



BUILD INDIANA COUNCIL

Infrastructure Media Summary

April 18, 2013

EDITORIAL: Coming to grips with reality on I-69

Evansville Courier & Press

4/15/13

The Interstate 69 wars are far from over, but it does appear that some opponents to the Evansville-to-Indianapolis direct highway have come to grips with reality. Last week, the Bloomington-Monroe County Metropolitan Planning Organization voted 8-4 in favor of adding the highway project to its long-term highway plan. This is significant, given that Bloomington has been resistance central for the highway project, with its metropolitan planning organization holding what scant leverage the opponents have had in recent years. Recall that at one time, the organization blocked federal funding for the highway in Monroe County by refusing to add that link to its long-range plan. That infamous standoff found state officials threatening to block other transportation funding to Bloomington and Monroe County. Eventually, that local board gave in and approved inclusion of the project from Crane to Bloomington in its long-range plan and on Friday, it approved inclusion of the highway from Bloomington to Martinsville. In exchange — and in fairness — the Indiana Department of Transportation promised the Bloomington MPO that local officials there would be allowed feedback into the Bloomington to Martinsville link. The highway is open now from Evansville to Crane, and is expected to open from Crane to Bloomington late next year. As more motorists take advantage of the benefits of the highway, we hope that even more public officials will come to see that progress is not so bad a thing. [EDITORIAL: Coming to grips with reality on I-69 » Evansville Courier & Press](#)

Officials offer 'rough draft' at Illiana Corridor meeting

NWI Times

4/16/13

PEOTONE | Illinois and Indiana Departments of Transportation discussed the second tier of the proposed Illiana Corridor at the first of two scheduled public open houses Tuesday at Peotone High School. The meeting was scheduled to inform the public of the process involved with the second tier of a study to assess the proposed highway that would stretch from Interstate 65 in Indiana to Interstate 55 in Illinois. Several dozen residents came out and some seemed dissatisfied with answers to their questions. Illinois Department of Transportation Project Manager Steve Schilke answered questions submitted on cards, while INDOT representative Jim Earl looked on. "The purpose of tonight's meeting is really to give a rough draft of what we've been up to since (our last meeting)," Schilke said. "Tonight, I don't have a lot of answer and I don't want a lot of answers because I want the flexibility to move that road, move those interchange locations if there are other interchange locations that need studying, move those overpass and underpass locations." Before and after the questions-and-answer session, those in attendance were able to view diagrams of potential interchange locations and designs, along with maps of the chosen corridor path, and speak with representatives of IDOT and INDOT. The projected cost of the

highway, Schilke said, is about \$1.3 billion and the group is in the beginning stages of securing funding through a public-private partnership. "Around the country, you see more and more public-private partnerships," Schilke said. "We're trying to get private equity injected into the state system." The group also is looking into operating the expressway as a toll road to recoup the cost of construction, but Schilke said that decision is not yet final. International investors also are a possibility. The next meeting will be Thursday at Lowell Middle School. Another public meeting is tentatively set for early summer, with a public hearing following in fall. A final decision on the expressway is expected in spring 2014. [Officials offer 'rough draft' at Illiana Corridor meeting](#)

Bridge work starts this week

News and Tribune

4/17/13

Project managers from Indiana and Kentucky provided the Jeffersonville City Council with an update on construction plans for the Ohio River Bridges Project at its meeting Monday. At a press conference last week, Kentucky Transportation Cabinet officials and Walsh Design Build Team said construction on the downtown portion of the project will begin July 1. The downtown portion of the project consists of constructing a new northbound Interstate 65 bridge, rebuilding Spaghetti Junction and rebuilding the approaches on both the Indiana and Kentucky side of the Ohio River. Along with Kentucky Transportation Cabinet Project Manager Andy Barber, Indiana Department of Transportation Project Manager Rob Heustis was on hand to provide an update and timeline for Indiana's construction of the east-end corridor. Indiana is responsible for constructing a new east-end bridge that will connect I-265 from Utica to Prospect, Ky., and the approaches on each side of the river. Barber said while the construction on the downtown portion of the project has been set for July 1, Hoosiers will see work going on much sooner. He said this week in Indiana, construction crews will be digging test shafts along the banks of the Ohio for what will become bridge pilings. "Our construction timeline is very similar to that of downtown," Heustis said.

