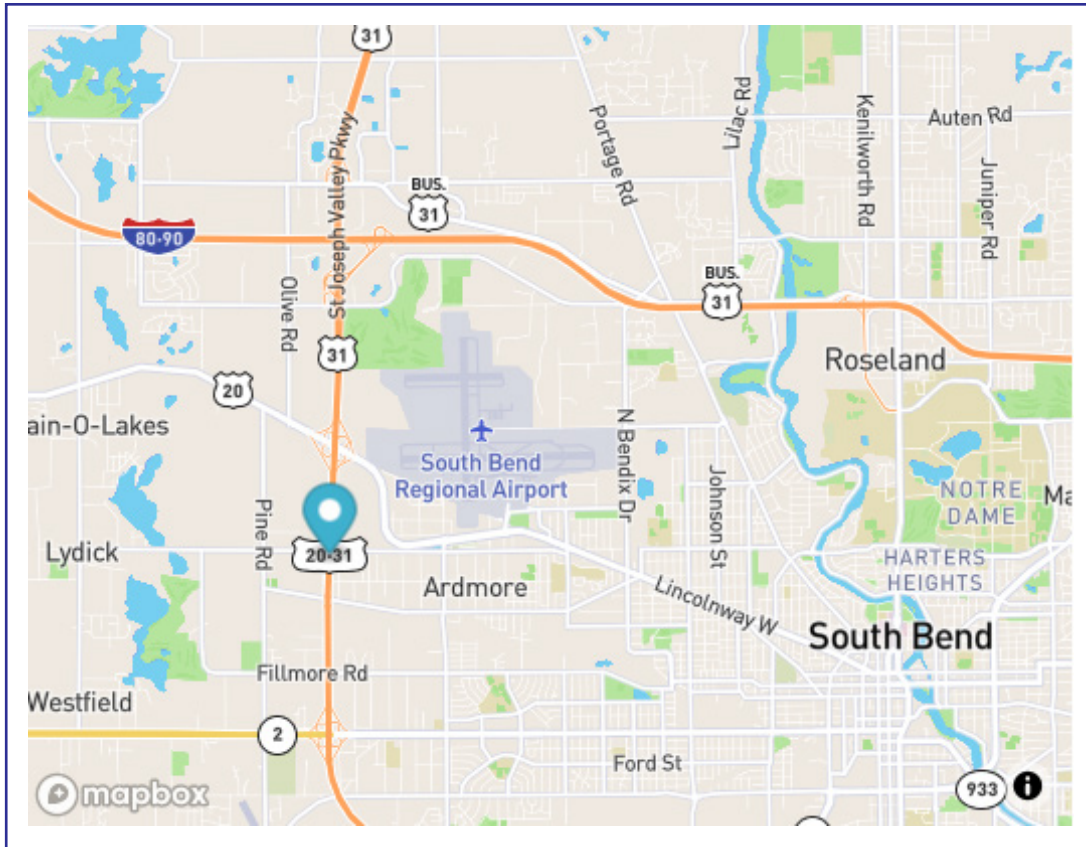




March 29, 2022
MACOG

Low clearance bridge

Comment category: Bridge Issue

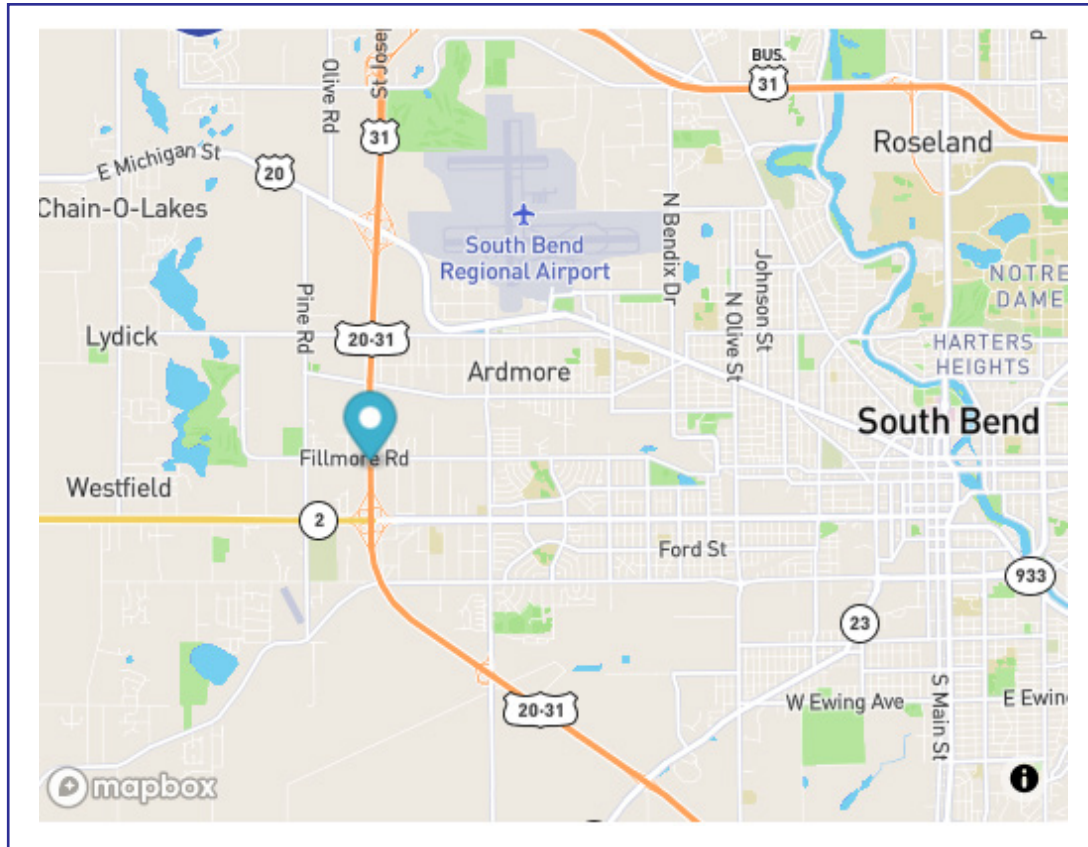




March 29, 2022
MACOG

Low clearance bridge

Comment category: Bridge Issue

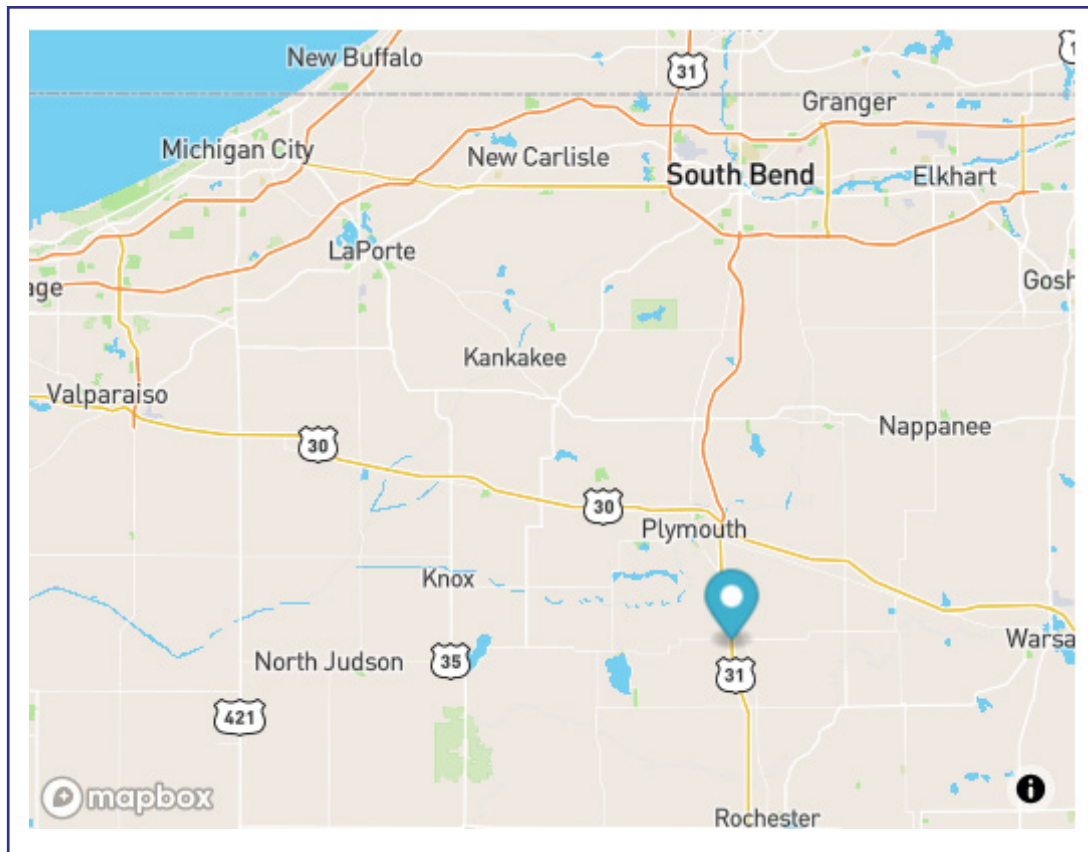




March 29, 2022 MACOG

US 31 at SR 10 - From 1/1/2018 through 8/2/2021 there have been 36 crashes at this location which included 1 fatal crash and 6 incapacitating crashes. This location has a long history of fatal and severe injury crashes. US 31 between 17th/SR10 is AADT in July 2020 was 15,199 with 27.26% trucks

Comment category: Safety Issue

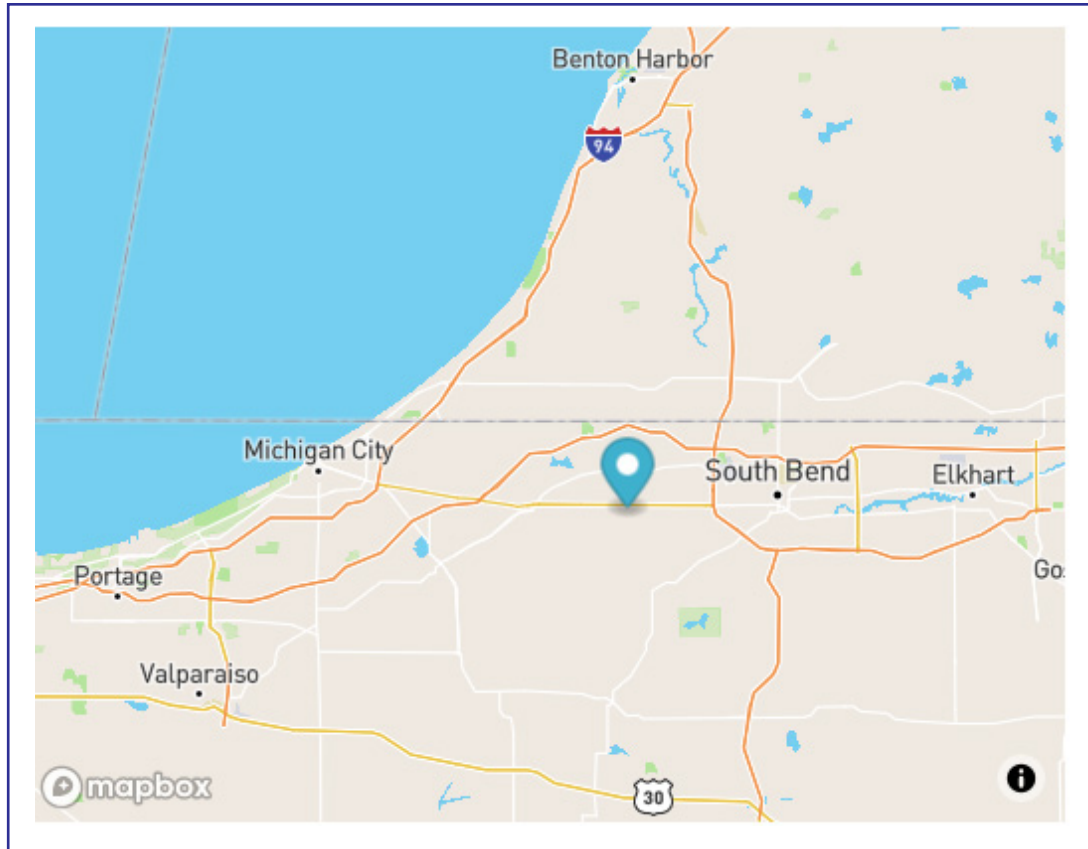




March 29, 2022
MACOG

Industrial development and the related truck traffic has increased in the Indiana Enterprise Center (IEC), the intersection of State Road 2 and Larrison needs to be addressed.

Comment category: Roadway/Pavement Issue

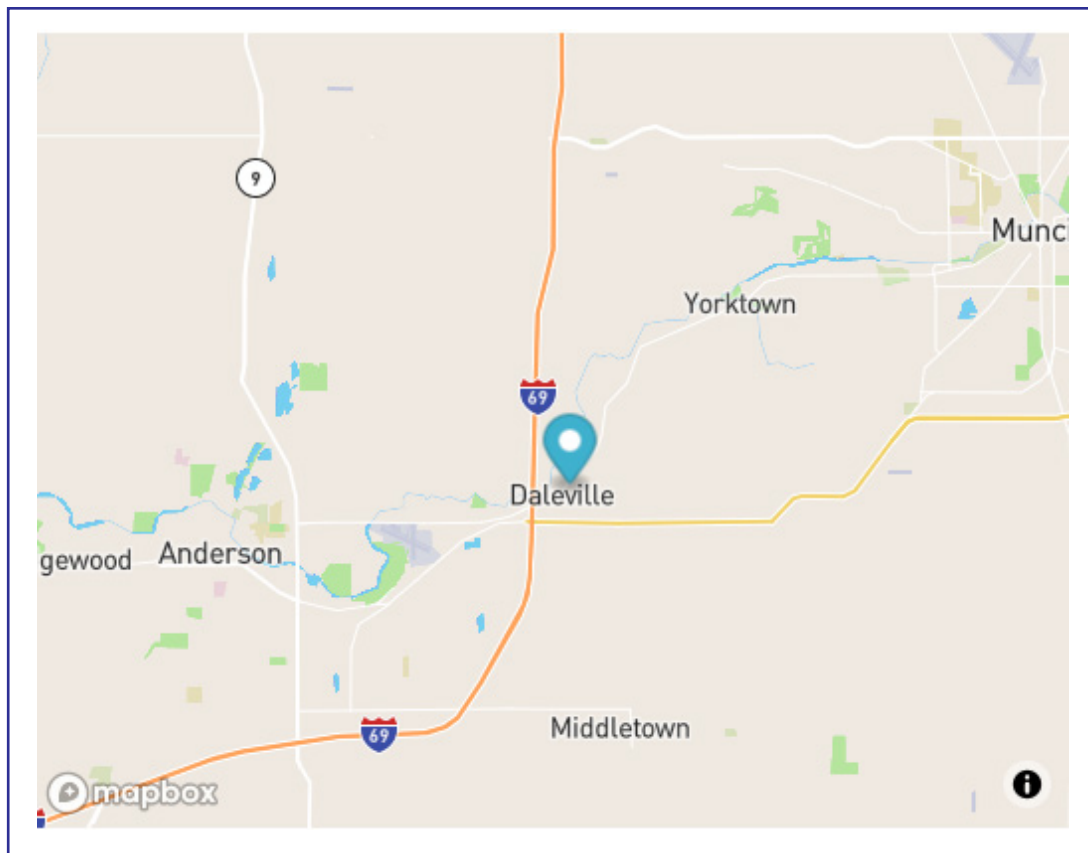




March 30, 2022
Marta Moody

The 3-lane section of I-69 beginning at SR 9 south to Indianapolis works well for blending automobile & truck traffic - from a traffic movement and traffic safety standpoint. Extending the 3-lane section into southwest Delaware County would benefit the freight movement of 3 new industries (and possibly 2 more) south of Muncie that would use SR 67 to I-69.

Comment category: Freight Mobility & Reliability

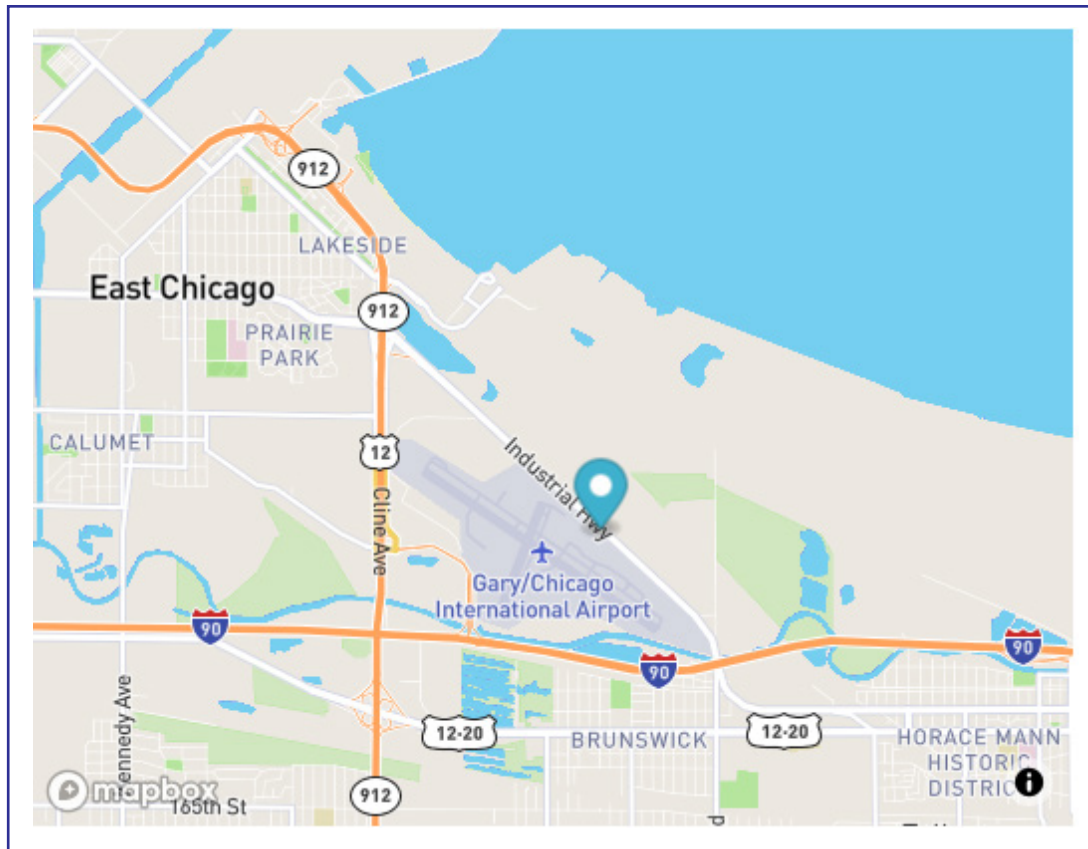




April 08, 2022
Thomas Dow

Need to balance high-value air freight with commercial aviation needs at the Gary/Chicago International Airport.

Comment category: Multi-modal linkage issue

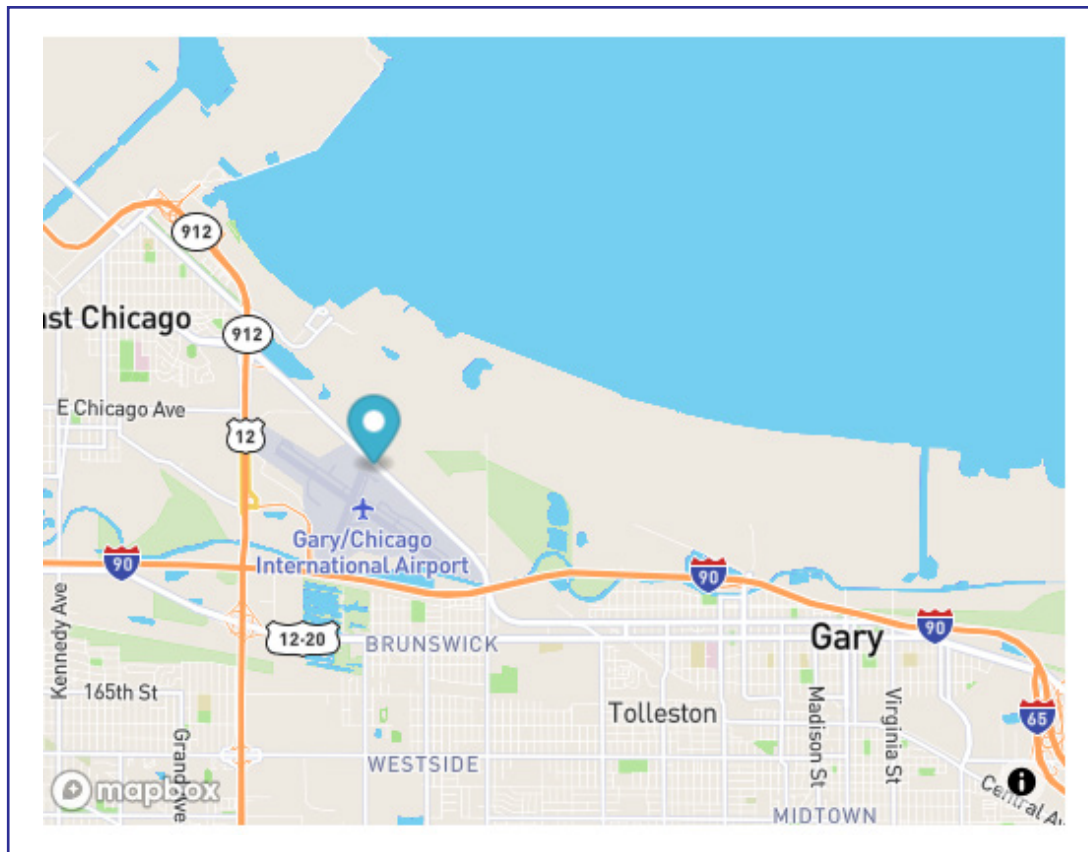




April 08, 2022
Thomas Dow

This segment of Airport Rd accessing the Gary/Chicago International Airport is on the NHS but owned by the City of Gary, who may not be in the financial position to maintain the road if freight traffic due to the airport continues to increase. Consider adding this road to the state highway system.

Comment category: Roadway/Pavement Issue

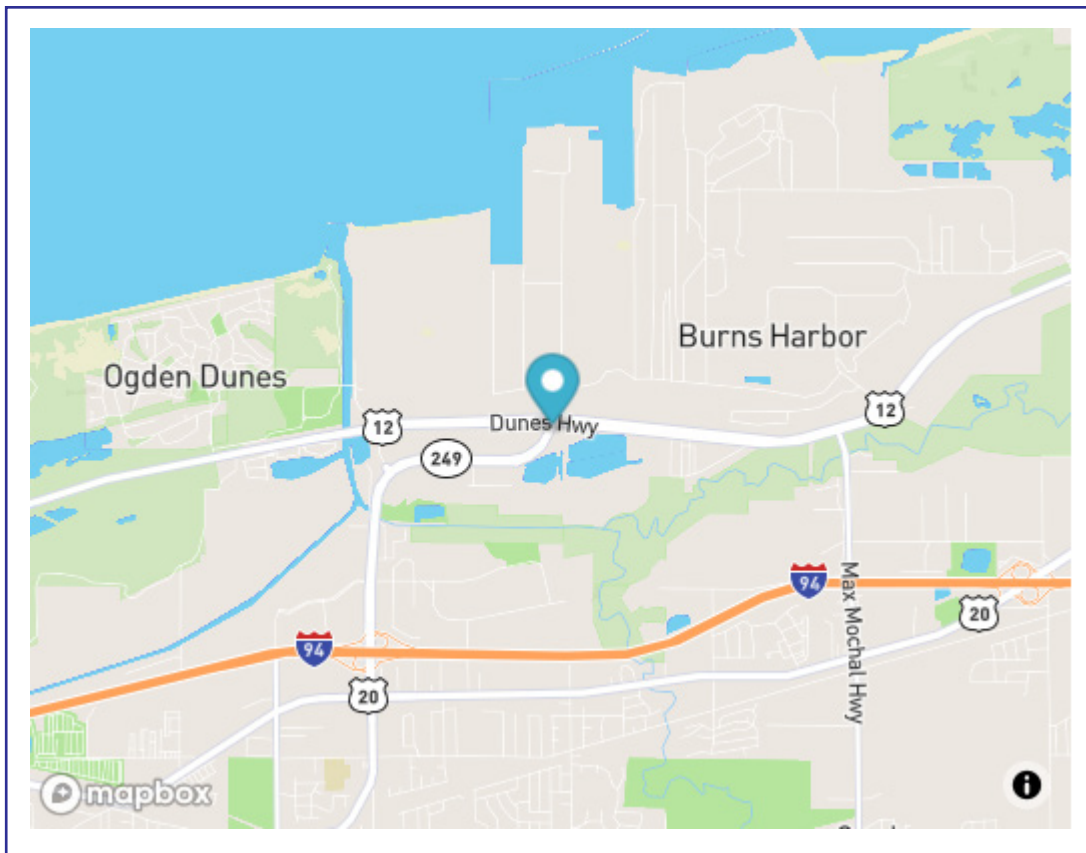




April 08, 2022
Thomas Dow

While INDOT is already fixing the bridge access issue to the Port by building a second bridge, there still is an issue of an under engineered, narrow bridge being the only access to and from the Port.

