



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Survey Work Underway For Next I-69 Section

Inside INdiana Business

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BLOOMINGTON, Ind. - Motorists will see a variety of preliminary survey activities taking place throughout the summer along State Road 37 in preparation for procurement of I-69 Section 5 between Bloomington and Martinsville. Crews are drilling for soil and utility exploration and performing topographic surveys, among other surveying work. The new Interstate 69 between Evansville and Indianapolis is widely regarded as a key component to the future economic vitality of southwestern Indiana, and will connect an entire region with improved access to jobs, education and healthcare. The 142-mile I-69 corridor was divided into six independent sections with the Tier 1 Final Environmental Impact Study, which was approved by the Federal Highway Administration in March 2004. The first 67 miles opened for business in November 2012 under budget and years ahead of schedule, and now saves motorists more than 30 minutes in travel time between Evansville and Crane. Construction is underway on all 27 miles of I-69 Section 4 between Crane and Bloomington, which is expected to open to traffic in phases during late 2014 and 2015. I-69 Section 5 involves upgrading 21 miles of existing State Road 37 to Interstate standards, including new interchanges and overpasses. The project will improve traffic safety, reduce existing and forecasted congestion and support economic development.

[Survey Work Underway For Next I-69 Section - Newsroom - Inside INdiana Business with Gerry Dick](#)

INDOT orders contractor to fix flawed pavement on US 31 project

Indianapolis Star

6/7/13

A major highway contractor working on U.S. 31 in Carmel has been ordered to rip up several sections of new concrete and do the work again. Crews already are doing the repairs on the highway, just south of the 146th Street bridge, an area that was widened and paved just last year. Motorists have been forced to fight through lane restrictions the past week. Walsh Construction, a Chicago-based company, is the primary contractor on this part of the project and is making the repairs without cost to the state. "INDOT inspectors noticed areas showing premature problems, such as surface cracks, and the contractor agreed to replace the pavement," said Nathan Riggs, a spokesman for INDOT. "The contractor is responsible for all costs associated with the replacement. Essentially this is a quality-control measure." Most of the flaws were found in the southbound lanes. Repairs have been made there and are being sealed. But Riggs said areas remain to be repaired on some of the ramps. Eight 18- by 12-foot concrete panels were cut out and replaced. Other repairs included smaller patches in various locations, where something as small as a chipped corner would warrant a fix.

[INDOT orders contractor to fix flawed pavement on US 31 project | Indianapolis Star |](#)

indystar.com

Report raises questions about paying for \$2.3B bridge; decline in driving at issue

Indianapolis Star

6/10/13

As Kentucky and Indiana embark on a \$2.3 billion highway and bridge project, recent federal data invite a new question: Will people drive enough in the coming decades to pay for all the work? The latest figures from the Federal Highway Administration raise some doubt, showing that driving in Kentucky and Indiana is on the decline, mirroring a national trend. Total vehicle miles traveled in Indiana fell by more than 5 percent in March, compared with the previous year. Kentucky saw a close to 4 percent decline, according to the federal report, which uses roughly 4,000 traffic counting locations nationwide to compile its data. In the past decade, miles driven have ebbed and flowed in both states. Since 2007, for instance, driving in Kentucky remained essentially flat in three years and increased in one. And in both states, miles driven fell in the first three months of the year — 1 percent in Kentucky and 3 percent in Indiana. In addition, daily traffic on the two interstate bridges between Louisville and Southern Indiana — the Interstate 65 Kennedy and the I-64 Sherman Minton — were lower in 2012 than during most of the previous decade, according to the consultant hired by Kentucky to prepare a forecast meant to assure bond buyers that revenues from bridge tolls can cover the construction debt. Kennedy Bridge traffic was 122,000 vehicles per day, or about 14,000 fewer than in 2007, said consultant Steer Davies Gleave, while the Sherman Minton carried 78,200 vehicles per day, down from 87,800 in 2002. From 2010 to 2012, daily traffic across the river fell by 1 percent — 224,300 trips, down from 226,700. [Report raises questions about paying for \\$2.3B bridge; decline in driving at issue | Indianapolis Star | indystar.com](#)

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