



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Daviess Co. leaders drum up interest in I-67 plan

Evansville Courier & Press

Mike Grant

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WASHINGTON, Ind. — When Interstate 69 opened last year Daviess County got its first link into the nation's interstate system. Now, a proposal is being discussed that would add yet another interstate link to the county. Business leaders in Owensboro, Kentucky and Dubois County have built a coalition to build what they call I-67. The road would link into I-69 near Washington, extend south through Jasper and Owensboro and eventually link up with I-65 at Bowling Green, Ky. Coalition members are excited about the proposal and want to see it become a reality. "We've been working on this for a number of years," coalition member Hank Menke told the Washington Times-Herald. "Right now it's a long shot, but we have to look at the big picture." That picture could turn into one of the less expensive interstate construction projects in history. The Bowling Green-to-Owensboro leg would involve upgrading the Natcher Parkway to interstate standards. The bridge over the Ohio was already built to those standards. Engineering on the improved US 231 to I-64 has already been completed and the road could be improved to an interstate. That leaves a 38 mile "green build" section from 64 to Washington. "This is really a cost-effective project," said Menke. "It takes a lot of assets that we already have and enhances them. It has picked up a lot of steam." The link into I-69 in Washington has led to the involvement of some Daviess County officials. "I believe it deserves a lot of study," said Washington Mayor Joe Wellman, who is also a coalition member. "If it connects in here, it would be a good thing for us." [Daviess Co. leaders drum up interest in I-67 plan » Evansville Courier & Press](#)

Bridge tolls to start at \$1

News and Tribune

Jerod Clapp

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While tolls on local bridges won't go into effect until late 2016, a bi-state panel set the rates on Wednesday, finalizing a plan that sparked controversy at public meetings held throughout the area over the past several months. Johnson, who owns J & J Pallet Corp. in New Albany, fretted over the reality that box and panel trucks will pay \$5 per crossing and semitrailer rates will begin at \$10. With his company doing about 80 percent or more of its business across the Ohio River, Johnson anticipates paying another \$140,000 annually to do business in Kentucky. "It takes a truck running 60 miles an hour the same time it takes a car running 60 miles an hour to get over the bridge," Johnson said. "Why the truck pays 500 percent more is really hard for me to comprehend." Tolling is expected to begin with the first project bridge opens sometime in 2016, according to Will Wingfield, spokesman for the Indiana Department of Transportation, though he didn't specify which bridge might open first. The fees will help pay for the \$2.6 billion project that

is decades in the making. [Bridge tolls to start at \\$1 » Homepage » News and Tribune](#)

Ind. continues talks about Amtrak route's future

NWI Times

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INDIANAPOLIS | State transportation officials faced with a looming deadline on the future of an Amtrak passenger line between Indianapolis and Chicago met Wednesday with lawmakers, mayors and other local officials to discuss their options for keeping it rolling. The Hoosier State Line runs four days a week between Indianapolis and Chicago and back, with stops in Crawfordsville, Lafayette, Rensselaer and Dyer. But it will grind to a halt Oct. 1 unless Indiana comes up with \$3.1 million annually to replace operating costs Congress pulled under a 2008 law. The Indiana Department of Transportation is hoping the cities and counties the passenger line serves will chip in local funding for the line. "There's some interest there, but we're continuing our discussions with local officials," INDOT spokesman Will Wingfield said after Wednesday's meeting. "And we haven't made a decision on what the state's involvement will be at this point." State Rep. Randy Truitt said he attended Wednesday's meeting along with state Sen. Brandt Hershman, R-Lafayette, two INDOT officials and mayors and county officials from along the route of the line, which carried 37,000 passengers in fiscal year 2012. Truitt, R-West Lafayette, said the local officials expressed a willingness to provide financing, but nothing was agreed to by the parties. "We remain committed to finding a solution, carefully balanced with proper state investment and local community investment. That's kind of been our mantra from the start," he said. Truitt said those at the meeting were shown preliminary findings from an independent study being prepared by a consulting firm the state hired to assess the line's costs and benefits. Crawfordsville Mayor Todd Barton said that meeting was "very positive" even though no conclusions were made on the line's future and what role his and other communities served by it might play. http://www.nwitimes.com/news/state-and-regional/indiana/ind-continues-talks-about-amtrak-route-s-future/article_e7a92224-11c2-5ac3-8bf9-fd9c031746de.html Also, [INDOT, local leaders discuss saving Amtrak line | Journal and Courier | jconline.com](#)