Comment category: Bridge Issue

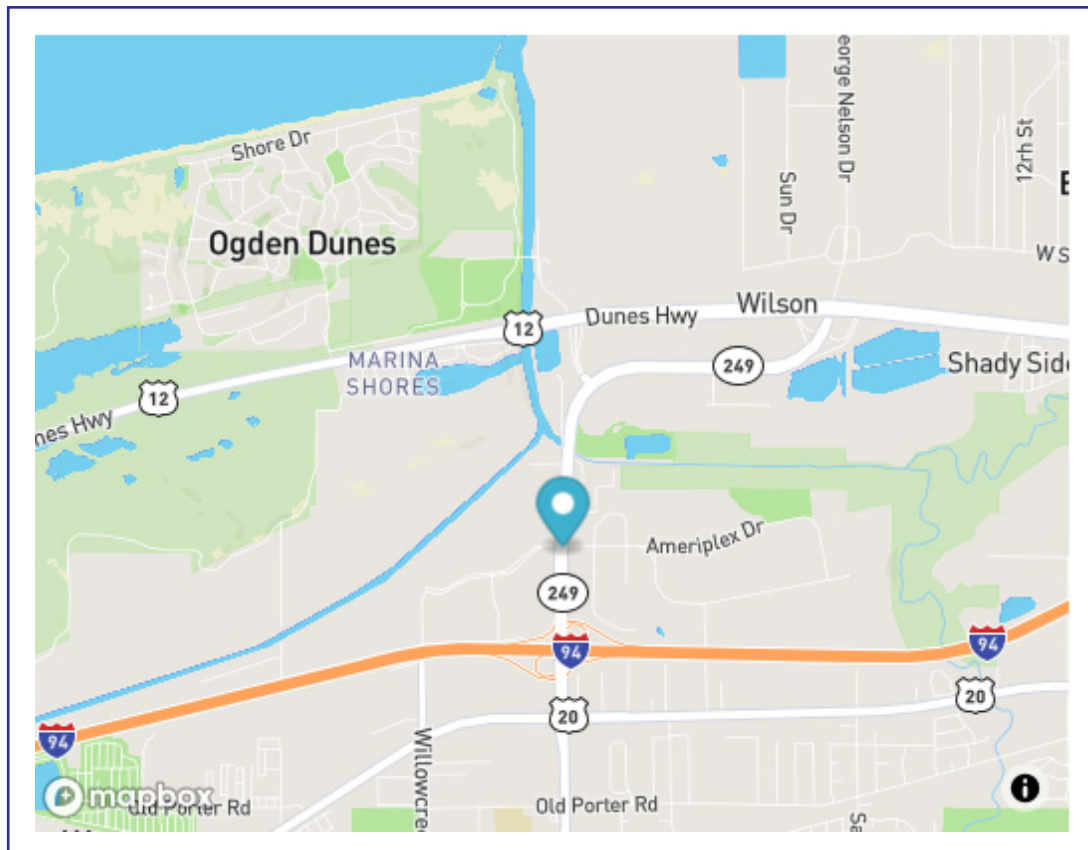




April 08, 2022
Thomas Dow

There a lot of truck movements along the SR 249 corridor that are incompatible with bicycle/pedestrian movements in an urban area. A shared use path should be considered adjacent to the corridor, and traffic and turning movements need to be studied, along with signal improvements.

Comment category: Bicycle/Pedestrian Impact

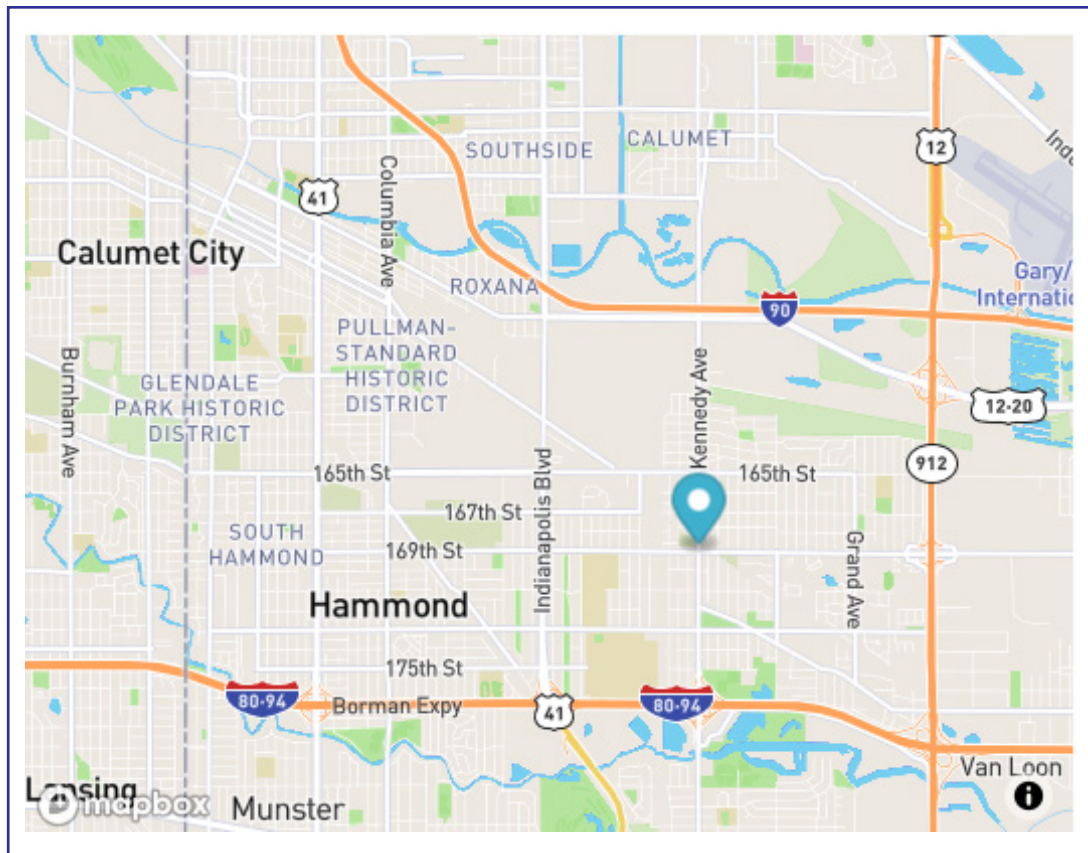




April 08, 2022
Thomas Dow

This is just one example of many of highway-rail at-grade crossings that cause a lot disruption to the local communities, and NIRPC needs more funding and cooperation from the railroads to be able address all of these.

Comment category: Bridge Issue

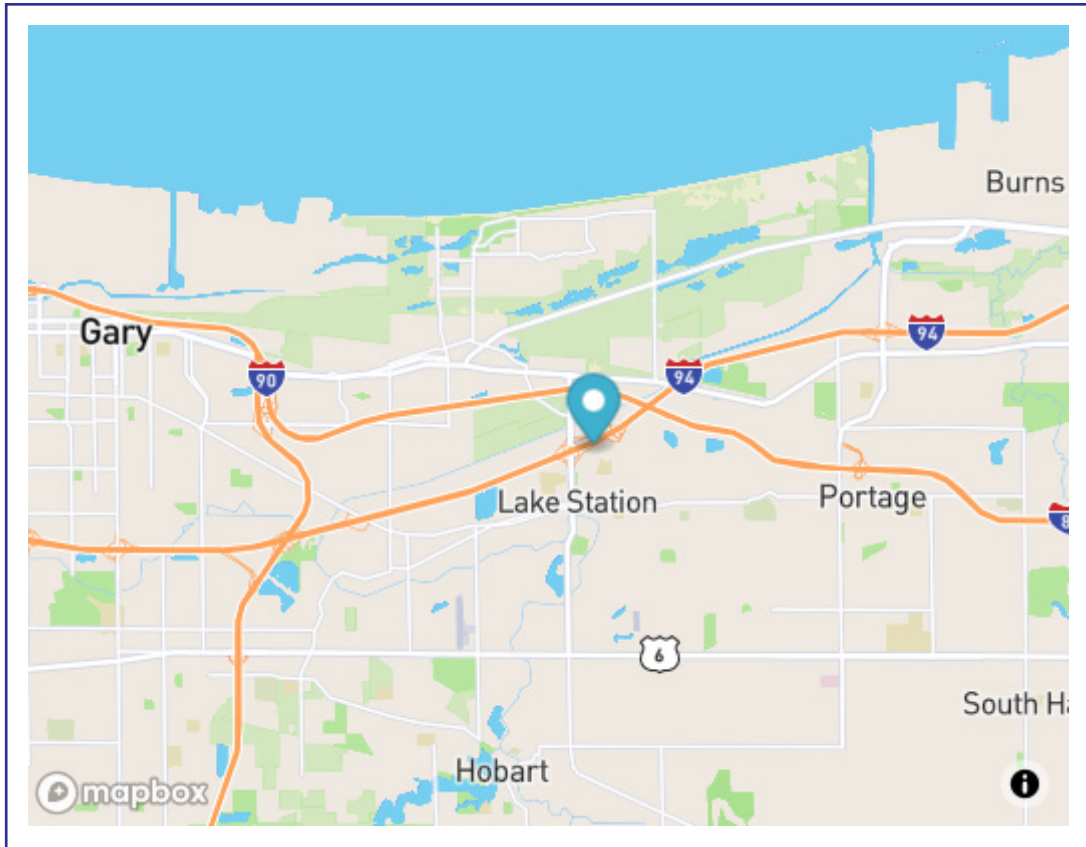




April 08, 2022
Thomas Dow

40%+ trucks plus weaving and merge/diverge conflicts cause congestion

Comment category: Freight Mobility & Reliability

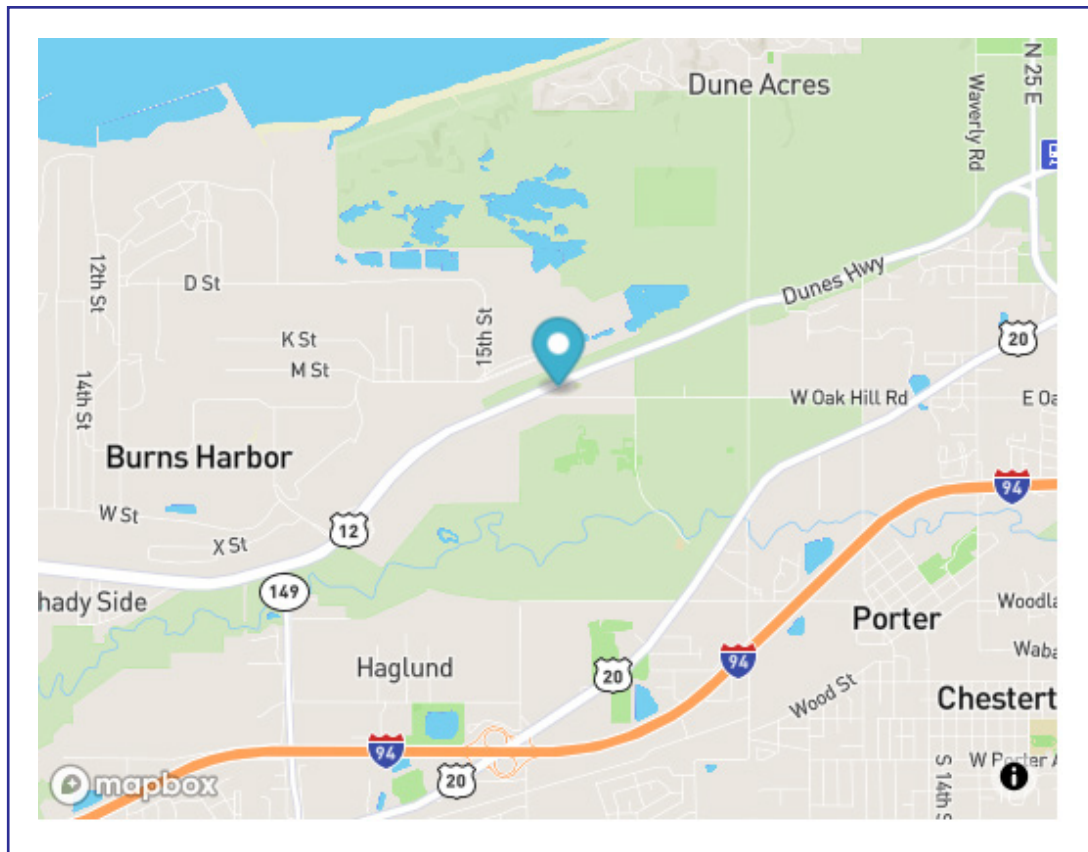




April 08, 2022
Thomas Dow

This Cleveland Cliffs-Burns Harbor truck entrance causes conflicts with primarily local residential and recreational traffic to the National Park when it seems the truck entrance could be moved to the west, perhaps near where SR 149 and US 12 intersect.

Comment category: Other Comments





General Comments & Comment on Other Roadways

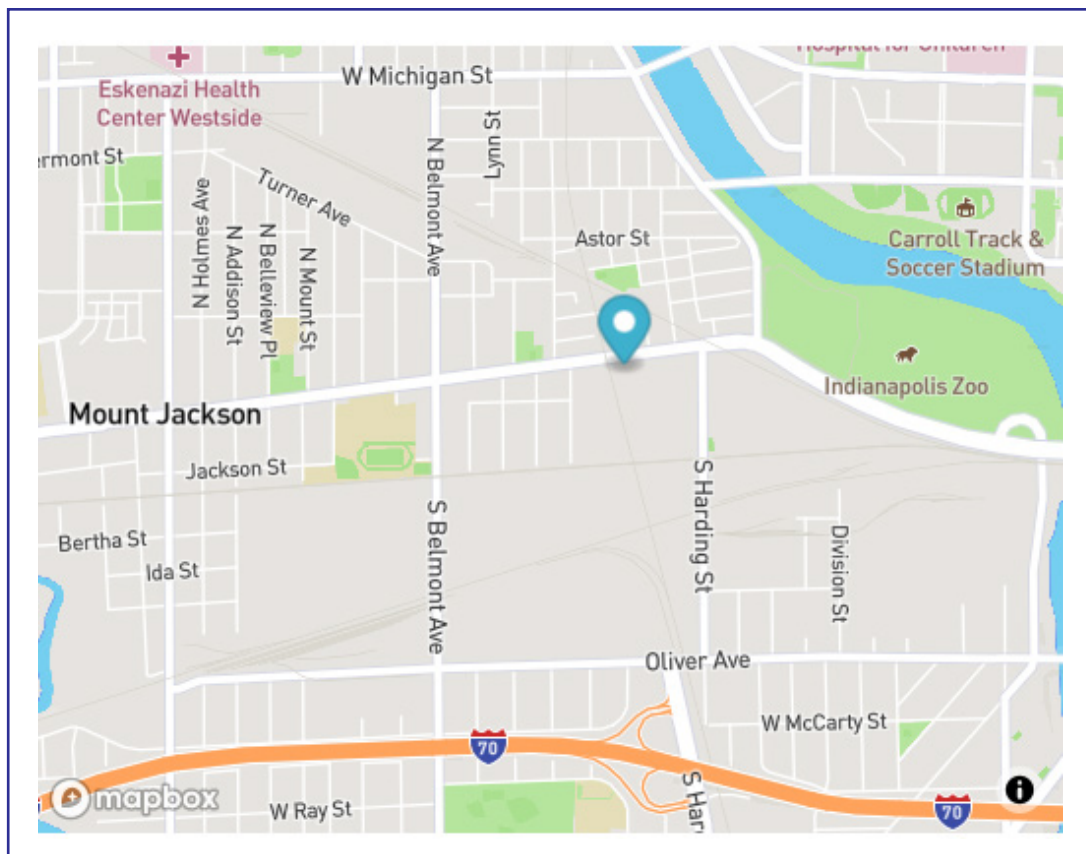
(23 comments and 2 responses)



March 08, 2022
Clayton Nicholas

Future freight transportation and logistics will utilize electrification, automated and eventually driverless (autonomous) technologies. These new technologies will eventually negate the need for traditional “human centered” road infrastructure and will increase transportation productivity and road safety. Consequently, roads like US-40 and other conventional highways should be added to the portfolio of routes, anticipating new freight road technologies. They will expand the agility and resilience of Indiana’s freight transportation route system. These roads will require non-human centric upgrades such as: geo-fenced lanes, autonomous transfer hubs (hubs to hand off trailers between human-driven trucks and driverless autonomous trucks), and more electronic infrastructure. This will provide a clear distinction between other major roads used by human drivers (ie I-70 & I-65) and potentially reduce the need to disrupt those roads to add EV/AV infrastructure to them.

Comment category: Other Comments

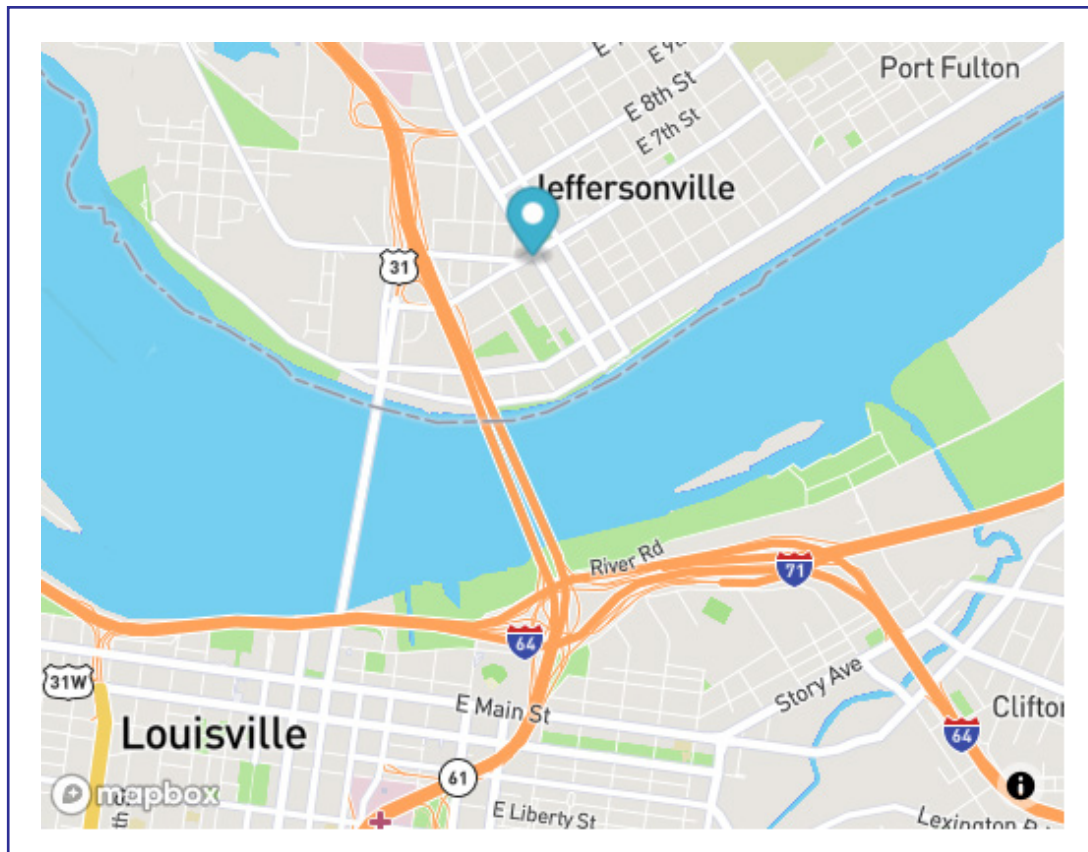




March 15, 2022
Elizabeth Farc

We have received complaints about trucks going through downtown Jeffersonville instead of staying on the interstate or taking a more appropriate route. Sharp turns conflict with bike/ped infrastructure and parked cars. Is there something that can be done to encourage trucks to go another route?

Comment category: Bicycle/Pedestrian Impact

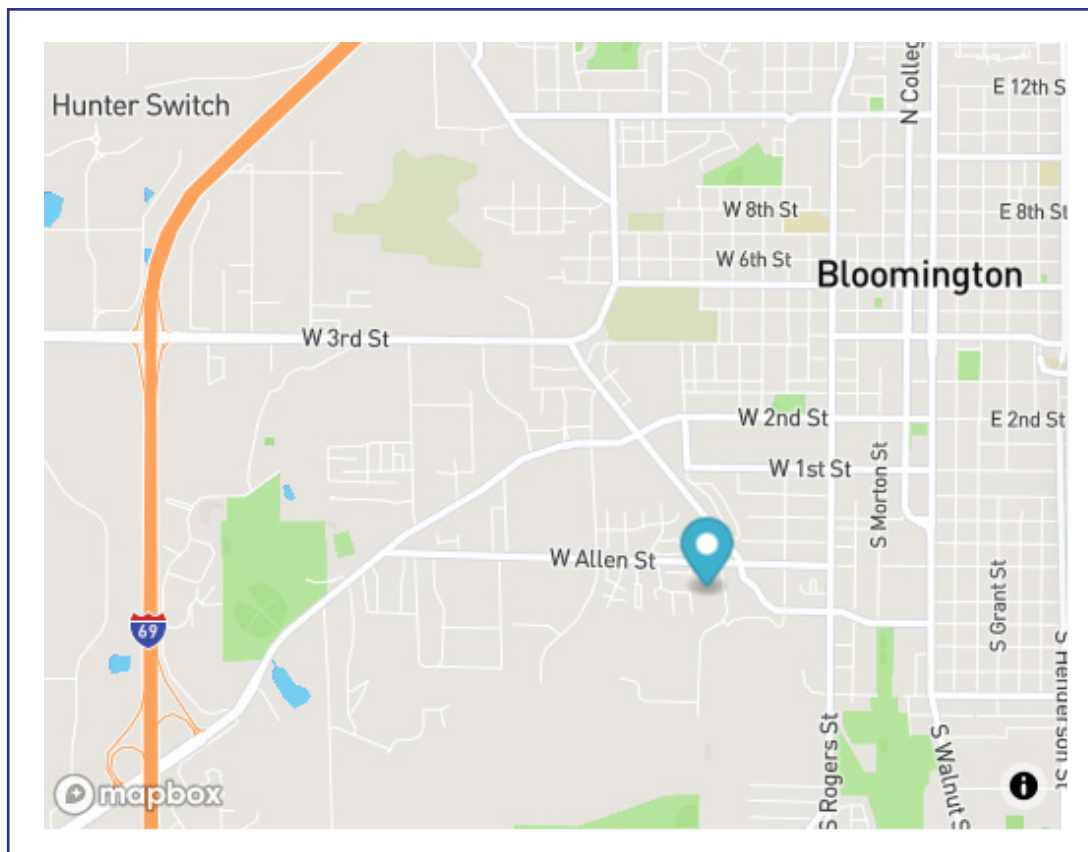




March 15, 2022
Pat Martin

Catalent, Inc. (<https://www.catalent.com/>). By the end of 2026, Catalent shall spend \$350 million, in order to expand its Bloomington operation at South Patterson Drive. The project would add 1,000 new jobs, growing its local workforce by about one-third leading to a concomitant freight shipper/receiver increase.

