



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**August 6, 2013**

#### **ELKHART COUNTY COMMISSIONERS: \$1.5 million loan approved for Bristol road project**

John Kline  
The Goshen News  
8/6/13

GOSHEN — Elkhart County Commissioners Monday gave their blessing to a \$1.5 million loan request by the town of Bristol for a road construction project aimed at rerouting truck traffic connected to the relocation of Utilimaster from Wakarusa to Bristol. Following more than five years of plans and conversations, the long-time manufacturer of commercial truck bodies and walk-in delivery vans announced early last year its plans to move its entire 106-acre campus along Ind. 19 to a 425,000-square-foot building on Earthway Boulevard that had previously been occupied by the former Odyssey Group. According to County Administrator Tom Byers, the proposed interlocal agreement involves the county loaning the town \$1.5 million from its Major Moves fund to go toward construction of a new connector route between Ind. 15 and Maple Street in order to ease the increased traffic expected due to the Utilimaster move. "Ever since Utilimaster announced that they were going to be relocating from Wakarusa to Bristol, we have been having ongoing discussions with the state and the town of Bristol regarding some relocation of some roads and in particular an upgraded intersection at Ind. 15," Byers said. According to county attorney Craig Buche, \$500,000 of the initial \$1.5 million loan would be expected to be repaid to the county as soon as the project is completed from a reimbursement from the Indiana Department of Transportation. The remainder of the loan would then be paid back into the county's Major Moves fund over approximately 10 years through the Tax Increment Finance revenues from the Town of Bristol. [ELKHART COUNTY COMMISSIONERS: \\$1.5 million loan approved for Bristol road project » Local News » Goshen News, Goshen, IN](#)

#### **Plainfield, Brownsburg council presidents back referendum to expand mass transit**

Chris Sikich  
Indianapolis Star  
8/5/13

The council presidents from two Hendricks County towns today joined the growing list of supporters asking state lawmakers for a referendum to expand mass transit in Central Indiana. Plainfield council president Robin Brandgard and Brownsburg council president Dwayne Sawyer told a legislative committee that transit would aid economic development, relieve traffic congestion and quicken commutes to Downtown Indianapolis. The legislative task force is studying the need and options for mass transit in Central Indiana and plans to make a recommendation on how to proceed by Dec. 12 to the Indiana General Assembly. Advocates are asking for legislation to allow each county in Central Indiana to hold a referendum to ask residents to raise their income taxes by 0.3 percent to pay for transit projects.

Sawyer said town officials plan to consider the potential for mass transit in proposals to redevelop its Downtown. "A transit system offers the opportunity to escape the never-ending cycle of road widening and increasing traffic congestion we have today," Sawyer said. Brandgard said Plainfield, the largest community in Hendricks County with a hub of development near the airport, would benefit with better connectivity to the region. "Plainfield continues to grow both in population and job creation," he said. "Our residents, our employer groups and their employees need more sources of flexibility in reaching the metropolitan areas of Central Indiana." Indianapolis Mayor Greg Ballard, Carmel Mayor Jim Brainard and Noblesville Mayor John Ditslear, long-time supporters of transit, also spoke in favor of transit at the hearing. <http://www.indystar.com/article/20130805/BUSINESS/308050068/Plainfield-Brownsburg-council-presidents-back-referendum-expand-mass-transit> Also, <http://indianapublicmedia.org/wp-content/themes/ipm/images/favicon.png>

