

The East-West Indiana Toll Road

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The information used in my extemporaneous talk at the Road School was largely gleaned from Progress Report No. 3, which had been submitted to the Toll Road Commission by the J. E. Greiner Company, Consulting Engineers, just prior to the Road School sessions. I feel sure that those interested in the progress of the Toll Road will find in the report all of the factual information contained in my address and also many points not mentioned in the address. Thinking it would be of more interest to the readers of the Road School Proceedings, I have gladly submitted a copy of this report to Professor Petty for such use as he may find for it.

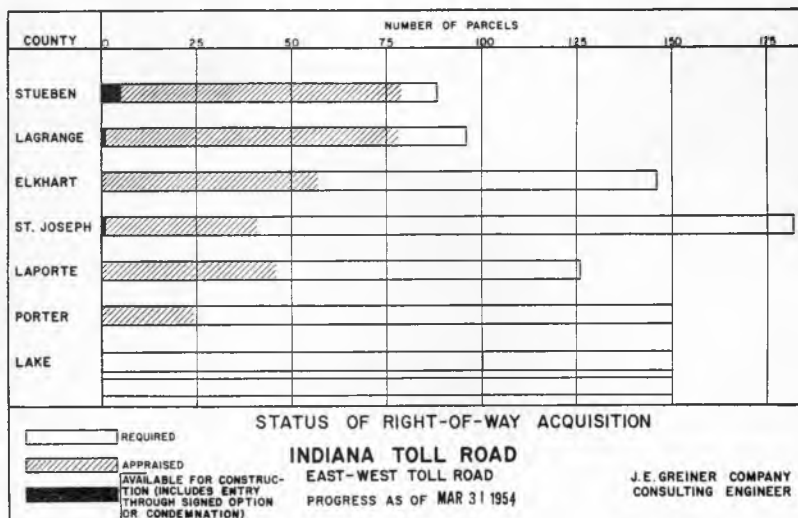


Fig. 1. Status of right-of-way acquisition.

(*Editor's note:* The major portion of this progress report follows.)

In compliance with the provisions of Section 410 of the Trust Agreement securing \$280,000,000 principal amount of Indiana Toll

Road Commission $3\frac{1}{2}\%$ Toll Road Revenue Bonds, we are submitting the following progress report:

1. PROGRESS OF THE ACQUISITION OF RIGHT-OF-WAY.

In the following schedule the percentages of completion are measured by the number of parcels to which the Commission has acquired fee-simple title or right of entry under condemnation proceedings:

<i>Date</i>	<i>Schedule % of completion</i>	<i>Actual % of completion</i>
January 31, 1954	0	0
February 28, 1954	0	0
March 31, 1954.....	5	0
April 30, 1954.....	10	.....
May 31, 1954.....	20	.....
June 30, 1954.....	30	.....
July 31, 1954.....	40	.....
August 31, 1954	50	.....
September 30, 1954.....	62	.....
October 31, 1954.....	75	.....
November 30, 1954	85	.....
December 31, 1954.....	90	.....
January 31, 1955	95	.....
February 28, 1955	100	.....

Additional information on the progress of the Acquisition of Right-of-Way is found on page 28.

2. PROGRESS OF CONSTRUCTION.

In the following schedule the percentages of completion are measured by the dollar value of actual construction work completed:

<i>Date</i>	<i>Schedule % of completion</i>	<i>Actual % of completion</i>
August 31, 1954	0	.....
September 30, 1954.....	1	.....
October 31, 1954.....	2	.....
November 30, 1954.....	3	.....
December 31, 1954.....	4	.....
January 31, 1955	5	.....
February 28, 1955	6	.....
March 31, 1955.....	8	.....
April 30, 1955.....	13	.....
May 31, 1955.....	19	.....
June 30, 1955	26	.....
July 31, 1955	34	.....
August 31, 1955	42	.....
September 30, 1955	49	.....

October 31, 1955.....	57	.....
November 30, 1955.....	58	.....
December 31, 1955.....	59	.....
January 31, 1956.....	60	.....
February 29, 1956.....	61	.....
March 31, 1956.....	62	.....
April 30, 1956.....	67	.....
May 31, 1956.....	72	.....
June 30, 1956.....	77	.....
July 31, 1956.....	83	.....
August 31, 1956.....	88	.....
September 30, 1956.....	93	.....
October 31, 1956.....	97	.....
November 30, 1956.....	100	.....

