



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 27, 2013

Bridge tolls to be revealed next week; low-income impact study delayed

The Courier-Journal
Marcus Green
8/26/13

The toll rates for the Ohio River Bridges Project are to be revealed at a meeting next week, Kentucky officials said Monday. The project's tolling body — a six-member group of Kentucky and Indiana officials — is expected to set the initial rates when it meets for the first time in Jeffersonville, Ind., on Sept. 5, said Chuck Wolfe, spokesman for the Kentucky Transportation Cabinet. That meeting will come less than a week after an in-depth report on traffic projections set to be released in Frankfort on Friday. That study is needed for Kentucky to give investors confidence that enough drivers will use the tolled bridges — new spans downtown and to the east, as well as a refurbished Kennedy Bridge — to cover debt payments. Indiana already has secured financing for its share of the \$2.6 billion project - the eastern bridge and new highways to approach it on both sides of the river. Kentucky is aiming to sell construction bonds for its downtown portion. The state will find out whether it will receive a federal loan by late October, Wolfe said. But to do that, the states will delay a federally required plan to ease the impact of tolls on the Louisville area's low-income residents. In a change, Wolfe said Kentucky and Indiana won't finish that evaluation before Kentucky completes its financing. He said the Federal Highway Administration agreed to the delay on the condition that the states still develop a "robust" plan. [Bridge tolls to be revealed next week; low-income impact study delayed | The Courier-Journal | courier-journal.com](#)

IUPUI Chancellor Say Mass Transit Remains Crucial

WIBC
Mike Corbin
8/26/13

One of IUPUI's top administrators says mass transit is a crucial issue for state lawmakers and the general public. Chancellor Charles Bantz is speaking out while the issue remains the focus of a summer study committee in the Indiana Statehouse. Bantz says 95% of IUPUI's campus population drives to and from campus and 87% of them drive alone. Bantz says it costs upwards of \$18 million to build new parking structures and IUPUI has 20,000 parking spaces that are now filled by 10 a.m. most of the week. Bantz says IUPUI's situation among others make mass transit a pressing issue for nine counties in Central Indiana. The estimated cost remains \$1.3 billion over 10 years for a basic system. Bantz adds that mass transit is also a critical economic development tool needed to lure talented young hires for the workplace. [IUPUI Chancellor Say Mass Transit Remains Crucial | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

Nine-Span Bridge on target

NWI Times

Rob Earnshaw

8/26/13

HAMMOND | The new Nine-Span Bridge remains on schedule to be open by the end of the year. The old bridge has been removed and concrete beams are in place on some of the spans for the new bridge. "We will continue to set beams on the new spans over the next few weeks and will pour the decks this fall," said Indiana Department of Transportation spokesman Matt Deitchley. Deitchley said the beams were made in Decatur and trucked to the site, typically one at a time on the back of a semi. The old Nine-Span Bridge on Indianapolis Boulevard was rated in "poor" condition and underwent major repairs eight years ago. Some heavy trucks were banned from the bridge. Dunnet Bay Construction, of Glendale Heights, Ill., began demolition work at the site in January. The company was awarded an \$18 million contract for both the bridge's demolition and the building of the new span. Development under the Nine-Span Bridge is underway, with international fertilizer producer Potash Corp. building a \$40 million transfer facility there. The old 1930s-era Nine-Span Bridge was known as a truss bridge – a type of bridge that is slowly disappearing around the United States as they are no longer economical to build. INDOT plans to save and store at least one section of the old bridge for possible future use as a trail bridge. INDOT originally slated construction to start in 2009 on a replacement bridge but the date was pushed back to revise its design so it did not interfere with development in the Gibson Yard railroad tracks, according to state officials at the time. [Nine-Span Bridge on target](#)

Clark County saves on Star Hill Road

News and Tribune

Matt Koesters

8/25/13

CLARK COUNTY — Star Hill Road is going to cost substantially less than originally thought, and Clark County and MAC Construction stand to come out ahead by more than \$1 million each. The Clark County Commissioners approved a cost-reduction incentive, or CRI, proposal submitted by MAC Construction for the design of Star Hill Road that will reduce the price of the project — originally estimated to cost \$13.7 million — by about \$2.1 million. MAC will keep half of that amount, while Clark County will receive the other half in credits for road projects through the Indiana Department of Transportation. INDOT has already signed off on the CRI, said County Engineer Brian Dixon. "I'm excited about it," Dixon said. "It's very good for the county." Star Hill Road is an INDOT-funded project, with INDOT paying 80 percent of the cost and the county footing the balance. Star Hill Road will provide a direct route from Starlight to Ind. 60 near Borden. The changes to the design made by MAC, which hired engineering firm QK4 of Louisville to create the proposal, will not significantly change the road plans, Dixon said, nor should it lengthen the amount of time required to complete construction. "We've talked to MAC, and MAC assured us that the project will be done on time," Dixon said. [Clark County saves on Star Hill Road » Recent Local News » News and Tribune](#)

