



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 8, 2011

New section of roadway opened near U.S. 231/State Road 58 junction related to I-69 project

Greene County Daily World
12/6/11

A section of new pavement is now open for traffic at the U.S. 231/State Road 58 interchange as part of the I-69 construction project. Indiana Department of Transportation (INDOT) district spokesperson Cher Elliott reports the new pavement is not actually I-69, but temporary pavement to be used until I-69 is opened. The new section runs from near the NSA Crane gate and links up with U.S. 231 near what is known as the "Time Oil Junction." It was opened this past weekend. Elliott said there are no plans to open any other small sections like this along the I-69 corridor. "At this time, we will not open any portion of the I-69 corridor until all of it from Evansville to Crane is ready for traffic. That date is December of 2012," Elliott told the Greene County Daily World. She reports that construction on Section 3, which ends near the U.S. 231/State Road 58 interchange, is moving along well. The first construction contract was awarded in October. INDOT awarded the contract to Crider and Crider, Inc. of Bloomington for the first segment in Section 4 in Greene and Monroe counties. The winning bid of \$26,883,500 was 20 percent below the engineer's estimate, Elliott pointed out. [Greene County Daily World: Local News: New section of roadway opened near U.S. 231/State Road 58 junction related to I-69 project \(12/06/11\)](#)

Nightly lane restrictions on I-65 in Boone County will continue

WXIN
12/6/11

Reith-Riley Construction Company, Inc. and designer R.W. Armstrong were awarded the \$41,455,610 Major Moves design build contract. The project on I-65 will add an additional lane in each direction and reconstruct the existing lanes of I-65 from six tenths of a mile north of State Road 32 to one half mile south of Boone County Road 100 East. This project also includes rebuilding the State Road 39 Bridge over I-65 and rehabilitating the bridge over Lafayette Ave. The project is scheduled to be open to traffic in November 2012. Major Moves fully funds a decade of critical highway projects in Indiana. Major Moves capitalizes on Indiana's strategic location at the Crossroads of America by building a superior road infrastructure. This innovative plan will bring jobs to the Hoosier State and leave a legacy for Indiana to be a global leader in distribution and logistics. [Nightly lane restrictions on I-65 in Boone County will continue - fox59.com](#)

ANDREA NEAL: When feds spend highway money, taxpayers get fleeced

The NWI Times
12/7/11

The American Society of Civil Engineers estimates the United States needs \$2.2 trillion of infrastructure spending over the next five years to upgrade its bridges, highways, waterways, etc. It's an unmanageable amount considering that Congress is supposed to be finding ways to trim \$1.2 trillion from the deficit.

Backing up Daniels' claims is a fascinating case study of two construction projects on County Road 17 in Elkhart County, one subject to federal mandates and the other not. The study was conducted in 2009 by Dulcy Abraham and Varun Kishore of Purdue University's School of Civil Engineering and sponsored by state and federal transportation departments. The road underwent a major upgrade beginning in 2002. One stretch of the improvement, heading north toward Michigan, was completed using all local dollars. The other segment, heading south from County Road 18, was financed mostly by federal taxpayers.

Both projects used competitive bidding. Both followed the same lane and shoulder width, lane slope and pavement thickness standards. Both were done by the same contractor. Here's the part that will make taxpayers sick. After adjusting for inflation and project differentials, researchers determined the cost per mile of the local project was \$1 million. The cost per mile of the federal project was \$2.8 million -- and that's in spite of economies of scale that came with federal purchasing power. [ANDREA NEAL: When feds spend highway money, taxpayers get fleeced](#) Also, [Andrea Neal: Let's pave the way to save | The Indianapolis Star | indystar.com](#)

Proposed I-69 route through Monroe Co. still in question

The Indianapolis Star
12/7/11

The future of the proposed I-69 route through Monroe County is still in question. A private contractor has begun preliminary site work along a 4.6-mile section of the planned \$400 million, 27-mile portion of I-69 through Monroe and Greene counties. Construction on the 4.6-mile segment, roughly from the U.S. 231 interchange to Taylor Ridge Road, will begin next year. More sections of the 27-mile route will be bid throughout that year. But the concerns of a local planning organization are proving a barrier to a section at the tail end of the project. Citing environmental and fiscal concerns, the Bloomington/Monroe County Metropolitan Planning Organization earlier this year declined to include the interstate in its local transportation plan. Without that group's endorsement, federal funding for several miles of the highway within its jurisdiction could be in jeopardy. Cher Elliott, spokeswoman for the Indiana Department of Transportation, said construction on the segment in question would be bid in December 2012. She thinks that's enough time for state officials to convince the local MPO to include the highway within its plans. [Proposed I-69 route through Monroe Co. still in question | The Indianapolis Star | indystar.com](#)