



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 1, 2013

State Names Finalists For Last Section of I-69

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INDIANAPOLIS, Ind. - Four private developer teams will compete to design, build, finance, operate and maintain the I-69 Section 5 project from Bloomington to Martinsville. The Indiana Finance Authority (IFA) and Indiana Department of Transportation (INDOT) selected the finalists from five teams that outlined their expertise in response to a recent Request for Qualifications. IFA and INDOT representatives will meet with the short-listed teams to solicit ideas and discuss the next steps in the procurement process. It is anticipated that a final Request for Proposals will be issued this fall. Indiana is a national leader in leveraging private capital to deliver needed transportation projects sooner, and at the lowest possible cost to taxpayers. IFA and INDOT plan to replicate the success of the East End Crossing of the Ohio River Bridges Project by using an availability payment model to deliver I-69 Section 5. The project will not involve tolling, but instead will leverage INDOT's capital funding appropriations to attract low-cost private sector finance. Other benefits of a P3 procurement are incentives for the private sector to lower construction costs and accelerate completion of the project. The new Interstate 69 between Evansville and Indianapolis is widely regarded as a key component to the future economic vitality of southwestern Indiana, and will connect an entire region with improved access to jobs, education and healthcare. The 142-mile I-69 corridor was divided into six independent sections with the Tier 1 Final Environmental Impact Study, which was approved by the Federal Highway Administration in March 2004. The first 67 miles opened for business in November 2012 under budget and years ahead of schedule, and now saves motorists more than 30 minutes in travel time between Evansville and Crane. Construction is underway on all 27 miles of I-69 Section 4 between Crane and Bloomington, which is expected to open to traffic in phases during late 2014 and 2015.

[State Names Finalists For Last Section of I-69 - Newsroom - Inside INdiana Business with Gerry Dick](#)

Mass-transit planners unveil proposed route details

Kathleen McLaughlin

Indianapolis Business Journal

7/31/13

Central Indiana's mass-transit planners unveiled detailed route information for the first time Wednesday and say a series of open-house meetings in August will be the public's last chance to request changes before final recommendations go before the Indianapolis Metropolitan Planning Organization. Although state legislation to create a regional mass-transit system failed this year, the MPO still has \$2.4 million in grants to complete planning for three rapid-transit lines. (The planning money is a \$2 million federal grant, plus a \$400,000 match from the city of Indianapolis.) "When we rolled this plan out two or three years ago, people wanted specifics," said Anna

Tyszkiewicz, executive director of the MPO.

The three rapid-transit routes in the final planning stage are the 25-mile north-south Red line from Carmel to Greenwood, the 24-mile east-west Blue line from Cumberland to Indianapolis International Airport and the 23-mile northeast Green line from Noblesville to downtown Indianapolis. Detailed maps with stop locations, route alignments and possible alternatives will be available at the Indy Connect website Wednesday afternoon. Nine open-house meetings are scheduled between Aug. 6 and Aug. 22. A schedule is on the website. The legislation that failed to advance this year would have given Marion and surrounding counties the ability to hold referendums on an income-tax increase to support the \$1.3 billion transit plan. Some legislators objected to the potential tax hike, as well as details of the plan—especially the use of light rail on the Green line. The Green line alone is estimated to cost \$483.2 million, but mass-transit advocates say the high price has more to do with the cost of converting the old Nickel Plate rail corridor, whether for light rail or bus-based rapid transit. Whether to use rail cars or buses on the Green line is one of several questions that planners hope will be settled with more feedback from the public. The IndyConnect plan calls for bus-based rapid transit on the Red and Blue lines, which means buses would use existing right-of-ways with fixed stations.

[Mass-transit planners unveil proposed route details | 2013-07-31 | Indianapolis Business Journal | IBJ.com](#)

Second Section of Bridge Set For Blasting

Inside INdiana Business

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Louisville, Ky. - A second section of the old US 421 Milton-Madison Bridge is scheduled to be demolished on Thursday, August 1, weather permitting. The 550-foot-long section nearest the Milton, Ky., shore will be brought down using controlled explosives by Advanced Explosives Demolition Inc., the company that demolished another section of the bridge last week. The demolition will require the closure of the new bridge starting at approximately 9:00 a.m. on August 1. Other roads within the designated 1,000-foot safety perimeter will also be closed. The new bridge and surrounding roads are expected to reopen to traffic at or before 11:00 a.m. River traffic will be closed starting at approximately 9:00 a.m. and will also reopen at or before 11:00 a.m. Recreational boaters are required to stay 1,000 feet from the bridge during the blast. An FAA no-fly zone of 2,000 feet will be in effect prior to and during the blast. Pieces of the truss will be retrieved from the river, placed on barges, taken to the shore for further dismantling and eventually sold for scrap. Divers are on call to ensure all pieces are removed from the river. During the bridge closure, drivers can detour 26 miles upstream at the Markland Locks and Dam Bridge. The remainder of the 2,427-foot-long bridge will be demolished in two separate blasts over the next several weeks. Once the old truss is completely removed, the original piers will be widened to accommodate the new 40-foot-wide bridge which is currently on temporary piers. The final step comes later this year, when the new bridge will be slid onto the renovated original piers. The Milton-Madison Bridge Project – a joint effort between the Indiana Department of Transportation and the Kentucky Transportation Cabinet - has received numerous awards. It was named one of the top 10 bridge projects in the country by Roads and Bridges Magazine, received a 2012 Best of What's New Award from Popular Science magazine and received several state and national engineering awards for innovation.

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