



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**June 4, 2013**

#### **State to pick up tab for repairs to sunken I-69 section**

Evansville Courier & Press

5/31/13

INDIANAPOLIS — After an estimated \$250,000 in repairs, state transportation officials say a stretch of Interstate 69 in Southwestern Indiana that had sunk several inches in the months after it opened was fixed this week. The repairs were to a 250-foot stretch of highway leading up to the Patoka River Bridge, near the Gibson and Pike county line. That highway was laid atop a recently-closed underground mine. The asphalt there settled several inches deeper than Indiana Department of Transportation officials had initially expected during their planning phases. Though the sinking was noticed in January, state officials said repairs needed to wait until the spring, when temperatures were warmer and repaving was possible. Gohmann Asphalt, the company that initially paved that stretch, made the fixes, and the state footed the bill. "Contractors completed the asphalt wedging prior to the Memorial Day travel weekend and placed a final layer of surface asphalt earlier this week. Crews will install final pavement markings and shoulder corrugations (rumble strips) as weather allows, likely next week," said INDOT spokesman Will Wingfield. "Traffic along the newly opened I-69 should continue to watch for daytime lane closures as contractors finalize each construction contract." As the state drew up plans for the 142-mile, Indianapolis-to-Evansville highway extension, its project team studied soil samples, and construction contractors performed a process called "deep dynamic compaction" that involved dropping a 15-ton weight from 30 feet in the air in an effort to avoid the settling that has since occurred. Contractors also used dark asphalt rather than lighter-colored concrete to pave those sections, since the dark asphalt is more flexible. Wingfield said that because Gohmann Asphalt fulfilled the state's expectations, the company wasn't on the hook for the unexpected settling that occurred.

[State to pick up tab for repairs to sunken I-69 section » Evansville Courier & Press](#)

#### **County, state, feds discuss Middletown bridge**

Shelbyville News

5/31/13

MIDDLETOWN -- Shelby County commissioners, engineers and highway officials met with Indiana environmental, historical preservation and state and federal transportation representatives Thursday on the crumbling Middletown Stone Bridge to discuss what to do with the 113-year-old historic arch bridge on County Road 425 South. Also known as Bridge 149, it was closed to traffic in June 2012 after engineers deemed the stone-arched structure unsafe. County officials said repairing it now is too costly. "It would take several million to replace it," USI Consultants Vice President and Structural Engineer Mike Obergfell said, adding that it would pretty much have to be completely rebuilt. USI provides engineering and consulting services to the county, inspecting its numerous bridges annually and making recommendations. Shelby

County Highway Superintendent Kem Anderson said it would take \$20,000 to tear it down. Since Shelby County will not replace or reopen the bridge, commissioners are asking it be removed from "select" status in order to demolish it as soon as possible to avoid potential injury to people walking on or around it. "It would be reclassified into non-select status," Indiana Department of Transportation Environmental Services Director Patrick Carpenter said. "That would require Indiana's Bridge Task Force, INDOT and federal approval." Carpenter said the county was willing to work with any group that wanted to take the bridge and restore it. But the Indiana Historic Bridge Task Force and Historic Landmarks Foundation of Indiana wanted studies done before agreeing to change its status. "I would like see what it would cost to rebuild the bridge," HLF Community Preservation Specialist Rebecca Smith said. "It should not be easy to de-select a bridge." Obergfell said a study would cost about \$10,000. Indiana Historic Bridge Task Force Chairman Paul Brandenburg was concerned about adding to the numbers of bridges being reclassified in the state.

