

Major Moves



RESPECT



TEAMWORK



ACCOUNTABILITY



EXCELLENCE



"Indiana is midway through a decade of record-breaking road and bridge building, by far the biggest boom in our history and anywhere in America currently. ... Modern roads are essential to a strong free-market economy, enabling private enterprises to grow on and near them and to be more efficient as they do." — Mitch Daniels, Governor, 2012 letter published in *The Washington Post*

Contents

A Welcome from the Commissioner	3
Mission, Goals & Values	4
Executive Leadership	5
Financials	7
Preservation	9
Operations	11
Major Moves	14
P3	20
Innovations	22
Multimodal	24
Partnerships	26
Customer Satisfaction	29
Awards.....	30



A Welcome from the Commissioner



The Indiana Department of Transportation (INDOT) is dedicated to delivering all elements of our first-class highway system in the most responsible way possible. INDOT strives to uphold the highest standards of safety, workmanship, materials, expediency and innovation while ensuring the utmost fiscal responsibility.

In Fiscal Year 2012, INDOT invested more than \$1.2 billion in construction projects across the state. Work on many of our projects is being completed on time and under budget. We are utilizing new technologies, innovative procurement, employee expertise, and strong management to reduce costs and stretch Hoosier taxpayer dollars while building high-quality structures that will pay dividends for decades to come.

I am pleased to provide a summary of the accomplishments of the past year, *Major Moves*, our Fiscal Year 2012 Annual Report.

Best regards,

Michael B. Cline

Michael B. Cline



Mission, Goals & Values

MISSION

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

CALENDAR YEAR 2012 GOALS

- Let an estimated 269 INDOT construction contracts valued at approximately \$1.3B by December 31, 2012.
- Operate, maintain and preserve INDOT's existing roadways and bridges.
- Vigorously communicate INDOT's mission and values to employees, partners and customers.
- Organize and manage INDOT's workforce to successfully achieve INDOT's mission utilizing the performance management process.
- Develop and execute a strategic implementation plan to utilize innovative funding solutions (P3 partnerships, tolling, etc...) to meet the strategic needs of INDOT's capital program.

VALUES

Respect — Treat others fairly. Value the individual skills, experience, diversity and contributions of fellow employees.

Teamwork — Share information and seek input from co-workers and agency partners to achieve goals.

Accountability — Take personal responsibility for actions and decisions.

Excellence — Provide exceptional customer service through individual initiative, innovation and delivery of quality results.



Executive Leadership



Mark Ahearn
Deputy Commissioner
and Chief Legal Counsel
Legal



Kim Pearson
Deputy Commissioner
Human Resources



Jay Wasson
Deputy Commissioner
Engineering Services and Design Support



Dan Brassard
Deputy Commissioner
Finance



Samuel Sarvis
Deputy Commissioner
Major Program Management/I-69



Troy Woodruff
Chief of Staff



Ryan Gallagher
Deputy Commissioner
Operations



Jim Stark
Deputy Commissioner
Capital Program Management



Bob Zier
Executive Advisor



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 specific needs of the communities it serves. Approximately 400 engineers and inspectors work out of these district offices and report daily to construction sites. For rapid 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.



Crawfordsville District

Alan Plunkett, District Deputy Commissioner
 41 West 300 North, Crawfordsville, IN 47933
 Phone: 1-888-924-6368
 Email: westcentralindiana@indot.in.gov
www.crawfordsville.indot.in.gov
www.facebook.com/INDOTWestCentral
www.twitter.com/indot_wcentral



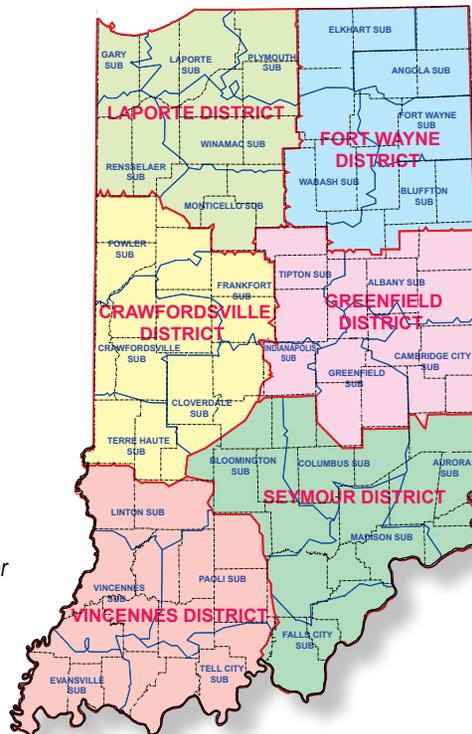
Fort Wayne District

Todd Johnson, District Deputy Commissioner
 5333 Hatfield Road, Fort Wayne, IN 46808
 Phone: 1-866-227-3555
 Email: neinformation@indot.in.gov
www.fortwayne.indot.in.gov
www.facebook.com/INDOTNortheast
www.twitter.com/indotnortheast



Greenfield District

Brandye Hendrickson, District Deputy Commissioner
 32 South Broadway, Greenfield, IN 46140
 Phone: 1-855-463-6848
 Email: eastcentralin@indot.in.gov
www.greenfield.indot.in.gov
www.facebook.com/INDOTEastCentral
www.twitter.com/indot_ecentral



LaPorte District

Robert Alderman, District Deputy Commissioner
 315 East Boyd Boulevard, LaPorte, IN 46350
 Phone: 1-855-464-6368
 Email: laportedistrictcommunications@indot.in.gov
www.laporte.indot.in.gov
www.facebook.com/INDOTNorthwest
www.twitter.com/indotnorthwest



Seymour District

Kathy Eaton-McKalip, District Deputy Commissioner
 185 Agrico Lane, Seymour, IN 47274
 Phone: 1-877-305-7611
 Email: secommunications@indot.in.gov
www.seymour.indot.in.gov
www.facebook.com/INDOTSoutheast
www.twitter.com/indotsoutheast



Vincennes District

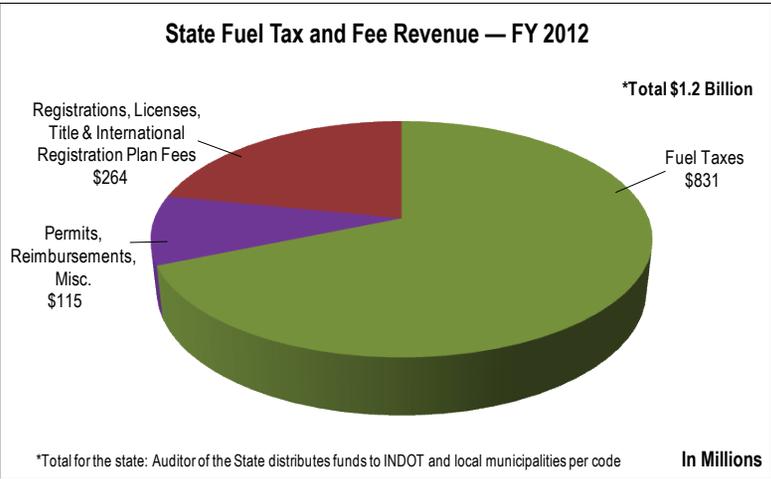
Russell A. Fowler, District Deputy Commissioner
 3650 South U.S. Highway 41, Vincennes, IN 47591
 Phone: 1-800-279-5758
 Email: swincommunications@indot.in.gov
www.vincennes.indot.in.gov
www.facebook.com/INDOTVincennesDistrict
www.twitter.com/indotsouthwest



Financials

REVENUES

Revenues from a variety of traditional sources help fund transportation programs at the state and local levels. Although revenue from fuel taxes continued to decline, overall core transportation revenue sources for Indiana — which also include permits, licenses and registrations — inched up 0.7 percent as the economy continued to slowly rebound. Licenses and registrations climbed 5 percent. Permits ascended 2.5 percent, mostly because of a rise in oversize/overweight permits as an improving economy saw more commerce flowing over Indiana roads.



STATE HIGHWAY FUNDING RESOURCES

State Highway Fund				
Direct fuel taxes	Permits	Federal reimbursement	Motor vehicle highway fund*	Highway, 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 this fund, and local governments receive 45% of this fund.

FEDERAL FUNDING

\$888 million of federal funds were obligated from the Highway Trust Fund (HTF) in FY 2012. The HTF is administered by the Federal Highway Administration under the U.S. Department of Transportation.

