



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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INDOT plans \$2.7M in changes for US 30/US 33 interchange

Ellie Bogue
Fort Wayne News-Sentinel
7/30/13

The Indiana Department of Transportation is planning \$2.7 million in improvements for the US 30 interchanges at US 33 west of Interstate 69 to help increase traffic flow during high-peak driving times and make navigation for drivers getting on and off the ramps easier at all times. INDOT is making the improvements because of what it calls inadequate existing weaving distance provided between southbound US 33 to eastbound US 30 traffic and eastbound US 30 to southbound I-69 traffic. Weaving distance refers to the amount of distance between vehicles as they both exit and try to enter the ramp; the more distance between the cars the safer it is for drivers, said Mary Foster, PIO for INDOT. The project will reconstruct the ramps on the south side of US 30 at the interchange with US 33. The current US 33 South to US 30 East ramp and the US 30 East-to-US 33-North ramp in the southeast quadrant will be removed. A new US 30 East-to-US 33 North ramp would be constructed in the southwest quadrant. This ramp would begin about 2,500 feet west of US 33. A new US 33 South-to-US 30 East-loop ramp will also be constructed in the southwest quadrant. This ramp will include a standard INDOT ramp entrance terminal. The lane width of the ramps will be 16 feet with an 8-foot paved shoulder on the right and a 4-foot shoulder on the left. Where the 16-foot wide ramps are adjacent to each other a concrete median barrier will be constructed. An acceleration lane would also be constructed along US 30 between US 33 and the existing entrance gore east of US33. The gore area is the space between the on or exit ramp, and the lane of traffic. This would provide a continuous lane between the US30/US33 interchange and the I-69 interchange. New lighting and signs will be constructed for the new ramps. The current plan calls for no displacement of residents or businesses and will require 10.50 acres of new permanent right-of-way. Currently, INDOT is planning on using state and federal funding for the project, but cautioned it will be contingent upon available funding. According to Foster construction is slated to begin August 2016.

[INDOT plans \\$2.7M in changes for US 30/US 33 interchange - News-Sentinel.com](#)

State plans study of State Road 60

Marcia Walker
The Salem Leader
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The Indiana Department of Transportation is putting together a team to conduct a field check of State Road 60 from Salem to Sellersburg. Salem Mayor David Bower shared that news about what he calls the Safe 60 project during a recent lunch with community leaders. The study will be conducted this month, with a final report issued in August, according to an e-mail received from an official with the state. The e-mail says the team will be identifying areas along the highway that

could benefit from safety improvements and will seek input from state and local police departments as well as the Federal Highway Administration. Bower believes the study will eventually lead to making improvements to the highway, which he said a traffic survey showed carries 5,000 vehicles every morning, a figure Bower believes is actually closer to 6,000. "We need to build a consensus, a partnership of local leaders to get this done," Bower said. He said making the highway wider and safer comes up frequently in discussions about economic development.

[State plans study of State Road 60 - Salem Leader - Salem, IN](#)

INDOT video shows truck striking Downtown bridge

Bill McCleery
Indianapolis Star
7/29/13

State highway officials have released video footage captured over the weekend of a large truck with an oversize load striking the Virginia Avenue Bridge over southbound I-65 and I-70 in Downtown Indianapolis. Officials hope the footage will help the public understand state officials' desire "to lower pavement and increase clearances beneath seven bridges at the South Split in the interest of public safety and mobility," said Nathan Riggs, spokesman for the Indiana Department of Transportation. Such an understanding, officials hope, would increase public support for a project planned to start in August that will close I-65 and I-70 in Downtown Indianapolis for up to 90 days — a project that will require both taxpayer funds and motorists' patience. State officials have recorded more than 400 collisions at South Split bridges since 1999, Riggs said, and the strikes are becoming more frequent. "The most severe incident occurred on Feb. 22, 2013, when an oversize vehicle struck the Virginia Avenue Bridge" states an INDOT release, "requiring a weekend-long closure of northbound I-65 and eastbound I-70 for emergency repairs to the bridge." The bridges at Virginia, Fletcher, Calvary and Morris have vertical clearances ranging from 13'11" to 14'6," according to an INDOT web site. The project will increase the vertical clearance of each structure to at least 14'9," according to state officials. Posted detour signs will help motorists get around the construction areas this summer and fall, Riggs said.

[INDOT video shows truck striking Downtown bridge | Indianapolis Star | indystar.com](#)

INDOT bridge project not 100 percent fix

Erin Murphy
WISH-TV
7/29/13

INDIANAPOLIS (WISH) - A massive construction project will raise the height requirements of the Virginia Avenue bridge, but officials say it's not a fool-proof solution. Next month, construction will start to lower the pavement under the bridge and add at least 9 inches of clearance to the Virginia Avenue Bridge, Indiana Department of Transportation officials said. However, INDOT officials said trucking companies and truck drivers need to obey the laws to stop hazardous accidents from happening when trucks strike the bridge. "The debris that's flying off of these strikes presents a public safety hazard," said Nathan Riggs, INDOT spokesman. Riggs said they're working as fast as possible so this will stop happening. But he said bridges like the North River Road overpass prove clearance isn't enough. "That bridge was just recently reconstructed, had a clearance of 16 feet 8 inches and it was struck by an unsecure load," explained Riggs. "Just happened to not be tied down properly, and it just so happened to (strike) three of the beams." To make the upcoming construction project a 100 percent success, trucking companies need to follow state law and get permits so they know which routes are safest, Riggs said. And he said truck drivers need to make sure their loads are properly secure. If not, the outcome could be dangerous and costly. "It costs INDOT money to repair and replace and INDOT feels that's the taxpayer money. And just like if your personal property was damaged, you would be entitled to

reimbursement from those who caused that damage," Riggs said. The accident that prompted the construction project happened in February. That damage cost INDOT more than \$107,000 to fix. Riggs said the trucking company paid more than \$105,000. That money went toward a fund that runs INDOT's everyday expenses.

[INDOT bridge project not 100 percent fix](#)

Road agreement expected soon

Ron Wilkins
Journal and Courier
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West Lafayette and Indiana Department of Transportation officials think they'll have an amended agreement about relinquishing state highways inside the city limits by the time the state hands over the roads. "I think we're on the same page," West Lafayette City Engineer Dave Buck said, "so it's just a matter of getting some phrasing slightly different or coming at it from a slightly different approach from a legal standpoint." The state highways inside West Lafayette will be turned over to the city in the middle of September when the U.S. 231 bypass opens. This means the city will take responsibility for more than 20 additional traffic signals, as well as be responsible for plowing miles of roads, many of which are wider than the city's typical streets. The relinquishment will put River Road, Northwestern Avenue, Sagamore Parkway, Happy Hollow Road, State Street and a few other routes in the city's jurisdiction. INDOT has spent the last two summers repairing these routes so they are in top-notch condition when the city receives them. "One thing that we've determined is that INDOT is definitely purveying a spirit of cooperation," West Lafayette Mayor John Dennis said. "They understand that there are specific and unique needs for our community and are willing to assist us in trying to achieve those objects to get those needs satisfied." INDOT Deputy Commissioner Alan Plunkett seemed confident that the agreement can be hammered out, something that neither side was sure of a couple of weeks ago.

<http://www.jconline.com/article/20130728/NEWS02/307280028/Road-agreement-expected-soon>

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