



INDOT Boat Tour Makes Waves

(Posted Dec. 1, 2015) INDOT made a big splash while providing a boat tour to the media for a progress report of the Ohio River Bridges East End Crossing project.

The Nov. 23 boat tour generated widespread TV, radio and newspaper coverage in the Louisville, Ky., and Cincinnati markets, as well as robust social media activity.



Construction continues on one of the river towers, which will peak at 300 feet.

Representatives from INDOT and WVB East End Partners helped provide a close-up view for the media as they traversed along the Ohio River at the project site. The East End Crossing bridge and approaches will link the Lee Hamilton Highway in Indiana and the Gene Snyder Freeway in Kentucky, completing a loop around the east end of the Louisville metropolitan area.

“The entire East End Crossing project is about 78 percent complete,” INDOT Project Manager Ron Heustis told the media. “We are on track to complete construction in late 2016.”

Indiana is in charge of the East End Crossing. The project team includes the owner, the Indiana Finance Authority; the developer, WVB East End Partners; the contractor, Walsh-Vinci Construction; and the lead design firm, Jacobs Engineering. Kentucky is funding and constructing the Downtown Crossing, which will connect Jeffersonville, Ind., with downtown Louisville. Together, the projects are known as the Ohio River Bridges, which will bring the region unprecedented improvement in cross-river mobility.

The media were treated to a blue-sky day that made the river towers seem even more impressive. The twin towers are being built simultaneously and are nearing their 300-foot peaks, which should be reached by the end of the year. The towers, separated by 1,200 feet, are hollow. Inside each tower are steel boxes, where the stay-cables will eventually be attached. That’s where all 104 stay-cables will be tensioned to support the center and end spans of the bridge.

The East End Crossing managers also pointed out a high rock bluff on the Indiana side of the river where the bridge will land. Crews are using the large, flat area to construct the back-span portion of the bridge deck superstructure. Sections are built



and then rolled out on large, temporary rollers. The steel structure is advanced out 18 inches every few minutes until the entire section has been advanced to the planned extent. Between the towers, barges and cranes will be used to deliver and lift the center-span sections into place.

Once complete, the bridge will support four lanes of traffic – two each way – with the ability to carry six lanes of traffic when INDOT deems it necessary. Motorists who want to travel from the northeast Louisville suburbs to western juncture of the East End Crossing can hardly wait.

“At best, that drive is currently 30 minutes, but it’s usually closer to 40 minutes,” said Heustis. “About a year from now, when the project is complete, that trip will take 10 minutes at the most.”



This boat-side, panoramic view of the East End Crossing project shows the scope of the job at hand. A distance of 1,200 feet separates the two river towers.