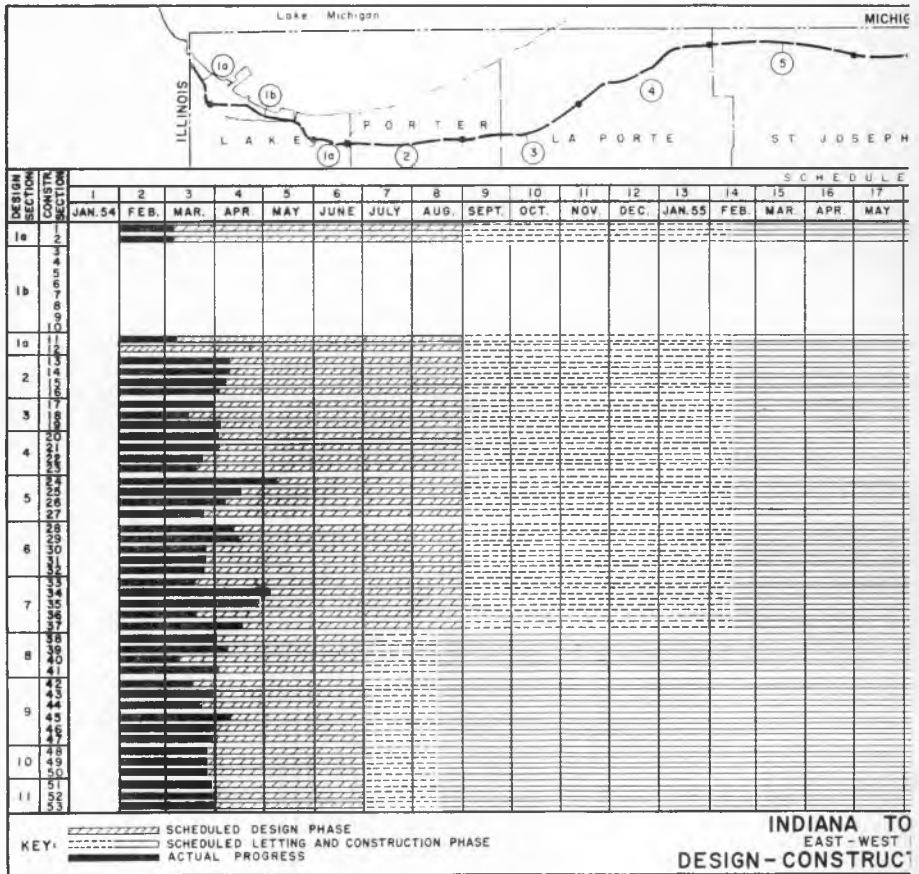
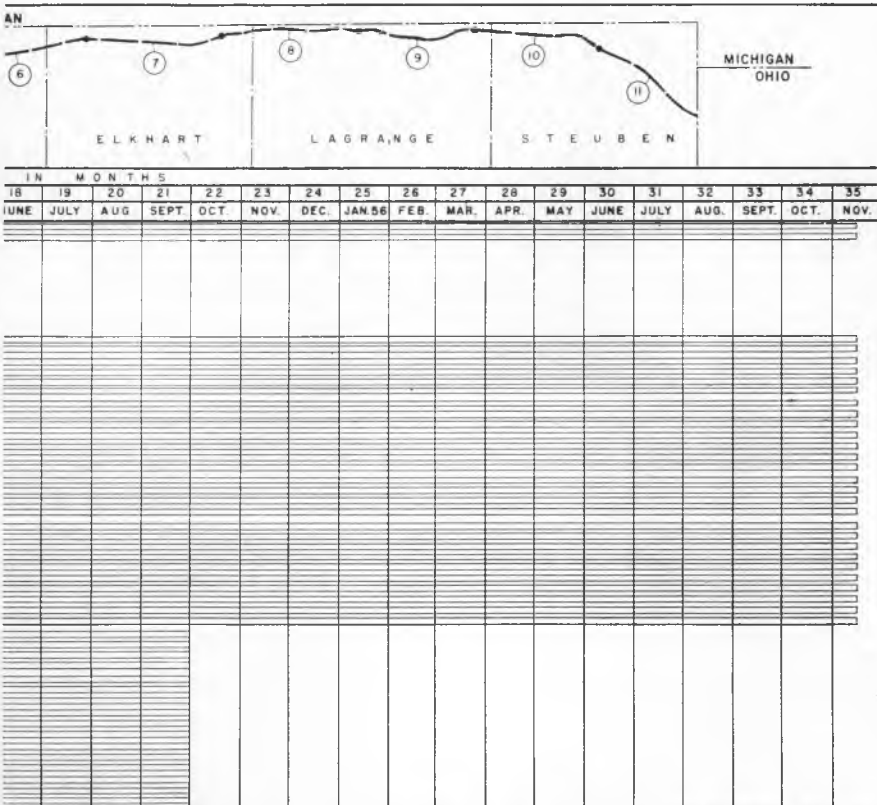


