



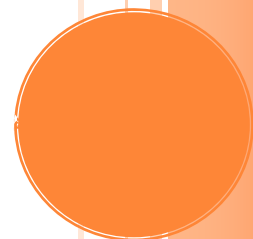
FEDERAL HIGHWAY ADMINISTRATION: INDIANA DIVISION

2012 Accomplishments Report

This document outlines the Indiana Division's Performance Year (PY) 2012 Accomplishments in the areas of National Leadership, System Performance, Program Delivery, and Corporate Capacity. The reporting period for this document is June 1, 2011 to May 31, 2012. The PY 2012 accomplishments were used to assess the state of Indiana's compliance with Federal regulations and enhance the abilities/knowledge of our Division staff.

Developed by Indiana Division

6/29/2012



FEDERAL HIGHWAY ADMINISTRATION: INDIANA DIVISION

2012 Accomplishments Report

Introduction

This report summarizes accomplishments of the Indiana Division for Performance Year (PY) 2012. Division Leadership used the Indiana Division's Performance Plan PY 2012 and Program Oversight Initiatives (POI) PY 2012 to guide their activities and set priorities throughout the year. The Division's Performance Plan was aligned with the Federal Highway Administration (FHWA) Strategic Plan. The Performance Objectives and Activities included in the Division's Performance Plan contributed to achieving national transportation goals.

Indiana State Quick Facts

Population (2012)	6,483,802
Land Area	36,420 sq. miles
Annual VMT (2009)	76,628,000
FY 09 Apportionment	\$ 988.7 million
Division Office FTEs	24

The Indiana Division delivers approximately a \$988.7 million annual Federal-aid Highway Program in cooperation with our state and local partners, including the Indiana Department of Transportation (INDOT), Indiana's Metropolitan Planning Organizations (MPOs), and Local Public Agencies (LPAs).

The Federal-aid program assists our partners in managing Indiana's transportation infrastructure which includes 97,066 miles of roadway with 2,844 miles designated as National Highway System (NHS) including 1,169 miles of Interstate highway. The infrastructure also includes approximately 18,500 bridges.

The Division has used its PY 2012 accomplishments to assess the state of Indiana's compliance with Federal regulations and to enhance the abilities/knowledge of our Division staff.

National Leadership

Every Day Counts (EDC)

Working with our state and local partners, Indiana established a 17 member State Transportation Innovation Council (STIC) for support and guidance of EDC. The STIC has members from 13 different Indiana agencies/organizations.

Furthermore, we focused on the advancement of EDC technological processes. *Warm mix asphalt* is now allowed for use on all Indiana projects. It is industry driven with the contractors gaining a cost savings advantage which has provided taxpayer savings due to better pricing. In 2011, 1.81 million tons of warm mix asphalt was placed, 69.6% of all hot mix asphalt (HMA) produced on INDOT contracts which is up from 67.4% in 2010. Approximately 50 asphalt plants are now using the water injection method to produce foamed asphalt as warm mix asphalt.

Indiana also continues to make progress in the deployment of *Safety Edge*. INDOT has a Safety Edge Specification in the form of a Recurring Special Provision (RSP) which is being incorporated into all asphalt pavement projects that meet requirements: “A *HMA safety edge shall be constructed at locations where a dense graded intermediate mixture or a surface mixture is constructed adjacent to an aggregate or earth shoulder.*” Language regarding the placement of the Safety Edge has also been placed in the revised Indiana Design Manual. Projects using the Safety Edge have been let and are expected to be under construction by the summer 2012.

Indiana is utilizing *Accelerated Bridge Construction* techniques to replace the Milton-Madison Bridge, a major Ohio River crossing, which was partially funded using TIGER 1 funds. The Division has provided technical assistance, conducted construction inspections, and conducted a steel fabrication review. Through the innovative design and construction methods, the existing bridge will remain open for all but 10 days during construction. Using a “truss sliding” method, a new 2,426 foot long truss bridge will be slid into place atop the existing rehabilitated piers. As a result of the existing bridge remaining open, the Division had to ensure the safety of the existing bridge by reviewing and assessing Fracture Critical inspections and load ratings, conducting bridge inspections, and coordinating bi-state (with Kentucky) efforts for managing the bridge. The new bridge is anticipated to be open to traffic in 2013.

