#142 INDOT / Local Partnerships
Speakers

Dave Hayward
City Engineer, City of Columbus

Greg Prince
Project Manager, INDOT Seymour District

Nick Batta
Project Manager, Crawford, Murphy & Tilly
• INDOT / Local partnerships

**Warning:** This may look neat and sequential, but it’s not. Most of the activities listed were all taking place at the same time.
The Players

• **Louisville and Indiana Railroad (L&I)**
  – Owner of line from Louisville to Indianapolis

• **CSX**
  – “Track sharing” the line from L&I

• **INDOT**
  – SR 46 crosses L&I and SR 11 parallels L&I

• **City of Columbus**
  – Residents will face increases in delay
L&I announced in 2012 that it would partner with CSX to improve the 106 mile line by:

- Installing continuous welded rail
- Replacing a bridge over Flatrock River in Columbus
- Construct two 10,000’ sidings
Problem Definition

Which would allow them to:

- **Increase the number of trains**
  - 8 to 22 per day

- **Increase the weight per car**
  - 263,000 lbs to 286,000 lbs

- **Increase the length of trains**
  - 5,000’ to 7,500’ (10,000’)

- **Increase the speed of trains**
  - 15 mph up to 49 mph

- **Haul double stacked container cars**
Local Reaction

- **2012** – Lame-duck Mayor
  - No reaction

- **2014** – New Mayor wrote letters and tried to stop rail work
  - Unsuccessful

- **2014** – New Mayor also contacted INDOT about constructing an new overpass
  - INDOT submitted Assessment Report – project not funded

- **2016** – New Mayor (elected in 2015)
  - Current Mayor Jim Lienhoop
Dealing with the Railroad

Two things to keep in mind:

• The Railroad is like a sovereign country.

• The Railroad does not cross SR 46, SR 46 crosses the Railroad.
Project Assessment

• **Review of prior documents**
  
  – 2013 Railroad Environmental Assessment
    • SR 46 crossing had the most vehicular delay on the entire line - by far
    • SR 46 crossing was projected to have the highest increase in vehicular delay on the entire line – by far
  
  – 2014 INDOT Assessment Report

• **Traffic Impacts**

• **Solving existing problems**

The City did not feel that we had enough data. We needed to understand the problem better. Hired American Structurepoint.
Results of study

• **Increase in train-related delay**
  – Worse than previous studies
  – More than a ten-fold increase to 715 vehicle-hours per day
  – The single most impacted crossing

• **Level of service at SR 46 & SR 11 intersection**
  – Most movements already at LOS D or E during certain times
  – Projected to worsen to LOS E and F

• **Benefit/Cost ratio was favorable (3 – 4 : 1)**
Project Submittal

• Submitted by INDOT in 2014

• New submittal by City in 2017
  – Based on new data from Structurepoint analysis

• Project would require a full year’s funding allocation for the District
The Coalition

• Mayor Lienhoop started talking with key people and building consensus:
  – INDOT District Director Anthony McClellan
  – Cummins CEO Rich Freeland
  – Governor Eric Holcomb
  – L&I President John Goldman
  – State Legislators
  – County Commissioners and Council
  – Many, many others
The Announcement

July 5, 2017

• City, State, and Cummins announced a plan to invest $30 million in the project

• City would pay up to $15 million

• INDOT would pay up to $15 million

• Tied to a strategic announcement that Cummins would invest $50 million in their world headquarters building in Columbus and retain 1,200 employees
“The Columbus Way”

- Identified a community need
  - not a want but a true need.

- Verified and understood the need.

- Examined alternative solutions and costs.

- Communication throughout the process.
  - Constituents
  - Community leaders

- At the right time, community resources came together.
Public Education

- Speaking to any and all civic groups
- Mayor on the radio weekly
- We had to “sell” the project to the public.
- Made sure everyone understood that this would affect them.
Continued Relationship Building

- As the project was approved and started moving along:
  - “Fast Track” is not as fast as most people expect
  - Keep people interested and informed

- Especially keep the railroads engaged

- We kept property owners informed
  - Especially the owners from whom we needed land
Project Take Off

• Purpose and Need

• Assignment to CMT
  – In June of 2017, utilizing an On-Call Contract with CMT to provide the needed scope of services for the project.
Stakeholder Partnership

• Interlocal Cooperative Agreement for Cost Sharing

• The **total project costs** include construction, utility, right of way, mitigation, & design
Timeline

• **Project Letting:** 10/09/2019

• **Schedule Critical**
  – Potential impacts to other area projects.
Nearby Columbus Projects
Consultant’s Role in Partnership

• Dual Project Ownership

• Open Communication

• Understand Unique INDOT and Columbus Goals
Risk Management

• 2-Year Project Development
• Floodway Impacts
• Old City Landfill
• Rural/Urban Transition Zone
Schedule

MAP-21 Early Acquisition

• Early Assessment of Environmental Impacts

• CE Level 1

• No Condemnations
Property Owner Meetings

• Farming Impacts
• Future Development Interests
• Access Points
Floodway Impacts

- Early Coordination Meetings with IDNR
- Time Allowance
- Supplemental Calculations
Old City Landfill

- Research
- Geotechnical Investigations and Site Assessment & Management
- US EPA / IDEM Involvement
Design

- Speed Transition Zones
- Railroad Coordination
- Geotechnical Concerns
- Drainage
- Construction Staging
Conclusions

- Understand Partnership Roles
- Risk Management
- Status Update
Questions?

CONTACT US:

Dave Hayward
City Engineer, City of Columbus
dhayward@columbus.in.gov

Greg Prince
Project Manager, INDOT Seymour District
gprince@indot.in.gov

Nick Batta
Project Manager, Crawford, Murphy & Tilly
nbatta@cmtengr.com