

Connecting Indiana



F I S C A L Y E A R 2 0 1 1
A N N U A L R E P O R T



On the front cover, left to right: State Road 25/Hoosier Heartland, I-69 Evansville to Indianapolis, Interstate 465 on Indianapolis' west side, Milton-Madison Bridge and Interstate 80/Interstate 90 (Borman Expressway).



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“We broke all records for road building and bridge building, for the fourth year in a row, and put thousands to work doing so.”
— Mitchell E. Daniels, Jr., Governor, 2011 State of the State Address



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A Welcome from the Commissioner



The Indiana Department of Transportation (INDOT) is committed to delivering a first-class highway system to our citizens and constituents. We take our responsibility seriously and work to ensure that Hoosier taxpayer dollars are invested wisely now to pay dividends for decades to come.

In Fiscal Year 2011, INDOT invested \$1.4 billion in new construction and maintenance across the state. Work on many of our projects is being completed on time and under budget. We have utilized new techniques and technologies to minimize costs and we continue to challenge our employees to find new and better ways of conducting business.

More than 90 years ago, in 1919, Indiana's General Assembly created the Indiana State Highway Commission, which was tasked with connecting Hoosier county seats and towns. This commission evolved into INDOT, which today still works to connect Indiana cities and Indiana citizens, while boosting economic opportunity for all.

I am very pleased with our many accomplishments this past year, and it is my pleasure to present *Connecting Indiana*, our Fiscal Year 2011 Annual Report.

Best regards,

Michael B. Cline

Michael B. Cline



WELCOME

**MISSION
& GOALS**

FINANCIALS

MAJOR
PROGRAMS

INNOVATIONS

BEYOND
HIGHWAYS

PARTNERSHIPS

OUR
PEOPLE

LOOKING
AHEAD

DISTRICT
OFFICES

Mission & Goals

MISSION

INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth.

GOALS

- Establish a five-year Capital Project Plan (2012-2016)
- Further develop a culture of accountability and ownership at all levels of INDOT
- Meet or exceed financial targets
- Promote and maintain a safe work environment for employees and industry partners
- Continue to promote and engage employees in Employee Development opportunities
- Manage transportation infrastructure funding effectively



Accelerate 465 — Interstate 465, on the west side of Indianapolis



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Financials

INDOT continued tight fiscal management over operating expenses in FY 2011, while increasing transportation investments in construction and preservation programs. Major Moves continues to be a prime contributor to the improvement and expansion of Indiana's highway infrastructure. As the centerpiece of Governor Mitch Daniels' innovative 10-year transportation funding program, Major Moves has set the bar nationally as an innovative transportation funding resource. These public-private partnership initiatives will become increasingly important as traditional funding resources are challenged.

State Highway Funding Resources

| State Highway Fund | | | | |
|---------------------|--|--|---|---|
| Direct fuel taxes | Permits | Federal reimbursement | Motor vehicle highway fund* | Local road and street fund** |
| Diesel and Gasoline | Oversize/overweight truck loads, truck trip permits, street curb and billboard | Of payroll, materials and test and vehicle depreciation on projects supported by federal funding | A portion of gasoline and diesel fuel taxes, plus a portion of vehicle license fees, title fees and driver's license fees | A portion of gasoline and diesel fuel taxes, plus permits and a portion of vehicle license fees, title fees and driver's license fees |

* After other disbursements are made from this fund, including to the Indiana State Police and Bureau of Motor Vehicles, INDOT receives 53% of the remaining funds, and local governments receive 47% of the remaining funds.

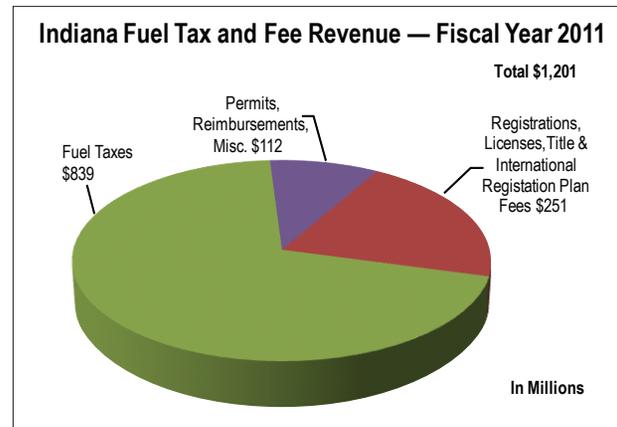
** INDOT receives 55% of the remaining funds, and local governments receive 45% of the remaining funds.

Revenues

Fuel taxes, permits, licenses and registrations are the backbone of Indiana's transportation revenues. They provide resources that help fund transportation programs at the state and local levels. Indiana enjoyed some improvement in these traditional revenue resources as the economy continued to recover. Fuel taxes were up 2.5 percent primarily on the strength of higher special fuel (diesel fuel) taxes and surtaxes. Licenses and registrations were up 3.7 percent, once again due to an improving economy that saw more commerce flowing over Indiana roads.

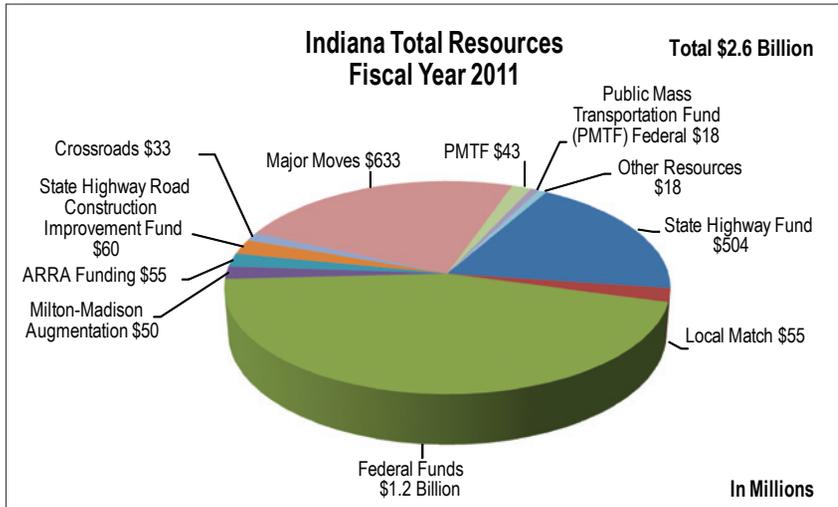
Resources

As stated previously, Major Moves contributed a significant portion of the state's overall funding requirement. In addition to \$633 million in Major Moves funds, the state also utilized federal funds in the amount of \$1.2 billion. The State Highway Fund also increased over the prior year, contributing \$504 million to the state's overall funding resources.



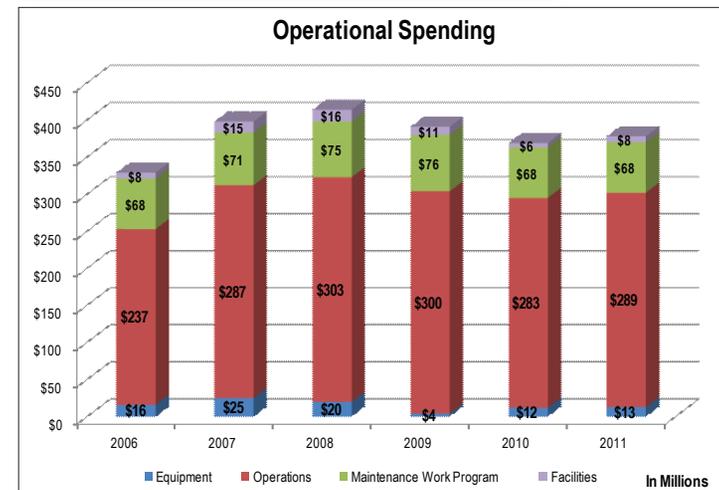
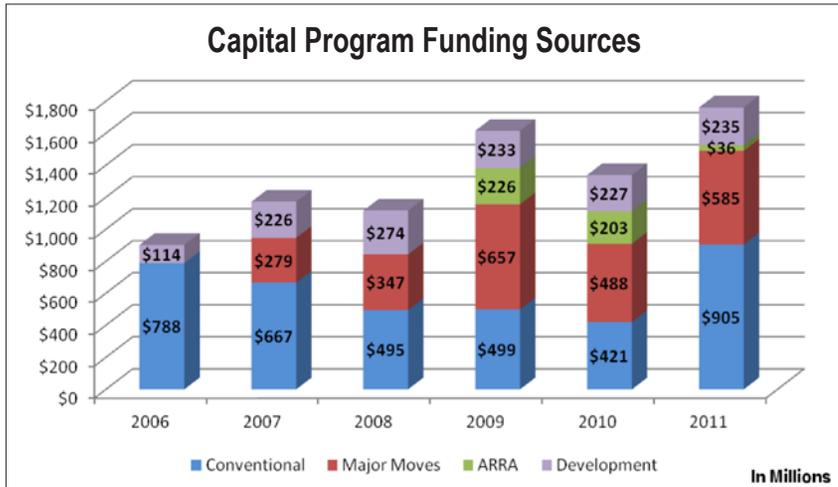
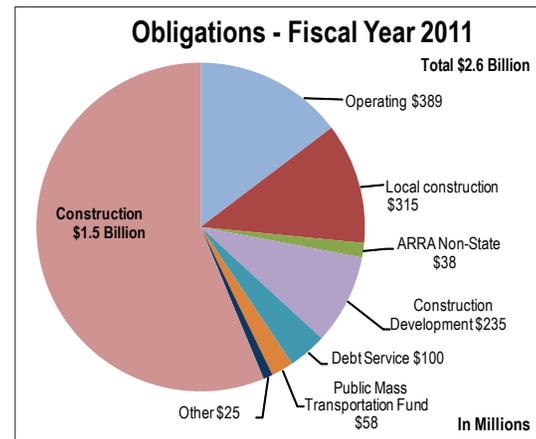


