



A Local Public Agency Guide to the Indiana Department of Transportation

June 2022



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Introduction to INDOT

Next Level Preservation

INDOT is responsible for constructing and maintaining interstate highways, U.S. routes, and state roads in Indiana, including adjacent overpasses, ramps, and traffic control devices, including signs and traffic signals, on these roadways.

- INDOT maintains over 29,000 total lane miles
- INDOT is responsible for maintaining nearly 6,000 bridges across the state
- INDOT supports approximately 4,135 rail miles, and more than 400 private access airports and 111 public use facilities across Indiana

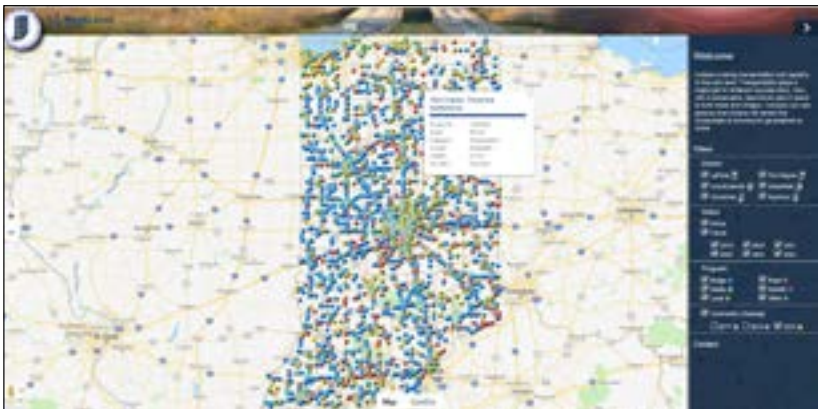
INDOT commissioned a study in 2015 to assess Indiana's transportation funding needs and potential funding sources to support the state's aging infrastructure. The study determined that the available funds over the next 20 years would not be sufficient to meet state and local transportation needs and indicated that Indiana's transportation funding would decrease during the same timeframe as a result of inflation and increased vehicle fuel efficiency.

In 2017, the Indiana General Assembly passed House Enrolled Act 1002 as part of a push to preserve and improve Indiana's transportation assets. The 20-year Next Level Roads plan fully funds INDOT's asset management plan for existing state-maintained highways, funds projects to improve safety along the state highway system and projects that increase mobility. This plan will deliver 95% of overall pavement and 97% of overall bridges in fair or better condition by 2037.

Next Level Roads also improves funding certainty to complete major projects such as finishing I-69 from Martinsville to Indianapolis and creating free-flowing U.S. 31 between Indianapolis and South Bend.

The Next Level Roads plan enhances Indiana's economic competitiveness and job creation by improving road conditions, making highways safer, reducing congestion, and increasing mobility.

At any time, local officials and the public can find a statewide, interactive map of current and future INDOT projects, by visiting nextlevelroads.com.



INDOT District Offices

In addition to constructing, reconstructing, and preserving its own assets, INDOT also works with every Indiana city, town, and county to address transportation needs in local communities. This is done through collaboration with INDOT's Central Office in Indianapolis as well as the agency's six district offices.

Northwest District

315 East Boyd Boulevard
LaPorte, IN 46350
in.gov/indot/2705.htm

West Central District

41 West 300 North
Crawfordsville, IN 47933
in.gov/indot/2701.htm

Southwest District

3650 South U.S. Highway 41
Vincennes, IN 47591
in.gov/indot/2707.htm



Northeast District

5333 Hatfield Road
Fort Wayne, IN 46808
in.gov/indot/2703.htm

East Central District

32 South Broadway
Greenfield, IN 46140
in.gov/indot/2704.htm

Southeast District

185 Agrico Lane
Seymour, IN 47274
in.gov/indot/2706.htm

Important Contact Information for Local Officials

Adam Parkhouse, Northwest District Communications Director
Phone: 219-221-0093 | Email: aparkhouse@indot.in.gov

Toni Mayo, Northeast District Communications Director
Phone: 260-969-8314 | Email: tmayo@indot.IN.gov

Debbie Calder, West Central District Communications Director
Phone: 765-366-9520 | Email: dcalder@indot.in.gov

Mallory Duncan, East Central District Communications Director
Phone: 317-452- 2369 | Email: maduncan@indot.in.gov

Annie Walker, Southeast District Communications Director
Phone: 812-524-3720 | Email: AnWalker1@indot.in.gov

Jason Tiller, Southwest Central District Communications Director
Phone: 812- 895-7310 | Email: jtiller@indot.in.gov

Staying Connected with INDOT

GovDelivery



GovDelivery is the state of Indiana's mass communication tool. It is used by all state agencies to directly communicate to key audiences and the public.

