



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **May 30, 2013**

#### **Many loose ends to be tied on U.S. 231 bypass**

Journal and Courier

5/28/13

The most massive road construction project in the area during the last two summers surprisingly has been the least disruptive to motorists, since it's a brand new stretch of U.S. 231 winding through farmlands. When it opens, the U.S. 231 bypass will divert much of the freight traffic around West Lafayette instead of through it. The bulk of the road was created last summer, and this summer brings the detail work that ties together the loose ends — traffic lights, bike paths, sidewalks, lane markings, landscaping and, of course, the new highway. "There's a bike path between State Road 26 and U.S. 52," said Debbie Calder, an Indiana Department of Transportation spokeswoman, as she discussed items on the to-do list this summer. "There's lots to do. We're still looking at the Sept. 13 opening to traffic. All the connections are done." The road connects to six signal-controlled intersections and several other roads that will yield to traffic on the new highway. The route will convey motorists around the west of West Lafayette to U.S. 52. Currently, the U.S. 231 route takes motorists through the city via Northwestern Avenue, which skirts the Purdue University boundary. The route is congested with motorized and pedestrian traffic, and traffic is slowed by several traffic signals. [Many loose ends to be tied on U.S. 231 bypass | Journal and Courier | jconline.com](#)

#### **Funding uncertain for I-69 bridge over Ohio River**

Kentucky.com

5/29/13

EVANSVILLE, Ind. — Finding the estimated \$1.2 billion needed to build an Interstate 69 bridge over the Ohio River is going to take work and some creativity, Indiana and Kentucky officials say. Several local, state and federal officials met Tuesday to discuss possibilities for the new bridge that would link Evansville, Ind., and Henderson, Ky., as plans continue to extend the highway further south. The first section of I-69 in southern Indiana opened in November, with the highway eventually planned to connect Indianapolis and Evansville. Evansville-area congressmen said tight budgets make it unlikely the federal government will fund the project, the Evansville Courier & Press reported. "We recognize that there is simply not enough money there to meet all our infrastructure needs, so we are exploring other options," said Rep. Ed Whitfield, R-Ky. Possibilities include a public/private partnership that would involve private investors putting up some of the money or making it a toll bridge, said Rep. Larry Bucshon, R-Ind. The complete I-69 project is envisioned as a "NAFTA Superhighway" running across the United States from Canada to Mexico. The southern Indiana section from Evansville to near Bloomington is either open or under construction, while state officials are still working on how to pay for completion of the stretch from Bloomington to Indianapolis. [EVANSVILLE, Ind.: Funding uncertain for I-69 bridge over Ohio River | State | Kentucky.com](#)

## **Event marks start of Indiana-Kentucky bridge construction**

Indianapolis Star

5/29/13

UTICA, IND. — Indiana Gov. Mike Pence pledged Wednesday that a new Ohio River bridge east of Louisville, Ky., will be built under budget and on time, as decades of talk is turning into action with construction starting on the span that will connect Indiana and Kentucky. Standing on a bluff overlooking a wide stretch of river where the East End Bridge will go up, Kentucky and Indiana officials applauded the cross-river cooperation that overcame financial obstacles for a project that has been discussed since the late 1960s. Pence said the bridge, carrying a construction price tag of \$763 million, will promote job growth and opportunities that play to the region's strengths. "It was a dream that two states could come together, could put aside regional competitiveness and political differences and accomplish something that would benefit all of the people of our region," Pence said. "Today that dream is finally beginning to become a reality." After months of site preparation and pre-construction work, crews will begin actual construction work next week, officials said. On the Kentucky side, traffic pattern changes and excavation will ramp up in coming weeks in the area. Workers have already cleared a path to make way for what will become a tunnel and an approach to the bridge on the Kentucky side. Construction work on the Indiana side will become noticeable later this summer. [Event marks start of Indiana-Kentucky bridge construction | Indianapolis Star | indystar.com](#)

## **Long-range plan for SR 37 In Hamilton County could mean more roundabouts to ease traffic congestion**

RTV6

5/29/13

INDIANAPOLIS - Is Indiana's roundabout capital about to get even more of the circular traffic devices? Hamilton County officials are looking at roundabouts as a way of easing traffic congestion along State Road 37. The plan to speed up traffic on SR 37 involved installing roundabouts from 126th Street to State Road 32. But it will be expensive and time-consuming to implement. State and local highway officials came up with the plan to prevent what they fear will be complete gridlock on the road as Hamilton County's population doubles over the next 35 years. They believe roundabouts could solve the problem. "One, it can address the congestion," said Hamilton Co. Highway Director Brad Davis. "So out to 2036, we could still have a Level Service A, which is pretty much a free-flowing condition out there. Two, the roundabout-style interchanges can significantly reduce severity of crashes." The big problem is that the roundabouts could cost up to \$340 million, depending on how long construction is stretched out. Neither the state nor the county has any money for such a project. And residents have mixed feelings. "I think the roundabouts are a little crazy," said one local driver. "People have a hard time negotiating them." "I think it's a poor plan," said another driver. "I don't think there's enough educated drivers to know how to drive the roundabouts." "I'm in favor of it. I just don't like having to stop all the time during the rush hour traffic. It's not as, it's not as congested, I think," another driver said. Mayor John Ditslear, R-Noblesville, said he has reservations about the plan, both because of the cost and because of what it could do to local retail businesses which now line SR 37. Especially since roundabouts often mean altering the height of the road.

[RTV6 - Long range plan for SR 37 In Hamilton County could mean more moundabouts to ease traffic congestion - Local Story](#)