Fig. 2. Indiana Toll Road, design-construction schedule.

3. COST OF THE TOLL ROAD.

Item	Report estimate	Present estimate
A. Preliminary	\$ 600,000	\$ 600,000
B. Land	9,556,000	9,556,000
C. Construction	176,140,000	176,140,000
D. Utility Adjustments	3,960,000	3,960,000
E. Engineering	16,209,000	16,209,000
F. Administrative and Legal Expenses.....	2,200,000	2,200,000
G. Maintenance and Office Equipment and Initial Supplies	1,164,000	1,164,000
H. Contingencies	30,171,000	30,171,000
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Total Project Cost, exclusive of Interest and Financing Charges.....	\$240,000,000	\$240,000,000



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TOLL ROAD
TION SCHEDULE

PROGRESS AS OF: MAR 31 1954

J.E. GREINER COMPANY
CONSULTING ENGINEERS

4. EXPENDITURE OF FUNDS.

The following tabulation gives the amount of funds expended for the designated purposes during the designated periods, as reflected by approved requisition submitted to the Trustee:

Item	Expended to February 28, 1954	Expended March 1-31, 1954	Total
A. Preliminary Expenses	0	\$378,579.00	\$378,579.00
B. Land	0	3,365.00	3,365.00
C. Construction	0	0	0
D. Utility Adjustments	0	0	0
E. Engineering	0	239,334.00	239,334.00
F. Administrative and Legal Expenses.....	0	1,697.00	1,697.00
G. Maintenance and Office Equipment and Initial Supplies	0	4,297.00	4,297.00
H. Contingencies	0	0	0
Total	0	\$627,272.00	\$627,272.00

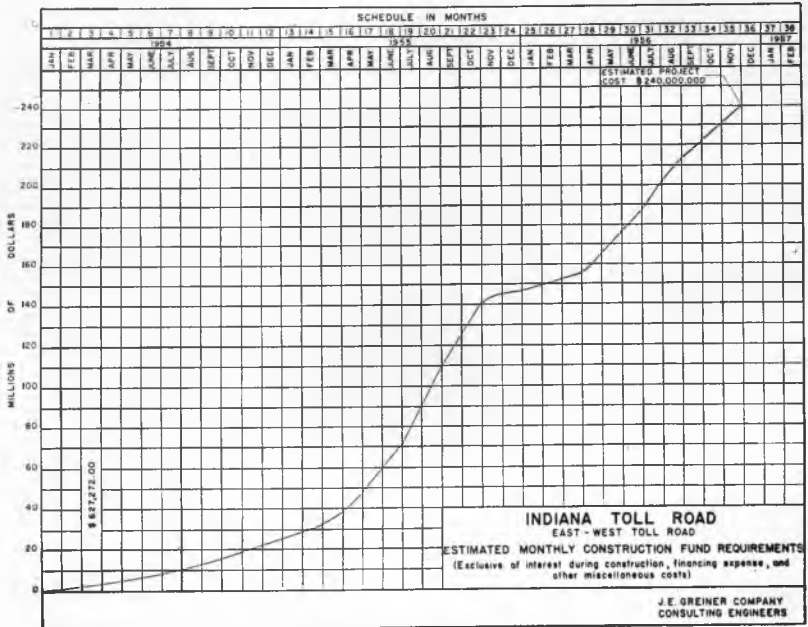


Fig. 3. Indiana Toll Road, estimated monthly construction fund requirements.

5. ESTIMATED AMOUNTS OF FUNDS WHICH WILL BE REQUIRED FROM MONTH TO MONTH FOR PAYING THE COSTS OF THE TOLL ROAD, EXCLUSIVE OF FINANCING EXPENSES AND INTEREST DURING CONSTRUCTION.