### **Increased Federal Funding Approved for Future U.S. 31 Construction Projects** Construction Equipment Guide 8/3/13

U.S. Transportation Secretary Ray LaHood informed Gov. Mike Pence by phone on June 25 that future U.S. 31 Hamilton County construction has been approved to use 90 percent federal funding, an increase above the 80 percent maximum for non-interstate projects. Indiana is the first state to use a new provision in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation legislation that Gov. Pence supported while in Congress. Indiana plans to seek increased federal match for additional critical freight projects around the state. The Federal Highway Administration's Indiana Division assisted in securing Secretary LaHood's approval of \$23 million in increased federal funding for the U.S. 31 Hamilton County project. Indiana maximizes its allocations of state and federal transportation funding before using Major Moves construction funds, which generate investment earnings. "Indiana is among the first states to take advantage of innovative tools and resources under the MAP-21 transportation legislation to speed delivery of critical transportation projects," Gov. Pence said. "We are following an aggressive schedule to finish what we started and upgrade 13 miles through Carmel and Westfield by the end of 2015." For the Illiana Corridor project, Indiana and Illinois were the first to publish a combined Final Environmental Impact and Record of Decision that was encouraged under the MAP-21 legislation. Indiana also used recent federal guidance to expedite surveying and other field work for I-69 Section 4 between Crane and Bloomington. Indiana is currently upgrading and bypassing congested sections of U.S. 31 near Kokomo, South Bend and Indianapolis. When completed, the projects are expected to remove 32 stoplights from the route, cutting a half hour off travel time. Upgrading the existing U.S. 31 between I-465 and State Road 38 to interstate standards is the largest and most aggressive road project ever attempted in Hamilton County. The new U.S. 31 Hamilton County is intended to reduce congestion, improve safety and provide continuity of commerce and regional travel for a U.S. highway corridor that carries more than 6,600 trucks each day. [Increased Federal Funding Approved for Future U.S. 31 Construction Projects | Story ID: 20901 | Construction Equipment Guide](#)

### **Transit plan open houses start Aug. 6** Indianapolis Recorder Newspaper 8/2/13

The first of nine open houses to discuss the preliminary recommendations on routes, station locations and roadway features for three Rapid Transit Lines in the Indy Connect plan will take place over the lunch hour at the Artsgarden on Aug. 6. The public is invited to attend to learn more about the proposed mass transit system and to provide feedback on the latest refinements to the plan. "We are at a pivotal point in the planning process where specific details will help residents understand how the system will move people around the region," said Anna Tyszkiewicz, Executive Director of the Indianapolis Metropolitan Planning Organization. "At these

open houses we will have more than 20 schematics that show detail of three rapid transit lines and how they work with an expanded bus system for a robust Central Indiana transit plan." The first three rapid transit lines being studied and their general locations are: The 25-mile Red Line runs north and south, between City Center Drive in Carmel and Smith Valley Road in Greenwood via downtown Indianapolis, with a recommended 30-40 bus rapid transit stations. The 24-mile Blue Line will be a bus rapid transit service that runs east and west between Cumberland and the Indianapolis International Airport through downtown Indianapolis. The route primarily uses Washington Street, with 32 stations spaced approximately every half-mile to mile. The 23-mile Green Line runs from downtown Indianapolis to Noblesville, using on-street rail or busway options in downtown Indianapolis to connect to the existing rail bed that runs northeast to Noblesville. On-street routes considered involve either Fort Wayne Avenue or Massachusetts Avenue. Preliminary recommendations call for up to 17 stops, with five in Hamilton County and the remaining stops between 82th Street and downtown Indianapolis. Bus rapid transit and light rail are being considered for use in this corridor. [Transit plan open houses start Aug. 6 - Indianapolis Recorder Newspaper: Around Town](#)

### **Counties Set For Road Funding to Kick in**

Inside INdiana Business

8/2/13

INDIANAPOLIS, Ind. - After working extensively throughout this year with our state legislators, county officials across the state will see a much-needed increase in road funding. As a result of the General Assembly's action, county governments are expected to receive an estimated \$65 million per fiscal year in additional state support to supplement county road funding. On behalf of the Association of Indiana Counties, I applaud the efforts and hard work of both the General Assembly and county officials to improve roads for our citizens. Counties will benefit from the increased road funding for the first time in their August state road funding distributions. With the additional funding, counties will be able to fund a variety of essential projects needed for commercial development and traffic mitigation. Additionally, counties will be able to provide maintenance to many roadways that otherwise would have remained in disrepair. Quality roads save time, gas and vehicle repair costs for everyone who lives, works and travels in Indiana. Well-maintained roads and infrastructure are a major component of any job creation or economic development effort. By working together, taxpayers, local and state officials have provided additional resources to counties to ensure that Indiana has well-maintained roadways. Additional funding for county roadways and projects is not the only benefit of the General Assembly's action. Cities and towns are expected to receive an approximate \$32 million in new revenue, and the state will invest approximately \$114 million in new money for state maintained roads each year. With the diligent work of the General Assembly, Hoosiers will see an increase in roadway funding across the state without a tax increase. [Counties Set For Road Funding to Kick in - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **Blast takes down second part of bridge over Ohio River**