This is a great way for local elected officials as well as the public to stay up-to-date on the latest projects, road closures, public input sessions, funding availability, and important deadlines. You can subscribe to newsletters specific to your location and areas of interest.

Easy Steps for GovDelivery

1. Go to the website: in.gov/indot.
2. Click on the 'Subscribe to Alerts' button in the webpage top ribbon menu bar.
3. Select 'Email' for Subscription Type and enter your email address to receive updates. Click Submit.
4. On the New Subscriber page, confirm the email address, select Email Delivery Preference, set up an Optional Password if desired, and agree to the data privacy policy. Click Submit.
5. Select the Subscription Topics from which you want to receive updates. Click Submit.

INDOT4U







INDOT provides citizens and business customers with a single point-of-contact to request transportation services, obtain information, or provide feedback through multiple channels of communications.

INDOT Customer Service can be reached by calling 855-463-6848, visiting INDOT4U.com, or emailing INDOT@indot.in.gov. Each inquiry is recorded and tracked to ensure a timely and accurate response.

Social Media

CENTRAL OFFICE

-  IndianaDepartmentofTransportation
-  INDOT
-  INDOT_Central
-  INDOT

NORTHWEST DISTRICT

-  INDOTNorthwest
-  INDOTNorthwest

NORTHEAST DISTRICT

-  INDOTNortheast
-  INDOTNortheast

WEST CENTRAL DISTRICT

-  INDOTWestCentral
-  INDOT_WCentral

EAST CENTRAL DISTRICT

-  INDOTEast
-  INDOTEast

SOUTHEAST DISTRICT

-  INDOTSoutheast
-  INDOTSoutheast

SOUTHWEST DISTRICT

-  INDOTVincennesDistrict
-  INDOTSouthwest

How a Project Becomes a Project

INDOT places great emphasis on involving local stakeholders, including Local Public Agencies (LPAs) and Metropolitan Planning Organizations (MPOs), early in the planning process. This provides an opportunity for feedback on potential projects that will be included in the upcoming INDOT Call for Projects while also making additional project suggestions. Involving local stakeholders early provides an opportunity for local units to partner with INDOT on upcoming state projects happening in their city, town, or county. This emphasis also enables local agencies to add personalized details, such as sidewalks, decorative lighting, wayfinding signs and more, to a project.

INDOT programs transportation projects five years in advance, so it is important that these details be included in the early stages of project development so as not to delay the overall project or significantly increase the cost.

Public involvement plays a key role in project delivery. Depending on the level of impact a project may have, certain public involvement activities are required, but INDOT prioritizes proactive public involvement above and beyond that which is required. Examples of this proactive public engagement include public meetings, open houses, newsletters, social media, and communication to local news outlets.

In 2020, INDOT transitioned from a centralized to a decentralized public involvement process. In this new process, INDOT's Capital Program Management Division is responsible for the policy implementation and execution of INDOT's decentralized public involvement, which involves close coordination between Project Managers, Environmental Services, Consultant Services Management and consultant teams. Project teams bring creativity, increased staff, and access to tools, techniques and best practices in enhancing public participation, involvement, and engagement.

Planning Steps

1. Transportation needs and projects are identified
2. Coordination with planning partners, transportation stakeholders and the public
3. Public input welcomed, considered and included
4. Call for Projects issued, marking the beginning of a process by which proposals for new projects can be presented, reviewed, and prioritized
5. List of proposed projects reviewed
6. List of proposed projects narrowed for inclusion in the draft Statewide Transportation Improvement Plan (STIP) – a four-year planning document that lists all projects expected to be funded during those four years, including pavement and bridge facilities, and projects that address safety, congestion, mobility, and emergency response.
7. Proposed projects may or may not be selected; non-selected projects may be resubmitted later
8. Selected projects are advanced and incorporated into draft STIP
9. Public input again solicited and included
10. STIP is formally approved by the Federal Highway Administration
11. Projects entered into INDOT production schedule
12. Project development

Increasing Engagement with Local Officials



INDOT is constantly looking for new ways to engage with local leaders and the public. In 2020, the agency launched its first ever local collaboration committee. The mission of this committee is to engage with local leaders in a new way to continuously improve INDOT's level of service, learn more about how local

government officials conduct business, and share how we conduct ours.