[The Shelbyville News > Archives > News > County, state, feds discuss Middletown bridge](#)

### **Many Bridges Are Unsafe, But Few Agree on Fixes**

Northeast Indiana Public Radio

6/1/13

LePatner is author of *Too Big to Fall*, about the nation's failing infrastructure. What happened in Washington and Minneapolis, he says, is a harbinger of what might happen to thousands of other bridges in the nation. "When you combine those poor bridges that must have traffic limited on them because they can't support the weight as originally designed ... with a fracture critical design ... we have a very toxic combination that imperils the traveling public," he says. LePatner says for decades the nation has starved its roads and bridges. The federal gas tax, which provides the bulk of the funding for the Highway Trust Fund, hasn't been raised in two decades. And the trust fund, which pays the federal share of road and bridge construction, is expected to go broke next year. President Obama has called for spending \$50 billion to pay for bridge and road construction, as well as setting up a national infrastructure bank — an idea that's gained little traction so far in Congress. Democratic Rep. Janice Hahn of California says infrastructure spending provides a good return on investment. "We know that this will create jobs [and] we know it will put people to work," Hahn says. "It will improve the efficiency of our nation's transportation system and it's going to be worth the investment." Hahn has called for hearings on the Washington bridge collapse as a way to raise awareness of the infrastructure problem. While Congress has been gridlocked, states have been trying their own solutions to funding bridge and road repairs. Some have raised their own gas taxes; others, like Massachusetts and Colorado, have authorized increased borrowing. Charlie Chieppo of Harvard's Kennedy School of Government says this is a good time for bridge building or rebuilding.

[Many Bridges Are Unsafe, But Few Agree on Fixes | Northeast Indiana Public Radio](#)

### **Major Overpass Planned For Huntingburg**

Inside INdiana Business

6/3/13

HUNTINGBURG, Ind. - Lieutenant Governor Sue Ellspermann and Huntingburg Mayor Denny Spinner were joined by INDOT officials and other elected leaders today to announce an agreement to build a new overpass for SR 231. The project, which will be funded using 80 percent state dollars and 20 percent local funding, is expected to improve public safety and enhance economic development opportunities. "This project creates a great opportunity for the City of Huntingburg to move forward to address a long-time concern, and to focus on economic development advantages," said Lt. Gov. Ellspermann. "Improving public safety and daily travel routes will be a welcome addition to those who travel 231 and live in Southwestern Indiana." Following initial assessments and discussions with INDOT, the City can now move forward with more specific planning activities to get the project officially underway. The Huntingburg Railroad

Overpass Project will be created to move traffic more effectively through town, minimizing the impacts of nearly 30 daily trains that cross the tracks on U.S. Route 231. "The City of Huntingburg is grateful for the commitment it has received from both the state and county in regards to this project," said Mayor Spinner. "First and foremost, the overpass will create a safer community for the people of Huntingburg. No longer will residents and emergency response personnel have to worry about being stopped by a train should an emergency situation arise," he said. "Less time spent in vehicles at railroad crossings will also mean more time visiting local merchants and seeing all that Huntingburg has to offer." "Today's announcement of the Huntingburg Railroad Overpass Project is a great day not just for the City but for INDOT as well," said INDOT Chief of Staff Troy Woodruff. "Partnering with the City is critical in the continuation of infrastructure improvements which in turn allows for economic growth opportunities."

[Major Overpass Planned For Huntingburg - Newsroom - Inside INdiana Business with Gerry Dick](#)  
Also, [State announces plans for railroad overpass in downtown Huntingburg, Ind. » Evansville Courier & Press](#)