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

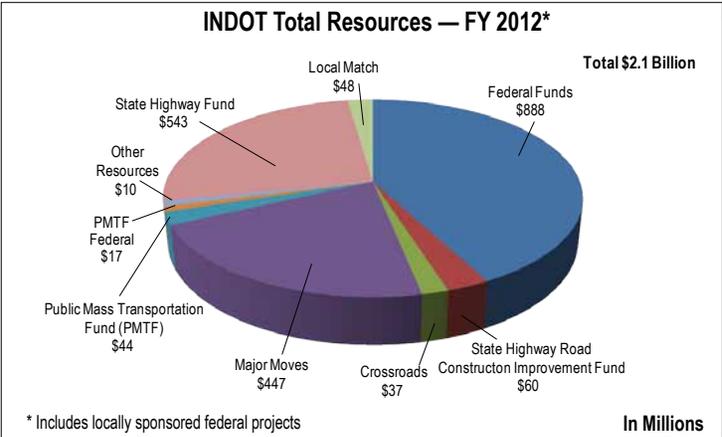
LOCAL FUNDING

INDOT allots 25 percent of its federal-aid funds to Local Public Agencies (LPAs) and Metropolitan Planning Organizations for road and safety improvements, bridge work and transportation enhancement projects. In FY 2012, these funds totaled nearly \$222 million. In addition to addressing capital needs, INDOT proactively assists LPAs by handling all of the program administration, contract letting and post-contractual federal obligations for local communities.

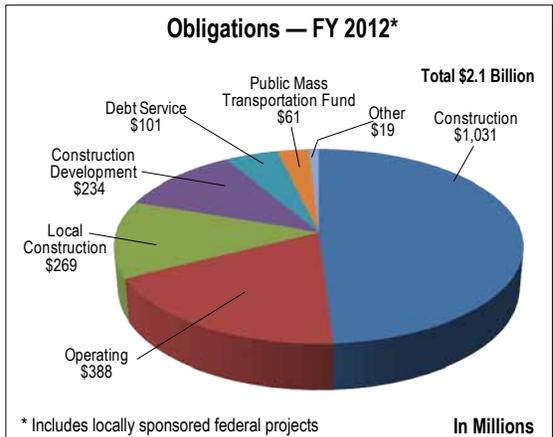


RESOURCES

As it has since 2006, Major Moves remained vital in the state's overall funding requirement. In addition to \$447 million in Major Moves funds, the state also utilized federal funds in the amount of \$888 million. The State Highway Fund, a dedicated fund separate from the state's general fund, contributed \$543 million to the state's overall funding resources.

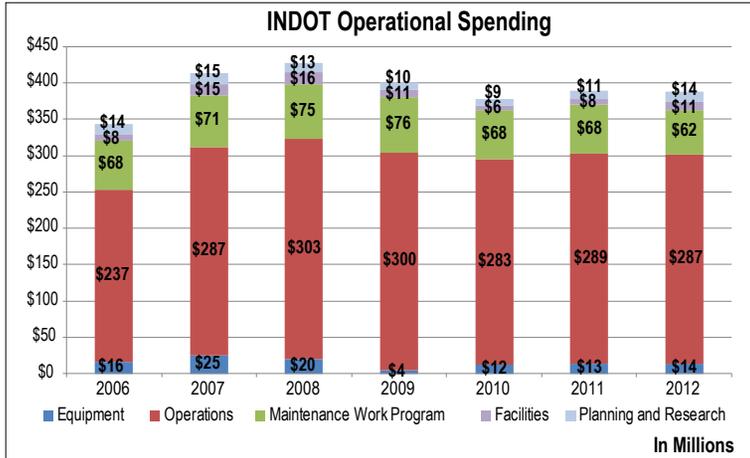
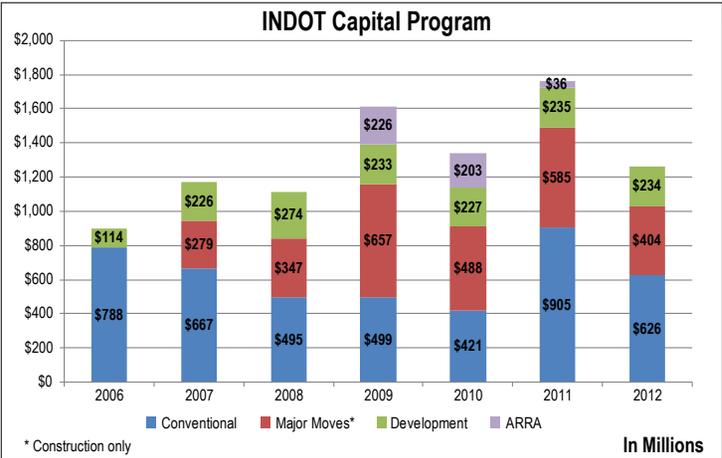


EXPENDITURES & OBLIGATIONS



For the fourth consecutive fiscal year, INDOT obligated more than \$1 billion to construction, receiving exceptional value for its investment due to cost favorability for construction projects. The majority of INDOT's budget in FY 2012 paid for construction of new roads and bridges, as well as right-of-way acquisition, design and environmental work, and maintenance on bridges and roads. Despite rising prices, operational expenses decreased by nearly \$1 million — in part due to a mild winter and INDOT's increased use

of propane and compressed natural gas, which helped lower fuel dollars obligated by 3 percent. INDOT made advance purchases for fuel and materials for its pavement preservation initiative in FY 2012 that will be used in FY 2013.



Preservation

PAVEMENT PRESERVATION

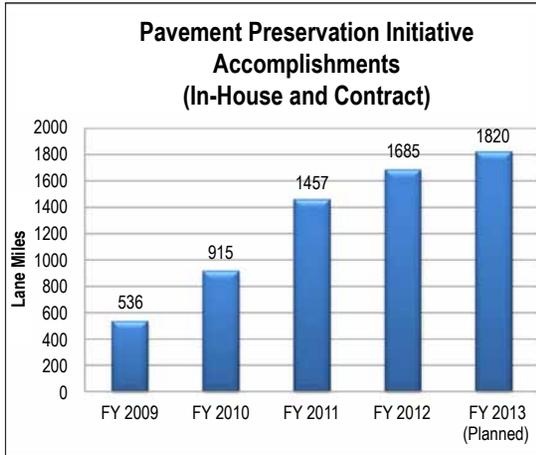
INDOT continued to increase the amount of chip sealing, a technique that treats a pavement surface with liquid asphalt material and coarse aggregate to prevent surface deterioration. In FY 2012, INDOT completed 1,402 miles of chip sealing. Also, INDOT workers and contractors applied a thin overlay surface treatment on 283 miles.

For every dollar it spends today on pavement preservation projects, INDOT saves an estimated \$6-\$14 in future rehabilitation and construction costs. In FY 2012, cost per lane mile was only \$8,396 for chip sealing, and \$40,661 for all other pavement preservation methods. Pavement preservation also uses considerably less natural resources — stone, gravel and sand — than reconstruction. From a motorist perspective, preservation significantly reduces road closures and the resulting traffic congestion.

A three-year study, partnering INDOT with the Purdue University School of Engineering's Joint Transportation Research Program, resulted in the FY 2012 development of a software program to determine aggregate and emulsion application rates of each chip seal project.

Pavement preservation will continue to be an initiative as INDOT strives to maintain and extend the life of Indiana's roadways.

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



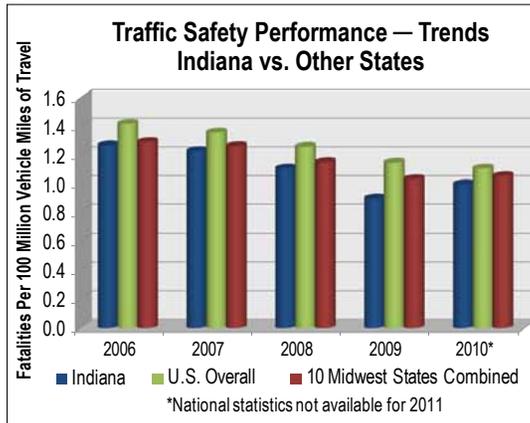
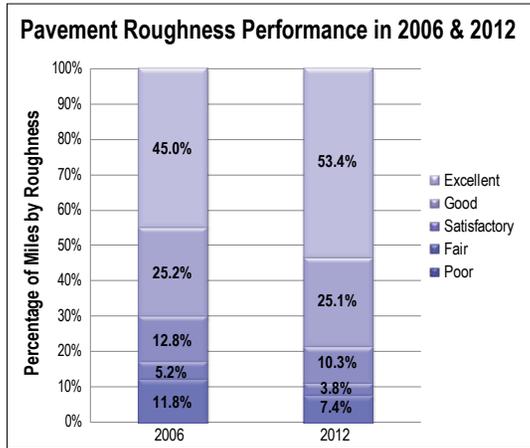
BRIDGE, PAVEMENT & TRAFFIC CONDITIONS

During its quest for excellence in FY 2012, INDOT prioritized bridge and pavement conditions, and traffic safety.

In FY 2012, 78.5 percent of all miles of state-owned pavement were graded excellent or good for pavement roughness performance. By contrast, in FY 2006, 70.2 percent of all miles were considered excellent or good.

