



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **September 13, 2012**

#### **Toll Road/Borman connection could go**

NWI Times

9/11/12

The private operator of the Indiana Toll Road and government officials will meet next week to decide if they want to replace or eliminate the only direct connection between the westbound Toll Road and the Borman Expressway. An Indiana Toll Road Concession Co. staffer and an engineering consultant on Tuesday briefed the Transportation Policy Committee of the Northwestern Indiana Regional Planning Commission on the results of a one-year study of the connection, which is at milepost 21 in Lake Station. "This is a regionally significant project and all parties need to be involved," said David Henkel, a project manager with engineering firm RW Armstrong, which performed the one-year study of the interchange. The study looked at three alternatives for dealing with the structurally deficient ramp from the westbound Toll Road to the Borman, as well as other ramps at the interchange. The westbound Toll Road to Borman ramp was closed for a brief time in November 2010 after a crash there and then again for two months in 2011. The first alternative studied was the elimination of the westbound Toll Road to Borman ramp. The second alternative examined would replace that ramp as well as the entrance ramp to the westbound Toll Road lanes with a cloverleaf ramp. The third alternative would be to shutdown all the ramps, essentially severing every direct connection between the two roads. [Toll Road/Borman connection could go](#)

#### **\$71 Million to Fund Indiana Rail Project**

Inside INdiana Business

9/12/12

Washington, D.C. -- Today, Congressman Pete Visclosky announced the award of over \$71.3 million from the U.S. Department of Transportation via the Federal Railroad Administration to the State of Indiana for the Indiana Gateway project, an effort to reduce congestion and improve the flow of goods and people through Northwest Indiana. The funds, originally allocated through the American Recovery and Reinvestment Act, will address critical needs on the Norfolk Southern Railroad's Chicago Line and the Amtrak Michigan Line. The work, which will be carried out by the Indiana Department of Transportation (INDOT), will include track relocation, track reconfiguration, high-speed crossovers, and improvements to signal systems. It will also allow for minor rail additions and a new parallel passing siding. Mark Maassel, President and CEO of the Northwest Indiana Forum, signaled his excitement for the project and the boost it would give to Northwest Indiana's economy as a whole. Mr. Maassel said, "We are truly pleased to see the funding for these projects move ahead, as they will dramatically improve the ease with which train traffic will move through Northwest Indiana." Northwest Indiana Building and Construction Trades Union Business Manager Randy Palmateer explained that the investments in infrastructure will help working families by creating new jobs and strengthening the jobs already in Northwest Indiana.

Mr. Palmateer said, "Thanks to the Indiana Gateway project, working families in Northwest Indiana will be able to count on good-paying jobs and a strong infrastructure that will support a thriving economy long into the future. Projects like this are good for workers, good for business and good for Northwest Indiana's long-term economic growth." [\\$71 Million to Fund Indiana Rail Project - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **12-mile stretch of Hoosier Heartland to open soon**

WLF1

9/12/12

LAFAYETTE, Ind. (WLF1) - The 12-mile stretch of highway will become the new State Road 25 between Interstate 65 in Lafayette and U.S. 421 in Delphi making the commute between the two cities a safer one. "With the added travel lanes two lanes in each direction, limited access, it's going to greatly improve the safety for the motoring public," INDOT spokesperson Debbie Calder said about the new stretch of road. The Crawfordsville district of INDOT oversees the portion of the Hoosier Heartland stretching from Lafayette to Delphi, and Calder said weather has played a big role in getting the new stretch of highway open on time. "Really I think weather-wise they've made a lot of progress this summer and I don't think the rain slowed them down much that we've had recently either," Calder said. Calder said crews have a few more things to complete before opening the new road including the Interstate 65 Northbound on ramp and the Southbound exit ramp at State Road 25. She said progress from the dry weather extends to the rest of the project too. The La Porte district of INDOT oversees the stretch of road between Delphi and Logansport and spokesperson Matt Deitchley said there's only one stretch of the project that's not under construction yet, but it's set to start soon. [12 mile stretch of Hoosier Heartland to open soon | WLF1 - Lafayette, Indiana](#)

