



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 16, 2012

8th District candidates pledge support for I-69, warn of military spending cuts
Evansville Courier & Press
10/11/12

ODON, Ind. —Indiana's 8th District U.S. House candidates sounded many of the same notes Thursday, each advocating the Interstate 69 project's completion and warning of across-the-board defense spending cuts during a forum that focused on foreign policy. The 142-mile Indianapolis-to-Evansville highway was a key focus of the event at the WestGate Academy Training and Conference Center — a facility on the outer edge of the Crane Warfare Center. Both Republican U.S. Rep. Larry Bucshon and his Democratic challenger, former state Rep. Dave Crooks, said the highway's passage through the area will help spur development and protect it from future federal cutbacks. Bucshon touted his position as a member of the U.S. House Transportation and Infrastructure Committee, where he worked on a new two-year highway funding bill. "I don't think I can stress the importance of having this highway come past Crane," Bucshon said. "Access to an interstate highway is very important." Crooks, meanwhile, defended his vote against Gov. Mitch Daniels' "Major Moves" project — the 75-year lease of a northern Indiana toll road to fund the Evansville-to-Crane portion of the I-69 project. "I didn't originally like the idea of having a foreign consortium lease out one of our tollways," he said. "However, I give Gov. Daniels credit for his creativity. ... We have got to find a way to build this road all the way to Indianapolis." [8th District candidates pledge support for I-69, warn of military spending cuts » Evansville Courier & Press](#)

State: Financial settlement nears with builder of MLK bridge
NWI Times
10/13/12

GARY | The state is nearing a financial settlement with a region firm regarding the flawed construction of a Gary overpass, and a new replacement bridge should be open by month's end, state officials said. Region lawmakers responded last week, agreeing that the state should seek compensation for the Martin Luther King Drive Bridge spanning the Borman Expressway. The bridge was built in 2004 by a Gary construction firm only to be rebuilt again in 2012 after cracks developed in the structure about five years after it was completed. And one Gary legislator lashed out at both the builders of the 2004 structure and state transportation officials, claiming the Indiana Department of Transportation took too long to address the problem and replace a structure that is vital to Gary residents looking to travel to south Lake County. INDOT spokesman Will Winfield told The Times last week the state expects that a financial settlement with Gary construction company, Superior Construction, should be finalized soon. Superior built the bridge over the Borman in 2004 on a state contract. It opened in August 2004, carrying about 4,500 vehicles per day. But less than five years later, in March 2009, INDOT inspectors reported finding cracks in the concrete bridge beams. A year later, in April 2010, a private engineering firm was hired to inspect the bridge, ultimately leading to the span's closure. In 2011, INDOT sued Superior, seeking more than \$3 million to tear down and replace the bridge that transportation

officials expected to last decades, not just a few years. [State: Financial settlement nears with builder of MLK bridge : Gary News](#)

Uniting to back Amtrak service

Journal and Courier

10/14/12

Leaders from communities served by the Hoosier State passenger rail are coordinating their efforts to build support for the route between Indianapolis and Chicago. Last month, Amtrak stated the four-day-a-week service would be discontinued Oct. 1, 2013, if the Indiana Department of Transportation did not agree to pick up the cost of the local service, which is less than 750 miles. "After we last talked, Amtrak reached out to INDOT, and we are setting a meeting for next month," said Will Wingfield, INDOT spokesman. Amtrak spokesman Marc Magliari confirmed the two entities will be meeting. "Amtrak representatives want to meet with INDOT to review the numbers, the costs, and the terminology stipulated in the new methodology for states to take over local Amtrak routes," said State Rep. Randy Truitt, R-West Lafayette. The Hoosier State, and the three-day-a-week Cardinal line combined, provide daily passenger rail service to Lafayette, Rensselaer, Crawfordsville and Dyer. Nearly 27,000 people got on and off the two trains in Lafayette during fiscal year 2011. Nearly 6,000 people used the service at Crawfordsville, and 2,000 passengers boarded and disembarked in Rensselaer, population 5,859. [Uniting to back Amtrak service | Journal and Courier | jconline.com](#)

State to beef up busy south-side interchange

Indiana Business Journal

10/15/12

State highway officials are accepting public comments through today on the most recent design tweaks for a \$45 million reconstruction of the busy interchange at interstates 65 and 465 south of Indianapolis. The Indiana Department of Transportation will add another lane in both directions of I-65 between the interchange and Southport Road. More lanes also would be added to I-465, east of the interchange. And a single-lane ramp from northbound I-65 to eastbound I-465 would be widened to two lanes. The latest changes keep in place the most dramatic feature unveiled earlier this year: a flyover ramp from westbound I-465 to southbound I-65. The flyover will replace a tight-radius loop ramp on the northwest corner of the interchange that causes traffic to creep onto I-65 South, particularly when semi trucks use it. Many of the public comments received so far pertain not to the changes in traffic movements, said INDOT spokesman Will Wingfield. "It's been about noise," he said. So the latest design proposal contemplates additional noise walls, particularly south of the interchange on I-65. As a result, the cost of the project has risen to \$45 million from \$36 million projected earlier. The updated plans leave in place a peculiar legacy design feature of the interchange: ramps that feed I-65 traffic into the high-speed left lanes of I-465. That occurs where southbound I-65 traffic enters eastbound I-465, and where northbound I-65 enters westbound I-465. [State to beef up busy south-side interchange | 2012-10-15 | Indianapolis Business Journal | IBJ.com](#)

Kentucky and Indiana to consider plan for the Ohio River Bridges Project construction and operation

The Courier-Journal

10/16/12

Agencies in Kentucky and Indiana are set to consider a sweeping agreement Tuesday that will oversee construction and operation of the Ohio River Bridges Project. The agreement is expected to include additional details about how the states will oversee project financing, workforce goals, operations and maintenance, toll collection and enforcing toll violations, according to a news release. The Kentucky Public Transportation Infrastructure Authority is scheduled to meet at 1

p.m. in Frankfort to take up the agreement, while the Indiana Finance Authority will consider it at 1:30 p.m. in Indianapolis. The boards also will take up an “interlocal agreement,” which will synchronize the project with the laws of the two states, including taxes, potential legal claims and other issues, said Chuck Wolfe, a Kentucky Transportation Cabinet spokesman. The agreements also will establish a “Joint Board” that will oversee all aspects of the project, according to the news release. The four-person board will include the heads of each state’s transportation agency, the chairman of the Kentucky Public Transportation Infrastructure Authority and the director of the Indiana Finance Authority. [Kentucky and Indiana to consider plan for the Ohio River Bridges Project construction and operation | The Courier-Journal | courier-journal.com](#) Also, [Indiana, Kentucky reach bridges financing agreement » Recent Local News » News and Tribune](#)

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