



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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People who work in Marion County, but don't live here, may help pay for road repairs

RTV6

Katie Heinz

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INDIANAPOLIS -- The mayor of Indianapolis wants people who live outside of Marion County, but who work in Indianapolis, to help pay for road repairs in Marion County. Mayor Joe Hogsett says Indianapolis and communities across the state could benefit from a commuter tax to help pay to repair potholes and create funding for other pressing needs. Nearly 185,000 people commute to Marion County for work, according to numbers from Indiana University's Kelley School of Business. 55,000 of those people come from Hamilton County. Mayor Hogsett says he's interested in the idea of adjusting how the local income taxes those commuters pay are distributed, specifically with Marion County getting some of the money. "There are a lot of things we need to do as a community, both in Indianapolis and in the outlying collar communities. So, I'm not sure," said Jean Roberts, Fishers. Mayor Hogsett is calling for a conversation between municipal leaders from around Indiana and state lawmakers later this year. "Which would involve the possibility of the GA perhaps changing the distribution of local income taxes that are paid by everyone to acknowledge and recognize the place where that income is derived," said Mayor Hogsett. The idea could be a tough sell to state lawmakers who would have to approve it. Fishers Mayor Scott Fadness says he's open to a regional conversation about infrastructure, but he doesn't think a commuter tax is the answer. <https://www.theindychannel.com/news/local-news/indianapolis/people-who-work-in-marion-county-but-dont-live-here-may-help-may-for-road-repairs>

Holmans Lane widening project kicks off in Jeffersonville

News and Tribune

Aprile Rickert

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JEFFERSONVILLE - Ground was broken today on a project that Jeffersonville leaders say will help propel the city into the next phase of growth. Mayor Mike Moore along with city department and project heads met at the intersection of Veterans Parkway and Holmans Lane, to celebrate the initiation of the \$8 million reconstruction project. The plan includes improvements to Holmans Lane from Veterans Parkway to East 10th Street, as well as on Veterans Parkway from Woehrle Road to Holmans Lane. "If there is one project in the city that the residents of Jeff say 'please do something with,' Holmans Lane is that project," Moore said. Construction is expected to begin soon, and by the end of the year, residents and visitors to Jeffersonville can expect a new look to a heavily traveled area. Along Veterans Parkway, the road will be expanded to four lanes, with a two-way left turn lane. On Holmans, the two lanes will be widened and include a two-way left turn lane. Both roads will also get 5-foot-wide bike lanes and there will be curb, gutter and sidewalk improvements. Motorists can expect to encounter periodic lane restrictions during the project,

which spans roughly a mile and a half. "You're not only going to have a road that's much safer, you're going to have a road that's very pretty - well-lit, sidewalks, landscaping," Moore said. "It's just going to make it a whole lot easier to get around and a whole lot prettier." While the \$8 million investment includes a \$670,000 Indiana Community Crossings grant, much of the funding comes from TIF dollars in areas with new businesses. "The homeowners are not being burdened with this cost," Moore said. "It's what a growing community is able to do once you get in new business." At last count, which was within the past two years, 19,000 cars a day were traveling Holmans Lane. Having a road that's better able to handle that and more traffic will bring a better quality of life to the many Jeffersonville residents who use it, Moore said. "This has always been one of the more traveled streets in our city," Moore, who was born in Jeffersonville in the mid-1960s, said. "Over the last several decades with the growth of the city, it's become more and more populated. http://www.newsandtribune.com/news/local_news/holmans-lane-widening-project-kicks-off-in-jeffersonville/article_61a514d4-2e07-11e8-bc42-1fd2875395eb.html

The bridges of Wayne County: What needs to be fixed and why?

Palladium-Item

Jason Truitt

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RICHMOND, Ind. - For the past year, drivers in Wayne County (and Richmond in particular) have been forced to find alternate routes to work and their favorite places after construction projects popped up like weeds last spring. Several of those projects involved rebuilding bridges on heavily traveled roads, and there's a good reason for that: most of those bridges were considered to be structurally deficient. When 2017 began, Wayne County had 21 bridges that met the federal criteria to be given the structurally deficient label. By the end of the year, five of those had been rebuilt and work had begun on a sixth. But what does it mean for those of us who drive over them every day? And what's the plan for making the necessary fixes? Every two years, bridges across the country are inspected for wear and tear. The last round for Wayne County came in 2016, and work is set to begin on gathering updated data next month. The county has hired a consultant to do the work, with the federal government paying 80 percent of the cost through the Indiana Department of Transportation. Over the next two months, inspectors will check Wayne County's 234 bridges. When the work is done, a report will be put together detailing the health of each one. "We end up with four pages of data for each inspection," Wayne County Engineer Bob Warner said. "There are a couple of pages of photographs showing how it looks. We have a page showing the length of the bridge, the various spans of the bridge, the underclearance to either the base of the stream or a roadway or a railroad. "And then there are all the ratings." The bridges are rated on a scale of 0-9 in each of several categories, including the condition of the deck, superstructure and substructure. A bridge that gets a rating of four or less in any one of those areas qualifies as structurally deficient. It's a scary-sounding condition, but its real-world implications often are fairly benign. "It's not necessarily that the bridge is unsafe. That's an important key," Warner said. <https://www.pal-item.com/story/news/local/2018/03/23/bridges-wayne-county-what-needs-fixed-and-why/437307002/>

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