INDOT, which maintains more than 5,300 bridges with a median age of 43 years, continued its proactive bridge rehabilitation schedule in FY 2012. Since 2006, INDOT has rehabilitated or replaced 615 bridges — nearly 12 percent of INDOT's inventory. In FY 2012, contracts were let to rehabilitate or repair 56 bridges and paint 12 bridges. Additionally, INDOT has addressed the challenge of bridge preservation by planning future investment strategies in a five-year capital program and beyond.

Traffic safety continues to be a focus at INDOT. Fatalities on INDOT-managed roads in FY 2012 were 13.6 percent lower than in FY 2006.



SHERMAN MINTON BRIDGE

Gov. Mitch Daniels ordered the immediate closure of the Sherman Minton Bridge between Indiana and Kentucky in the Louisville area on Sept. 9, 2011, after INDOT bridge inspectors discovered a crack in the critical load-carrying beams.

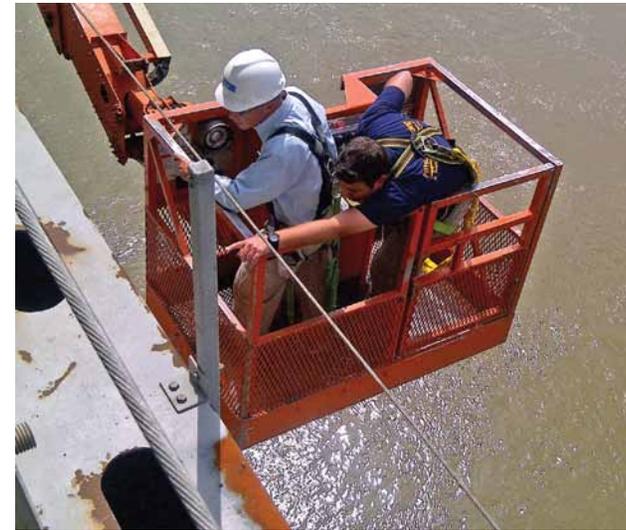
Within an hour, local officials and state police were contacted about the closure. In addition, Gov. Daniels and INDOT Commissioner Michael B. Cline shepherded an expedited letting in October 2011. The project award and notice-to-proceed were issued within 24 hours of the letting, thereby shortening the procurement timeline by several weeks. The Kentucky Transportation Cabinet and Federal Highway Administration (FHWA) concurred with the selection of the contractor. These proactive actions enabled the bridge to open 13 days ahead of schedule in February 2012.

INDOT's actions eased congestion during the closure. INDOT implemented an emergency contract to widen three ramps on nearby I-265. These construction plans were completed within two days of the bridge closure, and a contractor completed the widening four days later. INDOT deployed a staff of experts to adjust traffic-signal timings on state routes and to assist local governments in adjusting the timings on their affected streets. INDOT mobilized portable message boards and other technology to help monitor traffic and provide traveler information, including displaying messages in Indianapolis and working with neighboring states to have messages displayed in St. Louis, Mo., and throughout Kentucky.

Nearly 2.5 million pounds of new steel plating — along both the upstream and downstream bridge ties that run horizontally along the entire 1,600-foot structure — reinforced the bridge's safety and reliability, extending the service life of the bridge at least 20 years.

The FHWA contributed 25 percent of repair costs. The remaining \$13.9 million was funded evenly by Kentucky and Indiana, with each state utilizing various funding resources.

“Thanks to the dedication of hard-working men and women, supported by the leadership of Indiana Governor Mitch Daniels and Kentucky Governor Steve Beshear, that bridge has reopened for use. ... These workers rose to the challenge of getting this vital crossing back in action.” — Ray LaHood, U.S. Secretary of Transportation



Gov. Mitch Daniels (left) inspects the Sherman Minton Bridge after ordering immediate closure to ensure safety.



Repair crews work to help the bridge open 13 days ahead of schedule.



Operations

NEW FACILITIES



Eastbound travelers on I-70 in Wayne County are treated to a new welcome center, which features six restrooms.

A new welcome center in Centerville replaced an older facility. In addition to a spacious lobby, larger parking lot and other amenities, the facility incorporates architectural features and materials that are designed to keep maintenance and operating costs low. Native grasses and plantings add to aesthetics while reducing outdoor maintenance costs; an epoxy grout on the indoor porcelain tile floor does not require waxing and withstands bacteria growth better than a typical grouted tile floor.

Construction began in FY 2012 on a new Fort Wayne District building, which will replace a 45-year-old structure and will feature cost-saving efficiencies. Construction will be complete in June 2013.

INDOT bolstered its operations efficiency in FY 2012 by building several new facilities throughout the state.

Four new salt buildings — at maintenance units in Markle, Michigan City, Sullivan and Westfield — feature fabric roofs with an additional 10-year lifespan compared with the roofs of the buildings they replaced. In addition to storing salt at a capacity equal to the five-year salt-use average for each location, the buildings house brine systems and storage tank containment areas and use 100 percent wash-water re-use for brine making. The entire units at Michigan City and Sullivan store INDOT vehicles, equipment and materials related to all roadwork, winter operations, mowing and trash cleanup. They include maintenance garage bays and wash bays.

INDOT invested in 46 completed new tandem axle chassis with new attached dump truck bodies, hydraulic systems and plow hitches. Realizing the potential of this package, INDOT procured 65 additional chassis in FY 2012 to be fitted with dump truck bodies, hydraulic systems and plow hitches in FY 2013. Additional equipment procured in FY 2012 that will greatly aid INDOT workers while they meet the needs of the traveling public included 12 front-end loaders and four spray-injection patching machines.

EQUIPMENT



New trailer-mounted attenuators include money-saving, solar-powered arrow boards.

INDOT's equipment purchases in FY 2012 mirrored goals to increase safety and augment road maintenance and preservation. INDOT procured 35 trailer-mounted attenuators (TMA), which protect the safety of highway workers. By outfitting the TMAs with solar-powered arrow boards, trucks no longer need to idle to maintain their battery charge while running arrow boards, thus saving fuel and reducing truck maintenance. INDOT boosted road maintenance and preservation production by purchasing a new variable head chip spreader that has the ability to spread the material up to 20 feet, as opposed to 12 feet by the 18-year-old model it replaced. The chip spreader will be used in the LaPorte District; its success will be closely monitored and may spur more purchases in FY 2013.

Mindful of the benefits of alternative fuels, INDOT converted 56 vehicles to run on both propane and conventional gasoline, of which 41 were fitted with plows and spreaders (see Page 23).



The Michigan City salt building is one of four new structures statewide.



The Westfield salt building provides 24/7 access during winter operations.

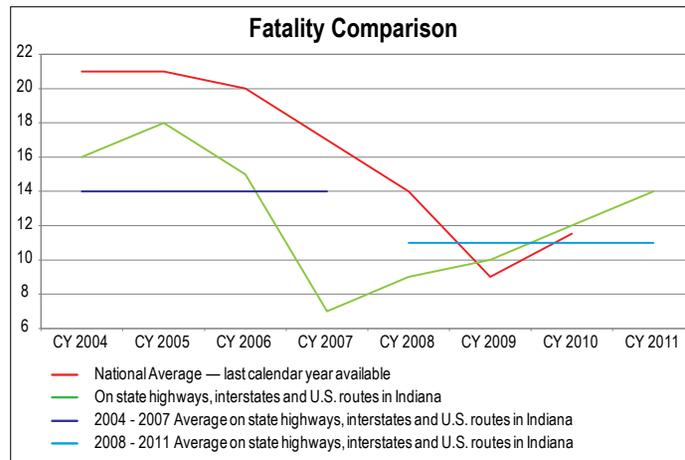


WORK ZONE SAFETY

INDOT vigilantly seeks to protect the traveling public and construction workers in work zones by performing exhaustive field inspections that consider 121 work zone traffic control factors. In CY 2011, INDOT performed reviews on 68 separate projects. Reviews of the work zones ensure that INDOT and federal safety policies are followed and are shared with INDOT staff, contractors and others in order for them to make the necessary improvements in work zones and aid in training.

Training programs in FY 2012 included a course for in-house and consultant designers to address work zone traffic control topics, such as the Interstate Lane Closure policy. The program was attended by nearly 200 consultants and Federal Highway Administration personnel and webcast to INDOT's six district offices.

INDOT's increased role in work zone safety is in keeping with the Indiana General Assembly, which in FY 2012 revised the Indiana Work Zone Safety Law to set steeper penalties for driving infractions within highway work zones.



