



BUILD INDIANA COUNCIL

Infrastructure Media Summary

February 18, 2014

Bridges in 'dire shape' to get attention

The Star Press
Keith Roysdon
2/18/14

MUNCIE — Three Delaware County bridges in “dire shape” will get funding for repairs or replacement in a new spending plan to be approved by officials. The bridges — two of them built in the 1960s and one built in 1902 — are due for repair, and the oldest might be replaced, Commissioner Larry Bledsoe said. “We have 193 bridges,” Bledsoe said in Monday’s commissioners meeting. “We’ve (rehabbed or replaced) 31 in the past few years. But we have three that are in dire shape.” The discussion of the bridges came as the commissioners voted to use some of the county’s economic development income tax (EDIT) proceeds to issue bonds to pay off various expenses, including the \$1 million replacement of deteriorated grandstands at the Delaware County Fairgrounds two years ago. Bledsoe, who noted the county has \$4 million in its EDIT fund and receives about \$2 million a year in EDIT revenue, said the commissioners would at a later date amend their three-year EDIT plan. [Bridges in 'dire shape' to get attention | The Star Press | thestarpress.com](#)

Final Illiana meeting in Indiana to be held Tuesday in Lowell

Post-Tribune
Carol Carlson
2/14/14

LOWELL — One final public hearing in Indiana on the proposed \$1.5 billion Illiana Expressway will be held from 5 p.m. to 8 p.m. Tuesday at Lowell Middle School, 19250 Cline Ave. Hosted by the Indiana Department of Transportation, the hearing follows the January release of a lengthy study of the environmental and economic impact of the 47-mile bi-state tollway. A similar public hearing will be from 5 to 8 p.m. Wednesday at Local 150 Training Facilities, 19800 W. Arsenal Road, Wilmington, Ill. While the Illiana appears to have survived most major hurdles, opponents still hope the highway can be stopped. But INDOT is moving forward. Nell Fabish, whose 20 acres of land north of Lowell is in the highway’s path, said Friday that crews have been surveying her land and putting up stakes, even though they’ve been knee-deep in snow. “We’ve been told they’d be drilling as soon as weather allows,” she said. The tollway will extend only about 10 miles into Lake County from Interstate 55 near Wilmington. It will end at Interstate 65 northeast of Lowell. Pat Mussman, a vocal opponent who’s part of the “No Illiana for Us” grassroots group, isn’t giving up, though Indiana’s political leaders signed off on the highway in December when the Northwestern Indiana Regional Planning Commission added it to its 2040 master plan. “Until they start buying the land and pouring the concrete, we won’t give up,” said Mussman. Her husband, Harold Mussman Jr., a West Creek Township trustee, also opposes the road. She said they’ll set up two tables Tuesday to pass out information about the Illiana and why it shouldn’t be built. [Final](#)

[Illiana meeting in Indiana to be held Tuesday in Lowell - Post-Tribune](#)

Greenwood's I-65 interchange construction work delayed until next year

Indianapolis Star

Vic Ryckaert

2/13/14

GREENWOOD — The major construction work on Greenwood's new diverging diamond interchange on I-65 has been delayed until 2015. The Indiana Department of Transportation postponed the start of the Worthsville Road interchange project because of a price squabble between the state and some landowners. The state needs to purchase 15 pieces of land for the project but has failed to reach deals with five owners and is taking them to court, INDOT spokesman Harry Maginity said. Despite the legal action, Maginity stressed that the negotiations remain "cordial" and said the state hopes to settle with the owners. The disagreement means the road work, previously scheduled to start in April, will begin in spring 2015. Crews will begin utility work, which is not in the disputed area, this spring in preparation for the new on-ramp, Maginity said. That utility work would have delayed the start of the road construction anyway, he said, and the new ramp's completion date is still fall 2015. The diverging diamond highway ramp, a new design in Indiana, transfers traffic to opposite sides of the road for a short distance to allow vehicles to make direct turns onto the highway. Experts say the diverging diamond is safer than traditional designs because it eliminates left turns that put vehicles in the path of oncoming traffic. The new interchange, according to state officials, will reduce crashes and traffic jams on I-65 and will reduce traffic on nearby Main Street by 30 percent. The Worthsville ramp will cost up to \$22 million. The state is picking up half the bill. The city is funding its portion with tax-increment financing district money. [Greenwood's I-65 interchange construction work delayed until next year | Indianapolis Star | indystar.com](#)

INDOT And Pence Want To Complete Long-Term Projects

Indiana Public Media

Brandon Smith

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Indiana Department of Transportation officials want the General Assembly to release \$400 million in transportation funding, and today Senate lawmakers found out how transportation officials would use that money. The question of whether the money will be released still remains unanswered. The General Assembly set aside \$400 million in last year's budget into what it called the Major Moves 2020 fund. They intended to create a trust fund that would help pay for major projects in the future. But Governor Mike Pence and INDOT are asking for that money now. INDOT Commissioner Karl Browning says his agency's plan is to begin widening sections of Interstates 65, 70 and 69 to six lanes across — with the ultimate goal of making them six lanes across the entire state. "There's an opportunity in this both for mobility and safety — even though we're only targeting sections of it, we know these sections are the ones that are in the most trouble today," Browning said. The sections include parts of I-65 in northwest Indiana, around Lafayette and south of Indianapolis, I-70 west of Indianapolis and I-69 northeast of Indy. Senate Appropriations Committee Chair Luke Kenley, who spearheaded the creation of the fund, says he's glad to see INDOT plans to use the money on long-term projects. "And I think this is for the committee to decide whether we want to retain that as a savings account or whether we want to go along with the proposal that they have," Kenley said. "And I don't know the answer to that yet." Kenley says his committee will vote on a bill releasing the money to INDOT next week. [INDOT And Pence Want To Complete Long-Term Projects | News - Indiana Public Media](#)

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