<i>Month</i>	<i>Right-of-way</i>	<i>Construction</i>	<i>Other</i>	<i>Total</i>
January, 1954			\$750,000	\$ 750,000
February			500,000	500,000
March	\$ 545,000		618,000	1,163,000
April	545,000		618,000	1,163,000
May	1,090,000		618,000	1,708,000
June	1,090,000		618,000	1,708,000
July	1,090,000		618,000	1,708,000
August	1,090,000		618,000	1,708,000
September	1,308,000		618,000	1,926,000
October	1,417,000	\$2,057,000	618,000	4,092,000
November	1,090,000	2,057,000	618,000	3,765,000
December, 1954	545,000	2,057,000	618,000	3,220,000
January, 1955	545,000	2,057,000	618,000	3,220,000
February	545,000	2,057,000	618,000	3,220,000
March		2,057,000	618,000	2,675,000
April		4,114,000	618,000	4,732,000
May		10,285,000	618,000	10,903,000
June		12,342,000	618,000	12,960,000
July		14,399,000	618,000	15,017,000
August		16,456,000	618,000	17,074,000
September		16,456,000	618,000	17,074,000
October		14,399,000	618,000	15,017,000
November		16,456,000	618,000	17,074,000
December, 1955		2,057,000	618,000	2,675,000
January, 1956		2,057,000	618,000	2,675,000
February		2,057,000	618,000	2,675,000
March		2,057,000	618,000	2,675,000
April		2,057,000	618,000	2,675,000
May		10,285,000	618,000	10,903,000
June		10,285,000	618,000	10,903,000
July		10,285,000	618,000	10,903,000
August		12,342,000	618,000	12,960,000
September		10,285,000	618,000	10,903,000
October		10,285,000	618,000	10,903,000
November		8,228,000	1,164,000	9,392,000
December, 1956		6,171,000	1,210,000	7,381,000
	\$10,900,000	\$205,700,000	\$23,400,000	\$240,000,000

The estimated date of completion of the entire Toll Road, ready for traffic, is November 15, 1956.

6. ACTUAL AMOUNTS EXPENDED BY MONTH FOR PAYING THE COSTS OF THE TOLL ROAD, EXCLUSIVE OF FINANCING EXPENSES AND INTEREST DURING CONSTRUCTION.

<i>Month</i>	<i>Right-of-way</i>	<i>Construction</i>	<i>Other</i>	<i>Total</i>
January, 1954 .....	.....	.....	.....	.....
February .....	.....	.....	.....	.....
March	\$3,365.00	.....	\$623,907.00	\$627,272.00

PROGRESS OF THE WORK

RIGHT-OF-WAY

During the month of March, 1954, the Toll Road Commission directed the Consulting Engineer to assume active supervision of the acquisition program in Elkhart, St. Joseph and LaPorte counties. The Consulting Engineer has completed the organization of the necessary field personnel, who have begun actual appraising and negotiating in the three counties.

The Commission Right-of-Way Department has continued operations in LaGrange and Steuben counties and has initiated appraisals in Porter County. In Lake County, preliminary work has been started in determining property ownerships affected by the Toll Road.

As indicated in paragraph 1 of this report, the Commission has not acquired title to any right-of-way parcels. However, progress in completion of appraisals and in securing signed purchased options has been made as indicated below:

<i>County</i>	<i>Total ownerships</i>	<i>Appraisals completed</i>	<i>Appraisals approved for negotiation</i>	<i>Signed options</i>
Steuben	88	79	64	5
LaGrange	96	78	47	1
Elkhart	146	57	4	0
St. Joseph	182	41	15	1
LaPorte	126	46	19	0
Porter	155	14	14	0
	<hr/> 793	<hr/> 315	<hr/> 163	<hr/> 7

The Commission has not as yet retained the services of any Title Companies. In the interim, the functions normally performed by Title Companies have been assumed by the Commission Right-of-Way Department and the Consulting Engineer.

UTILITIES

The field check of utility interferences which was in progress on the date of the last report has been completed in all counties with the

exception of Lake County. Utility companies have been requested to check and confirm the results of this survey. The tabulation below compares the field check and the confirmations received to date:

<i>Type of utility</i>	<i>Field check on the number of crossings</i>	<i>Confirmations received on the number of crossings</i>
Electric	131	61
Telephone	111	9
Gas	10	1
Oil	4	1
Water	0	0
Sewage	0	0
Miscellaneous	2	0

The drafts of the General Agreements are being reviewed by the General Counsel for the Commission. Pending completion of the review of the Agreements, letters of intent are to be used for relocation work.