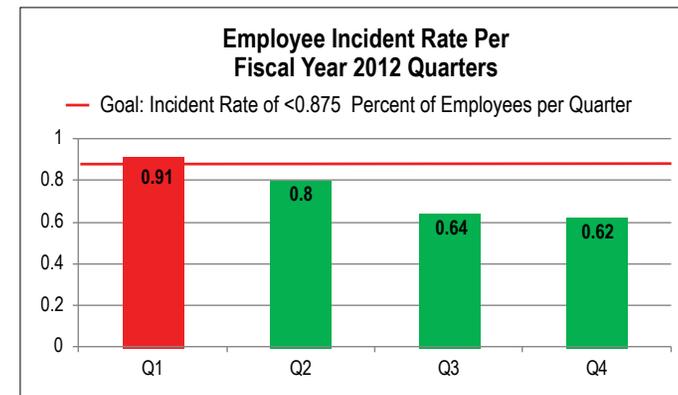
EMPLOYEE SAFETY

INDOT's workplace incident rate decreased each quarter in FY 2012. Efforts to keep all employees safe included mandatory injury reviews for all occurrences, actions to engineer the controls and eliminate further occurrences, and remedial training of employees involved in preventable occurrences.

Safety training included the Safety Truck Rodeo, a yearly competition that prepares INDOT drivers for upcoming winter driving and aims to reduce vehicular/equipment crashes and employee injury during snow removal activities. The emphasis for FY 2012's competition was vehicle backing safety, seatbelt usage, and safe entrance and exit into vehicles using the three-point-of-contact maneuver.

The cumulative effect of these various safety efforts included:

- Continued low amount of Occupational Safety and Health Administration recordable injuries for INDOT employees (121 in CY 2011, on par with 111 in CY 2010 and nearly a 52 percent improvement of 249 in CY 2005)
- Reduction of statewide vehicle and equipment crashes; in FY 2012, 290 vehicle and equipment crashes occurred statewide, nearly a 28 percent improvement from 400 in FY 2011



WINTER OPS



Use of brine increased by approximately 700,000 gallons, including test runs as a de-icing agent during storms and not just an anti-icing agent before storms.

Although above-average temperatures in FY 2012 meant much lower snow accumulations statewide, INDOT moved ahead with new initiatives to save money without compromising snow removal performance.

INDOT increased brine routes statewide, enabling more data collection to build on FY 2011's test in the LaPorte District using brine as a sole treatment. Brine is a salt/water mixture. Results from FY 2011 and FY 2012 indicate that using brine could save significant dollars on salt, fuel and man hours. Despite the mild winter — hours of freezing precipitation decreased from 343 in FY 2011 to 101 in FY 2012 — brine usage increased from 2.8 million gallons to 3.5 million gallons. During the same period, salt usage dropped from approximately 361,000 tons to 155,000 tons.

In addition, INDOT teamed with the Purdue University School of Engineering's Joint Transportation Research Program to research the use of salt brine as a de-icing agent during storms and not just an anti-icing agent before storms. As part of the research study, INDOT built a combination slide-in unit that has the ability to apply granular and liquid brine at the same time. This innovation will be tested in FY 2013.

Winter Operations Statistics		
	5-year average (2007-2011)	FY 2012
Weather hours*	334	101
Miles serviced*	6,366,936	2,908,351
Salt used (tons)	336,508	155,406
Brine used (gallons)	2,892,420	3,544,407
Overtime hours	152,831	57,230

*3-year average (2009-2011)



Major Moves



In delivering Major Moves, Gov. Mitch Daniels' innovative 10-year transportation program, INDOT has established itself as a national leader in delivering a comprehensive capital improvement program. Major Moves is already improving the quality of life for Hoosiers and will continue to benefit them long after the program ends.

From the inception of Major Moves in FY 2006 to FY 2012, INDOT accomplished:

- 54 corridors completed and open to traffic
- 185 new highway centerline miles completed
- 705 bridges rehabilitated or replaced
- 3,265 centerline miles of pavement rehabilitated or replaced
- 24 new or reconfigured highway exits or interchanges completed
- \$7.5 billion invested in construction, of which 94 percent of contracts were awarded to Indiana companies

In FY 2012, INDOT accomplished:

- 14 corridors completed and open to traffic
- 7 additional corridors under construction
- 36 new highway centerline miles under construction
- 117 bridges rehabilitated or replaced
- 465 centerline miles of pavement rehabilitated or replaced
- 8 new or reconfigured highway exits or interchanges completed
- \$1.03 billion invested in construction, of which 95 percent of contracts were awarded to Indiana companies

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

PROJECTS

U.S. 24 (Fort to Port)



The new four-lane limited-access corridor, being built south of the old highway, includes an interchange with Webster Road in Phase II in Allen County.

Open to traffic: November 2012

Estimated cost: \$93 million

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

FY 2012 highlights:

- Phase I from east of I-469 to Bruick Road is substantially complete
- Harper Road closed at intersection of U.S. 24 near I-469 to help with mobility and safety of new U.S. 24 corridor

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



I-69 — Evansville to Bloomington (Sections 1-4)



I-69, shown intersecting with Troy Road and Daviess County Road 300 South, is the longest contiguous construction project in the nation.

Open to traffic: Evansville to Crane: November 2012 (Sections 1-3)
Crane to Bloomington: December 2014 (Section 4)

Estimated cost: Evansville to Crane: \$700 million
Crane to Bloomington: \$400 million

Project summary: I-69 is integral 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 Naval Support Activity Crane, and 27 miles from Crane to Bloomington) featured 74 miles under construction in FY 2012.

FY 2012 highlights:

Sections 1-3, Evansville to Crane remains on schedule and nearly \$100 million under budget.

Section 1: I-64 to State Road 64 (Evansville to Oakland City): 1.7 miles are currently open to traffic and the remaining 11 miles are either paved or ready to be paved. All structures, such as the Pigeon Creek bridges, are complete or substantially complete.

Section 2: State Road 64 to U.S. 50 (Oakland City to Washington): Most mainline excavation work and some paving are complete along with several local access roads. The White River Bridge is substantially complete, and the nearly mile-long Patoka River Bridge pier construction is complete.

Section 3: U.S. 50 to U.S. 231 (Washington to Crane): U.S. 231 near Crane was realigned as part of the large interchange at I-69 and U.S. 231. Three county road overpasses, the first contracts awarded in Section 3, are open to local traffic along with several local access roads. Most mainline excavation work and some lanes and shoulder paving are complete.

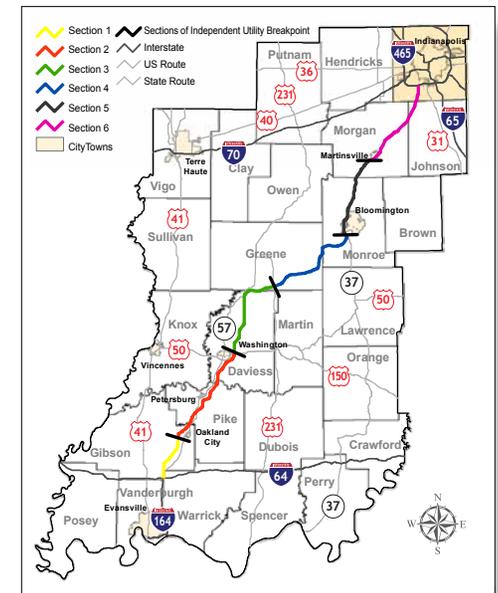
Section 4: U.S. 231 to State Road 37 south of Bloomington (Crane to Bloomington): The Federal Highway Administration approved a Record of Decision in September 2011. Land acquisition, survey work, geotechnical testing and design are underway. Two road construction contracts were awarded and construction began. 30 miles let.

Sections 5-6, Bloomington to Indianapolis

Section 5: State Road 37 south of Bloomington to State Road 37/State Road 39 interchange near Martinsville (Bloomington to Martinsville): Environmental assessments, engineering development and meetings with key stakeholders are now underway. Four alternative alignments were provided. Five local governments within the study area agreed to become participating agencies in the development of the environmental impact statements. Construction is scheduled to begin in FY 2014.

Section 6: State Road 37/State Road 39 interchange to I-465/ State Road 37 interchange (Martinsville to Indianapolis): Environmental studies are ongoing.

For more information, please visit www.i69indyevn.org.



Accelerate 465



Redesigned intersections of I-465, such as West 38th Street, will vastly improve traffic flow.

Open to traffic: December 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, redesigned interchanges, reconstructed bridges and improved Intelligent Transportation Systems technology, will improve safety and mobility.

FY 2012 highlight:

- Continued work on the mainline corridor and interchanges

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

I-65 — I-865 to U.S. 52



A reconstructed bridge at State Road 39 in Lebanon is part of the I-65 project.

Open to traffic: June 2013

Estimated cost: \$85.5 million

Project summary: I-65 is being upgraded to add an additional travel lane on both northbound and southbound I-65 from I-865 to 0.5 miles north of State Road 32 in Boone County. The project also involves rehabilitating the existing southbound travel lanes from U.S. 52 to 0.5 miles north of State Road 32 and extending Intelligent Transportation Systems technology. The CSX Railroad Bridge and the bridges at State Road 267 and State Road 39 will be reconstructed because of substandard vertical clearance over I-65. The mainline I-65 bridge over Prairie Creek will be widened to six lanes, the length of the bridge will be shortened, and the profile will be lowered by 6 feet.

