



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 15, 2012

Column: New I-69 route benefits Indiana economically

Daily Journal
11/13/12

After years of work, Indiana is ready to open the first half of the Interstate 69 extension that's slated to eventually run from the state's southwestern corner to Indianapolis. The Indiana Department of Transportation said that a 67-mile section of the highway from Evansville to near the Crane Naval Surface Warfare Center will open Monday. That stretch is roughly the first half of the planned 142-mile stretch of highway, which was announced in early 2003. INDOT said the section set to open will connect communities from just northeast of Evansville at Interstate 64 to the U.S. 231 interchange about 20 miles southwest of Bloomington. Construction began in 2008. The I-69 project has been the subject of numerous lawsuits filed by environmentalists and others who supported an alternative proposal to upgrade existing highways. Opponents contend the highway will damage sensitive ecosystems and won't live up to state officials' claims of quicker travel times and an economic boost for the rural region. In announcing the opening, Gov. Mitch Daniels said: "Many people said this interstate expansion wouldn't happen in their lifetime, but it's now poised to open and the result will be greater economic opportunity, faster and safer travel, improved connectivity, easier access for leisure travel and more." Money from leasing the Indiana Toll Road paid for most of the 67 miles of new highway, which cost \$620 million — about \$80 million under its construction budget, INDOT spokesman Will Wingfield said. He attributed those savings to good design and the nation's weak economy, which lowered the highway's construction costs. [Daily Journal - Column: New I-69 route benefits Indiana economically](#)

Transit supporters set to kick off new campaign

Indianapolis Business Journal
11/14/12

Indianapolis Mayor Greg Ballard is scheduled to appear at a rally Thursday where mass-transit supporters will unveil a new campaign to push for a voter referendum in central Indiana. The campaign, Indy Connect Now, will urge state legislators to let residents in Marion and Hamilton county vote to decide whether they want to pay higher taxes to fund an expanded mass-transit system in the area. Legislative approval for the referendum is a key early step in the proposed \$1.3 billion, 10-year transit plan, which would expand bus service and add rail from Noblesville to downtown Indianapolis. Voters in those counties would have to approve a ballot issue to raise local income taxes by 0.2 percent. A transit bill calling for a referendum died in the Indiana House Ways and Means Committee in late January by an 11-10 vote over right-to-work language in the bill. Scheduled to join Ballard at the 1 p.m. rally in the Indianapolis Artsgarden is Westfield Mayor Andy Cook and Mark Miles, CEO of the Central Indiana Corporate Partnership. [Supporters of rail service set to kick off new campaign | 2012-11-14 | Indianapolis Business Journal | IBJ.com](#)

Fort to Port finally open for business

The Journal Gazette

11/14/12

Gov. Mitch Daniels joined a contingent of federal, state and local officials Wednesday to celebrate the opening of the final section of the U.S. 24 improvement project. Dubbed the Fort to Port project, the new four-lane limited-access highway traverses northeast Indiana and northwest Ohio to connect Fort Wayne with the Port of Toledo. The corridor spans about 75 miles from Interstate 469 in New Haven to near Waterville, Ohio, south of Toledo. The Indiana segment that officially opened Wednesday is an 11-mile stretch from I-469 to the state line that cost about \$93 million. Ohio invested \$420 million into the project and opened the last improved section in August. "We came in \$29 million under the original estimate and are ahead of schedule" for completion of the project, Daniels said, crediting the Fort Wayne district of the Indiana Department of Transportation. The project was one of 50 state road projects finished this year because of Major Moves money from the long-term lease of the Indiana Toll Road. Daniels was lauded for committing \$2.6 billion to the 10-year plan to improve highway infrastructure. "Before Gov. Daniels took office, we were told there was not even enough money to repair roads, and some infrastructure projects had been on hold for decades," state Sen. David Long, R-Fort Wayne, said. [Fort to Port finally open for business | The Journal Gazette](#)

Did I-69 pace drive up cost?

