



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 9, 2012

Spring Street Bridge Reopens

Indiana's NewsCenter
10/5/12

Fort Wayne, Ind.- A major construction project wrapped up in the Summit City this week. After 18 months the Spring Street Bridge is back open. Friday afternoon Allen County and city officials marked the opening with a ribbon cutting. The project cost around \$2.2 million. Close to 80 percent of that amount was covered with federal funding. The project widened the bridge, added turn lanes and added a traffic light at the Leesburg intersection. "It's wider and it also has wide sidewalks on both sides, so it's a safer intersection plus the traffic can't come barreling from the west because there's a traffic light there now, so it's going to be signalized traffic, which for us, is a better thing," said Linda Bloom, Allen County Commissioner. The opening of the bridge was a big celebration for a local business. The Deer Park Irish Pub had been blocked off to traffic because of the construction. The bar is at the corner of Spring Street and Leesburg. Along with Spring Street being shut down a section of Leesburg Road was also closed leaving the bar almost on its own island. The owner of the bar credits a big holiday for getting him through this tough time. "I was able to really weather this 18-month ordeal really as a result of last years St. Patrick's Day, which was the opposite of what we're experiencing right now. It was sunny and beautiful and as a result it was a great day for us, it was a pot of gold," said Tony Henry, owner, Deer Park Irish Pub. In conjunction with the ribbon cutting Friday the Deer Park Irish Pub hosted a 'Prohibition Party' to celebrate the main thoroughfares to the bar being back open. [Spring Street Bridge Reopens | Indiana's NewsCenter: News, Sports, Weather, Fort Wayne WPTA-TV, WISE-TV, CW, and MyFOX | Local](#)

Editorial: Mass transit plans face serious obstacles in Indiana legislature

Indianapolis Star
10/5/12

It's been encouraging to observe the momentum gained in the past year by the campaign to build a modern mass transit system in Central Indiana. Key leaders such as Indianapolis Mayor Greg Ballard, Carmel Mayor Jim Brainard and Central Indiana Corporate Partnership President Mark Miles have made clear their support for a transit network, which would include expanded bus service and commuter rail. Grassroots activists are enlisting more supporters than ever. And, based on recent interviews, it appears that a significant number of state legislators from Central Indiana, Republicans and Democrats, have climbed aboard the effort in the past year. Yet, there's still strong concern that transit legislation will not make it out of the Indiana General Assembly once again next year. The formidable obstacles that still face regional transit were evident during recent interviews with two key local legislators -- Luke Kenley, chairman of the Senate Appropriations Committee, and Eric Turner, a longtime member of the House Ways and Means Committee, who may move into the chairman's position of that high-profile panel later this year. [Editorial: Mass transit plans face serious obstacles in Indiana legislature | Indianapolis Star](#)

indystar.com

EDITORIAL: I-69 work moves into opposition territory

Evansville Courier & Press

10/5/12

The rapidly moving construction on Interstate 69 will soon move right into the heart of opposition territory, signaling that efforts to stop the project may be on their last legs. While much of Southwestern Indiana supports the long-sought interstate highway between Evansville and Indianapolis, opposition has remained strong in Monroe County. However, the Indiana Department of Transportation has now awarded a \$57.5 million contract for a four-mile stretch of the highway, the first entirely within Monroe County. The contract went to E.S. Wagner Company of Toledo, Ohio. A total of six segments make up this fourth leg of the highway, the one that roughly links Crane and Bloomington. It had to be a symbolic setback for highway opposition. Thomas Tokarski, a leading opponent, told the Bloomington Herald Times that this was bad news, but that his organization, Citizens for Appropriate Rural Roads, would continue to fight the highway. Meanwhile, construction on the Evansville-to-Crane link continues building toward an opening to motorists by the end of this year, while the segment that will run through Monroe County is expected to be completed in 2014. Far from bad news, this is good news for Hoosiers who look forward to having a modern link with their state capital and with Indiana University.

