



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**September 14, 2017**

#### **Watch out commuters: Key ramp onto I-65 to be closed more than a month**

Courier-Journal  
Sheldon S. Shafer  
9/13/17

Some major traffic headaches are likely in store near a popular shopping destination in Southern Indiana. The three right southbound lanes and the on-ramp to Interstate 65 from Veterans Parkway will be closed no later than Thursday morning, Indiana highway officials said in a news release. The lanes will be closed at mile marker 3.8 through the end of October to allow replacement of bridge approaches for the Lewis & Clark overpass. The intent of the work is to address pavement settling issues. Veterans Parkway ramp traffic will be detoured to the Lewis and Clark on-ramp. The work is in connection with the Indiana Department of Transportation's \$2 million pavement-restoration project on southbound I-65 between Exit 9 at Sellersburg/Old State Road 311 and the Stansifer Avenue overpass just south of Exit 1. The far left southbound lane of I-65 should remain open to traffic throughout the project. That also will be the case for I-65's two southbound left lanes, the news release indicated. On the north end of the project target area, or between mile markers 8.5 and 5.2, there will be overnight closures of southbound I-65's second right lane for partial-depth patching and joint sealing operations. This work is to be restricted to weeknights between 8 p.m. and 6 a.m. During closures of this second right lane, the left lane will remain open to traffic. The release said that "as soon as a night's scheduled work is completed, the second right lane will reopen — leaving the far right lane and outside shoulder only closed to traffic. This operation is expected to continue through Sept. 30. A temporary closure of the I-265 ramps at southbound I-65 will be required for pavement patching. Highway officials said they will issue a notification prior to restricting traffic. Milestone is the contractor for I-65 pavement-preservation work. Operations should be completed by Oct. 31, according to the contract. <http://www.courier-journal.com/story/news/local/2017/09/13/veterans-parkway-interstate-65-ramp-closure-traffic/661362001/>

#### **Final I-69 leg to start construction in 2020**

The Herald Bulletin  
Scott L. Miley  
9/13/17

MARTINSVILLE — The last leg of the often controversial extension of Interstate 69 in southern Indiana will begin construction in 2020, costing nearly \$1.5 billion but further reducing travel time between Evansville and Indianapolis, officials with the Indiana Department of Transportation said. Details on that leg of the project were presented to about 200 people at Martinsville High School on Tuesday. Most were concerned about their access to the route that replaces Indiana 37 between Martinsville and Indianapolis. I-69 has been constructed between Evansville and Bloomington. Construction is underway north of Bloomington. The last leg is expected to reduce

travel time by 11 minutes between Martinsville in Morgan County and downtown Indianapolis. Currently, the travel time is usually about 51 minutes; the extension will turn the road into limited access, removing intersections with stoplights and widening traffic lanes. "It'll be quicker to get to Indianapolis from here," said George Kenworthy of Martinsville. "We've been on I-69 from Bloomington to Evansville and it doesn't take long at all. We went from here in Martinsville to Elnora (in Daviess County, southwest of Bloomington) with the highway messed up between Martinsville and Bloomington in an hour." The road will expand to three to four lanes as the interstate gets closer to Indianapolis. The last leg found itself on shaky ground when the original project developer's parent company, Spain-based Isolux Corsun, filed for bankruptcy. This summer, the state took over the project. Of the \$1.5 billion cost for the final leg, there are commitments of \$263 million for the Morgan County section; \$153.2 million for Johnson County and \$138 million for Marion County. The remainder is pledged through INDOT's 30-year mobility plan. [http://www.heraldbulletin.com/news/final-i--leg-to-start-construction-in/article\\_343d9018-9896-11e7-8a34-73ec143c3e25.html](http://www.heraldbulletin.com/news/final-i--leg-to-start-construction-in/article_343d9018-9896-11e7-8a34-73ec143c3e25.html)

### **St. John postpones vote on road impact fee**

NWI Times  
Rob Earnshaw  
9/13/17

ST. JOHN — A vote to adopt a road impact fee to provide the future infrastructure needed to serve the town's development has been deferred 30 days. The five-member advisory committee, made up of local Realtors and builders/developers, would like more information before making a decision. As Town Manager Steve Kil put it during the impact fee meeting on Monday, "It's a very complicating process." The town is considering doing something only four other communities in the state have done in adding the fee, which would be collected with every building permit issued by the town. The town hired a consultant, The Arsh Group, which conducted a months-long study of the town's growth and of the development around St. John that would have an impact on its roads. The study projected out a decade's worth of growth and looked at how many trips are generated by each type of development. After determining there would be about \$80 million needed for road costs over the next 10 years, consultants said the flat rate for a single-family home fee would be \$5,443. For industrial it would be \$5,279 and commercial, depending on square footage, up to \$20,000. Those are the maximum rates allowed at 100 percent but they could go lower. What the advisory committee did not learn until Monday is that the percentage of the rate does not have to be the same across the board for residential, commercial and the like. That is one of the issues it would like to explore more before making a final decision. Several developers and builders attended a recent public meeting on the impact fee and expressed concerns.

[http://www.nwitimes.com/news/local/lake/st-john-postpones-vote-on-road-impact-fee/article\\_4ca8f4b5-d7b9-52af-b7dc-1d67b4f20745.html](http://www.nwitimes.com/news/local/lake/st-john-postpones-vote-on-road-impact-fee/article_4ca8f4b5-d7b9-52af-b7dc-1d67b4f20745.html)

### **Frustrations mount with Kercher road project delays**

Goshen News  
John Kline  
9/13/17

GOSHEN — As frustrations continue to mount for residents and business owners affected by the long-delayed Kercher Bridge/C.R. 38 project, county officials have asked to be kept in the loop. But according to Elkhart County Highway Manager Jeff Taylor, the news isn't great. The now long-delayed project includes the full replacement of the Kercher Bridge along with the widening and reconstruction of the C.R. 38 corridor west to C.R. 17. Taylor provided county leaders an update about the project during Saturday's Elkhart County Council meeting. "This project started for us probably back in 2013 or 2014 with project development and design," Taylor told the board. "In 2015, we met with utilities after we had a good percentage of our design put together, and met

with those folks to get them on board with getting the utilities out of there.” In November 2016, the utility companies were given the go-ahead to begin moving their utilities with the understanding that all utilities needed to be relocated out of the construction zone by Feb. 28 of this year, as the project was set to begin work on March 1. That date would come and go, however, with the project’s start date eventually being pushed back to July. “It wasn’t until July 20 that they were finally out of the way,” Taylor said of the utilities. “So July 20 was when the contractor had clearance to start the project.” While a majority of the utilities had been relocated by July 20, Taylor noted that Northern Indiana Public Service Co. actually didn’t get the final pole moved until Aug. 3, and Comcast didn’t vacate the area until Aug. 12. Faced with these additional delays, it was determined that a contract to accelerate the project was needed, Taylor explained. “We recognized that we needed to speed up the contract so we could get C.R. 21 open,” Taylor said. “So we signed a contract for acceleration to get that open by Sept. 1. That contract to accelerate it, to speed up the process, was just under \$200,000. And during that time, they were working 24/7, which required our staff to be out there 24/7. So we’ve had our staff members working nights, we’ve had them working days, just to get this thing sped up.”

[http://www.goshennews.com/news/local\\_news/frustrations-mount-with-kercher-road-project-delays/article\\_44b7fca5-0699-5fcd-b1d5-16a59bef87f0.html](http://www.goshennews.com/news/local_news/frustrations-mount-with-kercher-road-project-delays/article_44b7fca5-0699-5fcd-b1d5-16a59bef87f0.html)

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