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Expenditures & Obligations

INDOT reduced its FY 2011 operational spending compared with FY 2010 by six percent (before advanced purchases). Total operational expenses, which include equipment, facilities and maintenance, accounted for only 14 percent of INDOT's expenses. INDOT made advance purchases for salt, fuel and supplies in FY 2011 that will be used in FY 2012, thus giving the appearance of increased spending in FY 2011. The majority of expenditures go to construction projects (\$1.5 billion in FY 2011) and related work such as design, environmental work and right-of-way acquisition.





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Federal Funding

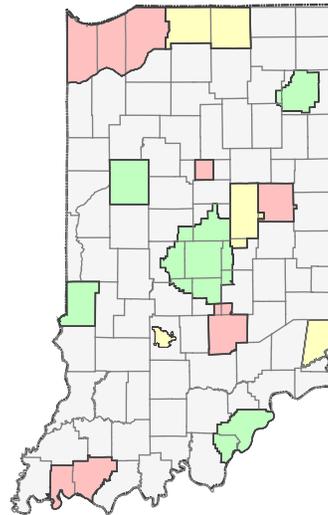
A total of \$1.2 billion was collected in federal funds, from the Federal Highway Trust Fund, in FY 2011. The Federal Highway Trust Fund is administered by the Federal Highway Administration under the U.S. Department of Transportation. Federal funding was further boosted for the state by \$55 million in FY 2011 through the American Recovery and Reinvestment Act.

INDOT will continue to take full advantage of all federal funding opportunities that will benefit state and local projects.

Local Funding

Metropolitan Area Planning

There are 14 Metropolitan Planning Organizations (MPOs) located throughout Indiana. MPOs coordinate the efforts of local governments in urban areas for a unified and collaborative transportation planning effort. INDOT works with the MPOs to provide comprehensive transportation planning within their urban communities. The MPOs are divided into two groups: Group I (populations over 200,000) and Group II (populations over 50,000) and manage approximately \$120 million a year in federal highway transportation funding.



“The partnership between the Indiana MPO Council and its 14 MPOs has resulted in the successful implementation of urban, rural and state transportation projects that benefit the citizens of Indiana. INDOT’s LPA/MPO and Grants Management staff has greatly improved the level of communication and responsiveness to move state and local transportation systems forward.” — Sandi Seanor, Indiana MPO Council

Local Programs

INDOT makes 25 percent of its federal-aid funds, which includes the MPO distribution, available to Local Public Agencies (LPA) for road improvements, bridge work, safety improvements and transportation enhancement projects. Federal dollars total more than \$200 million per year.

In addition, INDOT continues to work with local municipalities with capital needs purchasing. A total of 220 cities and towns have joined INDOT in purchasing winter salt in bulk, which results in savings to local communities.

In FY 2011, INDOT’s LPA/MPO and Grants Administration staff implemented six new initiatives to enhance and promote customer service, streamline processes and improve accountability to local municipalities. Another benefit is transparency to local municipalities.

The initiatives are:

- Update the Local Guidance Document
- Develop and implement internal standard operating procedures
- Incorporate MPO information into the Local Guidance Document
- Develop an INDOT/MPO Coordination Manual
- Update the INDOT/MPO Memorandum of Agreement documents
- Update program applications and guides

In FY 2011, more than 400 LPAs and consultants became certified or re-certified as part of this initiative.



Crews work on a pipe as part of the Boston Street reconstruction project in LaPorte. This intersection improvement project added turn lanes on State Road 2 and widened Boston Street to facilitate truck traffic headed to an industrial park. The city also installed new sidewalks, curbs, and gutters. This \$2.67 million project was completed in fall 2010.



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Major Programs



Governor Mitch Daniels' innovative 10-year funding program, Major Moves, has positioned INDOT as a national leader in the planning and delivery of a comprehensive state infrastructure improvement program.

From the start of Major Moves in FY 2006 through FY 2011, INDOT accomplished the following:

- 41 roadway projects completed and open to traffic
- 185 new highway miles completed
- 42 miles widened/expanded
- 588 bridges rehabilitated or replaced
- 2,800 miles of pavement rehabilitated or replaced
- \$6.5 billion invested in construction

In FY 2011, INDOT accomplished the following:

- 7 corridors completed and open to traffic
- 32 corridors under construction
- 12 new highway miles completed
- 19 miles widened/expanded
- 123 bridges rehabilitated or replaced
- 569 miles of pavement rehabilitated or replaced
- \$1.4 billion invested in construction

PROJECTS

I-80/I-94 (Borman Expressway)



The traffic pattern shifted as new lanes were constructed for I-80/I-94 (Borman Expressway) in northwest Indiana.

Open to traffic: August 2011

Cost: \$187 million

Project summary: From I-65 to the Illinois state line, this major east-west interstate highway in northwest Indiana was one of the first Major Moves-funded projects. This project added new east- and westbound travel lanes as well as new interchange ramps for ease in entering and exiting the highway, new bridges, enhanced lighting and improved drainage.

FY 2011 highlights:

- The westbound lanes of the last phase of the project between Broadway/State Road 53 and Central were completed and opened to traffic in June 2011. Construction on the eastbound lanes continues in FY 2012.



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I-69 – Evansville to Bloomington



Construction of I-69 at the U.S. 50 interchange, east of Washington, was underway in spring 2011.

Open to traffic: Evansville to Crane: December 2012
Crane to Bloomington: December 2014

Estimated cost: \$1.1 billion

Project summary: I-69 is considered to be key to the future economic vitality of Indiana and the nation by eventually providing a direct interstate connection between Canada and Mexico. The 94-mile corridor (67 miles from Evansville to Crane, and 27 miles from Crane to Bloomington) is the longest contiguous interstate highway project under construction in the U.S. in CY 2011.

FY 2011 highlights:

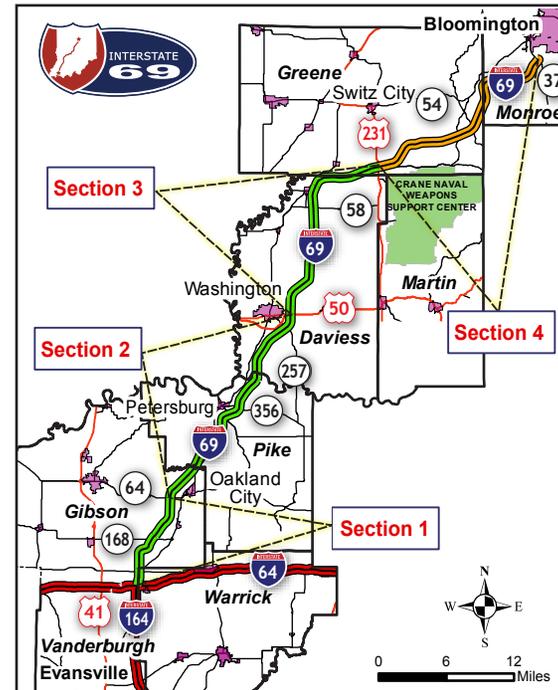
Sections 1-3, Evansville to Crane remains on schedule and more than \$100 million under budget. FY 2011 contract lettings totaled more than \$441 million. Additionally, the National Environmental Policy Act (NEPA) studies were conducted for Section 4 (Crane to Bloomington).

Section 1: I-64 to State Road 64 (Evansville to Oakland City): 1.7 miles is currently open to traffic and an additional 1.5 miles of pavement and the Pigeon Creek Bridges are complete. As of the end of FY 2011, construction for Section 1 was 20 percent complete.