John Faherty, The Enquirer

Indianapolis Star

8/1/13

Thursday morning another stretch of the old Milton-Madison bridge, which connects Milton, Ky., and Madison, Ind., across the Ohio River, went boom. After a countdown, the charges fired, black smoke burst out, and then a 550-foot long section, closer to the Kentucky side, dropped like a stone into the water. What is left of the 2,427-foot-long bridge will be demolished in two blasts over the next several weeks. The Kentucky Department of Transportation said the pieces of the bridge will be "retrieved from the river, placed on barges, taken to the shore for further dismantling and eventually sold for scrap. Divers are on call to ensure all pieces are removed from the river." The new bridge is already built and even in operation. It currently stands

immediately next to the old bridge, which has been in place since 1929. When the old bridge is gone, the stanchions supporting it will be widened to accommodate the greater width of the new bridge. The old Milton-Madison bridge was 20-feet across, the new one is 40 feet. Then the new bridge will be slid across and sit right where the old one did. William Wingfield of the Indiana Department of Transportation says that feat will be the "largest bridge slide ever attempted." [Blast takes down second part of bridge over Ohio River | Indianapolis Star | indystar.com](#)

### **Advocates of expanded transit in central Indiana won't use FairTrain to promote plan**

Norman Cox  
WRTV Indianapolis  
8/1/13

INDIANAPOLIS - Mass transit supporters in central Indiana said they won't use the Indiana State FairTrain to promote their program this year. They're afraid the old, noisy, dirty train might give people the wrong idea of what they would get if they raised their taxes to expand transit. At first glance the train seems like a natural to tie to a mass transit campaign. Many people ride the train during the 17-day fair, and it uses the Noblesville to Downtown right-of-way that the proposed Green Line in the transit expansion plan would use. But advocates are afraid its old technology might scare off potential supporters. "Who doesn't love the State FairTrain in August?" asked Ron Gifford, head of the central Indiana Corporate Partnership that is pushing mass transit. "It's a great historical tradition. But the technology that would be used in that corridor on what we call the Green Line would be totally different. So we don't want to confuse people into thinking that that's what they would see once that transit line gets built out. We're talking about vehicles that are quieter, faster, sleeker, energy-efficient using alternative fuels," Gifford said. Transit lost steam in April when the Senate killed the plan to put a referendum on the 2014 ballot to create a transit district in Marion and Hamilton counties and decided just to study the issue. Advocates hope to start rebuilding enthusiasm when those study committee hearings begin next Monday. Some have grumbled that the long gap between the end of the legislative session and now could destroy interest. But the bill's House sponsor hopes for the opposite effect. "We kinda lost a little momentum when the Senate changed it to the study committee anyway. So I think the later we put off the study committee... I'm hoping that the study committee will regenerate...regenerate folks, hoping that will carry on into the legislative session in January. So I think maybe it's a little better this way," said Rep. Jerry Torr, R-Carmel. The transit committee's first hearing will be Monday. Transit supporters hope the study committee will recommend creating a transit district and a funding source, while leaving the choice of routes and vehicles to transit officials. [RTV6 - Advocates of expanded transit in central Indiana won't use FairTrain to promote plan - Local Story](#)

