



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 18, 2012

Highway funding crossroads

South Bend Tribune
10/16/12

Companies continue to find Indiana a good place to do business. Two key reasons are our location and our transportation network. Indiana has been deemed the Crossroads of America; it's easy to move goods and services in and out of our state, with easy connections to most of the rest of the country. It's safe to say that no matter where your business goes, you can definitely get there from here. Indiana is first in the nation for interstate highway access, intersected by more interstate highways than any other state in the nation. With more than 11,000 total highway miles, Indiana is within a day's drive of 80 percent of the U.S. population. But Indiana is at a crossroads when it comes to funding the transportation needs of the state in the future. Huge price tags await the completion of major projects like construction of I-69 between Indianapolis and Evansville, the completion of U.S. 31, the refurbishment of the Ohio River bridges and the Illiana Expressway. In addition to those major projects, routine maintenance, upgrades and other needs have leaders wondering what the future holds. Thanks to the Major Moves program, Indiana has been fortunate to have a fully funded transportation plan in recent years. That has allowed Indiana to advance many projects long on the transportation agenda for the state. [Highway funding crossroads - South Bend Tribune](#)

Column: Despite longer commute, busing worth exploring

Daily Journal
10/16/12

A commuter bus links the northern suburbs to downtown Indianapolis, and another runs from the city to warehouses in the western suburbs. But there is no express service from Johnson County to downtown Indy. A Greenwood route was ended three years ago because of low ridership. The Central Indiana Regional Transportation Authority, or CIRT, is focusing on suburban bus services to Hamilton and Hendricks counties. The agency stepped in to save more popular express buses to Carmel and Fishers after federal grant money ran out last year, launched reverse-commute bus service from Indianapolis to those communities earlier this year and recently started a service that takes workers to warehouses and the Metropolis Mall in Plainfield. Other central Indiana communities have taken precedence in recent years, but CIRT still would consider bringing an express bus route or reverse-commute service back to Johnson County someday. But right now, the agency has no immediate plans to do so, officials said. Plans also call for bus rapid transit service to Greenwood if state lawmakers and voters were to approve the Indy Connect plan for more public transit across central Indiana. Another express bus to Johnson County likely would require federal funding, similar to the grant that's helping pay for the new Plainfield route, CIRT spokeswoman Jen Schmits Thomas said. She said CIRT would be willing to consider another Greenwood route in the future and that the failure of the previous route to the Meijer on State Road 135 doesn't mean that a route with a more centrally located pickup

point couldn't succeed in the future. [Daily Journal - Column: Despite longer commute, busing worth exploring](#)

After 5 years, County Road 25 East to again cross Big Walnut Creek

Greencastle Banner-Graphic

10/17/12

Drivers on County Road 25 East in Greencastle Township are just weeks away from something a half a decade in the making. Work on the new Bridge 146, the replacement to the Houck Iron Bridge, should be completed within the week, reopening the crossing for the first time since 2007, the Putnam County Commissioners learned Monday. Following completion of construction work by Duncan Robertson Contractors, only a walkthrough by local and state officials remains for the bridge. Once all work is signed off on, the crossing can be open for traffic. After some brief closures for high water earlier in the decade, the old iron truss bridge was closed permanently in April 2007. Once the county secured federal aid money to replace the bridge, the old structure, constructed in 1905, was cut from its abutments and moved, in a single piece, to the bank in December 2011. It was then taken apart and shipped to the Wabash and Erie Canal Society in Delphi. The closure has continued throughout 2012 for construction of the new bridge. When the new bridge opens to traffic, it is likely to see a traffic increase within a couple of years. Crowe's Bridge (Bridge 137) on County Road 125 East will be close for replacement in late 2014 and is likely to stay closed through most of 2015. [Greencastle Banner-Graphic: Local News: After 5 years, County Road 25 East to again cross Big Walnut Creek \(10/17/12\)](#)

INDOT: Infrastructure 'Envy of Other States'

Inside INdiana Business

10/17/12

The state will provide a wide-ranging picture of ongoing transportation projects during today's annual Indiana Logistics Summit. The Indiana Department of Transportation says improving infrastructure has made Indiana "the envy of other states." INDOT will update major initiatives including the I-69 corridor and Ohio River Bridges Project. INDOT says Major Moves projects will open nearly 100 miles of new highways throughout the year, including the I-69 expansion, the Hoosier Heartland project near Lafayette and the Fort-to-Port project. He says state partnerships with communities or the private sector will be a future trend of how such projects are financed. Spokesman Will Wingfield says the lease of the Indiana Toll Road has allowed for the state funding of a ten-year transportation program that has boosted the state's transportation and logistics industries. [INDOT: Infrastructure 'Envy of Other States' - Newsroom - Inside INdiana Business with Gerry Dick](#)

City says road is not a city street, won't pave it

The Star Press

10/18/12

MUNCIE — When is a street in the city of Muncie not a city street? When city officials say it's not. That's what two women found out Wednesday when they asked members of the city board of works to consider paving their stretch of West Ninth Street near where it becomes a dead end. "We've tried for 20-some years to get it done," Roberta Brewster said. "They say it's not a street." City street department Supt. Duke Campbell didn't have any good news for Brewster and neighbor Martha Lara, who also came to the meeting to ask about paving the street, along which at least eight homes are located. "I need something that tells me that belongs to the city," Campbell said. "Right now we don't believe it belongs to the city. I can't see where it was ever dedicated to the city of Muncie." The idea of streets within the city that aren't official city streets isn't unheard of. When housing additions are developed — even those developed decades ago

— the developer usually dedicates the streets and other infrastructure to local government. If cities and counties accept the streets, they also accept the expense of maintenance, snow plowing and other services. [City says road is not a city street, won't pave it | The Star Press | thestarpress.com](#)

Transportation officials back Will County route for Illiana Expressway

Chicago Tribune

10/18/12

Illinois and Indiana transportation officials are again recommending a route through central Will County for a proposed toll road connecting Interstates 55 and 65. The route, stretching 47 miles from I-55 north of Wilmington to I-65 near Lowell, Ind., is the best of three alternatives for the so-called Illiana Expressway, officials said Wednesday. It's the second time transportation planners have made the route their top choice. The preferred route, known as Corridor B3 in plans, will provide the most travel benefits with minimal socioeconomic and environmental impacts, planners from both states' transportation departments said in a new report on the project. "We weighed a lot of factors, but (the route) represents the best blend of minimal impacts while delivering good travel performance," said Steve Schilke, program manager for the Illinois Department of Transportation. The three options have been discussed at several meetings in recent months attended by more than a thousand residents, property owners and officials in southern Cook and Will counties and Lake County, Ind. [Illiana Expressway: New report recommends route through central Will County - chicagotribune.com](#)

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