Section 2: State Road 64 to U.S. 50 (Oakland City to Washington): All contracts have been awarded and construction is underway. As of the end of FY 2011, construction for Section 2 was 15 percent complete.

Section 3: U.S. 50 to U.S. 231 (Washington to Crane): These contracts are well underway and several county road overpasses are open to traffic. Work started on the U.S. 50 interchange in spring 2011. As of the end of FY 2011, construction for Section 3 was 40 percent complete.

For more information please visit, <http://www.i69indyevn.org/>.





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Accelerate 465



A new bridge constructed at Crawfordsville Road/I-74 and I-465 on Indianapolis' west side.

Open to traffic: July 2012

Estimated cost: \$423 million

Project summary: From I-70 on the south end to just south of 56th Street at the north end, INDOT is reconstructing 11 miles of I-465 on the west side of Indianapolis. The project, which includes added travel lanes in each direction, re-designed interchanges and reconstructed bridges, will improve safety and mobility.

FY 2011 highlights:

- Continued work on the mainline corridor and interchanges
- Reconstructed six bridges
- Construction 89 percent complete

For more information, please visit www.in.gov/indot/div/projects/accelerate465/design/.

U.S. 24/Fort to Port



The new route, being built south of the old highway, starts at I-469 and continues 11 miles east to the Ohio state line.

Open to traffic: December 2012

Estimated cost: \$81 million

Project summary: The new U.S. 24 corridor will connect the city of Fort Wayne, Indiana with Toledo, Ohio. The existing U.S. 24 is a two-lane winding roadway. The new U.S. 24 is being built south of the existing U.S. 24 as a four-lane divided highway, greatly improving safety and mobility.

FY 2011 highlights:

- Phase III from just east of Webster Road to west of State Road 101, was completed in fall 2010, one year ahead of schedule
- One contract let for a total of \$16.4 million
- Construction 70 percent complete

For more information, please visit www.in.gov/indot/div/projects/us24.



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State Road 25/Hoosier Heartland



The Hoosier Heartland corridor construction will be completed three years ahead of the original Major Moves schedule.

Open to traffic: December 2013

Estimated cost: \$386 million

Project summary: State Road 25/Hoosier Heartland is a new corridor highway from I-65 in Lafayette to U.S. 24/U.S. 35 in Logansport. The new roadway will improve safety and promote economic development. The project consists of a new four-lane divided limited-access rural highway with multiple bridges over the new highway, various intersections with county roads and state highways, and two interchanges - one near Delphi and one near Logansport.

FY 2011 highlights:

- Four contracts let for a total of \$58.8 million
- Added a roundabout north of the I-65 interchange to Segment 1A, which extends from I-65 to County Road 750 East in Tippecanoe County
- Construction 45 percent complete

For more information, please visit <http://www.in.gov/indot/div/projects/sr25study/>.

State Road 641



Photo courtesy of The Tribune Star

A portion of the new State Road 641 in Terre Haute officially opened to traffic in October 2010.

Open to traffic: October 2010 - Phases I and II

December 2014 - Phase III and Phase IV

Estimated cost: \$150 million

Project summary: State Road 641, a new four-lane highway, will connect I-70 and U.S. 41, and provide a southern bypass for the city of Terre Haute.

FY 2011 highlights:

- Phases I and II, which extend from U.S. 41 to the McDaniel Road interchange, opened to traffic in October 2010
- Completed three mainline miles
- Construction 50 percent complete

For more information, please visit www.in.gov/indot/div/projects/sr641.



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U.S. 31 Kokomo



The new 13-mile, four-lane divided highway will include six new interchanges and relieve congestion on the heavily-traveled existing U.S. 31.

Open to traffic: December 2013

Estimated cost: \$160 million

Project summary: This project begins near Tipton County Road 550 and continues around the east side of Kokomo to one mile north of U.S. 35 at Howard County Road 450. U.S. 31 through Kokomo is often congested and includes 15 signalized intersections and more than 130 cross-street and access points. The new bypass will improve safety, reduce traffic congestion and provide for more efficient movement of goods and commercial truck traffic.

FY 2011 highlights:

- Two contracts let for a total of \$39.6 million
- 71 percent of mainline miles under construction
- Construction 42 percent complete

For more information, please visit www.us31kokomo.in.gov.

U.S. 31 Plymouth to South Bend



Beams are set for a new bridge at U.S. 31 and Pierce Road in October 2010.

Open to traffic: December 2014

Estimated cost: \$224 million

Project summary: U.S. 31 in northern Indiana, from U.S. 30 in Plymouth to U.S. 20 in South Bend, is being upgraded to improve safety and mobility between Indianapolis and South Bend. The 20-mile corridor is east of the existing U.S. 31, with 15 miles built on new terrain. The project includes four new interchanges at 7th Road, U.S. 6, State Road 4 and Kern Road, respectively.

FY 2011 highlights:

- Five contracts let for a total of \$33.7 million
- Completed two bridges, Miller Road over U.S. 31 and Lake Trail over U.S. 31, and opened to traffic
- On the new U.S. 31 alignment, bridges over Heston Ditch and State Road 4 were completed
- 72 percent of mainline miles under construction
- Construction 35 percent complete

For more information, please visit www.us31plysb.com.



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U.S. 31 Hamilton County



More than 415,000 cubic yards of dirt, the majority of which will come from the project site, will eventually be needed to construct the twin bridges that will be built over State Road 38 at U.S. 31 as part of the new freeway style interchange.

Open to traffic: 2018

Estimated cost: \$436 million

Project summary: From the Marion-Hamilton county line to State Road 38 in Westfield, U.S. 31 through Hamilton County will be upgraded to freeway standards to improve mobility and safety.

FY 2011 highlights:

- Groundbreaking held April 18, 2011
- Two contracts let for a total of \$26 million
- 16 percent under construction

For more information, please visit www.us31hamiltoncounty.in.gov.

Milton-Madison Bridge



INDOT is working with the Kentucky Transportation Cabinet, the Federal Highway Administration and the city of Madison to ensure construction remains on budget and on time, opening in November 2012.

New bridge completed: November 2012

Estimated cost: \$104 million

Project summary: Linking Milton, Kentucky, with Madison, Indiana, the existing U.S. 421 bridge over the Ohio River is more than 80 years old and too narrow to safely carry large semi truck traffic. The new bridge is being constructed on temporary supports and will be moved onto existing, strengthened piers using a complex sliding method. Innovative NEPA strategies, a design-build procurement approach, and the truss sliding will enable this project to be completed three years ahead of schedule, while only closing U.S. 421 for 10 days.

FY 2011 highlights:

- Project let in September 2010 for bridge reconstruction/design-build
- Design work began in November 2010
- Groundbreaking held November 30, 2010
- Steel fabrication work began in March 2011
- Pier rehabilitation work began in April 2011
- Construction 16 percent complete

For more information, please visit www.miltonmadisonbridge.com.



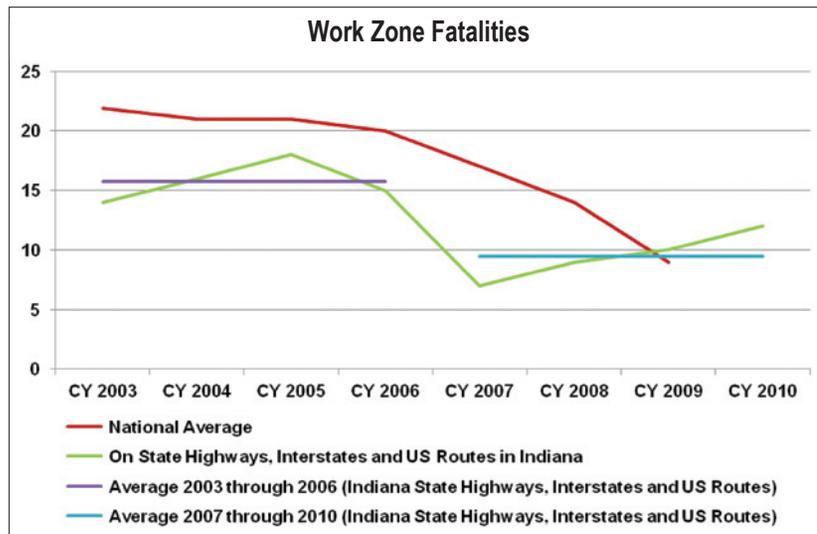
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WORK ZONE SAFETY IS IMPROVING

In calendar year 2010, INDOT work zone safety staff performed 99 reviews on 90 separate projects. The National Cooperative Highway Research Program recognized INDOT in October 2010 for work in identifying projects which needed extra law enforcement patrols and use of advanced technology to respond to varying travel times in work zones.

Work Zone Safety staff promotes a safe work environment in construction work zones by ensuring INDOT and federal safety policies are followed. Reviews of work zones are shared with INDOT staff, contractors, and others in order for them to make the necessary improvements in work zones and aid in training.

