



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **April 23, 2013**

#### **NICTD wants to upgrade bridge in Hudson Lake**

Herald Argus  
4/18/13

La PORTE-The La Porte County Commissioners are in the process of making a decision on an argument between residents near Hudson Lake and the South Shore Line. The commissioners meeting on Wednesday night focused on a debate between potential car and train collisions, and the time allowed for firefighters to respond to a burning house. Northern Indiana Commuter Transportation District (NICTD) Director of Marketing and Planning John N. Parsons presented two options for the commissioners to approve: either to close Cottage Grove Avenue and raise the train track bridge that intersects with the road by a foot or two or maintain the bridge as is, with high profile vehicles being unable to use the road. Parsons said the construction to raise the bridge would not need county funds and would be stable for many years. "It is truly a safety project," said Parsons. "You would immediately eliminate the risk of any vehicle and train collision." There are 14 trains that operate every day over the crossing. They carry 500 to 1,000 passengers a day. The train travels more than 79 miles an hour over the crossing. The bridge is at 11.8 feet in height, which does not allow enough space for larger trucks and semis to cross underneath. Parsons said in exchange for raising the bridge to 14 feet, the 950 feet east of the bridge on Cottage Grove Road would be closed. Parsons said the reason for not raising the bridge and keeping the road open is due to the proximity of crossing on the bridge and the cost. [Herald Argus > Archives > News > Local > NICTD wants to upgrade bridge in Hudson Lake](#)

#### **Study: Central Indiana Mass Transit Would Create 7,000 Jobs**

Indiana Public Media  
4/19/13

Indy Connect's plan for mass transit in Central Indiana will create more than 7,000 jobs and pay \$1.5 billion to workers in its first 10 years, according to a new Indianapolis Metropolitan Planning Organization study. The study says about half of the jobs would be directly-related construction positions and roughly the other half would be permanent jobs, many of which would be indirectly related. The study also says building and operating the first phase of the plan would pump \$3.8 billion into the economy from 2015 to 2025. Executive director of the Central Indiana Regional Transportation Authority Ehren Bingaman says his group continues to promote mass transit legislation that aims to bring the issue and funding to a public referendum in November 2014. "Lets get to the place where we can ask them that question and that's simply whats being asked of the legislature this year," Bingaman says. "Can we get to that place where voters can be asked whether or not they want to say yes or no to funding transit." He says 75 percent of voters in other cities have approved mass transit funding when it became as issue. Bingaman says legislation is still subject to conference committee in the Indiana legislature. This after the House approved legislation to send the issue to public referendum. The Senate version suggested the issue go to

a summer study committee. State lawmakers still must decide whether it will go to a summer committee or whether a compromise can be reached. [Study: Central Indiana Mass Transit Would Create 7,000 Jobs | News - Indiana Public Media](#)

### **Bill would cut Wayne County out of extra highway dollars**

Palladium-Item

4/19/13

Wayne County would miss out on an additional \$1.2 million for roadwork over the next two years if the Indiana Senate's version of a highway funding bill becomes law. The bill passed by the Senate would allocate no new money to counties that haven't adopted local option highway user taxes on trucks, trailers, buses and passenger vehicles. The Wayne County Council considered imposing local road taxes in 2011, but after hearing from residents, decided to subsidize roads with monies from other funds. The state's extra road revenues for 2014 and 2015 come from gasoline taxes that would no longer be used to fund the Indiana State Police and the Bureau of Motor Vehicles. The Indiana House's version of the bill doesn't require local road taxes be imposed for counties to receive extra road dollars and also would be more generous. Wayne County would be looking at receiving \$1.77 million over the next two years if the House version is adopted, according to the Indiana Association of Counties. Wayne County Council President Jeff Plasterer lobbied local legislators in Indianapolis on Monday on the problems with the Senate's budget bill. Wayne County is subsidizing the highway department with \$1.4 million this year from other funds, more than the wheel taxes would generate, he said. [Bill would cut Wayne County out of extra highway dollars | Palladium-Item | pal-item.com](#)

### **Salem Company Wins INDOT Contract**

Inside INdiana Business

4/19/13

AUSTIN, Ind. - The Indiana Department of Transportation has awarded Temple & Temple Excavating of Salem a \$1,342,400 Major Moves contract for reconstructing State Road 256 at Austin. INDOT confirmed the award this week. The S.R. 256 project extends from Church Street east for 0.45 miles. It includes full-depth pavement replacement over treated sub grade, 6-foot sidewalks and a new culvert at Austin Ditch. The drainage system will be improved. Transitions will be made at drive and street approaches. A pre-construction conference will be scheduled in the near future to discuss utility relocations and project timetables. The contract completion date is August 29, 2014. [Salem Company Wins INDOT Contract - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **Bridges meetings to feature presentation on blasting**

News and Tribune

4/21/13

Ohio River Bridges Project meetings planned for Wednesday and Thursday will include a 30-minute presentation from representatives of the Indiana Department of Transportation and the Indiana Finance Authority. The meetings are designed to give residents information about planned blasting activities and other construction impacts related to the east-end crossing, including traffic maintenance plans, according to a press release. The community meetings are scheduled from 5:30 to 8:30 p.m. Wednesday, April 24, in Utica and from 6 to 9 p.m. Thursday, April 25, in Louisville. Each of the community meetings will last three hours, and the presentation will be given once per hour. In addition, INDOT will provide information regarding the public's opportunity to submit technical documentation in support of a request to prepare and implement blasting and vibration monitoring plans for additional historic structures. Information regarding this opportunity is available on the website at: <http://updates.kyinbridges.com/information-for->

preparing-requests-for-blasting-and-vibration-monitoring-plans-for-additional-historic-structures. Wednesday's meeting will be at the John Nobel Woods Utica Community Center, 106 N. Fourth St. in Utica. The presentations from state officials are scheduled for 5:45, 6:45 and 7:45 p.m. Thursday's meeting will be at Springdale Community Church East Campus, Main Building, 4601 Springdale Road in Louisville. The presentations from state officials are scheduled for 6:15, 7:15 and 8:15 p.m.

