



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 6, 2010

Daniels gives no timeline on replacing Cline bridge
The NWI Times
Keith Benman
1/6/10

**EAST CHICAGO | Gov. Mitch Daniels stood in the shadow of the Cline Avenue bridge at Riley Road on Tuesday afternoon and said something will be built to replace the condemned 1.25-mile span as "speedily as we can." The second-term governor, however, would not commit to any timeline for replacing the bridge nor speculate on what might take its place. "It's a fascinating situation. The bridge was built in a completely different day, everybody knows. It was built to carry 100,000 vehicles and there's not a third of that today," Daniels said. Those kinds of answers are beginning to grate on community leaders who are eager to know what will be done to handle the 30,000 cars and trucks per day now detouring onto local roads. North Township Trustee Frank Mrvan said the recession already is stifling economic growth in the region and the Cline Avenue closure is just making it worse. "We want obviously a quick answer to adding jobs and getting 30,000 cars flowing back and forth to Chicago every day," Mrvan said. The governor said money would not be an issue in funding whatever bridge or road is constructed to handle the traffic that goes over the bridge. http://nwitimes.com/news/local/lake/article_cbb143b5-5bb3-52e0-9fb0-6de33b64407a.html
Also, <http://www.indystar.com/apps/pbcs.dll/article?AID=20101060357>**

Residents to talk Hoosier Highway
Three Carroll Count public meetings set
WLF1
Joe LePage
1/5/10

DELPHI, Ind. (WLF1) - Three public meetings are set in Carroll County in an effort to keep residents up to speed on the latest Hoosier Heartland Highway developments. Many are hoping the highway will breathe new life into an area that has been lagging behind the times. "It is just a continuing effort to make our county a better place to live and to get ourselves into the 20th Century, we are not into the 21st, but to get into the 20th," said Carroll County Resident Dick Bradshaw. Dick Bradshaw says time has passed the City of Delphi and surrounding communities by. He says the county as a whole is not ready for growth, but steps are being taken in an effort to play catch-up. Bradshaw said the easiest thing to do is take full advantage of the Hoosier Heartland Highway and the opportunity for growth that comes with it. The highway design cuts right down the center of the towns of Burrows and Rockfield, before curving around the eastern and southern parts of the city of Delphi. <http://www.wlfi.com/dpp/news/local/Three-public-meetings-set-for-residents-to>

[talk-hoosier-highway](#)

Wheel tax generated nearly \$3 million last year
The Herald Bulletin
Justin Schneider
1/5/10

With a year of perspective, Madison County commissioners say the decision to create a countywide wheel tax was the right one. Painful as it may have been. "We took a lot of heat for that," said Commissioner Paul Wilson, D-South District. "Those dollars have gone directly into the road surface. This has been a promise kept." On Tuesday, during its first meeting of 2010, the board heard a report from County Engineer Chuck Leser on the funds generated by the \$25-per-vehicle tax and how those dollars have been spent. According to Leser, the wheel tax raised \$2.95 million during the 2009 calendar year, with \$1.32 million going to the Madison County wheel tax fund and another \$1.64 million distributed among 15 incorporated areas. Anderson received the most, \$1.05 million, followed by Elwood (\$176,5855), Alexandria (\$107,966), Pendleton (\$81,147) and Chesterfield (\$49,022).
http://www.theheraldbulletin.com/local/local_story_005183201.html

Federal funds advance town road construction
Post-Tribune
Carrie Napoleon
1/6/10

CEDAR LAKE -- The second phase of the 133rd Street reconstruction has been propelled forward by \$1 million in federal funding recently secured by the town. Ian Nicolini, town administrator, told the town council Tuesday the 80/20 cost sharing funds are crucial to advancing the project. The money replaces \$1 million in funding rescinded by the Indiana Department of Transportation after the town lost its rural status and became part of NIRPC two years ago. The town will apply for the remainder of the cost sharing revenues in the next call for projects that will go out early this year. Work on the first phase of the reconstruction and widening, which included installing sidewalks and a center turn lane, was completed this summer. The second phase of the project has been on the books for almost a decade. Nicolini has been working on replacing the lost INDOT funding for two years. <http://www.post-trib.com/news/1975808.clcouncil0106.article>

Making inroads in our state with start of I-69 extension
The Indianapolis Star
Samuel Sarvis
1/6/10

The Indiana Department of Transportation was glad The Star recognized the start of I-69 construction between Indianapolis and Bloomington in its review of the state's growth over the past 10 years. After decades of delay and lost opportunities, the wait is over as I-69 construction officially is under way. Gov. Mitch Daniels joined business and political leaders in Evansville on July 17, 2008, to break ground on the 142-mile highway project. From the start of Tier 1 environmental studies in January 2000 to opening the first two miles to traffic three months ago, much has been accomplished with I-69 over the past 10 years. We eagerly anticipate opening to traffic in 2012 the first 67 miles of interstate funded under the Major Moves jobs initiative. Who would have thought that in our lifetimes citizens of Southwest Indiana will be able to take advantage of the safety, mobility and economic development options afforded to other regions of our great state?
<http://www.indystar.com/apps/pbcs.dll/article?AID=20101060326>

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