Comment category: Economic Development



Responses:
Pat Martin – June 07, 2022

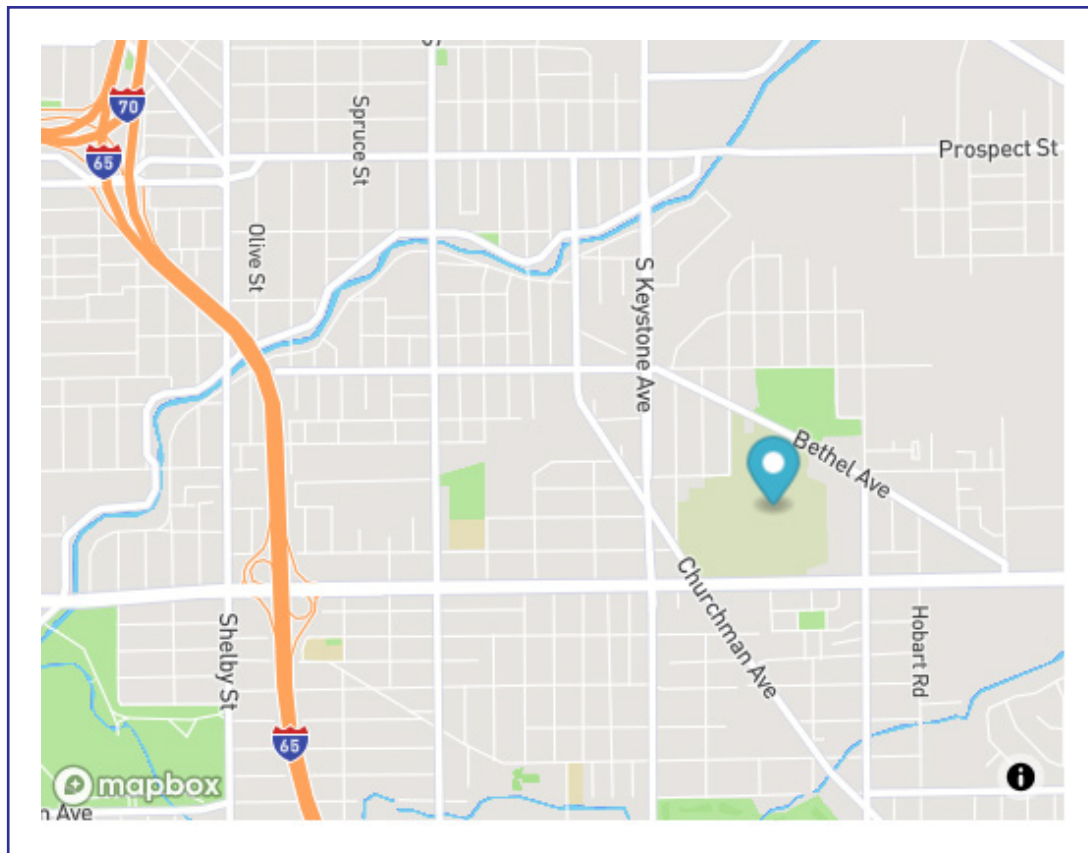
Bloomington-Monroe County MPO. An update to the INDOT Freight Plan Survey from March 2022: <https://bloomington.in.gov/news/2022/04/21/5157> <https://www.heraldtimesonline.com/story/news/local/2022/05/06/catalent-investment-latest-economic-boost-bloomington/9616658002/>, and <https://indianapublicmedia.org/news/catalent-to-invest-350-million-at-bloomington-facility,-add-1,000-jobs.php>.



March 22, 2022
(Name N/A)

Total Seed Production. The cost for CDL licenses and the restrictions for young drivers not being able to cross state lines need to be reformed to improve the ability for shippers to move products effectively and efficiently.

Comment category: Other Comments

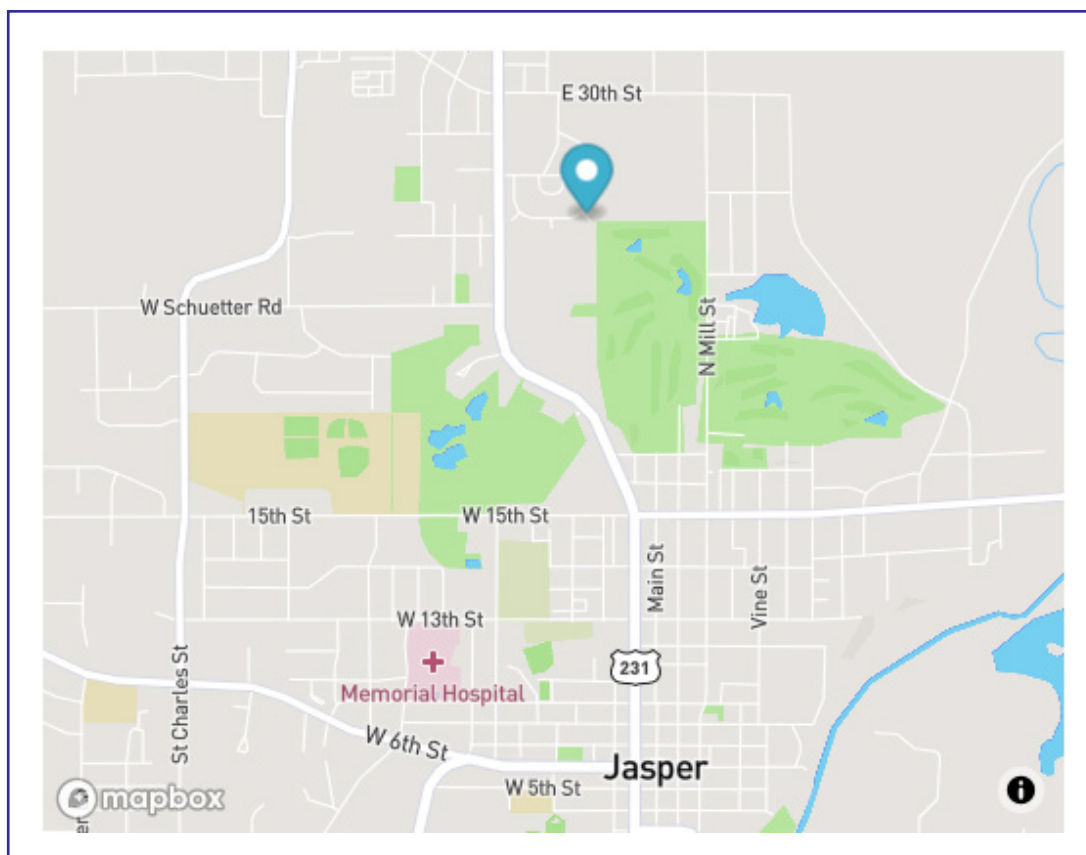




March 23, 2022
Jim Huebner

This could go under several categories beyond safety issues. We are lacking sufficient infrastructure in roadways to support ours and many other businesses moving commerce in the North / South direction in Dubois County. Simply stated, Class 8 Semis and Trailers are moving commerce on roads which are narrow and undivided. Safety is severely compromised due to the risk of head on collisions with smaller vehicles. As facts show, the worst accidents and most crash deaths are exponentially higher when heavy truck traffic is sharing the same two lane roads as small cars and other vehicles. A divided highway corridor would greatly reduce this risk. Also, from an interstate highway perspective, significant traffic and overload North through I-65 from Louisville, KY to Indianapolis, IN could have an alternate North / South corridor from Bowling Green, KY on I-165 to Indianapolis, IN via connection into the present I-69.

Comment category: Safety Issue

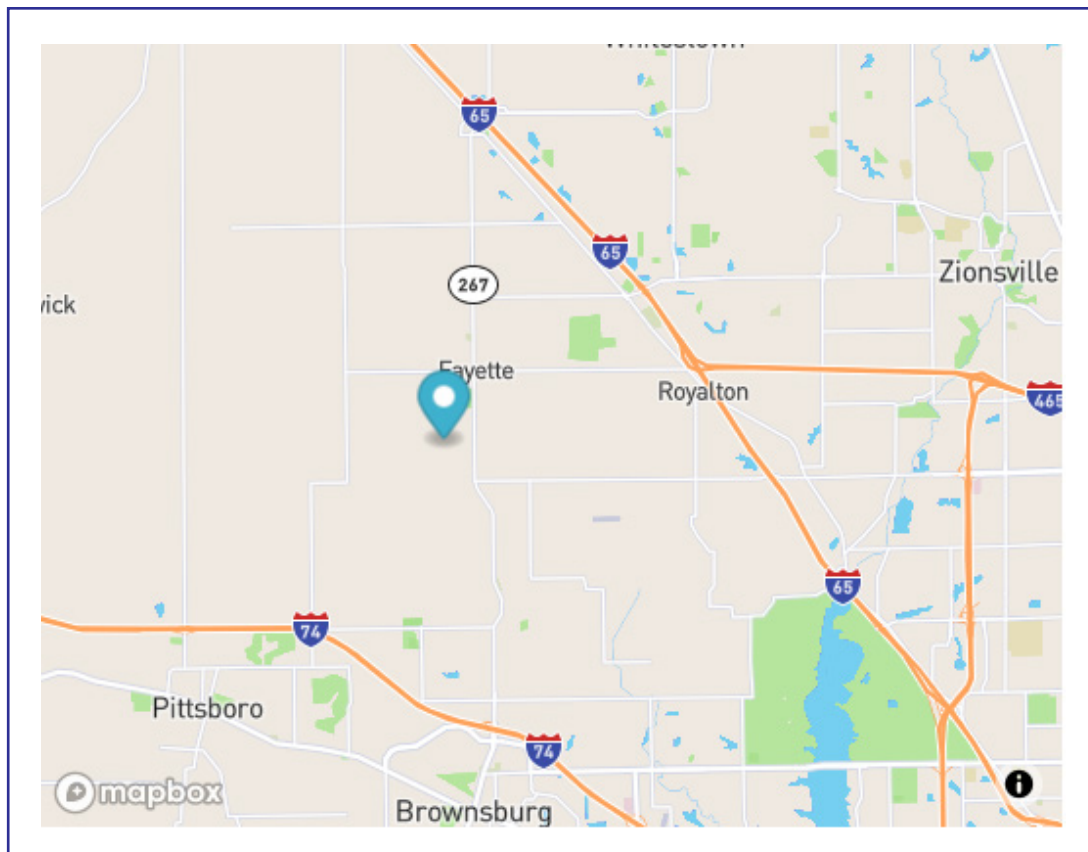




March 24, 2022
Adam Hess

The Frankfort Branch Line is growing for CSX. This branch line is positioned from more growth in the future. The corridor is strategic to Indianapolis MSA with its unique access to transmission capacity Natural Gas and Power. As the Ronald Regan extension begins construction in the near future It's important to understand the infrastructure it has access to. Making an effort to market advance manufacturing and production projects and keeping away large big box distribution centers that burden road infrastructure and attract lower wage FTE. This area has the ability to assemble large parcels and attract generational changing projects to the Indianapolis market. Something that is not available today.

Comment category: Economic Development

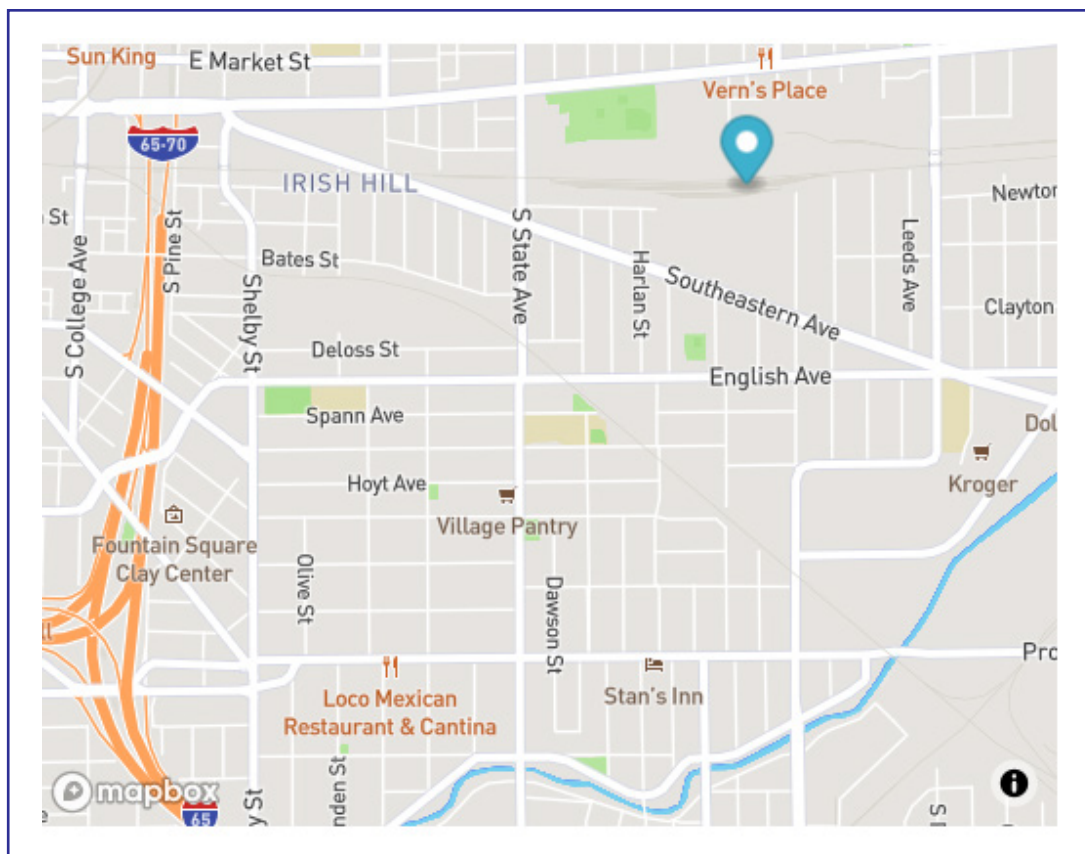




March 24, 2022
Adam Hess

A change should be considered in INDOT Industrial Service Rail Fund to include Class 1 railroad projects. The fund's primary purpose is to assist Class II and III railroads, supporting capital projects to improve infrastructure. It would be beneficial to open the fund to potential rail customers of all railroads and assist them in offsetting capital spends on private industry infrastructure. This would keep pace with what other states offer and at times could be a deciding factor in selecting sites for Economic Development projects. The inclusion of these projects will provide a direct ROI on the funds distributed through Capital Investment and Job Growth. It will also align with strategic initiatives of limiting truck traffic in freight corridors.

Comment category: Economic Development

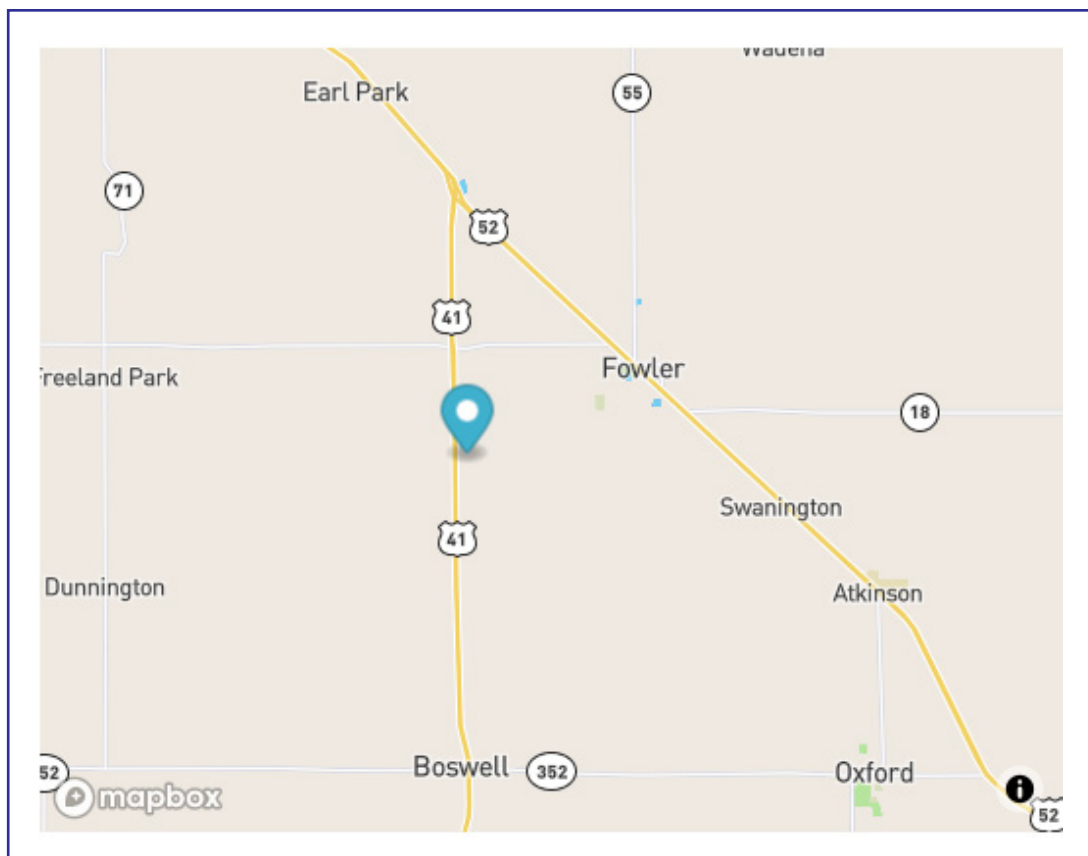




March 24, 2022
Clayton Nicholas

Utilize existing roads to create corridors that connect Indiana's ports from Burns Harbor to Mount Vernon to Jeffersonville, these new corridors will leverage the implementation of newer freight; vehicle and infrastructure technologies, (platooning, caravanning, electrification and automation). While rail transportation will continue to be essential. Supplementing rail service with road transportation technologies will provide shippers with alternatives, that are agile, flexible and potentially lower cost

Comment category: Multi-modal linkage issue

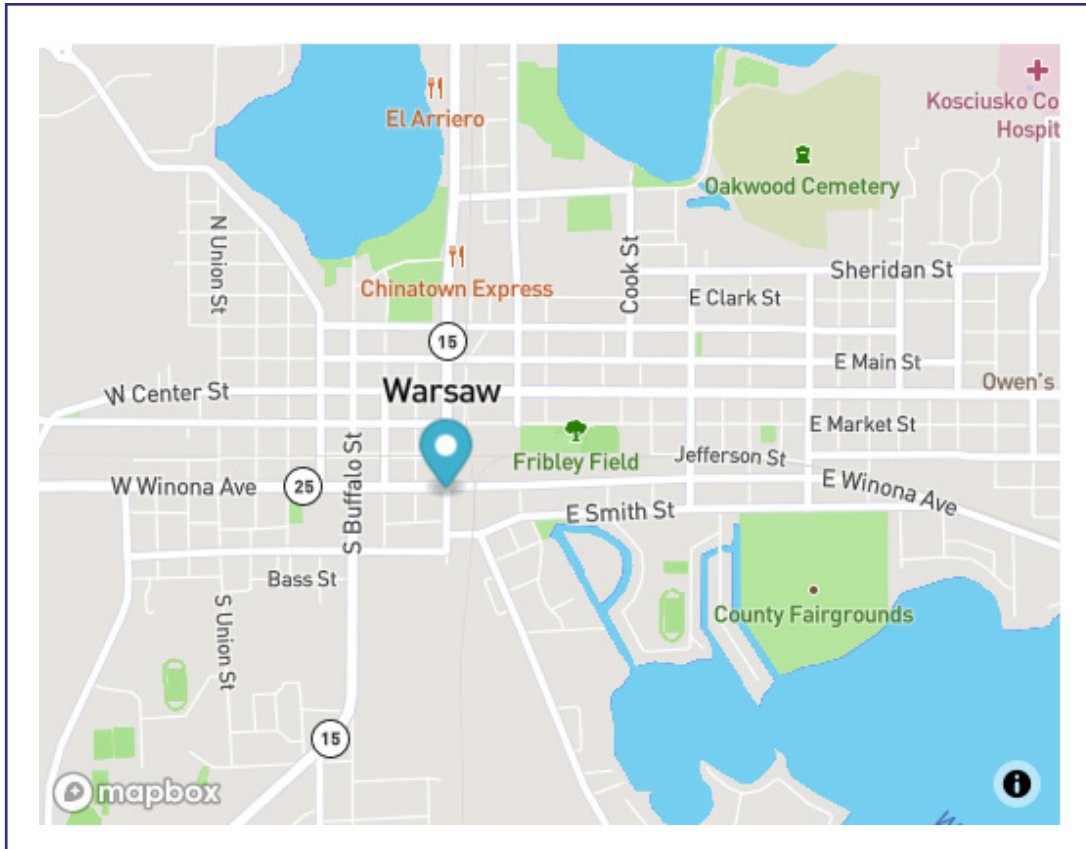




March 24, 2022
MACOG

Difficult turning radius for truck traffic

Comment category: Roadway/Pavement Issue

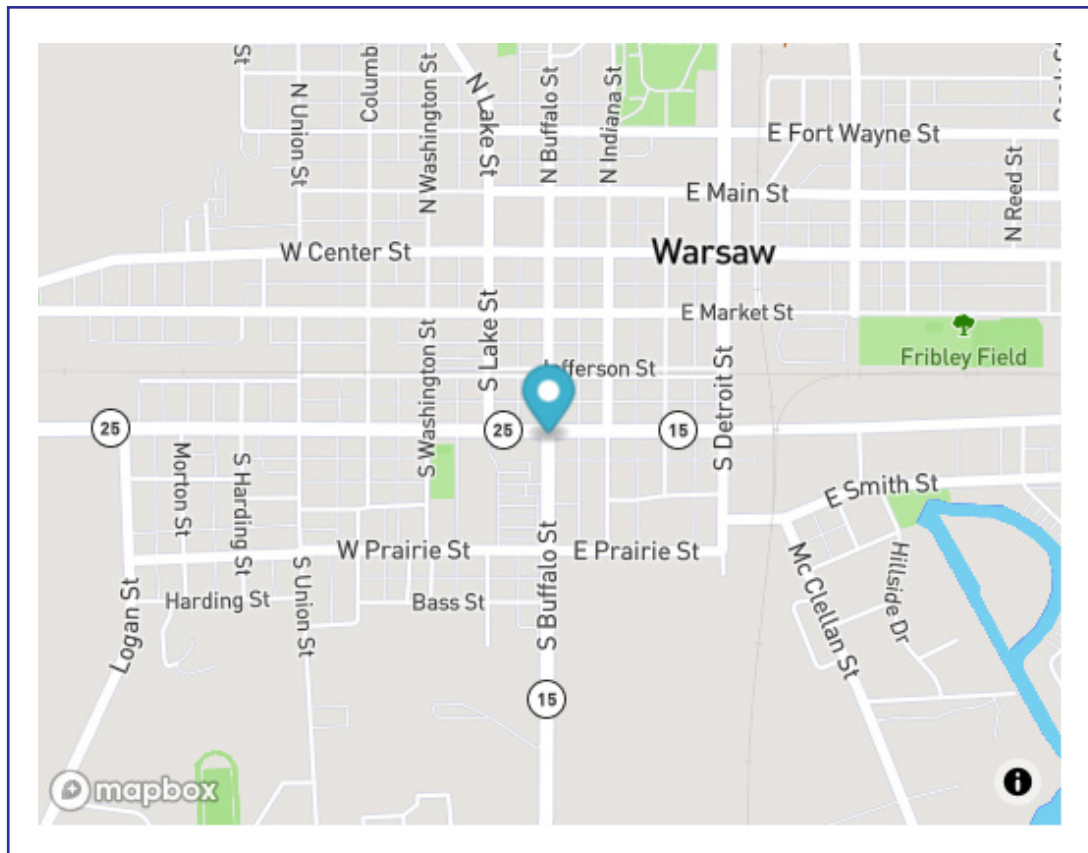




March 24, 2022
MACOG

Railroad Grade Crossing north and south of Warsaw airport is often blocked by long trains (Average time blocked is 3 to 6 hrs, but has been up to 3 days)

Comment category: Roadway/Pavement Issue

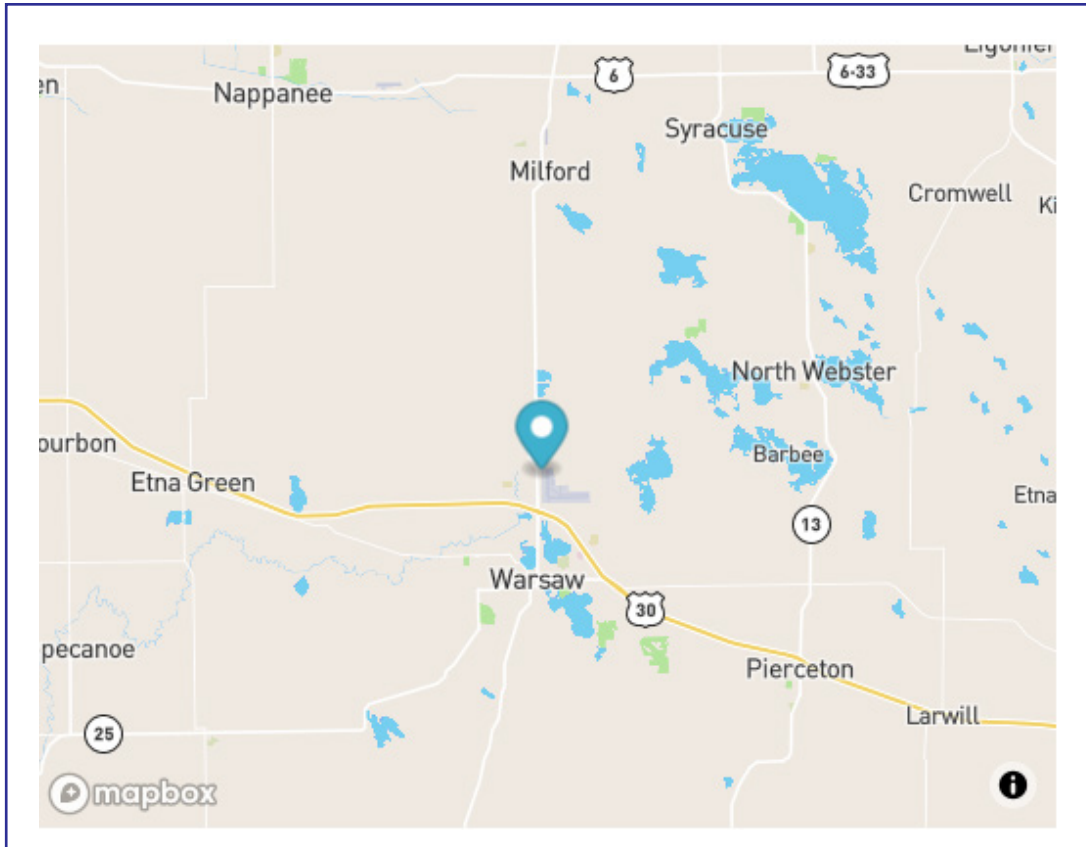




March 25, 2022
Dan Avery

Lafayette Center Road and E 900 N is a non-state owned roadway that supports a significant amount of freight traffic.