FY 2012 highlights:

- Work began on the Prairie Creek Bridge
- 100 percent of mainline miles let
- Construction 67 percent complete



State Road 25 (Hoosier Heartland)



New bridges, such as Tippecanoe County Road 500 East, will go over the corridor, allowing Hoosier Heartland to be a limited-access rural highway built to freeway standards.

Open to traffic: December 2013

Estimated cost: \$327 million

Project summary: State Road 25 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 built to freeway standards with multiple bridges over the new highway, various intersections with county roads and state highways, one roundabout just east of I-65 intersecting with what will become "Old State Road 25" and two interchanges — one near Delphi and one near Logansport.

FY 2012 highlights:

- Seven contracts let for a total of \$90.4 million
- Approximately 96 percent of mainline miles let
- Construction 50 percent complete

For more information, please visit www.in.gov/indot/div/projects/sr25study.

U.S. 31 Kokomo



Construction of the new 13-mile, four-lane divided highway is nearly one-third complete and includes an interchange with East Boulevard Street (East Howard County Road 100 South).

Open to traffic: December 2013

Estimated cost: \$155 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 travel time, and provide for more efficient movement of goods and commercial truck traffic.

FY 2012 highlights:

- Four contracts let for a total of \$70.2 million
- 100 percent of mainline miles let
- Construction 31 percent complete

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



U.S. 31 Plymouth to South Bend



Fifteen miles of the 20-mile corridor will be built on new terrain, including the portion that interchanges with State Road 4.

Open to traffic: December 2014

Estimated cost: \$223 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 as part of a larger goal to more efficiently connect 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 Seventh Road, U.S. 6, State Road 4 and Kern Road, respectively.

FY 2012 highlights:

- Five contracts let for a total of \$69.1 million
- 93 percent of mainline miles let
- Construction 44 percent complete

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

U.S. 31 Hamilton County



Construction activity intensified in FY 2012, including the creation of a flyover ramp from U.S. 31 to southbound Keystone Parkway in Carmel.

Open to traffic: December 2015

Estimated cost: \$320 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 2012 highlights:

- Two contracts let for a total of \$36 million
- 19 percent under construction

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



Milton-Madison Bridge



The Milton-Madison Bridge has won several national and state engineering first-place awards for innovation and was named the third-best bridge project in North America by Roads & Bridges Magazine. The bridge remained open during the entire weeklong process of floating and lifting a preassembled section into place onto temporary piers in June 2012.

New bridge completed: April 2013

Estimated cost: \$104 million

Project summary: Linking Milton, Ky., with Madison, Ind., the existing U.S. 421 bridge over the Ohio River is more than 80 years old and too narrow to safely carry large semitrailer 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 National Environmental Policy Act strategies, a design-build procurement approach, and the truss sliding will enable this project to be completed three years ahead of schedule, while closing U.S. 421 for only 10 days.

FY 2012 highlights:

- Design work and structural steel fabrication 99 percent complete
- Existing river pier strengthening 90 percent complete
- Traffic shifted into first maintenance of traffic alignment, rerouting U.S. 421 onto Ferry Street and temporary bridge approach
- First five-day bridge closure completed in four days
- First new truss span assembled on Kentucky shore, floated into place and lifted into temporary alignment
- Construction 66 percent complete

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



A preassembled 600-foot section of the new Milton-Madison Bridge is floated into place to be lifted onto 85-foot-tall temporary piers.



P3

PUBLIC-PRIVATE PARTNERSHIPS

In May 2011, Gov. Mitch Daniels signed into law Senate Enrolled Act 473, which allows for expanded use of private capital for transportation improvements. The law authorizes INDOT to pursue public-private partnerships (P3) without project-specific legislative approval.

In FY 2012, INDOT embarked on new horizons and took advantage of this nontraditional source of highway funding to accentuate traditional fuel-tax-based revenue. As older vehicles are replaced by new fuel-efficient vehicles, less fuel is consumed and less fuel tax is collected in the traditional method. Public-private partnerships provide an additional source of funding without increasing existing capital budget. Strategic private investments are game-changers, offering the opportunity for roads and other infrastructure to be designed, built and completed years sooner and at vastly reduced public costs.

P3 highlights in FY 2012 included:

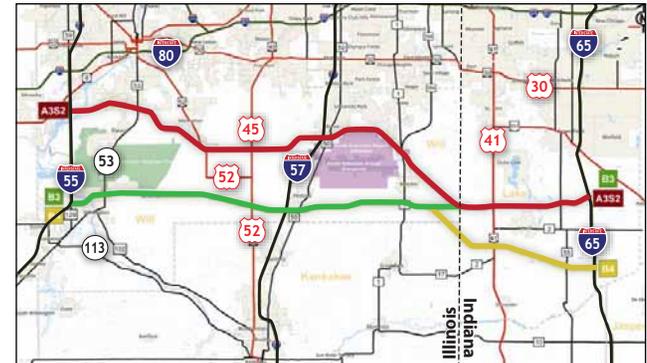
- Ohio River Bridges: Indiana plans to use a private sector team for financing, construction and long-term maintenance of the East End Crossing between Utica, Ind., and Prospect, Ky.
- Illiana Corridor: This prospective highway route, starting at I-55 in Illinois' Will County and ending at I-65 in Indiana's Lake County, is expected to be funded via public-private partnerships for each respective state
- KPMG Inc. was hired as a financial adviser for INDOT's public-private partnership programs
- INDOT and the Build Indiana Council co-hosted an industry forum about public-private partnerships

ILLIANA CORRIDOR

The Illiana Corridor is a planned highway route that stretches approximately 50 miles, starting at I-55 in Illinois' Will County and ending at I-65 in Indiana's Lake County. Project benefits include easing congestion, spurring economic development and creating jobs. The exact corridor route is yet to be determined, but two possible routes span the Indiana portion — near Lowell, Ind.

In FY 2012, INDOT continued to develop the Tier One Draft Environmental Impact Statement — laying out the recommended routes for the corridor, alternate routes, and pros and cons of each. A final route is expected to be selected by the end of CY 2012 and will provide the best balance of serving transportation needs, avoiding or minimizing environmental impacts, and incorporating community input and values.

Project cost is estimated at \$1.3-\$1.6 billion. The legislatures in Indiana and Illinois both passed laws allowing public-private partnerships for the corridor, which would enable private investors to offer at least part of the financing to build the road in exchange for the right to collect tolls.



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



OHIO RIVER BRIDGES



The Ohio River Bridges project will bring unprecedented improvements in cross-river mobility to Southern Indiana near Louisville, Ky. The project, which in FY 2012 received

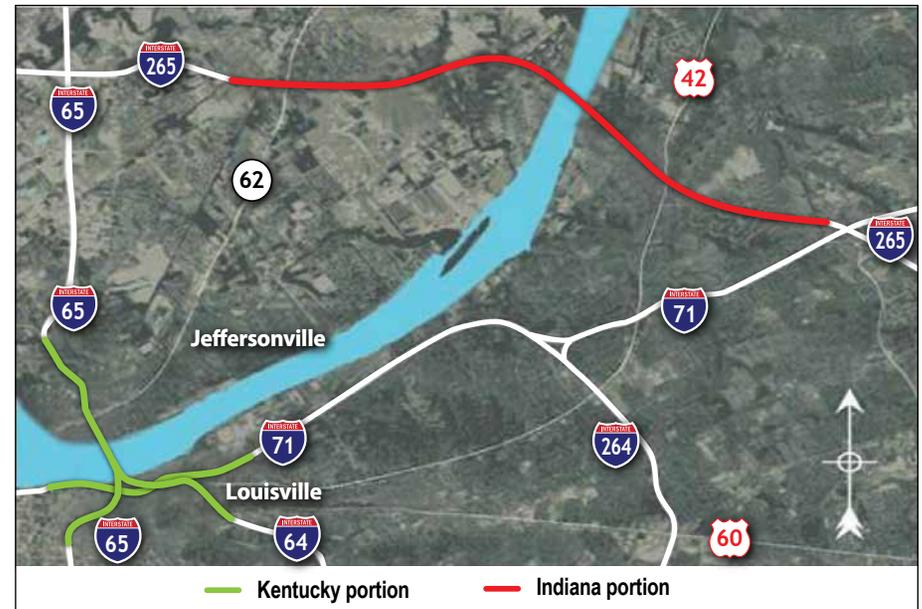
federal approval to proceed to construction, will connect Clark County, Indiana, and Jefferson County, Kentucky, with two new bridges spanning the Ohio River, along with associated approach work.

Indiana Gov. Mitch Daniels and Kentucky Gov. Steve Beshear forged a historic agreement for each state to fund roughly half of the approximate \$2.6 billion project. The estimated cost is \$1.6 billion less than originally projected before an intense value engineering process was completed.