The Division continued to expand the “Planning & Environmental Linkages” initiative by identifying tasks that could “bridge” the planning and environmental phases of project development. In PY 2012, the Division trained the MPOs on how to complete the initial National Environmental Policy Act (NEPA) analysis, sometimes referred to as “Red Flag Investigations.” This has helped further the understanding of planners on how the NEPA process works, and is intended to help reduce the number of projects selected that may be controversial. Those controversial projects that are considered will at the very least, have their schedules and budgets adjusted, based upon the potential for natural or human environmental impacts. For those MPOs which have begun conducting the “red flag investigations”, it has been noted that the process may shorten the time required to complete a project and avoid the cost of repeating the investigation as a project advances.

The Division is continuing to work with our transportation partners to implement additional techniques such as those described to accelerate the purchase of right-of-way and clear utilities.

Livability

The Division encouraged the Indianapolis and the Lafayette/West Lafayette MPOs to finalize their Complete Streets policies. We continued to work on the United States Department of Transportation (USDOT)/United States Environmental Protection Agency (EPA)/Department of Housing and Urban Development (HUD) partnership in Indianapolis; but no additional progress was made as the amount of funding provided was insufficient to warrant significant action by the parties involved.

Alternate Bid Policy for Pavement Designs

An *Alternate Bid Policy for Pavement Designs* was successfully deployed at the state and local level. Originally, the policy was implemented at the state level ensuring pavement options close in life cycle costs were competitively bid, utilizing market forces to ensure cost effective utilization of pavement funding. This resulted in an average savings of 9% on INDOT projects. Now an alternate pavement design analysis is being required for all projects, including LPA projects, with new pavement, pavement replacement, or major rehabilitation with mainline pavement of more than 10,000 yd². If the pavement design analysis indicates a cost difference within 10%, an alternate pavement bid is required unless technical justifications deem otherwise.

Training Provided to INDOT and other Transportation Partners

In PY 2012, the Division's staff organized, coordinated, or provided the following training and workshops to educate Indiana on Federal requirements, new technologies, or other areas which would benefit Indiana's transportation community:

- Transportation Asset Management (TAM) Workshop for INDOT Central Office and District staff, July 2011
- Strategic Highway Research Program 2 (SHRP 2) Traffic Incident Management (TIM) Workshops throughout Indiana – Train the Trainer Session and Three Regional SHRP 2 TIM Workshops
- Active Signal Management Workshop to promote the use of EDC Technology, Active Signal Control Technology and Active Traffic Signal Management
- National Highway Institute (NHI) Fracture Critical Inspection Courses, September/October 2011
- Highway Safety Manual Training at Local Transportation Assistance Program (LTAP) Safety Workshop
- Interactive Highway Safety Design Model (IHSDM) and IHSDM Web Trainings for INDOT and the Division
- Planning Performance Measures for INDOT and the MPOs
- Environmental Justice

System Performance

Motor Vehicle Emission Simulator (MOVES) – Air Quality

Indiana has submitted several of its Statewide Implementation Plan “budgets” for air quality conformity. This was accomplished after extensive training on and development of air quality analysis tools by Division staff in cooperation with INDOT and the MPOs. The new fleet mix data was approved early in the performance year; and then a validation tool was completed later in the year. This will help expedite the air quality conformity analysis process. The Division is pleased to report that the Indianapolis MPO is expected to be the first “budget” approved in the Nation.

Management/Operations of Toll Road as Interstate Facility (INDOT Involvement)

When a major system connection ramp was closed along the leased Toll Road in Indiana, the Division was advised that the concessionaire was simply unaware of the federal

requirements to coordinate operational closures of the Interstate system with INDOT and FHWA. While inspecting NHS Intermodal connectors, the Division identified a second ramp to the Toll Road had been closed during construction. As a result, INDOT and the Division began requiring more formal coordination with the concessionaire to avoid similar oversights in the future. Further, INDOT established a new office to provide oversight of the Toll Road operations.

Incident and Emergency Management Program

The Division has been working with INDOT to develop and maintain a robust *Incident and Emergency Management Program*. Towards this effort, FHWA hosted an Indiana Traffic Incident Management Effort (IN-TIME) Workshop, an ITS Architecture Update, and a Turbo Architecture Refresher training session. IN-TIME is a group of public and private sector stakeholders that develop and recommend policy and operational protocols for the safe and efficient mitigation of traffic incidents. With the Division's support, this group recently developed a Media Response Guide, Interagency Communications Best Practices, Quick Clearance, Photogrammetry Guidance, Guidelines for the Mitigation of Motor Vehicle Fluid Spills, and Towing and Wrecker Recovery Best Management Practice, as well as multiple areas of training. The Division continues to be an active member of this group as well as encourage its further development.

