



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **September 18, 2012**

#### **Allisonville Road bridge to reopen at month's end**

Indianapolis Star

9/14/12

The Allisonville Road bridge over I-465 will reopen at the end of September, about two weeks later than originally planned, due to replacement of a water main at the construction site, state transportation officials said Friday. Citizens Energy is replacing a 20-inch water main that runs under Allisonville near 82nd Street. The water utility and the state's contractor, Walsh Construction, estimate that the added work will take about two weeks to complete, according to the Indiana Department of Transportation. The line broke Sunday morning, about two weeks before the bridge was expected to reopen. Citizens repaired the pipe that same day. But the utility decided to replace about 500 feet of the pipe affecting the construction project and plans to continue replacing lines in the nearby area. Walsh closed the bridge in May and hoped to reopen it in 110 days, which would be early next week. The Crown Point-based contractor was to receive a \$20,000 incentive for each day the road is reopened earlier than 110 days.

[Allisonville Road bridge to reopen at month's end | Indianapolis Star | indystar.com](#)

#### **Indianapolis Undertakes Hi-tech Road Inventory**

BidOcean Construction and Business News

9/14/12

Indianapolis is surveying its roads and sidewalks with hi-tech equipment to prioritize its roads repair and construction projects. Indianapolis city is using hi-tech equipment to know which roads or parts of roads and sidewalks need repair or reconstruction. In a \$2 million project, the city has commissioned a number of contractors to undertake a survey of its streets spanning 3,200 linear miles. One of the companies hired is Wollpert LLP of Dayton. It uses vans that are armed with cameras to gather enough information and assist policy makers with decisions on allocation of funding for road work. Specifically, the vans deploy cameras which are connected to a Global Positioning System unit. The cameras gather images and related information including signs as well as sidewalks for analysis and storage in a database. Gears armed with lasers are installed at the back and in front of the van's bumper to assess road quality and capture images for every 20 feet. A second company located in Denmark then analyzes the state of the pavements with a specialist marking the outputs with ratings ranging from 1 to 100, with 100 being the highest. According to Director Lori Miser of the Indianapolis Public Works, scores below 40 will be labeled as failing and the subject of repairs. Data collection will likely continue until the end of the year. The results will assist policy makers in coming up with a list of priorities for funding under Rebuild Indy. The latter is an infrastructure program worth \$425 million which was established from the privatization of the city's water and sewer utility. Says spokeswoman Kara Brooks of the Department of Public Works, the city aims to undertake road repairs this year worth \$33 million.

[Indiana - Indianapolis Undertakes Hi-tech Road Inventory - BidOcean Construction and Business](#)

## [News](#)

### **Clark County taking over stretches of 5 roads from state, will get \$5.1 million**

The Courier-Journal

9/15/12

The Indiana Department of Transportation will give Clark County \$5.1 million as 18.6 miles of five state roads are converted into county roads, county leaders said. Only one of those roads will have a significant name change: Ind. 111 will now be called Grant Line Road from the Floyd County line north to Ind. 60 near Deam Lake, just as it is known in New Albany. Other names will simply add the word "Old." Old Ind. 160 will extend from U.S. 31 southeast to Ind. 403; Old Ind. 203 will extend from Ind. 3 to Ind. 362; Old Ind. 311 will extend from the Floyd County line north to U.S. 31; and Old Ind. 403 will extend from U.S. 31 to Ind. 3. The relinquishment agreement also includes the Old Ind. 60 (Hamburg Pike) and the Old Ind. 62 (Brown Station Way) bridges over Silver Creek, as well as four bridges over creeks and streams that cross Old Ind. 160. State Transportation Department spokesman Will Wingfield said the only bridge or road that's slated to be repaired is the Old Ind. 403 bridge over Silver Creek. Work will be done before the road is handed over to the county, but the state has no estimate on how much it will cost, he said. [Clark County taking over stretches of 5 roads from state, will get \\$5.1 million | The Courier-Journal | courier-journal.com](#)

### **EDITORIAL: Toll bridge will be better than no bridge**

NWI Times

9/16/12

The toll bridge to be built at Cline Avenue isn't as good as a free bridge, but at least it's going to be built, assuming the financing is all in order. The Cline Avenue bridge will connect Northwest Indiana and Chicago, bringing workers and customers to major employers on both ends of the bridge. The final agreements have been signed, according to United Bridge Partners, the consortium that will build the bridge with private money in exchange for the right to collect tolls. Partners in the consortium are FIGG Bridge Cos., Lane Construction Corp. and American Infrastructure MLP Funds. One of those agreements gives East Chicago 10 cents per toll, which provides welcome revenue for the city. While the Indiana Department of Transportation continues demolition of the old bridge -- shut down Nov. 14, 2009, because it was deemed unsafe -- United Bridge Partners is doing land surveys and seeking the necessary permits. Once the final permits are granted, the construction is expected to take 24 to 30 months. The bridge has been a long time coming. The process of replacing the soaring bridge has brought several emotional highs and lows. First Gov. Mitch Daniels stood on the old bridge and promised it would be replaced. Then INDOT said it would be pricey -- around \$150 million -- to rebuild the bridge. On April 15, 2010, INDOT said it would construct a permanent detour instead of rebuilding the bridge.

