



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **August 9, 2012**

#### **Bridge Repairs Spark Debate Among State Office Candidates**

Indiana's News Center

8/7/12

FORT WAYNE, Ind. (Indiana's NewsCenter) - Chances are, you've recently driven over an Allen County bridge in need of repair or upgrades without ever realizing it. Allen County Highway officials say nearly 10% of Allen County's bridges were considered structurally deficient at the time of their last inspection. Every two years, the Federal Housing Administration evaluates each bridge and assigns it a sufficiency rating from zero to 100. If the rating is less than 80, federal funds are available to help with repairs. If the rating is less than 50, federal funds will help with the cost of replacing the bridge. However, officials say just because a bridge is considered structurally deficient doesn't mean it is unsafe or has a rating of less than 50. In fact, some bridges with very high sufficiency ratings are still considered structurally deficient. Officials with the Allen County Highway Department say labeling a bridge as structurally deficient simply means work needs to be done on the structure. Improvements could include widening a bridge because of an increase in traffic. [Bridge Repairs Spark Debate Among State Office Candidates | Indiana's NewsCenter: News, Sports, Weather, Fort Wayne WPTA-TV, WISE-TV, CW, and MyFOX | Local](#)

#### **Evansville-to-Crane stretch of I-69 may open by mid-November**

Evansville Courier & Press

8/8/12

GIBSON COUNTY, Ind. —Work on the stretch of the Interstate 69 between Evansville and Crane, Ind., could be completed and the road open to traffic as early as mid-November, officials with the Indiana Department of Transportation said Wednesday. The sections from Evansville to the Crane Naval Surface Warfare Center — 67 miles of a 142-mile project that will eventually run from Evansville to Indianapolis — are in various stages of construction. But transportation officials said construction has been going quickly and can continue to do so if the weather remains dry. "We plan on being done by mid-November," said Brian Malone, project manager. "Everyone is committed to that, and I see no way (it wouldn't be done) unless it starts raining every day. Weather is going to be the only hold. These guys are getting things done." [Evansville-to-Crane stretch of I-69 may open by mid-November » Evansville Courier & Press](#)

#### **\$4.6 million Maplecrest Road widening set for fall start**

News-Sentinel

8/9/12

A \$4.6 million project to widen Maplecrest Road between State Boulevard and Lake Avenue is

set to get under way this fall, according to designs filed by Fort Wayne traffic engineers. The city invited members of the public this week to review the plans, which call for Maplecrest to be widened to four lanes – with an additional turn lane at some points – to accommodate more traffic as part of the road's \$30 million extension from Lake south to Indiana 930 in New Haven. Traffic planners expect the extension of Maplecrest, which is scheduled to open by the end of 2012, to bring a sharp increase in traffic along the north-south thoroughfare over the next two decades. According to traffic estimates, about 12,600 cars travel Maplecrest daily, with that figure expected to reach nearly 20,000 by 2032. The widening project's estimated \$4.6 million cost would exceed earlier figures by more than \$1 million. The cost was estimated at \$3 million in 2008 and \$3.5 million more recently. City officials were not available Wednesday for an explanation of the cost increase. Both local and federal funds would go toward the work, according to the design plans. The designs would be available in the city's traffic engineering department at Citizens Square, 200 E. Berry St., with a Sept. 5 deadline for people to submit comments. Although the widening project initially drew concern from nearby homeowners, city officials have helped quiet most of their fears, said City Councilman Tom Smith, R-1st, who represents much of Fort Wayne's east side. [\\$4.6 million Maplecrest Road widening set for fall start - News-Sentinel.com](#)

### **Study to bolster push for Chicago-Fort Wayne-Columbus train**

The Journal Gazette

8/9/12

The Northeast Indiana Passenger Rail Association announced today that funds have been secured to conduct a feasibility study and to build a business case for the return of rail service from Fort Wayne to Chicago, with plans to extend service to Columbus, Ohio. Councilman Geoff Paddock, a founding board member of NIPRA and Fred Lanahan, President of the NIPRA Board of Directors announced that \$80,000 has been raised by NIPRA to launch the Northern Indiana/Ohio Passenger Rail Corridor Study and Business Plan. This study will be conducted by Transportation Economics and Management Systems, Inc, (TEMS) which has a proven record of producing compelling analysis of the benefits of transportation systems in the United States, particularly passenger rail. "This is the next step for NIPRA in its efforts to see passenger rail return to Fort Wayne and Northern Indiana," said Paddock. "State officials, including Governor Daniels, have urged those interested in promoting rail service to substantiate its economic benefits to the state. [Study to bolster push for Chicago-Fort Wayne-Columbus train | The Journal Gazette](#)

### **INDOT working to keep 641 project on schedule**

The Tribune-Star

8/9/12

TERRE HAUTE — Indiana highway officials are looking for areas for wetland and stream mitigation to keep the final two phases of the 641 bypass on schedule. So far, it is simply a delay in obtaining required federal permits, which should not impact the construction completion date on the bypass, said Debbie Calder, spokeswoman for the Indiana Department of Transportation. "More specifically the mitigation and permitting of the impacts to wetlands and tributaries of Little Honey Creek for phases III and IV of the State Road 641 project," Calder said. "Pending timely permit approval and utility relocation, phase III will still open to traffic at the same time as phase IV at the end of the construction season in 2014," Calder said. Phases III and IV, the last two of the bypass, begin just north of Feree Road and end at the Interstate 70/Indiana 46 interchange. Construction will impact approximately 10,000 linear feet of stream and approximately 5.5 acres of wetland in various sites along the final two phases. "Roughly 10,000 linear feet of stream mitigation will be required as well as roughly 12.5 acres of wetland mitigation," Calder said. [INDOT working to keep 641 project on schedule » News » News From Terre Haute, Indiana](#)

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