



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 8, 2012

Clarksville saves big on street projects

News and Tribune

11/6/12

CLARKSVILLE — When it comes to construction, there are change orders and there are change orders. The Clarksville Town Council got to enjoy the good kind on Monday, when it was announced at a meeting that contractors on a variety of road projects completed during the late summer cost about \$55,000 less than expected. “I think it shows that our town employees are working hard to maximize our savings,” Council President John Gilkey said. “Initially, when ... Street Commissioner [Brad Cummings] broke these projects out to various contractors, we saved in excess of \$60,000. We saved even more here by closely scrutinizing the work that was done and minimizing the amount of money we had to pay for the projects. It’s the right way to do it.” Cummings was able to save on the original projects by bundling work on 12 different projects into five bidding packages, realizing the initial savings. The additional savings came as a result of contingencies built into the contracts for those projects not being needed. Gohman Asphalt completed work on Marlowe, Tennyson and Byron drives, Bailey and Francis avenues, and Woodstock Drive and Giltner Lane after winning the projects with bids totaling \$301,587. Town Engineering Consultant Harold Hart told the council the projects actually cost a total of just \$269,538, good for a savings of \$32,049. [Clarksville saves big on street projects » Clark County » News and Tribune](#)

New road bites businesses along Old Indiana 25

Journal & Courier

11/7/12

For businesses that have been bypassed since a 12-mile stretch of the Hoosier Heartland Highway opened last month, it didn’t take much time for the initial excitement over the long-anticipated new road to subside. Businesses in Americus say a lack of signage on the new four-lane Hoosier Heartland stretch, which replaces the hilly two-lane road that links Lafayette and Delphi, reminding travelers about the small, unincorporated Tippecanoe County town has caused a sharp drop in sales at their establishments. Confusion about continuing temporary construction associated with the project isn’t helping. A section of Old Indiana 25 North closed for four weeks starting Oct. 26 in order for the Indiana Department of Transportation to construct a northbound connector to the road. Travelers can still access Americus via Old Indiana 25 North. Debbie Calder, an INDOT spokeswoman, said at least two signs reminding travelers about Americus should be going up today. There will be a northbound and southbound sign for Americus on the Hoosier Heartland before the road intersects with Tippecanoe County Roads 750 East and 700 North, respectively. “I don’t know what the exact reasoning is (for the delay), or if they were just overlooked,” Calder said. [New road bites businesses along Old Indiana 25 | Journal and Courier | jconline.com](#)

Erika D. Smith: Mass transit has a long way to go, but this is a start

Indianapolis Star

11/7/12

It's not every day that I get to write a positive column about mass transit in Indianapolis. In fact, I'm not sure I've ever written a positive column about mass transit in Indianapolis. That happens when you have one of the worst bus systems in the country. But today's not the day to dwell. It's a day to rejoice and a day that IndyGo — get this! — is adding service. IndyGo officials, who actually had smiles on their faces while addressing the public, confirmed this at two hearings Wednesday. "It's kind of refreshing to come out today and talk about service enhancements," said Samantha Cross, vice president of business development for IndyGo. Come early next year, riders will be able to go from Castleton Square Mall to Traders Point without having to go Downtown to switch buses. They'll be able to catch a bus on Washington Street every 15 minutes instead of every 30 minutes, and every 20 minutes instead of every 30 minutes on 10th Street. This minor miracle was made possible by the City-County Council, which last month approved a fatter budget for cash-starved IndyGo. Most riders seem pleased to get more service after years of living with the specter of cuts. But you know how it goes. There are always complaints — mostly about plans to refine routes, shunting buses this way or that way to achieve new levels of efficiency. [Erika D. Smith: Mass transit has a long way to go, but this is a start | Indianapolis Star | indystar.com](#)

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