### **A foot in the water on Indiana bridges**

Brandon Lammers  
News and Tribune  
8/1/13

SOUTHERN INDIANA — Metal was submerged under the murky waters of the Ohio River on Thursday and drilled into the river bed. And by today, the first casings will be in place — which will be filled with concrete — to begin forming the piers for a new bridge. It's all part of the foundation of the new Interstate 65 bridge that will carry northbound traffic across the Ohio River from Louisville to Jeffersonville. But planners said it will likely be a year before the ongoing foundation work appears above water. Once those piers are complete and towers are constructed, structural steel will be put in place and begin to form the bridge. Joel Halterman, project manager with Walsh Design Build Team for the new Interstate 65 bridge, gave an overview of the project from atop the Big Four Pedestrian Bridge on Thursday, where preparation work on the Kentucky and Indiana shorelines stands out. However, when construction begins, the

efforts will not be easily visible from either the Big Four Bridge or either riverfront. "You won't see very much at all," Halterman said. "The drilling is all inside of the casing. There's no borings or blastings." He said the most local residents will hear will be the beeping from a crane. The process to drill and install the foundation of the bridge involves a template that is placed into the water; then 31-foot-long and 12-foot-diameter metal casings are placed inside the template. Once the casings are in the proper location, a 30-foot-deep hole is drilled into the rock at the bottom of the river. [A foot in the water on Indiana bridges » Business/Money » News and Tribune](#)

### **INDOT sends another warning to stop striking bridge**

Erin Murphy

WISH-TV

8/1/13

INDIANAPOLIS (WISH) - Don't hit the bridges. It's a message the Indiana Department of Transported started telling a bit more overtly on Thursday, adding signs near the south split to warn semis that the bridge clearance is 13 feet, 6 inches. INDOT has shown shocking video of trucks crashing into the Virginia Avenue bridge, but now they've added signs. The warnings are to get the message out as INDOT prepares to start a construction project raising the bridge clearance. "The video has definitely gotten the attention of the public. We've gotten lots of hits on our website. We've gotten lots of views, so it's generated that conversation, but unfortunately these strikes are still happening," explained Nathan Riggs, INDOT spokesman. Early Sunday morning, another semi crashed into the bridge someone got hurt. Riggs said until the project is finished, more needed to be done. "Anything 13 foot, 6 inches or over should not be using that route, should be using I-465," said Riggs. INDOT posted signs and used digital billboards to send a warning. By law, 13 feet, 6 inches is how tall a trailer can be to go under the Virginia Avenue bridge. Riggs said the purpose of the signs is two-fold — to raise awareness about upcoming construction and to urge trucking companies to follow the rules. The massive construction project will raise the bridge clearance by at least 9 inches and will cost \$60,000 per day. Riggs said the project timelines cannot be moved up. As such, INDOT officials said they hope the imagery and signs act as a deterrent for now. [INDOT sends another warning to stop striking bridge](#)

### **Illinois agency questions Illiana Expressway's benefits, cost**

Keith Benman

NWI Times

8/1/13

An Illinois transportation agency has issued an analysis of the Illiana Expressway that states the road's planners have sharply underestimated its costs and overestimated its benefits. A Chicago Metropolitan Agency for Planning analysis posted on its Web site this week claims the expressway would deliver only about one-fifth the economic benefit claimed by backers. It also states construction cost per lane mile may be 37 percent higher than previously revealed. Planners for the Indiana Department of Transportation and Illinois Department of Transportation have estimated the cost of building the 47-mile expressway from Interstate 65 in Indiana to Interstate 55 in Illinois at \$1.3 billion. They hope private investors will kick in at least part of the cost in exchange for a cut of tolls. Indiana Department of Transportation spokesman Jim Pinkerton on Thursday said the agency was preparing a response to the CMAP report. Until then, INDOT is declining comment. The CMAP analysis found building the Illiana Expressway would increase gross regional product by \$425 million in 2040, as compared to the \$2 billion figure expressway planners came up with. It also points out adding new lanes to two connecting roads, as called for in the first phase of Illiana planners' study, would cost an additional \$1.5 billion. CMAP issued the following statement Thursday in response to an inquiry about the report: "CMAP is committed to this public process through which amendments to the GO TO 2040 comprehensive regional plan are studied carefully before the Board and MPO Policy Committee make the final determination, which is scheduled to happen in October." [Illinois agency](#)

[questions Illiana Expressway's benefits, cost](#)

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