



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 24, 2013

Proposed bill could help establish mass state transit

WLF1

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INDIANA (WLF1) - A bill is being considered in Indiana's legislature that would allow cities and counties to decide if they want to establish mass-transit districts. Jerry Torr, R-Carmel, is the bill's author. He says it would require a referendum. "Voters would have the opportunity to weigh in and let local government know whether or not they want this transit authority set up," Torr said. House Bill 1011 was created with Central Indiana in mind. Torr said Marion and Hamilton counties would probably be the first to move forward with a system called Indy Connect. He said there is broad support from mayors, young professionals, environmentalists and seniors. Driving can often be an issue for seniors who may want to remain independent in their homes. AARP Indiana volunteer Irene Wegner says public transportation is important for those seniors. "For them to be able to do that and still get to where they want to be and do what they want in the community – to be involved in community affairs – it's important for them to have a way of getting there and doing that," Wegner said. Wegner, who will testify Wednesday before the House Roads and Transportation Committee, says having dependable public transportation for seniors is more cost-effective than keeping up with a car. "You have your insurance, you have your parking, you have your gas, you have your maintenance and upkeep," Wegner said. "When you're a senior on a limited income, that really eats into it." Transit Day at the Statehouse is Feb. 13. [Proposed bill could help establish mass state transit | WLF1 - Indiana](#)

Mass Transit Push Returns to Statehouse

Inside INdiana Business

1/23/92

The head of a coalition pushing for a stronger mass transit system in Indianapolis says the city is "absolutely behind" its competitors. Indy Connect Now Executive Director Ron Gifford says cities such as Charlotte, Minneapolis and Phoenix are able to advertise stronger systems when competing for jobs. He will lead a group of supporters during a public hearing Wednesday afternoon on a bill seeking a public referendum on mass transit funding. Indianapolis, Ind. -- The Indiana House Roads and Transportation Committee will hold a public hearing today on House Bill 1011, which seeks a public referendum for voters to decide on future funding of mass transit in Central Indiana. Business and community leaders and local elected officials are expected to attend the hearing to voice their support for the Indy Connect plan. More than 7,800 Hoosiers have signed petitions, encouraging lawmakers to authorize the referendum to place mass transit on the ballot so local voters can decide on how to fund an expanded mass transit system. • WHAT: House Roads and Transportation Committee Hearing on mass transit legislation • WHEN: 3:30 p.m. on Wednesday, January 23, 2013 • WHERE: Indiana State House - House Chambers Indy Connect Now is a coalition of elected officials, community leaders, businesses, civic

organizations, neighborhood associations, disability advocates, schools and citizens who support a robust mass transit system in central Indiana. Indy Connect Now urges the Indiana General Assembly to authorize a referendum in November 2014 that allows voters the choice of how best to fund mass transit in their community. [Mass Transit Push Returns to Statehouse - Newsroom - Inside INdiana Business with Gerry Dick](#) Also, [Erika D. Smith: Transit supporters find their voice at Statehouse Wednesday | Indianapolis Star | indystar.com](#)

Purdue to improve Indiana bridges with enhanced concrete

FOX 59

1/24/13

Purdue University is enabling Indiana to make its bridges better with a new “internally cured” high-performance concrete. The Joint Transportation Research Program, a partnership between the Indiana Department of Transportation and Purdue, worked with INDOT to create specifications for implementing the internally cured high-performance concrete. It will be used on four bridges this year, the first of which will be on State Road 933 in St. Joseph County. “This material will reduce maintenance costs and allow bridge decks to last longer,” said Jason Weiss, a professor of civil engineering and director of Purdue’s Pankow Materials Laboratory. “Our testing indicates that internally cured high-performance concrete experiences substantially less cracking and concrete damage caused by deicing salt and, when properly designed, the service life of bridge decks can be greatly extended.” The researchers assisted Monroe County in the specification of internally cured concrete used in a bridge built in 2010. They are studying how well it performs compared to an adjacent bridge built the same year using conventional concrete. “The control bridge has developed three cracks, but no cracks have developed in the internally cured bridge. Tests also show the internally cured concrete is approximately 30 percent more resistant to salt ingress,” Weiss said. The internal curing process also allows engineers to reduce the amount of cement used in the concrete by replacing a portion of it with supplementary materials, such as silica fume, fly ash and limestone. These supplements will reduce the amount of waste, lessen the need for raw materials and reduce the carbon footprint of making concrete while improving its durability, Weiss said. Sponsors and contributors to the work include INDOT, the Joint Transportation Research Program, the Indiana Local Technical Assistance Program, the National Institute of Standards and Technology, Lafarge North America, and the Expanded Shale Clay and Slate Institute. [Purdue to improve Indiana bridges with enhanced concrete | Fox 59 News – fox59.com](#)

