



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**February 11, 2010**

Lafayette preps Creasy, Earl for possible federal funds  
Journal & Courier  
Amanda Hamon  
2/10/10

Brad Knoy, owner of Knoy Apparel on Creasy Lane in Lafayette, has seen traffic near his business increase in recent years. So it makes sense to him that the city is planning a resurfacing project next year on Creasy Lane, from U.S. 52 to Greenbush Street. City officials on Tuesday approved two consulting contracts with firm Butler Fairman & Seufert to engineer the Creasy Lane project as well as one on Earl Avenue, from 24th to Union streets. Creasy Lane will be milled and resurfaced, except for a small portion around Indiana 26 East, which recently was improved, said Jenny Miller, the city's engineer. Officials also will be looking at the road's curbs and ramps for construction needs. The pavement on Earl Avenue will be restored under a separate project. Officials will look to install sidewalks and curbs where possible, to increase pedestrian safety in the area, Miller said. The engineering contract for the Creasy Lane project was worth \$73,200; the Earl Avenue contract was worth \$168,200. The contracts will be funded through locally generated tax dollars.  
<http://www.jconline.com/article/20100210/NEWS02/2100338>

Task force endorses regional taxes for mass transit  
Indianapolis Business Journal  
Chris O'Malley  
2/9/10

After 30 years of government studies of a regional transportation system, an influential private-sector group on Wednesday is set to unveil its own plan that includes commuter rail and even toll lanes added to local interstate highways. Backers of the comprehensive plan intended to also improve local bus and highway connections said the work by the Central Indiana Transit Task Force amounts to a crucial private-sector endorsement needed to finally proceed. But a potentially controversial component of the plan is a local option sales tax that could cost residential taxpayers an extra \$180 a year to help fund a system estimated to cost \$6.7 billion.  
<http://www.ibj.com/task-force-endorses-regional-taxes-for-mass-transit/PARAMS/article/16305>  
Also, <http://www.ibj.com/mayor-massive-transit-plan-open-for-discussion/PARAMS/article/16326>

Group: 8664 plan not 86ed yet  
The News and Tribune  
Braden Lammers  
2/9/10

One meeting is down and a second is today for the Louisville and Southern Indiana Bridges Authority, or the bi-state authority. The group met for the first time last week to handle some administrative functions and present themselves as the group that will help determine a funding mechanism for the \$4.1 billion Ohio River Bridges

Project, with its next meeting set for 10 a.m. today at the Muhammad Ali Center in downtown Louisville. The project being pursued would build a downtown bridge, an east-end bridge connecting Louisville and Clark County and would reconstruct Spaghetti Junction on the Kentucky side of the Ohio River. Although Gov. Steve Beshear, D-Ky., said the plan the authority is pursuing is the two-bridge project, leaders of the alternative 8664 project do not consider their plan dead. [http://www.news-tribune.net/local/local\\_story\\_040195040.html](http://www.news-tribune.net/local/local_story_040195040.html)  
Also, [http://www.newsandtribune.com/clarkcounty/local\\_story\\_041205700.html?keyword=secondarystory](http://www.newsandtribune.com/clarkcounty/local_story_041205700.html?keyword=secondarystory)

Passed by  
South Bend Tribune  
2/9/10

The Midwest fared well among regions of the country in this round of competition for federal high-speed rail money. But not all of the Midwest. Northern Indiana got none of the \$2.8 billion requested by the Indiana Department of Transportation for a Cleveland-to-Chicago rail line. We are pleased that the Detroit-to-Chicago route, which will include Niles and railway upgrades in Indiana south of Lake Michigan, was awarded \$244 million. Still, the overall result of this round of funding is bound to leave northern Hoosiers feeling left out. Even so, they shouldn't be surprised. As South Bend Mayor Stephen Luecke and Indiana Rep. Ryan Dvorak, D-South Bend, both pointed out, other states not only had made their case but they had laid the groundwork for funding. It's understandable that the U.S. Department of Transportation granted funds to the states that had done the engineering and environmental studies for carefully planned rail routes. Indiana went into the competition without a comprehensive plan in place. <http://www.southbendtribune.com/article/20100209/Opinion/2090348/1062/Opinion>

U.S. 27 project public hearing still a go for Wednesday night  
Palladium-Item  
2/9/10

A public hearing on the proposed reconstruction of U.S. 27 in Richmond is still set for 6 p.m. Wednesday in the Richmond city council chambers. If snow continues into mid-afternoon Wednesday, questions about the meeting's status should be directed to Harry Maginity, director of public information for the Indiana Department of Transportation. Maginity can be reached by calling (317) 468-3190. At the meeting, plans for the work, which begins at Sim Hodgkin Parkway and continues to South O Street at the south edge of Richmond, will be posted for review. Engineers will explain the project and public comments on the plans will be heard. These comments will be recorded and taken into consideration as final plans are developed. <http://www.palladium-item.com/article/20100209/UPDATES/100209015/U.S.+27+project+public+hearing+still+a+go+for+Wednesday+night>

Is mass transit in for major makeover?  
Nearly \$10B plan calls for rail lines, tolled express lanes -- and tax hike  
The Indianapolis Star  
Jason Thomas  
2/10/10