Highway Safety

In PY 2012, the Division coordinated or provided various safety training sessions and presentations at the Institute of Transportation Engineers (ITE), a Purdue-Calumet seminar, Road School, and through LTAP. Staff also wrote articles on highway safety for publication in the LTAP newsletter.

Division staff partnered with INDOT and other transportation partners to implement new *Safety Countermeasures* throughout the state. Those implemented include roundabouts, pedestrian hybrid beacons, safety edge, backplates with retroreflective borders, and system-wide safety improvements such as curve treatments, center and edgeline rumble strips, and median cable rail. In conjunction with INDOT, a Work Zone Safety Process Review was conducted. The Division continued to work with INDOT to develop a data warehouse to access safety data and provide analysis opportunities for the LPAs and the public.

We worked with INDOT to increase the level of obligation and expenditure of Highway Safety Improvement Program (HSIP) funding which is currently at about 64% over the life of SAFETEA-LU plus extensions.

Pavement Design Certification

The Division assisted INDOT in developing a Joint Density recurring special provision which was approved by the INDOT Standards Committee for contracts. Staff also worked with INDOT on the creation of a *Pavement Design Certification* process for Pavement Design Engineers including DARWinME and life-cycle cost analysis. The Division continued to work with INDOT to utilize its Pavement Preservation Initiative. This initiative ties INDOT's Asset Management policy, including advancing research

projects, with developing market-ready technology to improve the pavement preservation program. We also continued to work with INDOT to improve its pavement construction and materials quality.

National Bridge Inventory

The Division completed its National Bridge Inspection Standards (NBIS) Compliance Review in December 2011. The State of Indiana had substantial compliance with eight (8) Metrics; and conditional compliance on the remaining Metrics based on approved corrective action plans. The NBIS review included corrective action plans for bridges susceptible to scour and those with unknown foundations. The Division continued to monitor INDOT's progress on addressing items outlined in the corrective action plans for those metrics.

Staff also continued working with INDOT on improving its methodology of the identification of fracture critical bridges in Indiana.

Program Delivery

During PY 2012, the Division utilized program and project related activities to identify and determine the state of Indiana's compliance with Federal requirements. As part of our stewardship and oversight, staff completed various data submissions concerning the NBIS, Highway Performance Monitoring Systems (HPMS) and HSIP. Outlined below is a synopsis of activities in each category.

Finance

The Division conducted the following Financial Integrity and Review Evaluation (FIRE) activities:

- 28 billing reviews on American Recovery and Reinvestment Act (ARRA) and regular Federal-aid funding. No problems/findings.
- Two (2) Emergency Relief (ER) billing reviews. No problems/findings.
- A financial review of the State Infrastructure Bank (SIB). No problems/findings. INDOT now provides yearly reports on their SIB status.
- Heavy Vehicle Use Tax review and report. No problems/findings.
- Follow up on one Single Audit finding: Clark County deficiencies on proper accounting for purchase and disposal of their capital assets. Clark County is implementing new procedures. The Division is set to follow up at the beginning of January 2013 to ensure changes the county said they would implement are in place.

In addition, staff worked with FHWA Headquarters to assist INDOT on the development of an agreement with American Council of Engineering Companies (ACEC) on reasonable executive compensation when developing an Architectural and Engineering (A&E) firm's overhead rate. Staff reviewed and approved INDOT's submittal for toll credits for FY 2010. In partnership with INDOT, the number of inactive projects was reduced from a total of 583 (as of September 30, 2011) to 168 (as of March 31, 2012), a 71.2% reduction. Also, Indiana's inactive obligation rate was consistently near or below

1%. Below are charts depicting the number of inactive projects by Tiers, dollar amount, and % of inactive projects monthly during PY 2012:

Chart 1: Monthly Inactives by Dollar Amount

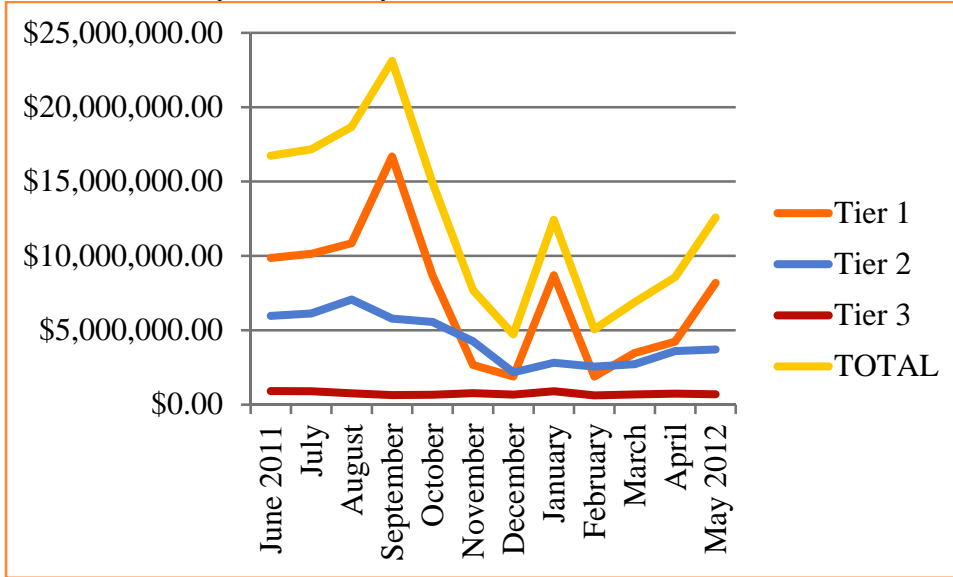
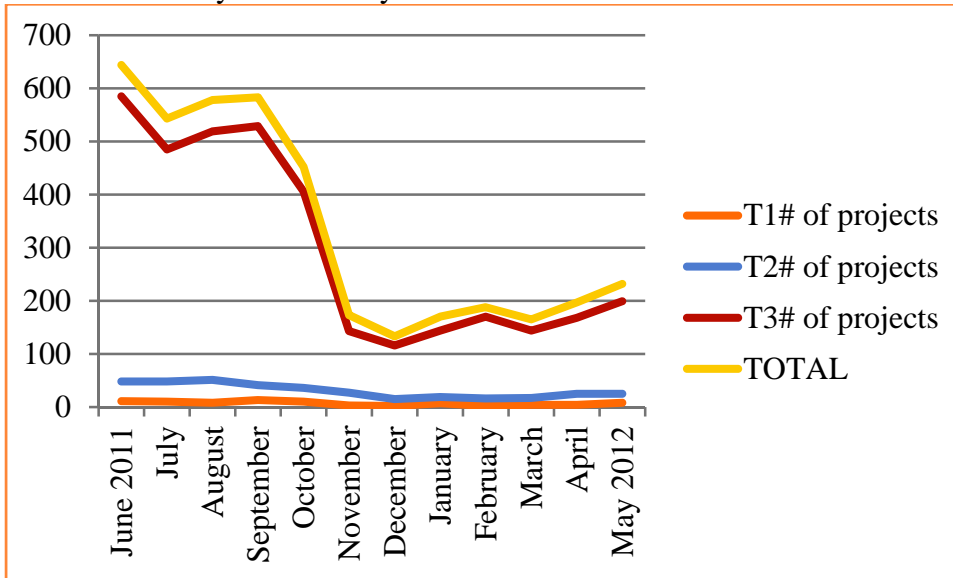
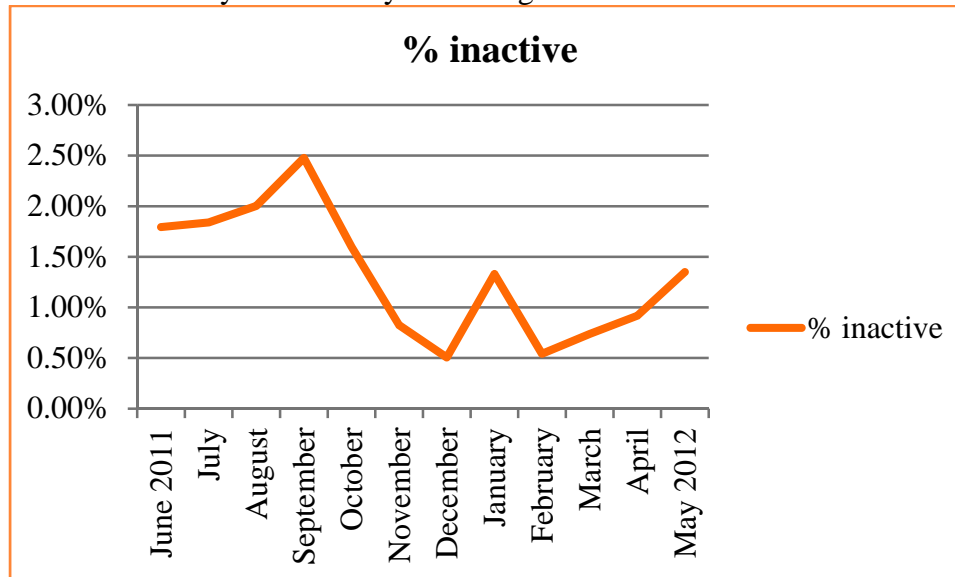


