



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 28, 2013

INDOT to bid final 641 phase

The Tribune-Star

5/24/13

TERRE HAUTE — The final construction phase of the 641 bypass is scheduled to let for bids on Dec. 11, according to the Indiana Department of Transportation. INDOT is scheduled to have all work needed for final bid contracts completed by Oct. 2, according to INDOT's construction list for Major Moves projects. The final bypass construction section is called Phase 4. The state is currently working "with the U.S. Army Corps of Engineers and [Indiana Department of Environmental Management] to acquire waterway permits before the Phase 4 contract is scheduled to let," said INDOT spokeswoman Debbie Calder. "The permits allow INDOT contractors to enter waterways under federal jurisdiction to build the State Road 641 bypass," Calder said. Acquisition of waterway permits has delayed the start of Phase 3, which was awarded to Walsh Construction Co. of Crown Point for \$25,298,936. That phase begins northeast of Feree Road to Moyer Road. Phase 4 is from Moyer Road to the I-70 interchange. "Once the permits are approved, which is expected this summer, and construction resumes, INDOT will be able to confirm a completion date," Calder said. The \$150 million bypass had been slated for completion at the end of 2014.

[INDOT to bid final 641 phase » News » News From Terre Haute, Indiana](#)

Ind. has 1,909 'functionally obsolete' bridges

WISH-TV

5/24/13

INDIANAPOLIS (WISH) - Investigators say a truck with an oversized load caused an interstate bridge to collapse outside Seattle on Thursday. But, the bridge itself had well documented problems that also appear on thousands of bridges in Indiana. Some experts believe those issues may have contributed to the collapse. Investigators say the semi-truck was carrying an oversized oil drilling rig, and the top-right, front corner of it hit several trusses on the bridge. The bridge itself is listed on the National Bridge Inventory Database (NBID) as "functionally obsolete." Experts say that's another way of saying "outdated." The bridge over Interstate 5 was 56 years old, and Washington transportation officials said it had been inspected, as required, within the last two years. The NBID lists 1,909 Indiana bridges as "functionally obsolete." 203 of those bridges are in Marion County. Of greater concerns are bridges listed on the NBID as "structurally deficient." Those bridges can have problems with supporting piers, sub-structure, super structure, or even the road deck itself. The NBID lists 2,010 Indiana bridges as structurally deficient, including 108 in Marion County. Inspectors rate those bridges on a 10 point scale, and priorities on which bridges get replaced are based on that scale, Wingfield said. "We believe our bridges are safe within those elements that we can control," Wingfield said. But, the state can't control truck strikes. INDOT inspectors responded to 116 of them within the last year, Wingfield said, including a

situation in February on I-65 South near Fletcher Street where an oversize vehicle crashed into the bridge, damaging one of its steel beams.

[Ind. has 1,909 'functionally obsolete' bridges](#)

Boonville bypass on the construction calendar

Evansville Courier & Press

5/24/13

BOONVILLE, Ind. — In 1958, the Indiana Department of Highways announced its intention to build a north-south bypass around Boonville, using Indiana 61. The planned bypass, which was to shift traffic to the city's east, was intended to help with anticipated coal truck traffic for the new Alcoa Warrick Operations plant, then under construction. Friday afternoon on the courthouse lawn — 55 years after the bypass was first proposed — Lt. Governor Susan Ellsperman announced that construction on the bypass will begin in the spring of 2015. The \$14 million, 4.2-mile bypass is set for completion in December 2016. "This is indescribably satisfying," Boonville Mayor Pam Hendrickson said. "There has been a partnership with a lot of people. And having a lieutenant governor from this part of the state has helped tremendously. She has been a champion for this cause from the get-go." Boonville sits between the coal fields of northern Warrick County and the Alcoa smelter on the Ohio River near Yankeetown. Trucks must travel on Indiana 61 directly through the Boonville courthouse square, causing damage to the century-old buildings and leaving behind layers of coal dust. "We need this for the integrity and cleanliness of our downtown," Hendrickson said. "We are not anti-truck-drivers. We know they have a job to do. We just want to see them out of our downtown historic district." Even though the bypass languished for more than half a century, the Indiana Department of Transportation had not planned to take bids on the project until the middle of 2015. But additional funding and pressure from several state and federal government officials helped push the schedule ahead by six months.

