



BUILD INDIANA COUNCIL

Infrastructure Media Summary

February 11, 2014

INDOT funds will go to bridge, sidewalk projects

Palladium-Item
Pam Tharp
2/10/14

Wayne and Union counties and the town of Milton are among 13 recipients of \$19.2 million in federal transportation funds awarded last week by the Indiana Department of Transportation. Wayne County will receive \$2.8 million for work on the North 20th Street bridge, which crosses over the Norfolk Southern Railroad. Wayne County engineer A.J. Wortkoetter said the North 20th Street bridge always has had deck and pothole problems. A 2010 daily traffic count showed about 5,641 vehicles cross the bridge each day, he said. "We will replace the deck," Wortkoetter said. "We have engaged a consultant. The estimated total cost is \$3.5 million, so our local share is estimated at \$710,000. We pay the costs upfront and then we're reimbursed." Union County was approved for \$1.34 million to replace the Old Brownsville Road Bridge. The bridge sits at an angle to Old Brownsville Road and has been the site of numerous accidents. Considered for replacement for nearly a decade, the bridge's weight limit recently was reduced to 14 tons because of its condition. Union County Commissioner David Woeste credited good cooperation between county council and commissioners and work by highway supervisor Jeff Bowers for the successful application. [INDOT funds will go to bridge, sidewalk projects | Palladium-Item | palladium.com](#)

State to widen Interstate 69 through Madison County

The Herald Bulletin
Ken de la Bastide
2/10/14

ANDERSON – On most weekdays there is a steady stream of cars and trucks traveling from Madison County to Indianapolis as people make their way to work. The same is true as commuters head home. Some of the congestion along Interstate 69 should be alleviated in both directions as the Indiana Department of Transportation moves forward with plans to widen the interstate. INDOT plans to expand from two to three lanes the interstate in both directions. The expansion will reach from exit 205 where Indiana 37 breaks across the interstate to exit 219, where Indiana 38 takes drivers to Pendleton. A public hearing has been set for Monday, Feb. 24, from 4 to 6 p.m. at the Anderson Public Library to answer questions and receive comments from the public. INDOT hopes to have the design completed in 2014 with construction to begin in 2015. Work is expected to be completed in late 2016 or early 2017. The estimated cost from exit 210 to exit 214, which is Indiana 13 heading to Lapel and Ingalls, is \$40.8 million and from exit 214 to exit 226 has been estimated at \$38.6 million. Harry Maginity, communications director for INDOT, said the Legislature is currently considering a bill that would provide funding for the project to move forward. "We anticipate the funding to be approved," he said. "There are a

number of projects that are all adding lanes to interstates where there is congestion." [State to widen Interstate 69 through Madison County » Local Business » The Herald Bulletin](#)

Mayor to Unveil Infrastructure Plan

Inside INdiana Business

2/7/14

Fort Wayne, Ind. -- Fort Wayne residents will see a record amount of neighborhood street, road, and sidewalk improvements beginning this spring. Mayor Tom Henry today announced the City Administration will introduce an ordinance to City Council on Tuesday, Feb. 11 that calls for a \$30 million bond for infrastructure improvements in City neighborhoods. The bond, along with funding through the financial plan passed by City Council last June as part of the Fiscal Policy Group created by Mayor Henry that allows for pay-as-you-go funding for future projects, would allow the City to complete the backlog of street and road projects by the end of 2018. The process to explore the option of an infrastructure bond was originally discussed with City Council last fall. "We're demonstrating a strong commitment to investing in our future by allocating substantial funding to enhance our neighborhoods and meet the needs of the community," said Mayor Henry. "We're recognized as a leader in job growth, economic development, and quality of life. We strengthen our ability to be the best by investing in streets, roads, and sidewalks." Following introduction on Tuesday, the bond is scheduled to be discussed on Tuesday, Feb. 18, with possible final passage on Tuesday, Feb. 25. A complete list of infrastructure projects for 2014 will be announced in the coming weeks. [Mayor to Unveil Infrastructure Plan - Newsroom - Inside INdiana Business with Gerry Dick](#)

Road to recovery

The Journal Gazette

2/7/14

A \$400 million transportation fund has Republican legislative leaders at odds over who gets to decide how and when it is spent. Senate Appropriations Chairman Luke Kenley wants lawmakers to decide how the Major Moves 2020 dollars should be spent. House Speaker Brian Bosma supports a request from Gov. Mike Pence to release the money to the state for current projects. A case certainly can be made for Kenley's cautious approach, but current infrastructure needs offer a compelling argument for Bosma's approach. Even before Indiana entered its most brutal winter season in 30 years, the state's highway needs were great. Tapping the fund for projects identified by the Indiana Department of Transportation likely will be even more important after months of ice and snow – and eventually, we hope, freeze-and-thaw – conditions. The legislature established the Major Moves 2020 Trust Fund last year to be "used exclusively for major highway expansion projects that enhance the ability of goods to be transported in and through Indiana." Beginning last July, the state was directed to transfer \$200 million each July 1 from the general fund to the trust fund. Kenley, the primary force behind the fund's establishment, had a good idea in recognizing the state's long-term transportation needs. A chief complaint with cash from the Indiana Toll Road lease was that money ran out after just 10 years. The problem, however, is that Indiana roads are suffering from decades of neglect. As cars have become more gas-efficient, gasoline tax revenue used to fund highway projects has fallen. Until last year, the state also diverted about \$140 million a year from the motor vehicle highway account to help support Indiana State Police and the Bureau of Motor Vehicles. That's now ended, but the backlog of work that could have been done with the diverted money remains. [Road to recovery | The Journal Gazette](#)