A group of Central Indiana business leaders will unveil today an ambitious, nearly \$10 billion plan to create rail lines and tolled express lanes, as well as expanded bus service -- a plan they say will ease clogged highways and spur economic development. Much of the project is expected to be paid for with anticipated transportation money, but the plan also will require pushing back more than a half-billion dollars in planned local road projects and -- in what could be the toughest sell of all -- persuading voters to raise sales taxes by about \$1.2 billion to cover the rest. <http://www.indystar.com/article/20100210/LOCAL18/2100389/1001/NEWS>

Greenwood in 'pretty good shape,' mayor says  
The Indianapolis Star  
Diana Penner  
2/9/10

The economy is slowing down some development plans, but not as much as for other communities in Indiana, Greenwood Mayor Charles Henderson said today in his annual State of the City address. "We're really in pretty good shape," Henderson said at a luncheon of the Greater Greenwood Chamber of Commerce at the Valle Vista Golf & Conference Center, 755 E. Main St. So far, the city has had no layoffs and curtailed no services, Henderson said, projecting that it will end 2010 with a surplus of about \$2 million. However, city workers did accept a pay freeze for the year, and the recession is slowing some plans, but not necessarily stopping them, Henderson said. A case in point: planned improvements to Worthsville Road and a new I-65 interchange. Henderson said he met with Gov. Mitch Daniels a week ago to lobby for the interchange project. The mayor said the city could pony up \$8 million of the projected \$24 million cost of buying the land and developing the formal plans to make the project "shovel-ready" -- and potentially eligible for the next round of federal stimulus funds.

<http://www.indystar.com/article/20100209/LOCAL0402/2090402/1001/NEWS>

Also, <http://www.indystar.com/apps/pbcs.dll/article?AID=20102110359>

**INDOT considers 'nonbridge' solutions for Cline**

The NWI Times

Keith Benman

2/10/10

**EAST CHICAGO |** A top state transportation official Tuesday confirmed plans are being floated to resolve the Cline Avenue situation without building a new bridge over the Indiana Harbor and Ship Canal. Indiana Department of Transportation Chief of Staff Bob Zier told an afternoon hearing audience at East Chicago High School that as recently as lunch that afternoon, an area leader had told him about other solutions to the dilemma that do not involve building a new bridge to replace the one condemned Dec. 28. "There may be other opportunities to help the area with other transportation that doesn't have to go over the canal," Zier told about 60 people before the start of public comments. However, Zier made it clear the idea of not replacing the bridge -- instead constructing another route to handle the 35,000 vehicles per day that once flowed over the span -- is only one of a number of options being floated. Replacing the span with another bridge is a top option for many and one INDOT is giving its full attention, he said. <http://www.nwitimes.com/news/local/f9652d50-e044-58a3-9dd4-29504cf07369.html>

**Keep I-69 on track, just be alert to interchange delays**

The Indianapolis Star

Greg Farren

2/10/10

I support Indiana Gov. Mitch Daniels and I understand his passion to extend I-69 to Evansville. However, to get to Evansville or Fort Wayne, depending on your direction of travel over the proposed route, one must figure out how to survive the portion of the trip from the I-465/I-69 interchange to the 116th Street exit. Let's spend the dollars to connect Evansville and Southern Indiana with the rest of the state, but we need signs warning drivers to stay off the Indianapolis portion of I-69 during certain hours. Meanwhile, for all the poor souls driving the I-69 mess daily, just sit back and relax, put your radio on your favorite station and let its traffic report tell you there are delays between I-465 and 116th Street. <http://www.indystar.com/apps/pbcs.dll/article?AID=20102100326>

**Concerns raised over Yeager Road project**

Journal & Courier

Amanda Hamon

2/11/10

A planned project to revamp a portion of Yeager Road in West Lafayette drew concerns Wednesday from those who fear the work could disrupt their lives. The roughly \$3.3 million project, which will stretch from Northwestern Avenue to U.S. 52, would widen Yeager Road to five lanes, incorporate a 10-foot-wide trail, include drainage improvements and include a traffic roundabout at the Northwestern intersection. Work on the road isn't expected to begin until 2012, said representatives from Indianapolis-based firm American Structurepoint during a public

hearing. <http://www.jconline.com/article/20100211/NEWS/100211007>

**INDOT: Stimulus Funds 1,000 Indiana Projects**  
Inside Indiana Business  
2/10/10

The Indiana Department of Transportation says it has awarded or fully advertised all \$658 million of the state's highway and bridge allocation from the federal stimulus package. INDOT says more than 1,000 projects throughout the state's 92 counties are being funded through the American Recovery and Reinvestment Act. <http://www.insideindianabusiness.com/newsitem.asp?ID=40070>

**Rail overpass details complete**  
The NWI Times  
Steve Zabroski  
2/10/10

**EAST CHICAGO |** Construction of a long-awaited overpass across the busy railroad tracks that bisect the city is scheduled to begin this summer. After 14 months of work, four lanes of Railroad Avenue will open for traffic above the CSX Rail Road tracks just north of Chicago Avenue, said Keith Blanton, senior project engineer with Indianapolis-based consultant RQAW. Though the Indiana Department of Transportation ultimately controls the timing of the project, Blanton told the Board of Public Works and Safety to expect completion in November 2011. <http://www.nwitimes.com/news/local/lake/a961a1f9-ef38-5f34-8a3c-8162ba09da9a.html>

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[www.buildindianacouncil.org](http://www.buildindianacouncil.org)