



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 4, 2012

Bridges planners to discuss East End contractors at Dec. 1 meeting

Business First

11/30/12

Officials with the Kentucky Transportation Cabinet and the Indiana Department of Transportation will hold simultaneous public meetings in Louisville and Jeffersonville next week on a portion of the Ohio River Bridges Project. The meetings, set for Dec. 1, are being held to gain public feedback on the selection of a preferred proposal for the East End bridge. As Business First reported earlier this month, a group called WVB East End Partners is the preliminary choice to build the East End span. WVB's proposal calls for that bridge to be designed and built for \$763 million, 23 percent less than previous estimates. It also calls for the East End bridge to open by October 2016, ahead of the original estimate of June 30, 2017. The public meetings are scheduled for Dec. 1 at 11 a.m. They will be held at the Sheraton Riverside Hotel, 700 W. Riverside Drive in Jeffersonville, and Holiday Inn Hurstbourne, 1325 Hurstbourne Parkway in Louisville. Comments made at the meetings will be simulcast between the two locations, according to a news release from the Ohio River Bridge Project. [Ohio River Bridges project plans public meetings on East End contractors - Louisville - Business First](#)

Major move now vital to road upkeep

Ft. Wayne Journal Gazette

12/2/12

Since Daniels launched his 10-year road program in late 2005, most of the attention has been on new highway projects. And Daniels delivered – with major progress or completion of vital projects that include the Interstate 69 extension; U.S. 31 improvements; the U.S. 24 Fort-to-Port project; and the last leg of the Hoosier Heartland Corridor, Indiana 25 from Logansport to Lafayette. But Major Moves also included \$5.2 billion to maintain roads the state already had, money that was to come from existing revenue while the Indiana Toll Road lease helped pay for the new roads. Daniels did not have to recommend a gas tax increase, but it doesn't appear Indiana will be able to keep that tax flat even for the duration of the Major Moves plan. Now, the maintenance well has run dry, and Hoosiers either will have to pay more to state government or incur the costs of additional time as well as lower auto mileage and repairs from driving on rougher roads. Most likely, it will be a combination of the two. Granted, Daniels had no way of foreseeing in 2005 that recession combined with higher gasoline prices would cause Hoosiers to drive less and do so in more gas-efficient vehicles. Less gasoline purchased means less gasoline tax revenue – a projected 25 percent drop from \$4 billion in the current two-year budget to \$3.1 billion for fiscal years 2014 and 2015. Indiana will need at least \$200 million more a year to maintain its highways, Cline, the head of the Indiana Department of Transportation, told members of the State Budget Committee. [Major move now vital to road upkeep | The Journal Gazette](#)

Tolls remain a sticking point at bridges meeting

News and Tribune

12/2/12

JEFFERSONVILLE — Another public forum was held Saturday on the Ohio River Bridges Project, and tolls were again the big issue for people with concerns about the plan to build two new bridges connecting Kentucky and Indiana. The public hearing was part of the process to finalize a contract with WVB East End Partners a collaboration of several entities and companies — which was chosen as the preliminary winner for Indiana's portion of the bridges project. The contractor team will design, construction and finance a new east-end bridge and its approaches that will connect Interstate 265 in Prospect, Ky. to Utica. Paul Fetter, Clarksville town councilman and organizer of No 2 Bridge tolls — a group opposing the tolling of the Interstate 65 corridor — said he and the town fully support the plan to construct and toll the east-end bridge. However, he added that he, and the town council, still oppose the idea of tolling Interstate 65 downtown. "The downtown portion, unlike the east-end, creates no new jobs nor economic development," he said. "It does exactly the opposite." Fetter cited an economic impact study conducted by the Indiana Finance Authority as part of the process to enter into a public-private partnership to finance the bridge's construction and the negative impact tolling will have on Clark and Floyd counties. [Tolls remain a sticking point at bridges meeting » Clark County » News and Tribune](#)

