



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 18, 2012

Kenley pitching license plate tax to fund highway projects

Indianapolis Business Journal
12/15/12

A license plate tax of \$20 to \$50 per car will be one of a raft of proposals considered by the Legislature next year as a way to fix a hole in funding for road maintenance. And to keep expanding Indiana's system of highways. The plate-tax idea has been floated recently by Sen. Luke Kenley, R-Noblesville, as a way to help the Indiana Department of Transportation plug an annual budget hole of at least \$60 million and as much as \$200 million. Kenley, the powerful chairman of the Senate Appropriations Committee, also said he's looking at giving cities and towns—which by one estimate have collective road maintenance shortfalls of \$500 million a year—the option to raise gas taxes to help maintain their roads. And Kenley also would like new revenue to start planning for expansions of interstates 65 and 70—and to revive plans for the much-maligned Indiana Commerce Connector that would loop from Interstate 69 to the Indianapolis International Airport. Gov. Mitch Daniels revived talk of the Commerce Connector with a comment during a speech on Dec. 6. "Our road infrastructure is more critically important to us than it ever was," said Kenley, sitting at a table in his fourth-floor office at the Indiana Statehouse. "Somehow this needs to become a renewed major initiative like Major Moves was for Mitch." Major Moves was Daniels' project to lease the Indiana Toll Road for \$3.8 billion, and use the money to fund a new round of road-building in Indiana. But by next summer, all those funds will be committed. And the ending of Major Moves funding is exposing both old and new cracks in Indiana's system of highway funding. [Download full text of this story here.](#)

Illiana Expressway route will get feds' stamp of approval

NWI Times
12/13/12

Federal approval of the proposed corridor for the Illiana Expressway is just around the corner, and meetings with landowners as well as a detailed engineering study will start just after the new year, according to INDOT. INDOT Director of Program Management Greg Kicinski told the Northwestern Indiana Regional Planning Commission on Thursday that federal environmental agencies have signed off on the expressway's proposed route. A federal "record of decision" will be issued by year-end, he said. "This is pretty much a record time for a project of this size to get a record of decision," Kicinski said. The record of decision will kick off another round of expressway study, which will stretch into 2014, Kicinski said. That study will narrow down the corridor route from its current 2,000 feet to just 400 feet. It also will include detailed studies of bridges and interchanges. In addition, the issue of how much can be charged in tolls will be examined. The proposed expressway will run from Interstate 65 in Lake County to Interstate 55 in Illinois, running due east-west between Cedar Lake and Lowell. The Indiana Department of Transportation and the Illinois Department of Transportation also continue to study a "no build option" as required by

law. Kicinski was briefing NIRPC at its regular meeting Thursday at its Portage headquarters because the expressway eventually will be brought before the planning agency for a vote of approval and inclusion in its transportation improvement plan. That could happen as early as next summer, Kicinski said. The second round of the Illiana Expressway study also will have to go to federal officials for their approval, probably in 2014, Kicinski said. More public hearings will take place before that happens. Landowners and residents from southern Lake County were in attendance at Thursday's NIRPC meeting to listen to INDOT's presentation on the Illiana Expressway. Many are sharply critical of the proposal. Union leaders, who have generally favored the expressway, also were there. [Illiana Expressway route will get feds' stamp of approval](#)

INDOT considering Lafayette roundabouts, too

Journal and Courier
12/15/12

West Lafayette's River Road and State Street intersection isn't the only major one in play for possible roundabouts, beyond the ones already being designed. The Indiana Department of Transportation is in the early planning stages for roundabouts at these three Lafayette intersections, according to Debbie Calder, an INDOT spokeswoman: Teal Road at U.S. 52/Sagamore Parkway South; Teal Road at Fourth Street and Poland Hill Road; Teal Road at Indiana 38. (A roundabout could be considered if and when Teal Road is extended through the parking lots north of Tippecanoe Mall.) "The one at U.S. 52 and Teal Road is looking unlikely at this time," Calder said. "However, that could possibly change." She said there is no timetable set for those projects. Calder said INDOT built its first roundabout in 2007 in Valparaiso and opened the roundabout at the Hoosier Heartland Highway in Lafayette in November. She said INDOT has plans to build 31 new roundabouts by the end of 2016, for a total of 34 on state highways. [INDOT considering Lafayette roundabouts, too | Journal and Courier | jconline.com](#)

Bangert: In a new era of roundabouts, what's next? How about at a West Lafayette gateway to Purdue?

