



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 15, 2017

New Cline Avenue Bridge set to open in 2019

NWI Times
Andrew Steele
6/14/17

EAST CHICAGO — A new Cline Avenue Bridge will open to traffic in 2019, the CEO of the company building told the Lakeshore Chamber of Commerce Wednesday. The bridge will have two lanes of traffic when it opens, Linda Figg of the Figg Bridge Group said. It will expand to four lanes if and when traffic on the toll bridge warrants it. The 6,000-foot span will rise 100 feet above the Indiana Harbor & Ship Canal, following the same path as the demolished bridge it would replace. The original bridge was closed for safety reasons and condemned in 2009. Figg said the new bridge, with an estimated cost of \$140 million, will be built with appearance as well as functionality in mind. "The long, open spans and sculptural pier shapes incorporate economy, low maintenance and aesthetics for a bridge that will last over 150 years," she said. Tolls for cars would be set in the \$2.25 to \$2.50 range, Figg said. Truck tolls haven't been determined. All tolling will be electronic, using the transponders common to toll roads. Ten cents from each toll will go to East Chicago to fund city infrastructure projects. Figg Bridge Group currently is finishing construction of an office building on Riley Road near the bridge site. Work also is being done on ground the bridge will span. The building was supposed to be built last year, after a May 2016 groundbreaking, but slag and groundwater issues delayed it, Figg said.

http://www.nwitimes.com/business/local/new-cline-avenue-bridge-set-to-open-in/article_c8f3fa64-6f4d-503f-8edd-efe292aa64d5.html

Hamilton County considers \$36M Allisonville roundabout interchange

Indianapolis Star
Chris Sikich
6/13/17

Hamilton County officials are considering building a \$36 million roundabout-style interchange at 146th Street and Allisonville Road. The County Council approved \$2.3 million last week for United Consulting to conduct an engineering study, which is included in the overall cost of the proposed project. "The traffic congestion is absolutely horrible," said County Commissioner Mark Heirbrandt. "The county is growing significantly, and this is one of the major corridors that we need to improve." Relief won't come soon, though. At the earliest, work would start in 2021. County Highway Director Brad Davis said work on the nearby roundabout-style interchange at Ind. 37 and 146th Street would need to be finished first. Fishers, Noblesville, Hamilton County and the state have signed a deal to partner on the nearly \$150 million project to convert Ind. 37 into a roundabout-style corridor similar to Keystone Parkway. Work will begin as soon as 2018 and last several years. After that project, the Allisonville Road interchange would be the next priority. Under the plan, 146th Street would tunnel underneath Allisonville Road. Allisonville would

have dog bone roundabouts, similar to the roads that pass over Keystone Parkway in Carmel. The eastern end of the nearby 146th Street bridge over the White River would need to be reconstructed to accommodate the interchange, making the project more expensive than a typical roundabout interchange. <http://www.indystar.com/story/news/local/hamilton-county/2017/06/13/hamilton-county-considers-36-m-allisonville-roundabout-interchange/384864001/>

Commissioners agree to slightly larger project

Times Herald

Mike Grant

6/13/17

The Daviess County Commissioners have directed the County Highway Department to pursue a slightly larger pair of projects than what the state's Community Crossings program will cover. The grant program with the Indiana Department of Transportation allows the county to get up to \$1 million in projects with the county paying 25 percent of the cost. The Highway Department has identified a pair of projects it wants to do. One is rebuilding and repaving about two miles of CR 350E. The other is paving several miles of CR 200N. The problem is that when officials tallied up the estimates for the work it totaled around \$1.15 million. "We have 525 miles of gravel roads in Daviess County and that is the most in the state," said President of the Daviess County Commissioners Nathan Gabhart. "If we can go ahead and get that road paved with the money we have, then I think we should do it." The plan for CR 350E is to rebuild the bad parts of the road between CR 100N and CR 200N, widen the section south of the railroad tracks by a foot, and resurface the two-mile section. The other part calls for paving CR 200N to CR 900E once the county completes a build-up on a low spot that floods. "Basically, the county will have to pick up \$150,000 in additional costs," said Daviess County Highway Supervisor Phil Cornelius. "The good news is there is money there to cover it in the special LOIT (Local Option Income Tax) fund." The even better news is that the county may not have to dip very deeply into the highway department's coffers to cover the match and overrun. "Solar Sources has indicated they will put up the matching money on the CR 350E project and we have some donations that were made on CR 200N," said Cornelius. "It doesn't appear we will have to come up with very much money." http://www.washtimesherald.com/news/local_news/commissioners-agree-to-slightly-larger-project/article_3ea44380-3dce-5d3f-8007-93cab52cd56c.html

www.buildindianacouncil.org