



BUILD INDIANA COUNCIL

Infrastructure Media Summary

February 10, 2015

Indiana hits brakes on Illiana Expressway

NWI Times
Keith Benman
2/10/2015

The Indiana Department of Transportation has formally suspended its work on developing the Illiana Expressway, pending a decision by Illinois Gov. Bruce Rauner on whether to proceed with the project. A letter from INDOT project manager James Earl released to State Sen. Rick Niemeyer, R-Lowell, states Indiana will halt all Illiana Expressway work until the Rauner Administration completes its review of the project. On Jan. 12, Rauner froze spending on all major interstate construction projects managed by the Illinois Department of Transportation, including the Illiana Expressway. The Illiana Expressway would run from Interstate 65, near Lowell, to Interstate 55, near Wilmington, Ill. It has a projected cost of \$1.5 billion.

http://www.nwitimes.com/business/indiana-hits-brakes-on-illiana-expressway/article_ad258ce5-fb17-56b2-8082-557e87cfd269.html

Hearing Wednesday on \$30 million Lafayette Center Road project

Fort Wayne News-Sentinel
Kevin Leininger
2/10/2015

First proposed when General Motors came to Allen County 30 years ago, work could begin next year on a \$30 million road project officials say will improve traffic and boost economic development. "It's the final section of the 'Hoosier Heartland Corridor' and will be a big boost for commerce near Interstate 69," Allen County Commissioner Nelson Peters said of plans to widen and improve Lafayette Center Road/County Road 900N from the GM truck plant near I-69 to Roanoke -- a distance of about 3.4 miles. Allen and Huntington county officials and Indiana Department of Transportation representatives will host a public meeting Wednesday to outline the project, which was funded in its entirety by the Indiana General Assembly last year in a vote that was called the top priority for area legislators.

<http://www.news-sentinel.com/apps/pbcs.dll/article?AID=/20150210/NEWS/150209647/1005/SPORTS05>

SB Common Council approves \$25m bond for road projects

WNDU 16 NBC
Maria Catanzarite
2/10/2105

The South Bend Common Council approved a \$25 million dollar bond to fund the Smart Streets

Initiative. On Monday night, council members and the public weighed in on the money that would pave way for two-way traffic in downtown South Bend -- plus other infrastructure improvements the administration qualifies as crucial to redevelopment. Council member Dr. David Varner (R-5th District) says a downtown South Bend reminiscent of the Studebaker heyday is likely decades past. But he sees potential with the bond backing the Smart Streets program. For example, Varner believes two-way thoroughfares will spur more foot traffic to storefront shops because customers can park on both sides of the street. He points to case studies that suggest the conversion of four-lane, one-way streets to two-ways "calms traffic." Monies from Tax Incremental Financing (TIF) back the \$25 million dollar bond over a 20-year period. Of the full amount, \$21.4 million dollars will fund road construction. The bond will also fund improvements to the corridors along Western Avenue and Lincolnway West.

<http://www.wndu.com/home/headlines/SB-Common-Council-approves-25m-bond-for-road-projects--291360351.html>

Indiana finance chief jumps to private sector

Indiana Business Journal
Kathleen McLaughlin
2/9/2015

Kendra York has stepped down as Indiana's public finance director and has joined engineering contractor American Structurepoint. York, who led the state through public-private partnerships to fund major road and bridge projects, left the state Jan. 30. She started as director of planning services and economic development for Indianapolis-based American Structurepoint Feb. 2. American Structurepoint is a sub-contractor on several of Indiana's public-private partnerships, or P3s, but it doesn't have any contracts with the Indiana Department of Transportation, or the IFA, which handled P3 procurement. York, a lawyer who had led the Indiana Finance Authority since 2009, sought an informal opinion from Indiana's inspector general before she took the job, IFA spokeswoman Stephanie McFarland said. Indiana law requires a one-year cooling-off period for state employees going to work for firms with which they did business. It didn't apply to York because American Structurepoint hasn't had an IFA contract for five years, prior to York's tenure as director, McFarland said.

<http://www.ibj.com/articles/51721-indiana-finance-chief-jumps-to-private-sector>

INDOT To Close State Road 135 To Replace Bridge

WBIW
2/9/2015

The Indiana Department of Transportation will close State Road 135 South at Gnaw Bone Creek in Brown County for two months beginning in early March. The 123-foot-long concrete bridge near the Brown County Humane Society will get new pavement approaches and repairs to bridge piers. INDOT says the project to replace the bridge superstructure will cost \$746,792. Schutt-Lookabill Company of Indianapolis, the state's contractor, plans to begin to remove and replace the bridge deck and rails on Monday, March 2. They hope to have the job done by April 30.

<http://www.wbiw.com/local/archive/2015/02/indot-to-close-state-road-135-to-replace-bridge.php>

Crown Point seeks funds for 109th Avenue improvements

NWI Times
Phil Wieland
2/8/2015

The city is applying for federal funds to help pay the cost of improvements to 109th Avenue from Interstate 65 to Broadway. City Engineer Tris Miles said the preliminary estimate of the cost of adding a left turn lane at intersections, acceleration and deceleration lanes and other

improvements is between \$6 million and \$8 million. Miles said the principal sources of federal help would come from congestion mitigation/air quality funds and the Highway Safety Improvement Program. Applications for funds are being accepted until the middle of this month, and the city won't know until late spring if it will receive the money. Despite that, the city hopes to expedite the process and at least get construction started this year, he said. "When the interchange was built, an interchange justification study was done proving the need for it and predicting what the future traffic loads would be," Miles said. "The prediction was that at that time and into the foreseeable future, 109th would be adequate, but, at some point, improvements would be needed." That point has arrived, hastened by plans by Hawk Development to build the Galleria lifestyle center on the north side of 109th just east of Delaware Parkway and to build a hotel, restaurants and other commercial/retail on the south side at that location.

http://www.nwitimes.com/news/local/lake/crown-point-seeks-funds-for-th-avenue-improvements/article_00647cb1-d08a-52be-8048-38e13142458a.html

KENNEDY: The foundation of our success is crumbling

Indianapolis Business Journal

Sheila Suess Kennedy

2/7/2015

In my classroom, when I introduce the topic of infrastructure, a lot of students' eyes begin to glaze over. They shouldn't. Think of it this way: Humans create governments to provide infrastructure, both social and physical. We depend upon those systems—those immense, interlocking webs of support—in ways large and small, and the extent of that dependence goes largely unnoticed. You may or may not be a fan of Elizabeth Warren (I am), but she is one of the few elected officials focused on the essential role played by infrastructure. As she recently reiterated, "Coming out of the Great Depression, we built those roads and bridges and power grids that helped businesses grow right here in America. But by the 1980s, our country sharply cut back on making those investments in our future, and now we're getting left behind. Today, China spends 9 percent of its gross domestic product on infrastructure. Europe spends about 5 percent. The United States is investing only 2.4 percent and looking for more ways to make cuts. The American Society of Civil Engineers says we have about \$3.6 trillion of deferred maintenance, repairs and upgrading—and every day we're falling behind." America's failure to attend to basic infrastructure is one of the most serious policy issues we face, and it is maddening to watch members of Congress in both parties posture for interest groups and play petty politics while our bridges and sewers crumble, our power grid degrades, and other countries' wireless service exceeds ours in reliability and speed.

<http://www.ibj.com/articles/51673-kennedy-the-foundation-of-our-success-is-crumbling>

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