



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 26, 2013

Walsh: Much-needed Illiana progressing

Southtown Star
Lawrence M. Walsh
12/25/13

Last week's vote by the Northwest Indiana Regional Planning Commission (NIRPC) to add the Illiana Expressway to their region's long-range transportation plan was another critical step forward and an opportunity to continue the process to finance and build the proposed tollway as Illinois' first public-private road partnership. Officials in Indiana and Illinois have now endorsed the need for a new east-west toll road — which will be 47 miles long and connect Interstate 55 near Wilmington to I-65 near Lowell, Ind. — and the project's compatibility with broad-based plans for the future. Will County has actively participated in making this project a reality, with the Illinois Department of Transportation (IDOT), the Indiana Department of Transportation (INDOT) and many local and regional partners. My commitment as county executive is to the residents of Will County who will be most impacted by the Illiana and stand to benefit greatly from reduced congestion on local arterials, less truck traffic on I-80 and improved safety and mobility overall. The Illiana Expressway is a significant step toward building a safer and more reliable transportation system for moving people and products through the Chicago region. Will County's population is projected to exceed 1.2 million by 2040. The planned tollway will sustain a growing population with improved regional highway connections, a safer and more efficient option for truck traffic and expanded growth in the freight and logistics industry.

[Walsh: Much-needed Illiana progressing - Southtown Star](#)

5 bid teams interested in building Illiana Expressway

NWI Times
Keith Benman
12/24/13

Five bid teams have responded to an Illinois Department of Transportation request for qualifications to design, build and operate that state's portion of the Illiana Expressway. Some of the firms responding are already involved in public-private partnerships in the bi-state region, including the controlling partner and operator of the Indiana Toll Road and Chicago Skyway. "We're very pleased with the level of interest in the procurement of the Illinois portion of the Illiana," said IDOT Secretary Ann Schneider. "These teams are comprised of firms who see this project as a worthwhile investment and a benefit for the regional economy." The Illiana Expressway would run 47 miles from Interstate 65 just northeast of Lowell to Interstate 55, near Wilmington, Ill. It has a projected cost of \$1.3 billion. It will be operated as a toll road. The Indiana Department of Transportation issued a similar request for qualifications on Nov. 12 for the 12-mile Indiana portion of the expressway. Those responses are due back Jan. 10. INDOT and IDOT both want the investment teams to defray the \$1.3 billion cost of the expressway by providing

some of the upfront money needed to get construction underway. In exchange, the departments of transportation in each state would provide a "milestone" payment to the investment team once construction reaches a certain point and then annual payments, known as availability payments, once the expressway is up and running. Indiana currently is using availability payments to back the financing of the \$763 million East End Crossing bridge over the Ohio River.

[5 bid teams interested in building Illiana Expressway](#)

Husky Trail Reconstruction, Expansion Moving Forward

Stacey Page Online

Stacey Page

12/22/13

Reconstruction and expansion work on Husky Trail in Warsaw is on schedule with preliminary engineering studies completed and submitted to Indiana Department of Transportation for approval. Warsaw City Planner Jeremy Skinner presented a pay application to the Warsaw Common Council for \$9,388 for the preliminary engineering work. Because the project is part of an 80/20 grant, the city is only responsible for 20 percent, which means money from INDOT will be returned after the contract is paid. In March, the city announced it was successfully awarded \$2.4 million in federal funds to reconstruct and expand Husky Trail. The project is to make needed improvements to the existing road design and construction including major intersection improvements, street lighting, sidewalks, curb/gutter and storm water control. Skinner said the project is on schedule with construction expected to begin in early 2015. "Stage two is to have letters sent to property owners noting appraisals and right-of-way acquisitions will begin. Stage three will be the construction. By October 2014, right-of-way acquisitions should be done," Skinner explained. "Typically this is a 4-year process, but we're on a 3-year schedule," added Skinner. The council approved the pay application and added that public meetings on the work will be held in 2014 once the final engineering plans are completed.