Indiana will oversee the East End Crossing between Utica, Ind., and Prospect, Ky. This bridge and approaches will link the Lee Hamilton Expressway in Indiana and the Gene Snyder Freeway in Kentucky, completing a loop around the east end of the metropolitan area that will increase mobility to serve economic growth in the region. Indiana, through the Indiana Finance Authority and INDOT, plans to procure a private sector team to finance and construct the East End Crossing and to perform long-term operations and maintenance of the bridge, the Indiana approach and a portion of the Kentucky approach. Kentucky will fund and construct the Downtown Crossing, which will connect Jeffersonville, Ind., with downtown Louisville, Ky. 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 reconstructed and converted from a two-way structure to carry only southbound I-65 traffic.

In FY 2012, bridge project milestones included:

- Issuing a Request for Proposal after conducting one-on-one meetings with each of the four finalist proposer teams
- Letting bids on preparatory work for the East End Crossing
- Agreeing with Kentucky to accept Disadvantaged Business Enterprise (DBE) certification from each other to allow firms certified in either state to qualify as DBEs in the other state
- Conducting a DBE workshop in Jeffersonville that drew nearly 100 disadvantaged, women-owned and minority-owned businesses from each state, giving them the opportunity to meet representatives of all four proposer-team finalists
- Completing an Economic Impact Study that analyzed the impact of using public-private financial and project delivery structure for the East End Crossing



Both states plan to award contracts for their respective crossings and begin construction in earnest in early 2013.

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



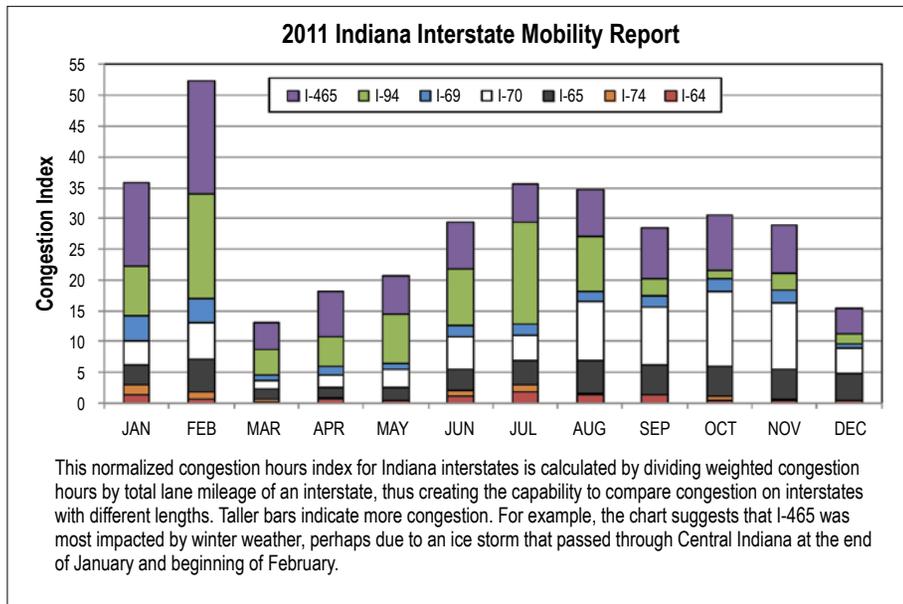
Innovations

RESEARCH & DEVELOPMENT/JTRP

INDOT's Research & Development (R&D) focuses on solving current and future transportation challenges while improving efficiency and quality, reducing risk, and providing innovation. Many projects are performed through its partnership with the Purdue University School of Engineering's Joint Transportation Research Program (JTRP).

to 14 miles. The link between segment location and variable speeds provided the basis for creating performance measures over a defined period of time and/or a particular highway. The resulting mobility report provides qualitative and quantitative characterization of how 1,886 directional miles of Indiana interstates are performing, opening a new frontier in best practices for transportation planning.

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>.



Through this partnership with JTRP, research of crowd-sourced, real-time data served as a foundation for the first-ever 2011 Indiana Interstate Mobility Report. Analysis of archived speed data from mobile devices characterized minute-by-minute and day-by-day variation in travel speeds. Approximately 300 million one-minute average segment interstate speed records were obtained, corresponding to directional road segments that range in length from 0.003 miles



PROPANE



INDOT operates 115 propane fueling sites around the state, including the Gas City Unit location.

INDOT charged ahead in FY 2012 to convert 56 additional vehicles to run on both propane and conventional gasoline, bringing the total in the fleet to 582. The action followed FY 2011's launch of the federally funded alternative fuels program in which 225 vehicles were initially converted and an additional 301 vehicles were changed using INDOT funds. Most of the vehicles are pickup trucks and vans.

In addition, the fueling infrastructure became fully operational in FY 2012 with the completion of 115 propane fueling locations. The sites also provide propane for INDOT forklifts, mowers and equipment that prepares hot mix asphalt for road repair.

Propane burns cleaner and is less expensive than conventional gasoline but provides nearly the same fuel economy. It also lowers maintenance costs and is safer than gasoline. Because INDOT operates its own 24-hour propane fueling stations, it can purchase propane in bulk at half the cost of gasoline. In FY 2012, INDOT purchased 633,285 gallons of propane, saving slightly more than \$1 million.

Additionally, 19 dedicated plow trucks ran on compressed natural gas (CNG) as part of a pilot program. These 19 plow trucks consumed 2,835 gallons of CNG at an average price per gallon of 95 cents, at times reaching as low as 74 cents per gallon, saving INDOT an additional \$7,200 or 36 cents per mile.

For more information on INDOT's innovative use of materials and assets, please visit www.in.gov/indot/3081.htm.

DAMAGEWISE



An INDOT employee helps document crash damage on I-74, west of U.S. 231 in Montgomery County.

Through the new DamageWise program, INDOT in FY 2012 recovered \$3.81 million from insurance companies and motorists that damaged state property. Approximately 4,000 motor vehicle crashes each year damage INDOT-maintained guardrails, cable barriers, signs, bridges, culverts, pavement, traffic signals, lighting structures and crash attenuators.

A statewide crash damage tagging system immediately associates crash-damaged infrastructure to a crash report. INDOT maintenance crews (or contractors) document crash damage by taking a

photograph with a time stamp and GPS location recorded. Field personnel and accounts receivable personnel use a new information technology system that interfaces with Indiana's statewide crash report system used by law enforcement.

The program's efficiency and monetary rewards are readily apparent. In FY 2011, INDOT invoiced \$2.4 million to recoup repair costs to roadside infrastructure, had a reimbursement collection success rate of 79 percent and took an average of 165 days to execute. In FY 2012, INDOT invoiced \$3.81 million to recoup repair costs to roadside infrastructure, had a reimbursement collection success rate of 85 percent and took an average of 51 days to execute.

Reimbursements generated through DamageWise are reinvested into INDOT capital programs and operations, thereby impacting every town, city and county in the state.

The program was developed through INDOT's partnership with the Purdue University School of Engineering's Joint Transportation Research Program.

For more information, please visit www.in.gov/indot/3082.htm.



Multimodal

RAIL

Of Indiana's 7,769 railroad crossings, 5,784 intersect with public roads — the fourth-highest total among all states. Indiana also ranks fourth nationally in overseeing the most rail companies (42) and ninth nationally in rail track mileage (4,165 track miles).

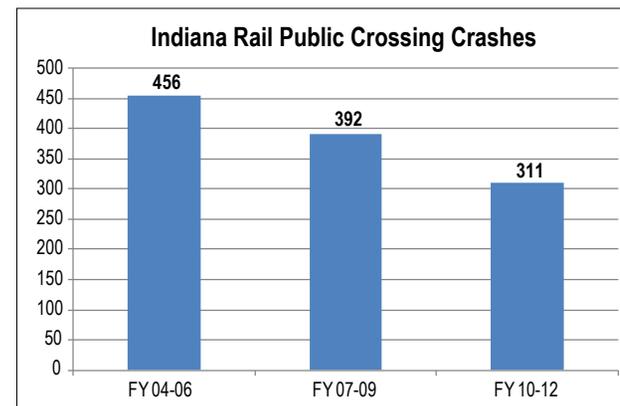
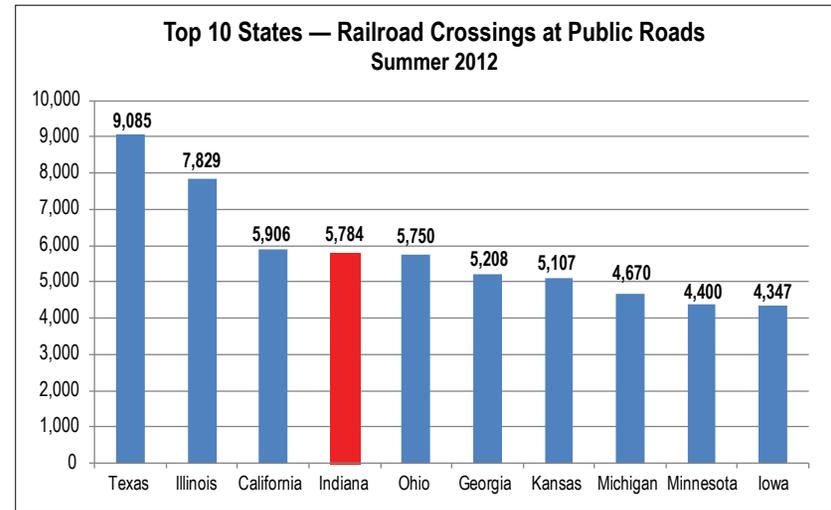


Crews work at a crossing with State Road 3 in Huntington County, utilizing a new method in which a layer of asphalt serves as a foundation to minimize track bed settlement.