[Bridges meetings to feature presentation on blasting » Recent Local News » News and Tribune](#)

### **Indiana Projects Receive Attention**

Inside INdiana Business

4/22/13

INDIANAPOLIS, IND.—Engineering News-Record (ENR) Midwest has named the Ohio River Bridges East End Crossing the No. 1 project among its “Midwest Top Project Starts of 2012” annual list in its April 1, 2013 magazine, ranking the highest out of 50 total projects across the region. Indianapolis-based engineering firm American Structurepoint, which has several offices across the Midwest, including in Columbus, Ohio, is serving as the subconsultant to the lead design firm, Jacobs, on this project, which is headed by prime contractor and developer team Walsh Construction and VINCI Concessions. East End Crossing was procured by the Indiana Finance Authority (IFA) and the Indiana Department of Transportation as a best value design-build-finance-operate-maintain project. The \$763 million project, which began in August 2012, has a scheduled completion date of October of 2016. “We are extremely proud of this accomplishment and opportunity to participate in one of the largest transportation projects ongoing in the nation,” said Vice President Cash Canfield, American Structurepoint. “From the Transportation Group’s standpoint, the Ohio River Bridges project is the largest opportunity we’ve ever pursued, and this is the first public-private partnership we’ve ever been involved with. We hope this will help us to create more future teaming opportunities.” American Structurepoint’s heaviest involvement for the East End Crossing project is with the Indiana approach to the new East End Bridge. The firm will modify the interchange at IN 265 with IN 62 and Port Road and design a new interchange at IN 265 and Old Salem Road. It will also design a new 4-lane, 4-mile road from the existing IN 265 interchange at IN 62 all the way to the new cable-stayed bridge that will be constructed over the Ohio River, just north of Utica and eight miles upstream from the current bridge. In addition, the work will include a combination of new and widening rehabilitation work on 18 bridges. [Indiana Projects Receive Attention - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **House conference committee to meet on mass transit**

Indianapolis Recorder

4/22/13

The Indiana General Assembly will hold a conference committee meeting on April 23, to discuss House Bill 1011, which would give local communities the flexibility to dedicate new local funds to support a transit system, if first approved by local voters at a public referendum. The meeting is scheduled for 9:30 a.m. Tuesday in Room 156B of the Indiana Statehouse. “We appreciate the progress we have made thanks to those legislators and local elected officials who understand mass transit is a tool that can bring additional development to our region while serving the needs of our residents,” said Ron Gifford, executive director, Indy Connect Now. “With this final push, we’re confident the General Assembly will continue working with us to allow our region to invest in an improved transit system.” HB1011 was filed by Representative Jerry Torr (R-Carmel) and co-authored by several Democrat and Republican legislators from Marion and Hamilton counties. Meanwhile, a letter of support signed by 121 business and community leaders was delivered today to state lawmakers encouraging them to pass transit legislation before the session is expected to adjourn April 26. Noting the many years of study that have already gone into this issue, the letter reiterated that the transit proposal has been refined with input from thousands of

local residents, advice from national planning experts, and analyses of best practices from cities around the country. The letter states, "Study after study has recognized the need for building such a system in our region. Cities all across America have realized the benefits from investing in good transit systems, and our inability to make that investment puts us at a competitive disadvantage." "During this process, we have seen growing support from the public for the opportunity to vote on this important issue in November 2014," said Gifford. "It's critical for the General Assembly to give us the tools we need over the next 18 months so residents can make an informed judgment about making this investment." [House conference committee to meet on mass transit - Indianapolis Recorder Newspaper: Local News](#)

### **Transit Supporters Make Final Plea for Referendum**

WIBC

4/23/13

Supporters of a central Indiana mass transit upgrade are making a final bid to win authorization for a tax referendum before the legislature adjourns on Friday. The Senate scrapped a House-passed bill to let Marion and Hamilton Counties vote on a local income-tax hike, in favor of a legislative study committee. Indy Connect Now executive director Ron Gifford suggests passing both bills, with a sunset provision to require reapproval of the referendum next year. Even though that would still leave the authorization of the referendum in limbo for another year, Gifford says it would prevent the study committee from starting from scratch. He says legislators have 16 years of transit studies, including one they requested themselves in 2007. He says focusing the study on the specifics of the current proposal would offer assurance of breaking out of that loop and heading toward a final verdict. Indianapolis Mayor Greg Ballard and Westfield Mayor Andy Cook made a final pitch for the proposal. Ballard warns delaying the project will just mean higher construction costs when it finally does happen. He says Indy needs to improve what he calls a "horrible" transit system to attract the young professionals the city hopes to lure. Senate Republicans still sound skeptical. Indianapolis Senator Pat Miller says she's concerned about whether the income tax is the best funding option. And Greenwood Senator Brent Waltz notes the proposal is still evolving, with some backers offering to set aside an Indy-to-Noblesville rail line that sparked the most initial opposition.

[Transit Supporters Make Final Plea for Referendum | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

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