Chart 2: Monthly Inactives by Tier



Tier 1	Tier 2	Tier 3
> \$500,000	\$50,000-\$500,000	< \$50,000

Chart 3: Monthly Inactives by Percentage



ARRA

The State of Indiana had 66 active ARRA projects and 2 TIGER I (Milton-Madison Bridge and Indianapolis Cultural Trail) projects as of October 2011. As of May 14, 2012, over 96% of Indiana's ARRA funds and 80% of Indiana's TIGER I funds had been expended. Staff continued to work with INDOT to expedite the expenditure of the remaining ARRA fund balances and the closing of projects by fall 2013.

The Division conducted and completed all National Review Team (NRT) follow-up activities by December 2011.

LPA Program Oversight

The Division worked extensively with INDOT to improve its *LPA project development process*. This process was designed to reduce project development time, trim unnecessary steps, complete activities concurrently, and provide procedural training for LPAs and their consultants. This included working in partnership with INDOT on the revision of its LPA Guidance Document and the development of its internal LPA Standard Operating Procedures (SOP). Staff conducted a base line review of the LPA Project Development Process. The findings of this review identified issues with the availability of source documentation, records retention, and INDOT's ability to produce the necessary project documentation. The findings were presented to INDOT; and it is anticipated that appropriate changes will be incorporated into the revised LPA Guidance Document and SOP to address the findings.

Quarterly Tracking "of Projects"

The Division, in coordination with the Indiana MPOs, included "*Quarterly Tracking of Projects*" as a planning emphasis area for the state of Indiana. This means each MPO was to develop a procedure for monitoring the local projects in their region on a quarterly basis. To date, the most successful endeavors have brought State, local, metropolitan and

consultant staff together to discuss the current costs and schedule estimates for each project; and the results have been outstanding. Project information is more reliably shared between all of the partners and adjustments to the program are better coordinated thru this more frequent and in-person discussion. The Division recommended that INDOT expand this process throughout the entire state. The Quarterly Tracking “of Projects” provides all partners with better information and more opportunities to work together.

Americans with Disabilities Act (ADA)

The Division and INDOT spent most of the year conducting ADA workshops across the State of Indiana, reminding state and local officials of the requirements to have current ADA Transition Plans to remove barriers to accessibility. The Division staff worked extensively with the Indiana MPOs to clarify the Federal requirements and then establish reasonable expectations for demonstrating compliance. In coordination with INDOT and Indiana MPOs, the Division advised that beginning in December 2012, project sponsors that cannot demonstrate they have or are working to complete an update to their ADA Transition Plans may be delayed in advancing projects to construction. This initiative has raised considerable attention and awareness of many officials throughout the state. The Division worked with the MPOs and INDOT to address their questions and concerns. This initiative identified other areas where additional work is needed, such as, how INDOT and the local partners incorporate ADA into State projects that are in local communities. The next step is to more formally require the consideration of ADA Transition Plans as NEPA documents are being developed and completed. The Division recommended staff for a national award for its efforts.