Journal and Courier
12/15/12

Had your fill of roundabouts yet? Greater Lafayette is, by no stretch, Carmel, with its 60-plus roundabouts on city roads and nearly three dozen more in the planning stage. But 2012 will go down as the year when Lafayette and West Lafayette started to learn to drive and live with the circular trend that traffic planners love so much. Ribbon-cuttings are planned this week for two roundabouts on West Lafayette's Cumberland Avenue. The Indiana Department of Transportation opened one at the mouth of the Hoosier Heartland Highway in November. And Lafayette quietly finished its Maple Point Drive and Concord Road roundabout in time for Black Friday shopping traffic to Tippecanoe Mall. In all, the roundabout count more than doubled in 2012, with nine in Greater Lafayette and four more in design stages. Love them or hate them, we're deep into roundabouts. And just wait ... bigger, busier and more involved ones could be coming soon. Starting with State Street and River Road, one of the busiest West Lafayette gateways to Purdue University. Just maybe. "It's definitely not a for sure thing," said Dave Buck, West Lafayette's engineer. "It could definitely go another way, and we'd have to make the best of the intersection we have. I don't want people to freak out: 'There's going to be a roundabout at State and River!'" [Bangert: In a new era of roundabouts, what's next? How about at a West Lafayette gateway to Purdue? | Journal and Courier | jconline.com](#)

EDITORIAL: Interstate 69, other projects give state long-term value

Evansville Courier & Press
12/16/12

A governmental professor at the College of William and Mary in Virginia has concluded that the Major Moves lease of the Indiana Toll Road was a bad deal for Indiana taxpayers in the long run. John Gilmour, in an article published in the Public Administration Review, an Indiana University journal, said that Major Moves may have been good in the short term, but it has important consequences in "intergenerational justice." He said it may enrich current citizens and governments at the expense of future citizens and governments by transferring future revenue to current budgets. What a bunch of baloney! In the 2006 transaction and under the leadership of Gov. Mitch Daniels, Indiana leased the Indiana Toll Road in Northern Indiana to the ITR Concession Co. for a one-time payment of \$3.8 billion. In return, the private consortium took control of the toll road for 75 years. The company gained the tolls, but is also responsible for maintaining the highway. Gilmour concluded that in the long run, Indiana taxpayers would have been better off retaining the toll road, maintaining it and collecting the tolls. Of course, it is Major Moves that made Interstate 69, now open to traffic from Evansville to Crane, possible. The highway is expected to be open to Bloomington in 2014, and eventually to go on to Indianapolis. In addition, Major Moves has funded other highway and bridge improvements in Indiana.
[EDITORIAL: Interstate 69, other projects give state long-term value » Evansville Courier & Press](#)

Bridge Project Reaches Milestone

Inside INdiana Business
12/17/12

Louisville, Ky. -- The Milton-Madison Bridge Project is expected to reach another milestone this week as the last steel beam is lifted into place on the new truss bridge. But, with the truss – or steel framework – still sitting on temporary piers, there are several crucial steps that must take place before the new bridge is complete in late spring 2013. Construction on the new 7,230-ton steel truss began in September 2011. Once the truss is completed this week, workers will turn their attention to building the bridge road deck by placing the formwork and 484-tons of reinforcing steel. Preparations for the bridge deck are expected to take place over the next several months, concluding with the concrete placement in the spring. Cold weather construction methods will be used when pouring the bridge deck in cooler temperatures. "Right now, anyone driving through the area will see two bridges sitting side by side, about 17 feet apart," said Kevin Hetrick, Project Manager for the Indiana Department of Transportation (INDOT). "Sometime in 2013, we'll remove the old truss off of the existing bridge and slide this new truss onto the existing piers, which are being rehabbed and reused." [Bridge Project Reaches Milestone - Newsroom - Inside INdiana Business with Gerry Dick](#)

Town and County Partnering on Road Project

Inside INdiana Business
12/17/12

FISHERS, Ind. – The Fishers Town Council tonight joined Hamilton County in committing a total of \$10 million in local funds towards construction of an Interstate 69 exit at 106th Street. Fishers will contribute \$8 million and Hamilton County \$2 million in local funds toward the estimated \$25 million cost of the new interchange. "The new 106th Street exit will reap dividends in economic development and reduced travel on Town streets with minimal impact to through traffic on I-69," said Fishers Town Council President Scott Faultless. Following tonight's vote, the Town will move quickly to issue a bond to finance its \$8 million portion. Upon receipt of the \$10 million in local funds, the Indiana Department of Transportation (INDOT) will begin initial planning and environmental review for the project. Pending further coordination and approval by the Federal Highway Administration and the Indianapolis Metropolitan Planning Organization, construction could begin on the future I-69 Exit 204 in 2015. The Town of Fishers and INDOT plan infrastructure improvements in the next two years that will help prepare for the new I-69 exit at 106th Street. Following successful completion of a recent roundabout at 106th Street and Lantern Road, construction will begin next year on a roundabout west of I-69 at the intersection of 106th

Street and Crosspoint Boulevard. Additional improvements at 106th Street and Cumberland Road are anticipated in the next few years. Work to eliminate recurring commuting bottlenecks on I-69 will resume in 2013 as part of INDOT's Operation Indy Commute initiative. Construction continues to reconfigure entrance and exit ramps at 116th Street and State Road 37 (Exit 205) for improved safety and traffic flow. Starting in 2013, an additional construction contract will add a new left lane for southbound traffic and ramp lanes connecting interchanges in both directions between Exit 205 and I-465 (Exit 200). [Town and County Partnering on Road Project - Newsroom - Inside Indiana Business with Gerry Dick](#)

Also, [UPDATE: Fishers to kick in \\$8M toward new I-69 interchange | 2012-12-17 | Indianapolis Business Journal | IBJ.com](#), [Fishers Town Council votes to join with Hamilton County on new I-69 interchange at 106th Street | Indianapolis Star | indystar.com](#)

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