The Journal Gazette

11/14/12

When the last link of Interstate 69 opens, the missing spoke of a federal highway system will make Indiana – truly – the "Crossroads of America." But an investigation of land-acquisition costs suggests the state drastically overpaid some property owners, apparently in an effort to rush the project along. The economic boost the extension promises is attractive, but it's counterproductive to spend more than is necessary on the 94-mile Evansville-to-Bloomington link when a large portion of the extension remains undone. The Indianapolis Star examined land-acquisition documents and found the Indiana Department of Transportation offered \$7 million for real estate appraised at \$3.34 million. One Bloomington property owner was paid \$2.41 million for 140 acres appraised at \$650,000. The Star reports that the state, in its rush to secure land, neglected acquisition policies and guidelines designed to ensure taxpayers don't end up paying too much. Denise McHenry, who formerly worked as a purchasing agent on the I-69 project, told the Star that the pressure to move the work along had the state "throwing away millions." She has been suspended from the acquisition program, allegedly for performance issues. McHenry disputes the charges and said she's been targeted for blowing the whistle on the extravagant payments, which she said are unlike any made in the 20 years she's worked on INDOT property acquisition deals. [Did I-69 pace drive up cost? | The Journal Gazette](#)

Magazine Honors Milton-Madison Bridge Project

Inside INdiana Business

11/15/12

Louisville, Kentucky -- The innovative design and construction methods used on the Milton-Madison Bridge Project have been recognized with a 2012 Best of What's New Award from Popular Science magazine. "For 25 years, Popular Science has honored the innovations that surprise and amaze us – those that make a positive impact on our world today and challenge our view of what's possible in the future," said Jacob Ward, editor-in-chief of Popular Science. "The Best of What's New Award is the magazine's top honor, and each of the 100 winners – chosen from among thousands of entrants – is a revolution in its field." "The creative approach used in replacing this bridge continues to draw a lot of positive attention," said Kevin Hetrick, project manager for the Indiana Department of Transportation. "There's a lot of pride in this truly

exceptional project on both sides of the river.” The new U.S. 421 Milton-Madison Bridge, which connects Milton, Ky., and Madison, Ind., is under construction and scheduled for completion in spring 2013. Walsh Construction Company – teaming up with Buckland & Taylor and Burgess & Niple Engineers – is building a new truss bridge on temporary piers alongside the existing bridge, allowing the bridge to stay open during construction. Next year, the new truss will be slid onto the existing piers which are being strengthened and reused. The Milton-Madison Bridge Project – a joint effort between the Indiana Department of Transportation and the Kentucky Transportation Cabinet – has received numerous awards. It was named one of the top 10 bridge projects in the country by Roads & Bridges Magazine and has received several state and national engineering awards for innovation. For more information, visit www.MiltonMadisonBridge.com or follow the project on Twitter. [Magazine Honors Milton-Madison Bridge Project - Newsroom - Inside INdiana Business with Gerry Dick](#)

Indianapolis Mayor Greg Ballard on mass transit: 'Now is the time'

The Indianapolis Star

11/15/12

A year ago, Mayor Greg Ballard met privately with key lawmakers on the eve of the legislative session to tell them he wanted their help to create a mass transit system in Central Indiana. That effort failed. As lawmakers prepare to convene for the upcoming session, Ballard went to his bully pulpit. He told a crowd of supporters today at the Indianapolis Artsgarden that the city is vibrant and has benefited from investments in the airport and Downtown. But it lags behind, he said, on transit. “Now is the time for Indianapolis to invest in a first-class transit system,” Ballard said. “I ask our legislators to give us the tools we need to make this investment in our transit system. And to all the residents of Indianapolis, I encourage you to call your state legislators and urge them to pass Indy Connect Now.” Indy Connect Now is the latest name for a coalition of government, community and business leaders that are advocating for a \$1.3 billion mass transit overhaul. About half could be paid for federally. The coalition needs the Indiana General Assembly to approve a referendum and funding mechanism to pay for the local share. [Indianapolis Mayor Greg Ballard on mass transit: 'Now is the time' | Indianapolis Star | indystar.com](#)

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