



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 26, 2012

Gas tax shortfall puts roads, streets at risk

WTHR Indianapolis
6/20/12

LEBANON - Larry Lee knows more about how to build and maintain roads than just about anyone you will meet. It takes everything in Lee's knowledge arsenal to keep the roads together in Lebanon. He showed us where more than a third of his current budget was used, as we looked south from an intersection. "This subdivision, less than five-tenths of a mile," said Lee. The reason his budget is stressed comes down to one thing: the price of gas. We're buying less, so departments like Lee's are getting less to fix our streets. For every gallon of gas you buy in Indiana, the state collects an 18 cent gasoline tax, plus a 7 cent sales tax. The average driver is spending about \$130 a year on gas tax. What that buys is about a six feet section of road. A small upside to having a smaller budget, says Lee, is that his crews employ uncommon repair techniques, like what was done on a county road we checked. "We have to go back to preventive maintenance," said Lee. "Almost three miles, \$98,000 (for this section of repair). If this was laid asphalt, it was going to be almost \$200,000." Lee says if a solution for road funding is not worked out with in the next couple of years, good roads will be a distant memory. "75 percent of the roads will deteriorate into fair shape, into poor." [Gas tax shortfall puts roads, streets at risk - 13 WTHR Indianapolis](#)

First section of Milton-Madison Bridge ready for placement

WAVE3
6/21/12

MADISON, IN (WAVE) – Construction crews are set to make a new connection across the Ohio River as they prepare to put the first section of the new Milton-Madison Bridge into place. The placement of the section onto temporary piers is the first of several steps in the replacement of the US 421 bridge connecting Milton, KY and Madison, IN. Work is scheduled to begin June 25 and is expected to take three days. The existing bridge will remain open during the span lift. The lift will take place if weather permits. The preassembled 600-foot section of the bridge (roughly the size of two football fields) will be floated into place on barges and then lifted 85 feet onto temporary piers. In order to ensure a safe operation, project contractor Walsh Construction Company is using a consultant, VSL International, to lift the 1,776-ton span. "After the truss has reached the full height of the lift, a massive, 125-ton beam, called a 'sliding girder', will be slid under the truss, supported by the temporary pier and a specially designed concrete pedestal on the existing piers," explains Charlie Gannon, Walsh Construction Company project manager. "Eventually, this beam will be used for sliding the new 2,400-foot bridge form the temporary piers to the permanent piers, which are being rehabilitated and strengthened." [First section of Milton-Madison Bridge ready for placement - wave3.com-Louisville News, Weather & Sports](#)

LETTER: John Krull is biased against Mitch Daniels

Evansville Courier & Press

6/21/12

I believe Krull is showing his ignorance of how journalism is supposed to work by exposing his flawed logic, a second time, by his most recent response. If he, a word professional, cannot explain what he means in one article, what makes him think he can adequately explain it in two or even ten responses. It comes over loud and clear that Krull is extremely biased against Governor Daniels. Krull deliberately omits the fact that Indiana receives much more than the \$3.8 million from the toll road lease. In addition to the up-front cash Indiana received for the lease. In addition to the lease payment, the lessor has made certain commitments to Indiana. Among these commitments is the very important fact that the lessor must maintain the toll roads. This is extremely important to the road maintenance in Indiana. Yes, they are legally obligated to maintain certain roads to state standards. Krull "forgets" this fact. He also omits the fact that Indiana has had sub-standard highway maintenance for many years, but Daniels has taken a huge step in correcting that weakness in INDOT. [LETTER: John Krull is biased against Mitch Daniels » Evansville Courier & Press](#)