FY 2012 highlights:

- Worked with the city of Muncie and Norfolk Southern Railroad to enhance safety at the McGalliard Road crossing, which had the highest crash frequency of any highway-rail grade crossing in the state. Now, the crossing has an advanced design incorporating a center median, added gates, and superior traffic signal interconnection and pre-emption controls for the two adjacent intersections
- Awarded \$3.6 million from the Industrial Rail Service Fund to improve or build railroad infrastructure and assist 12 railroad operators
- Assisted 20 local communities and 17 railroads with \$1 million disbursed from the Railroad Grade Crossing Fund to make highway railroad crossings safer, including closing crossings

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



AVIATION

FY 2012 highlights:

- Directed \$68 million in federal funds to Indiana airports
- Awarded \$750,000 in state matching grants to 60 county airports and one state-owned airport
- Provided technical assistance and engineering project approval for new construction or renovation of 83 airport facility projects being funded under the Federal Aviation Administration Airport Improvement Program
- Conducted training classes for new members of airport authorities/boards in the state, and tall structure/obstruction workshops for aviation professionals at the state aviation conference
- Conducted 113 safety inspections to ensure federal and state regulatory compliance



A new taxiway at the French Lick Airport becomes a reality thanks to INDOT's assistance.

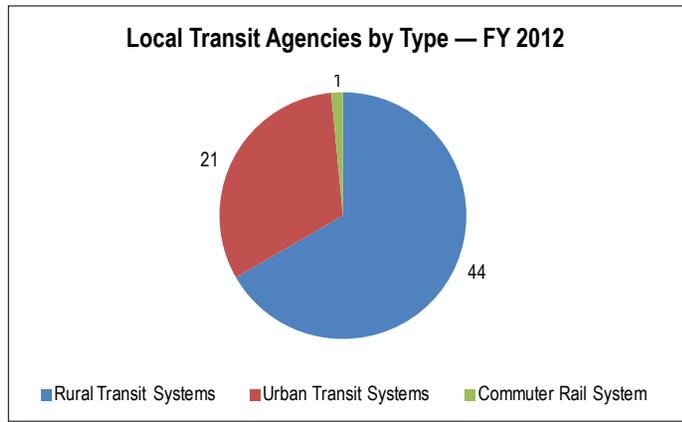
For more information, please visit www.aviation.indot.in.gov.

TRANSIT

INDOT administered \$74 million in FY 2012 in federal and state funds to support local public transportation agencies. INDOT also assisted local transit agencies by conducting various workshops, training sessions and compliance reviews.

89 percent of Indiana counties operate public transit, and there are 66 public transit systems statewide.

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



“We attribute our growth and success to partnerships with INDOT and social service organizations.” — Wells County Council on Aging Executive Director Bonnie Valind on the Rural Transit Program



Partnerships

SUPER BOWL XLVI

Indianapolis won national acclaim for its success in hosting Super Bowl XLVI in February 2012. INDOT played a part in that success by planning, coordinating and cooperating with the public and private sectors to create positive road and hospitality experiences.



Super Bowl visitors lodged across the entire state, and most used our roads to get to the game. Also, in the weeks leading up to the game, regional audiences used our roads to attend the Super Bowl Village (more than 1 million visitors) and NFL Experience (265,000 visitors). All these visitors enjoyed seamless transportation because:

- INDOT employees served on Super Bowl planning committees for two years leading up to the game
- INDOT was a core member of the Indianapolis Super Bowl Host Committee's Weather Preparedness and Response Team, contributing significantly to the comprehensive weather plan, coordinating with surrounding counties and event sites, and participating in twice daily conference calls throughout the two-week event
- INDOT created its own Super Bowl plan that included sweeping and litter control, installation of signage, placement and maintenance of Dynamic Message Sign boards, and snow operations
- INDOT's Indianapolis Traffic Management Center coordinated traffic signal timing on city streets, extended Hoosier Helper patrol and shared traffic cameras with Indianapolis Emergency Operations Center (EOC) and the Indiana Department of Homeland Security's (IDHS) EOC
- INDOT's Emergency Planning & Response personnel participated in IDHS planning for emergency response and manned the Emergency Support Function 1 position in the IDHS command trailer during Super Bowl weekend in a location outside of downtown Indianapolis
- INDOT's aviation department helped coordinate aircraft-related activities at airports across the state and financially assisted three regional airports regarding temporary aircraft control facilities
- INDOT declared no-lane-closure edicts to assist with traffic flow from Jan. 27 to Feb. 7

STELLAR COMMUNITIES



Delphi and Princeton were chosen as the state's 2012 Stellar Communities, edging out 38 other communities that submitted proposals detailing community investment plans that would meet comprehensive community revitalization strategies. Typical projects involve transportation, housing, infrastructure, and community and economic development. Seven finalist communities submitted Strategic Community Investment Plans. In addition to the plan review, INDOT made site visits to each finalist community.

In Delphi, funds will help repair sidewalks, create paths from the Hoosier Heartland Corridor through downtown to increase tourism to the Wabash and Erie Canal Park, and more. In Princeton, revitalization will focus on the courthouse square as well as a new plaza for the community's civic events and senior housing cottages.

INDOT is a founding partner of the Indiana Stellar Communities Program, a second-year initiative that leverages state and federal funding from multiple agencies to fund comprehensive community development projects in Indiana's smaller communities.

INDOT committed \$6 million for the first three years of the program. Other agencies involved in the program are the Office of Community and Rural Affairs and the Indiana Housing and Community Development Authority, along with the State Revolving Fund.

"This positions us to capitalize on economic development opportunities created by the Hoosier Heartland Corridor for the entire county and region." — Delphi Mayor Randy Strasser



HOOSIER HELPERS SPONSORED BY STATE FARM



The service assisted more than 4,000 more stranded motorists than it did in the previous fiscal year.

by the program. Under the sponsorship agreement, State Farm is contributing \$1.125 million over the first three years with an option to extend the contract for two additional years at \$750,000. Sponsorship fees are used solely to support and supplement the operation of the Hoosier Helpers program.

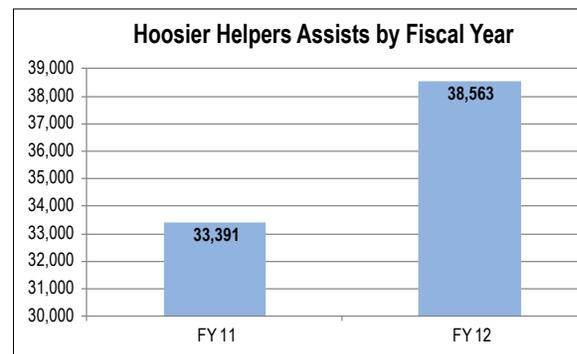
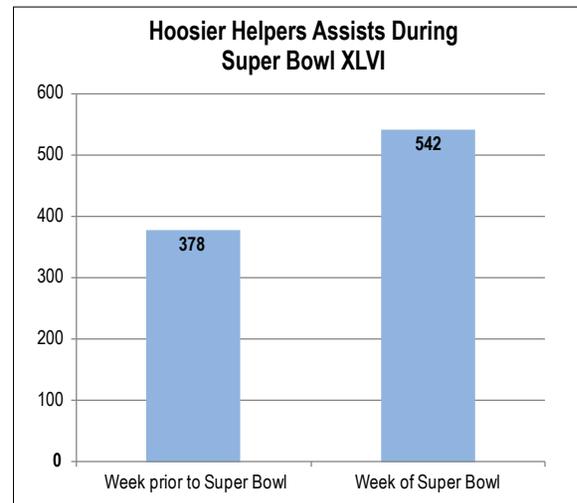
The partnership includes signs delineating Hoosier Helpers service areas, vehicle makeovers on the existing fleet to reflect the sponsorship, and new operator uniforms.

The 28 Hoosier Helpers vehicles and their drivers are among the first responders in interstate traffic incident management, assisting traffic control and restoring normal traffic flow as expeditiously and safely as possible. Common free services that Hoosier Helpers offer include providing fuel, tire changes and minor vehicle repairs to stalled motorists; and medical assistance at crash scenes, medical emergencies and vehicle fires. Drivers are trained in first aid, CPR, automated external defibrillator and hazardous materials. The service is offered on interstates in and around Indianapolis, Northwest Indiana, and Southern Indiana near Louisville, Ky.

