



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 20, 2014

Bridge Study Details Impact

Inside INdiana Business

3/20/14

JEFFERSONVILLE, Ind. - The Louisville-Southern Indiana Ohio River Bridges Project will generate nearly \$87 billion in economic impact and create more than 15,000 jobs over a 30-year period, the latest economic-impact study shows. The study was prepared for the Indiana Finance Authority to analyze the project's potential economic impact on existing commercial and industrial development, employment, future development near the project area, potential fiscal impacts on local government revenues and potential demands on government services. Leaders from both states have authorized Indiana to lead the procurement of electronic tolling equipment, such as transponders, and a toll system operator for the Bridges Project. About the Bridges Project: Kentucky and Indiana jointly are building the Bridges Project to dramatically improve cross-river mobility between Louisville and Southern Indiana. The project, due to be completed by the end of 2016, has two parts. The East End Crossing will build a new bridge and approaches, eight miles upriver, to connect the Gene Snyder Freeway in Kentucky with the Lee Hamilton Highway in Southern Indiana. Indiana is responsible for securing design, financing and construction. [Bridge Study Details Impact - Newsroom - Inside INdiana Business with Gerry Dick](#)

\$30 million set for road project near GM plant

The Journal Gazette

Paul Wyche

3/20/14

FORT WAYNE – Northeast Indiana officials say teamwork assisted lawmakers in moving forward with several initiatives – including \$30 million to widen Lafayette Center Road near the General Motors Co. truck plant. On Wednesday, a throng of more than 50 business and government leaders trumpeted the end of the recent legislative session that resulted in funding from the Indiana Department of Transportation. “That road was never meant for the kind of traffic it gets,” John Sampson, president and CEO of the Northeast Indiana Regional Partnership, said after the gathering at Indiana Tech. “We don’t know when construction could begin, but we got it.” Allen County Highway Director Bill Hartman said construction is more than a year away. “The final designs have to be approved by the state and the right of way has to be acquired,” he said. In addition to the road work, Hartman said construction crews will build a bridge to span over train tracks at Lafayette Center Road to alleviate traffic that frequently is a headache to industrial companies in the area. Hartman said about 8,500 vehicles travel the thoroughfare daily – 17 percent of the traffic is semis. Sampson and others, including Senate President Pro Tem David Long, R-Fort Wayne, said local cooperation was a key to earmarking the road money. [\\$30 million set for road project near GM plant | The Journal Gazette](#)

Funds approved for Roanoke to I-469 upgrade

WANE

3/19/14

FORT WAYNE, Ind. (WANE) – Legislators and community leaders from northeast Indiana announced Wednesday morning a plan to widen and improve Lafayette Center Road from U.S. 24 in Roanoke to I-469. They highlighted the project in what they called legislative victories for northeast Indiana. The Indiana General Assembly approved \$30 million for the road expansion March 13. It will be funded by the Indiana Department of Transportation (INDOT). The 3.7 mile stretch of Lafayette Center Road is currently a two-lane county road with a railroad crossing. Leaders say the project will rebuild the road from the ground up. Crews plan to widen the stretch of road, creating a lane going either direction, a left turn lane in the center, wider shoulders, and a bridge over the railroad crossing. Leaders with the Northeast Indiana Regional Partnership say the road expansion has been a top priority since 2009. They expect it to boost the area economy by improving transportation to and from manufacturing sites like the GM and Vera Bradley plants. “Some of the highest concentration of manufacturing in the United States is here in northeast Indiana. If you can’t get those goods to market because you’re constrained waiting for a railroad crossing, you lose competitive time,” said John Sampson, president and CEO of the Northeast Indiana Regional Partnership. “Speed to market, that’s what this road means. 3.7 miles of county road that has statewide implications.” [Funds approved for Roanoke to I-469 upgrade | WANE](#)

Surveyor won't give Illiana pass on environmental regulations

NWI Times

Bill Dolan

3/19/14

CROWN POINT | Lake Surveyor Bill Emerson Jr. said Wednesday he will not relax the county's stormwater drainage regulations for the proposed Illiana Expressway. The surveyor publicly released his statement to the Indiana Department of Transportation in response to the state's request he not require the highway's developer comply with every detail in the county's stormwater management and clean water regulations. HNTB, a Midwest engineering firm working on the project asked Emerson to use his authority to alter the standards on drainage ditches, detention basins, flood plain storage and the amount of water that can be released back into the environment by man-made storage facilities after a heavy rain. HNTB said those standards could require larger bridges and increase the cost of the project. Emerson said he couldn't go along with that. "The Lake County Surveyor's office will review any request for waivers on a case-by-case basis ... after a thorough review of the project specifications." The Illiana would be a 47-mile toll road, which would stretch from Interstate 65 near Lowell to Interstate 55 near Wilmington, Ill. State officials are willing to pour \$1.5 billion into its construction to relieve truck traffic congestion on other local highways. [Surveyor won't give Illiana pass on environmental regulations](#)