INDOT is represented on the committee by the Deputy Commissioner for Projects, the Local Program Director, and the Government Affairs team. Local representation includes city, town, and county elected officials as well as street and highway superintendents and engineers. Representatives of the Association of Indiana Counties, the Indiana Association of County Commissioners, Accelerate Indiana Municipalities, and the Local Technical Assistance Program at Purdue University also sit on the committee.

In its inaugural year, the committee tackled many topics of mutual importance, including flexibility in designating unofficial local detours, streamlining reporting in ITAP, and utility relocation inspection. As a result of this collaboration and discussion, INDOT is updating its policy on local detours, revising Bridge Inspection and Federal Aid Quarterly reports, and coordinating with the Federal Highway Administration to adopt new procedures to help local officials obligate funds for the inspection of relocating utilities prior to project lettings.

The committee will continue to meet quarterly in 2021, with meetings scheduled for February, May, August, and November.

State and Federal Resources for Local Projects

in.gov/indot/lpa

Indiana cities, towns, and counties face a variety of capital improvement and critical infrastructure needs. These needs directly affect quality of life for residents and the ability of cities, towns, and counties to attract and retain businesses. INDOT works proactively to assist Local Public Agencies in addressing these capital needs.

INDOT's LPA Program provides stewardship and technical assistance to city, town, and county governments through education and collaborative relationships. This assistance enables INDOT and LPAs to work together to plan, build, and maintain a superior transportation system that promotes economic growth, ensures safety, and complies with all local, state, and federal regulations.

INDOT's assistance to LPAs includes financial resources in constructing, preserving, and improving transportation on local roads.

State Grant Opportunities

Community Crossings Matching Grant



The state Community Crossings Matching Grant (CCMG) program provides a valuable tool for local governments to invest in infrastructure projects that catalyze economic development, create jobs, and strengthen transportation networks. Since 2016, the state of Indiana has partnered with cities, towns, and counties to provide more than \$1.14 billion in CCMG funds to support local road and bridge projects.

Funding available through the CCMG program can be used for construction only and must be used on projects that are ready for the bid process. All Indiana city, town, and county governments are eligible to apply; however, each must have an Asset Management Plan, approved by the Local Technical Assistance Program (LTAP), and commit to the required local funding match.

Depending on population, the state will fund local projects up to 75%.

- Cities and towns with a population of fewer than 10,000 can receive funds using a 75% state/25% local match
- Cities and towns with a population of greater than 10,000 can receive funds using a 50% state/50% local match
- Counties with a population of fewer than 50,000 can receive funds using a 75% state/25% local match
- Counties with a population of greater than 50,000 can receive funds using a 50% state/50% local match

Applications are accepted by INDOT twice annually and are evaluated based on need, pavement and bridge conditions, impact on connectivity and mobility within the community, as well as regional economic significance.

Federal-Aid Opportunities

The Federal-Aid Highway Program (FAHP) is an umbrella term for the separate highway programs administered by the Federal Highway Administration. INDOT provides support to LPAs by sharing 25% — or approximately \$311 million — of the federal funds apportioned to it under Congressional Highway Authorization Bills each fiscal year.

This funding can be used for road and bridge preservation projects, sidewalks, trails, signage, guardrail, and other types of safety improvement projects.

These federal funds are suballocated through MPOs to cities, towns, and counties within the state's larger urbanized areas. Group I urbanized areas are those with a population greater than 200,000, while Group II urbanized areas are those with a population between 50,000 and 200,000. Rural communities — with a population less than 50,000 — are not served by an MPO. In these communities, INDOT distributes federal funds directly to the LPA.

Congestion Mitigation/Air Quality Program

80% federal/20% local match

This federal program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter as well as for areas that were out of compliance but have now met the standards. Examples of eligible projects include alternative pedestrian/bicycle facilities, fuel projects, diesel retrofits, and rideshare programs.