### **Nash questions 'savings' of New Albany's Grant Line project**

News and Tribune

9/12/12

NEW ALBANY — Completion of the Grant Line Road construction project from McDonald Lane to Mount Tabor Road is slated for Oct. 5, as paving continued Tuesday on the busy New Albany street. John Rosenbarger, director of public facilities projects for the city, said there were a total of 155 days of delay during construction, which started last year. However, the bulk of the delays were the result of waiting on a new drainage plan that resulted in about \$900,000 in savings, he continued. "They've done excellent work, and they've made good progress based on a major delay," Rosenbarger said of MAC Construction and Excavating, which initially submitted the lowest bid for the project at \$2.735 million prior to the drainage savings. But Warren Nash, a member of the New Albany Board of Public Works and Safety, questioned the lengthy delay in the project and also the need to change the design in the first place. "That first change order cost the city a good deal," he said in reference to the \$900,000 savings amount that had to be approved through a change order. [Nash questions 'savings' of New Albany's Grant Line project » Recent Local News » News and Tribune](#)

### **Deals Signed For New Cline Avenue Bridge**

Inside INdiana Business

9/13/12

EAST CHICAGO, Ind. – All remaining legal agreements needed to build a new modern Cline Avenue Bridge have been signed. This new bridge will be built using 100 percent private funding which is supported by tolls. United Bridge Partners, a team of FIGG Bridge Companies, Lane Construction Corp. and American Infrastructure MLP Funds, signed a land exchange agreement with the Indiana Department of Transportation (INDOT) on Aug. 30. INDOT will convey its right of

way holdings underneath the Cline Avenue Bridge to United Bridge Partners in exchange for property that INDOT has determined is needed for other projects. The land exchange will occur after ongoing demolition of the previous unsafe structure is completed later this year. "United Bridge Partners is excited about being a part of the East Chicago community," said Bob Hellman, Chairman of United Bridge Partners and CEO of American Infrastructure MLP Funds. "We look forward to providing a remarkable new modern bridge that is a solution to traffic congestion and will benefit the economy of the region." United Bridge Partners is currently performing land surveys and designs along with gathering permit application materials for regulatory agencies. Once demolition and permitting are completed, bridge construction is anticipated to be accomplished in 24 to 30 months. [Deals Singed For New Cline Avenue Bridge - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **IndyGo Plans Improvements**

Inside INdiana Business

9/13/12

"IndyGo continues to see increases in transit ridership. We believe that these figures can be attributed to a host of factors, but the performance of the bus service speaks for itself," says Mike Terry, president and CEO of IndyGo. "People want more choices for getting around town—transit, new bike lanes and pedestrian amenities like the Cultural Trail are all part of Indianapolis's transportation network. Record transit ridership and increased usage of these public assets demonstrates the market for transportation options." In order to support the increased demand for bus service in Indianapolis and continue to attract and retain new riders, the transit agency's board of directors has adopted a budget of \$65M that would allow service to be added to key routes in the system and keep intact the cumulative capital fund, IndyGo's local match for federal grants when buying new vehicles and other capital expenditures. Service improvements to the IndyGo system, if funded, will be guided by the agency's comprehensive operational analysis (COA), which was completed in late 2010. The in-depth 10-year plan serves as IndyGo's roadmap for growth and the basis for the bus network proposed in the Indy Connect transit plan. Key findings from the COA include building up the transit network around heavily travelled corridors, route alignments for efficiency and directness, and adding some routes for better cross-town travel. The 2013 proposed budget presents an opportunity to implement early stages of the plan. \$6M of the proposed \$65M operating budget will fund some immediate recommendations for growth, which include strengthening core routes with more frequency, adding weekend service to some routes and a new cross-town service. [IndyGo Plans Improvements - Newsroom - Inside INdiana Business with Gerry Dick](#)

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