2022 Awards & Achievements

AASHTO Committee on Transportation Communications (TransComm)
TransComm Skills Contest
Recipient: INDOT News Updates
Recipient: FlexRoad

The Skills Contest is conducted annually by the AASHTO Subcommittee on Transportation Communication to recognize the outstanding work of its public-relations practitioners and promote an exchange of ideas. The contest is the premier communications competition in the transportation industry, and the awards are a standard of public-relations excellence among state departments of transportation.

INDOT and the Illinois Department of Transportation identified a package of Transportation System Management and Operations strategies to reduce congestion, lower accident rates, and increase travel time reliability along the Borman Expressway (I-80/I-94) in northwest Indiana. To share the details of this solution – a first of its kind in Indiana – INDOT and its project design consultant, Parsons, and its in-house Core Creative Agency, created the FlexRoad brand and identity. This brand is used on all produced project-related materials, including presentations, factsheets, invitations, websites, videos, and technical reports. The FlexRoad brand has also earned four separate international and national creative industry awards for excellence.

American Association of State Highway Transportation Officials (AASHTO)
Sweet Sixteen Award
Recipient: Assessment of an Offset Pedestrian Crossing for Multilane Arterials
High-Value Research Construction Award
Repair and Strengthening of Bridges in Indiana Using Fiber-Reinforced Polymer Systems

The AASHTO Value of Research Task Force honors 16 high-value state research projects nationwide.

Both winning research projects are the result of a collaboration involving INDOT and Purdue University's Joint Transportation Research Program, which identifies and fosters innovations that advance efficiency of Indiana's transportation infrastructure.

The Assessment of an Offset Pedestrian Crossing for Multilane Arterials project explores the benefits of a pedestrian crosswalk that is physically displaced from the intersection, using simulation software to estimate the benefits in terms of delay and pedestrian travel time. In many cases, the displaced pedestrian crossing may provide benefits such as reduced vehicle delay, reduced crossing distance, increased opportunity for signal progression, and reduced conflicts with turning vehicles.

The high-value research award in the construction category was for repair and strengthening of bridges in Indiana using fiber-reinforced polymer systems. The research resulted in recommendations for the most appropriate applications of fiber-reinforced polymer on deteriorating bridges.

Roads & Bridges Magazine
Top 10 Awards / Roads – First Place
Recipient: I-69 Section 6, Contract 2
The Top 10 Awards recognizes America's top 10 road projects, including construction, reconstruction, or emergency repair. The R&B editorial staff determines the Top 10 list from nominations based on project challenges, impact to region and scope of work.

Construction of I-69 was 75 years in the making. When complete, the project will connect Indianapolis to Evansville, Ind., over more than 142 miles of interstate. I-69 Finish line, the final 26-mile section, was divided up by INDOT into six contracts, with the second contract focusing on six miles of State Road 37 through the city of Martinsville in Morgan County. This contract was the only one that involved removing an existing highway that passed through a city and replacing it with an interstate.

Institute of Transportation Engineers
Transportation Achievement Award
Recipient: State Road 39 Diverging Diamond Interchange
The Transportation Achievement Awards recognize significant and outstanding transportation achievements by other entities concerned with transportation, such as government agencies, legislative bodies, consulting firms, industry, and other private-sector organizations.

The State Road 39 Diverging Diamond Interchange (DDI) at I-70 was the first installation of a DDI in Indiana with a split, two bridge layout. This configuration reduced the overall project footprint, eased navigation for large trucks and allowed for the new bridge to be construction offline while maintaining traffic flow on the existing bridge. The DDI layout in this high-volume location eliminated dangerous left turn conflicts and improved safety and traffic flow.