Highway Safety Improvement Program

90% federal/10% local match

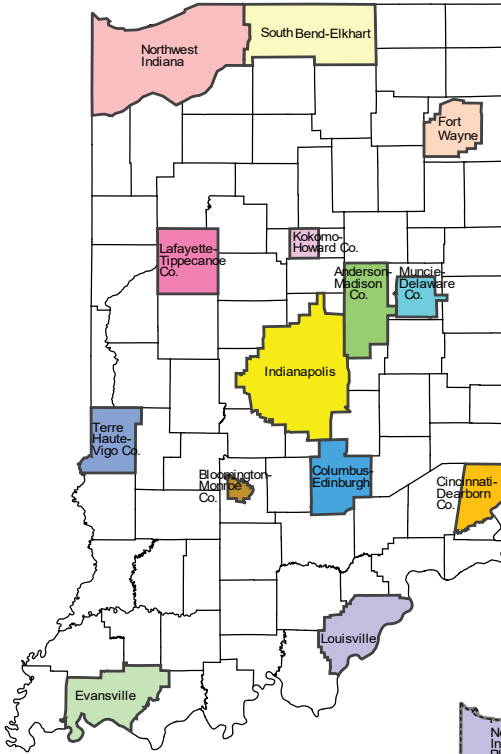
This federal program aims to significantly reduce traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. These projects are intended to deliver cost-effective countermeasures for locations that have an elevated risk of crashes that may result in fatal or serious injuries. Examples include intersection improvements, pavement and shoulder widening, installation of rumble strips, and safety-conscious planning.

Rail/Highway Crossings Program (Section 130)

100% federal

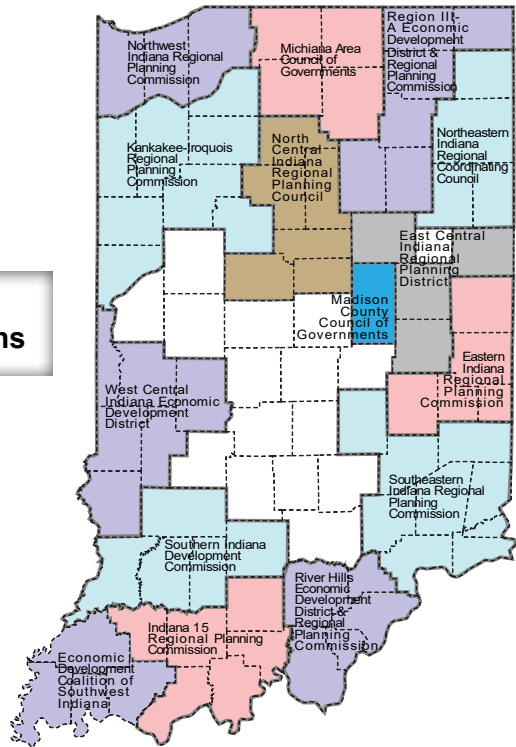
This federal program provides funds for the elimination of hazards at highway-rail crossings. This may include train activated gates and lights, pavement markings, and/or signage.

Requests for this program are considered on a rolling basis. The Crossing Hazard Index is the primary initial factor used to rank and select Section 130 projects. The hazard index is calculated annually using Federal Railroad Administration formulas and guidelines and includes considerations such as the number of trains and vehicles at the crossing, number of main tracks, road surface type, maximum train speed, and number of highway lanes. This enables the crash potential of one crossing to be compared to another in an objective and consistent manner.



Indiana Metropolitan Planning Organizations

Indiana Regional Planning Organizations



Surface Transportation Block Grant Program

80% federal/20% local match

The federal Surface Transportation Block Grant (STBG) program provides flexible funding to address local transportation needs. This may include, but is not limited to, road and bridge projects, pedestrian and bicycle infrastructure, and transit capital projects.

STBG Off-System Bridges Program

80% federal/20% local match

This federal program provides funding for highway bridges located on public roads that are not on federal-aid highways. This may include, but is not limited to, replacement, rehabilitation, preservation, and protection.

Transportation Alternatives Program

80% federal/20% local match

This federal program provides funding for a variety of small-scale transportation projects such as pedestrian and bicycle facilities, sidewalk and Americans with Disabilities Act improvements.



Eligibility Requirements

INDOT typically issues a rural call for federal-aid projects in November of each year. The application period typically closes in December, with projects being selected the first quarter of the following year. Projects are programmed five years in advance, meaning if an LPA submits a project for the 2026 call, construction of the project would be bid beginning in state fiscal year 2026.

In order to be eligible for these funds, communities must provide a local match and meet other federal requirements to receive federal funding, including maintaining an Employee in Responsible Charge (ERC).

An ERC is a designated employee who is responsible for ensuring the compliance of all state and federal-aid regulations related to the project development and construction of locally administered projects. The ERC acts on behalf of the LPA as the primary point of contact for the project. In some cases, it may be helpful to have more than one ERC.