Comment category: Freight Mobility & Reliability

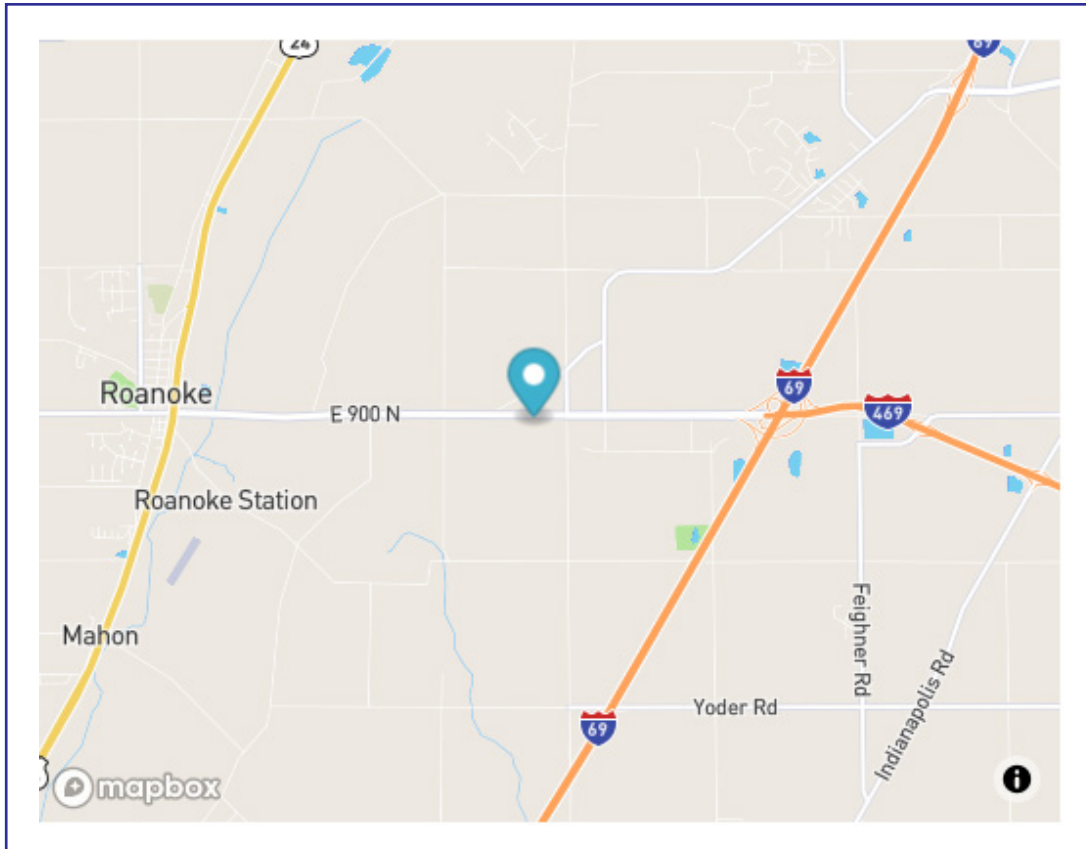




March 25, 2022
Dan Avery

New Amazon freight facility location

Comment category: Economic Development

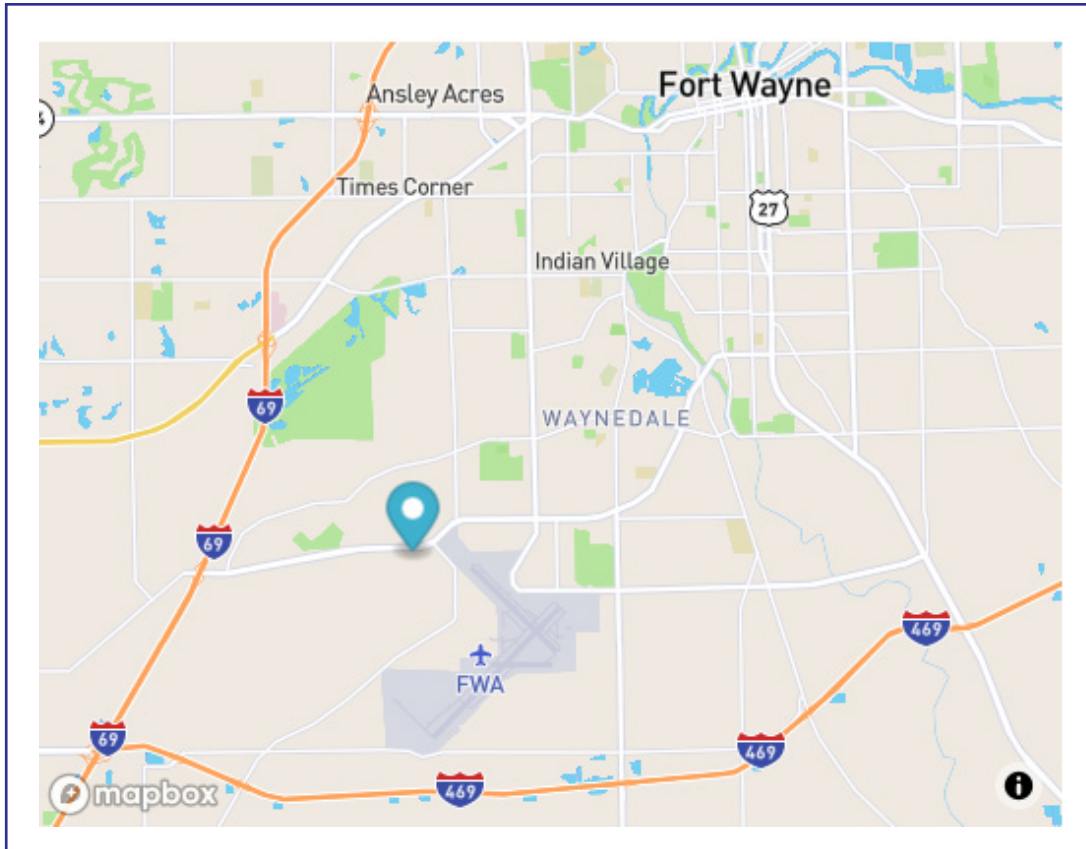




March 25, 2022
Dan Avery

New Amazon freight facility location

Comment category: Economic Development

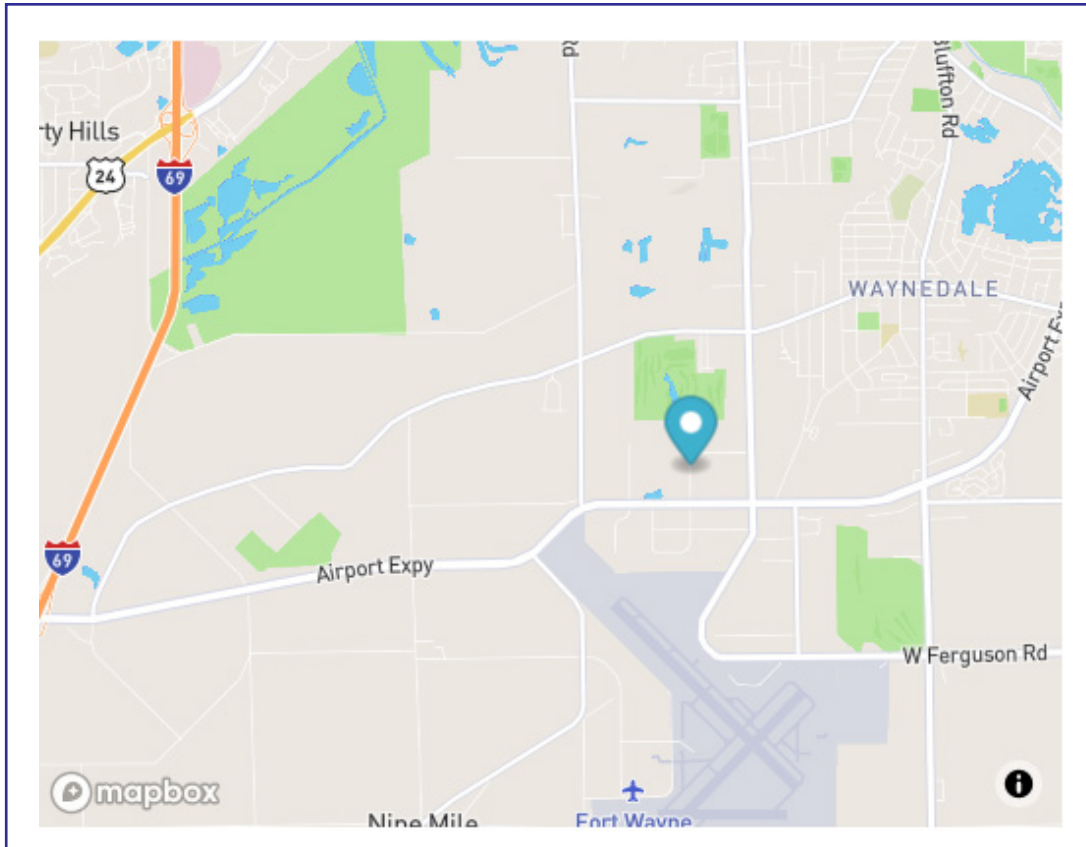




March 25, 2022
Dan Avery

New Amazon freight facility location

Comment category: Economic Development

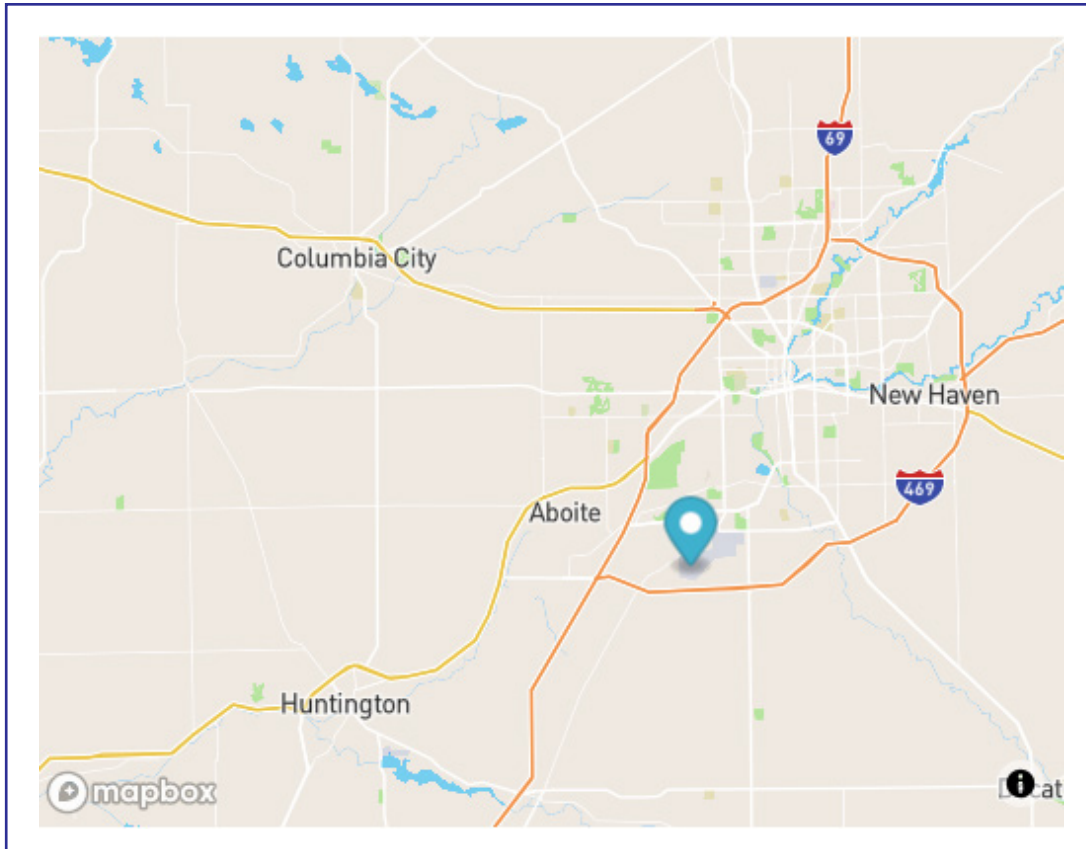




March 25, 2022
Dan Avery

New intermodal sight-Universal Logistics.

Comment category: Economic Development

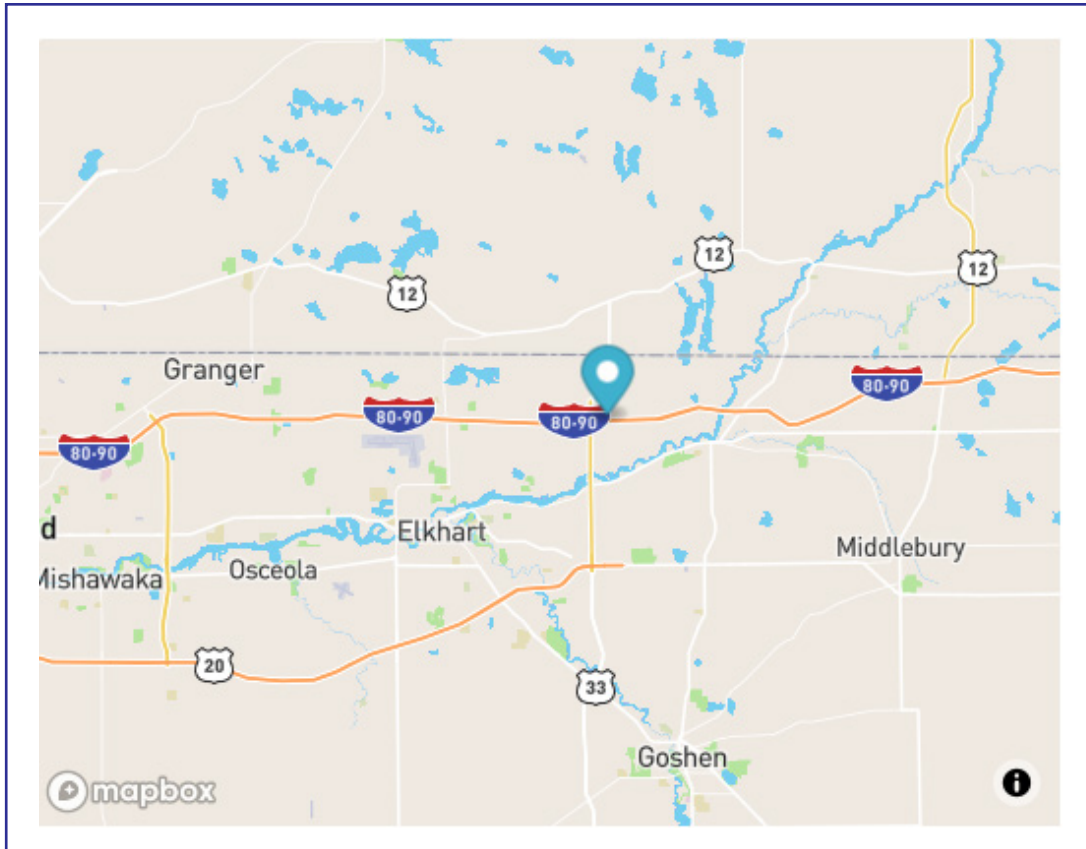




March 29, 2022
MACOG

800,000 square ft Amazon fulfillment center set to open in 2023

Comment category: Economic Development

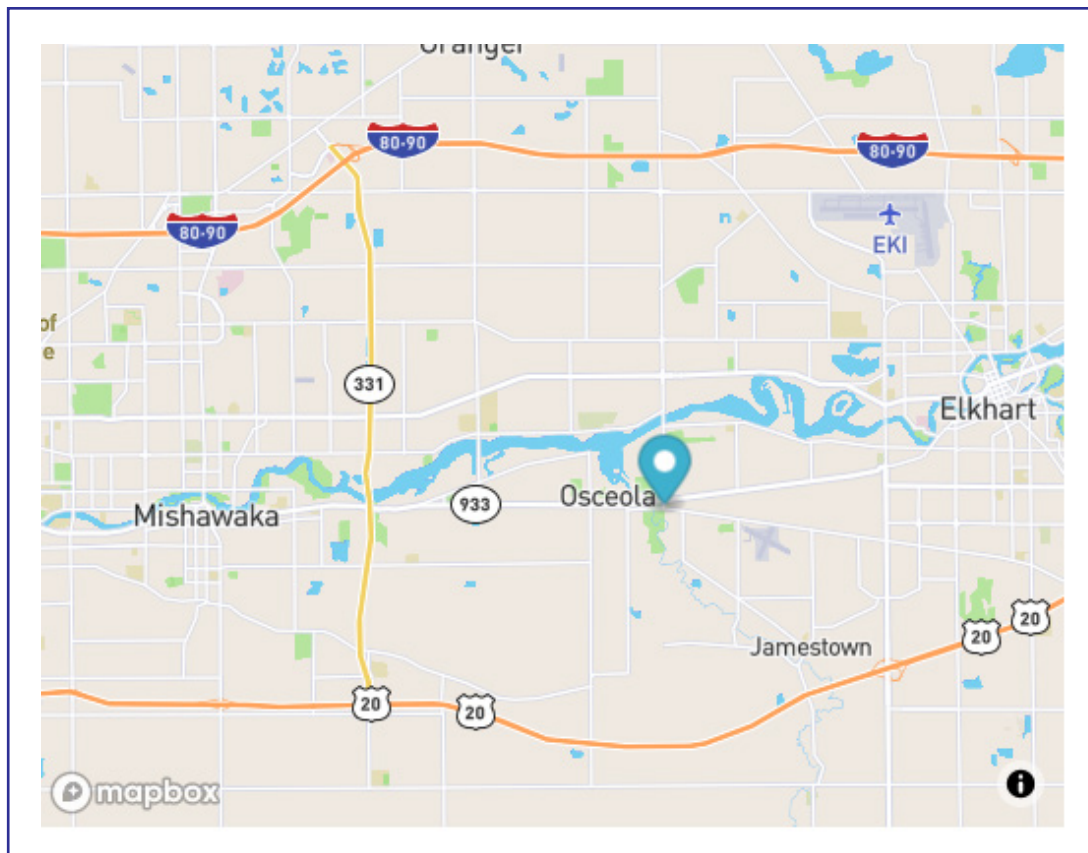




March 29, 2022
MACOG

The County is considering a study to examine at-grade rail crossings between Ash Road and Capital Avenue and the potential to install an overpass at the intersection of Ash Road and Lincolnway East over the Norfolk-Southern Railroad tracks to provide better rail mobility into the west side of the Robert Young Rail Yard and improve mobility and safety for motorists in this corridor.

Comment category: Freight Mobility & Reliability

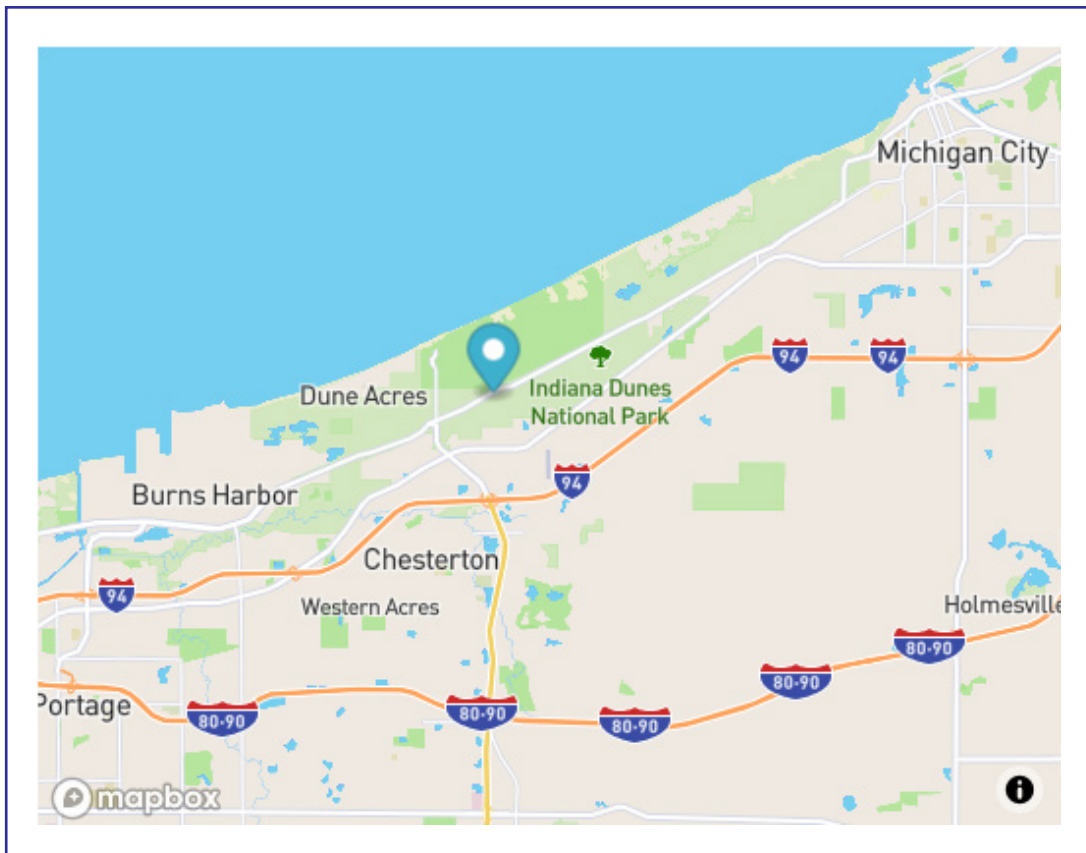




April 08, 2022
Thomas Dow

Consider banning trucks on US 12 through the Indiana Dunes National Park due to the recreational value of the corridor as well as parallel alternatives like US 20 and I-94.

Comment category: Other Comments

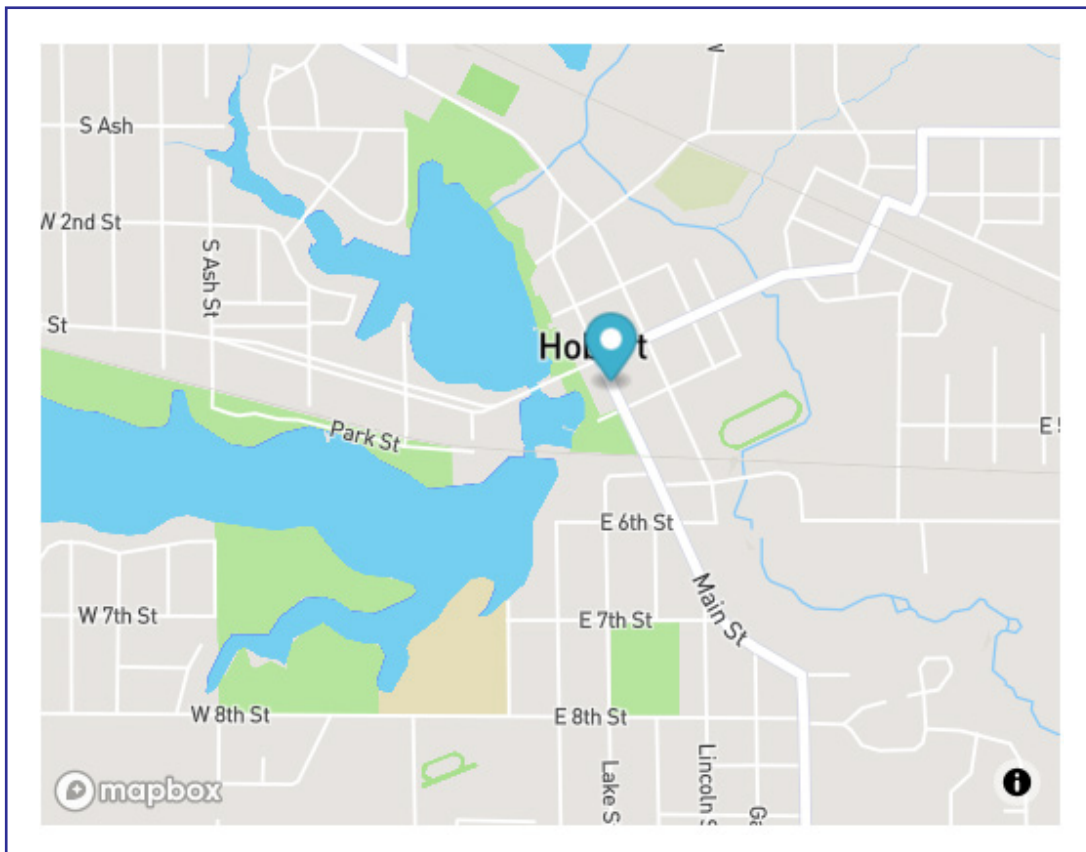




April 08, 2022
Thomas Dow

Through truck movements incompatible with downtown development and redevelopment. Need to determine how best to route trucks through the area.