In FY 2011 a committee of INDOT personnel updated standards and work zone regulations while making significant changes to the Work Zone Traffic Control Handbook. The new manual, used by INDOT crews and for any permit work on state right-of-way, was approved in April 2011.

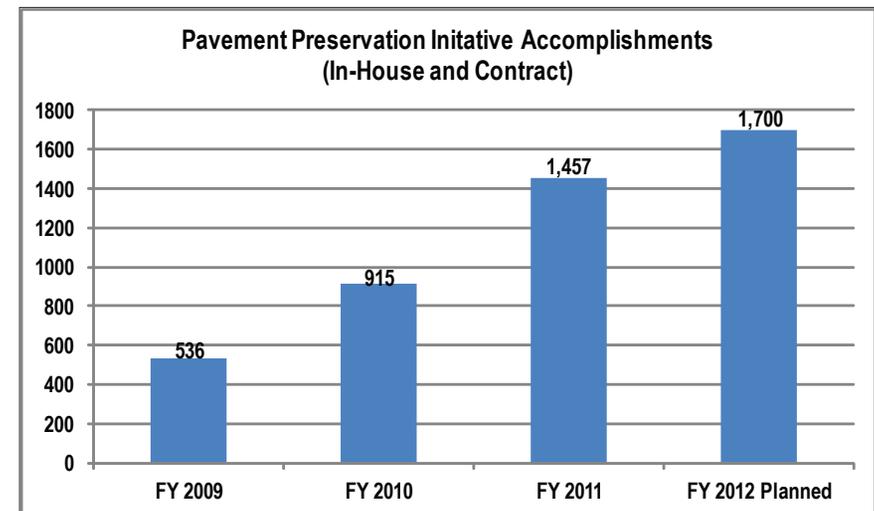


PAVEMENT PRESERVATION

In FY 2011, INDOT completed 1,161 miles of chip seal, a pavement preservation technique that combines a thin layer of asphalt with aggregate. On another 296 miles, INDOT workers and contractors applied a thin overlay surface treatment.

It is estimated that every dollar invested in pavement preservation, to extend the life of a roadway, defers \$10 in future construction costs. Pavement preservation efforts will continue to be a key element of INDOT's effort to maintain and extend the life of Indiana's roadways.

For more information on pavement preservation, please visit www.pavementpreservation.indot.in.gov.

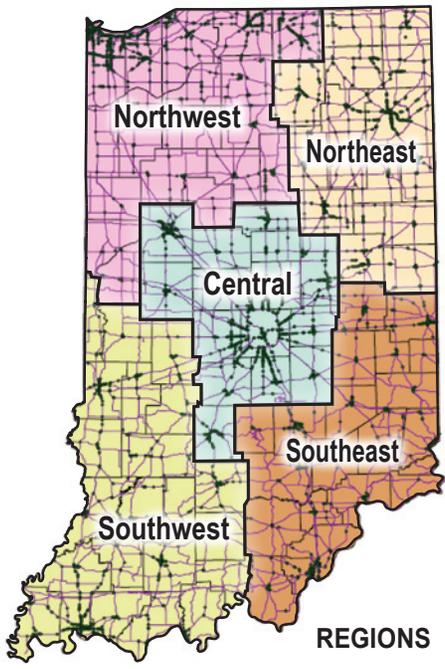




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Innovations

Traffic Signal Operations Regionalized



In FY 2011, Traffic Signal Systems staff implemented a new regionalized approach to traffic signal operations. With this change, traffic signal infrastructure became more balanced among staff, and major signalized corridors were kept in the same region. Previously, traffic signal operations were divided by district boundary lines.

An expert Traffic Signal Systems team now provides excellent resources across the state. Since the regionalization, more than 100 signals have been integrated into the INDOT Traffic Management Center's communications infrastructure.

This integration enables engineers to remotely and actively manage, operate, monitor, and optimize traffic signals. This regionalization has enhanced mobility, and reduced fuel consumption and emissions along Indiana's most heavily-traveled arterial corridors.

Alternative Fuels To Save More Than \$1 Million



Propane fueling station located in the Crawfordsville District, Bainbridge Unit.

In June 2011, INDOT launched an alternative fuels program in which 527 vehicles were converted to run on propane. Additionally, 19 dedicated plow trucks will run on Compressed Natural Gas (CNG) as part of a pilot program. A \$6 million federal grant through the Indiana Office of Energy Development, under the direction of Lt. Gov. Becky Skillman, and Greater Indiana Clean Cities funded the conversion of 226 of the 527 vehicles involved in the program – as well as construction of the 115 state propane fueling sites.

Propane and CNG generally cost less per gallon than conventional gasoline or diesel fuel while providing nearly the equivalent fuel economy. Because INDOT operates its own fueling stations, it can purchase propane in bulk at less than half the cost of gasoline or diesel fuel. When the program is fully operational, INDOT will reduce gas or diesel usage by more than 540,000 gallons per year – saving taxpayers more than \$1 million annually.

For more information on INDOT's green initiatives, please visit www.in.gov/indot/2405.htm.



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Research & Development Aids In Transportation Challenges



R&D staff inspected this bridge material during a forensic investigation. Bridges are inspected for items including premature deterioration and substandard materials.

INDOT's Research & Development Division (R&D) is engaged in solving current and future transportation challenges, and oversees the INDOT/Purdue University Joint Transportation Research Program (JTRP). JTRP serves as a vehicle for INDOT collaboration with the state's higher education institutions and industries to conduct research to enhance all aspects of Indiana's transportation infrastructure.

In FY 2011, 37 research projects were completed. It is anticipated INDOT will

save in excess of \$69 million over 10 years by implementing the completed projects. One of the completed research projects recommended the construction of embankments and fills using recycled fly ash, a waste byproduct of burning coal. In a test project, the winning contractor that bid this alternative material demonstrated a net savings of more than \$2 million on the overall project.

R&D and JTRP works with INDOT's Finance staff to validate and refine the value calculation of research project investments. This process will be finalized in early FY 2012 and will help to create awareness of the benefits of the research program.

For more information on R&D, please visit www.in.gov/indot/2700.htm; for more information on JTRP, please visit <https://engineering.purdue.edu/JTRP>.

Sponsor-A-Highway Pilot Program Getting Off To A Great Start



The Sponsor-A-Highway (SAH) pilot program was launched in June 2011 in metro Indianapolis and had 17 participants by the end of the month. This program enables businesses and organizations to contract with private service providers for litter and trash cleanup along Indiana's interstates. The service provider and their safety procedures are approved by INDOT, and workers are trained to safely work along interstate highways. INDOT does not receive fees from service providers or sponsors.

The SAH program saves INDOT more than \$1,000 per mile on litter removal efforts. In exchange for this savings, INDOT places a sign in the contracted highway section that features the SAH sponsoring company's logo. The sign expense is also covered by the private service provider. It is estimated that approximately two tons of trash per month will be removed from interstate highways as part of the SAH program.

For more information, please visit: <http://www.in.gov/indot/2597.htm>.



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Winter Operations Efficiencies Reduce Spending

In FY 2010, the Fort Wayne District reconfigured its snow routes, reducing the number of routes by nine. This initiative resulted in \$326,000 in district savings. In FY 2011, the district further reduced the number of snow routes by an additional 17. INDOT's five other districts followed the lead of the Fort Wayne District by consolidating their snow routes in FY 2011. Statewide, a total of 110 snow routes, or nearly 12 percent of the routes, were reduced without compromising snow removal performance, and reconfiguration of the snow routes is expected to save more than \$2 million annually.

Additionally, INDOT refurbished 55 trucks and 16 loaders before the winter season, and built new salt storage units in Sullivan, Alexandria and Michigan City. These units have improved design and greater efficiencies for salt storage.

| | FY 2008 | FY 2009 | FY 2010 | FY 2011 |
|---------------------------------------|---------|---------|---------|---------|
| Salt usage in tons | 547,548 | 325,670 | 357,284 | 341,230 |
| Salt usage per weather hour(ton/hour) | 291 | 189 | 160 | 211 |

| District | FY 10 Routes | FY 11 Routes |
|----------------|--------------|--------------|
| Crawfordsville | 159 | 145 |
| Fort Wayne | 160 | 143 |
| Greenfield | 188 | 174 |
| LaPorte | 197 | 173 |
| Seymour | 171 | 148 |
| Vincennes | 155 | 137 |
| Totals | 1030 | 920 |



The LaPorte District crews often battle lake-effect snow.

The LaPorte District used brine (a salt/water mixture) as a sole treatment. Early results indicated this could save significant dollars on salt, fuel and man hours. In FY 2012, INDOT will add more routes to this test to enable more data collection.



