



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Paving signals progress as I-69 creeps north

Indiana Business Journal

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Parallel concrete strips stretched to the horizon in front and behind, recently laid by a "paving train," the huge pieces of linked equipment that continuously pour, settle and smooth a two-lane strip of roadway at a time. Workers in hard hats and yellow safety vests, construction equipment, trucks, and sundry other evidence of a work in progress dotted the landscape. This was Interstate 69 in Daviess County, where much of the task of building the highway many thought they'd never see is close to wrapping up — at least for the stretch from Evansville northeast to Crane Naval Surface Warfare Center. Indiana Department of Transportation project manager Brian Malone, an engineer whose assignments have included several of the bridges and overpasses along the route, told The Herald-Times last week that about 13 days of paving remained before both northbound and southbound lanes are finished from Evansville to the I-69/U.S. 231 interchange in southern Greene County, just west of Crane. The big machines can lay between 2,000 and 3,000 feet of concrete in a 10-hour day, with the length varying by the distance between the site and the concrete mix plant that fills the stream of dump trucks supplying the train. [Paving signals progress as I-69 creeps north | 2012-09-25 | Indianapolis Business Journal | IBJ.com](#)

INDOT holding meeting to update proposed Southside I-465 and I-65 interchange project

Indianapolis Star

9/26/12

The Northeastside has been at the center of the cone zone this year, but don't worry, Southsiders -- they haven't forgotten about you. The Indiana Department of Transportation is holding a meeting Monday to give the public updates on the proposed interchange construction project for I-465 and I-65 on the Southside next year. The meeting is INDOT's first with the community since last April. Two of the biggest changes would be replacing the I-465 westbound to I-65 southbound loop ramp with a new two-lane flyover ramp, and widening the northbound I-65 to eastbound I-465 ramp to two lanes. The I-465 eastbound to I-65 southbound ramp would also have to be rebuilt as the flyover is put in. "The existing loop ramp is just really no longer feasible for the amount of traffic and the design speeds of the interstates," said INDOT spokesman Nathan Riggs. "Whenever people hit those loop ramps, they have to slow down significantly." [INDOT holding meeting to update proposed Southside I-465 and I-65 interchange project | Indianapolis Star | indystar.com](#)