Comment category: Economic Development



Responses:
Scott Weber – April 08, 2022

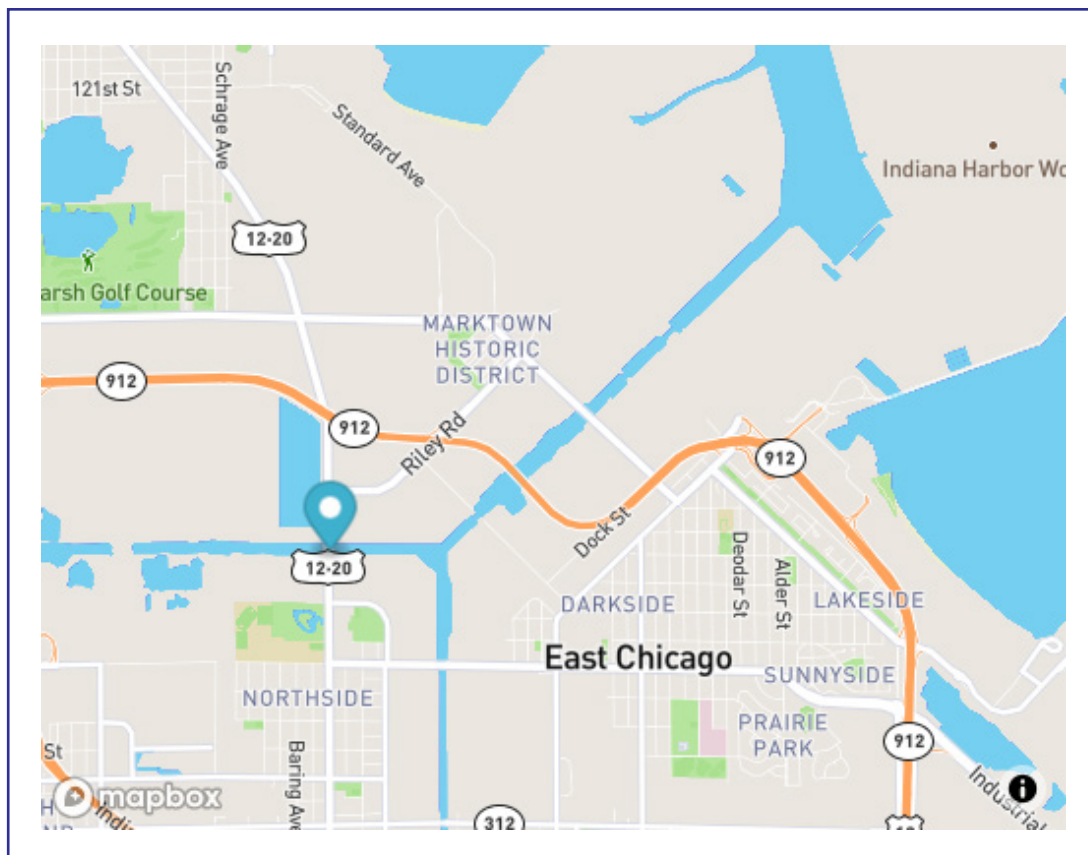
This is just one example of other downtown areas in the NW Indiana region.



April 08, 2022
Thomas Dow

Consider looking at the traffic on the 3 drawbridges in NW Indiana, including this one. Consider raising the height of the bridge to eliminate the need for the drawbridge.

Comment category: Bridge Issue

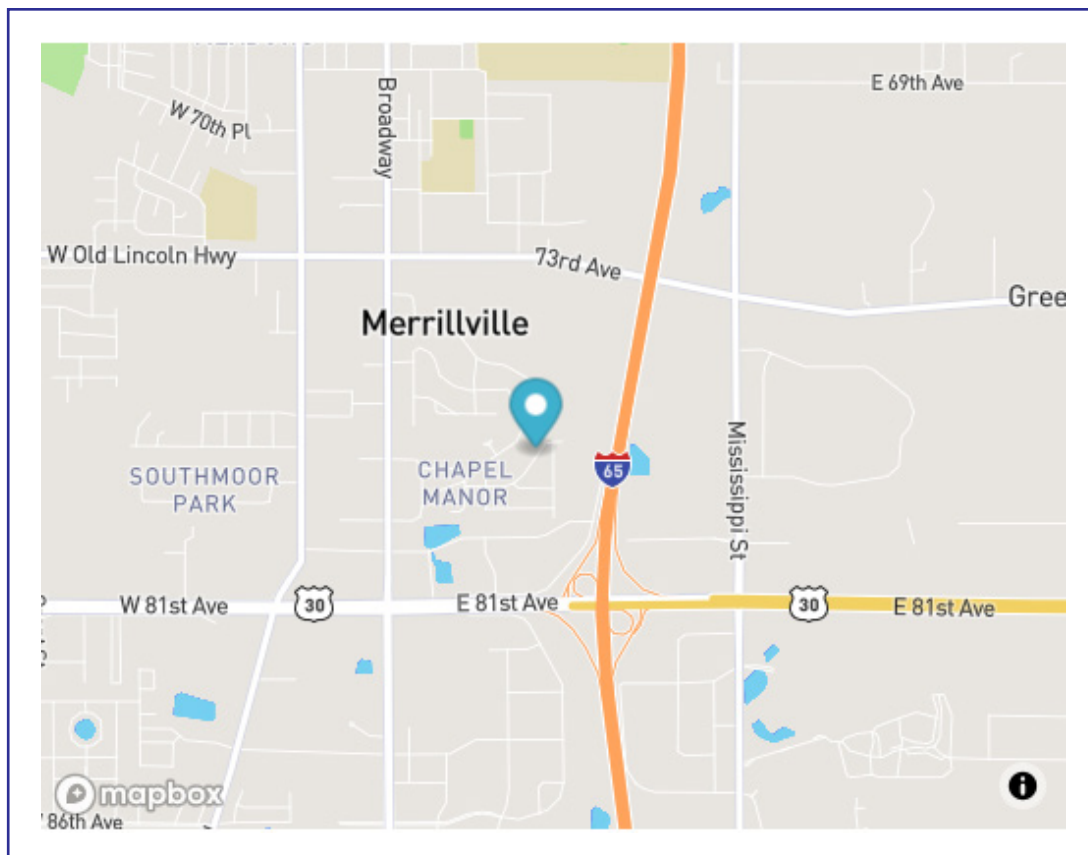




April 08, 2022
Thomas Dow

An increasing amount of e-commerce development in NW Indiana is generating more truck traffic. Consider taking the growth of e-commerce into account when planning for freight movement.

Comment category: Economic Development

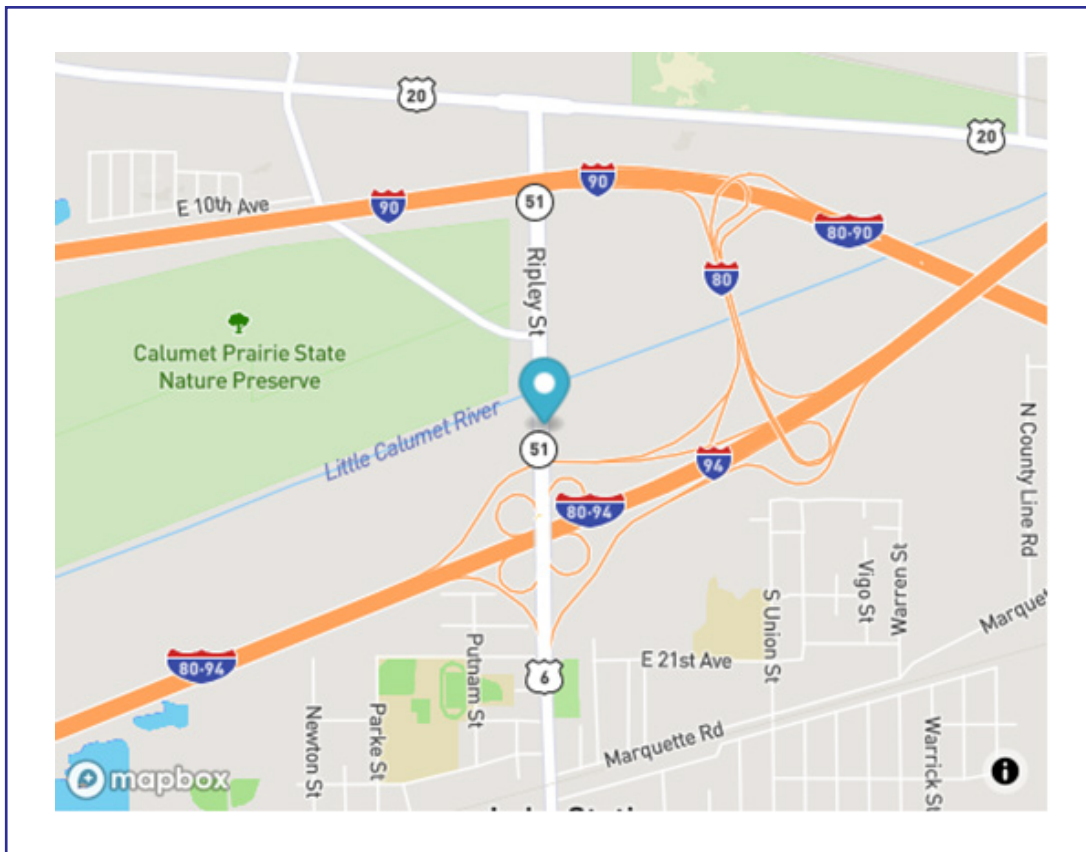




April 08, 2022
Thomas Dow

Possibly due to a shortage of more formal, dedicated truck parking areas in NW Indiana, many other less informal facilities, sometimes privately owned, are used for truck idling and hoteling, generating the need to study improving the amenities at these locations, including possibly the installation of electric charging.

Comment category: Other Comments

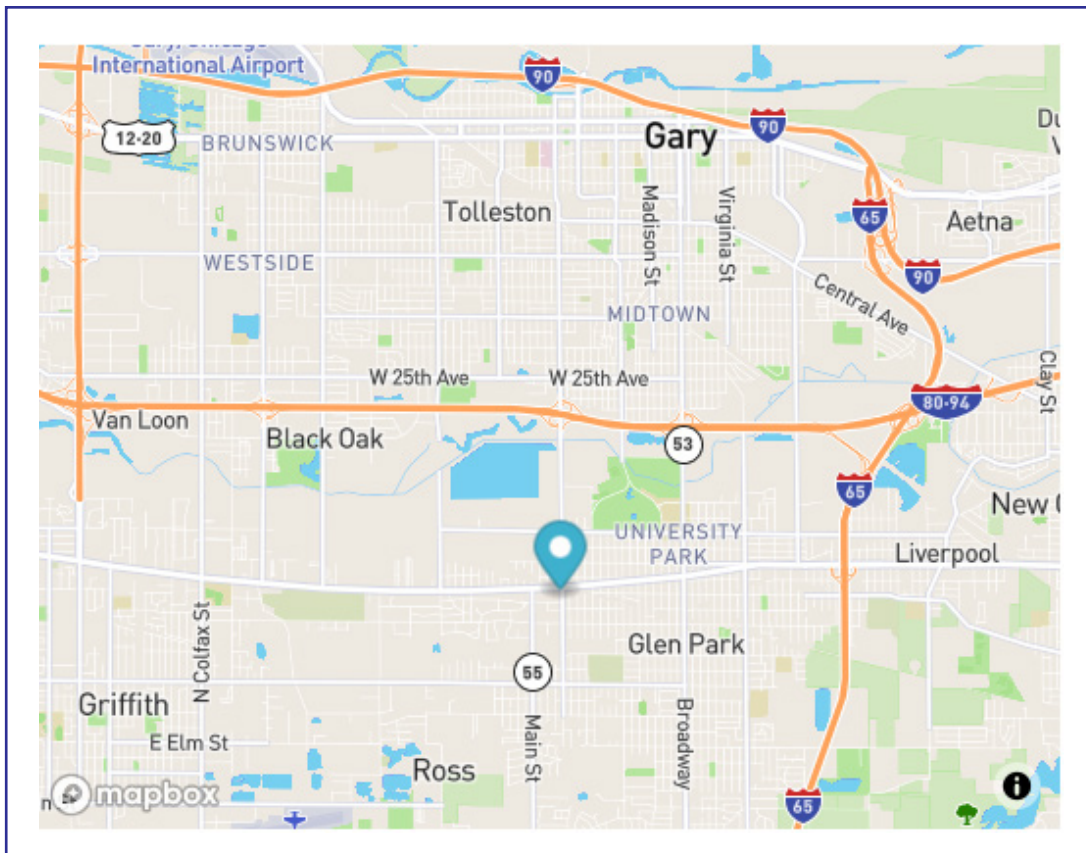




April 08, 2022
Thomas Dow

Need to continue rail banking to preserve use of corridor for trail usage. Need INDOT assistance in Rails to Trails assistance.

Comment category: Bicycle/Pedestrian Impact





C.1 Purpose of Survey

In this plan, INDOT developed a performance-based rating system to support freight project prioritization. During the development of the rating system, INDOT used an on-line survey to quantify the relative priorities of INDOT's two freight planning goals and identify weights of freight-related performance measures as well as factors, as listed below:

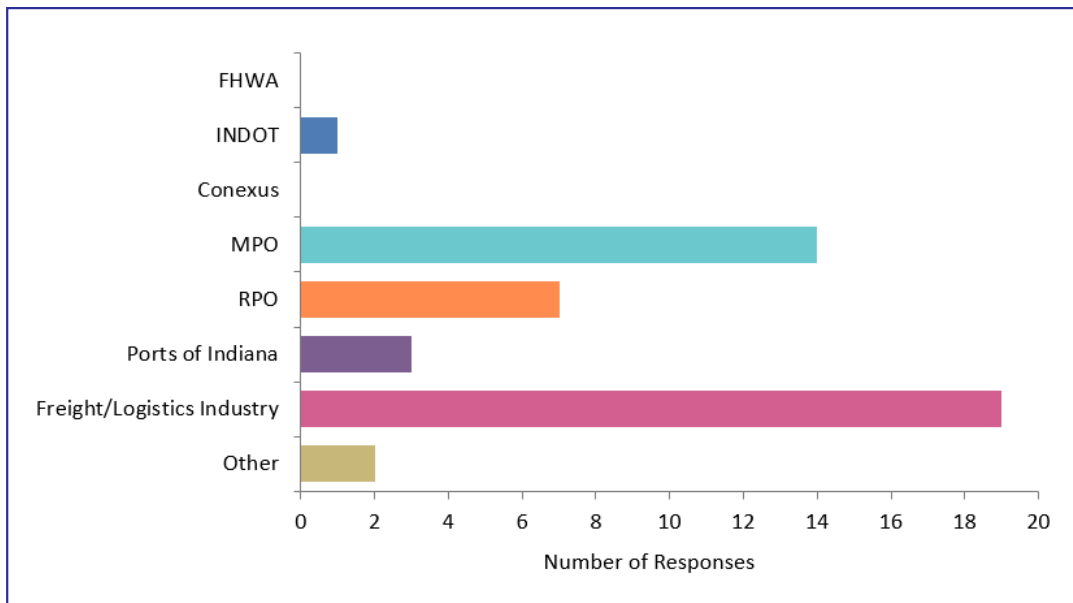
- **Mobility & Reliability**
 - Daily truck volume
 - Truck VHT delay
 - Percent length with unreliable truck travel time
- **Infrastructure**
 - Pavement condition
 - Bridge condition
- **Safety**
 - Truck crash rate
 - Railroad at-grade crossing
- **Economic Benefit**
 - New jobs
 - Benefit/Cost (B/C) ratio

C.2 Survey Results

The official survey link was distributed to the Project Team, Planning Partners, and freight/logistics industry on June 10, 2022. The survey was closed on June 27, 2022. A total of 50 responses were collected, with an overall completion rate of 90%.

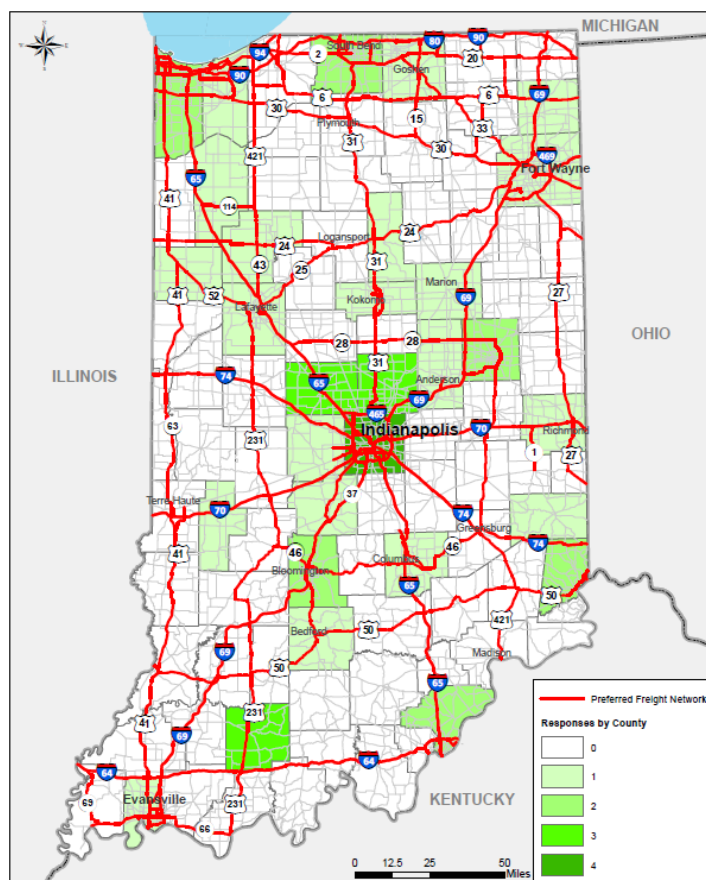
Figure C.1 and **Figure C.2** show survey responses by agency and residency of county respectively, followed by results of each question asked in the survey.

Figure C.1 – Survey Reponses by Agency



Note: 46 answered and 4 skipped.

Figure C.2 – Survey Reponses by Residency (County)



Note: 46 answered and 4 skipped.



► **Q1 – When looking at Indiana’s freight and logistics network, which is more important to you?**

| GOALS | RANK 1 ST | | RANK 2 ND | | TOTAL COUNTS |
|---|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | |
| Goal #1 – Promote using preferred major freight corridors | 62% | 31 | 38% | 19 | 50 |
| Goal #2 – Improve multimodal linkages | 38% | 19 | 62% | 31 | 50 |

► **Q2 – When considering freight and logistics, how would you prioritize improvements?**

| PERFORMANCE MEASURES | RANK 1 ST | | RANK 2 ND | | RANK 3 RD | | RANK 4 TH | | TOTAL COUNTS |
|----------------------------|----------------------|--------|----------------------|--------|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | PERCENT | COUNTS | PERCENT | COUNTS | |
| Mobility and Reliability | 14% | 7 | 14% | 7 | 51% | 25 | 20% | 10 | 49 |
| Infrastructure Maintenance | 35% | 17 | 27% | 13 | 22% | 11 | 16% | 8 | 49 |
| Safety | 39% | 19 | 41% | 20 | 10% | 5 | 10% | 5 | 49 |
| Economic Benefit | 12% | 6 | 18% | 9 | 16% | 8 | 53% | 26 | 49 |

► **Q3 – When looking at Mobility and Reliability, which is more important?**

| FACTORS | RANK 1 ST | | RANK 2 ND | | RANK 3 RD | | TOTAL COUNTS |
|-------------------------------|----------------------|--------|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | PERCENT | COUNTS | |
| Freight Volume | 19% | 9 | 29% | 14 | 52% | 25 | 48 |
| Bottleneck and Congestion | 56% | 27 | 27% | 13 | 17% | 8 | 48 |
| Truck travel time reliability | 25% | 12 | 44% | 21 | 31% | 15 | 48 |

► **Q4 – When looking at Infrastructure Maintenance, which is more important?**

| FACTOR | RANK 1 ST | | RANK 2 ND | | TOTAL COUNTS |
|--------------------|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | |
| Pavement Condition | 55% | 26 | 45% | 21 | 47 |
| Bridge Condition | 45% | 21 | 55% | 26 | 47 |

► **Q5 – When looking at Safety, which is more important?**

| FACTOR | RANK 1 ST | | RANK 2 ND | | TOTAL COUNTS |
|--------------------------------------|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | |
| Crashes on Roadways | 81% | 38 | 19% | 9 | 47 |
| Impact of Railroad At-grade Crossing | 19% | 9 | 81% | 38 | 47 |

► **Q6 – When looking at Economic Benefit from potential improvements, which is more important?**

| FACTOR | RANK 1 ST | | RANK 2 ND | | TOTAL COUNTS |
|--------------------------|----------------------|--------|----------------------|--------|--------------|
| | PERCENT | COUNTS | PERCENT | COUNTS | |
| New Jobs Created | 21% | 10 | 79% | 37 | 47 |
| Benefit/Cost (B/C) Ratio | 79% | 37 | 21% | 10 | 47 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



This plan recommends a total of 188 statewide significant freight projects to address issues and needs on the Preferred Freight Corridors. 30 of the recommended projects are same as, part of, or in immediate vicinity of INDOT’s recent, on-going, or existing and committed (E+C) projects. Therefore, the 30 projects were not included in the prioritization analysis to avoid conflict with INDOT’s current plans or programs. Rather, they were only recognized in this plan. The remaining 158 projects were prioritized using the rating system established by this plan.

Table D.1 lists the 158 projects in descending order of the overall score (by accounting for INDOT’s Goal #1 and Goal #2). It also provides project scores by four key performance measures (mobility & reliability, infrastructure, safety, and economic benefit), project’s role of supporting multimodal linkages (i.e., within 5 mile of intermodal facilities), cost, and scores/ranks by Goal #1 and both Goals.

Table D.2 lists the 30 projects that coincide with INDOT’s recent, on-going, or E+C projects.