### **Bridge fix likely over \$1 million**

Shelbyville News

6/4/13

Shelby County engineers have supplied a cost estimate to replace the Middletown bridge after federal and state bridge task force members voiced concerns last week that the crumbling bridge might be salvageable. Highway Superintendent Kem Anderson told Shelby County Commissioners on Monday that USI Consultants estimated replacement of the bridge, No. 149, at \$1.35 million. Anderson said the estimate was based on replacement of other county bridges and multiplying the square footage of the bridge an average other arched bridges would cost to be reconstructed. "It came out to \$1,500 a cubic yard for masonry work," Anderson said after the meeting. "It will require a lot of new stone due to deterioration." Anderson said the estimate has been provided to all members of the task force, which included federal and state highway and transportation officials, county officials and engineers, and representatives from the Historic Landmarks Foundation of Indiana. The group met Thursday for the first time to discuss the fate of the historic bridge located on County Road 425 South. Because the bridge serves so few residents, who have access to other nearby alternate routes to Michigan Road, county officials aren't planning to replace the bridge which was closed to traffic last year due to deterioration. Representatives from the Federal Highway Commission and Indiana Department of Transportation agreed at that time to look into a suggestion by county commissioners that Bridge 149 be swapped on the preservation list for Bridge 13, a 120-year-old iron bridge in Moral Township, which would be moved and restored by the county to the Shelby County Fairgrounds for historical preservation. The county would fund its replacement. Also in disrepair, the bridge has been closed since 2011 due to a lack of funds to replace it, according to county officials. If agreeable, federal and state agencies would pay for the restoration of Bridge 149 instead.

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### **Losing Revenue From Hybrids Prompts States to Hit Owners**

Bloomberg

6/4/13

Hybrid and electric cars are sparing the environment. Critics say they're hurting the roads. The popularity of these fuel-efficient vehicles is being blamed for a drop in gasoline taxes that pay for local highway and bridge maintenance, with three states enacting rules to make up the losses with added fees on the cars and at least five others weighing similar legislation. "The intent is that people who use the roads pay for them," said Arizona state Senator Steve Farley, a Democrat from Tucson who wrote a bill to tax electric cars. "Just because we have somebody who is getting out of doing it because they have an alternative form of fuel, that doesn't mean they shouldn't pay for the roads." U.S. sales of electric and hybrid cars soared to 443,985 last year from just 22,407

in 2002, according to WardsAuto in Southfield, Michigan, which tracks industry performance. Electric, hybrid and plug-in hybrid auto sales jumped almost 60 percent in 2012 from the preceding year, representing 3.3 percent of the 14.4 million cars sold, the data showed. In Indiana, lawmakers created a committee to study a local road impact fee on electric and hybrid cars to be paid at registration.

[Losing Revenue From Hybrids Prompts States to Hit Owners - Bloomberg](#)

### **Commissioners want to tap Toll Road fund for local road repairs**

The Goshen News

6/4/13

GOSHEN — Elkhart County Commissioners Monday voted to approve a \$700,000 additional appropriation from the county's Major Moves Construction fund to go toward county road maintenance. With the additional appropriation, the commissioners hope to increase the county's current road paving and maintenance program funding from \$2.2 million to just over \$3 million — a significant increase, though still short of the projected \$7 million needed to complete all road maintenance and repair projects highlighted for the county this year alone. With its approval by the commissioners Monday, the additional appropriation request will now move on to the Elkhart County Council for final consideration at the council's Saturday meeting. According to County Administrator Tom Byers, the County Council in the past has been reluctant to use Major Moves funds for road maintenance projects due to concerns that the funds may be needed for larger and more pressing projects down the line. However, during Monday's meeting, Byers noted that a provision has been found in the original ordinance that created the Major Moves Fund from revenue from the state's lease of the Indiana Toll Road, that indicates any Major Moves funds that exceed the growth factor of 1.9 percent can be used for road maintenance. "So we went back and we took a look at that," Byers said, "and there are funds that exceed the growth factor that are in the Major Moves fund." If the council were to approve the request for Major Moves funds, Byers noted that the county would stick with its plan to eliminate several road projects slated for C.R. 6 and Ash Road as an additional cost saving measure. "We would also add to that list of eliminating the programed right of way purchase on C.R. 38 for this year, and simply move that back into 2014," Byers said. "Then lastly, if they approve that, we would go back and do a reduction in the \$1 million appropriation that was approved by the council last month."

<http://goshennews.com/breakingnews/x1543061131/Commissioners-want-to-tap-Toll-Road-fund-for-local-road-repairs>

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[www.buildindianacouncil.org](http://www.buildindianacouncil.org)