Lowell regroups on infrastructure improvement plans

NWI Times

Melanie Csepiga

8/25/13

LOWELL | The state's paving project through town has cut into the town's curb and sidewalk project, so changes are pending. The Town Council recently learned some curbs and handicap ramps were replaced during the Indiana Department of Transportation's Ind. 2 project through Lowell. Lowell Public Works Director Greg Shook said the unexpected work requires a re-survey

for the town's project. Roger Kotlowsky of Commonwealth Engineering said the re-survey will not cost the town more money. "You'll pay the \$ 280,000 you planned. ... It's net zero," he said. In addition to the survey, more easement agreements will be necessary, Kotlowsky said. The next step will be to retain appraisers for the easements, he said. Shook said the town's curbs and sidewalks project now won't go out for bids until January 2015. "This is due to INDOT's planning schedule and availability of federal highway funds. In July, I filed the required documents with INDOT to verify our intentions of proceeding with this project to reserve the federal funding, \$1.1 million dollars," he said. The council agreed to pay \$5,000 from the town's unsafe building fund and \$2,768 from the council's budget to pay for any additional money due on the Old Grade School demolition. Federally funded through Lake County, the county had approved \$178,000 for the project which was completed for \$182,268. [Lowell regroups on infrastructure improvement plans : Lowell News](#)

Don't ignore Indy's basic needs

Palladium-Item
8/22/13

It takes money — a lot of it — to confront violent crime, repair crumbling infrastructure and safeguard the quality of life in a city the size of Indianapolis. But while neighborhoods have deteriorated in the urban core, the city's budget has been squeezed by the lingering effects of a deep recession, by the loss of middle- and high-income families to the suburbs, and by property tax caps on homes and businesses. Heading into the 2014 budget-writing cycle, Mayor Greg Ballard's team estimated the city faced a \$50 million shortfall between revenue and expenses. And that was just to largely maintain current levels of service. Creating the margin to better address real needs such as putting more police officers on the streets and whittling down the still long list of backlogged infrastructure would require a higher level of financial creativity and a new willingness to assume reasonable risks. Thankfully, both the Mayor's Office and the Democratic leadership on the City-County Council have stepped up to those challenges in recent days. On Thursday, Ballard, a Republican, announced plans to plow an additional \$135 million into repairing and building streets, sidewalks, bridges and trails. Maggie Lewis, the Democratic president of the City-County Council, is a co-sponsor of the proposal. The fresh infusion of money would extend the life of the Rebuild Indy effort, which has plowed more than \$300 million into infrastructure in the past three years. The city raised the money by selling its water and sewer works to Citizens Energy. <http://www.pal-item.com/article/20130822/OPINION/308220003/Don-t-ignore-Indy-s-basic-needs>

New Majestic entrance finally hits jackpot

NWI Times
Keith Benman
8/22/13

GARY | Majestic Star Casino should be getting a long-sought vehicle overpass and rebuilding of its entrance road sometime in 2014. The Northwest Indiana Regional Planning Commission has included the project in its 2014-17 Transportation Improvement Plan, which is expected to be approved at its meeting next week. The \$9.38 million project would include the building of an overpass where vehicles currently have to go under a railroad viaduct and reconstruction of the roadway. "This will do an awful lot for our patrons by giving them direct access to our garage and they will not have to navigate the viaduct," Majestic Star General Manager Craig Ghelfi said. About 80 percent of the project cost will be paid for with federal funds administered by the Indiana Department of Transportation and the rest by the city of Gary, according to NIRPC's Transportation Improvement Plan project list. Majestic Star operates two gaming boats moored in Buffington Harbor. The casinos are owned by Wayzata Investment Partners, of Minnesota. Access to Buffington Harbor has long been a point of contention between the casino and the city, with previous casino owner Don Barden contending he was promised swift improvements to

Buffington Harbor Drive more than a decade ago. In November 2010, then-Mayor Rudy Clay and other local officials opened a dedicated exit ramp off of Cline Avenue for Buffington Harbor Drive, also a long-sought goal of Barden's. The ramp was built with almost \$2.6 million in state funds and \$638,00 in city of Gary tax increment finance district funding. The bid letting for the construction contract is scheduled for October, according to NIRPC. [New Majestic entrance finally hits jackpot](#)

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