



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **July 10, 2012**

#### **Indiana 19 upgrade project to begin**

South Bend Tribune

7/10/12

ELKHART -- Drivers traveling on Elkhart's west side will have to take a little detour over the next few weeks. The Indiana Department of Transportation plans to close Bypass Road at Nappanee Street near West Side Middle School today as part of a \$14 million project to upgrade Indiana 19, WSBT-TV reported. Bypass Road will intersect the state road about 300 feet south of the current location with traffic signals at the intersection, the station said. Road construction crews will be rebuilding the approaches to Indiana 19 and adding new drainage. A five-lane concrete road with a two-way turn lane will be the end result along the Nappanee Street corridor, matching the portions already done north of Beardsley Avenue and south of Lusher Avenue. The entire Indiana 19 reconstruction project is expected to be finished in the late summer of 2014, WSBT-TV reported.

[Indiana 19 upgrade project to begin - southbendtribune.com](http://www.southbendtribune.com)

#### **E.C. council delays vote on Cline Avenue overpass**

NWI Times

Steve Zabroski

7/9/12

EAST CHICAGO | A key City Council vote on plans to rebuild the Cline Avenue overpass was postponed Monday night because of a lack of quorum. The council was scheduled to consider final approval of an economic revitalization area for land under the existing span. Private developers are seeking the designation as part of a financial incentive package to resurrect the former state highway as a toll road. Only four of nine City Council members attended Monday's meeting. As a result, the council resolution and required public hearing in advance of the vote will have to be re-advertised for the next scheduled meeting July 23, said council President Gilda Orange, D-at large. Cline Avenue Bridge LLC, a subsidiary of Texas-based United Bridge Partners, has proposed investing between \$150 million and \$250 million to rebuild the 1.25-mile stretch of Cline Avenue between Riley Road and Indiana Harbor Drive. The overpass, which once carried more than 35,000 vehicles per day, was closed for safety reasons in 2009. State highway officials refused to provide a local match for federal funding to replace the span.

[E.C. council delays vote on Cline Avenue overpass : East Chicago Community News](http://www.eastchicago.com)

#### **More mega projects turning to private investors**

Indianapolis Star

Jason Keyser/AP

7/9/12

CHICAGO — For cities and states buried under mountains of debt, it has become a tantalizing proposition: invite private financial institutions to put up the money to fix aging schools, dilapidated rail lines and beat-up roads. Offer investors steady returns on the projects. And give the public the modern services its governments can no longer afford. From the Indiana Toll Road to projects across the country, innovative deals are now being discussed that would put essential pieces of public infrastructure in the hands of global investment firms, the latest effort to cope with a lingering fiscal crisis that has left some communities unable to pay for their needs. Chicago, with a budget deficit of more than \$600 million, is planning a private fund that would make 100 public buildings energy efficient, then move on other projects. In other parts of the country, major road construction has been funded using the model. "We absolutely have to look at other ways" to pay for infrastructure, said Shirley Ybarra, a former Virginia transportation secretary who wrote model legislation used in 32 states for public-private transportation partnerships. "There's only so much bonding you can do. ... Roads have to compete with higher education, school bonds, water and all the rest of that stuff. But as more cities consider packaging needs as prime business opportunities, questions are growing about how well the profit motive fits with the ideal of serving communities. Some officials worry about yielding control to private interests that can raise fees and decide which neighborhoods to serve based on profitability.

[More mega projects turning to private investors | Indianapolis Star | indystar.com](#)

Also [In age of austerity, hunt for funds to build mega projects leads to private investment firms](#)

### **County might do town's paving**

Richmond Palladium-Item

Pam Tharp

7/8/12

CENTERVILLE, IND. — Discussions by county and city governments on cooperative ways to save money could move to another level if the Wayne County Highway Department does work on some Centerville streets. No decisions have been made on the idea suggested recently by Centerville officials, but the highway department has provided a cost to the town council for the work it proposed, Wayne County Highway Superintendent Mike Sharp said. Sharp said he based the price for the county crew's work on the formula the state uses for its private contractors. The Centerville council initiated the discussion, Sharp said. Small towns usually don't have paving equipment and must hire private contractors, he said. "I've talked to the county commissioners about our doing their work," Sharp said. "It would save (Centerville) money and it would put some money in (the county's) pocket." Commissioners are interested in the proposal, but haven't yet approved it, Sharp said.

