



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 20 , 2015

Crown Point roundabout start awaits INDOT refunds

NWI Times
Phil Wieland
10/18/15

CROWN POINT | It's been three months since bids were opened for the roundabout project at 93rd Avenue and Chase Street, but the start of construction is being delayed over issues with previous projects. Rieth Riley was the low bidder back in July at \$1.89 million, and Crown Point's local share is 20 percent of that, or about \$380,000. The project calls for construction of a one-lane roundabout with three legs. Besides the legs connecting to Chase and 93rd, a third outlet will provide access to the trail head on the west side of the intersection. Jake Dammarell, client services representative for project engineers Butler, Fairman and Seufert, said the project will soften the curve and "provide a more convenient and safer access" to the trail head. "It will have new lighting and landscaping and have more of a gateway theme to it with masonry work in the center similar to what the city used in the Sportplex area with brick masonry tiers and limestone caps," he said. The trail head work will include a picnic shelter similar to the one at the Summit Street trail head, which is designed to resemble a train depot because the trail is along the former rail right of way. The city also is designing a rail hand car as a centerpiece for the roundabout. The project also includes a sidewalk from the roundabout to North Main Street as well as drainage work to deal with flooding issues in the area of the roundabout. Two detention ponds are planned. Both Merrillville and Lake County have donated land for the project. [Crown Point roundabout start awaits INDOT refunds](#)

EDITORIAL: Time to dispense of one-off highway funding schemes

Indianapolis Business Journal
10/17/15

The \$1 billion infrastructure plan announced Oct. 13 by Gov. Mike Pence stoked the already raging debate about the condition of Indiana's roads and bridges. But no matter which of two widely divergent positions is true—that the state's infrastructure is in crisis or is in relatively good shape—one thing is certain: Existing funding strategies are unsustainable. Pence's proposal would be funded primarily with \$241 million from the state's reserve fund, \$450 million in state budget spending over three years, and the sale of \$240 million in bonds. The governor pitched the four-year plan as a way to pave roads and repair bridges without raising taxes. Coming three years into the governor's first term and in the face of criticism from his political rivals in advance of next year's election, the timing of the plan implies it's more of a reaction to the political landscape than an example of leadership on state transportation policy. Regardless, it's the latest example of the state using stop-gap measures to maintain basic infrastructure. This problem isn't unique to Indiana. The move to higher-efficiency gas-powered vehicles and the advent of electric cars means consumers everywhere are buying less gas, which leads to stagnant revenue from

gas taxes, the primary mechanism for raising federal and state revenue dedicated to road construction and repairs. [EDITORIAL: Time to dispense of one-off highway funding schemes | 2015-10-15 | Indianapolis Business Journal | IBJ.com](#)

Legislators ask about road needs

The Journal Gazette

Niki Kelly

10/16/15

INDIANAPOLIS – Lawmakers questioned Indiana Department of Transportation officials Thursday on state infrastructure needs – especially what new dollars they need in the future to care for state roads and bridges. INDOT Commissioner Brandye Hendrickson said the agency spends about \$1 billion annually on capital, and needs an additional \$250 million a year to simply maintain the infrastructure. But Rep. Ed Soliday, R-Valparaiso, said the department earlier this year – and again in a report two weeks ago – said those needs were at least \$300 million in new money a year. “That troubles me,” he said. “If we keep moving the numbers around (the public) is never going to believe in us.” Hendrickson said she could talk to Soliday further “offline” but generally said they are snapshots in time and INDOT is always improving roads. “We are not in crisis mode,” she said. “Our bridges are sound. Our pavement is sound.” The meeting came two days after Gov. Mike Pence unveiled a proposal to add \$1 billion in road funding over the next four years. But the legislature has to approve the money first. He is battling a perception that Indiana’s roads are crumbling after a major bridge failure this summer that Democrats have made into a political issue for the 2016 campaign. [Legislators ask about road needs | Indiana | www.journalgazette.net](#)

Lawmakers doubt touted benefits of Pence road plan

NWI Times

Dan Carden

10/15/15

INDIANAPOLIS | Hoosier lawmakers discovered Thursday that Gov. Mike Pence's \$1 billion, four-year roads plan may not be enough to maintain Indiana's highways and bridges in even their current, widely derided, conditions. State Rep. Ed Soliday, R-Valparaiso, chairman of the House Roads and Transportation Committee, was first to notice the discrepancy between what past leaders of the Indiana Department of Transportation indicated was needed to preserve the status quo and what Pence and new Commissioner Brandye Hendrickson claim is required. One year ago, then-INDOT Commissioner Karl Browning told a General Assembly study committee the state needed \$300 million a year in additional spending just to take care of what it has. That would leave 12.5 percent of bridges and 11.4 percent of roads in poor condition by 2024. "Overnight it became \$250 million," Soliday said. "That troubles me....That's a pretty shocking change." The Republican governor's road plan — which relies on borrowing, surplus spending and additional appropriations to cover its costs — estimates the extra funds actually will reduce poor-rated bridges to 3 percent and poor-quality roads to 6 percent by 2025. [Lawmakers doubt touted benefits of Pence road plan : Politics](#) Also, [Rep. Pelath says Pence roads plan is 'sheepish'](#)