Becoming an ERC

Before an LPA can apply for a federal-aid project, the LPA's designated ERC(s) must take and pass the ERC Basic Project Development Online Course to become certified. The course usually takes four to five hours to complete and the certification is valid for one year. To register, contact LPAQuestions@indot.in.gov.

Online applications for federal-aid projects can be found at itap.indot.in.gov. All you need is an INDOT Technical Application Pathway (ITAP) account and a registered user name to get started.



Transit Opportunities

transit.indot.in.gov

Enhanced Mobility for Seniors and Individuals with Disabilities (Federal Section 5310)

80% federal/20% local match for eligible capital expenses

50% federal/50% local match for eligible operating expenses

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services. Eligible recipients include local units of government or private non-profit organizations.

Rural Transit Program (Federal Section 5311)

80% federal/20% local match for eligible capital and planning expenses

50% federal/50% local match for eligible operating expenses

This program was created to provide public transportation to people living in rural areas, defined as having a population of less than 50,000. Eligible applicants for Section 5311 funding include counties, cities, public transportation corporations, or regional transportation authorities. The applicant may either directly provide transit service or purchase service from an eligible provider.



Federal Section 5311 grants are available to fund feasibility studies, operating costs, and capital projects related to rural transit. Section 5311(f) also funds capital, operating, planning, and marketing projects for intercity transportation projects. An intercity project is defined as public transit service with limited stops over fixed routes connecting two or more urban areas. Projects may also include the transportation of residents of non-urbanized areas to and from urbanized areas.

Aviation Opportunities

aviation.indot.in.gov

Airport Improvement Program

90% federal/5% state/5% local match for eligible capital expenses

Aviation is an integral part of Indiana's transportation infrastructure and is vital for business, agriculture, and tourism. The INDOT Office of Aviation assists Indiana airports with their pavement management plans and maintains a five-year rolling capital improvement forecast of projects and funding level requirements. This technical and planning support ensures that when eligible airports apply for grant funding through the federal Airport Improvement Program, the submitted projects represent the greatest statewide needs and the greatest economic impact.



These federal grants are available for 65 federally recognized airports throughout the state. While the program is administered by the Federal Aviation Administration, INDOT provides a 5% state match through the Airport Development Fund.

Rail Opportunities

rail.indot.in.gov

Railroad Grade Crossing Fund

100% state/0% local match

The Railroad Grade Crossing Fund (RRGCF) was established by the Indiana General Assembly to provide funding for passive highway-rail crossing improvement projects throughout Indiana. The INDOT Rail Office manages the RRGCF program as a cost reimbursement grant. Eligible recipients include LPAs as well as Class II and Class III Railroads and Port Authorities.

This fund also includes the Crossing Closure Program. Crossing Closure applications are accepted throughout the year and can be submitted through the Grant Rail Project system via ITAP. The Crossing Closure Program is a one-time incentive payment grant administered by the Rail Programs Office. LPAs are eligible to apply for this incentive program in the same manner as the RRGCF.

Industrial Rail Service Fund



The Industrial Rail Service Fund was established by the Indiana General Assembly to assist smaller railroads with infrastructure rehabilitation. Eligible railroads are Class II and III Freight Railroads and Railroad Port Authorities. The IRSF program is for the upgrade of the Class II & III railroad physical facilities to help maintain and increase business shipping levels on the rail line, and also to assist with funding needed for track infrastructure improvements related to new business development on the line.

Grants through the Industrial Rail Service Fund program can be used for the rehabilitation of railroad infrastructure or railroad construction. Railroads are limited to a grant award that does not exceed 75% of the total cost of the project. The railroad contribution may include funds from other State or Federal Agencies or entities. Internal railroad labor can go towards the **railroad** match of the grant and may not go towards the INDOT match. All material used for the IRSF project must be purchased within the grant term.

Roadside Management

greenercrossroads.com

Mowing and Vegetation Management Policy



INDOT maintains the medians and roadsides along interstate highways, U.S. routes, and state roads in Indiana. INDOT maintains roadside grass and vegetation in an environmentally sensitive manner that is consistent with the conditions presented by local climate, topography, vegetation, and rural and urban development.

INDOT strives to balance safety, costs, environmental protection, and aesthetics when maintaining roadside vegetation. Our vegetation management policy is focused on improving safety along our highways by maintaining vegetation at a safe height for driver visibility. Our practices also preserve natural wildlife habitat and plants, control or remove non-native invasive and noxious plants, and strive to improve the overall look of roadside rights-of-way.

