



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 27, 2012

\$13.6 million construction contract awarded for new Starhill Road in western Clark County
Courier-Journal
11/21/12

A \$13.6 million contract has been awarded to New Albany-based MAC Construction & Excavating to build the long-anticipated road between Starlight and Borden in Southern Indiana. The 2.1 mile Starhill Road will connect Rake Road with Ind. 60 and is expected to relieve traffic congestion and improve safety on the area's winding knob roads. The county is providing 20 percent of the funding, while the remaining 80 percent is federal money. A portion of the funding will come from a \$1.1 million federal Community Development Block Grant. Clark County officials said the new road also will allow Koetter Woodworking to expand its business by adding 55 workers. Les Young, president of the Clark County Commissioners, said the new road will be safer for truck drivers who've had trouble making the sharp turn from Ind. 60 onto the steep and narrow Dow Knob Road, which has sharp curves and no shoulders. "This project has been in the works for 30-odd years," Young said. "It's a big plus for Clark County and for the Starlight/Borden area." Young said the historic small town of Borden likely will see more tourists stop during their trips to Starlight. [\\$13.6 million construction contract awarded for new Starhill Road in western Clark County | The Courier-Journal | courier-journal.com](#)

Douglas Road plan worries University Village residents
South Bend Tribune
11/21/12

SOUTH BEND -- Some residents in the University of Notre Dame's married student apartment complex have concerns about the plan to build a new four-lane Douglas Road just south of the apartment complex -- and they're worried the plan will receive county approval before all safety issues are addressed. "We want it delayed," said Sarah Elliott, a parent and a resident in University Village, Notre Dame's campus apartment complex for married students and their families. University Village is northeast of Indiana 933 and existing Douglas Road. The 100-unit complex is home to about 180 adults and 100 children. They are asking that Notre Dame make several changes to the road proposal to improve safety: a speed limit below 35 mph and slower near pedestrian crossings; lanes 10 feet wide rather than the standard 12 feet; construction of a berm from Indiana 933 to White Field with a break only at the apartment complex entrance; and more details about the operation of a traffic control device known as a HAWK beacon that will be installed at two crossways. Tim Sexton, Notre Dame's vice president for public affairs, said the plan has been changed and tweaked based on public input. He's confident the new Douglas is designed in a way that will make it safer than the existing two-lane road. Doug Marsh, a Notre Dame associate vice president and university architect, agrees. "Go out and watch people cross the existing two-lane road. It's completely unprotected," he said. [Douglas Road plan worries University Village residents - southbendtribune.com](#)

Vale Park Road overpass opens

Post-Tribune

11/21/12

VALPARAISO — It's over the bypass and through the roundabouts for Thanksgiving travelers as the new Vale Park Road overpass opened Wednesday on its planned completion date. Mayor Jon Costas, state Sen. Ed Charbonneau, R-Valparaiso, Rep. Ed Soliday, R-Valparaiso, and other dignitaries cut the ribbon before the Indiana Department of Transportation removed blockade signs at noon. The overpass replaces a traffic signal intersection that had been dangerous, and the city had lobbied the Indiana Department of Transportation to make the final product not just functional but decorative. "It's a beautiful new gateway to our city. It improves both the efficiency and the safety (of the intersection)," Costas said. He added that in 2009 to 2010, the at-level intersection saw 54 vehicle accidents that resulted in 24 serious injuries and two deaths. The plan originally called for a cloverleaf-style exchange but now has an interchange that incorporates roundabouts on either end. [Vale Park Road overpass opens - Post-Tribune](#)