INDOT OKs Toll Road Ramp Designs

Inside INdiana Business

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PORTAGE, Ind. - The Indiana Department of Transportation (INDOT) has approved ITR Concession Company (ITRCC) design concepts to rebuild three aging ramp bridges within the footprint of the Lake Station interchange, where the Indiana Toll Road, the Borman Expressway and State Road 51 converge. The complex dual interchange first opened to traffic in 1965. Construction will remove or replace the bridges' steel beams, railings and crumbling concrete deck. Portions of the existing abutments and vertical piers will be replaced or rehabilitated based upon their condition. New concrete railings and wider bridge shoulders will provide improved safety. The three bridges being replaced are: -Structure BHX-A: A bridge on the westbound entry ramp over the Indiana Toll Road, Structure BHX-B: A bridge on the westbound exit ramp over the Indiana Toll Road, Structure 5262: A bridge over the Borman Expressway for the road interconnecting to the Indiana Toll Road. Pending FHWA concurrence, ITRCC will bid multiple contracts over the next several months with construction scheduled to begin in late 2013 or early 2014. The construction will require several months of temporary ramp closures but minimal impacts to the mainline of the Indiana Toll Road with travel lanes fully open during daylight hours. ITRCC operates and collects tolls on the 157-mile Indiana Toll Road under a 75-year lease with the Indiana Finance Authority. The Indiana Toll Road Oversight Board meets quarterly to monitor the ITRCC's compliance with strict operating standards in the lease agreement. [INDOT OKs Toll Road Ramp Designs - Newsroom - Inside INdiana Business with Gerry Dick](#)

NIRPC transportation plan still not approved

NWI Times

Lu Ann Franklin

9/10/11

PORTAGE | The Northwestern Indiana Regional Planning Commission's four-year \$724.8 million transportation improvement plan is still in a holding pattern. At Tuesday's NIRPC's transportation policy committee meeting, Transportation Projects Manager Gary Evers told committee members the plan remains in the hands of NIRPC attorney David Hollenbeck. Approving the TIP has been delayed twice. "This has been an unusual year for TIP," Evers said. Two months ago, Evers brought the TIP to the Transportation Policy Committee, which approved it. However, in July the disability rights group Everybody Counts challenged a NIRPC vote on the plan, because no public meetings had been held as required by federal regulations. "On July 18, we pulled the document," Evers said. Then in August, Evers said he admitted he failed to provide 30-day notice for public meetings on the plan as required by a 2006 federal court consent decree. "The TIP was approved contingent upon legal review (by Hollenbeck)," Evers told committee members. "We've not heard back yet from the attorney." In related business, the NIRPC Transportation Policy Committee voted to recommend support of Amtrak funding to the full commission. That support resolution will include wording that was recently approved by the area's transit operators to the effect that such support would not compromise funding for any state public transit providers, said Stephen Sostaric, NIRPC regional planner. Jim Pinkerton, of the Indiana Department of Transportation, said INDOT has been meeting with mayors of municipalities along the Amtrak line about the federally funded rail line possibly cutting service. [NIRPC transportation plan still not approved](#)

Greenwood senator wants to divert money for increased bus service to highway expansion

The Indy Channel

Norman Cox

9/10/13

INDIANAPOLIS - A frequent critic of the mass transit plan for central Indiana came up with his own package for increased bus service Tuesday. But supporters of expanded transit said Sen. Brent Waltz, R-Greenwood, is just trying to sink the whole idea. Waltz said the plan from transit advocates does nothing for central Indiana residents who would never ride buses or trains, so he put together a radically different proposal. Waltz's plan would ditch light rail commuter trains altogether in favor of standard buses and bus rapid transit. He said he would also take some of the tax money intended for buses and divert it to highways, an idea guaranteed to anger transit advocates. Waltz would use that money to add lanes to busy roads, including some exclusively for carpoolers. "What I've seen over the last few years is what I would determine to be a lack of value proposition for many citizens in central Indiana," Waltz said. "A citizen living in Hamilton County whose income tax would go up potentially several hundred dollars by current proposals from the last General Assembly would ask why." Indianapolis Democrats on the committee were sharply critical of Waltz's proposal. They said his plan wouldn't work because it would require the legislature to micromanage transportation in central Indiana.

<http://www.theindychannel.com/news/local-news/greenwood-senator-wants-to-divert-some-of-money-for-increased-bus-service-to-highway-expansion>