[Boonville bypass on the construction calendar » Evansville Courier & Press](#)

CAUTION: Road work ahead

The Journal Gazette

5/26/13

They are as regular as summer cicadas: Every year when the weather gets warm, when the trees bud and flowers bloom, the orange barrels appear. Most road construction is paid for by the gas tax, but as cars have become more efficient and as people drove less during the recession, gas tax revenues have fallen, meaning there is less money for road construction. Fort Wayne officials estimate they would need about \$60 million to get roads up to where they need to be. Instead, they have about \$4.5 million, and \$1 million of that is from the Legacy Fund, which was meant to go to other projects. The state has promised the city an extra \$2 million for 2014 and \$2 million more for 2015, but by then the city will be even further behind. So while it may seem like there are orange barrels everywhere you try to drive, there are not nearly as many of them as officials say there should be.

[CAUTION: Road work ahead | The Journal Gazette](#)

Downtown bridge will have little effect on Waterfront Park

The Courier-Journal

5/27/13

When the Waterfront Park master plan was approved in 1991, no decision had been made on where to build any new bridges between Louisville and Southern Indiana. But waterfront officials say they assumed one logical spot for a downtown span was next to the Kennedy Bridge, so they gave the park planner, Hargreaves Associates, instructions that turned out to be prescient: "We

planned with Hargreaves, telling them: 'Don't put any of the activity nodes in the park (near the Kennedy). Don't put children's play areas, don't put amphitheaters, don't put things that draw people to the area. Have it be passive park space,' " recalls David Karem, president of the Waterfront Development Corp. As a result, Karem says, the planned Interstate 65 bridge adjacent to the Kennedy will affect Waterfront Park in "the absolute least" way possible — with most of the impact on a section without major attractions. The funding difficulties that plagued the Ohio River Bridges Project for years also helped. A scaled-back version of the two-bridge, two-state venture doesn't include a widened section of I-64 over the Great Lawn.

[Downtown bridge will have little effect on Waterfront Park | The Courier-Journal | courier-journal.com](#)

Indiana Lays Fiscal Groundwork for Next Round of Highway Construction

WIBC

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The new state budget requires funneling \$200 million a year into what's being called the Major Moves 2020 fund. If the state sticks to that schedule in future budgets, it'll have more than \$1 billion by 2020 to spend on big-ticket highway projects. Senate Appropriations Chairman Luke Kenley (R-Noblesville) threw out a few possibilities in proposing the fund, from completion of the I-69 extension to an outer beltway around I-465. That's an idea then-Governor Mitch Daniels proposed six years ago, then abandoned in the face of public opposition along the proposed Pendleton-to-Mooresville route. The budget prohibits spending any money from the trust fund without legislative approval. INDOT says 2020 is too far away to speculate on what the top priorities would be. But Indiana Motor Truck Association president Gary Langston says Kenley's suggestions definitely belong in the mix, along with steps to relieve congestion on 465 on Indy's south side. And Langston says the state shouldn't overlook less glamorous projects, such as adding more rest areas and oases along existing highways. The original Major Moves is nearing the end of a 10-year construction blitz financed by Daniels' lease of the Indiana Toll Road. Those projects included the start of the long-delayed I-69 extension, which now runs from Evansville to Crane, with a Crane-to-Bloomington leg scheduled to open in the next two years. INDOT is preparing to request proposals for a public-private partnership to bring the extension to Martinsville, but the state has yet to announce funding plans to make the final link between Martinsville and Indy.

[Indiana Lays Fiscal Groundwork for Next Round of Highway Construction | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

Also, [Indiana To Establish New Major Moves Transportation Fund | News - Indiana Public Media](#)

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