Utility companies with sub-surface facilities have been requested to flag or mark their lines at all points where they cross the proposed construction area, so that the Contracting Engineers will be aware of their exact location. The Contracting Engineers have been requested to tie in the flagging and marking with their survey.

SOILS

Eight of the ten test boring programs (structure borings) reviewed by the Consulting Engineer were approved. Test boring work will begin in these sections immediately.

The field sampling for the preparation of the Master Soil Plan and Profile is almost complete for seven of the design sections. Field work is in progress in all but one of the remaining sections. Laboratory testing of these samples is well under way, except for one design section. The actual plotting of information on the soil profile has begun in most of the design sections.

SURVEYS FOR DESIGN

Field Surveys have been more aggressively made on the eastern portion of the Toll Road. These surveys are almost 100% completed westward from the Ohio-Indiana state line through Steuben, LaGrange, Elkhart, St. Joseph, and well into LaPorte counties.

Drawings of 41 Centerline Maps have been received by the Consulting Engineer.

SUMMARY OF FIELD SURVEYS COMPLETED

Centerline Survey	81%
Bench Levels	78%
Profile	72%
Cross Sections	57%
Topography	71%

This comprises about 70% of the total survey as evaluated by the Contracting Engineers.

ROAD CROSSINGS

Data sheets giving basic geometric control and design loading for Toll Road-State Road Grade Separations, except those affected by the Lake County line studies, have been submitted to the Indiana State Highway Department. Approvals for 10 of the 23 data sheets have been received and furnished to the Contracting Engineer. The State Authorities are reviewing the remaining 13 data sheets and are expected to return them to the Consulting Engineer in the near future.

The procedures to be used for road closures and relocations on County road crossings have been established. The Toll Road Commission is arranging meetings with the Boards of County Commissioners, with interested parties invited, so that necessary information may be obtained to proceed with vacations or relocations. The meeting of the LaGrange County Commissioners has been held. The meetings with Elkhart, St. Joseph, LaPorte and Porter County Commissioners are being held during the week March 29 to April 2.

Location sketches of the county roads to be vacated or relocated in all counties except Lake County are being prepared by the Contracting Engineers. Seventy percent of these sketches have been received by the Consulting Engineer.

RAILROAD CROSSINGS

From the inquiries sent to 10 railroad companies concerning 18 crossings, comments have been received from three railroad companies concerning the Agreements.

Approval of the Basic Design Data concerning eight crossings has been received from two railroad companies. The Basic Design Data approval of three railroad companies concerning three crossings is being processed. Upon completion of the processing of these three crossings the information concerning the four easternmost counties of the project will be completed.

The Baltimore & Ohio Railroad Law Department has suggested a procedure wherein the railroad companies study the agreements and

arrange for insurance as a group. Concurrence has been given on this procedure with the condition that it will not delay the progress of the Toll Road. With this concurrence the Baltimore & Ohio Railroad Law Department has contacted the law departments of the remaining railroad companies.

STANDARD AND TYPICAL DRAWINGS

There is now proposed a total of 27 Standard Drawings and 13 Typical Drawings; this is an increase of one Standard Drawing and three Typical Drawings. Sixteen of these drawings are ready for the approval of the Chief Engineer of the Toll Road Commission and the Chairman of the State Highway Department.

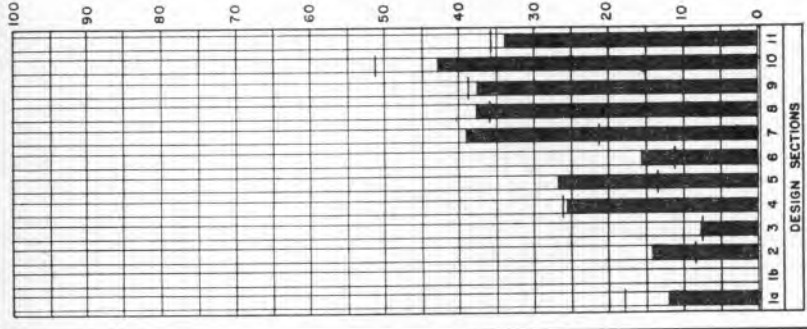
STANDARD SPECIFICATIONS

Work is continuing on the preparation of the Standard Specifications with the final draft of the General Provisions 98% complete. Construction Details are about 35% complete and Contract Documents 60% complete.

