



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 5, 2013

Big Four ramp on schedule for November opening, officials say

The Courier-Journal

Charlie White

9/5/13

Replacing a load-bearing steel assembly near the foot of the Big Four pedestrian and bicycle pathway in Southern Indiana isn't expected to further delay the ramp's scheduled late November opening, project officials told Jeffersonville officials this week. The new assembly, which will replace one that had shifted, is expected to arrive Monday, Jeffersonville redevelopment director Rob Waiz said Wednesday. Workers from Clarksville-based contractor Gohmann Asphalt will return to the site to replace it, cover the new structural support with concrete and put the other finishing touches on its portion of the project during the next three or four weeks, Waiz said. In the meantime, workers from Evansville-based Hummel Electric have been on the site for about a month ahead of the installation of lighted handrails. On Wednesday, they continued installing electrical conduit inside steel box girders that run the length of the ramp. The lighted handrails are being manufactured off-site, and Hummel workers will install them once they're delivered in coming weeks, Waiz said. He said the total cost of the ramp project remains within the \$10 million previously approved, with \$8 million in federal transportation money funneled through the Indiana Department of Transportation and \$2 million in Jeffersonville redevelopment money. Workers also have been cutting out a section of the floodwall under the ramp to make it easier to get from the ramp to the river. [Big Four ramp on schedule for November opening, officials say | The Courier-Journal | courier-journal.com](#)

Decision on bridge tolls postponed

WDRB.com

9/5/13

LOUISVILLE, Ky. (WDRB) -- Drivers waiting to see how much it will cost to cross two Ohio River bridges being built between Kentucky and Indiana will have to wait a little longer. A bi-state group was to meet Thursday morning in Jeffersonville. Its agenda had included a resolution to set toll rates. But late Wednesday night, the group decided more groundwork was needed before a decision could be made. There's no word on when that decision might come. How much tolls will be is one big unanswered question regarding the \$2.6 billion project. The work includes a new bridge linking Louisville and Jeffersonville and an East End span connecting Utica and Prospect. The project is one of the country's largest public works endeavors. Both bridges are scheduled to open in 2016. Suggested tolls would have frequent commuters paying \$1 each way. Less frequent commuters would pay a \$2 toll. Those who opt for a transponder in their cars can prepay the toll. Trucks and larger vehicles would pay more. Kentucky is handling construction of the downtown bridge and will use toll revenue to pay back debt and interest. Indiana is in charge of work on the East End bridge. It has secured financing but will use tolls. [Decision on bridge tolls](#)

[postponed - WDRB 41 Louisville News](#)

Cass Co. closer to road deal with state

Pharos-Tribune

Mitchell Kirk

9/4/13

Cass County officials are one step closer to getting the deal they want regarding a road relinquishment contract between the county and the state that essentially allows for the funding of almost all of what will be a \$10 million road project. The negotiations have to do with the county and the Indiana Department of Transportation swapping jurisdiction of certain roads to accommodate the new Ind. 25 Hoosier Heartland Highway, which is scheduled to open next month. Because the state will own this highway, it is planning to relinquish certain roads within the county and Logansport from what is currently Ind. 25 from 300 South on into Logansport, where it routes onto Cicott Street and then West Market Street. The new Ind. 25 will route onto Burlington Avenue, which will then come under the control of the state. County officials were hoping instead of just receiving money from the state in exchange for the roads it will pick up, that the agreement would go on to guarantee the funding of what would be the county's 20 percent match for a grant toward a reconstruction project on 400 South. The original agreement indicated the county would receive a certain amount of money over a certain amount of time. Because the 400 South project might not be carried out on a timeline that corresponds with the state's issuing of funds for the road relinquishment, county officials were concerned those funds might not be able to go toward the 400 South project. [Cass Co. closer to road deal with state » Local News » Pharos-Tribune](#)

Ten Best Projects Compete for Top Honors in America's Transportation Awards Competition

Digital Journal

9/4/13

State departments of transportation across the nation are bettering their transportation systems and commuter quality of life through projects that cut congestion, provide greater mobility for citizens, and improve safety. Beginning today, 10 of those top-notch transportation projects are vying to be named the best of the best. The American Association of State Highway and Transportation Officials (AASHTO), AAA, and the U.S. Chamber of Commerce today announced the top 10 finalists in the 2013 America's Transportation Awards competition. This year, 24 states entered a total of 36 projects into the competition in the categories of "Ahead of Schedule," "Under Budget," and "Best Use of Innovation." The 10 finalists received the highest number of overall points during four regional contests, representing each part of the country. "The 10 projects competing for top honors have made incredible impacts on their communities," said Bud Wright, AASHTO executive director. "The America's Transportation Awards competition was created to highlight all that our state transportation departments do each day to deliver quality, impactful transportation projects ahead of schedule, under their projected budgets, and through exceptional innovation. We are very proud of these state DOTs and their outstanding projects." Online voting begins today, Sept. 4, and will continue through Wednesday, Oct. 2. Individuals are welcome to vote up to 10 times per day for their favorite projects. The two awards will be presented Oct. 20 at the AASHTO Annual Meeting in Denver. Indiana—I-465/Allisonville Road Interchange Reconstruction Project: Indiana Department of Transportation reduced delays for drivers near Indianapolis by reconstructing the I-465/Allisonville Road interchange, a \$19 million project completed two months ahead of schedule. [Ten Best Projects Compete for Top Honors in America's Transportation Awards Competition - Press Release - Digital Journal](#)

Bridge tolls could come Thurs.