Extreme weather tough on transportation system

NWI Times

11/22/12

WASHINGTON | Wild weather is taking a toll on roads, airports, railways and transit systems across the country. That's leaving states and cities searching for ways to brace for more catastrophes like Superstorm Sandy that are straining the nation's transportation lifelines beyond what their builders imagined. Despite their concerns about intense rain, historic floods and record heat waves, some transportation planners find it too politically sensitive to say aloud a source of their weather worries: climate change. Political differences are on the minds of the American Association of State Highway and Transportation Officials, whose advice on the design and maintenance of roads and bridges is closely followed by states. The association recently changed the name of its Climate Change Steering Committee to the less controversial Sustainable Transportation, Energy Infrastructure and Climate Solutions Steering Committee. Still, there is a recognition that the association's guidance will need to be updated to reflect the new realities of global warming. "There is a whole series of standards that are going to have to be revisited in light of the change in climate that is coming at us," said John Horsley, the association's executive director. Making transportation infrastructure more resilient will be expensive, and the bill would come at a particularly difficult time. Aging highways, bridges, trains and buses already are in need of repair or replacement and no longer can handle peak traffic demands. More than 140,000 bridges are structurally deficient or obsolete. The problem only will worsen as the U.S. population grows. A congressional commission estimated that all levels of government together are spending \$138 billion a year less than is needed to maintain the current system and to make modest improvements. "The infrastructure of the nation is aging and it's at risk because, quite frankly, we're all not investing enough to take care of these facilities," said Hammond, the chairwoman of the climate committee. "And now we're facing extreme weather threats that cause us to need emergency response capabilities beyond what we've had in the past." [Extreme weather tough on transportation system](#)

Major U.S. 31 Upgrades at Halfway Mark in Ind.

Construction Equipment Guide

11/24/12

The third and final segment of U.S. 31 in Indiana is at the halfway mark in its rehabilitation. The efforts to upgrade and realign this section of U.S. 31 from U.S. 30 in Plymouth to the U.S. 20 bypass in South Bend began in 2008 and will be complete in 2014. Approximately 15 mi. (24 km) of the 20-mi. (32 km) corridor will be built on new terrain east of the existing route. The goal of the

\$221 million project is to reduce congestion and improve safety and mobility along the route. The new freeway will be accessed only through one of the four new interchanges: 7th Road, U.S. 6, Pierce Road/SR 4 and Kern Road. "When the new section of U.S. 31 is complete, drivers can expect to shave 30 minutes off their commute between South Bend and Indianapolis," said Matt Deitchley, media relations director for the LaPorte District of the Indiana Department of Transportation (INDOT). Phases I and II started at the heart of the 20-mi. project in 2008 and ran through 2011. Phases III and IV stretch to the northern South Bend point and the southern Plymouth point of U.S. 31, wrapping up in 2014. A total of 20 contracts have been awarded for this project, one of which went to Walsh & Kelly Inc. of Griffith, Ind., for \$24.1 million. Walsh & Kelly was hired to build four bridges along with new roadway. Their company has been around since 1949, providing asphalt-manufacturing plants, excavation, grading, concrete and pavement services in northern Indiana. [Major U.S. 31 Upgrades at Halfway Mark in Ind. | Story ID: 19336 | Construction Equipment Guide](#)

Cedar Lake Illiana briefing tied up in traffic

NWI Times

11/26/12

An Indiana Department of Transportation briefing on the proposed Illiana Expressway scheduled for Wednesday before a Northwestern Indiana Regional Planning Commission committee at the Cedar Lake Town Clubhouse has been canceled. The meeting of NIRPC's Local Government Assistance Advisory Committee will still meet at 9 a.m. at the clubhouse as scheduled, according to NIRPC Executive Director John Swanson. A NIRPC staff member will give a briefing on the process for including the Illiana Expressway in the commission's transportation plans. "We will add clarity to what our role is," Swanson said. "But we unfortunately won't have anyone there to present the Illiana project itself. We know a lot of the public was interested in hearing the Illiana part." INDOT told the commission it has no one available to do Wednesday's briefing, and the consulting group working under contract on the project was also unavailable, Swanson said. In addition to a briefing about how the Illiana Expressway could figure into NIRPC's transportation improvement plan, the committee will be briefed on other topics such as repairing infrastructure after disasters and activities at the Indiana Association of Cities and Towns, Swanson said. The Cedar Lake Town Clubhouse is at the former Monastery Golf Course, 9800 W. 129th Ave. If INDOT had showed for Wednesday's meeting, it would have been the first public meeting on the Illiana Expressway held since the agency last month joined the Illinois Department of Transportation to submit a report seeking federal approval for a single east-west route for the road. It would run from Interstate 65 in Indiana to Interstate 55 in Illinois. [Cedar Lake Illiana briefing tied up in traffic](#)