[EDITORIAL: Toll bridge will be better than no bridge](#)

### **Plan now so Indiana bridges gap**

The Journal Gazette

9/16/12

Inconvenienced motorists might disagree, but the bridge projects disrupting traffic in Fort Wayne in recent months are a wonderful thing. They stand as visible reminders of how taxes and fees support commerce, protect residents and enhance quality of life. The worst part is that there aren't more of them. As Indiana's toll road lease proceeds dwindle, gasoline tax revenue declines and federal stimulus support runs out, Hoosiers and their elected officials need to take a serious look at how to pay for transportation and infrastructure. Discussions by lawmakers are an encouraging sign that serious attention is being paid to the approaching cliff. The Joint Study

Committee on Transportation and Infrastructure Assessment and Solutions, headed by Sen. Thomas Wyss, R-Fort Wayne, heard about the funding challenge from state officials and a transportation consultant earlier this month. By 2016, operating expenses for the state's Department of Transportation and the state money needed as a match for federal projects will exceed the state's highway fund revenue. The upfront money from the Indiana Toll Road lease runs out next year, leaving the state dependent on an outdated tax and fee structure. Revenue generated by per-gallon gasoline taxes is dwindling as Hoosiers turn to more fuel-efficient cars, including hybrids and electric vehicles. It's not a problem unique to Indiana, but it's compounded by the fact that the state has the lowest gasoline tax – 18 cents per gallon – among all its neighboring states.

<http://www.journalgazette.net/article/20120916/EDIT07/309169977/1147/EDIT07>

### **Evansville, INDOT Move Forward on Key Project**

Inside INdiana Business

9/17/12

(Evansville, Ind.) - The City of Evansville and the Indiana Department of Transportation (INDOT) today announced plans to upgrade the U.S. 41 and Lloyd Expressway interchange to a full cloverleaf design. "The interchange at U.S. 41 and the Lloyd Expressway is one of the busiest intersections in the State of Indiana, and building a full cloverleaf has been a top priority of my Administration because of its significance as a regional traffic link," said Mayor Lloyd Winnecke. "That is why I am extremely happy to announce that INDOT and the City have reached an agreement that will allow this project to move forward." In February of 2011, INDOT announced plans for a partial cloverleaf interchange that would have improved traffic on the Lloyd Expressway but would have resulted in four traffic signals within a one-half-mile stretch of U.S. 41 between Walnut and Virginia streets. Mayor Winnecke began discussions with INDOT shortly after taking office. It was determined that a major hurdle to building a full cloverleaf was a storm sewer outfall from the interchange north to Pigeon Creek, which was estimated to cost \$10-\$12 million. At the Mayor's direction, the City Engineer's office developed a similar solution to direct runoff to the Weinbach Avenue main storm sewer outfall, which will result in a cost savings of approximately \$8 million. In addition to the drainage solution, Mayor Winnecke has requested that the Metropolitan Planning Organization (MPO) reprioritize the Lincoln Avenue widening project east of Green River Road, and shift approximately \$2.5 million to the U.S. 41/Lloyd interchange. That will give the city more time to address concerns neighbors have regarding the Lincoln Avenue widening project and allow for a local investment in the full cloverleaf interchange.

[Evansville, INDOT Move Forward on Key Project - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **Lloyd/41 Reconstruction Project Goes Back to Original Plan**

Tristatehomepage.com

9/17/12

After several years, and several changes in plans, it looks like the Highway 41 and Lloyd Expressway reconstruction project is facing yet another big change. Evansville Mayor Lloyd Winnecke and INDOT announced on Monday that the project is going back to a full cloverleaf plan. Last year, a plan was approved to make it a partial cloverleaf, and move the intersection's two stoplights from the Lloyd to 41. A storm sewer was initially to blame for the partial cloverleaf plan, but Winnecke says the city engineer's office was able to come up with another drainage solution that would keep the project in the same budget. Construction is expected to begin in 2014. [Lloyd/41 Reconstruction Project Goes Back to Original Plan](#)

### **House Passes Continuing Resolution without MAP-21 Spending Levels**

Truckinginfo

9/18/12

The House passed a six-month continuing resolution Thursday evening to fund the government until early 2013 -- without incorporating the transportation funding levels enacted in the new transportation bill, MAP-21. H.J.Res. 117, passed by a vote of 329-91, extends current discretionary appropriations through March 27 of next year. That extension, however, does not take into account the passage of MAP-21, in which transportation funding levels are slightly higher. American Association of State Highway and Transportation Officials Executive Director John Horsley sent a letter to both House Speaker John Boehner (R-OH) and Senate Majority Leader Harry Reid (D-NV), urging them to fully fund Highway and Transit programs with the same proportional funding increase available to most programs. "When you return following the November elections, and conclude action on Fiscal Year 2013 appropriations, we strongly urge you to honor the funding levels established in law by MAP-21, which merely maintain baseline funding for the first year," Horsley said. "Given the state of the economy and the critical need for jobs, we look forward to your positive response." Sen. Barbara Boxer (D-CA) also sent a letter to Speaker Boehner Tuesday to state her dissatisfaction that the CR's funding levels for transportation do not match those in MAP-21, claiming the loss of that additional funding could cost up to 17,000 jobs. "Congress made a commitment to the American people that we were going to invest in our nation's infrastructure at a time when our economy needs it the most. Congress cannot go back on that promise," she wrote in a letter. "The MAP-21 funding levels should be honored for fiscal year 2013. If the cut were to remain in the continuing resolution, it must be restored before any full-year transportation funding bill proceeds."

[House Passes Continuing Resolution without MAP-21 Spending Levels - Truckinginfo.com](#)

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