Cincinnati.com
Marcus Green, Courier-Journal
9/4/13

Toll rates for the Ohio River Bridges Project around Louisville are to be revealed at a meeting Thursday, Kentucky officials said. The project's tolling body – a six-member group of Kentucky and Indiana officials – is expected to set the initial rates when it meets for the first time in Jeffersonville, Ind., said Chuck Wolfe, spokesman for the Kentucky Transportation Cabinet. That meeting comes soon after an in-depth report on traffic projections was released in Frankfort on Friday. That study is needed for Kentucky to give investors confidence that enough drivers will use the tolled bridges – new spans downtown and to the east, as well as a refurbished Kennedy Bridge – to cover debt payments. Indiana has the money; Ky. still needs its share. Indiana already has secured financing for its share of the \$2.6 billion project – the eastern bridge and new highways to approach it on both sides of the river. Kentucky is aiming to sell construction bonds for its downtown portion. The state will find out whether it will receive a federal loan by late October, Wolfe said. To do that, the states will delay a federally required plan to ease the impact of tolls on the Louisville area's low-income residents. Wolfe said Kentucky and Indiana won't finish that evaluation before Kentucky completes its financing. He said the Federal Highway Administration agreed to the delay on the condition that the states still develop a "robust" plan. "We're three years away from the imposition of tolls, so there is time to thoughtfully arrive at a mitigation plan," Wolfe said. [Bridge tolls could come Thurs. | Cincinnati.com | cincinnati.com](#)

Final Bridge Section Set For Demolition

Inside INdiana Business
9/4/13

MADISON, Ind. and MILTON, Ken. - A third section of the old Milton-Madison Bridge is scheduled to be demolished on Thursday, Sept. 5. The 400-foot section will be brought down using controlled explosives. Because of the span's proximity to a residential area in Madison, residents will be asked to stay indoors starting at 8:30 a.m. until after the blast. When: Demolition is scheduled for shortly after 9:00 a.m., Thursday, Sept. 5. The new US 421 bridge and roads within the 1,000-foot safety perimeter will close starting at 9:00 a.m. and are expected to reopen to traffic at or before 11:00 a.m. Where: The designated media area is located at 98 Hwy 36 in Milton (Look for a large pink pig statue next to the gravel entrance!) Media outlets can also set up anywhere they choose outside the 1,000 foot safety zone (see attached map). Details: Similar to the two previous blasts, a 1,000-foot safety perimeter will be established around the blast zone. Recreational boaters are required to stay 1,000 feet from the bridge. An FAA no-fly zone of 2,000 feet will be in effect prior to and during the blast. [Final Bridge Section Set For Demolition - Newsroom - Inside INdiana Business with Gerry Dick](#)

Road work money soon may fill Union County coffers

Palladium-Item
Pam Tharp
9/3/13

LIBERTY, IND. — Union County expects to receive \$128,262 from the Indiana Department of Transportation for road work done last month on a county road. Salem Road, which was repaved and bermed, was an unofficial detour during the recent reconstruction of U.S. 27. The commissioners Tuesday approved paying Paul H. Rohe Co., the company which did the paving work, so it could immediately seek reimbursement from the state. The county borrowed the money from the Cumulative Bridge Fund to pay for the paving and the fund will be reimbursed when the money is repaid by the state, Auditor Gene Sanford said. The county highway department will do culvert work this month at the north end of Nine Mile Road, which is expected to cost about \$31,000, highway supervisor Jeff Bowers said. Chip-and-seal paving work for this

season is about 66 percent complete and Bowers said he expects to finish the remaining work soon. Bowers recently met with a representative of USI Consultants Inc., which has updated the county's bridge inspection report. Replacing the bridge on McDill Road should be the county's first priority, according to the engineer, Bowers said. Commissioners had discussed rehabilitation work on the Dunlapville causeway bridge as a priority. "The engineer thinks we should build a bridge and not put in a culvert," Bowers said of the McDill Road project. Commissioners have questioned the need for a bridge there because a culvert carries that water under Stone Road, which is downstream from the McDill Road bridge. A culvert project would cost considerably less than a new bridge. [Road work money soon may fill Union County coffers | Palladium-Item | palladium.com](#)

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