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Website Redesign Improves Communications With Customers

In June 2011, a new INDOT website was launched. Nearly one-third of the total actively-managed website pages were deleted as they were out-of-date or no longer utilized. The remaining pages were reviewed, revised, updated and reorganized to reflect new design elements and a new navigation scheme. Sections targeting INDOT contractors and consultants were restructured so that key information was better organized, easier to find, and presented in a logical, consistent manner.

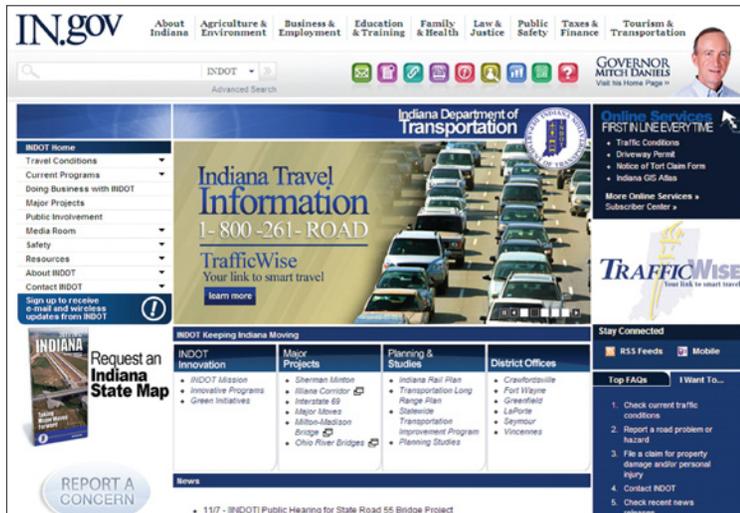
After the first month following the launch, the overall website visit count was up an impressive 70 percent over the 2010 monthly average visit count. This figure is evidence that the website is a key tool for communicating INDOT's mission and reaching customers who want to learn about road conditions and INDOT programs and projects.

District Customer Service Call Centers Enhance Customer Relations

INDOT launched district customer service call centers in spring 2011 to improve customer service and response time to common customer inquiries through a single point of contact, with 24/7 access. An automated attendant was established with this initiative. Calls that would ordinarily be routed to INDOT subdistricts now are directed to the main district office. The call center system tracks volume, aborted phone calls, and caller waiting times.

During the first quarter of 2011, the average monthly call volume was at 1,389. After the launch of the call centers in spring 2011, the average monthly call volume for the second quarter increased nearly 60 percent to 2,200.

In FY 2012, this system will interface with INDOT's Work Management System to create a work request enabling maintenance to track costs related to responses to customer calls.



www.in.gov/indot



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Beyond Highways

Rail Supports Local Communities And Railroads

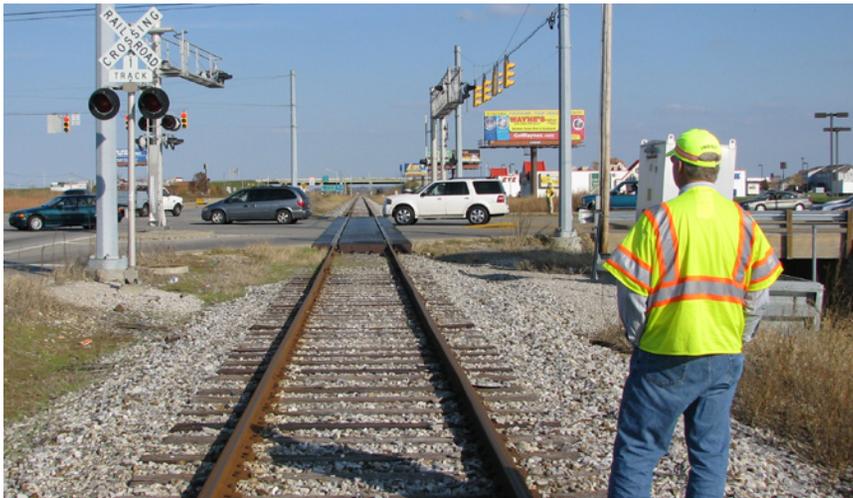
Indiana ranks ninth in the nation in rail track mileage, with a total of 4,165 track miles – as well as 6,000 public railroad crossings and 1,954 private railroad crossings. Forty-one rail companies operate in Indiana, ranking INDOT fourth nationally in overseeing the most rail companies. Ninety of Indiana’s 92 counties have some form of rail operation. INDOT Rail staff works with the Federal Railroad Administration (FRA) and local officials to make railroad crossings safer by making improvements or closing unneeded crossings.

Crashes at railroad crossings have steadily declined each year, from 155 in FY 2004 to 96 in FY 2011. The goal of the Indiana Highway-Rail Grade Crossing Action Plan is to continue the downward trend in the occurrence of crossing crashes, regardless of the cause.

FY 2011 highlights:

- INDOT, together with state rail departments in Michigan and Illinois, was awarded a \$3 million FRA grant to develop a Service Development Plan and Environmental Impact Statement on trackage in northwest Indiana for future interstate high speed rail
- INDOT awarded \$2 million from the Industrial Rail Service Fund to improve or build railroad infrastructure and assist eight railroad operators
- Provided \$805,000 from the Railroad Grade Crossing Fund to assist 17 local communities and 11 railroads to make highway railroad crossings safer, including closing four crossings
- Secured \$215,000 from the FRA’s Disaster Relief Fund to assist the Indiana Rail Road with damages incurred from storms in June 2008

For more information, please visit www.rail.indot.in.gov.



The railroad crossing at Burkhardt and Lloyd Expressway in Evansville is inspected by Traffic Safety Engineer Kevin Knoke.



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Aviation Aids In Infrastructure Improvements

INDOT works closely with the Federal Aviation Administration (FAA) to allocate Aviation Trust Fund grants provided by the FAA. In Indiana, 67 airports, are eligible for these grants as part of the FAA's National Plan of Integrated Airport Systems.



In fall 2010, INDOT managed the funding of construction of a new 4,300-foot runway, adjacent to the existing runway, at the Randolph County Airport in Winchester. This improvement, the last stage of a 10-year project, includes solar power and LED lights along with a special grass that deters birds.

FY 2011 highlights:

- Directed \$48 million in federal funds to Indiana airports
- Awarded \$576,000 in state matching grants to 67 eligible airports

For more information, please visit www.aviation.indot.in.gov.

Transit Assists With Local Public Transportation

INDOT's Transit staff provides assistance to local transit agencies through various workshops, training sessions and compliance reviews. INDOT administered nearly \$72 million in federal and state funds to support more than 35 million passenger trips in CY 2010. The state funds provided to local transit systems are used for transit system operations and capital assistance.

“INDOT is great to provide us with all the tools we need: What is new in the industry, technical support - you name it.”
— Becky Allen, Transportation Director of Access Johnson County

INDOT Transit administered the following funds in FY 2011:

- \$41 million from the state Public Mass Transportation Fund, which covers operating and capital costs for 67 local public transit systems
- \$14 million from the state and federal Rural Transit Program, which supports 44 public transit systems in small cities and rural areas
- \$12 million from the state Commuter Rail Service Fund, which distributes funds to the Northern Indiana Commuter Transportation District (NICTD) – also known as the South Shore Line Passenger Service
- \$3 million for the federal Specialized Transit Program, which improves mobility for the elderly and people with disabilities
- \$750,000 from the federal Job Access and Reverse Commute program, which helps welfare recipients and certain low-income people travel to work, including transporting city residents to suburban jobs
- \$600,000 from the New Freedom program, which assists people with disabilities beyond what the Americans with Disabilities Act requires

For more information, please visit www.transit.indot.in.gov.



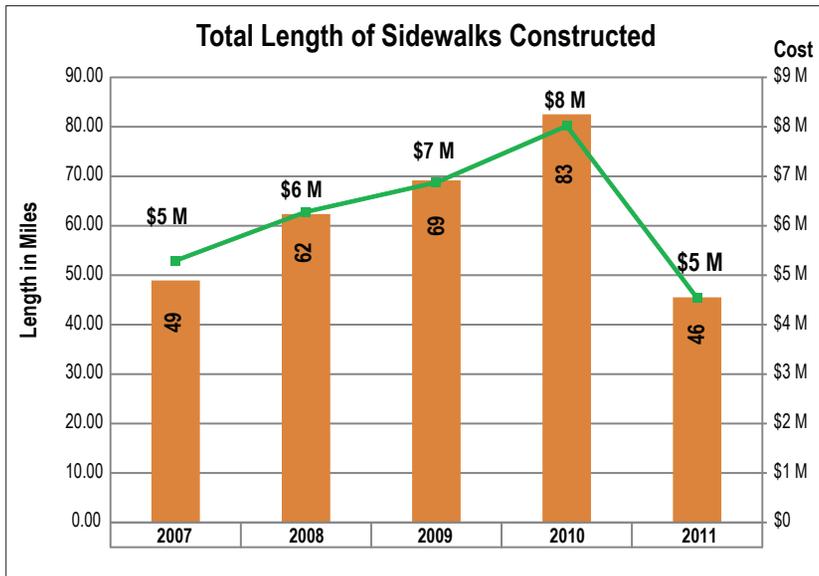
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Transportation Enhancement

Transportation projects that are not road and bridge projects, such as sidewalks, trails, streetscapes, landscaping and historic preservation projects, fall under the Transportation Enhancement (TE) category of projects. In all, there are 12 categories of TE projects.

