



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**January 13, 2010**

**U.S. 31 Project to be Accelerated**  
**Inside Indiana Business**  
**1/13/10**

The Kokomo segment of the U.S. 31 Corridor project is expected to be completed by the end of 2013, two years earlier than scheduled. Governor Mitch Daniels says so far, the state has invested more than \$200 million on the three segments of the U.S. 31 Corridor project near Kokomo, South Bend and Hamilton County, and they are about 20 percent complete.  
<http://www.insideindianabusiness.com/newsitem.asp?ID=39568>  
Also, <http://www.indystar.com/apps/pbcs.dll/article?AID=20101130342>

**I-69 resistance**  
**Evansville Courier & Press**  
**1/13/10**

For those individuals, organizations and businesses that support the construction of Interstate 69 between Evansville and Indianapolis, it is important to know that even though construction is under way, the fight to stop this needed project continues on in Bloomington and Monroe County. It is fair to presume that Interstate 69 is a done deal, given that money is in the bank for the first half of the project and construction is proceeding at an aggressive pace from the Evansville end. And yet, just this week it was reported that the Federal Highway Administration has declined a December request from I-69 opponents to increase its oversight of the project. Obviously, their purpose is to stop the project in midconstruction, before it reaches the Bloomington area.  
<http://www.courierpress.com/news/2010/jan/13/i-69-resistance-the-issue-foes-continue-the-our/>

**Road project will begin any day**  
**Herald Argus**  
**Craig Davison**  
**1/12/10**

**LA PORTE** — After years of planning and work, the Boston Street road work project is ready to begin. Phase one is expected to begin any day, said city Director of Engineer Dale Clingerman, with phase two set to start in the spring. By the project's end, about 3,500 feet of road will be reconstructed, as well as widening of part of the street. The overall goal is to improve transportation for trucks traveling to the Thomas Rose Industrial Park. Clingerman said Boston Street will be reconstructed from Ridgeway Street north to Bach Street, where work will continue along Larson Street to Berkel and Whirlpool drives,

ending at the former Whirlpool Building. South of Brighton Street, the road will be three lanes wide to facilitate trucks turning off Lincoln Way easier. The city is paying 20 percent of the costs and the federal government is paying the remaining 80 percent, Clingerman said. The project has about \$3.5 million in construction costs and has been in development for six years.

<http://heraldargus.com/articles/2010/01/12/news/local/doc4b4c04edc31f0745263089.txt>

**Top INDOT official defends actions on Cline Avenue**

The NWI Times

Keith Benman

1/13/10

The Cline Avenue bridge will not be demolished until at least 2011, and building a new bridge or alternate road will take at least three to four years to complete, according to a top INDOT official. Bob Zier, Indiana Department of Transportation chief of staff, scoped out that timeline Tuesday as he swung through the area to talk to transportation planners, businesses and mayors about the future of Cline Avenue. He started his day before the Transportation Policy Committee of the Northwestern Indiana Regional Planning Commission. "If there is a need to rebuild that bridge at Cline Avenue that is what we will do," Zier said. The main meeting room at NIRPC headquarters in Portage was often tense, and there were several testy exchanges between Zier and committee members, who are mainly local city and town officials. Zier left the door open to not replacing the bridge and instead coming up with some other solutions for speeding trucks in and out of steel mills and patrons to lakefront casinos. At one point, he said the region's Marquette Greenway Plan for lakefront development argues for eliminating Cline Avenue, or at least the bridge. That brought a sharp rebuke from Gary Director of Planning Christopher Meyers. Meyers said the Northwest Indiana Regional Development Authority has committed millions of dollars to developing the lakefront from Jeorse Park in East Chicago to Buffington Harbor in Gary. He said Cline Avenue remains a key part of that plan.

[http://nwitimes.com/news/local/lake/article\\_e3dee5e4-77fd-53c7-82a6-d355ffa02651.html](http://nwitimes.com/news/local/lake/article_e3dee5e4-77fd-53c7-82a6-d355ffa02651.html)

**Richmond making case for street project**

Palladium-Item

1/12/10

The cities of Richmond, Connersville, New Castle and Shelbyville will make a case for a share of \$4.5 million in federal funds for street projects. A review panel for the Greenfield District of the Indiana Department of Transportation will hear presentations on their projects, which combined total \$16 million, at a public meeting that begins at 9 a.m. today. At 10:30 a.m., Connersville representative Bill Ammerman will present plans to reconstruct Grand Avenue. Connersville Mayor Leonard Urban will explain plans for an extension of Troy Avenue at 2 p.m. Greg Stiens, Richmond's director of public works, will explain the planned reconstruction of Salisbury Road at 2:30 p.m. Awards will be made at an INDOT project selection committee meeting Jan. 28 at the Indiana Government Center South in Indianapolis. Amounts awarded require local matching funds of 20 percent.

<http://www.pal-item.com/article/20100112/NEWS01/1120323>

**Inspire us over rail, but fix roads in the meantime**

It's what we need now, not what we should want in the future.

The News-Sentinel

1/12/10

Here's a little transportation story that provides a great lesson. Structural concerns have

resulted in the closing of a bridge – just one little lousy bridge – in Lake County, and there is havoc. Estimates are the state has lost \$10 million in tax revenue because of business lost at Gary's two gaming boats when Indiana 212 and its bridge over the Indiana Harbor and Ship Canal closed in November. Hammond's economic development plans, which had centered on the bridge, are on hold. East Chicago officials say closing the bridge means more trucks carrying hazardous materials on local roads. The bridge needs to be replaced immediately, but it won't be. Highway officials say a solution is months, if not years, away. That's the story. The lesson? When it comes to transportation, priority has to be given to what people need now, not what public officials think people should be committed to in the future. <http://www.news-sentinel.com/apps/pbcs.dll/article?AID=/20100112/EDITORIAL/1120329>

Illiana Expressway shows signs of life  
Post-Tribune  
Jon Seidel  
1/13/10

INDIANAPOLIS -- The proposed Illiana Expressway has new life now that Northwest Indiana lawmakers say they've filed bills authorizing a public/private partnership. Rep. Chet Dobis, D-Merrillville, said he filed a bill Monday that would allow a private operator to build and maintain the highway as a toll road. He said he's been told at least one unnamed investor is interested in working on the project and, if it's authorized, more could step forward. The bill is identical, Dobis said, to one filed last week by Sen. Ed Charbonneau, R-Valparaiso. He said it's "totally supported by the building trades," and both legislators said the goal of the bill is to create new jobs in Northwest Indiana. They said several key questions about the highway project still need to be answered. It isn't clear what will happen on the Illinois side, nor is it clear exactly where the highway would be built. It is meant to connect Interstate 65 in Indiana with Interstate 57 in Illinois. [http://www.post-trib.com/news/1987011\\_gailliana0113.article](http://www.post-trib.com/news/1987011_gailliana0113.article)

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