Crews hope to pull off engineering marvel in July with Milton-Madison Bridge

FOX 59

1/24/13

MADISON – Summer will mark the final stages of the new Milton-Madison Bridge. Crews will slide the new, wider bridge into place in mid-July with the help of hydraulic jacks. The 2,427-foot-long truss bridge currently sits on temporary piers. The jacks will move the bridge to its permanent home on existing piers for the old bridge connecting Madison, Ind., to Milton, Ky. Officials haven’t announced a specific date, saying they’ll have to wait for ideal weather conditions. Project officials considered “sliding” the bridge during the spring, but that would’ve forced crews to pour concrete in the winter. Officials said that process would’ve been more complicated in the cold weather. They’ll wait until spring to pour the concrete. Several critical steps remain before the bridge can go into place: Completion of the new bridge road deck, expected to take place this spring when concrete pouring conditions are best. The shift of traffic from the existing bridge to the new bridge which is sitting on temporary piers. Removal of the old truss – or upper steel portion of the existing bridge. Completion of pier rehabilitation with the addition of wider pier caps to accommodate the new 40-foot-wide bridge – twice the width of the old bridge. The existing bridge remains open to traffic with a 3-ton weight limit and 36-foot vehicle length restriction. Walsh Construction’s plan to replace the bridge has drawn praise from around

the country. The multistep method allowed the existing bridge to stay open during construction—averting a year-long closure. The bridge will shut down for several days while the slide takes place over the summer. The Milton-Madison Bridge Project is a joint effort between the Indiana Department of Transportation and the Kentucky Transportation Cabinet that has won numerous awards for its innovative approach. Roads & Bridges Magazine named it one of the country's top 10 bridge projects and Popular Science gave it a 2012 Best of What's New Award. In addition, the project has received several state and national engineering awards. [Crews hope to pull off engineering marvel in July with Milton-Madison Bridge | Fox 59 News – fox59.com](#)

Busy I-69 Interchange To Be Revamped

Indiana's NewsCenter

1/23/13

FORT WAYNE, Ind. -- Fort Wayne is about to become a guinea pig for a new traffic pattern at one of the busiest -- and most dangerous -- interchanges of I-69. If you've used the exits at Dupont Road and I-69, especially at rush hour, you know how congested it can get. Well, a new project is designed to change all of that, but it will be confusing, at least at first. The \$1.7 million project called a diverging diamond will be one of the first in the state. It will redirect traffic over the bridge, then you will cross over to the left side of the bridge, where you could easily merge left onto southbound I-69. Or the traffic flow will cross you back over to the right side of the road once you're past the highway. Nearly 31,000 vehicles use the ramps every day at I-69 and Dupont. "Will go into its own lane, so it won't have to worry about merging when it comes off the interstate, so traffic will just flow more freely," says Mary Foster, an INDOT spokeswoman. By eliminating stop lights and left turns at the top of the exit ramps and on the bridge, the new pattern is expected to cut the number of crashes in half. 2011 saw 36 collisions there, five of them had injuries and two-thirds of them were rear end crashes. The bridge was built in the early 1960s, replaced and widened in the mid-90s, and can accommodate the new design, which also allows for pedestrians. 80 percent of the project will be federally funded, and INDOT has already approved paying the 20%. Work is expected to begin next year and last just the one construction season. [Busy I-69 Interchange To Be Revamped | Indiana's NewsCenter: News, Sports, Weather, Fort Wayne WPTA-TV, WISE-TV, CW, and MyFOX | Local](#)

STATEHOUSE: Indiana lawmakers looking to patch road repair funds

Goshen News

1/24/13

INDIANAPOLIS — Freshman lawmaker Alan Morrison knew long before he came to the Indiana Statehouse that Indiana's roads were in a bad state. Traveling through his mostly rural, six-county district in central western Indiana to campaign, the Terre Haute Republican was often glad he was in a four-wheel drive vehicle that could handle rugged terrain. "It shocked me how badly our infrastructure had crumbled," said Morrison, elected in November to the Indiana House. "It's not crumbling. It has crumbled." Between 2000 to 2010, the major sources of road repair money collected by the state of Indiana and doled out to local governments dropped by about \$100 million. Morrison could see the evidence of that, in roads that had turned to gravel and in gravel roads that had become nearly impassable in spots. "There are roads where I was glad I had my four-wheel drive because I wouldn't have gotten to some people's houses without it," he said. "What was going through my mind at that point was, 'What if an ambulance had to get up this road in bad weather to get that house? It's not going to make it.'" Those experiences are why Morrison and a Democrat from a neighboring district, state Rep. Clyde Kersey, have signed on as co-authors of legislation aimed at freeing up millions of more dollars for local road repair. The bill, authored by state Rep. Jeff Thompson of Lizton, would stop the state from diverting \$150 million from fuel taxes that currently fund the Indiana State Police and the Bureau of Motor Vehicles. [STATEHOUSE: Indiana lawmakers looking to patch road repair funds » Breaking News » Goshen News, Goshen, IN](#)

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