



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **March 31, 2016**

#### **Ind. 37 chosen for last leg of I-69 to Indianapolis**

Indianapolis Star

John Tuohy and Brian Eason

3/30/16

After 17 years of planning, myriad protests, numerous public hearings and hundreds of millions of dollars in spending, the state has settled on the route for the final section of the 142-mile I-69 highway extension. The Indiana Department of Transportation on Tuesday announced that Ind. 37 from Martinsville to Indianapolis was the most "reasonable" of five paths considered for the interstate because it has the most economic and traffic benefits and does the least environmental damage to wetlands and forests. "This is the reasonable alternative and offers the best return on investment," said INDOT Commissioner Brandye Hendrickson at a news conference in Martinsville. "This route offers the strongest opportunities for economic growth, most significant safety improvements and greatest reduction in congestion." The decision means the state highway will be rebuilt into a federal interstate, cutting travel times from Martinsville to Indianapolis by 13 minutes while generating a projected \$2.4 billion in gross domestic product and \$1.7 billion in wages over 20 years, according to state-commissioned studies. It also means an estimated 279 homeowners will be forced to sell and move and 96 businesses will need to relocate or close to make way for the construction of as many as nine interchanges and 14 overpasses or underpasses. The state can lay down the highway anywhere within 2,000 feet of Ind. 37 but will need only about 400 feet of right of way.

<http://www.indystar.com/story/news/2016/03/29/ind-37-chosen-last-leg--69/82177650/>

#### **EDITORIAL: Merrillville on board for rapid bus line**

NWI Times

3/29/16

Merrillville officials deserve credit for recently hopping on board the Livable Broadway plan. The project, which through the Gary Public Transportation Corp. would implement a rapid bus service between Gary and Crown Point, could succeed where other Region bus service plans have failed. The rapid bus system, which could launch next year, would reduce the waiting time for buses as well as the total trip time. It would exist on a well-defined, targeted commercial corridor with reduced trip times for passengers. "I look at this thing as another engine for economic development," Merrillville Town Council President Richard Hardaway said. That's a valid viewpoint. Getting customers and workers from one point to another should be a government goal, whether it's through a bus system, or rail, or arterial roads. That helps assure employers the labor pool is wider, and it offers more potential customers for restaurants and retail shops along the route. Before the service starts, the Indiana Department of Transportation would create bus bypass lanes and improve crossings at intersections with bus shelters to make them safer and more accessible. Hardaway said he wants to discuss with GPTC how to help residents

who don't live near Broadway to get to the bus shelters. Whatever the outcome of that conversation might be, whatever form of assistance might be offered, that's a sensible conversation to have. [http://www.nwitimes.com/news/opinion/editorial/editorial-merrillville-on-board-for-rapid-bus-line/article\\_bec5f1a2-3485-57b5-96fd-c41aa02eb1cd.html](http://www.nwitimes.com/news/opinion/editorial/editorial-merrillville-on-board-for-rapid-bus-line/article_bec5f1a2-3485-57b5-96fd-c41aa02eb1cd.html)

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