Our Management Policy Explained

INDOT's mowing and vegetation management policy includes herbicide treatments, mowing, woody vegetation management, and seeding with turf grass and native wildflowers and grasses.

Successful vegetation management minimizes the need for mowing and herbicide application, which ultimately reduces impacts on the environment and saves money. Promoting and planting a diverse native plant community and wildflowers helps battle invasive and noxious plants.

Our Mowing Policy Explained

INDOT crews closely monitor the growth of grass and vegetation and time mowing cycles based on geographic location and weather.

Except in areas where we mow tall vegetation to improve driver visibility, our first mowing cycle takes place after rapid spring plant growth ends — which is approximately mid-May in the southern part of the state and early June in the north. Maintenance crews address sight-distance concerns between mowing cycles through selective mowing and herbicide application.

Vegetation Management Goals

- Enhance the safety of the traveling public
- Protect the environment and reduce costs
- Reduce erosion and provide storm drainage
- Promote and preserve native wildlife habitats and plants
- Improve roadside appearance

Vegetation Management Zones

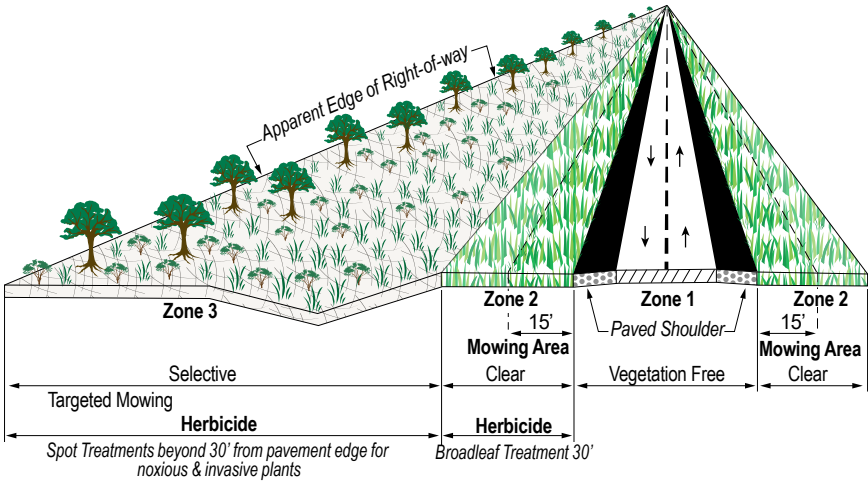
INDOT's mowing and vegetation management activities focus on three zones:

Clear Zone: This area includes highway medians and extends 30 feet out from the edge of the roadway shoulder pavement. This area is mowed at least twice a year and receives an annual broadleaf selective herbicide treatment to target broadleaf invasive and noxious plants to keep them from spreading. Along high traffic volume roads and in urban areas, this zone may be mowed three to five times a year, depending on need.

Selective Zone: In areas where right-of-way extends beyond the 30 foot Clear Zone and out to 80 feet from the edge of pavement, INDOT will allow native plants room to grow and create a natural appearance. In rural areas, INDOT will utilize spot mowing and selective herbicide applications to control invasive and noxious plants and slow the growth of woody vegetation to improve safety.

Natural Zone: Where right-of-way extends beyond 80 feet from the road edge, INDOT will allow native plants and woody vegetation to grow and serve as a defense against invasive species. This area shields the roadway from neighboring properties, promotes native plant diversity, and connects fragmented wildlife habitats. INDOT will carry out limited spot mowing and selective spot treatments of invasive and noxious plants in these areas as populations are identified. Other forms of land management, such as selective timber harvesting, may occur in this zone, where and when appropriate.

Other Zones: Areas adjacent to INDOT bridges and environmentally sensitive areas receive special treatment.



INDOT Roadside Maintenance: Inside vs. Outside Municipal Limits

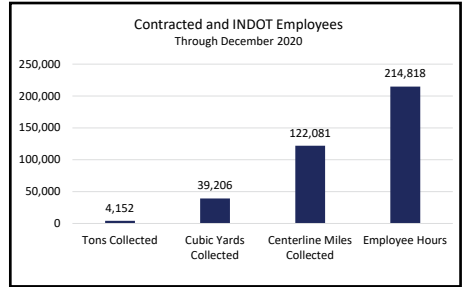
Interstate highways, U.S. routes, and state roads often run through the hearts of Hoosier cities and towns. In cities and towns, INDOT is responsible for maintaining the highway assets within the bounds of the paved surface. Beyond the edge of pavement or curb, when one exists, Indiana Code 8-23-6-3 places the responsibility of maintenance on the local municipality. This can be welcome news for municipalities, which often have interest in enhanced roadside aesthetics while maintaining motorist safety.