Program Oversight Initiatives (POI)

The Division completed 94% of its PY 2012 POI activities which included recurring and risk-based program reviews, project reviews/inspections, self-assessments, and financial oversight activities. The project review and inspection numbers are outlined below:

- Full-oversight projects: The Division conducted 116 design reviews on 72 contracts and 68 construction inspections on 64 contracts. There were 103 contracts in construction.
- State-oversight projects: The Division conducted nine (9) design reviews on eight (8) contracts and 34 construction inspections on 33 contracts. Also, the Agency goal was to inspect 10% of local contracts that are in construction. There were 285 local contracts in construction, 10% is 29 contracts. Staff inspected 33 contracts, which exceeded the 10% goal.
- ARRA projects: As of June 1, 2011, there were 66 active contracts. The Agency goal was to spot inspect 10% of the active contracts. The Division conducted seven (7) inspections which met the goal. As of June 1, 2012 only 4 contracts remained active which means that 62 ARRA construction contracts were completed in PY 12.

Standard Operating Procedures (SOPs)

The Division completed the development of the required SOPs by the September 2011 deadline. All the SOPs met the requirements established in the SOP Development Tool for each SOP. Additional SOPs for Manual Travel Authorizations (MTAs), Concurrence in Award, Proprietary Materials Approval, Plans, Specifications, and Estimates (PS&E) Approval, and Design Exceptions Approval were developed. All SOPs had consistent format, consistent and hyperlinked Table of Contents (TOCs), electronic signature, and searchable electronic format (not scanned.)

Projects

Louisville Southern Indiana Ohio River Bridges

The Division was lead for *Louisville Southern Indiana Ohio River Bridges (LSIORB)* Supplemental Environmental Impact Statement (SEIS) providing technical guidance and coordinating FHWA responses to project issues. The Division served as a liaison for FHWA (Indiana and Kentucky Divisions, Headquarters) between INDOT, Kentucky Transportation Cabinet (KYTC), and the project consultants. In 2003, the FHWA approved a Record of Decision (ROD) that called for building two new bridges and reconfiguring the Kennedy Interchange. In 2011, cost-saving ideas were found which reduced the overall estimate for the project from \$4.1 billion to \$2.6 billion, a savings of more than 35%. As required, an SEIS was initiated on Feb. 15, 2011 with the Notice of Intent (NOI); the Draft SEIS was signed on Nov. 10th, 2011; and the Final SEIS was signed on April 20, 2012. The ROD was signed on June 20, 2012. This major project NEPA decision was completed in 16 months.

It is anticipated that the LSIORB portion of the project for which INDOT will procure will be handled as a Public-Private Partnership (P3) with Availability Payments and the Kentucky portion will be procured as a Design-Build project. The Division coordinated with INDOT and FHWA Headquarters on the type of financial agreement that will be needed for this type of procurement as well as the necessary Section 129 Tolling Agreement which will permit the states to collect tolls on the facility.

I-69

The Division worked closely with INDOT, the Bloomington/Monroe County MPO, and LPAs to move the *I-69 Project* forward. The project from Evansville to Indianapolis is part of the congressionally designated I-69 corridor from Port Huron, MI to the Mexican Border in Texas. During PY 2012, the Record of Decision was signed for Section 4 (Crane to IN-37 South of Bloomington) on September 8, 2011. Staff worked with the MPO Policy Board and INDOT to have the construction of Section 4 placed in the Bloomington/Monroe County MPO's 2012 – 2015 Transportation Improvement Program (TIP), which allowed INDOT to move forward with the advertisement and award of construction within the metropolitan boundary. Currently, Section 4 has an estimated cost of \$600.1 million making it a major project under FHWA regulations. As required for major projects, FHWA reviewed and approved the Initial Financial Plan and Project Management Plan on September 26, 2011. To date, construction has begun on five of the nine segments of I-69, Section 4.

We have worked with INDOT and the LPAs on the Tier 2 NEPA document for Section 5, IN-37 to IN-39 near Martinsville. FHWA and INDOT invited the cities and counties along Section 5 to be “participating agencies” for the Tier 2 EIS development.

Division staff continued to conduct oversight and stewardship reviews of design and construction for sections 1, 2, and 3 of I-69.