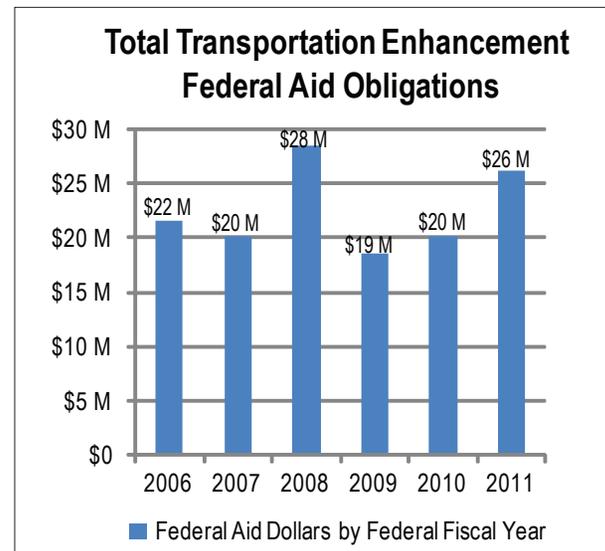
Federal funding provides for 80 percent of the project funding and the project sponsor is responsible for the remaining 20 percent of the project cost.

In FY 2011, the TE program let 22 projects. Of the 22 projects that went to letting, there were 10 trails, 11 streetscape/beautification projects and one historic preservation project. There are currently 19 projects in development - 10 trails and nine streetscapes projects.



Governor Mitch Daniels' *Hoosiers on the Move* program, initiated in 2006, promotes trails and bike/pedestrian facilities across the state. The advantages of trails include aiding in economic development, and environmental and health benefits.

In FY 2011, approximately 20 miles of trails were completed. By the end of CY 2011, about 170 miles of trails will be complete, supporting a state goal of putting every Hoosier within 7.5 miles of a trail opportunity.



Since the inception of the TE program, Indiana has awarded approximately 60 percent of all TE funds and projects to trails and trail-related projects.



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Partnerships

A Greener Welcome

On October 7, 2010, five interchanges along a six-mile stretch of Interstate 70, from I-465 on the west side to downtown Indianapolis, received a landscaping makeover. The work involved more than 8,500 volunteers, who planted approximately 80,000 native plants and trees. Various works of art were also placed in the interchanges to enhance the natural landscape.

This effort, known as *A Greener Welcome* was an extraordinary endeavor where INDOT and private sector partners collaborated on a beautification project to benefit the business community, private citizens and visitors to Indianapolis. Along with INDOT, key partners in this project were Keep Indianapolis Beautiful, Inc. and Eli Lilly and Company, celebrating Lilly's Global Day of Service.



Everyone saw 'red' as Lilly employees work at the Harding Street interchange on October 7, 2010.

Because of the number of volunteers and the unique logistics associated with the project, INDOT petitioned the Federal Highway Administration to close I-70 in both directions for 12 hours. The closure was necessary for the safety of volunteers and staff, and the successful completion of the project in the allotted time frame.

During the closure, INDOT employees performed work that could not be completed with normal traffic volumes. This work included repairing 83 bridge joints, cleaning 72 catch basins, installing overlay for 21 sign panels totaling 1,840 square feet, sweeping 15 miles and utilizing 15 tons of material for patching. Companies and organizations agreed to adopt and maintain the interchanges for the next three to five years, which will remove approximately 17 acres of right-of-way from INDOT's maintenance schedule.

Traffic moved smoothly during peak hours throughout the metropolitan area, and not one serious crash occurred during the highway closure for this project.



The yellow trucks and green safety vests were prevalent as INDOT maintenance crews completed approximately three months of work during the closure, which lasted just over 11 hours.



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National Level Exercise Prepares INDOT

INDOT, along with many other selected state agencies, put Indiana's Comprehensive Emergency Management Plan to the test May 16-19, 2011 in the Federal Emergency Management Agency National Level Exercise for earthquake preparedness.

More than 1,100 INDOT employees across the state prepared for this event and attended training sessions. During this make-believe disaster exercise, the impact on roads and bridges was assessed and various communications were challenged.



INDOT Inventory and Tracking Intern Justin Cloyd (left) and INDOT Management Information Systems IT & Architecture Data Manager Joel Bump (right) staffed the Department Operations Center during the National Level Exercise. The two were running GIS maps documenting road restrictions, and planning supply and evacuation routes.

“The hard work and dedication of everyone involved helped make the National Level Exercise a success. INDOT’s participation in this exercise provided vital information that will allow us to make improvements to our policy, procedures, strategies, and plans making INDOT, and the State of Indiana, better prepared to handle any disaster.” — Joseph E. Wainscott, Jr., Executive Director, Indiana Department of Homeland Security

Public Involvement Interacts With Stakeholders

INDOT’s Public Involvement staff are key liaisons to the public about specific projects. In FY 2011 INDOT held a total of 57 public involvement events covering 37 projects with approximately 2,300 attendees.

INDOT’s Public Involvement staff schedules, conducts and manages public hearings, public information meetings and open houses to share specific project information and solicit citizen and project stakeholder input. NEPA requires state departments of transportation to evaluate the human and environmental impacts of a project and use the findings in the decision-making process.

The public is also informed of projects through the INDOT website, notices to local media, newsletters, postcards, e-mails and other methods.



INDOT Project Design Engineer Mike Hoy (far right) discusses the State Road 25 Hoosier Heartland project with citizens at a public hearing.

“You are to be commended for taking a ‘common sense’ approach to improving traffic flow and safety concerns on the road.” – David and Bonnie Mikkelson, Indianapolis, Indiana, regarding an upcoming U.S. 52 intersection improvement project



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Stellar Communities Assists Local Communities



In FY 2011, INDOT was a founding partner in the new Indiana Stellar Communities Program, committing \$6 million over a three-year period to support the program. This multi-agency initiative, under the leadership of Lt. Gov. Becky Skillman, engages local Indiana communities in formulating and implementing plans to stimulate local economies and promote community sustainability.

In the first year of the program, 42 communities submitted proposals detailing community investment plans that would meet comprehensive community revitalization strategies. Typical projects involved transportation, housing, infrastructure and community and economic development. Twelve finalist communities submitted Strategic Community Investment Plans. In addition to the plan review, INDOT made site visits to each finalist community.

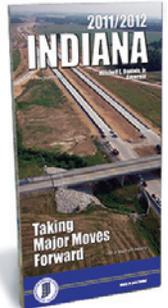
In March 2011, Greencastle and North Vernon were selected as the first “Stellar Communities”. In North Vernon, a downtown revitalization, streetscape and housing project will accommodate the growing need of the Muscatatuck Urban Training Complex. Greencastle plans to bring together the city and DePauw University through downtown revitalization and streetscape projects.

“Stellar Communities will allow us to improve our city in ways that wouldn’t otherwise be possible. With this help, we will create the next great college town in Indiana.” — Susan Murray, Mayor of Greencastle

Joining INDOT in this program is the Office of Community and Rural Affairs and the Indiana Housing and Community Development Authority. This coordinated agency approach has created a smoother and expedited application process for local communities.

2011/2012 Indiana Transportation Map Features New Partners

INDOT collaborated with new partners on the 2011-2012 Indiana Transportation Map. The Indiana Economic Development Corporation and Indiana Office of Tourism Development joined the Department of Natural Resources and Indiana State Police in the redesign of the back of the map. The partnerships enabled INDOT to tout Indiana’s attractive business climate, exciting tourist destinations and facts of interest to both Hoosiers and visitors.



INDOT included a map that identifies state parks, state park inns and fish and wildlife areas among other areas of interest. The transportation map also highlights traveler safety messages.



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Our People

Governor Recognizes INDOT Employees For Outstanding Public Service

Governor Daniels presented the Governor’s Public Service Achievement Award to 14 INDOT employees for innovative thinking that saved taxpayer dollars during a May 10, 2011 ceremony at the Indiana Statehouse.