Table D.1 – Prioritized Freight Projects

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|--------|--|---|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 25 | Marion | I-65 & I-70/Washington St Interchange | Interchange Modification | 18.8 | 15.0 | 18 | 20.0 | 71.8 | 1 | Y | 15.0 | 132.8 | 1 |
| 60 | Marion | I-70 from Harding St to East St | Added Travel Lanes; Interchange Modification (I-70 at West St/Missouri St, Madison Ave) | 17.6 | 15.0 | 18 | 17.6 | 68.2 | 2 | Y | 170.0 | 126.2 | 2 |
| 8 | Marion | I-465 from US 31 to I-65 (South) | Added Travel Lanes | 20.0 | 15.0 | 14.4 | 17.6 | 67.0 | 3 | Y | 61.9 | 124.0 | 3 |
| 73 | Lake | I-94 from 0.52 Mile East of Central Ave to Ripley St | Added Travel Lanes | 20.0 | 0.0 | 18 | 20.0 | 58.0 | 4 | Y | 58.0 | 107.3 | 4 |
| 59 | Marion | I-70 from Holt Rd to Harding St | Added Travel Lanes; Interchange Modification (I-70 at Holt Rd) | 16.0 | 15.0 | 10.8 | 16.0 | 57.8 | 5 | Y | 31.0 | 106.9 | 5 |
| 67 | Lake | I-90 from SR 912 to 0.6 Mile West of N Buchanan St | Added Travel Lanes | 17.6 | 15.0 | 7.2 | 17.6 | 57.4 | 6 | Y | 280.8 | 106.2 | 6 |
| 74 | Lake | I-94 from 0.15 Miles West of I-90 to US 20 | Added Travel Lanes | 15.2 | 0.0 | 18 | 20.0 | 53.2 | 8 | Y | 178.8 | 98.4 | 7 |
| 43 | Marion | I-65 from Southport Rd to I-465 | Added Travel Lanes; Interchange Modification (I-65 at Southport Rd) | 17.6 | 0.0 | 14.4 | 20.0 | 52.0 | 10 | Y | 75.5 | 96.2 | 8 |
| 6 | Marion | I-465 within I-465/I-70 Interchange (Southwest) | Auxiliary Lanes | 16.0 | 0.0 | 18 | 16.8 | 50.8 | 11 | Y | 6.1 | 94.0 | 9 |
| 81 | Marion | Raymond St from White River to I-65 | Added Travel Lanes | 11.2 | 0.0 | 19.2 | 20.0 | 50.4 | 12 | Y | 49.8 | 93.2 | 10 |
| 102 | Marion | SR 67 from Camby Rd to I-465 | Added Travel Lanes | 14.8 | 0.0 | 18 | 17.6 | 50.4 | 13 | Y | 104.9 | 93.2 | 11 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
Department of
Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|----------|---|--|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 157 | Lake | US 6 from Central Ave to 0.22 Mile South of I-94 | Intersection Improvement | 11.6 | 0.0 | 22.8 | 16.0 | 50.4 | 14 | Y | 7.5 | 93.2 | 12 |
| 17 | Marion | I-465 NB from 38th St to 56th St (West) | Auxiliary Lanes | 15.6 | 0.0 | 14.4 | 18.4 | 48.4 | 20 | Y | 14.0 | 89.5 | 13 |
| 80 | Marion | Raymond St from I-65 to Perkins Ave | Added Travel Lanes | 11.2 | 0.0 | 18 | 18.4 | 47.6 | 21 | Y | 35.2 | 88.1 | 14 |
| 26 | Marion | I-65 from 25th St to 38th St | Added Travel Lanes; Interchange Modification (I-65 at 29th & 30th St) | 18.8 | 0.0 | 10.8 | 17.6 | 47.2 | 23 | Y | 64.5 | 87.3 | 15 |
| 61 | Marion | I-70 from Commerce Ave to Shadeland Ave | Added Travel Lanes; Interchange Modification (I-70 at Rural St) | 18.8 | 0.0 | 10.8 | 17.6 | 47.2 | 24 | Y | 136.0 | 87.3 | 16 |
| 69 | Porter | I-90 from 0.26 Mile West of I-94 to Willowcreek Rd | Added Travel Lanes | 15.2 | 0.0 | 14.4 | 17.6 | 47.2 | 25 | Y | 71.8 | 87.3 | 17 |
| 66 | Lake | I-90 from SR 912 to US 20 | Added Travel Lanes | 20.0 | 0.0 | 10.8 | 16.0 | 46.8 | 26 | Y | 64.6 | 86.6 | 18 |
| 103 | Posey | SR 69 from Industrial Rd to SR 62 | Added Travel Lanes | 10.4 | 0.0 | 26.4 | 9.6 | 46.4 | 27 | Y | 45.2 | 85.8 | 19 |
| 15 | Marion | I-465 from 10th St to US 136 (West) | Added Travel Lanes | 15.2 | 0.0 | 10.8 | 20.0 | 46.0 | 28 | Y | 43.5 | 85.1 | 20 |
| 23 | Steuben | I-65/I-94 Interchange | Interchange Modification | 13.6 | 0.0 | 18 | 13.6 | 45.2 | 29 | Y | 120.0 | 83.6 | 21 |
| 75 | Porter | I-94 from SR 49 to US 421 | Added Travel Lanes | 14.0 | 0.0 | 10.8 | 20.0 | 44.8 | 30 | Y | 112.0 | 82.9 | 22 |
| 137 | Marion | US 40 from S Girls School Rd to S High School Rd | Added Travel Lanes | 11.2 | 0.0 | 14.4 | 18.4 | 44.0 | 33 | Y | 30.0 | 81.4 | 23 |
| 13 | Marion | I-465 from I-70 to US 40 (West) | Added Travel Lanes; Interchange Modification (I-465 at Sam Jones Expy) | 17.2 | 0.0 | 14.4 | 12.0 | 43.6 | 37 | Y | 32.8 | 80.7 | 24 |
| 78 | Marion | Massachusetts Ave from Commerce Ave to N Sherman Dr | Added Travel Lanes | 7.2 | 0.0 | 18 | 18.4 | 43.6 | 35 | Y | 23.3 | 80.7 | 25 |
| 27 | Marion | I-65 from 38th St to I-465 | Added Travel Lanes | 17.6 | 0.0 | 7.2 | 17.6 | 42.4 | 38 | Y | 162.1 | 78.4 | 26 |
| 71 | Porter | I-90 from SR 49 to 0.46 Miles West of US 421 | Added Travel Lanes | 14.0 | 0.0 | 10.8 | 17.6 | 42.4 | 39 | Y | 108.6 | 78.4 | 27 |
| 152 | Dearborn | US 50 from SR 350 to Arch St | Added Travel Lanes | 8.8 | 0.0 | 19.2 | 13.6 | 41.6 | 43 | Y | 117.4 | 77.0 | 28 |
| 1 | Marion | 38th St from I-465 to Moller Rd | Added Travel Lanes | 12.4 | 0.0 | 10.8 | 18.4 | 41.6 | 46 | Y | 18.0 | 77.0 | 29 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
Department of
Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|-------------|--|--|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 147 | Dearborn | US 50 at Belleview Dr | Intersection Improvement | 12.8 | 0.0 | 18 | 10.4 | 41.2 | 48 | Y | 7.5 | 76.2 | 30 |
| 70 | Porter | I-90 from Hamstrom Rd to 0.45 Mile West of SR 49 | Auxiliary Lanes (Both Directions) | 15.2 | 0.0 | 7.2 | 17.6 | 40.0 | 57 | Y | 110.6 | 74.0 | 31 |
| 122 | Allen | I-69 SB Off-Ramp to US 24 | Intersection Improvement | 11.2 | 0.0 | 14.4 | 14.4 | 40.0 | 58 | Y | 7.5 | 74.0 | 32 |
| 62 | Hendricks | I-74 from Ronald Regan Pkwy to I-465 | Added Travel Lanes; Interchange Modification (I-70 at Ronald Regan Pkwy) | 14.0 | 0.0 | 7.2 | 17.6 | 38.8 | 64 | Y | 127.7 | 71.8 | 33 |
| 58 | Marion | Ramp from I-70 SB to Sam Jones Expy WB | Auxiliary Lanes | 5.6 | 0.0 | 14.4 | 18.4 | 38.4 | 66 | Y | 5.6 | 71.0 | 34 |
| 158 | Porter | US 6 from SR 149 to E US 6 Frontage Rd | Added Travel Lanes | 7.2 | 0.0 | 10.8 | 20.0 | 38.0 | 68 | Y | 46.5 | 70.3 | 35 |
| 19 | Allen | I-469 WB within I-469/US 30 Interchange | Auxiliary Lanes | 7.6 | 0.0 | 14.4 | 14.4 | 36.4 | 80 | Y | 3.8 | 67.3 | 36 |
| 136 | Hendricks | US 40 from S Ronald Reagan Pkwy to S Raceway Rd | Added Travel Lanes | 9.6 | 0.0 | 7.2 | 18.4 | 35.2 | 86 | Y | 16.1 | 65.1 | 37 |
| 82 | Marion | Southeastern Ave from S Rural St to Prospect St | Added Travel Lanes | 7.2 | 0.0 | 7.2 | 20.0 | 34.4 | 92 | Y | 12.9 | 63.6 | 38 |
| 3 | Vanderburgh | Green River Rd at E Morgan Ave | Intersection Improvement | 8.0 | 0.0 | 15.6 | 10.4 | 34.0 | 93 | Y | 15.0 | 62.9 | 39 |
| 5 | Dearborn | I-275 in Indiana | Added Travel Lanes; Interchange Modification (I-275 at Belleview Dr) | 14.4 | 0.0 | 10.8 | 8.0 | 33.2 | 96 | Y | 46.9 | 61.4 | 40 |
| 68 | Lake | I-90 WB from 0.6 Mile West of N Buchanan St to 0.25 Mile West of SR 53 | Auxiliary Lanes | 12.4 | 0.0 | 7.2 | 13.6 | 33.2 | 99 | Y | 10.9 | 61.4 | 41 |
| 79 | Porter | Ray Becker Pkwy from S Barker Ave to Lloyd Expy | Intersection Improvement | 8.8 | 0.0 | 14.4 | 9.6 | 32.8 | 100 | Y | 30.0 | 60.7 | 42 |
| 14 | Dearborn | I-465 NB within I-465/US 40 Interchange (West) | Auxiliary Lanes | 12.4 | 0.0 | 7.2 | 12.8 | 32.4 | 103 | Y | 5.1 | 59.9 | 43 |
| 50 | Allen | I-69/Goshen Rd Interchange | Interchange Modification | 9.2 | 0.0 | 14.4 | 8.0 | 31.6 | 108 | Y | 65.0 | 58.5 | 44 |
| 72 | Porter | I-90/I-94 Interchange | Interchange Modification | 13.6 | 0.0 | 10.8 | 6.4 | 30.8 | 114 | Y | 120.0 | 57.0 | 45 |
| 146 | Lake | I-90 South Ramp Terminal at US 41 | Intersection Improvement | 8.8 | 0.0 | 3.6 | 18.4 | 30.8 | 115 | Y | 7.5 | 57.0 | 46 |
| 10 | Marion | I-465 from Monon Trail to White River | Added Travel Lanes; Interchange Modification (I-465 at Keystone Pkwy) | 18.8 | 0.0 | 18 | 20.0 | 56.8 | 7 | N | 81.3 | 56.8 | 47 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
Department of
Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|--------------------------|---|--|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 138 | Hendricks | US 40 at Quaker Blvd | Intersection Improvement | 11.6 | 0.0 | 10.8 | 8.0 | 30.4 | 117 | Y | 7.5 | 56.2 | 48 |
| 45 | Hamilton | I-69 from 0.85 Mile South of 96th St to 0.7 Miles North of 106th St | Added Travel Lanes | 18.8 | 0.0 | 18 | 16.0 | 52.8 | 9 | N | 74.5 | 52.8 | 49 |
| 38 | Clark | I-65 from I-265 to SR 60 | Auxiliary Lanes (Both Directions) | 13.6 | 0.0 | 18 | 18.4 | 50.0 | 15 | N | 17.1 | 50.0 | 50 |
| 54 | Marion | I-70 EB from Post Rd to N 700 W CR | Auxiliary Lanes; Interchange Modification (I-70 at Post Rd) | 16.0 | 0.0 | 18 | 16.0 | 50.0 | 16 | N | 48.4 | 50.0 | 51 |
| 55 | Clay | I-70 from 6.1 Mile West of SR 59 to SR 59 | Auxiliary Lanes (Both Directions) | 14.0 | 0.0 | 18 | 17.6 | 49.6 | 17 | N | 103.6 | 49.6 | 52 |
| 57 | Putnam | I-70 from US 231 to SR 39 | Added Travel Lanes | 14.0 | 0.0 | 18 | 17.6 | 49.6 | 18 | N | 244.6 | 49.6 | 53 |
| 2 | Lake | Chicago St from Hohman Ave to US 41 | Added Travel Lanes | 8.4 | 0.0 | 14.4 | 4.0 | 26.8 | 126 | Y | 5.6 | 49.6 | 54 |
| 16 | Marion | I-465 NB from I-74 to 38th St (West) | Auxiliary Lanes | 12.4 | 0.0 | 7.2 | 7.2 | 26.8 | 127 | Y | 6.6 | 49.6 | 55 |
| 139 | Gibson | US 41 from I-64 to SR 68 | Added Travel Lanes | 13.2 | 0.0 | 18 | 17.6 | 48.8 | 19 | N | 25.8 | 48.8 | 56 |
| 101 | Morgan | SR 67 at SR 144 | Intersection Improvement | 11.2 | 15.0 | 15.6 | 5.6 | 47.4 | 22 | N | 7.5 | 47.4 | 57 |
| 49 | Allen | I-69 NB from SR 14 to Goshen Rd | Auxiliary Lanes | 15.6 | 0.0 | 3.6 | 5.6 | 24.8 | 133 | Y | 36.1 | 45.9 | 58 |
| 56 | Clay | I-70 from SR 59 to SR 243 | Added Travel Lanes | 11.6 | 0.0 | 18 | 15.2 | 44.8 | 31 | N | 194.6 | 44.8 | 59 |
| 126 | Lake | US 30 from IN/IL State Line to US 41 | Added Travel Lanes | 13.6 | 0.0 | 10.8 | 20.0 | 44.4 | 32 | N | 78.0 | 44.4 | 60 |
| 53 | Marion | I-70 within I-465/I-70 Interchange (East) | Auxiliary Lanes | 16.0 | 0.0 | 14.4 | 13.6 | 44.0 | 34 | N | 24.7 | 44.0 | 61 |
| 98 | Porter | SR 49 SB within I-94/SR 49 Interchange | Auxiliary Lanes | 8.8 | 0.0 | 10.8 | 4.0 | 23.6 | 138 | Y | 3.9 | 43.7 | 62 |
| 47 | Grant | I-69 SB within I-69/SR 26 Interchange | Auxiliary Lanes | 15.6 | 0.0 | 14.4 | 13.6 | 43.6 | 36 | N | 5.8 | 43.6 | 63 |
| 29 | Boone, Hendricks, Marion | I-65 from 71st St to I-865 | Added Travel Lanes; Interchange Modification (I-65 at 71st St) | 14.0 | 0.0 | 10.8 | 17.6 | 42.4 | 40 | N | 142.7 | 42.4 | 64 |
| 20 | Floyd | I-64 EB from SR 62 to US 150 | Auxiliary Lanes | 14.4 | 15.0 | 7.2 | 5.6 | 42.2 | 41 | N | 21.7 | 42.2 | 65 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
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| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|-------------|---|-----------------------------------|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 46 | Delaware | I-69 from SR 109 to SR 32 | Added Travel Lanes | 12.4 | 15.0 | 10.8 | 4.0 | 42.2 | 42 | N | 113.0 | 42.2 | 66 |
| 77 | Vanderburgh | Lloyd Expy at Burkhardt Rd | Intersection Improvement | 11.2 | 0.0 | 3.6 | 8.0 | 22.8 | 142 | Y | 7.5 | 42.2 | 67 |
| 95 | Decatur | SR 46 from E 10th St to SR 446 | Intersection Improvement | 14.4 | 0.0 | 19.2 | 8.0 | 41.6 | 44 | N | 37.5 | 41.6 | 68 |
| 129 | Laporte | US 30 at US 421 | Intersection Improvement | 15.6 | 0.0 | 18 | 8.0 | 41.6 | 45 | N | 7.5 | 41.6 | 69 |
| 124 | Lake | US 30 from I-65 to Clay St | Added Travel Lanes | 11.2 | 0.0 | 14.4 | 16.0 | 41.6 | 47 | N | 62.7 | 41.6 | 70 |
| 30 | Clark | I-65/I-265 Interchange | Interchange Modification | 13.6 | 0.0 | 18 | 9.6 | 41.2 | 49 | N | 110.0 | 41.2 | 71 |
| 31 | Boone | I-65 from Whitestown Pkwy to E 100 CR | New Connector-Distributor System | 15.2 | 0.0 | 10.8 | 15.2 | 41.2 | 50 | N | 454.2 | 41.2 | 72 |
| 120 | Huntington | US 24 at SR 9 | Intersection Improvement | 11.2 | 0.0 | 18 | 12.0 | 41.2 | 51 | N | 7.5 | 41.2 | 73 |
| 40 | Bartholomew | I-65/US 31 Interchange | Interchange Modification | 13.2 | 0.0 | 18 | 9.6 | 40.8 | 52 | N | 35.0 | 40.8 | 74 |
| 7 | Marion | I-465 SB from I-65 to 71st St | Auxiliary Lanes | 15.6 | 0.0 | 10.8 | 14.4 | 40.8 | 53 | N | 6.7 | 40.8 | 75 |
| 133 | Elkhart | US 33 from E Lincoln Ave to N 3rd St | Intersection Improvement | 14.4 | 0.0 | 14.4 | 12.0 | 40.8 | 54 | N | 22.5 | 40.8 | 76 |
| 28 | Marion | I-465/I-65 Interchange (Northwest) | Interchange Modification | 13.6 | 0.0 | 10.8 | 16.0 | 40.4 | 55 | N | 35.0 | 40.4 | 77 |
| 99 | Vermillion | SR 63 from 0.23 Mile South of I-74 to North Ramp Terminal | Intersection Improvement | 6.4 | 0.0 | 18 | 16.0 | 40.4 | 56 | N | 15.0 | 40.4 | 78 |
| 65 | Dearborn | I-74 from SR 1 to IN/OH State Line | Added Travel Lanes | 12.8 | 0.0 | 7.2 | 20.0 | 40.0 | 59 | N | 103.9 | 40.0 | 79 |
| 39 | Jackson | I-65 from SR 256 to US 50 | Added Travel Lanes | 14.0 | 0.0 | 14.4 | 11.2 | 39.6 | 60 | N | 215.9 | 39.6 | 80 |
| 121 | White | US 24 from W Broadway St to N Main St | Intersection Improvement | 9.2 | 0.0 | 14.4 | 16.0 | 39.6 | 61 | N | 16.5 | 39.6 | 81 |
| 85 | Tippecanoe | SR 25 from I-65 West Ramp Terminal to Old State Rd 25 | Intersection Improvement | 11.6 | 0.0 | 18 | 9.6 | 39.2 | 62 | N | 22.5 | 39.2 | 82 |
| 41 | Johnson | I-65 from E Worthsville Rd to E Main St | Auxiliary Lanes (Both Directions) | 13.6 | 0.0 | 7.2 | 18.4 | 39.2 | 63 | N | 23.3 | 39.2 | 83 |
| 94 | White | SR 43 from W 3rd St to SR 18 | Intersection Improvement | 8.8 | 0.0 | 18 | 12.0 | 38.8 | 65 | N | 11.0 | 38.8 | 84 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
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Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|-------------|---|---|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 87 | Tippecanoe | South St from N Creasy Ln to I-65 | Added Travel Lanes | 11.6 | 0.0 | 10.8 | 16.0 | 38.4 | 67 | N | 26.1 | 38.4 | 85 |
| 150 | Jackson | US 50 from 0.17 Mile East of I-65 to US 31 | Intersection Improvement | 11.6 | 0.0 | 14.4 | 12.0 | 38.0 | 69 | N | 15.0 | 38.0 | 86 |
| 22 | Floyd | I-265 EB from Charlestown Rd to I-65 | Auxiliary Lanes | 14.4 | 0.0 | 7.2 | 16.0 | 37.6 | 70 | N | 15.1 | 37.6 | 87 |
| 118 | Jasper | US 24 from US 231 to I-65 | Added Travel Lanes | 11.6 | 0.0 | 18 | 8.0 | 37.6 | 71 | N | 21.2 | 37.6 | 88 |
| 134 | Elkhart | E Madison St from S Main St to US 33 | Added Travel Lanes | 8.4 | 0.0 | 22.8 | 6.4 | 37.6 | 72 | N | 8.2 | 37.6 | 89 |
| 33 | White | I-65 SB within I-65/SR 18 Interchange | Auxiliary Lanes | 15.6 | 0.0 | 7.2 | 14.4 | 37.2 | 73 | N | 5.3 | 37.2 | 90 |
| 35 | Jasper | I-65 from SR 114 to 1.7 Mile North of SR 10 | Added Travel Lanes | 14.0 | 0.0 | 14.4 | 8.8 | 37.2 | 74 | N | 230.2 | 37.2 | 91 |
| 36 | Lake | I-65 from US 30 to 61st Ave | Auxiliary Lanes (Both Directions); Interchange Modification (I-65 at US 30) | 15.2 | 0.0 | 18 | 4.0 | 37.2 | 75 | N | 43.8 | 37.2 | 92 |
| 117 | Dubois | US 231 at SR 56 | Intersection Improvement | 8.8 | 0.0 | 18 | 10.4 | 37.2 | 76 | N | 5.5 | 37.2 | 93 |
| 148 | Daviess | US 50 at SR 257 | Intersection Improvement | 8.8 | 0.0 | 18 | 10.4 | 37.2 | 77 | N | 7.5 | 37.2 | 94 |
| 96 | Bartholomew | SR 46 at SR 11 | Intersection Improvement | 11.6 | 0.0 | 15.6 | 9.6 | 36.8 | 78 | N | 7.5 | 36.8 | 95 |
| 143 | Lake | US 41 from Main St to W 45th St | Added Travel Lanes | 11.2 | 0.0 | 7.2 | 18.4 | 36.8 | 79 | N | 22.2 | 36.8 | 96 |
| 104 | Howard | SR 931 from E Lincoln Rd to E Jefferson St | Added Travel Lanes | 12.0 | 0.0 | 10.8 | 13.6 | 36.4 | 81 | N | 68.3 | 36.4 | 97 |
| 100 | Warrick | SR 66 at Epworth Rd | Intersection Improvement | 12.8 | 0.0 | 10.8 | 12.0 | 35.6 | 82 | N | 7.5 | 35.6 | 98 |
| 130 | Tipton | US 31 at Division Rd | New Service Interchange | 9.6 | 0.0 | 18 | 8.0 | 35.6 | 83 | N | 25.0 | 35.6 | 99 |
| 51 | Dekalb | I-69 NB from US 6 to SR 4 | Auxiliary Lanes | 16.0 | 0.0 | 7.2 | 12.0 | 35.2 | 84 | N | 50.0 | 35.2 | 100 |
| 131 | Howard | SR 931 from US 35 to US 31 | Added Travel Lane; Intersection Improvement (SR 931 at US 35) | 11.2 | 0.0 | 14.4 | 9.6 | 35.2 | 85 | N | 36.1 | 35.2 | 101 |
| 125 | Lake | US 30 from SR 53 to I-65 West Ramp Terminal | Intersection Improvement | 12.0 | 0.0 | 14.4 | 8.8 | 35.2 | 87 | N | 15.0 | 35.2 | 102 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
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Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|------------|---|--|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 11 | Marion | I-465 from US 36 to Fall Creek (East) | Added Travel Lanes | 20.0 | 0.0 | 10.8 | 4.0 | 34.8 | 88 | N | 57.8 | 34.8 | 103 |
| 12 | Marion | I-465 from I-70 to 38th St (East) | Added Travel Lanes | 20.0 | 0.0 | 10.8 | 4.0 | 34.8 | 89 | N | 50.9 | 34.8 | 104 |
| 127 | Lake | US 30 from 0.07 Mile West of Morton St to Taney Pl | Added Travel Lanes | 11.2 | 0.0 | 3.6 | 20.0 | 34.8 | 90 | N | 25.5 | 34.8 | 105 |
| 142 | Sullivan | US 41 at SR 154 | Intersection Improvement | 8.8 | 0.0 | 18 | 8.0 | 34.8 | 91 | N | 7.5 | 34.8 | 106 |
| 108 | Greene | US 231 from SR 45 to I-69 North Ramp Terminal | Intersection Improvement | 10.4 | 0.0 | 3.6 | 20.0 | 34.0 | 94 | N | 16.5 | 34.0 | 107 |
| 119 | Wabash | US 24 at SR 13 | Intersection Improvement | 11.2 | 0.0 | 14.4 | 8.0 | 33.6 | 95 | N | 7.5 | 33.6 | 108 |
| 34 | Jasper | I-65 SB from US 24 to US 231 | Added Travel Lanes; Interchange Modification (I-65 at US 24) | 14.8 | 0.0 | 14.4 | 4.0 | 33.2 | 97 | N | 41.0 | 33.2 | 109 |
| 93 | Tippecanoe | SR 43 between I-65 Ramp Terminals | Intersection Improvement | 8.8 | 0.0 | 10.8 | 13.6 | 33.2 | 98 | N | 15.0 | 33.2 | 110 |
| 32 | Boone | I-65/US 52 Interchange | Interchange Modification | 7.2 | 0.0 | 7.2 | 18.4 | 32.8 | 101 | N | 15.0 | 32.8 | 111 |
| 76 | Lake | Kennedy Ave from 175th St to 173rd St | Added Travel Lanes | 5.6 | 0.0 | 7.2 | 20.0 | 32.8 | 102 | N | 5.3 | 32.8 | 112 |
| 90 | Henry | SR 3 at US 40 | Intersection Improvement | 8.8 | 0.0 | 18 | 5.6 | 32.4 | 104 | N | 5.5 | 32.4 | 113 |
| 9 | Marion | I-465/I-74 Interchange (Southeast) | Interchange Modification | 13.6 | 0.0 | 14.4 | 4.0 | 32.0 | 105 | N | 120.0 | 32.0 | 114 |
| 83 | Lagrange | SR 15 from E Elkhart St to Twin River Trail | Added Travel Lanes | 11.6 | 0.0 | 14.4 | 5.6 | 31.6 | 106 | N | 8.3 | 31.6 | 115 |
| 107 | Laporte | US 20 from I-94 West Ramp Terminal to US 35 | Intersection Improvement | 13.2 | 0.0 | 14.4 | 4.0 | 31.6 | 107 | N | 7.5 | 31.6 | 116 |
| 132 | Hamilton | US 31 SB from 0.38 Mile South of Keystone Pkwy to 0.4 Mile North of Old Meridian St | Auxiliary Lanes | 9.6 | 0.0 | 3.6 | 18.4 | 31.6 | 109 | N | 3.6 | 31.6 | 117 |
| 42 | Marion | I-65/County Line Rd Interchange | Interchange Modification | 13.6 | 0.0 | 7.2 | 10.4 | 31.2 | 110 | N | 15.0 | 31.2 | 118 |
| 63 | Decatur | I-74 from SR 3 to SR 229 | Added Travel Lanes | 11.6 | 0.0 | 10.8 | 8.8 | 31.2 | 111 | N | 201.2 | 31.2 | 119 |
| 141 | Vigo | US 41 at Ohio St | Intersection Improvement | 11.2 | 0.0 | 14.4 | 5.6 | 31.2 | 112 | N | 7.5 | 31.2 | 120 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
Department of
Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|------------|--|-----------------------------------|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 112 | Montgomery | US 231 from CR 600 S to 0.38 Mile North of E 300 S | Added Travel Lanes | 10.4 | 0.0 | 10.8 | 9.6 | 30.8 | 113 | N | 42.3 | 30.8 | 121 |
| 18 | Allen | I-469 from I-69 to St Joe Rd | Added Travel Lanes | 8.0 | 0.0 | 10.8 | 12.0 | 30.8 | 116 | N | 54.2 | 30.8 | 122 |
| 128 | Porter | US 30 at Sturdy Rd | Intersection Improvement | 12.8 | 0.0 | 10.8 | 5.6 | 29.2 | 118 | N | 7.5 | 29.2 | 123 |
| 113 | Putnam | US 231 from N Jackson St to Washington St | Intersection Improvement | 10.0 | 0.0 | 7.2 | 12.0 | 29.2 | 119 | N | 11.0 | 29.2 | 124 |
| 44 | Gibson | I-69 within I-69/I-64 Interchange | Auxiliary Lanes (Both Directions) | 13.2 | 0.0 | 3.6 | 12.0 | 28.8 | 120 | N | 13.1 | 28.8 | 125 |
| 52 | Steuben | I-69 from SR 120 to IN/MI State Line | Added Travel Lanes | 17.2 | 0.0 | 7.2 | 4.0 | 28.4 | 121 | N | 29.8 | 28.4 | 126 |
| 37 | Lake | I-65 NB from 0.5 South of US 20 to US 20 | Auxiliary Lanes | 7.6 | 0.0 | 3.6 | 4.0 | 15.2 | 158 | Y | 4.5 | 28.1 | 127 |
| 84 | Jay | SR 15 from Chevy Way to 0.2 Mile South of Sheldon St | Added Travel Lanes | 7.2 | 0.0 | 3.6 | 16.8 | 27.6 | 122 | N | 6.5 | 27.6 | 128 |
| 21 | Floyd | I-265 WB from I-64 to Charlestown Rd | Auxiliary Lanes | 11.6 | 0.0 | 3.6 | 12.0 | 27.2 | 123 | N | 33.5 | 27.2 | 129 |
| 106 | Steuben | US 20 between I-69 Ramp Terminals | Intersection Improvement | 8.8 | 0.0 | 14.4 | 4.0 | 27.2 | 124 | N | 15.0 | 27.2 | 130 |
| 48 | Grant | I-69 NB from US 35 to SR 18 | Auxiliary Lanes | 15.6 | 0.0 | 7.2 | 4.0 | 26.8 | 125 | N | 45.9 | 26.8 | 131 |
| 144 | Lake | US 41 from I-94 to 169th St | Added Travel Lanes | 8.4 | 0.0 | 14.4 | 4.0 | 26.8 | 128 | N | 26.4 | 26.8 | 132 |
| 149 | Lawrence | US 50 at 16th St | Intersection Improvement | 11.2 | 0.0 | 7.2 | 8.0 | 26.4 | 129 | N | 7.5 | 26.4 | 133 |
| 88 | Henry | SR 3 from US 40 to I-70 | Added Travel Lanes | 10.4 | 0.0 | 7.2 | 8.0 | 25.6 | 130 | N | 50.5 | 25.6 | 134 |
| 111 | Montgomery | US 231 from 0.38 Mile North of E 300 S to W South Blvd | Intersection Improvement | 10.0 | 0.0 | 3.6 | 12.0 | 25.6 | 131 | N | 15.0 | 25.6 | 135 |
| 89 | Decatur | SR 3 at SR 46 | Intersection Improvement | 11.6 | 0.0 | 3.6 | 10.4 | 25.6 | 132 | N | 7.5 | 25.6 | 136 |
| 92 | St Joseph | SR 331 from SR 933 to Jefferson Rd | Intersection Improvement | 8.8 | 0.0 | 3.6 | 12.0 | 24.4 | 134 | N | 15.0 | 24.4 | 137 |
| 115 | Spencer | US 231 from SR 62 to 0.29 Mile North of E CR 1950 | Intersection Improvement | 8.8 | 0.0 | 3.6 | 12.0 | 24.4 | 135 | N | 15.0 | 24.4 | 138 |
| 64 | Dearborn | I-74 from SR 101 to SR 1 | Added Travel Lanes | 11.6 | 0.0 | 3.6 | 8.8 | 24.0 | 136 | N | 110.6 | 24.0 | 139 |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