Liability and numerous agreements and requirements dictate the means and methods of vegetation management in INDOT right-of-way. Municipalities may choose to perform roadside maintenance with in-house staff or contracted vendors and may have to obtain an INDOT permit to perform some right-of-way maintenance activities. Municipal officials may also choose to work with adjacent property owners to perform this maintenance — encouraging, for example, property owners to maintain the lawn adjacent to highways within their communities.

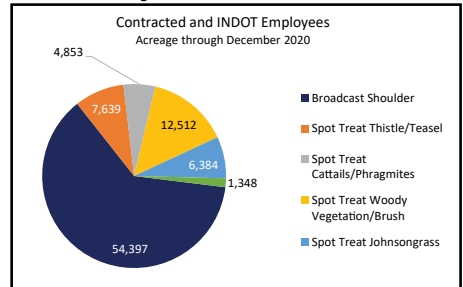
When members of the public voluntarily manage vegetation within the right-of-way, they may unknowingly infringe upon existing agreements and requirements. Therefore, it is not advisable for private citizens to voluntarily manage vegetation within an INDOT right-of-way without first securing permission from INDOT or the local municipality.

Municipal officials and the public should contact INDOT Customer Service at 855-463-6848, visit INDOT4U.com, or email INDOT@indot.in.gov to report a highway concern, request applicable permits, or seek information about roadside management.

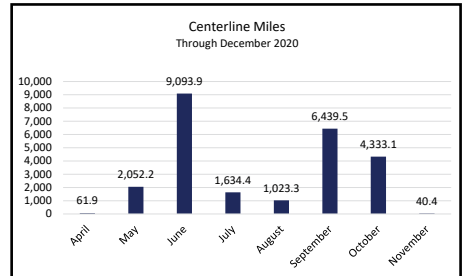
Litter and Debris Collection



Targeted Herbicide Treatments



Contracted Mowing by Month



Ways to Get Involved

INDOT encourages local municipalities to become involved with reporting noxious weed locations. Local municipalities can help by exercising their right, per Indiana Code, to create county weed control boards. These boards, per Indiana Code 15-16-7-7, have the authority to require landowners to control and contain any of the weeds listed in the state noxious weed list. Moreover, the code notes that these boards have the right to take “all necessary and proper steps to control and contain noxious weeds which have adverse significance on agricultural production in Indiana.”

Indiana Invasive Species Council

entm.purdue.edu/iisc/

Invasive species have a significant impact on the Hoosier state. The Indiana Invasive Species Council (IISC) was established by the state Legislature to enhance the ability of government agencies to detect, prevent, monitor, and manage new and long established invasions, as well as increase public awareness about invasive species.

Cooperative Invasive Species Management Area

invasive.org/cismas/

You may also wish to become involved in the local Cooperative Invasive Species Management Area (CISMA). This effort is being implemented by the Indiana Invasives Initiative and has the support of the Indiana Invasive Species Council. These groups work with the support of the local government and can help to combine resources and knowledge to combat invasive species within the areas they cover. All lands within the state are susceptible to invasion by non-native invaders of all kinds. An all hands on deck approach can often be the only way to control these species.

Terrestrial Plant Rule

<https://www.in.gov/dnr/6351.htm>

As part of the effort to reduce the impacts of invasive plants on the Hoosier state, recent efforts by the Indiana Department of Natural Resources, Division of Entomology and Plant Pathology has created the “Terrestrial Plant Rule” which designates 44 species of plants as invasive pests. This rule makes it illegal to sell, gift, barter, exchange, distribute, transport, or introduce these plants in the state of Indiana.

By controlling the distribution of these known invaders in the ornamental trade, the hope is to slow the spread of invasive plant species. Unfortunately, many of these species are already widespread across the state making control efforts a requirement. There are many other species that have been identified as local threats and by active involvement in the local IISC and CISMA, these concerns can receive the necessary focus.

Roadway Beautification

INDOT's Hoosier Beautification Initiative consists of several programs, all designed to beautify Indiana by reducing roadside trash, promoting highway cleanliness, improving the environment, and creating welcoming gateways.