INDOT’s Materials Management staff was presented with a team award. Left to right are: John Ryan Jr., Coleman Michael Richardson, Ron Walker, Matt Beeson, Governor Daniels, Cartia Martin, Brian Cooper, Harley Phillips, Mary White and Michael Prather.

Members of INDOT’s Materials Management Division received a team award for modified construction specifications for the use of recycled asphalt pavement and recycled asphalt roof shingles in hot mix asphalt. In addition to the environmental benefit of recycling, the end result will be a savings of \$10 to \$15 million in yearly contract costs.

Joint Transportation Research Program Director Barry Partridge and Geotechnical Construction & Technical Support Engineer Nayyar Zia Siddiki received individual awards for using low-cost recycled materials, specifically shredded tires, in construction projects. In FY 2011, this innovative idea saved more than \$1 million, developed a new use for old material, and prevented waste tires from filling up landfills.

Fort Wayne District Highway Maintenance Director Todd Johnson, Fort Wayne District Maintenance Operations Supervisor Chuck Neuenschwander and Fort Wayne District Program Director Fred James also received individual awards for re-working snow routes covering 4,700 miles for greater efficiencies. Their idea reduced the number of snow routes resulting in 56 fewer drivers and 28 fewer trucks per 24-hour period, and an overall fleet reduction of 19 trucks.

Governor And Inspector General Recognize INDOT Internal Affairs Director Ed King

INDOT Internal Affairs Director Ed King was recognized November 30, 2010 by Governor Mitch Daniels and Indiana Inspector General David Thomas for his investigative efforts in uncovering instances of misuse of government resources. King has more than 20 years of service with the state, and he received his accolade during the 2010 Legal Ethics Conference.



300 Receive Management Training

In FY 2011, a total of 300 managers from throughout the agency went through five-day training sessions encompassing the following topics: Leadership Styles & Communications, Supervising Essentials, Essentials of Leadership and Leading Employees to Make a Difference. A few sessions that employees found very useful and effective were topics in time management and working with multiple generations in the workplace. Additional mid-management tools were added to the new Employee Development website, including job aids, a manager/leadership toolkit and a full video of the mid-management training program, available as a refresher to participants or any employee.



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INDOT Employees Participate In Industry Leadership Institute

Nine INDOT employees participated in the American Association of State Highway Transportation Officials National Transportation Leadership Institute held in Indianapolis in May 2011. This national, intensive two-week training session was designed to unleash creativity and innovative thinking, improve teamwork and the ability of transportation industry leaders to lead their employees.

The program was just one example of how INDOT is developing employees into leaders. It was also an opportunity for INDOT to improve its management and oversight capabilities while incorporating innovative best practices from industry experts and 20 other state transportation departments.



National Transportation Leadership Institute participants were, left to right: Research & Development Director Jay Wasson, Vincennes District Deputy Commissioner Rusty Fowler, Real Estate Director Scott Adams, Vincennes District Business Systems Consultant Shane Spears, LPA/MPO & Grants Director Audra Blasdel, Media Relations Director Will Wingfield and LaPorte District Deputy Commissioner Mike McPhillips. Not pictured: Environmental Services Director Laura Hilden and I-69 Project Manager Sandra Flum.

Administrative Professional Training Program Implemented

INDOT's Employee Development staff implemented its first ever administrative professional training program in late June 2011 with a two-day conference that attracted 136 employees from across the state.



Left to right: Central Office Multi-Modal Administrative Assistant Cora Nieman, Central Office Purchasing Assistant Sheila Brown and Fort Wayne Capital Program Management and Technical Services Administrative Assistant Mandy O'Connor work on an assignment in the career development session of the conference.

Conference topics included budgeting, accountability, career development and a panel discussion of various topics. Future training will offer job and soft skills sessions to improve customer service and interpersonal skills.



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Winter Operations Training Prepares Drivers

INDOT provides winter operations training and education for efficient and safe snow and ice removal. During warm weather, crews undergo training that culminates with a "Safety Truck Rodeo" competition held at the subdistrict and district levels. Finalists and the reigning rodeo champion then compete in the fall for the Safety Truck Rodeo State Championship title.



A snow plow driver in the Seymour District navigates an obstacle course attempting not to bump a cone or barrel during Seymour's Safety Truck Rodeo in July 2010.

The Safety Truck Rodeo course simulates real-life situations and enables both seasoned and new drivers opportunities to develop their safety skills behind the wheel. Additional benefits include reducing the potential of injury to the employee and traveling public, as well as property damage.

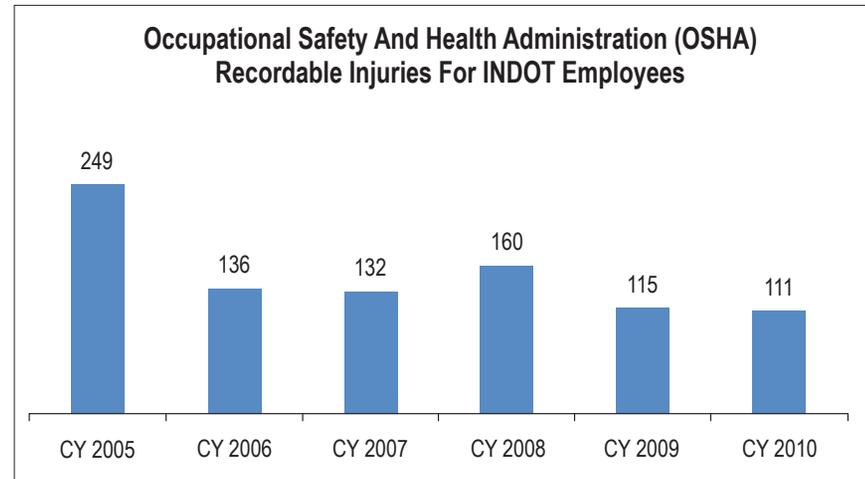


Seymour District Deputy Commissioner Jim Stark, left, poses with Johnny Dake, right, the Seymour District's first-ever State Champion. Dake, a 32-year veteran with INDOT, and a crew leader in the Madison Subdistrict, won last year's Safety Truck Rodeo held at the Indiana State Fairgrounds on August 12, 2010.

New Maintenance Work Zone Inspection Initiative Implemented

In FY 2011, Employee Safety tasked each district office with conducting at least 10 inspections per quarter in maintenance work zones. District offices embraced this initiative with a total of nearly 150 inspections in the last two quarters of FY 2011. Employee Safety also began transforming a paper audit form to an electronic audit form that will enable INDOT to easily identify common deficiencies in maintenance work zones.

Employee Safety Working To Keep Employees Safe On The Job





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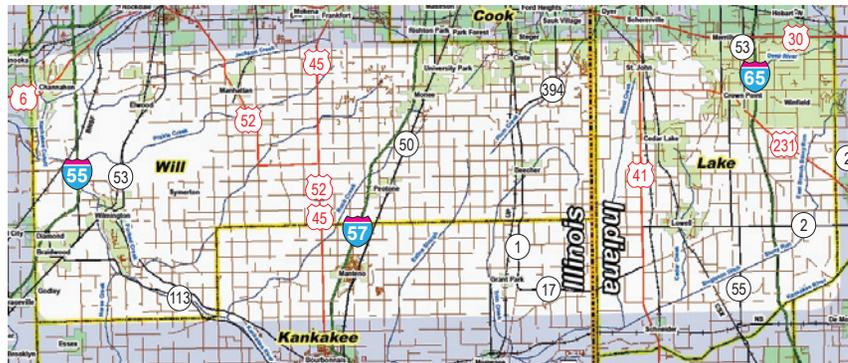
Looking Ahead

Illiana Corridor Study Continues

The Illiana Corridor, a planned highway route that stretches from northwest Indiana to northeast Illinois, will be approximately 57 miles in length, and start at Interstate 65 in Indiana's Lake County and end in Will County in Illinois at Interstate 55. Project benefits include easing congestion and spurring economic development and job creation. The exact corridor route is yet to be determined.

The Tier One Environmental Impact Study (EIS), now underway, is expected to be completed by August 2012. The Tier Two EIS process may take up to two years once underway. This study will include geometrics, drainage, a mitigation plan and a formal project financing plan. Project cost is estimated to be up to \$2 billion.

For more information, please visit www.illianacorridor.org.



Ohio River Bridges



The Ohio River Bridges project will connect Clark County, Indiana, and Jefferson County, Kentucky, with two new bridges spanning the Ohio River, along with associated approach work. The East End Bridge will link Utica, Indiana to Prospect, Kentucky, while providing a through traffic bypass of downtown Louisville, Kentucky, and new upstream interstate access to the city's eastern suburbs. The new Downtown Bridge will connect Jeffersonville, Indiana, with downtown Louisville, Kentucky. This bridge will be located just upstream from the existing Kennedy Bridge and will carry northbound I-65 traffic, while the Kennedy Bridge will be converted from a two-way structure to carry only southbound I-65 traffic.