[EDITORIAL: I-69 work moves into opposition territory » Evansville Courier & Press](#)

Indiana's I-69 Extension | Finances may put Roadway in stall

The Courier-Journal

10/7/12

INDIANAPOLIS — The next Indiana governor will have to answer a \$1.1 billion question. All three candidates say they want to complete Interstate 69 from Evansville to Indianapolis. But where will they find the cash? Or should they even bother? The controversial freeway, one of Gov. Mitch Daniels' cornerstone projects, will connect Evansville to Bloomington by 2014. But no money has been allocated to complete the most expensive, politically sensitive and busiest stretch: Bloomington to Indianapolis. And existing revenue sources are tapped out. The \$3.8 billion in Major Moves funds from the Indiana Toll Road lease is all spent or allocated. Gas tax collections are falling. A tax increase is politically difficult. Federal earmarks have dried up. And there's little money to shift from other projects. "There is no money to finish anything of consequence," said Rep. Jeff Espich, R-Uniondale, chairman of the House's tax-writing and finance committee. So the next governor must come up with a new source of funds or stop the project. Daniels, who notes he has presided over eight years of unparalleled highway spending, acknowledged in an interview with The Indianapolis Star that times are now tough, and he'd be OK if the new governor puts I-69 on hold. [Indiana's I-69 Extension | Finances may put Roadway in stall | The Courier-Journal | courier-journal.com](#) Also, [Money runs low for completion of I-69 extension from Evansville to Indy | Indianapolis Star | indystar.com](#)

I-69 Celebration Oct. 20th In Greene County

WBIW

10/8/12

(BLOOMFIELD) - A Greene County planning committee is busy preparing for a king-sized Interstate 69 celebration on Oct. 20 that can be enjoyed by entire families and communities. The Greene County Daily World reports that the Greene County site will be near the intersection of State Road 58/U.S. 231 junction with the new interstate highway. The Indiana Department of Transportation (INDOT) is providing limited access to sections of the nearly completed I-69 for Community Day events at five locations of the I-69 corridor. "I would like to see the entire county

represented at this event," according to Brianne Jerrels, Community Development Specialist in the Greene County Economic Development Corporation Office, who is leading the local effort. Each location will feature family friendly activities. "This is the first time INDOT has allowed public access of this nature on an interstate highway under construction and community leaders plan to take advantage of this special opportunity before the new corridor opens later this year," INDOT Vincennes District spokesperson Cher Elliott said. In Greene County, there will be an opening ceremony at about 10 a.m. that will feature brief remarks by INDOT and county elected officials as well as the presentation of colors. WBIW.com - 1340 AM, Bedford, Indiana

Keystone Parkway ramp opens ahead of schedule

FOX59

10/8/12

Carmel, Ind.-The new northbound ramp from Keystone Parkway to US 31 opened last night nearly two weeks ahead of schedule. The former ramp closed on July 30 as part of the reconstruction and upgrade to the freeway-style design of the new US 31 in Hamilton County. The new ramp carries Keystone Parkway on a new alignment over two new bridges that span Cool Creek, the Hagan-Burke Trail and a future northbound US 31 exit ramp to 146th and 151st Streets. Walsh Construction, the state's contractor, estimated an 80-day ramp closure in a bidding process that had contractors compete on both cost and closure time. With the ramp opening nearly two weeks ahead of its schedule, Walsh is eligible to receive financial incentives. In addition to more efficient US 31 ramp motions to and from Keystone Parkway, the interchange upgrade is creating a ramp system connecting US 31 and 146th Street. As construction of the interchange continues, northbound US 31 traffic will continue to share the west side of the roadway with southbound traffic between the Monon Trail overpass and Greyhound Pass. It is anticipated that all traffic will be shifted into its permanent configuration before the end of the year. [Keystone Parkway ramp opens ahead of schedule - fox59.com](http://fox59.com)

Transportation: Public transit ailing in Northwest Indiana

NWI Times

10/9/12

Transportation is going downhill fast in Northwest Indiana, with the failure of regional bus provider easygo Lake Transit casting a pall over efforts to improve mass transit, according to the 2012 Quality of Life Indicators Report. Transportation was one of only two categories appraised in the 2012 Indicators Report to receive an overall rating of "in decline." The report states "many of the transit gains of the last decade have been lost." Bus ridership in Northwest Indiana declined steeply from 2000 to 2010, according to the report. Ridership on the South Shore commuter railroad increased 2.84 percent during that time, according to the Northern Indiana Regional Commuter Transportation District. Average annual vehicle miles traveled on area roads increased by more than 3 percent. Factionalism and failures to cooperate are the largest barriers to improving mass transit in the region, according to the report. There is now a pressing need to come up with "a fully integrated, regional action plan" for Northwest Indiana's transportation infrastructure. The report focused on mass transit mainly because of the pressing needs in that area and because prior reports assembled by the Quality of Life Council established baselines for it, according to Tina Rongers, of Karnerblue Era LLC, who was research consultant for the project. One Region hopes to broaden its transportation efforts to more fully include all modes of transport in the future, Rongers said. [Transportation: Public transit ailing in Northwest Indiana : Regional Edition](http://RegionalEdition)

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