Indiana
Department of
Transportation

| PROJECT # | COUNTY | PROJECT LOCATION | PROJECT DESCRIPTION | MOBILITY & RELIABILITY | INFRASTRUCTURE | SAFETY | ECONOMIC BENEFIT | GOAL #1 | | WITHIN 5 MILES OF INTERMODAL FACILITIES (Y/N) | COST (\$M) | OVERALL (GOAL #1 + #2) | |
|-----------|-------------|---|---|------------------------|----------------|--------|------------------|---------|------|---|------------|------------------------|------|
| | | | | | | | | SCORE | RANK | | | SCORE | RANK |
| 86 | Tippecanoe | Schuyler Ave at Sagamore Pkwy | Intersection Improvement | 12.8 | 0.0 | 7.2 | 4.0 | 24.0 | 137 | N | 7.5 | 24.0 | 140 |
| 153 | Lawrence | US 50 from Fortner Ln to Mitchell Rd | Arterial Upgrade to Expwy | 10.4 | 0.0 | 3.6 | 9.6 | 23.6 | 139 | N | 17.1 | 23.6 | 141 |
| 4 | Bartholomew | US 31 at Old Hospital Rd | Intersection Improvement | 10.0 | 0.0 | 3.6 | 9.6 | 23.2 | 140 | N | 5.5 | 23.2 | 142 |
| 105 | Elkhart | US 131 from 0.18 Mile North of I-90 to SR 2 | Added Travel Lanes | 8.4 | 0.0 | 10.8 | 4.0 | 23.2 | 141 | N | 4.0 | 23.2 | 143 |
| 91 | Decatur | SR 3 from US 421 to I-74 | Added Travel Lanes | 11.6 | 0.0 | 7.2 | 4.0 | 22.8 | 143 | N | 17.8 | 22.8 | 144 |
| 109 | Putnam | US 231 from E CR 1000 to I-70 | Added Travel Lanes | 11.6 | 0.0 | 7.2 | 4.0 | 22.8 | 144 | N | 18.1 | 22.8 | 145 |
| 135 | Vigo | US 40 at Wabash Ave | Intersection Improvement | 15.2 | 0.0 | 3.6 | 4.0 | 22.8 | 145 | N | 7.5 | 22.8 | 146 |
| 140 | Vigo | US 41 from I-70 to E Wheeler Ave | Intersection Improvement | 8.8 | 0.0 | 3.6 | 10.4 | 22.8 | 146 | N | 7.5 | 22.8 | 147 |
| 116 | Dubois | US 231 from SR 64 to S Witz Rd | Added Travel Lanes | 10.0 | 0.0 | 3.6 | 8.8 | 22.4 | 147 | N | 40.7 | 22.4 | 148 |
| 123 | Union | US 27 from E Seminary St to W Union St | Intersection Improvement | 8.8 | 0.0 | 3.6 | 9.6 | 22.0 | 148 | N | 11.0 | 22.0 | 149 |
| 151 | Lawrence | US 50 from M St to Trunnelton Rd | Added Travel Lanes; Intersection Improvement | 10.4 | 0.0 | 3.6 | 8.0 | 22.0 | 149 | N | 28.8 | 22.0 | 150 |
| 110 | Montgomery | US 231 from US 136 to I-74 | Added Travel Lanes | 11.6 | 0.0 | 3.6 | 6.4 | 21.6 | 150 | N | 77.3 | 21.6 | 151 |
| 154 | Tippecanoe | US 52 at S River Rd | Intersection Improvement | 10.0 | 0.0 | 3.6 | 8.0 | 21.6 | 151 | N | 7.5 | 21.6 | 152 |
| 156 | Dekalb | US 6 between I-69 Ramp Terminals | Intersection Improvement | 10.0 | 0.0 | 3.6 | 8.0 | 21.6 | 152 | N | 15.0 | 21.6 | 153 |
| 24 | Clark | I-65/10th St Interchange | Interchange Modification | 10.8 | 0.0 | 3.6 | 6.4 | 20.8 | 153 | N | 15.0 | 20.8 | 154 |
| 145 | Lake | US 41 from Interstate Plaza Dr to 81st St | Added Travel Lanes | 9.6 | 0.0 | 7.2 | 4.0 | 20.8 | 154 | N | 12.1 | 20.8 | 155 |
| 114 | Owen | US 231 at SR 46 | Intersection Improvement | 12.8 | 0.0 | 3.6 | 4.0 | 20.4 | 155 | N | 5.5 | 20.4 | 156 |
| 155 | Rush | US 52 at SR 3 | Intersection Improvement | 8.8 | 0.0 | 3.6 | 5.6 | 18.0 | 156 | N | 5.5 | 18.0 | 157 |
| 97 | Bartholomew | SR 46 at US 31 | Intersection Improvement | 8.8 | 0.0 | 3.6 | 4.0 | 16.4 | 157 | N | 5.5 | 16.4 | 158 |

Table D.2 – Freight Projects That Coincide with INDOT’s Recent, On-Going, and E+C Projects

| PROJECT ID | COUNTY | PROJECT LOCATION | INDOT RECENT / ON-GOING / E+C PROJECTS |
|------------|-------------|--|--|
| 1 | Bartholomew | I-65/SR 46 Interchange | E+C project (Des #1802958 - I-65 added travel lanes from SR 38 to SR 46). |
| 2 | Johnson | I-65 SB within the I-65/SR 44 Interchange | E+C project (Des #2200048 - I-65 added travel lanes from US 31 to SR 44). |
| 3 | Marion | I-65 from County Line Rd to Southport Rd | Recent widening. |
| 4 | Marion | I-65 from I-465 to I-65/I-70 South Split | E+C project (Des #1400073 - I-65 added travel lanes from 0.20 mile N of I-465 to 0.05 mile N of I-70). |
| 5 | Marion | I-65/I-70 North Split | E+C project (Des #1600808 - I-65/I-70 North Split interchange modification). |
| 6 | Marion | I-65 from Central Ave to Fall Creek | E+C project (Des #2100018 - I-65 added travel lanes from Central Ave to Fall Creek). |
| 7 | Marion | I-65 at West St Interchange | E+C project (Des #1902636 - I-65 at West St interchange modification). |
| 8 | Hendricks | I-70 WB from SR 267 to Ronald Reagan Pkwy | E+C project (Des #2002594 - I-70 at SR 267 interchange modification) and recent widening. |
| 9 | Hancock | I-70 WB from Mount Comfort Rd to SR 9 | E+C project (Des #1702919 - I-70 added travel lanes from 1.0 mile West of Mount Comfort Rd to 1.2 miles east of SR 9). |
| 10 | Wayne | I-70 WB from US 35 to SR 227 | E+C projects (Des #2002422, 2002423, 2002424 - I-70 added travel lanes from SR 1 to Ohio state line; Des #1600626 - I-70 at SR 227 and US 40 interchange modification) |
| 11 | Morgan | I-69 NB from SR 39 to SR 252 | Recent and on-going project (I-69 Section 6). |
| 12 | Johnson | I-69 SB from SR 144 to County Rd 800 N | Recent and on-going project (I-69 Section 6). |
| 13 | Marion | I-69 from Southport Rd to Epler Ave | Recent and on-going project (I-69 Section 6). |
| 14 | Marion | I-465 from Mann Rd to US 31/S East St | Recent and on-going project (I-69 Section 6). |
| 15 | Marion | I-465 from White River to Fall Creek; I-69 from I-465 to E 88th PI | Recent and on-going project (Clear Path 465). |
| 16 | Madison | I-69 from SR 38 to Dr. M.L.K. Jr Blvd | Recent widening. |

APPENDIX D PRIORITY PROJECTS AND RECENT, EXISTING AND COMMITTED PROJECTS



| PROJECT ID | COUNTY | PROJECT LOCATION | INDOT RECENT / ON-GOING / E+C PROJECTS |
|------------|-----------|--|---|
| 17 | Floyd | I-64/I-265 Interchange | E+C project (Des #1900162 - I-64 added travel lanes from US 150 to the I-64/Spring St interchange). This interchange improvement was recommended by stakeholders through the on-line survey. However, no deficiency was found using INDOT's data and tools in a high-level planning analysis as part of this plan. |
| 18 | Lake | I-94 from Illinois state line to Clay St | Recent and on-going project (Borman Expressway). |
| 19 | Lake | Airport Rd/4th Ave from Chicago Ave to Bigger St | Recent widening. |
| 21 | Allen | I-469/US 24 Interchange | E+C project (Des #1800092 - I-469 at US 24 interchange modification). |
| 22 | Elkhart | US 33 from CR 40 to E Madison St | E+C project (Des #2000027 - US 33 added travel lanes from 4.9 miles S of SR 15 (CR 40) to 1.0 miles S of SR 15 (Monroe)) |
| 23 | Hendricks | US 36 from SR 267 to I-465 | E+C project (Des #1800203, 1601072, 1800035, 1800037 - US 36 added travel lanes) |
| 24 | Morgan | SR 39 from Morton Ave to W Summer Ave | Recent widening. |
| 25 | Boone | I-465 from 86th St to Westfield Blvd; I-865 | E+C project (Des #1600854, 1600857 - I-465 Northwest added travel lanes). |
| 26 | Marion | I-465 from W 86th St to W 71st St | This segment only has unreliable truck travel time issues without capacity deficiency. This segment is anticipated to be improved by the I-465 Northwest added travel lanes project. |
| 27 | Hamilton | US 31 from I-465 to 116th St | E+C project (Des #2002530 - US 31 interchange modification from I-465 to 116th St in Carmel). |
| 28 | Marion | I-465/US 36 Interchange | E+C project (Des #2000181 - I-465 at US 36/SR 67/Pendleton Pike (Exit 42)) |
| 29 | Marion | I-465 from I-65 S to I-70 E | E+C project |
| 30 | Marion | I-465 from Mann Rd to I-70 W | E+C project (I-465 added travel lanes from 1.2 mi E of SR 67 W junction (Mann Rd) to 0.3 mi S of I-70 W junction). |
| 31 | Marion | I-465/I-65 S Interchange | E+C project (I-465 south at I-65 interchange modification). |



Table E.1 summarizes commodities that are classified in FHWA’s Freight Analysis Framework Version 5 (FAF5).

Table E.1 – FAF5 Commodity Types

| CODE | COMMODITY NAME | COMMODITY DESCRIPTION |
|------|----------------------|---|
| 01 | Live animals/fish | Animals and Fish (live) |
| 02 | Cereal grains | Cereal Grains (includes seed) |
| 03 | Other ag prods. | Agricultural Products (excludes Animal Feed, Cereal Grains, and Forage Products) |
| 04 | Animal feed | Animal Feed, Eggs, Honey, and Other Products of Animal Origin |
| 05 | Meat/seafood | Meat, Poultry, Fish, Seafood, and Their Preparations |
| 06 | Milled grain prods. | Milled Grain Products and Preparations, and Bakery Products |
| 07 | Other foodstuffs | Other Prepared Foodstuffs, Fats and Oils |
| 08 | Alcoholic beverages | Alcoholic Beverages and Denatured Alcohol |
| 09 | Tobacco prods. | Tobacco Products |
| 10 | Building stone | Monumental or Building Stone |
| 11 | Natural sands | Natural Sands |
| 12 | Gravel | Gravel and Crushed Stone (excludes Dolomite and Slate) |
| 13 | Nonmetallic minerals | Other Non-Metallic Minerals not elsewhere classified |
| 14 | Metallic ores | Metallic Ores and Concentrates |
| 15 | Coal | Coal |
| 16 | Crude petroleum | Crude Petroleum |
| 17 | Gasoline | Gasoline, Aviation Turbine Fuel, and Ethanol (includes Kerosene, and Fuel Alcohols) |
| 18 | Fuel oils | Fuel Oils (includes Diesel, Bunker C, and Biodiesel) |
| 19 | Coal-n.e.c. | Other Coal and Petroleum Products, not elsewhere classified |
| 20 | Basic chemicals | Basic Chemicals |
| 21 | Pharmaceuticals | Pharmaceutical Products |
| 22 | Fertilizers | Fertilizers |
| 23 | Chemical prods. | Other Chemical Products and Preparations |
| 24 | Plastics/rubber | Plastics and Rubber |
| 25 | Logs | Logs and Other Wood in the Rough |
| 26 | Wood prods. | Wood Products |
| 27 | Newsprint/paper | Pulp, Newsprint, Paper, and Paperboard |
| 28 | Paper articles | Paper or Paperboard Articles |
| 29 | Printed prods. | Printed Products |
| 30 | Textiles/leather | Textiles, Leather, and Articles of Textiles or Leather |
| 31 | Nonmetal min. prods. | Non-Metallic Mineral Products |
| 32 | Base metals | Base Metal in Primary or Semi-Finished Forms and in Finished Basic Shapes |
| 33 | Articles-base metal | Articles of Base Metal |
| 34 | Machinery | Machinery |

APPENDIX E FHWA FAF5 COMMODITY TYPES



Indiana
Department of
Transportation

| CODE | COMMODITY NAME | COMMODITY DESCRIPTION |
|------|-----------------------|--|
| 35 | Electronics | Electronic and Other Electrical Equipment and Components, and Office Equipment |
| 36 | Motorized vehicles | Motorized and Other Vehicles (includes parts) |
| 37 | Transport equip. | Transportation Equipment, not elsewhere classified |
| 38 | Precision instruments | Precision Instruments and Apparatus |
| 39 | Furniture | Furniture, Mattresses and Mattress Supports, Lamps, Lighting Fittings, and Illuminated Signs |
| 40 | Misc. mfg. prods. | Miscellaneous Manufactured Products |
| 41 | Waste/scrap | Waste and Scrap (excludes of agriculture or food) |
| 43 | Mixed freight | Mixed Freight |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



Table F.1 summarizes INDOT’s existing and committed (E+C) projects for major roadway capacity improvements. These projects were incorporated in the Indiana Statewide Travel Demand Model (ISTDM8) 2045 network for analysis during the development of the freight plan.