[Husky Trail Reconstruction, Expansion Moving Forward | Stacey Page Online](#)

Project awarded for \$19.8 million

The Brazil Times

Ernest Rollins

12/22/13

The United States 40 project was awarded and a date for construction to begin scheduled. Some work will be completed during the winter months in preparation for the construction. Debbie Calder, Indiana Department of Transportation Communications Director at the Crawfordsville District, said Gradex Inc. was awarded the contract for \$19.8 million. Originally, the project was expected to cost an estimated \$20 million. Brazil City Mayor Brian Wyndham said according to information provided by Gradex Inc. and INDOT "actual construction" is scheduled for April 1, 2014. He added prior to the start date, local residents would see utility work being done along U.S. 40. This includes work such as moving light poles and telephone poles. He said Duke Energy has already begun relocating some poles. Calder said there are plans in the future to have a public meeting in late February, early March to provide local residents with more information on the project and construction plans. The time and location of the meeting would be made available to the public with due notice. Wyndham said when construction starts the plan is to still have two lanes of traffic running through Brazil. He added the construction is expected to be done in two phases over the next two years. The first phase would be completed in 2014 and the second phase in 2015. Wyndham said during the first phase INDOT would be working west of State Road 59 and during the second phase work would be done east of State Road 59. He added the contractor has already set up an office in town next to the Chamber of Commerce building on National Avenue. The project has been talked about since 1996. It will include new streets, sidewalks, street lighting and the installation of new utility lines and run from the U.S. 40/340 split to Walmart. Earlier this year, Wyndham said residents were concerned about losing

on-street parking due to the project but he said the city has negotiated with INDOT to retain on-street parking once the project is concluded.

[Brazil Times: Local News: Project awarded for \\$19.8 million \(12/22/13\)](#)

2 miles of roads added to Allen County inventory

The Journal Gazette

12/20/13

FORT WAYNE – The Allen County commissioners accepted nearly two more miles of roads into county supervision Friday, bringing the total number of county miles to 1,376. Once accepted, the roads fall under the supervision of the county Highway Department, which is responsible for maintenance and upkeep. The county certifies its total road mileage each year with the Indiana Department of Transportation to receive state funding for road repairs and maintenance. The state then reimburses Allen County. This year, the county added about 7.5 miles of new roads to its inventory, said county highway Director Bill Hartman. “We also lost a little bit – about 1,162 feet – from a small annexation project in Monroeville,” Hart said. With the two miles accepted Friday, county officials expect the entire 7.5 miles of new road to bring in about \$40,000 in additional funding next year, said Highway Department controller Kim Yagodinski. The money goes into a fund dedicated for highway use, she said.

[2 miles of roads added to Allen County inventory | The Journal Gazette](#)

State to seek competitive proposals on improving Hoosier State rail service

The Journal and Courier

Chris Morisse Vizza

12/20/13

Opening the door to competition from private operators is the route Indiana will take in finding ways to improve the Hoosier State passenger rail service between Indianapolis and Chicago. The state announced Friday that it has hired R.L. Banks & Associates Inc. to develop a request for proposals from companies interested in operating, marketing or improving services on the line to increase ridership and decrease operating expenses for taxpayers. Indiana, Lafayette, West Lafayette, Tippecanoe County and other communities served by the line agreed in October to pick up the \$2.7 million annual cost of running the four-day-a-week train after the federal government stopped funding Amtrak routes shorter than 750 miles. Combined with Amtrak’s three-day-a-week, long-distance Cardinal, the trains provide daily passenger rail service along the 196-mile corridor. State and local leaders settled on a one-year cost-sharing agreement, based on the stipulation that all parties involved would spend 12 to 15 months finding ways to run trains at times that would draw more riders, and generate more revenue. The state has benefited when contractors competed on other projects, such as ramp construction at Interstate 65 and Indiana 267, said Will Wingfield, Indiana Department of Transportation spokesman. “It reduced the length of time the ramps were closed, and it reduced our overall costs,” Wingfield said.

[State to seek competitive proposals on improving Hoosier State rail service | Journal and Courier | jconline.com](#)