Erika D. Smith: Transit still faces rough road ahead

Indianapolis Star

3/19/14

By now, transit supporters have probably realized that the hard work isn't over yet. It has been a week since the Indiana General Assembly passed legislation to give voters the power to build a mass transit system across Central Indiana. Now that was a reason to celebrate. I never thought I'd see such a day, but here we are. Unfortunately, Gov. Mike Pence has yet to take action on Senate Bill 176. Concerns have been raised about a possible veto. But others in the know, including Indy Chamber lobbyist Mark Fisher, insist Pence will sign it. "I wouldn't guess that a veto is coming," he said. I rarely guess what politicians will and won't do. I think I'd have a better

shot at winning Warren Buffett's March Madness bracket challenge than predicting the outcome of state legislation. But let's be optimists for a moment. Let's assume Pence does sign the bill. Even then, the real work of making transit a reality in Central Indiana is just beginning. That's a hard thing to face given all of the effort that went into getting the bill through the House and Senate. This fight has been going on for decades in one form or another. But now we have SB 176, which isn't perfect nor even great. It is, at best, good enough. [Erika D. Smith: Transit still faces rough road ahead | Indianapolis Star | indystar.com](#)

Cline Avenue Bridge still in planning stage

NWI Times
Keith Benman
3/18/14

Owners of the former Cline Avenue Bridge right of way say construction of a new bridge will start this year, even though important steps such as raising up to \$250 million are not yet complete. A Northwestern Indiana Regional Planning Commission committee Tuesday received an update on the project's status from a local subcontractor, who told the panel designing, surveying, traffic analysis and other preliminary activities continue. "We are making progress toward building the replacement structure," American Structurepoint Vice President Christopher Murphy told the NIRPC Transportation Policy Committee during its regular meeting in Portage. In October, the CEO of the company that will build the bridge said construction should start in the first half of 2014. In February 2013, East Chicago Mayor Anthony Copeland said construction might start as early as that April. The new bridge will be all-electronically tolled, so there will not be toll booths, Murphy said. The expected toll for cars will be between \$2.25 and \$3.25. The new bridge will be a post-tensioned concrete box structure, which is the same construction type as the former bridge. However, Murphy said big improvements in technology since the construction of the former bridge mean the new one will have an expected 100-year lifespan. The Cline Avenue Bridge over the Indiana Harbor and Ship Canal was condemned in December 2009, when engineers determined its interior support cables had become gravely weakened. It had been in service just 26 years. http://www.nwitimes.com/business/cline-avenue-bridge-still-in-planning-stage/article_03095f60-2eef-5f3c-a057-75186badcd47.html

Public invited to sound off on U.S. 33 rerouting project in Goshen

The Elkhart Truth
Angelle Barbazon
3/18/14

GOSHEN — How U.S. 33 winds through the city of Goshen may be changing, but before any dirt moves, the Indiana Department of Transportation wants to hear from the community. INDOT has studied multiple options for the project, including staying on the existing alignment with an underpass and an alternative known as the northern connector that reroutes U.S. 33 between Monroe Street and S.R. 15. WHAT IS THE NORTHERN CONNECTOR PLAN? WHAT ARE THE PROS AND CONS? Cripe pointed out, however, using the existing alignment with a new underpass would cost \$5 million to \$7 million less than the northern connector route. [Public invited to sound off on U.S. 33 rerouting project in Goshen - Elkhart Truth](#)

New look on the way for Brazil

WTHI-TV
Chris Essex
3/18/14

BRAZIL, Ind. (WTHI) – A new look is coming to Brazil, Indiana's downtown. The Indiana department of transportation announced a nearly \$20 million project for U.S. 40. The city hopes a

new look to main street means a new chapter for the Clay County city. Crumbling concrete and splintered streets line the downtown of Brazil, Indiana. If you ask the mayor that is the story of the city's roads and has been for years. "This winter's been really difficult on our roads. But, really it didn't affect us much because ours were so bad anyhow, I don't think they could have gotten any worse," Mayor Brian Wyndham said. However, the days of rotten roads through Brazil will soon end. Tuesday night's meeting at city hall brought the future to the city in the form of a \$19.7 million road resurfacing project. "It's a pavement replacement project that will run from State Road 340 all the way through town to Wal-Mart," Debbie Calder of Indiana's Department of Transportation said. All along the path the project fixes sidewalks, streets lights and the city's drainage. Starting April 1st, work begins from State Road 340 to State Road 59; keeping one lane open at all times for traffic. Then in 2015 they hope to finish the stretch from State Road 59 to Wal-Mart. "What this project will do for the city, I really believe, it spring boards us into being able to do other projects," Wyndham said. "I think it will kick open a few doors when people see this happening." While the folks at the meeting see the state's plan to upgrade downtown, Mayor Wyndham has a plan that spreads beyond Main Street. "We have about \$2.5 million to spend on city streets as far as blacktopping," he said. "That's gonna be going on this summer also." [New look on the way for Brazil | WTHI-TV](#)

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