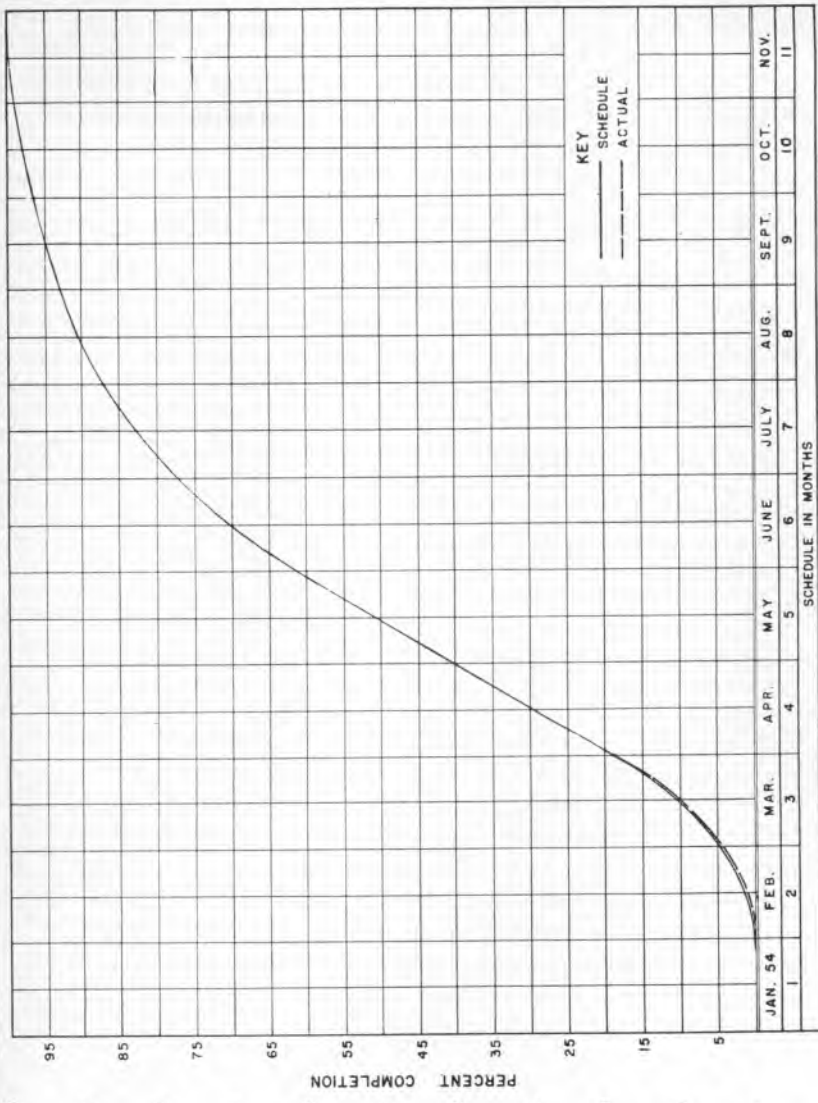
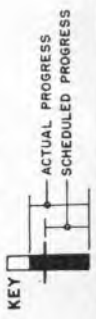
DESIGN SECTION PROGRESS

The schedules for Design Section Progress submitted by the Contracting Engineers have been approved. All Design Sections, but D-1b, have a schedule under which they are working. Design Section D-1b has a schedule covering only that part of the work where the line has been finalized. A detailed schedule, similar to those approved for the other Design Sections, cannot be prepared until such time as the line studies have been completed and approved.

Progress has been made as indicated on the appended charts. Most Design Sections are either on schedule or ahead of schedule. The overall progress is 18.61% of the total, .61% ahead of schedule. This figure does not include the work accomplished in Design Section D-1b.



**DESIGN PROGRESS
DESIGN SECTION**



DESIGN PROGRESS—TOTAL PROJECT

**INDIANA TOLL ROAD
EAST-WEST TOLL ROAD
PROGRESS AS OF MAR 31 1954**

J. E. GREINER COMPANY
CONSULTING ENGINEER

Fig. 4. Design progress—total project.