RDA wants to start transit fund

NWI Times

12/2/12

The Northwest Indiana Regional Development Authority is floating a suggestion it become the administrator of the last of the Northwest Indiana Regional Bus Authority's money. The RDA would like to use the more than \$500,000 in the RBA's treasury to advance the regionalization of Northwest Indiana's mass transit systems, RDA CEO Bill Hanna said. "Our intent is to make sure those funds are used for regional transportation initiatives," Hanna said. Both Hanna and RDA Chairman Leigh Morris said they are positing the concept and are looking into how it could best be done. "It's not our role to dictate," Morris said. "But I would at least like to suggest it." "It may be the right and best use of that money to improve and regionalize what I consider the failed, balkanized system of failed transit in Northwest Indiana," Morris said. The RDA would, in practice, act as trustee for a fund dedicated to furthering the agency's long-term mission to consolidate regional transit systems to better serve riders, Hanna said. The RBA board of directors will meet for what could be its last time in December. The board is expected to consider a recommendation from its operations committee that \$579,881 be divvied up among seven area transit providers for new buses and other projects. One of those getting a piece of the pie would be South Lake County Community Services, which provides dial-a-ride bus service to more than 55,000 riders per year, mainly seniors and people with disabilities. Under the RBA operations committee recommendation, \$36,000 would be put toward buying replacement vehicles for South Lake County Community Services. That money in turn would leverage \$144,000 in federal funds for the bus purchases. [RDA wants to start transit fund](#)

Unanswered questions about ND road project

South Bend Tribune

12/3/12

I live in Indian Village, and I am opposed to the Douglas Road expansion project submitted by the University of Notre Dame. To date, I have attended three meetings about the project and at each meeting the PowerPoint presentation began with a slide showing an aerial view of Douglas Road as it currently stands, and the presenter has spoken about the need for a new east-west corridor. On this slide, Douglas Road from Indiana 933 to Ash Road is easy to identify because it is as

straight as an arrow. The next slide of the presentation shows an overlay of the university's proposal. The proposed Douglas Road loops around, and twists and turns more than the latest roller coaster at Cedar Point amusement park. When asked why not fix or expand the existing Douglas Road, the attendees have been told there are safety concerns with the Douglas/Juniper intersection. However, that does not seem to be the overriding concern of the university. The county commissioners, along with my common council representative, seem to favor the proposal. They seem to have forgotten the sacrifices the community made to straighten Edison Road, which then allowed the university to build its new ice arena. They also seem to have forgotten the sacrifices the community is making regarding the area south of Eddy Street Commons -- again to straighten an intersection. Clearly straight roads make sense on the south side of campus. Why not on the north side? After only a few years, we are seeing that there are problems with one of the university's recent projects: Twyckenham Drive. The street is poorly lit which has resulted in several bike or pedestrian /car accidents, the speed limit is too high, there are frequent back-ups entering and exiting the access roads, and the crossings for pedestrians were designed in a manner that has turned out to be less than adequate. Additionally, there have been at least four vehicles towed from the top of the roundabout, which makes me wonder, are roundabouts truly safer? [Unanswered questions about ND road project - southbendtribune.com](http://southbendtribune.com)

Neighbors vs. Notre Dame over moving Douglas Road

WSBT-TV

12/3/12

SOUTH BEND – The St. Joseph County Council is expected to vote today on whether to move Douglas Road north. The county is being asked to "vacate" the current Douglas Road from State Road 933 to Juniper. Then, the University of Notre Dame will spend millions of its own money to build a new road north on university property, which will then be taken over by the county. But people who live in Indian Village, a tiny town just north of Notre Dame say they are upset with the project. About 300 people live in the village which sits right next to a proposed roundabout. Jean Anne Yackshaw moved in 27 years ago. "It has been a nice place to live until now. We have threats to our quality of life," says Yackshaw. Those threats come from their neighbor to the south, Notre Dame. The university is asking the city to give up Douglas Road. In exchange, they would pay for, build and give the county a new, four lane road. One of the roundabouts would be just south of the only entrance to Indian Village. "We don't want a busy intersection by our village. This is going to ruin our quality of life, depreciate the home values and (there will be) noise," says Yackshaw. The university has said it is trying to make better use of the space it owns while giving drivers and pedestrians a better way around campus. The road will be four lanes and will have bike lanes and walking paths. But Indian Village residents say they feel the university is pushing the project and not listening to their concerns. "They always get what they want, and everyone is resigned to them getting what they want," says Yackshaw. "My biggest concern is the whole project is going too fast," says Bill Partridge who also lives in Indian Village. "We are solving their problems and creating problems for us." A group of Indian Village neighbors will be at tonight's council meeting where they hope their concerns are addressed and the project is tabled.

[Neighbors vs. Notre Dame over moving Douglas Road - wsbt.com](http://wsbt.com)

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