The project team is currently preparing a Supplemental Environmental Impact Statement which will be completed in early 2012 with the issuance of a Record of Decision from the Federal Highway Administration. The Louisville and Southern Indiana Bridges Authority is currently working to identify the delivery model for the project. Their recommendations are expected in fall 2011. Project construction is targeted to begin in August 2012.

For more information, please visit www.kyinbridges.com.



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Travel Time Signs Coming To Metropolitan Indianapolis

INDOT will complete installation of 13 new travel time signs in metropolitan Indianapolis on I-465, I-70 and I-65 during FY 2012. One travel time sign is currently in place in northwestern Indiana on I-80/I-94.



Travel time signs indicate the expected highway travel time to nearby intersections or exits. The signs enable motorists to make informed decisions about their route and traffic conditions. Intelligent Transportation Systems mechanisms, such as cameras and sensors on the road, report road volumes and traffic speed. This data is used to estimate travel time at any given time of day.

INDOT And Indiana State Police Will Partner On New Work Zone Enforcement Effort

In early FY 2012, INDOT along with the Indiana State Police (ISP), will unveil the first pick-up truck converted for traffic enforcement in and near INDOT construction zones. INDOT has purchased the Ram 1500 trucks specifically for ISP work zone enforcement efforts across the state. Equipped with police lighting, sirens, radios and radar equipment, the white trucks will be operated by uniformed troopers on unmarked patrols.

According to 2010 statistics, the top causes of work zone crashes were drivers following too closely, changing lanes improperly, and failing to yield the right-of-way. State troopers in the traffic enforcement pick-up trucks will more easily spot these violations, which carry increased fines and penalties under a new state statute.

Use of the special pick-ups will be in addition to ISP's use of traditional marked and unmarked state police vehicles and motorcycle patrols in or near INDOT construction zones.





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Hoosier Helper Freeway Service Patrol Sponsorship

In FY 2011, more than 34,000 stranded motorists received assistance from the Hoosier Helper Freeway Service Patrol. Common free services that Hoosier Helpers offer include providing stalled drivers with enough fuel to make it to a gas station, tire changes and minor mechanical repairs.



In March 2011, in an effort to offset expenses incurred by the program, INDOT advertised a Request for Proposals seeking a sponsor for the Hoosier Helper initiative. State Farm Mutual Automobile Insurance Company was selected as the sponsor in May 2011. The sponsorship will include vehicle 'make-overs' on the existing fleet with a new look to reflect the sponsorship, signage along patrol areas and new uniforms. Contract negotiations will continue in FY 2012 for the official launch of the new partnership between INDOT and State Farm.

“In June, I was driving on I-465 on the far northeast side and had the misfortune of experiencing a tire blow-out. I immediately became helpless and in an unsafe place. Within minutes a Hoosier Helper vehicle pulled up behind me offering help. Yours is a good service and one which I will wager has saved unknown lives.” — Charles Burgess, Greenwood, Indiana

DamageWise Will Recover Damaged Asset Expenses

DamageWise is a newly-developed central repository for tracking data about vehicle crashes that result in damage to state property. Developed by INDOT’s Management Information System (MIS) staff over several months in FY 2011, the system will enable INDOT to recover funds from insurance companies and motorists that have damaged state property.

On average, 60 crashes occur every day on state-owned roadways that damage INDOT guardrails, signs, barrier walls, bridges or other assets. Over time, those crashes add up to a great deal of necessary maintenance, man hours and material costs.

The Indiana State Police (ISP) will use special tags so crash investigators can note the date and time of the crash and assign a report identification number. Every evening, ISP information uploads into the DamageWise tracking system. INDOT’s District personnel will follow-up at the crash site to perform a more detailed assessment and to photograph asset damage. When the assessment is complete, INDOT will create a report that will include incident information and estimated damage costs. Revenues received through this program will be directed back to INDOT.





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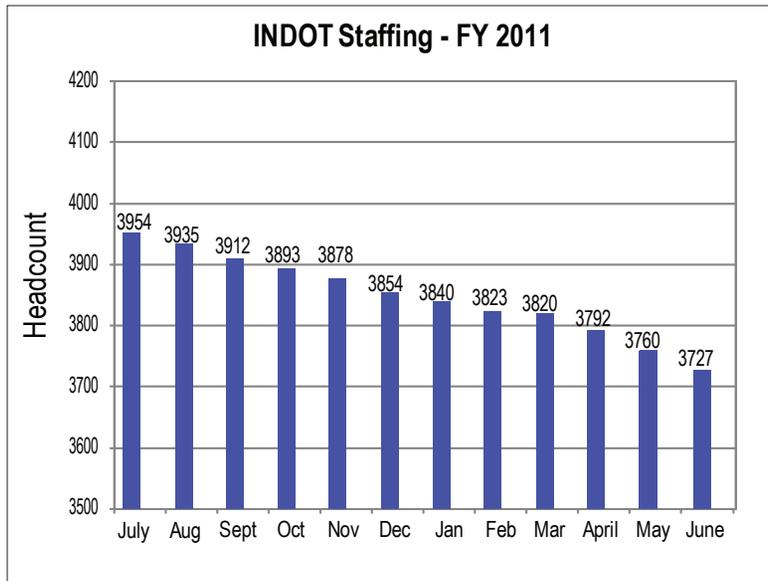
Floor Consolidation To Save Rent For State Of Indiana

In FY 2011, INDOT began consolidating Central Office operations from four to three floors in the Indiana Government Center North building in Indianapolis. The consolidation will make office space available for other state agencies that have been leasing space outside of state-owned buildings.

As a result of INDOT's consolidation, the state of Indiana will save approximately \$500,000 annually in rent at various locations other than the government center. INDOT will complete vacating the extra floor in early FY 2012.

Outsourcing Tourist Attraction Signs Estimated To Save Dollars And Time

In FY 2011, INDOT began negotiations with Indiana LOGO to add additional tourist attraction signs and extend the current contract period from 2016 to 2026. Over the 10-year extension, the new agreement is estimated to generate an additional \$2 million in revenues for INDOT. Additionally, INDOT will save approximately \$125,000 in sign maintenance and administrative costs. The changes to the contract are expected to be finalized in FY 2012.





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District Offices

To better serve the citizens of Indiana, INDOT maintains six district offices, in Crawfordsville, Fort Wayne, Greenfield, LaPorte, Seymour and Vincennes. Each district office organizes and manages highway construction, maintenance, traffic, development and testing for the unique needs of the communities it serves. Nearly 400 engineers and inspectors work out of these district offices and report daily to construction sites. For faster response, INDOT also operates subdistrict offices that maintain the roads, and remove snow and debris. For a map that shows INDOT district boundaries, visit www.districtoffices.indot.in.gov.

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Fort Wayne District

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LaPorte District

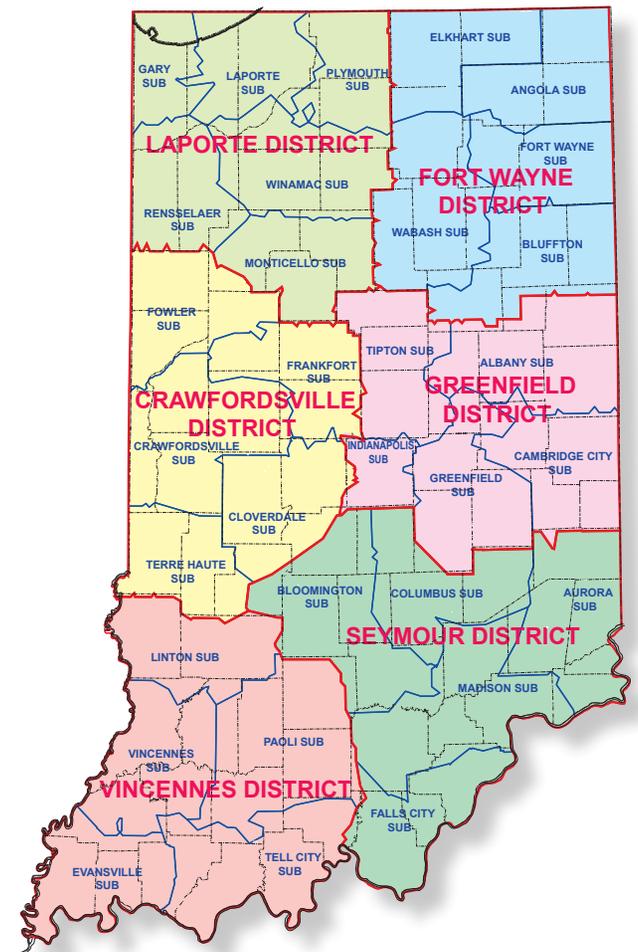
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