



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 6, 2011

INDOT: No heavy loads on 135 North bridge near Bean Blossom
Brown County Democrat
12/2/11

BEAN BLOSSOM — Trucks over 15 tons — including semi tractor-trailers, 85-foot school buses, large fire engines, and trucks hauling stone, dirt and asphalt — can no longer cross the bridge on State Road 135 North at Old Settlers Road. That restriction might last until 2017. The Indiana Department of Transportation made the announcement by email Thursday, Dec. 1. The 35-foot-long bridge over Hoppers Branch Creek showed weakness in the concrete barrel, said Greg Prince, media relations director for the Seymour District of INDOT. This deficiency was discovered during a biannual, routine inspection, he said. "INDOT has determined vehicles more than 15 tons unsafe for travel along this bridge," INDOT's press release read. The reinforced concrete arch bridge was built in 1932.

INDOT must ask permission from the county commissioners to establish a detour on a county road, said Brown County Highway Superintendent Claude "Smokey" Pousseau. On Friday, Pousseau said no detour route had been agreed upon, but that Railroad Road and Old Settlers Road could be possibilities — albeit not great ones. [The Brown County Democrat - Brown County Indiana - INDOT: No heavy loads on 135 North bridge near Bean Blossom](#)

Hoosier Heartland Corridor on pace, officials say
Journal and Courier
12/2/11

"I didn't even know this thing had a roundabout in it," Irvine said after looking at several maps of the project. "I heard some other people saying this wasn't gonna be done for another two years, so that's why I wanted to come see it for myself. It's a heckuva road." Irvine and more than 80 other residents were given the opportunity to see the entire corridor from Tippecanoe County to Cass County Thursday night during an open house and meeting at the Wabash and Erie Canal Center. Organized by the Indiana Department of Transportation, the focus of the meeting was originally slated to be the four phases of the highway that will be built in Carroll County. Phase one began in May and includes the highway segment from about half a mile east of the Tippecanoe-Carroll county line to just east of U.S. 421. That phase should be done by fall 2012. The other three phases, which take the road from east of U.S. 421 to about a half-mile east of Carroll County Road 400 West, will begin in February and end at the end of 2013. [Hoosier Heartland Corridor on pace, officials say | Journal and Courier | jconline.com](#)

NASH: Will getting over the river get easier?
News and Tribune
12/2/11

If I was a conspiracy theorist, I might be inclined to believe that maybe they were trying to slip one by us.

A couple of weeks ago, it was announced that the Federal Highway Administration has recommended the construction of the \$2.9 billion “preferred alternative” plan for the Ohio River Bridges Project. This is the plan that was announced after meetings between the governors of Indiana and Kentucky and the mayor of Louisville. The new plan — to reduce the size and scope of the project in order to reduce the cost — was brought about after plans to use tolls came under fire by locals. While I am pleased that the plan has been reduced — after months of discussion and the insistence that the original “record of decision” of 2003 could not be altered — I am worried that the reductions are to the wrong part of the project. The east-end bridge, which has been part of the interstate masterplan for more than four decades, was reduced from a six lane interstate bridge to only four lanes. This could easily render it too small before it is even opened. Also, by grouping the three phases of the plan as one project, people that choose to cross the east-end bridge will be forced to pay for a new downtown bridge and the revamped Spaghetti Junction in Louisville. I believe that each phase of the project should be built and paid for separately. [NASH: Will getting over the river get easier? » Opinions » News and Tribune](#)

Bowling Green bridge work to begin next week

The Brazil Times
12/2/11

BOWLING GREEN -- The Indiana Department of Transportation (INDOT) has awarded the contract for expedited repairs for the closed bridge over the Eel River west of Bowling Green on State Road 46.

The contract was awarded to George R. Harvey and Son, Inc., Danville, Ind. The company offered to complete the work for \$42,927. Construction is expected to begin next week and the bridge opened to traffic in early January. Contractors will not be required to suspend work for the holidays, and no time extensions will be granted for holiday work suspensions. The bridge was closed in November after an INDOT Bridge Inspector discovered a crack in one of the steel gusset plates on the bridge during a bi-annual inspection. For the safety of the public, it was determined the bridge should be closed.

The detour follows SR 46 east to State Road 246 west to State Road 59 north and back to SR 46. Traffic traveling in opposite direction will use the same detour in reverse. [Brazil Times: Local News: Bowling Green bridge work to begin next week \(12/02/11\)](#)

Heartland to be topic of meeting

Pharos-Tribune
12/4/11

James Earl, INDOT project manager, said many of the questions he had received involved the timing of the project, road closures and construction, drainage issues and the acquisition of land. The road is scheduled for completion in late 2013. “The Logansport meeting will probably have a lot of questions about the interchanges with State Road 29 and Burlington,” Earl said. The project is divided into four segments between Lafayette and Logansport. Along that stretch of highway, INDOT's consultants are in varying stages of design and construction. A spreadsheet showing the progress on the various parts of the project will be provided at the meeting. Ground was broken for the \$450 million project in October 2008. Contracts for the Logansport area will be offered for bids in March and July. The new Ind. 25 will be a 31-mile, four-lane, limited access divided highway. In the meantime, state highway officials have been talking to city leaders about the new route of Ind. 25 through Logansport. The latest proposal is to bring Ind. 25 along Burlington Avenue to High Street, then east on High Street to Sixth Street before turning north. <http://pharostribune.com/local/x1331368812/Heartland-to-be-topic-of-meeting>

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