INDOT awards grants to Mt. Vernon

WFIE

Kenny Douglass

2/7/14

MT. VERNON, IN (WFIE) - The city of Mt. Vernon received two grants from the Indiana Department of Transportation on Friday. Mayor John Tucker says of the \$3.1-million dollars awarded, more than \$2-million will be used to revitalize Main St. There are plans for a trail, a small park, and new lighting system. The remaining money will be used to build a new road near the port. The road will connect to State St. making it safer for both semi trucks and local residents. Tucker says the grant will help to improve the overall quality of life in Mt. Vernon. [INDOT awards grants to Mt. Vernon - 14 News, WFIE, Evansville, Henderson, Owensboro](#)

House backs Soliday road funding bill

Chesterton Tribune

2/6/14

A bill to improve Indiana's transportation system passed out of the House with bipartisan support and will now go to the Senate. House Bill 1002, a joint effort between State Representatives Ed Soliday, R-Valparaiso, and Tim Brown, R-Crawfordsville, authorizes the Budget Agency to transfer funds, already approved in the biennial budget, to the State Highway Fund to address Indiana's current infrastructure needs. "Improving Indiana's transportation system is an ongoing endeavor and takes a coordinated effort to sustain it," said Soliday. "After working with the Indiana Department of Transportation (INDOT) and Chairman Brown, House Bill 1002 is a step towards addressing several of Indiana's immediate infrastructure needs as well as the needs that local governments have to improve their roads and bridges." If enacted, HB 1002 would allow the Budget Agency to transfer any balance in the Major Moves 2020 Trust Fund, which will be at \$400 million on July 1 of this year, to the State Highway Fund to address Indiana's current infrastructure needs. The Budget Agency has until July 1, 2015 to make the transfer. Currently, INDOT has 12 high-value projects in mind which these additional dollars would help support. While the costs to repair Indiana's roads vary, according to INDOT, preliminary cost estimates for the 12 projects average \$9 million per centerline mile. Several key factors contribute to the cost of these projects like rehabilitation of existing pavement, interchange modifications and bridge replacement. "The funding mechanisms were changed last year for the state's biennial budget, allocating 1 percent of the state sales tax to go to road funding. We also set aside \$400 million to be put into the Major Moves 2020 Fund, so that our state's infrastructure could be prepared for future demands," said Brown. [House backs Soliday road funding bill](#)

INDOT cash infusion to accelerate key segment in Lanesville connector project

The Courier-Journal

Grace Schneider

2/6/14

Harrison County leaders have shoved the planned Lanesville connector road linking Interstate 64 and Ind. 64 on and off the burner for at least a decade. But the latest development — an infusion of \$4.2 million in state money — is expected to settle any question about whether Harrison will get a new road. This week, the Indiana Department of Transportation announced it had awarded the money toward a second phase of the road project, with construction starting in 2017. The planned second phase plows into new ground and virtually assures that a third and final phase would get priority to complete the entire connector. For County Engineer Kevin Russel, INDOT's announcement was a huge lift. "We're excited about it. We worked really hard to get" the funding, he said. Neighboring residents, who waged a seemingly successful battle six years ago to urge county officials to shelve the project, have accused elected officials of ignoring their concerns over traffic, noise and environmental damage from the new road. They also said county officials shouldn't have gone along when INDOT chose a route that many elected leaders didn't support. [INDOT cash infusion to accelerate key segment in Lanesville connector project | The Courier-Journal | courier-journal.com](#)

Pence pitches pothole plan to combat winter's fury

Indianapolis Business Journal

Deron Molen

2/6/14

Gov. Mike Pence has had enough of Indiana's pothole problem. Citing a need to keep Indiana's infrastructure and economy intact, Pence unveiled his proposal Thursday to combat the crumbling roads. We are initiating a plan to lean into this fight with a strategic blitz that will involve alternating 12-hour shifts, supplemental crews and additional hours," Pence said. Indiana Department of Transportation crews have been busy clearing roadways of ice and snow, but now they are being shifted around the state to deal with the aftermath. INDOT Deputy Commissioner of Operations Ryan Gallagher said he and Pence are willing to do whatever it takes to fix Hoosier roads. "If we have lighting packages we need to move around our districts, we will do that," Gallagher said. "If we need to rent equipment in order to work and get those areas that are identified for us, we will move those resources to get to those targeted areas." However, Pence reiterated that these measures will have a minimal fiscal impact and pothole repairs will be well within the state's budget. "We believe our budgets in the Indiana Department of Transportation will allow for us to do this within existing appropriations and we don't anticipate any make-back, supplemental appropriation at any time in the future," Pence said. "This is about moving resources forward in the year, and I think it is extremely important that we do it." [Pence pitches pothole plan to combat winter's fury | 2014-02-06 | Indianapolis Business Journal | IBJ.com](#)

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