Sherman Minton Bridge

On September 9, 2011, the *Sherman Minton Bridge* was closed after a critical crack was found in a main load-bearing structural element. The Sherman Minton Bridge is a double-deck through arch spanning the Ohio River, carrying over 80,000 vehicles per day on I-64 and US-150 between Kentucky and Indiana. The bridge connects the west side of Louisville, Kentucky to downtown New Albany, Indiana. The Indiana Division staff along with experts from FHWA Headquarters, INDOT, KYTC, private engineering firms, and academic institutions participated in determining the severity of the crack and others found on the bridge and determined the best method for moving forward with bridge repair. The Division assisted in developing the comprehensive inspection plan and scenario development for the bridge. The inspection plan was the most comprehensive/aggressive in INDOT’s history. Division staff also assisted in coordinating the expedited review and approval of Federal authorization for the necessary fast track retrofit project(s), which included actions such as limited PS&E review time. Repairs were completed and the Sherman Minton Bridge was reopened at 11:50 pm on February 17, 2012.

US-31 (Hamilton County)

The US-31 (Hamilton County) project has progressed over the last year, with three new contracts let and one construction contract completed. To date, seven of nine planned contracts have been let with awards totaling \$65.5 M. The remaining two contracts estimated at \$250 million are anticipated to be advertised and awarded in August and October of 2012. During PY 2012, the Indiana Division staff coordinated with INDOT about plans for getting these last two contracts out, which included a Build-Finance option. This coordination also included teleconferences with FHWA headquarters on the requirements for P3 with availability payments and major projects. Further, the Division participated in an INDOT industry forum held on May 16, 2012. INDOT used the forum to gather input on a P3 – Build – Finance option for the larger of the 2 remaining contracts.

Milton-Madison Bridge

As mentioned under the National Leadership section, Indiana is using the Accelerated Bridge Construction to replace the *Milton-Madison Bridge*, a \$103 million Bi-State project between Milton, Kentucky and Madison, Indiana on US-421. The project received \$20 million in TIGER I funding to expedite the replacement of this structurally deficient bridge. To date, all of the TIGER I funds have been expended on the project. The Division staff performed site visits to review Disadvantaged Business Enterprise (DBE) Commercial Useful Function and construction inspections as part of the project oversight.

In April 2012, the KYTC introduced load restrictions on the bridge to three (3) tons due to the deteriorated condition of the existing bridge. Division staff worked with KYTC and INDOT to establish continued monitoring of the existing bridge until the new bridge is in place. As part of this monitoring, the KYTC will be conducting monthly inspections of the bridge's eight truss members and 34 gusset plates. Division staff participates in bi-monthly inspections so that the safety risk for the traveling public can be monitored.

New Harmony Bridge

The *New Harmony Bridge* carries traffic on Illinois Route 14 and Indiana Route 66 over the Wabash River on the Indiana/Illinois border. The bridge is owned and operated by the White County Bridge Commission (Commission), a congressionally established toll commission created in 1941 "to purchase, maintain, and operate a bridge across the Wabash River." The 2,700 foot long bridge includes four fracture critical through-truss main spans and various approach spans that also have numerous fracture critical components and unusual fatigue prone details. The bridge carries approximately 900 vehicles per day. In accordance with the National Bridge Inspection Standards, the FHWA required that the bridge be inspected during PY 2012. As the Commission was congressionally established, neither the Illinois Department of Transportation (IDOT) nor INDOT is responsible for ensuring that the Commission complies with the NBIS; but FHWA, IDOT, and INDOT have continuously monitored the structure. On April 25, 2012, as part of the monitoring, the Illinois and Indiana Divisions along with IDOT and INDOT performed a field review of the bridge to observe the special and fracture critical inspections being performed by the consultant inspector hired by the Commission. During that field review, several areas of concern were identified including section loss in critical areas of steel members and concrete spalling of the bearing seat of one of the approach spans. Additional inspections were performed on May 8, 2012 and May 17, 2012. The load rating information from the inspections indicated that the deterioration at several locations on the bridge had resulted in a loss of cross-sectional area and an associated loss of structural capacity. As a result of this information, the Commission chose to close the bridge on May 21, 2012 due to safety concerns after coordination with both FHWA Divisions, IDOT, and INDOT. The Indiana Division is working with the Commission, the Illinois Division, IDOT, and INDOT to determine next steps for the bridge.

Illiana Expressway

The *Illiana Expressway* is a proposed project that will connect I-55 and I-57 in Illinois, with I-65 in Indiana. The purpose is to improve the flow of freight while also helping to relieve some congestion along local arterials. The Indiana Division has worked in conjunction with the Illinois Division to advance a Tier I Environmental Impact Statement in cooperation with USEPA, the Corps of Engineers, and other federal and State resource agencies. Division staff have participated in several public meetings and have provided project feedback which has helped reduce a wide range of alternative alignments and modes down to three expressway corridors. There are also two MPOs (Chicago and Northwest Indiana) involved in evaluating the proposed project which has

required additional coordination on the part of Division staff to address not only impacts of the project within the area of potential effect, but also within the two planning regions.

