The Indiana Highway Study Committee made its decision to em­
ploy consulting engineers for the conduct of the Highway Needs and
Fiscal Study during the early summer of 1965. At this time they
invited qualified consultants to make proposals for the prosecution of
the work. The Cole and Williams engineering joint venture was
formed by two Indiana consulting firms, Charles W. Cole and Son
and Clyde E. Williams and Associates. The joint venture demon­
strated that they had the resources for the conduct of the study and
agreed that they would retain technically qualified professionals for
the direction of the study. On this basis they were awarded a small
contract for the development of A Detailed Work Program and Oper­
tional Plan for Comprehensive Highway Needs Study for the State
of Indiana. The purpose of the detailed work program was first, to
translate the areas of interest established in Senate Concurrent Reso­
lution No. 2 into a detailed scope of work for the study; second, to
generally describe the procedures that would be followed in complet­
ing the established scope of work; and third, to prepare a schedule
for the actual study. The detailed work program established the
framework for the negotiation of a contract for the Needs Study and
also demonstrated that it was feasible to undertake the study within
the time limits imposed by the Legislative schedule.

The work program was presented to the Highway Study Com­
mittee on September 13, 1965. During the succeeding four weeks the
program was reviewed by the State Highway Commission and the
Bureau of Public Roads and negotiations were undertaken on the fee
for conduct of the study and the resolution of various details of pro­
cedure. On October 11, work on the basic study of highway needs
and finance was officially under way. Offices were opened at 105 South
Meridian Street and steps were taken to staff, furnish and equip the
study. A project manager with qualifications acceptable to the Study
Committee, Highway Commission and Bureau of Public Roads was
assigned full time to the project. Three staff engineers were appointed,
one each for State highways, county roads and city streets. A consultant with specialized qualifications was selected to assist on the highway classification and fiscal aspects of the study. For the field appraisal of local roads and streets, agreements were negotiated with civil engineering consultants throughout Indiana.

Concurrently with the organization of the study offices, work was undertaken on the functional classification of highways, roads and streets. The first step in this procedure was the selection of a network of state-wide interest roads. While this phase was under way, aerial photographs of all cities with over 5,000 population and maps showing all county roads were procured with the assistance of the State Highway Commission, so that the classification phase of the work could proceed smoothly from state-wide interest roads to selection of arterial and collector systems at the local level. Study staff engineers went to work on the final design of field work sheets and the editing and expansion of manuals for the field and office appraisal of needed improvements on State highways, county roads and city streets.

Field work for the appraisal of needs on the State Highway System was conducted by the Division of Development of the State Highway Commission during 1964 and 1965. Data relating to this appraisal were transmitted to the offices during November and December and appraisal of state highways was initiated at that time.

As the functional classification of local road and street systems was completed, field maps were marked to show the sections of road which would be investigated during the field appraisal. These sections included all roads and streets which were functionally classified as arterial facilities, the limited mileage of Federal Aid Secondary routes which were classified as local access, and a sample of approximately 10 percent of the land access roads and residential access streets. Work sheets were then prepared showing existing inventory data and identification of these road sections and the sheets were transmitted to field parties.

The field party consists of an engineer with highway experience and a supporting technician who assists him in making measurements, recording data and driving. The field party checks the existing inventory data against the conditions actually observed on the roadway, supplements these data with information which is not available in the inventory records and makes a rating of surface condition, drainage adequacy, terrain type, and similar factors. By the end of January, data on roads and streets, in counties where the field work had been completed, were being returned to the study offices in substantial quan-
tities. Appraisal of local roads and streets construction needs in each county and in cities over 5,000 population was then started by engineers working in the study office.

Several special studies are also under way at this time, including collection of data to be presented in individual county reports, study of highway transportation and its relation to the total transportation economy of Indiana, evaluation of maintenance practices and costs, and projection of population during the 20-year study period. Population projections have been prepared on a state-wide basis and also for each of the 92 counties. These projections provide the foundation for subsequent projection of travel and needs, the anticipated growth of urban areas, and the projection of vehicle ownership and travel as it relates to revenue from highway user taxation.

At the present time, approximately 80 people are being employed each day on the Indiana Highway Needs and Fiscal Study. With field work, office appraisal, and special studies all going on simultaneously, the work is proceeding at a peak rate and is approximately 50 percent complete. The final report draft will be submitted to the Study Committee, the Highway Commission and the Bureau of Public Roads on October 1 and printed reports will be available on November 1. Individual reports showing the details of the Needs and Fiscal Studies as they relate to each of the 92 counties and the cities within these counties will be completed during the month of November.