In a customer satisfaction survey in FY 2012, 88 percent of those who had heard about Hoosier Helpers thought that the service was helpful or very helpful.

The official launch of the new partnership between INDOT and sponsor State Farm Insurance for the Hoosier Helper freeway service patrol took place in FY 2012. The program became known as INDOT Hoosier Helpers sponsored by State Farm.

Beginning in October 2011, the exclusive sponsorship helped INDOT offset expenses incurred



“I had a flat tire on the way to work. While waiting for AAA to call back, the INDOT emergency service truck pulled up behind me. Mr. McDowell was an angel in disguise. He really polished his halo! I’m very glad that State Farm sponsors the Hoosier Helpers.” – April 2, 2012



SOUTHEAST INDIANA TORNADOES



INDOT devoted more than 11,000 man hours to help clear debris from calamitous Southern Indiana tornadoes.

Eleven Hoosiers died and towns were destroyed as some of the most devastating tornadoes the state has ever seen pummeled Southern Indiana in March 2012.

INDOT played a large role in the rescue-and-recovery process, taking its own lead plus cooperating with multiple agencies.

INDOT was one of the first groups on the scene to clear roads and set up traffic control,

enabling emergency vehicles to rush into the stricken areas of Chelsea, Daisy Hill, Henryville, Holton, Marysville and New Pekin. INDOT crews logged more than 11,000 man hours in cleanup efforts by helping clear debris from roadways by using trucks, skid-steer loaders, excavators, chainsaws, backhoes, wood chippers and more.

The Indiana National Guard used INDOT's I-65 Henryville Rest Area as a location for donated supplies. Also, INDOT organized its own Incident Command Post (ICP) in Henryville after initially coordinating oversight of Emergency Support Function 1 duties at the Indiana Department of Homeland Security's ICP.

In all, the tornadoes lasted 49 minutes covering 49 miles of Indiana, with swaths up to nearly a half-mile wide, including two to three tornadoes running side by side at times.

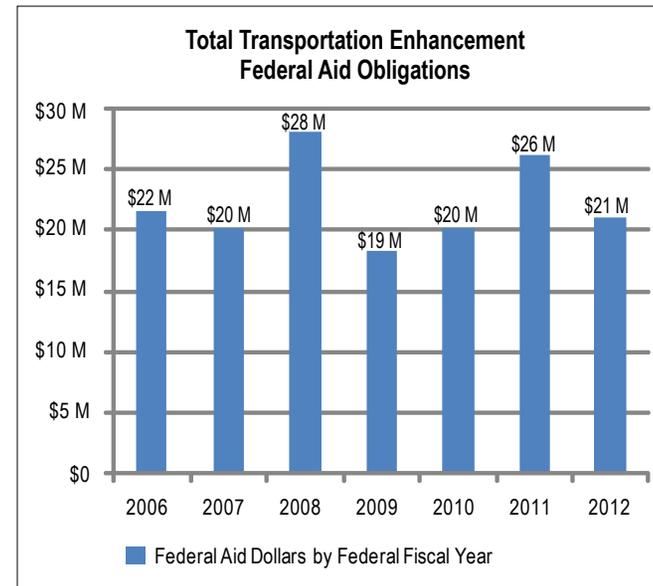
Other facts:

- State-owned roadways affected were U.S. 31 and State Roads 3, 62, 135, 160, 335 and 362; Chunks of roadway were uprooted, some landing a quarter-mile away
- 25 dump trucks were used to haul 1,700 loads (or 20,400 cubic yards) of trees and debris
- Approximately 90 sheet signs were damaged in the areas of Henryville, Marysville and New Pekin
- 8 portable Dynamic Message Sign boards were placed for traffic control

TRANSPORTATION ENHANCEMENT

In FY 2012, 15 Transportation Enhancement (TE) projects were let — 10 for bike/pedestrian facilities and trails, four for streetscapes and one for historic preservation. TE projects include streetscapes, sidewalks, landscaping/beautification and historic preservation projects.

In FY 2012, INDOT completed approximately 28 miles of trails, bringing the total number of miles since 2006 to 209. This supports Gov. Daniels' "Hoosiers on the Move" program that promotes trails and bike/pedestrian facilities across Indiana with a state goal of giving every Hoosier access to a trail within 7.5 miles or 15 minutes of home.



“INDOT has been great to work with, from the contract process to implementation.” – Greenfield City Engineer Mike Fruth on TE funding for a streetscape project



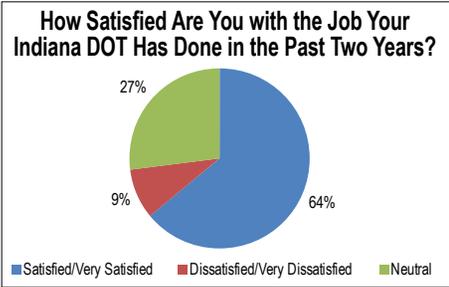
Customer Satisfaction

CUSTOMER SATISFACTION

INDOT conducted surveys in FY 2012 of two of its primary stakeholders — Indiana residents and INDOT business partners — to help identify and prioritize the transportation services and improvements that are most important to residents of Indiana and to assess INDOT’s overall performance. The survey obtained responses from at least 200 people in each of the six INDOT districts. In order to provide a benchmark for comparison, responses to the same survey were obtained from 300 residents in neighboring states Illinois, Kentucky, Ohio and Michigan about their departments of transportation (DOTs).

INDOT scored high in overall performance, receiving a 64 percent satisfaction rating by Indiana residents during the past two years. Surrounding states received a 55 percent satisfaction rating. Only 9 percent of Hoosiers reported that they are dissatisfied, compared with the 17 percent dissatisfaction level reported for neighboring state DOTs.

Despite record-breaking construction activity during the past two years due to INDOT’s Major Moves program, Hoosiers were noticeably more satisfied with the construction process than were residents of the neighboring states. For example, 54 percent of Hoosiers were satisfied with INDOT’s efforts to minimize disruption to communities during construction, compared with only 47 percent in the adjoining states.



The surveys also revealed that the three most important services to residents are repairing/maintaining existing highways, snow/ice removal and repairing/maintaining bridges. Although snow and ice removal is often considered by drivers to be a weakness of DOTs, 64 percent of Hoosiers said they were satisfied or very satisfied with INDOT’s performance of this service, and only 13 percent said they were dissatisfied.

Also, 86 percent of Hoosier drivers reported that they feel safe while driving on highways in Indiana.

For more information on the customer satisfaction survey, please visit www.in.gov/indot/3045.htm.



Awards

In FY 2012, INDOT was bestowed with various national and local awards. Here are awards that INDOT received. For more information, please visit www.awards.indot.in.gov.

American Association of State Highway Transportation Officials

Project of the Week

Sherman Minton Bridge

American Concrete Pavement Association, Indiana Chapter, 2012 Excellence in Concrete Pavement Awards

Centerville Welcome Center	I-465/I-70 to Sam Jones Expressway
Keystone Avenue and I-465 Interchange	Dupont Road (State Road 1)
U.S. 31 Kokomo Corridor — Howard County	State Road 62/261
U.S. 24 Fort to Port Phase I	State Road 37/Harding Street at I-465

American Council of Engineering Companies, Indiana Chapter, 2012 Engineering Excellence Awards

National Recognition Award

Accelerate 465

Grand Project Award

Accelerate 465

Honor Award

Indiana Toll Road Broadway Street Viaduct

I-69 Tier 2 Section 4 Environmental and Engineering Assessment Study

Merit Award

State Road 912 Bridge over Indiana Harbor Canal Ramp B

Indiana Wildlife Federation President's Award

To Jeanette Wilson, Planner in Intermediate Range Planning

Beckie Campbell Lifetime Achievement Award

To James English, Team Leader of Rural Transit Systems in Local Public Agencies/Metropolitan Planning Organizations & Grant Administration

Bentley Systems, Inc. 2011 Be Inspired Bentley Awards — Innovations in Roads Category

To Beam, Longest, and Neff LLC and INDOT for I-69 at State Road 61/56 interchange along the new I-69 corridor

Governor's Public Service Achievement Awards (Two Team Awards)

For DamageWise and the Hoosier Helper Freeway Service Patrol sponsorship with State Farm Insurance

Indiana Partnership for Transportation Quality Achievement Award — Over \$2 Million/Urban Project Category

State Road 32/38 roundabout project

Roads & Bridges Magazine 2011 Top 10 Bridges Award

Milton-Madison Bridge — third-best bridge project in North America





MITCHELL E. DANIELS, JR., GOVERNOR
MICHAEL B. CLINE, COMMISSIONER

Indiana Department of Transportation
100 North Senate Avenue, Room N755
Indianapolis, Indiana 46204

www.in.gov/indot