[Bridge work starts this week » Recent Local News » News and Tribune](#)

INDOT Awards Contract For I-70 Repairs

Inside INdiana Business

4/17/13

GREENFIELD, Ind. - The Indiana Department of Transportation confirmed the award of a \$15.2 million construction contract to repair and reconstruct Interstate 70 from Mt. Comfort Road to State Road 9 at Greenfield. Milestone Contractors low bid for the 8.5 mile Major Moves project was officially accepted today (WEDNESDAY). Plans call for I-70 from 0.5 miles east of Mt. Comfort Road to 0.8 miles east of S.R. 9 in Hancock County to have full-depth pavement replacement in eastbound lanes in the concrete section-with repairs and resurfacing in the asphalt section. Westbound I-70's concrete section will be extensively patched-with the asphalt section repaired and resurfaced. The Sugar Creek bridge will be widened. The westbound on-ramp at S.R. 9 will be lengthened. INDOT anticipates discussing the project with Milestone representatives and its subcontractors at a pre-construction meeting in the near future. At that time, a timetable for construction should be made known. [INDOT Awards Contract For I-70 Repairs - Newsroom - Inside INdiana Business with Gerry Dick](#)

Poll shows support for transit expansion in northern suburbs

Indianapolis Star

4/18/13

A new poll shows 76 percent of voters in two Indianapolis-area Indiana Senate districts support paying higher taxes if it means creating a regional transit system. IndyCAN, a nonpartisan, faith-based organization that supports transit expansion, conducted the poll Saturday and Sunday

among 454 registered voters in Senate Districts 29 and 30. The margin of error was plus or minus 4.59 percentage points. District 29 Sen. Mike Delph, R-Carmel, and District 30 Sen. Scott Schneider, R-Indianapolis, both opposed a bill this year that would have moved toward expanding transit. They helped lead a successful effort in the Senate to study the issue over the summer rather than do something more immediate. "The poll proves what we knew all along," the Rev. Carey Grady, pastor of Bethel AME Church, said in a prepared statement, "Voters understand we are all in this together, a regional mass-transit system is key to building a region of opportunity, where all benefit from God's abundance." Delph said he conducted his own unscientific poll in his district, and more than half opposed paying for a transit expansion. [Poll shows support for transit expansion in northern suburbs | Indianapolis Star | indystar.com](#)

Report Examines Expanded Mass Transit Impact

Inside INdiana Business

4/18/13

Indianapolis, Ind. -- The first phase of the Indy Connect plan for improved mass transit in Central Indiana would create more than 7,000 jobs paying \$1.5 billion to workers in its first 10 years, according to a study commissioned by the Indianapolis Metropolitan Planning Organization. Of the 7,182 jobs estimated to be created during the project's development and initial years of operation, 3,809 would be construction-related jobs and 3,373 would be permanent jobs, according to the study conducted by Morris, Lloyd & Associates LLC . Of the 3,809 construction-related jobs, 1,579 would be direct, and 2,230 would be indirect. Of the 3,373 permanent jobs, 2,212 would be direct and 1,261 would be indirect. "These job impact results are consistent with other studies, showing how transit impacts the economic development of a region," said Anna Tyszkiewicz, Executive Director of the Indianapolis Metropolitan Planning Organization. Building and operating the first phase of the Indy Connect plan would pump \$3.8 billion into the economy from 2015 to 2025. The majority of that total – \$2.3 billion – would be related to permanent operations, while \$1.5 billion would be related to construction of the system. "As exciting as these numbers are, they only consider the impact of the construction and development of the system itself," Tyszkiewicz said. "These numbers don't include the impact of neighborhood development and other economic activity that will result from an improved transit system." [Report Examines Expanded Mass Transit Impact - Newsroom - Inside INdiana Business with Gerry Dick](#)

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