Table F.1 – INDOT’s Major E+C Projects

| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|------------------------------|--|----------------|---------|---|----------------|---------------|-------------|-------------------------|----------------|--------------|
| 1600808 | B-36910 | Interchange Mod, Multi-Level | Interchange Modification | Interstate | 65/70 | I-65/70 N Jct | Active | 2020 | Mobility | Marion | Greenfield | 5/5/2020 |
| 0500432 | R-41542 | New Road Construction | New Interstate Construction Project | Proposed Route | 69 | PR 69 Johnson Co Segment, From 1 mi S of SR144 to 0.5 mi N of Wicker Rd Contract 4 | Active | 2021 | Major New | Johnson, Marion, Morgan | Seymour | 11/18/2020 |
| 1801695 | R-41536 | New Road Construction | New Interstate Construction Project | Proposed Route | 69 | PR 69 Marion Co Segment, 0.5 mi N of Wicker Rd via SR 37 to I-465 | Active | 2021 | Major New | Marion | Greenfield | 8/13/2020 |
| 1801697 | R-41542 | New Road Construction | New Interstate Construction Project | Proposed Route | 69 | PR 69 Morgan Co Segment 2, from 1 mi N of Henderson Ford Rd to 1 mi S of SR144 | Active | 2021 | Major New | Johnson | Seymour | 11/18/2020 |
| 1901383 | R-41542 | New Road Construction | New Interstate Construction Project | Proposed Route | 69 | PR 69 Morgan/Johnson Co, from 1 mi N of SR44 via SR 37 to SR 144, S-Lines only Contract 4 | Active | 2021 | Major New | Morgan | Seymour | 11/18/2020 |
| 1702919 | R-41501 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 70 | I 70 1.0 mile west of Mount Comfort Road to 1.2 miles east of SR 9 | Active | 2022 | Roadway | Hancock | Greenfield | 10/14/2021 |
| 2001172 | R-42909 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I 65 1.33 mi N of SR 25 to 0.8 mi N of SR 43 | Active | 2022 | Mobility | Tippecanoe | Crawfordsville | 1/12/2022 |
| 2100049 | R-42909 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I 65 0.8 mi N of SR 43 to 2.43 mi N of SR 43 | Active | 2022 | Mobility | Tippecanoe | Crawfordsville | 1/12/2022 |
| 2000160 | R-43010 | Distr Intscn Imprv Proj | Interchange Modification | Interstate | 65 | At I-65 & Lafayette Ave SB exit ramp, 1.25 mi N of SR 32, 0.6 mi S of the US 52 interchange | Active | 2023 | Mobility | Boone | Greenfield | 10/13/2022 |
| 1900162 | R-42570 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 64 | I-64 from US 150 to the I-64 & Spring St interchange | Active | 2024 | Mobility | Floyd | Seymour | 3/13/2024 |
| 2002422 | R-43375 | Pavement Replacement | Major Pavement Project (Interstate) | Interstate | 70 | I 70 7.65 mi E of SR 1 (0.31 mi W of Centerville Rd) to 0.62 mi W of US 27 | Active | 2024 | Roadway | Wayne | Greenfield | 2/14/2024 |
| 2002423 | R-43375 | Pavement Replacement | Major Pavement Project (Interstate) | Interstate | 70 | I 70 0.62 mi W of US 27 to 0.26 mi E of US 40 (Indiana/Ohio St Ln) | Active | 2024 | Roadway | Wayne | Greenfield | 2/14/2024 |
| 2002424 | R-43375 | Pavement Replacement | Major Pavement Project (Interstate) | Interstate | 70 | I 70 1.12 mi W of SR 1 to 7.65 mi E of SR 1 (0.31 mi W of Centerville Rd) | Active | 2024 | Roadway | Wayne | Greenfield | 2/14/2024 |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|--------------------------------|--|------------|---------|--|----------------|---------------|-------------|-------------------|----------------|--------------|
| 2002959 | R-43714 | Added Travel Lanes | Major Pavement Project (Interstate) | Interstate | 70 | I-70 from 0.76 mi W of SR 39 to SR 267 | Active | 2026 | 1700190 | Hendricks, Morgan | Crawfordsville | |
| 2002530 | R-43713 | Interchange Modification | Interchange Modification | U.S. | 31 | US 31 from I-465 to 116th St in Carmel | Active | 2026 | Mobility | Hamilton | Greenfield | |
| 1901643 | T-42591 | ITS Traffic Mgmt Systems | Traffic Mgmt Systems Project | Interstate | 80/94 | I-80/94 from the Illinois State Line to I-65 TSMO | Active | 2026 | Mobility | Lake | LaPorte | 7/9/2025 |
| 2002594 | | Interchange Modification | Interchange Modification | Interstate | 70 | I-70 at SR 267 interchange | Active | 2027 | Mobility | Hendricks | Crawfordsville | |
| 1400071 | R-39231 | Interchange Modification | Interchange Modification Project | Interstate | 65 | I-65 at SR 267 (4.5 mi N of I-865) | Active | 2020 | Mobility | Boone | Crawfordsville | 5/7/2020 |
| 1702147 | R-39231 | New Interchange Construction | New Interchange Project | Interstate | 65 | I-65 at CR 550S | Active | 2020 | Mobility | Boone | Crawfordsville | 5/7/2020 |
| 1500125 | | Interchange Modification | Added Travel Lanes Project | Interstate | 69 | I-69 at I-465, from I-465 to 1.55 mi N of I-465 (SB only) | Active | 2020 | Mobility | Marion | Greenfield | |
| 1700139 | R-40389 | New Interchange Construction | Intersection Improvement Project | State Road | 46 | SR 46 at the SR 46 & SR 11 intersection in Columbus | Active | 2020 | Mobility | Bartholomew | Seymour | 10/9/2019 |
| 1800091 | R-41809 | Interchange Modification | Interchange Modification Project | Interstate | 69 | I 69 At SR 14 interchange (NE Loop and SE Ramp) | Active | 2021 | Mobility | Allen | Fort Wayne | 12/9/2020 |
| 1401828 | R-41809 | Interchange Modification | Interchange Modification Project | Interstate | 69 | I 69 At SR 14 interchange (SW Loop) | Active | 2021 | Safety | Allen | Fort Wayne | 12/9/2020 |
| 1902636 | R-42580 | Aux Lanes, Accel & Decel Lanes | Interchange Modification Project | Interstate | 65 | I-65 at West St | Active | 2021 | | Marion | Greenfield | 7/8/2020 |
| 1801500 | R-41341 | Interchange Modification | Interchange Modification Project | Interstate | 65 | I-65 at 109th St, 1.86 mi N of US 231 | Active | 2021 | Roadway | Lake | LaPorte | 4/7/2021 |
| 1400075 | R-38526 | Interchange Modification | Added Travel Lanes Project | Interstate | 465 | I-465 from White R. to W end of 465/69 interchange, and E end of interchange to br over Fall Crk | Active | 2022 | Mobility | Marion | Greenfield | 12/8/2021 |
| 1800036 | R-41544 | Interchange Modification | Interchange Modification Project | Interstate | 69 | I 69 I-69 from 0.99 miles north of SR 3 to 1.74 miles north of SR 3 (Coldwater Road) | Active | 2022 | Safety | Allen | Fort Wayne | 11/17/2021 |
| 1702131 | | Interchange Modification | District Pavement Project (Interstate) | Interstate | 69 | I 69 From 1.17 Miles East of SR 3 to 1.68 Mi. E. of SR 3.(Coldwater Rd Interchange). | Active | 2022 | Safety | Allen | Fort Wayne | |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|---------------------------------|---|--------------|---------|---|----------------|---------------|-------------|----------------|----------------|--------------|
| 1702149 | R-41346 | New Interchange Construction | New Interchange Project | U.S. Highway | 31 | US 31 at 236th St / Jackson St, 2.5 mi N of SR 38 | Active | 2022 | Roadway | Hamilton | Greenfield | 7/14/2021 |
| 1901797 | R-42188 | New Interchange Construction | New Interchange Project | U.S. Highway | 31 | US 31 at 276th St, 5.0 mi N of SR 38 | Active | 2022 | Statewide | Hamilton | Greenfield | 5/5/2022 |
| 1800089 | R-41580 | Interchange Modification | Interchange Modification Project | Interstate | 469 | I 469 I-469 at I-69 N Jct. | Active | 2023 | Mobility | Allen | Fort Wayne | 11/16/2022 |
| 2000160 | R-43010 | Interchange Modification | District Intersection Improvement Project | Interstate | 65 | I-65 and Lafayette Ave. SB exit ramp 1.25 mi N of SR 32 interchange; 0.60 mi S of US 52 interchange | Active | 2023 | Mobility | Boone | Crawfordsville | 10/13/2022 |
| 2002592 | R-43518 | Interchange Modification | Added Travel Lanes Project | Interstate | 69 | I-465/69 interchange, I-69: I-465 to N of 82nd St., Binford Blvd: 0.8 mi S of 465 to 465, ramps | Active | 2023 | Mobility | Marion | Greenfield | 11/16/2022 |
| 1800034 | R-41568 | Interchange Modification | Interchange Modification Project | Interstate | 469 | I 469 I-469 SB off-ramp @ SR 37 | Active | 2023 | Safety | Allen | Fort Wayne | 8/10/2022 |
| 1801807 | | New Interchange Construction | District Pavement Project (Non-I) | U.S. Highway | 30 | US 30 7.4 mi W of US 33, at CR 800E / Co Line Rd (Whitley/Allen Co Line) | Provisional | 2023 | Mobility | Allen, Whitley | Fort Wayne | |
| 1802090 | B-41640 | New Interchange Construction | District Bridge Project (Rehabilitation) | U.S. Highway | 31 | US 31 at SR 18 | Provisional | 2023 | Mobility | Miami | Fort Wayne | 12/7/2022 |
| 1800092 | R-42360 | Interchange Modification | Interchange Modification Project | Interstate | 469 | I 469 I-469 at the US 24 Interchange. | Active | 2024 | Mobility | Allen | Fort Wayne | 9/13/2023 |
| 1901890 | R-41079 | New Interchange Construction | New Interchange Project | U.S. Highway | 30 | US 30 1.55 Miles West of US 33, at Flaugh Road | Active | 2024 | Mobility | Allen | Fort Wayne | 11/15/2023 |
| 2101193 | R-41079 | New Bridge Construction | New Interchange Project | U.S. Highway | 30 | US 30 1.55 Miles West of US 33, at Flaugh Road | Active | 2024 | Mobility | Allen | Fort Wayne | 11/15/2023 |
| 1901891 | R-41079 | New Bridge Construction | New Interchange Project | U.S. Highway | 30 | US 30 2.56 Miles West of US 33, at O'Day Road | Active | 2024 | Mobility | Allen | Fort Wayne | 11/15/2023 |
| 2200991 | B-41439 | Interchange Modification | Interchange Modification | U.S. Highway | 6 | US 6 at I-80/94, 2.27 mi W of SR 51 | Active | 2024 | Bridge | Lake | LaPorte | 10/12/2023 |
| 1700164 | T-42532 | Aux Lanes, Truck Climbing Lanes | Intersection Improvement Project | U.S. Highway | 31 | US 31 at the intersection of CR 275N / Farmington Rd | Provisional | 2024 | Mobility | Jackson | Seymour | 4/10/2024 |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|------------------------------|--|---------------------|---------|--|----------------|---------------|-------------|----------|----------------|--------------|
| 2000288 | R-43345 | Interchange Modification | Interchange Modification Project | Various Route Types | VARI | VA VARI AT ramp junctions with Spring St, Spring St from 5th St to State St, 5th, Washington Place | Active | 2025 | Mobility | Floyd | Seymour | 2/12/2025 |
| 1800034 | R-43259 | Interchange Modification | District Pavement Project (Interstate) | Interstate | 469 | I-469 SB Off-Ramp at SR 37 | Active | 2025 | Safety | Allen | Fort Wayne | 7/10/2024 |
| 2000026 | R-43257 | Interchange Modification | Interchange Modification Project | Interstate | 469 | I-469 NB On-Ramp at US 30 | Provisional | 2025 | Mobility | Allen | Fort Wayne | 7/10/2024 |
| 2000020 | R-43918 | Interchange Modification | Interchange Modification Project | Interstate | 65 | I 65 0.5mi S of SR10 to 0.5 mi N of SR10 | Active | 2026 | Mobility | Jasper | LaPorte | 7/9/2025 |
| 2000159 | R-43950 | Interchange Modification | Interchange Modification Project | Interstate | 465 | I 465 I-465 at Keystone Avenue (Exit 33) | Active | 2026 | Mobility | Marion | Greenfield | 7/9/2025 |
| 2000181 | R-43951 | Interchange Modification | Interchange Modification Project | Interstate | 465 | I 465 I-465 at US 36/SR 67/ Pendleton Pike (Exit 42) | Active | 2026 | Mobility | Marion | Greenfield | 10/8/2025 |
| 2002530 | R-43713 | Interchange Modification | Interchange Modification Project | U.S. Highway | 31 | US 31 From I-465 to 116th St in Carmel | Active | 2026 | Mobility | Hamilton | Greenfield | |
| 2200176 | R-44240 | New Interchange Construction | New Interchange Project | Interstate | 65 | I-65 0.2 mi N of CR 300N | Active | 2026 | Roadway | Boone | Crawfordsville | 7/9/2025 |
| 2000147 | | Interchange Modification | Interchange Modification Project | Interstate | 465 | I-465 at US 421/Michigan Rd (Exit 27) | Active | 2027 | Mobility | Marion | Greenfield | |
| 2101799 | | Interchange Modification | Interchange Modification Project | Interstate | 65 | I-65 at Veterans Parkway | Active | 2027 | Mobility | Clark | Seymour | |
| 2200013 | | Interchange Modification | Interchange Modification Project | Interstate | 65 | I-65 at Main St | Provisional | 2027 | Mobility | Johnson | Seymour | |
| 2200034 | | Interchange Modification | Interchange Modification Project | Interstate | 69 | I-69 at SR 8 | Provisional | 2027 | Safety | Dekalb | Fort Wayne | |
| 2200455 | R-41079 | New Interchange Construction | New Interchange Project | U.S. Highway | 30 | US 30 4.59 Miles West of US 33, at Felger Road/Leesburg Road | Active | 2028 | Mobility | Allen | Fort Wayne | 11/15/2023 |
| 2200457 | R-41079 | New Bridge Construction | New Interchange Project | U.S. Highway | 30 | US 30 at Butt Road | Active | 2028 | Mobility | Allen | Fort Wayne | 11/15/2023 |
| 1802051 | T-41777 | New Interchange | New Interchange Project | U.S. Highway | 31 | US 31 at SR 10 | Active | 2028 | Safety | Marshall | LaPorte | |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|--|--|--------------|---------|--|----------------|---------------|-------------|-------------|----------------|--------------|
| 2200483 | T-41777 | New Interchange | New Interchange Project | U.S. Highway | 31 | US 31 at SR 110 | Active | 2028 | Safety | Marshall | LaPorte | |
| 2200484 | T-41777 | New Interchange | New Bridge Construction | U.S. Highway | 31 | US 31 at CR 700N | Active | 2028 | Mobility | Marshall | LaPorte | |
| | | Interchange Modification | Interchange Modification | Interstate | 465 | I-465 South at I-65 Interchange | | | | | | |
| 2100018 | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 65 | I-65 from Central Ave to Fall Creek | Call | | Mobility | Marion | Greenfield | |
| 1902158 | R-42624 | Aux Lane Construction | District Pavement Project (Non-I) | U.S. Highway | 30 | US 30 at Elkhart Western RR | Active | 2020 | | Marshall | LaPorte | 5/7/2020 |
| 1601072 | R-39814 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 36 | US 36 4.26 mi to 3.00 mi W of W leg of I-465 | Active | 2021 | Mobility | Hendricks | Crawfordsville | 2/10/2021 |
| 1383695 | R-40635 | Auxiliary Lanes, Two-way Left Turn Lanes | District Pavement Project (Non-I) | U.S. Highway | 41 | US 41 From US 231 to 1.52 mi N of US 231 (Standard Drive) | Active | 2021 | Mobility | Lake | LaPorte | 7/8/2020 |
| 1400065 | R-42015 | Added Travel Lanes, HMA | District Pavement Project (Non-I) | State Road | 32 | SR 32 from 0.2 mile E of Cicero Creek to SR 38 W. Jct. | Active | 2021 | Mobility | Hamilton | Greenfield | 3/10/2021 |
| 1802967 | R-41841 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 65 | I-65 from 0.84 mi N of SR 32 to 0.80 Mi N of SR 47 | Active | 2021 | Roadway | Boone | Crawfordsville | 10/07/2020 |
| 1601024 | R-39932 | Added Travel Lanes, Construct Turn Lanes | District Pavement Project (Non-I) | U.S. Highway | 231 | US 231 At US 231 and 12th Avenue | Active | 2021 | Mobility | Dubois | Vincennes | 3/10/2021 |
| 1802958 | R-41849 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 065 | I-65 from SR 58 to SR 46 | Active | 2021 | Roadway | Bartholomew | Seymour | 10/07/2020 |
| 1592421 | B-39052 | New Bridge, Other | District Bridge Project (New Bridge/Grade Sep) | U.S. Highway | 31 | US 31 0.97 miles N of SR 28 over the N/S Railroad NB Bridge | Active | 2021 | Safety | Tipton | Greenfield | 5/5/2021 |
| 1901368 | B-39052 | New Bridge, Other | District Bridge Project (New Bridge/Grade Sep) | U.S. Highway | 31 | US 31 SB Bridge over the NS Railroad | Active | 2021 | Safety | Tipton | Greenfield | 5/5/2021 |
| 1600626 | R-39736 | Auxiliary Lanes, Accel & Decel or Turn Lanes | District Pavement Project (Interstate) | Interstate | 70 | I 70 At SR 227 and US 40 Interchanges | Active | 2021 | Safety | Wayne | Greenfield | 12/9/2020 |
| 1700140 | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 465 | I 465 SB Only From I-69 to 2.15 miles S of I-69 (Bridge over Fall Creek Rd) | Active | 2022 | Mobility | Marion | Greenfield | |
| 1400075 | R-38526 | Interchange Modification | Added Travel Lanes Project | Interstate | 465 | I 465 I-465 from White R. to W end of 465/69 interchange, and E end of interchange to br over Fall Creek | Active | 2022 | Mobility | Marion | Greenfield | 12/08/2021 |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|--|--|--------------|---------|---|----------------|---------------|-------------|------------------------|----------------|--------------|
| 2001172 | R-42909 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I 65 1.33 mi N of SR 25 to 0.8 mi N of SR 43 | Active | 2022 | Mobility | Tippecanoe | Crawfordsville | 1/12/2022 |
| 2100049 | R-42909 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I 65 0.8 mi N of SR 43 to 2.43 mi N of SR 43 | Active | 2022 | Mobility | Tippecanoe | Crawfordsville | 1/12/2022 |
| 1700091 | R-40742 | Auxiliary Lanes, Accel & Decel or Turn Lanes | Added Travel Lanes Project | U.S. Highway | 231 | US 231 From 0.27 mi N to 1.05 mi N of I-70 | Active | 2023 | Mobility | Putnam | Crawfordsville | 6/15/2022 |
| 1700190 | R-41623 | Auxiliary Lanes, Passing | Added Travel Lanes Project | U.S. Highway | 231 | US 231 From 4.19 mi N of I-74 to 2.53 mi N of SR 28 | Active | 2023 | Mobility | Montgomery, Tippecanoe | Crawfordsville | 9/14/2022 |
| 1702936 | R-41837 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 36 | US 36 from 0.28 mi S of SR 38 to SR9/SR67 N. Jct. | Active | 2023 | Mobility | Madison | Greenfield | 11/16/2022 |
| 1800035 | R-41781 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 36 | US 36 From 3 miles west of I-465 to 1.65 miles west of I-465 | Active | 2023 | Mobility | Marion | Greenfield | 2/15/2023 |
| 1800037 | R-41781 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 36 | US 36 From 1.65 miles west of I-465 to I-465 | Active | 2023 | Mobility | Marion | Greenfield | 2/15/2023 |
| 1800082 | R-41481 | Added Travel Lanes | Intersection Improvement Project | U.S. Highway | 31 | US 31 from South Main St. to Israel Lane | Active | 2023 | Mobility | Johnson | Seymour | 7/13/2022 |
| 1802854 | R-41837 | Added Travel Lanes | Added Travel Lanes Project | State Road | 9 | SR 9 From N Junction US 36 North to Huntsville Rd | Active | 2023 | Mobility | Madison | Greenfield | 11/16/2022 |
| 1600518 | R-42478 | Aux Lane Construction | District Pavement Project (Non-I) | State Road | 15 | SR 15 5.73 mi N of US 6 (CR 42 N Jct) | Active | 2023 | Safety | Elkhart | Fort Wayne | 8/10/2022 |
| 1600517 | R-39851 | Added Travel Lanes | District Pavement Project (Non-I) | U.S. Highway | 20 | US 20 US 20 from SR 15 to 4.14 miles E of SR 15 (CR 35) | Active | 2023 | Safety | Elkhart | Fort Wayne | 6/15/2022 |
| 1702992 | R-41437 | Auxiliary Lanes, Two-way Left Turn Lanes | District Pavement Project (Non-I) | U.S. Highway | 20 | US 20 US20 from 4.8 mi E of SR 39 (CR300E) to 7.2 mi E of SR39 (CR500E) | Active | 2023 | Safety | LaPorte | LaPorte | 10/13/2022 |
| 1702993 | R-41437 | Auxiliary Lanes, Two-way Left Turn Lanes | District Pavement Project (Non-I) | U.S. Highway | 20 | US 20 US20 from 400' E of SR39 to 2.85 mi E of SR39 (Fail Rd) | Active | 2023 | Safety | LaPorte | LaPorte | 10/13/2022 |
| 1800060 | R-42253 | Auxiliary Lanes, Passing | District Pavement Project (Non-I) | State Road | 32 | SR 32 from 3.69 mi W of SR 75 to 2.47 mi W of I-65 | Active | 2024 | Mobility | Boone | Crawfordsville | 7/12/2023 |
| 1900095 | R-42379 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 20 | US 20 US 20 from 2.13 miles W of SR 13 (CR 35) to SR 13 | Active | 2024 | Mobility | Elkhart | Fort Wayne | 12/13/2023 |
| 1900162 | R-42570 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 64 | I 64 From US 150 to I-64 and Spring Street interchange | Active | 2024 | Mobility | Floyd | Seymour | 3/13/2024 |
| 1900173 | R-42590 | Added Travel Lanes | Added Travel Lanes Project | State Road | 32 | SR 32 from 19th to Presley Dr, Noblesville | Active | 2024 | Mobility | Hamilton | Greenfield | 7/12/2023 |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|--|--|--------------|---------|---|----------------|---------------|-------------|-------------------|----------------|--------------|
| 1700135 | R-41529 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I-65 from 2.78 mi S of SR 160 to SR 56 | Active | 2024 | Roadway | Clark, Scott | Seymour | 7/12/2023 |
| 2101192 | R-44015 | Added Travel Lanes | District Pavement Project (Interstate) | Interstate | 65 | I-65 from S of SR 56 interchange to 1.5 mi N of SR 56 | Provisional | 2024 | Roadway | Scott | Seymour | 4/10/2024 |
| 1800081 | | Added Travel Lanes | Intersection Improvement Project | U.S. Highway | 31 | US 31 from S Main St to Hospital Rd | Active | 2024 | Mobility | Johnson | Seymour | |
| 1800083 | | Added Travel Lanes | Intersection Improvement Project | U.S. Highway | 31 | US 31 from Cedar Ln to Hospital Rd | Active | 2024 | Mobility | Johnson | Seymour | |
| 1400073 | R-38912 | Asphalt Patching | Added Travel Lanes Project | Interstate | 65 | I 65 I-65 from 0.20 mile N of I-465 to 0.05 mile N of I-70 | Active | 2025 | Mobility | Marion | Greenfield | 2/12/2025 |
| 1600854 | R-41789 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 465 | I 465 from 1.33 mi S of I-865 (86th Street) to US 421 | Active | 2025 | Mobility | Boone, Marion | Greenfield | 11/15/2024 |
| 1600857 | R-41789 | Added Travel Lanes | Added Travel Lanes Project | Interstate | 465 | I 465 from US 421 to US 31 | Active | 2025 | Mobility | Hamilton, Marion | Greenfield | 11/15/2024 |
| 1900410 | R-38912 | Concrete Pavement Preservation (CPP) | Added Travel Lanes Project | Interstate | 65 | I 65 from 0.20 mile N of I-465 to 0.25 mile N of Keystone bridges | Active | 2025 | Mobility | Marion | Greenfield | 2/12/2025 |
| 2000158 | R-43547 | Added Travel Lanes | District Pavement Project (Non-I) | State Road | 32 | SR 32 Hazel Dell Road to Mensa Drive. | Active | 2025 | Mobility | Hamilton | Greenfield | 9/11/2024 |
| 2000031 | R-43309 | Aux Lanes, Passing | Other Project Type | U.S. Highway | 33 | US 33 from SR 109 to SR 5 | Active | 2025 | Mobility | Noble | Fort Wayne | 12/11/2024 |
| 2000027 | R-43800 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 33 | US 33 US 33 from 4.9 miles S of SR 15 (CR 40) to 1.0 miles S of SR 15 (Monroe) | Active | 2026 | Mobility | Elkhart | Fort Wayne | 9/10/2025 |
| 2001154 | R-42857 | New Road Construction | District Pavement Project (Non-I) | State Road | 11 | SR 11 From SR 135/Watson Road to SR 11/SR 337/Melview Road Intersection | Active | 2026 | Mobility | Harrison | Seymour | 7/9/2025 |
| 2002959 | R-43714 | Added Travel Lanes | Major Pavement Project (Interstate) | Interstate | 70 | I 70 From 0.76 mile W of SR 39 to SR 267 | Active | 2026 | Mobility | Hendricks, Morgan | Crawfordsville | |
| 2003090 | | Added Travel Lanes | Added Travel Lanes Project | State Road | 32 | SR 32 East St. to Hazel Dell Rd. along SR 32, between Westfield and Noblesville | Active | 2026 | Mobility | Hamilton | Greenfield | |
| 1700025 | R-40609 | Auxiliary Lanes, Two-way Left Turn Lanes | Added Travel Lanes Project | U.S. Highway | 41 | US 41 From 3.25 mi S of US 231 to US 231 | Active | 2026 | Safety | Lake | LaPorte | 7/9/2025 |
| 2003091 | R-39270 | Median Construction | District Pavement Project (Non-I) | State Road | 3 | SR 3 Sherry Lane to SR 38 in New Castle | Active | 2026 | Safety | Henry | Greenfield | 7/10/2024 |

APPENDIX F INDOT EXISTING AND COMMITTED (E+C) PROJECTS



| DES # | CONTRACT # | WORK TYPE | WORK CATEGORY | ROUTE TYPE | ROUTE # | LOCATION | PROJECT STATUS | PRIORITY YEAR | ASSET GROUP | COUNTY | DISTRICT NAME | LETTING DATE |
|---------|------------|---------------------|-----------------------------------|--------------|---------|--|----------------|---------------|-------------|-----------------------|----------------|--------------|
| 2100012 | R-43813 | Median Construction | Other Project Type | State Road | 8 | SR 8 From 0.10 Miles East of I-69 to 0.60 Miles East of I-69 | Active | 2026 | Safety | Dekalb | Fort Wayne | 11/13/2025 |
| 2200048 | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 65 | I-65 from US 31 to SR 44 | Active | 2027 | Mobility | Johnson, Shelby, Bart | Seymour | |
| 2000076 | | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 421 | US 421 from 2.91 mi N of N leg I-465 to 2.86 mi S of SR 32 | Provisional | 2027 | Mobility | Boone | Crawfordsville | |
| 2000028 | | Aux Lanes, Passing | Other Project Type | U.S. Highway | 33 | US 33 from 3.8 mi N of US 30 to 0.8 mi S of SR 205 | Active | 2027 | Mobility | Allen, Whitley | Fort Wayne | |
| 2000029 | | Aux Lanes, Passing | Other Project Type | U.S. Highway | 33 | US 33 from SR 205 to SR 9 | Active | 2027 | Mobility | Noble, Whitley | Fort Wayne | |
| 1800088 | R-43787 | Added Travel Lanes | Small Town Reconstruction Project | State Road | 46 | SR 46 EB from Brown St to Jackson St in Columbus | Active | 2027 | Mobility | Bartholomew | Seymour | 7/8/2026 |
| 1800203 | R-42531 | Added Travel Lanes | Added Travel Lanes Project | U.S. Highway | 36 | US 36 from 3.95 mi W of I-465 W leg to 7.34 mi W of I-465 | Planned | 2028 | Safety | Hendricks | Crawfordsville | 4/8/2026 |
| no des | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 465 | I-465 from 1.2 mi E of SR 67 W Jct (Mann Rd) to 0.3 mi S of I-70 W Jct | Planned | 2029 | Mobility | Marion | Greenfield | |
| 1902867 | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 65 | I-65 from 0.8 mi N of SR 47 to 0.8 mi N of SR 28 | Planned | 2030 | Mobility | Boone, Clinton | Crawfordsville | |
| 1902868 | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 65 | I-65 from 0.8 mi N of SR 28 to 0.8 mi N of SR 38 | Planned | 2031 | Mobility | Clinton, Tippecanoe | Crawfordsville | |
| | | Added Travel Lanes | Added Travel Lanes Project | Interstate | 465 | I-465 from I-70 E to I-65 S | | | | | | |



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