[County might do town's paving | Palladium-Item | pal-item.com](#)

### **EDITORIAL: Bucshon had vital role in preserving Indiana road funds**

Evansville Courier & Press

7/8/12

The long-term future of the construction and maintenance of highways and roadways in Indiana is not quite so bleak, now that the Congress has passed a compromise version of the long overdue federal highway bill. The highway bill, which Indiana 8th District [Rep. Larry Bucshon](#) had a significant hand in crafting, will bring Indiana about \$1 billion a year with extra flexible highway spending, the result of the bill passed June 29, just squeaking in under its June 30 deadline. Without hitting that mark, some transportation programs could have been suspended. Indeed, Indiana, as other states, needs the help. Even with the incredible boost from [Gov. Mitch Daniels'](#) Major Moves highway initiative launched six years ago — a plan that put Indiana well ahead of many other states in highway and bridge work — the state is now facing the same difficulties as other states in finding the money to maintain and improve their surface transportation systems. A big part of the difficult is the reality that Americans are not only driving less, but they are using

less fuel with hybrid automobiles, meaning the federal 18.4-cent-per-gallon gas tax is not bringing in enough revenues to support highway spending. In fact, even though the bill passed, Congress must still find additional sources of revenue to fund the full \$120 billion bill.

[EDITORIAL: Bucshon had vital role in preserving Indiana road funds » Evansville Courier & Press](#)

### **Ind. offers \$10M toward new Wabash River bridge**

WFLI 18

7/6/12

NEW HARMONY, Ind. (AP) - Indiana's state highway department has offered to contribute \$10 million toward replacing an aging toll bridge over the southern part of the Wabash River between Indiana and Illinois that was shut down in May. Troy Woodruff, chief of staff for the Indiana Department of Transportation, said that is about half what the agency estimates it will cost to build a new span to replace the 82-year-old New Harmony Bridge, but the state doesn't want responsibility for operating and maintaining it. "We're willing to put some skin in the game to get the discussion started," Woodruff told the Evansville Courier & Press for a story Friday. "Part of that is the local community will have to take ownership of a new bridge." The private commission that oversees the bridge voted to close it after an inspection found more deterioration than expected and repair cost estimates were too high. The bridge had faced closure for several years, with the commission unable to raise the estimated \$8 million needed for repairs because the span averaged fewer than 1,000 vehicles a day. Woodruff said the Indiana agency supported building a new bridge — estimated to cost between \$20 million and \$25 million — because of the current bridge's poor condition.

[Ind. offers \\$10M toward new Wabash River bridge](#)

### **Crews work around the clock to keep Toll Road from buckling in heat**

WSBT-TV

7/6/12

GRANGER – If the heat isn't bad enough, Indiana Toll Road crews are working around the clock to keep the highway from buckling. Maintenance Manager Pat Condon says Toll Road crews have been on the job 24 hours a day since Wednesday night grinding down minor bumps and patching until cooler weather gives us some relief. "Basically, they're like mini earthquakes," said Condon. "Two slabs working against each other" as they expand under the extreme heat. He says sections of the Toll Road then buckle, causing a rising-up of the pavement that repair crews call "blow-ups"

[Crews work around the clock to keep Toll Road from buckling in heat - WSBT-TV](#)

### **Obama signs student loan, road-building bill**

NWI Times

Associated Press

7/6/12

President Barack Obama signed legislation Friday maintaining jobs on transportation projects and preventing interest rate increases on new loans to millions of college students, saying it would "make a real difference" for millions of Americans. Obama, flanked by unemployed construction workers, college students and members of Congress at the White House, said he was hopeful that "this bipartisan spirit spills over into the next phase" on measures to boost the economy. "There's no excuse for inaction when there are so many Americans still trying to get back on their feet," Obama said. He said the transportation and education measures "will make a real difference in the lives of millions of Americans." Obama signed the bill following a two-day bus trip through parts of Ohio and Pennsylvania. The bill allows more than \$100 billion to be spent on highway, mass transit and other transportation programs during the next two years. The projects

would have expired June 30.

[Obama signs student loan, road-building bill](#)

Also [Obama signs student loan, road-building bill - Aurora Beacon News](#)

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[www.buildindianacouncil.org](http://www.buildindianacouncil.org)