



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 7, 2013

INDOT Awards Final U.S. 31 Major Moves Contract

Inside INdiana Business

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PLYMOUTH, Ind. - The Indiana Department of Transportation (INDOT) has awarded the last among \$722 million in Major Moves highway construction contracts to upgrade or bypass U.S. 31 bottlenecks near South Bend, Kokomo and Indianapolis. Primco Inc. of Fort Wayne will build a new 7th Road interchange just north of the existing U.S. 30 interchange in Plymouth. "This is an exciting time for Northern Indiana with the recent completion of the Hoosier Heartland between Lafayette and Fort Wayne and plans to open the new U.S. 31 in Kokomo to Thanksgiving travelers," said Governor Mike Pence. "We are finishing what we started by having the three new U.S. 31 sections fully under contract." When the final Hamilton County section opens to traffic in 2015, a total of 32 stoplights will have been removed from U.S. 31 between Indianapolis and South Bend, saving drivers a half hour of travel time. The U.S. 31 Major Moves projects are intended to reduce congestion, improve safety and provide continuity of commerce and regional travel for a U.S. highway that stretches from Michigan to Alabama. Before the Thanksgiving travel holiday, 13 miles of new U.S. 31 freeway will open with five new interchanges just east of Kokomo. The \$155 million project circumvents 15 traffic signals and more than 130 access points along the existing U.S. 31 in Kokomo. The 20-mile U.S. 31 corridor between U.S. 30 in Plymouth and the U.S. 20 bypass in South Bend includes 15 miles of new highway alignment and four new interchanges. The \$225 million section is scheduled to open to traffic by the end of 2014. The \$342 million U.S. 31 Hamilton County project upgrades 13 miles of existing U.S. 31 between I-465 in Carmel and State Road 38 near Westfield, including nine new interchanges. Following Governor Mike Pence's infrastructure vision to "take care of what you've got, finish what you've started and plan for the future," INDOT earlier this year announced a separate project to build a new U.S. 31 interchange at State Road 28 near the 800,000-square-foot Chrysler Tipton Transmission Plant. Construction of the estimated \$17 million interchange is scheduled to begin in 2015. [INDOT Awards Final U.S. 31 Major Moves Contract - Newsroom - Inside INdiana Business with Gerry Dick](#)

First Drawings for New Highway 41 Cloverleaf Revealed

Tristatehomepage.com

11/6/13

Evansville's mayor goes before the Chamber of Commerce with an update to the Highway 41 cloverleaf plan. The mayor brought with him the first drawing of how the intersection at Highway 41 and the Lloyd Expressway will look. Last year, the Indiana Department of Transportation announced plans to create a full cloverleaf in the area. Mayor Lloyd Winnecke says he likes the way the new intersection will look and thinks most drivers will too. "The most noticeable difference for drivers," said Mayor Winnecke, "is there will be no lights on the expressway around

U.S. 41. They will be gone. They will be eliminated as a result of the reconstruction. We will be able to better handle the 60,000 or so cars that flow through there on a daily basis." The state will open bids for construction of the cloverleaf in January. Construction should start in the Spring and should be complete by August of 2015. [First Drawings for New Highway 41 Cloverleaf Revealed - Tristatehomepage-Eyewitness News](#)

INDOT calls for rural local project submissions

Pharos-Tribune

11/6/13

The Indiana Department of Transportation is now accepting applications from rural cities, towns and counties for federal transportation funding. Rural communities may submit any local project eligible for federal highway funds, including bridge, road, safety, trail and Safe Routes to School projects. INDOT programs 25 percent of its federal highway appropriation each year to fund larger local transportation projects. Metropolitan Planning Organizations distribute federal highway funds to local communities within the state's larger urbanized areas while INDOT distributes such funds outside MPO areas. To receive federal funding, typically communities must pay 20 percent in local matching funds. Awarded rural projects would be designed, developed and have purchased land according to federal standards prior to bid during the state fiscal year beginning July 2016. Local public agency employees certified as an "Employee in Responsible Charge" must submit applications electronically using INDOT's website. Applications must be submitted by 5 p.m. Dec. 13 and project awards will be announced no later than Jan. 31, 2014. [INDOT calls for rural local project submissions » Local News » Pharos-Tribune](#)

Illiana forum attracts opposition in Northwest Indiana

WBEZ

Michael Puente

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The Northwest Indiana Regional Planning Commission (NIRPC) will decide whether to amend its Go To 2040 plan to include the Illiana Tollway. NIRPC is hosting a handful of these information sessions around Northwest Indiana over the next two weeks in Lake, Porter and LaPorte counties. NIRPC official Mitch Barloga says a staff report on the tollway will be completed in the next week or so and will be provided to NIRPC's board members, who will decide the project's fate in December. Unlike the Chicago Metropolitan Agency for Planning (CMAP), NIRPC's staff report will not provide a recommendation on whether the Illiana should be built. Last month, CMAP's staff report recommended against Illinois investing \$1 billion toward the tollway, but CMAP's policy committee narrowly approved adding it to its own Go To 2040 plan anyway. The Illiana Tollway is a joint project by the states of Illinois and Indiana. It has the support of the transportation departments of both states, along with Illinois Gov. Pat Quinn and Indiana Gov. Mike Pence. The latest proposed route for the 47-mile Illiana would cut through farmland and some residential areas from I-65 near Lowell to I-55 near Wilmington in Will County, Ill. Proponents say the Illiana is needed to relieve truck congestion on I-80/94 and help spur economic development, including the long proposed third Chicago airport in Peotone. They say the Illiana would be paid through a combination of public and private funds. In October, CMAP heard from landowners and other opponents who say the tollway will destroy farmland and threaten nature areas such as the Midewin National Tallgrass Prairie in Will County. [Illiana expressway not popular in Northwest Indiana | WBEZ 91.5 Chicago](#)