SR-912/Cline Avenue – Moving towards a P3

SR 912/Cline Avenue, a highway in northwest Indiana near East Chicago, is part of the National Highway System. In the fall of 2011, a major bridge along the highway was closed due to poor condition. The State of Indiana considered a range of alternatives, but local officials' preference was to replace the existing bridge. Funding was an issue. A private concessionaire approached the communities in northwest Indiana about the potential acquisition of SR 912 and converting it to a tolled facility. The Division met with INDOT to review potential options for allowing for the consideration of a P3. As a result, the Division cleared the way for the SR-912/Cline Avenue Bridge to be advanced as a private P3 Toll Concession. INDOT is now working with the MPO for concurrence on removing the SR 912 from the National Highway System and the National Network for Trucks.

Cultural Trail/Georgia Street/Superbowl XLVI

The *Indianapolis Bike/Pedestrian Cultural Trail* (Cultural Trail) is a TIGER I funded project to complete a world-class urban bike and pedestrian path that connects neighborhoods, Cultural Districts and entertainment amenities, and serves as the downtown hub for the entire central Indiana greenway system. In addition to the TIGER I funding, the Cultural Trail was made possible by a large public and private collaboration led by Central Indiana Community Foundation, the City of Indianapolis, and several not-for profit organizations. By May 31, 2012, significant portions of the Cultural Trail had been opened to the public and were being used. The Division continued to work with INDOT and the City of Indianapolis to ensure the Cultural Trail is completed in accordance with Federal regulations and provides the city the world-class facility envisioned.

The *Georgia Street Improvement Project* included the reconstruction of three blocks of Georgia Street from Pennsylvania Street to Capitol Avenue in downtown Indianapolis. Now transformed by a \$12.5 million upgrade (80% Federal-aid funds), Georgia Street's design blends a pedestrian boardwalk, catenary lighting system, landscaping, and more. Georgia Street was converted from a four-lane street with curbs, gutters, and parking along the sidewalk to a two-lane curbless street. Wide pedestrian facilities were constructed in front of buildings with a pedestrian promenade located in the median. Other improvements included bicycle racks, pedestrian way-finding and historical signage, lighting, and alternative drainage systems.

In February 2011, the City of Indianapolis hosted the National Football League (NFL) Superbowl XLVI. Both the Cultural Trail and Georgia Street played a significant role as city visitors maneuvered the City. Debuting as the popular Superbowl Village during the weeklong festivities, Georgia Street's three-block street and walkway connected the Indiana Convention Center, Bankers Life Fieldhouse, Circle Center Mall, a collection of restaurants, residences, hotels, and the historic St. John's Church. The Cultural Trail and Georgia Street provided access to dining, shopping, and entertainment options.

Corporate Capacity

Leadership Development

The Division continued to support staff Leadership Development by submitting applicants for the Competitive Learning Courses. One Division staff member was chosen to attend the Building Foundations for Visionary Leadership which is scheduled for June 2012. Two (2) Division staff members participated in the 2012 Northern Leadership Development Academy (LDA). At the LDA, one of the teams presented the Indiana Division's signed charter as a potential "best practice" for the FHWA. The charter is a Code of Conduct for How the Division will work together. This "best practice" was presented to the Executive Director as a way to extend the significance of the Agency's corporate values.

The Indiana Division hosted the Northern LDA and the Northern Human Resources Committee Meeting. These meetings were supported by staff coordinating logistics such as establishing meeting location, providing necessary equipment, arranging hotels, etc.

Risk-based Accountability

Division staff identified the top 9 risks for PY 2013 and achieved at least 94% of our Unit Plan initiatives.

Managing Human Capital

The Division became fully staffed in January 2012 after the selection of an Assistant Division Administrator, a GS-13 Senior Transportation Engineer, and two GS-12 Transportation Engineers. A Division Workforce Succession Plan was developed by May 31, 2012.

Teleworking by all staff is fully supported with 100% of staff teleworking during the year either on a recurring or as needed basis.

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