Adopt-a-Highway

in.gov/indot/3908.htm



INDOT's Adopt-a-Highway program helps significantly reduce the roadside trash problem on Indiana's highways. Cleaner state roads and U.S. routes in your area will significantly improve the aesthetics and morale of your community. Cleaner roadsides have also been shown to actually decrease the frequency of littering.

The program coordinates with community groups that provide trash and litter pickup on two-mile segments of non-interstate Hoosier highways. Groups are asked to clean their designated two-mile area four times each year, including once in the early spring and in late fall.

INDOT's Adopt-a-Highway coordinators supply safety training, safety vests, work signs and trash bags during pickups. All your group has to donate is time. In return, INDOT will place a recognition panel sign on the portion of highway adopted by the community groups.

Highway Gateways



Local units interested in making aesthetic improvements to INDOT right-of-way can do so via the Public Arts and Landscaping Permitting process. The INDOT permitting process enables local units of government to help beautify entrances to communities, cloverleaf or other interchanges, areas near exit ramps, roundabouts, or small segments of roadway.

Beautification efforts include, but are not limited to: litter cleanup, lawn care and landscaping, art or motif installation, and aesthetically pleasing signage that promotes clean, welcoming, and scenic areas on or near roadways, including community entryways or gateways.

The complete Public Arts and Landscaping Policy can be found online at: www.in.gov/indot/doing-business-with-indot/files/Public_Art_Landscaping_Policy.pdf

Trash Bash!

in.gov/indot/2596.htm



For more than a dozen years, INDOT workers, Adopt-a-Highway volunteers and Department of Correction crews have joined forces to spring clean Indiana interstates during Trash Bash! This effort takes place over the course of one weekend and participants are able to join in the effort on any of the days.

INDOT Permits

in.gov/indot/2727.htm

Unless exempt or performing work under a qualified exception to the permit requirements, cities, counties, and government agencies must obtain an INDOT permit prior to performing work within INDOT's right-of-way.

Examples of work requiring an INDOT Permit include:

- Utilities
- Excavation
- Advertisement (if not prohibited by statute)
- Planting or trimming vegetation
- Surveys
- Driveway construction or alteration
- Modifications to or installation of pedestrian facilities
- Special events (including festivals, sidewalk sales, community sponsored or approved activities)
- Broadband installations
- Work on or installation of utilities above and below ground
- Sewer and drainage work
- Work involving the release of steam
- Remediation of environmental spills
- Monitoring wells
- Tree trimming
- Landscaping including adding aggregate to culverts
- Railroad crossing work
- Installation of or maintenance to facilities providing communications
- Addition of a logo to a permitted facility
- Cell tower work
- Hanging banners
- Road closures, and
- Outdoor advertising

Permit applications are reviewed and issued at the INDOT district level and can be submitted online at <https://eps.indot.in.gov/>. If you have questions, please do not hesitate to reach out to your district Permits Office prior to submission at 855-463-6848.

Other Resources

Indiana Local Technical Assistance Program

purdue.edu/intlap/

The Indiana Local Technical Assistance Program (LTAP) is part of a nationwide system of technology transfer centers, established by the Federal Highway Administration, designed to improve transportation department performance.

Indiana LTAP partners with Purdue University to offer technical assistance and training to all counties, cities, and towns within the state. Some of Indiana LTAP's avenues for outreach include workshops, programs, conferences, and resources. They also participate in road scholar, equipment loan, and hazard elimination programs.

Table 1 – Road Asset Inventory

Designation	Roadway		From		To		Length	Width	Number of Lanes	Surface Type	Rating	Year Rated	Functional Classification
	Name	Suffix	Name	Suffix	Name	Suffix							

Table 2 – Road Treatment Summary – For the next 5 years

Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost

The research program at Indiana LTAP is aimed at finding the latest in new developments in technology, materials, and construction practices to assist local agencies in maintaining their transportation infrastructure.

It is important to keep your community's contact information up-to-date in LTAP so that INDOT representatives can reach the correct person to discuss upcoming projects, partnership opportunities, etc.

Indiana LTAP also assists LPAs in the development of their Asset Management Plans (AMP) by providing technical assistance, reviewing the AMPs, checking for compliance with the INDOT-approved template, and offering advice where information may be missing or lacking. AMPs can be submitted to Indiana LTAP via their Data Management System at ltapdms.itap.purdue.edu/ltap.

For assistance creating, updating or obtaining approval of your Asset Management Plan, contact LTAP Research Manager Patrick Conner, PE, at connerp@purdue.edu.



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