



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **October 31, 2017**

#### **Editorial: I-69 expansion welcome, even if it means headaches**

The Herald Bulletin

10/29/17

Progress is an ever-turning wheel, and it keeps rolling north from the Indianapolis metropolitan area. With it comes an ever-increasing number of vehicles on our major roadways. Traffic is traveling Interstate 69 southbound and northbound like never before. This surge in vehicles, on just two lanes each way, has increased commute times and contributed to more accidents all along the stretch of road from Anderson to Indianapolis. A few years ago, the Indiana Department of Transportation finally decided to catch up to progress, announcing a project to widen I-69 in both directions to three lanes. Yes, there would be a lot of construction. Yes, it was going to take you a bit longer to get where you're going. Yes, you'll probably have a headache from the stress of the trip. But in the end, it would all be worth it. Faster travel, easier commutes, less headaches. However, the construction didn't extend far enough north to relieve much of that stress for drivers in Madison County. The project stopped just north of Exit 219 at Pendleton, leaving the seven miles between there and Anderson untouched. Always the bridesmaid, never the bride. This fall, though, INDOT decided to toss us a bouquet. The state agency is planning on adding a third travel lane in each direction from the Pendleton exit to Exit 226, at Scatterfield Road in Anderson. A separate project from the one currently underway from Exit 205, the plans are still being developed and should be completed by the end of the year. A contract will be awarded next spring and cost about \$70 million. In addition to travel lanes, it will include bridge replacement or rehabilitation and rehab of pavement in some areas. Fantastic. More travel lanes means better access to the Indy metro area, which could draw people to Anderson as a place to build their new home. There's more potential for economic development and population growth. But there's also some bad news. This means two more years of construction along I-69. More traffic jams. More speed zones. More headaches. Grrrrrr. Well, here's to progress ... and a two-year headache that's probably worth enduring for all it could mean for the community's future.

[http://www.heraldbulletin.com/opinion/editorials/editorial-i--expansion-welcome-even-if-it-means-headaches/article\\_fceee59e-6a23-5be8-b960-cd9c9b0ea98a.html](http://www.heraldbulletin.com/opinion/editorials/editorial-i--expansion-welcome-even-if-it-means-headaches/article_fceee59e-6a23-5be8-b960-cd9c9b0ea98a.html)

#### **Roadwork, paving projects detailed**

Daily News

Brent Brown

10/27/17

GREENSBURG – A state matching grant is helping fund two street repair projects set to begin work next year in the city as well as four separate paving efforts intended to fix up several county roads.

Greensburg Street Department Commissioner Mark Klosterkemper said two of the city's five planned road repair projects were accepted by the state for the Indiana Department of

Transportation's (INDOT) Community Crossings Matching Grant. The price tag for the first is about \$1.2 million, half of which will be funded by the state program. Klosterkemper said the first project includes repairs for sidewalks, curbs, gutters, storm drains and pavement stretching from Walnut St. to Main St. The terminus is the last five blocks of Lincoln St. that have yet to be redone. Klosterkemper said setting up new street lights isn't part of the project per Community Crossings guidelines – which includes only improvements of existing roads and bridges – but the city's Redevelopment Commission is considering chipping in and purchasing new street lights with the same aesthetic as those currently in place on Veterans Way, thus topping off the street revamp. The second project includes four different street segments, including a short stretch moving from Monfort to Railroad to Main. Much of the rest of the project includes work spanning from Franklin to Washington to Central Ave., and 10th St. from Broadway to Lincoln. It ends with a stretch from Nightingale Dr. from Greenview Dr. to Barachel Lane. The estimated total cost of that project is just short of \$207,800, with the grant program again handling 50 percent of the tab. Klosterkemper said bid specifications and plans must be put together and advertised ahead of awarding a contract to the selected bidder. That process must be completed by April 15, 2018. After that, the contractor has a specified amount of time to finish the work. Klosterkemper said the length of time of expected road closures has yet to be established and will be determined as the projects inch closer to their start dates. The street commissioner said the projects will largely mirror the process of those completed last year, which saw the city receive more than \$540,000 for use on seven different initiatives. This year, Greensburg was awarded a little more than \$701,000. [http://www.greensburgdailynews.com/news/local\\_news/roadwork-paving-projects-detailed/article\\_edbf795e-7b95-5216-8cad-e6faa30220b4.html](http://www.greensburgdailynews.com/news/local_news/roadwork-paving-projects-detailed/article_edbf795e-7b95-5216-8cad-e6faa30220b4.html)

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