



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**July 28, 2015**

### **Highway Trust Fund could soon run out of money**

WWLP.com

Tamara Sacharczyk

7/27/15

Congress has four days to figure out how to fund infrastructure, including the Highway Trust Fund, which reimburses states for the cost of certain road repair projects. If Congress doesn't act before Friday the money in the Federal Highway Trust Fund will drop below \$4-billion, which means states will no longer receive the aid they need to finish some of their road repair projects. The House wants the Senate to take up legislation they passed two weeks ago, but that would only extend the Highway Trust Fund for five months. The Senate is arguing for a long term fix. Agawam resident Robert Fitzgerald told 22News he's worried projects like I-91 will stop getting the funding they need. "I-91 especially on the overpasses there's structural defects and what not so I think that's a prime concern. Funding has always been a problem, we all know that," he said. The Highway Trust Fund has had 33 short-term fixes since 2009, making it harder for states to work on large-scale transportation projects. The House passed a bill earlier this month that would provide \$8-billion to keep the trust funded until December 18th. On Monday, the House ruled out the Senate bill, which was more than 1,000 pages long.

<http://wwlp.com/2015/07/27/highway-trust-fund-could-soon-run-out-of-money/>

### **INDOT building updated facility in Plymouth**

South Bend Tribune

South Bend Tribune Report

7/28/15

The Indiana Department of Transportation plans to build a state-of-the-art maintenance facility in Plymouth. The Plymouth Industrial Development Corp. finalized the sale of a 14-acre lot to INDOT this month, the end of several months of planning and design as the project went through the required review process, according to a news release. To meet the lot specifications, as requested by INDOT, the lot was replatted from the original lot approved by the Plan Commission in January 2015. The state's transportation agency plans to build an \$8 million to \$9 million maintenance facility just north of Dupont Pioneer and east of the recently completed Marshall County Commerce shell building. The site is a prime location for such a facility, according to the release, because it is situated within an industrial area and will not be immediately adjacent to Pioneer Drive or U.S. 30.

[http://www.southbendtribune.com/news/local/indot-building-updated-facility-in-plymouth/article\\_b80291bc-8a64-5221-b787-be08bc5d1c73.html](http://www.southbendtribune.com/news/local/indot-building-updated-facility-in-plymouth/article_b80291bc-8a64-5221-b787-be08bc5d1c73.html)

### **McDonald Lane work around the corner in New Albany**

**News and Tribune**  
**Daniel Suddeath**  
**7/27/15**

Bids will be accepted this fall for a more than \$4.5 million construction project to widen McDonald Lane, and to add sidewalks along the roadway. The improvements will stretch the span of McDonald Lane from Grant Line Road to Charlestown Road, and will also include new curbs, gutters and drainage upgrades. The project is being primarily funded through a federal grant, with New Albany responsible for 20 percent of costs. The funds are controlled through the state, and the Indiana Department of Transportation will be responsible for selecting a contractor. It's a substantial project that's expected to take two years to complete. A roundabout will be added at the intersection of Hickoryvale Drive, and the traffic light at Charlestown Road will be replaced. McDonald Lane will also be widened by about a foot, which officials said is needed for the narrow street. "It's an under-sized route as we speak," said John Rosenbarger, public works project supervisor for the city. There are no sidewalks along McDonald Lane, so the addition of paths will help pedestrian safety, he continued. Though the improvements are needed, Rosenbarger cautioned the construction will be intense at times during the project. The contractor and city will work with residents affected by the work to make it as conducive to the public as possible, he added. The city acquired about 90 slivers of property for the project, as the construction won't require any structures or houses to be purchased and removed.

[http://www.newsandtribune.com/news/mcdonald-lane-work-around-the-corner-in-new-albany/article\\_b823c7ee-34bb-11e5-a357-c3cb1b073b0f.html](http://www.newsandtribune.com/news/mcdonald-lane-work-around-the-corner-in-new-albany/article_b823c7ee-34bb-11e5-a357-c3cb1b073b0f.html)

#### **Night no greater peril than day for road construction accidents**

Indy Star  
John Tuohy  
7/24/15

Traffic engineers say vehicle accidents in work zones at night are no more likely than during the day. The reason is that despite the limited visibility, fewer motorists are traveling. With fewer vehicles backed up, the risk of rear-end collisions — the most common type of accident — decreases. "With smaller volume, not as many cars queue up, and there are fewer chances of those collisions," said Gerald Ullman, a senior research engineer for the Texas A&M Transportation Institute. The Indiana Department of Transportation said 11 people per year have been killed and 300 injured in construction zone accidents on Indiana highways since 2000. The most common type of accidents are rear-end collisions, many caused by drivers going too fast. The agency recently began testing digital speed limit signs on a 10-mile construction stretch of I-65 south of Indianapolis, between Edinburgh and Franklin, in an effort to reduce driver speed and accidents. The six signs use sensors to measure traffic flow and advise motorists what speeds they should be going. Although cities and other states already use them, they are a first for INDOT, which is collaborating with Purdue University researchers. Road reconstruction is now common at night, a trend that has grown the past 10 years as the number of vehicles on the road has increased, officials said. Generally, if a section of road is traveled by more than 50,000 cars a day, states will require contractors to do their work at night, Ullman said.

<http://www.indystar.com/story/news/2015/07/24/night-greater-peril-day-road-construction-accidents/30640577/>