



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 15, 2013

More State Funding For SEI Highway Depts

Eagle Country 99.3 FM
8/15/13

(Dearborn County, Ind.) – Local counties are getting an increase in road funding, but commuters shouldn't expect to see every pothole patched or every street repaved. The 2014 and 2015 state budget passed by Indiana state lawmakers earlier this year increased transportation funding by \$210 million. That includes \$100 million more for local transportation needs across the state. Here, Dearborn County will receive \$5.37 million from the state, a \$1.3 million increase from the last two-year budget. Ripley County will get \$5.8 million, or \$1.4 million more. Ohio County's funding increased about \$335,000 to \$1.3 million. Switzerland County funding increases to \$2.5 million. "These funds will offer our local governments' means for much-needed projects on our rural roads and infrastructure," said District 43 State Sen. Johnny Nugent (R-Lawrenceburg). "Dependable infrastructure is vital to a strong community, and making the investment now will create an environment for a successful future." District 44 Sen. Jim Smith (R-Clarkstown), representing Switzerland County in our area, said more funding for roads will not only benefit cars and trucks. "Our communities and local job growth depend on a strong, advanced transportation system," Smith said. "This new funding will not only help Southeast Indiana better support its current residents and small businesses, but it will also encourage more world-class employers to come to our area." [Eagle Country 99.3 FM | Lawrenceburg, IN](#)

Elkhart County road projects outlined during luncheon

Sherry Van Arsdall
The Goshen News
8/14/13

BRISTOL — Officials with the Indiana Department of Transportation outlined several current and proposed road construction projects in Elkhart County during a luncheon Tuesday hosted by the Greater Elkhart Chamber of Commerce at Elcona Country Club. The projects include the proposed realignment of U.S. 33 in Goshen; intersection improvements along the Ind. 19 corridor between U.S. 6 to U.S. 20; and the C.R. 29 bridge over U.S. 6. INDOT Fort Wayne District Deputy Commissioner Todd Johnson was the main presenter during the luncheon. According to Johnson, a design/environmental study for the proposed U.S. 33 project will take place before the end of the year. That project would reroute U.S. 33 from downtown Goshen from Pike and Fifth streets to Monroe Street in front of Goshen High School by building a road that includes an overpass over the Norfolk Southern tracks and Ind. 4. There are \$6 million in proposed improvements along Ind. 19 between Nappanee and Elkhart, including construction of a roundabout at the intersection with Ind. 119 for \$3 million. An overpass to carry C.R. 29 over U.S. 6 is being proposed by INDOT to help alleviate traffic crashes at the intersection. Active state

contracts have totaled \$32 million for Elkhart County road construction projects in 2013, Johnson added. Among those projects is the expansion of U.S. 20 from two to four lanes between C.R. 17 and Ind. 15. at a cost of \$9.8 million. It is scheduled for completion in late 2014. [Elkhart County road projects outlined during luncheon » Local News » Goshen News, Goshen, IN](#)

Goshen's proposed south-link bridge gets smaller

Roger Schneider
The Goshen News
8/14/13

GOSHEN — The linkup of the Waterford Mills Parkway from Regent Street to Ind. 15 has been downsized. According to information from the Goshen Redevelopment Commission, the planned bridge and roadway over the Marion Line railroad will be two lanes instead of four lanes. The Indiana Department of Transportation scaled back the project due to traffic count statistics provided by the Michiana Area Council of Governments, the regional highway planning agency, according to city engineer Mary Cripe. "Their model only indicated we needed two lanes," Cripe told the commission members at their Tuesday afternoon meeting. "I just fail to see the logic in this," said Commission President Tom Stump, who is also an Elkhart County Council member. Stump was a member of the Goshen City Council back when it began the process of constructing the Waterford Mills Parkway, known informally as the south link road. The council felt the industrial and residential growth on the city's south side warranted a traffic solution that would ease the backups on South Main Street. The two-lane parkway was constructed north of C.R. 40 from C.R. 27 to Regent Street and C.R. 40 traffic was rerouted to the new parkway. C.R. 40 was shortened and now ends in a cul-de-sac just west of C.R. 27. The project stopped at Regent Street because funding and approval was needed to build a bridge over the Marion Line railroad, which runs north and south between the west terminus of the parkway and Ind. 15. Cripe said after the meeting that city officials are still waiting for Norfolk Southern railroad officials to approve the bridge over the railroad. Not only will the bridge be reduced to two lanes, the reduction will cost the Redevelopment Commission \$183,832, and maybe more. [Goshen's proposed south-link bridge gets smaller » Local News » Goshen News, Goshen, IN](#)

Opponents of Illiana converge on NIRPC meeting

Ron Earnshaw
NWI Times
8/13/13

PORTAGE | Opponents of the proposed Illiana Expressway voiced their concerns to the Transportation Policy Committee of the Northwestern Regional Planning Commission at a meeting Tuesday. NIRPC and the Chicago Metropolitan Agency for Planning in Illinois must approve the expressway before it can be built. NIRPC has not yet taken a position on the expressway, but the Illinois agency could do so as early as this summer and is currently undergoing its public comment period. Throughout the rest of August NIRPC staff will prepare a white paper that will be distributed to NIRPC commissioners by Labor Day. That document will examine how the Illiana project fits into the agency's 2040 Comprehensive Regional Plan. Additional work includes a Congestion Management Process, an analysis of alternative projects. A 30-day public commenting period then will follow a Sept. 10 Transportation Policy Committee meeting only if the analysis of alternative projects is approved. Opponents of the Illiana, like Sandy Linden, of Deer Creek in Winfield Township, want NIRPC to keep it out of its 2040 plan. "There are better ways to spend transportation money in Indiana," Linden said. "There's no measurable benefit to Lake County. And there's definitely no benefit to Porter or LaPorte counties. For people who say we need jobs there would be plenty of union construction jobs to fix our other roads and improve those." Ted Gross, of Lowell, said he'd rather see the money support the Gary/Chicago International Airport, a new port at Inland Steel and a trauma center. "We'll put a lot of people to work in Indiana if we do that," he said. "Let's just let the Illiana go. Use

money to improve existing highways. Our highways are going to the dogs.” [Opponents of Illiana converge on NIRPC meeting](#)

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