



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 4, 2012

Construction Begins On Bridge To Connect Indiana, Kentucky

Indiana Public Media
8/30/12

In 1969, the new Ford truck plant opened in Louisville, Neil Armstrong walked on the moon, and Kentucky and Indiana began talking about building a new bridge over the Ohio River. Officials finally broke ground Thursday for one of two new bridges that are part of the Ohio River Bridges Project along the banks of the river in Jeffersonville, Indiana. The over \$2 billion project will create over 4,000 jobs and relieve traffic congestion for Louisville and southern Indiana. Governor Mitch Daniels says he has never been more certain about the benefits of a project. "More safety, less congestion, better quality of life, but also more jobs and growth and opportunity on both sides of the river," he says. Louisville Mayor Greg Fischer says in the past members of the project may not have been singing in tune, or from the same sheet of music. "But today I'm very happy to say, with the leadership of both governors here, that we are singing on key, in perfect harmony," he says. The new bridge which will connect Utica, Indiana; just north of Jeffersonville with Prospect, Kentucky; just north of Louisville, is slated for completion in 2017. [Construction Begins On Bridge To Connect Indiana, Kentucky | News - Indiana Public Media](#) Also, [Indiana, Kentucky officials break ground on portion of Ohio River Bridges project](#)

U.S. 231 safety project to begin

Journal Review
8/31/12

Officials at the Indiana Department of Transportation announced Thursday the U.S. 231 edge and center line rumble strips project has been awarded to Gridlock Traffic Systems for \$478,750. The rumble strips will be installed on U.S. 231 from the two lane section of roadway north of Interstate 74 in Montgomery County to the beginning of the four lane section of roadway in southern Tippecanoe County. Professor Darcy Bullock and his colleagues in the Joint Transportation Research Program have collaborated with INDOT on the planning and preparation of this project. Edge line rumble strips are similar to shoulder rumble strips, but placed at the edge of the travel lane, typically in line with the edge line pavement marking. Center line rumble strips are installed at or near the center line of an undivided roadway, and may be comprised of either a single or double line of rumbles. These treatments are found to reduce run-off-road right crashes and cross center line crashes such as head-on collisions. [U.S. 231 safety project to begin - journalreview.com: News](#)

Bypass project on schedule

The Salem Leader
8/31/12

Workers on the bypass project are pouring the concrete driving surfaces on the bridges and working on improvements to the intersection of State Road 56 and Quaker Road. Quaker Road is closed and will remain closed for about a month. State Road 56 is open but there is heavy equipment in the area and drivers need to be cautious. "The project is making good progress, we're still on schedule when it comes to construction," Will Wingfield, a spokesman for the Indiana Department of Transportation, said. Members of the Washington County Council learned during budget hearings earlier this month that three parcels needed for the project have yet to be purchased and that court dates have been scheduled in October. The county is responsible for right of way costs and has \$500,000 earmarked in the riverboat revenue fund. But Wingfield doesn't expect that to delay the project. He explained when property acquisition issues end up in condemnation court, it's usually to resolve questions pertaining to purchase price or the potential for damages to property as a result of purchase. "I'm not aware of any portion of the corridor that contractors do not have access to," Wingfield said. [Bypass project on schedule - Salem Leader - Salem, IN](#)

INDOT Renumbering I-69 Exits Statewide

Indiana Public Media

9/3/12

If you have GPS, it may need some time to adjust to new exit numbers on I-69. The Indiana Department of Transportation is renumbering the exits to reflect its extension to Evansville. The current endpoint of the highway at I-465 had been Exit 0. It now has two numbers, zero and 200. All the other numbers north to the Michigan line will increase by 200 as well. Highway crews have been installing new exit signs for a few weeks now. INDOT spokesperson Nathan Riggs says for awhile, both the old and new numbers will be in place. "We're leaving the old placards on the exit sign and on the advance warning signs for the exits, so we'll leave up the old exit numbers on the signs for at least three years, and up to five years," Riggs says. The signs with the old numbers will be scrapped as they wear out. Riggs says INDOT has been in touch with various GPS manufacturers about the new numbers. He says some of the companies will automatically update their programming, but others require users to do the updating. The first 65-mile stretch of the I-69 extension, running from Evansville to Crane, is scheduled to open this year. [INDOT Renumbering I-69 Exits Statewide | News - Indiana Public Media](#)

States Review Projects for Earmark Funds

Construction Equipment Guide

9/3/12

In August, Transportation Secretary Ray LaHood released \$473 million in unspent highway earmarked funds from appropriations acts in fiscal years 2003-2006. Those acts contain provisions that authorize LaHood to make the unused funds available for eligible surface transportation projects. The move allows state departments of transportation to use their unspent funds, some of which are nearly 10 years old, on any eligible highway, transit, passenger rail or port project. In addition to improving aging infrastructure, the funds should help create jobs at a time when hundreds of thousands of construction workers are looking for work. Two Indiana projects that stalled due to insufficient earmark funds may now get the go-ahead. The \$415 million Hoosier Heartland project involves replacing State Road 25, a two-lane rural highway constructed in the 1930s, with a new four-lane, limited-access highway, which will link to the U.S. 24 Fort to Port highway. The 36-mi. (58 km) Hoosier Heartland project will upgrade the current highway's 81 at-grade street intersections, three at-grade railroad crossings and more than 140 private entrances while improving access, safety and promoting economic development across Tippecanoe, Carroll and Cass counties. Part of the Major Moves initiative to upgrade U.S. 31 to freeway standards, the 15-mi. (24 km) realignment of U.S. 31 from U.S. 30 in Plymouth to the U.S. 20 bypass in South Bend will be built on new terrain east of the existing route. [States Review Projects for Earmark Funds | Story ID: 18814 | Construction Equipment Guide](#)

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