



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Interchange Project Hits Halfway

Inside INdiana Business

5/12/15

One of southern Indiana's highest-profile road projects has reached its midway point. The Indiana Department of Transportation says construction zones will shift Wednesday as work will begin on the second half of the new \$19.1 million cloverleaf interchange at U.S. 41 and the Lloyd Expressway in Evansville. During this phase of construction, all ramps connecting U.S. 41 with eastbound State Road 66/Lloyd Expressway, and vice versa, will close temporarily. Many new ramps will open connecting westbound S.R. 62/Lloyd Expressway with U.S. 41. Both U.S. 41 and the Lloyd Expressway will remain open to two narrow lanes in each direction making use of lane shifts. Improved safety and traffic flow Temporarily closing the ramps connecting U.S. 41 with eastbound Lloyd Expressway during construction will allow INDOT to permanently remove traffic signals from this interchange, improving traffic flow. The traffic pattern will also improve safety – there were a high number of crashes during the first days of the current construction phase due to stop-and-go traffic.

[Interchange Project Hits Halfway - Newsroom - Inside INdiana Business with Gerry Dick](#)

St. John gets island eliminated from intersection project

NWI Times

Phil Wieland

5/11/15

ST. JOHN | A three-hour meeting between town officials and the Indiana Department of Transportation resulted in the elimination of the pedestrian island the state had proposed including in the intersection project at U.S. 41 and Lake Central Drive. The island on the east side of U.S. 41 was designed by the state as a safety measure for pedestrians trying to cross the busy highway in front of Lake Central High School. The crosswalk extended from the school to the island after crossing all lanes of U.S. 41 on the south side of the intersection, but a right turn lane onto the new section of Lake Central Drive left town officials leery of its supposed safety. Officials said the island put pedestrians in the middle of speeding traffic on two sides as they waited to cross Lake Central Drive northward. INDOT said the design had worked at other locations and refused the town's request to move the crosswalk to the north side of the intersection. When town officials approved the contract with Walsh and Kelly to construct the intersection in March, they asked Town Manager Steve Kil to continue to try to negotiate with INDOT on the island issue. Kil, Town Engineer Kenn Kraus and Dennis Cobb, engineering consultant with First Group Engineering, met with INDOT on April 14. "We explained there are some extreme safety concerns," Kil said. "It seems inherently dangerous to lead what are primarily kids to the middle of the intersection. If a car starts to come at you, the only place to retreat would be into a lane of traffic. When we left, he said propose another option."

[St. John gets island eliminated from intersection project](#)

More safety improvements for Hoosier Heartland

WLF1

Samantha Thieke

5/8/15

CASS COUNTY, Ind. (WLF1) — The Hoosier Heartland Corridor has been open less than two years, but Republican State Sen. Randy Head said the area where the highway intersects with State Road 29 and U.S. 24 has been a disaster since the beginning. “The design of this particular intersection has been a problem from the time it was built,” said Head. “Crashes started happening before construction was even completed.” Since October 2013, Indiana Department of Transportation records show the intersection has been the scene of 36 crashes — which resulted in 32 injuries and one death. Head believes the confusing design is to blame. “It’s hard to understand where you’re supposed to go, and what you’re supposed to do,” said Head. “And it’s caused a lot of people to get hurt.” In the fall of 2014, Head wrote a letter to INDOT asking for safety improvements. In November, his request was granted. “People aren’t used to having to stop twice before they get off the interstate, but this intersection requires that,” said Head. “So, INDOT put in some more signs and put in some solar driven flashers to try to alert people to what was going on.” However, Head said the signs and flashers weren’t enough. Three more crashes happened after the improvements. Head wrote another letter in April, requesting that more be done to improve safety. “People keep getting hurt,” said Head. “We’re thankful to have the highway, but we’ve got to do this in the safest way possible.” A few weeks later Head received a letter from INDOT, stating the plan to add more overhead flashers, as well as overhead lighting and concrete islands to help channel and slow traffic. Head said the improvements are planned for later this year, but couldn’t give an estimated cost.

However, Head said it’s worth the taxpayer investment.

[More safety improvements for Hoosier Heartland | wlf1.com](#)

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