



BUILD INDIANA COUNCIL

Infrastructure Media Summary

February 16, 2012

Cline, MLK bridge demolition could begin at end of month

Post-Tribune
2/14/12

Demolition on both the Cline Avenue elevated bridge in East Chicago and the Martin Luther King Drive bridge in Gary could begin by the end of the month, an Indiana Department of Transportation spokesman said Tuesday. Jim Pinkerton told the Transportation Policy Committee of the Northwestern Indiana Regional Planning Commission that INDOT learned Monday contractors on both projects hoped to start by late February or early March at the latest. Walsh Construction Co. of Crown Point received an \$8.9 million contract to demolish the Cline bridge, a project Pinkerton estimated should be completed by the end of the year. The bridge over the Indiana Harbor and Ship Canal has been closed since 2009 because of structural deficiencies. [Cline, MLK bridge demolition could begin at end of month - Post-Tribune](#)

Lafayette to take over, improve 2 highways State, city agree on Indiana 26, U.S. 52 deal

Journal and Courier
2/14/12

Taking possession of Sagamore Parkway from Teal Road north to the Wabash River, and Indiana 26 from the river to Interstate 65, is a done deal for Lafayette. The city board of works approved an agreement Tuesday with the Indiana Department of Transportation. Indiana officials still must sign off on the agreement before it becomes official, but that is a formality at this point. Attorney General Greg Zoeller is the highest and final state official who will sign off on the agreement. "I'm doing this in a lot of areas where they want to set their own destinies," said Alan Plunkett, INDOT deputy commissioner in the Crawfordsville district. "It is their gateway into the city." [Lafayette to take over, improve 2 highways | Journal and Courier | jconline.com](#)

Matthew Tully: Indiana's politicians have more to blush than boast about

Indianapolis Star
2/15/12

At the state level, a push for mass transit has stalled like a bus in 2 feet of snow. At the City-County Building, the debate over a smoking ban has been as unhealthy as a three-pack-a-day smoker's lungs. We've had walkouts. We've had stubborn partisanship. We've had legislation that accomplished little more than to further divide the state. And it's only February! In case you haven't had the stomach to follow the follies, here's what you've missed. Mass transit. A push to allow a local referendum on mass transit died this month in the General Assembly, ensuring that

Indiana's largest city will continue to have a transit system that would shame Mayberry. [Matthew Tully: Indiana's politicians have more to blush than boast about | The Indianapolis Star | indystar.com](#)

Cline Avenue Bridge talks go on

The NWI Times
2/15/12

Negotiations on building a private toll bridge to replace the failed Cline Avenue span are continuing, but there isn't much new to report since Gov. Mitch Daniels commented on negotiations two months ago, Indiana Department of Transportation spokesman Will Wingfield said. On Dec. 14 at Gary/Chicago International Airport, the governor said a deal with the company American Bridge Partners was "close." The proposed project involves constructing a private toll bridge over the Indiana Harbor and Ship Canal.

"If we can get to a final agreement, work can get started pretty soon," the governor said after a ribbon-cutting for an expanded Indiana Toll Road at the airport. It has been more than two years since the Cline Avenue Bridge was condemned, severing one of the region's main transportation links. [Cline Avenue Bridge talks go on](#)

EDITORIAL: Indiana 641 — slow but sure

The Tribune Star
2/15/12

One could state that observing the construction of Indiana 641 through southeastern Vigo County is like watching paint dry. But that would not be accurate. Paint dries more quickly. Much more quickly. Still, if you can muster enough patience to laugh off the excruciatingly long period of time it is taking to complete this major road project, you know the final product will be worth the wait. The project is being done in phases for obvious financial reasons. The state simply does not have enough money available to build this multi-million-dollar, six-mile, four-lane link between U.S. 41 and I-70 all at once. [EDITORIAL: Indiana 641 — slow but sure » Opinion » News From Terre Haute, Indiana](#)

Coats Calls for More Equity and Flexibility in Highway Bill

US Senator Dan Coats
2/15/12

WASHINGTON, DC – Senator Dan Coats (R-Ind.) today spoke on the Senate floor urging Majority Leader Harry Reid to allow Republicans the opportunity to offer amendments to the Surface Transportation Reauthorization bill, including one introduced by the Indiana senator that would give more equitable treatment to all states. "Once again the Majority Leader is trying to block members from amending and improving legislation that greatly impacts our state," said Coats. "For years, Indiana has drawn the short end of the stick when it comes to transportation funding. Despite Indiana's strong record of fiscal management, we've long been a 'donor' state and sent more taxpayer dollars to Washington than we get in return for highway funding. My amendment would ensure that Indiana and other donor states receive their fair share rather than continue to subsidize the needs of other states." The Coats amendment would allow Indiana to receive the same percentage of available highway funding as Hoosiers contribute to the gas tax. [Coats Calls for More Equity and Flexibility in Highway Bill | Press Releases | United States Senator Dan Coats of Indiana](#)

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