



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 24, 2017

Economic development group announces support of Midstate Corridor

Dubois County Free Press

10/23/17

Radius Indiana announced today its support for the Midstate Corridor, which is planned as an interstate-level route connecting U.S. Highway 231 in southern Dubois County to a point along I-69 in the north. Radius Indiana is a regional economic development partnership representing eight counties in Southern Indiana: Crawford, Daviess, Dubois, Greene, Lawrence, Martin, Orange, and Washington. Also known as the I-67 Corridor, the proposed highway would increase connectivity in the eight-county Radius region, create opportunities for economic development, and add valuable new infrastructure to the region's list of economic assets. "A new Midstate Corridor would provide a powerful economic engine for rural southwest central Indiana. Our region would attract more businesses and existing companies would expand. We could expand the workforce due to easier commutes, and bring more tourists to our world-class attractions," said Former Indiana Lt. Gov. and Chair of the Radius Indiana Board of Directors Becky Skillman. The regional initiative led by OFS Brands President and CEO Hank Menke has been working to set up the groundwork for the connection since 2012; Menke leads the I-67 Development Corporation. The group is now spearheading growth of a Regional Development Authority in order to move the project up on the priority list with the Indiana Department of Transportation. The State Legislature passed a bill this year that allows municipalities participating in a regional development authority to create a fund specifically for regional infrastructure projects – such as the Midstate Corridor. The legislation also permits RDAs to apply for federal FASTLANE grants from the U.S. Department of Transportation, which fund road and bridge projects. "We have taken another important step in the recent formation of the Midstate Corridor Regional Development Authority, which will allow local investment to partner with INDOT to drive the necessary planning and construction of this important four-lane limited access highway through Dubois and other area counties to eventually connect to I-69," said Menke.

<https://www.duboiscountyfreepress.com/economic-development-group-announces-support-midstate-corridor/>

Extra I-69 lanes in works

Greensburg Daily News

Ken de la Bastide

10/21/17

ANDERSON — Motorists traveling from Anderson to the Indianapolis metropolitan area could see additional travel lanes along Interstate 69 by 2020. The Indiana Department of Transportation is planning to add a third travel lane in each direction along the interstate from the Pendleton exit to the Scatterfield Road exit in Anderson. Currently Milestone Construction is completing work on a third travel lane in each direction from exit 205 at Ind. 37 to just north of exit 219. Nathan Riggs,

spokesman for INDOT, said Thursday the agency is looking for a separate project north of the Pendleton exit (exit 219). "The preliminary plans are still being developed and should be completed by the end of the year," Riggs said. "A contract will be awarded next spring." The project will be a design build, which allows the contractor and its design team to finalize the plans for the work, he said. Riggs said a design build allows for a lower cost for the project. He said the preliminary cost estimate is \$70 million. The work is expected to take two years. "It will be a mixed project," Riggs said. "There will be additional travel lanes, bridge replacement or rehabilitation and rehabilitation of pavement in other areas." The project could extend to the Chesterfield/Daleville exit (exit 234) but no additional travel lanes are being planned north of Scatterfield Road. "Our goal is additional travel lanes to exit 226," Riggs said. "We will have a better idea of the scope of the work once the bids are received." Greg Winkler, executive director of the Anderson Economic Development Department, said the added travel lanes to the two Anderson exits will greatly improve access to the Indianapolis metropolitan area. "It is more likely that people will consider Anderson a place to build a new home," he said. "The housing prices in Anderson are a lot lower than the surrounding areas." Winkler said there is a false perception that it takes a long time to drive from Anderson to Interstate 465.

http://www.greensburgdailynews.com/news/extra-i--lanes-in-works/article_1c0d161d-a0dd-50f1-86c7-4b6c83f7b61f.html

Hoosiers try to decide if adding tolls can keep roads ready

WISH-TV

Tim McNicholas

10/20/17

INDIANAPOLIS (WISH)—INDOT is studying whether it's a good idea to add more toll booths on Indiana interstates. The department launched their initial study in May and INDOT plans to complete it by early November. Gov. Eric Holcomb signed a road funding bill in the spring and part of the bill required INDOT to study longterm funding options. The added tolls are just an idea in the early stages. An INDOT spokesman said the department does not currently have any plans on where the tolls could be or what the fees could be. Indiana's only toll booths are more than 100 miles south and north of Indianapolis. Downtown commuter Jeremy Garcia wants to keep it that way. "That is actually one thing I like about Indiana," Garcia said. "I just get frustrated basically any time I see a toll road." INDOT spokesman Scott Manning said the state already has a plan to maintain roads and bridges for the next 20 years. But the bulk of INDOT's funding comes from gas tax revenue, and the auto industry is driving away from gas. "What we're looking at is the longterm picture," Manning said. "As cars become more fuel efficient and that gas tax revenue falls away, if tolling is a longterm funding option, maybe there's an opportunity to dial back another funding source." Manning said INDOT will complete their initial feasibility study by November 1st. The department also plans to hire a contractor to come up with a strategic plan. INDOT will start hearing proposals for the plan next week. "All the stakeholders involved are trying to determine, does this make sense? Is it worth pursuing further?" Manning said.

<http://wishtv.com/2017/10/20/hoosiers-try-to-decide-if-adding-tolls-can-keep-roads-ready/>

Future road projects seen as opportunities

Banner Graphic

Eric Bernsee

10/20/17

The ink is barely dry on the City of Greencastle's half-million-dollar Community Crossings check for funding Indianapolis Road and Franklin Street construction and repair projects, yet already it's time for city officials to start dreaming about another round of potential road projects. In fact, the Indiana Department of Transportation (INDOT) is taking applications on federal aid project ideas through Nov. 22, Greencastle Mayor Bill Dory told the Board of Works at its October monthly meeting. Dory has created a list of 10 suggested federal aid projects after talking to city staff with

no particular priority in mind at present. "There's no right answer," he said, "just opportunities to think about." Construction on the federal aid projects, however, would likely not occur until 2023 or 2024. Details will be announced later this fall by INDOT. Federal aid projects typically require the local community to purchase all right of way, cover engineering costs and pay inspection fees while providing a 20 percent match for construction. Local match can be provided by Motor Vehicle Highway funds, EDIT money, RDC/TIF funds or other partner entities, depending on the project, Dory said. Some of the city ideas would require a partnership with the county, the mayor said, "because, quite frankly, they involve a lot of city traffic circulating on county roads." One of those projects would be Round Barn Road/Indianapolis Road to Albin Pond Road for reconstruction of the road and drainage improvements.

<http://www.bannergraphic.com/story/2454367.html>

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