The Road to Better Mass Transit

WISH TV

6/22/12

INDIANAPOLIS (WISH) - If you ever need an example of determination, talk to anyone at CIRTA. Last winter, the Central Indiana Regional Transportation Authority hoped to win legislative approval for its mass transit plans. The proposal hit a road block. Ehren Bingaman, CIRTA's Executive Director, says "the debate about transit never really got to occur" because other issues were inserted into the bill. And that "cost us the issue." The transit campaign isn't over though. Like road construction, it never stops. Bingaman is a passionate advocate of the dream to improve bus service and, maybe, add light rail to central Indiana. He'll go wherever he's invited to discuss the idea. To find new support for the plan. That's why I sat down with him, recently, in a recording studio at My107.9 — to find out what he and CIRTA are doing now. "We have to have a long-term vision. What we're doing with transit requires marathon runners not sprinters," Bingaman told me. WHAT DOES CIRTA WANT? Simply put, the transit plan would connect the counties of central Indiana. It would double the bus service as it exists today. It would increase the hours of operation and the frequency of service. The designers envision "bus rapid transit" — with buses operating like trains, using their own lane in the street, always getting a green light as they move back and forth between downtown and the suburbs. [The Road to better Mass Transit](#)

Monroe County Project to Receive \$1.5 Million Grant

Inside Indiana Business

6/22/12

WASHINGTON, D.C. — U.S. Transportation Secretary Ray LaHood today announced that 47 transportation projects in 34 states and the District of Columbia will receive a total of almost \$500 million from the U.S. Department of Transportation's TIGER (Transportation Investment Generating Economic Recovery) 2012 program. TIGER has enjoyed overwhelming demand since its creation, a trend continued by TIGER 2012. Applications for this most recent round of grants totaled \$10.2 billion, far exceeding the \$500 million set aside for the program. In all, the Department received 703 applications from all 50 states, U.S. territories and the District of Columbia.

Monroe County Bridge Replacement

Applicant/Sponsor: Monroe County, Indiana

Total Project Cost: \$3,126,250

Grant Funding: \$1,496,600

TIGER funds will reconstruct a functionally obsolete bridge that serves as the primary access

point for the Town of Stinesville, Indiana. The bridge is near the end of its design life, and is currently under weight restrictions. Part of the structure is currently below the 100 year flood plain and is often subject to closure due to heavy rain. The replacement bridge will have a 75 year life span, significantly reducing maintenance costs and improving safety. [Monroe County Project to Receive \\$1.5 Million Grant - Newsroom - Inside INdiana Business with Gerry Dick](#)

Time to move on new I-69 bridge

Evansville Courier & Press

6/23/12

This month, I-69 advocacy groups from Indiana and Kentucky — Hoosier Voices for I-69 and Chamber Leadership Initiatives for Northwestern Kentucky (C-LINK) — will meet in an annual joint session, bringing together community leaders from both sides of the river in a continued effort to advance the project that will provide new opportunities to all eight states in the I-69 corridor. In both Kentucky and Indiana, 2012 is an exciting year for I-69. This fall the state of Indiana is scheduled to have sections 1, 2 and 3 completed, taking I-69 from just north of Evansville to the Crane Naval base. In 2014 Section 4 is scheduled for completion allowing interstate travel between Bloomington and Evansville. Section 5, the Bloomington to Martinsville segment, will soon be in the hands of the Federal Highway Administration for approval and will upgrade State Road 37 to federal interstate standards. Section 6 is in planning stages and over the next few years we can expect steady progress to fully connect Southwest Indiana with the state capitol via the long awaited Interstate 69. [Time to move on new I-69 bridge » Evansville Courier & Press](#)

“Indiana’s Big Dig” Raises Bar on Absurdly Wasteful Highway Boondoggles

DC.streetsblog.org

6/25/12

“Why is Indiana Paying \$255 Million for a Tunnel Under Kentucky’s Trees?” asked the Indianapolis Star in a recent headline. The paper was referring to the \$2.6 billion I-265 bridge over the Ohio River, a joint project of Indiana and Kentucky. In a lot of ways, this project is your classic highway boondoggle. It involves a bridge widening to complete Louisville’s outerbelt, and will purportedly help reduce “bottlenecks” caused by suburban commuters. Clearly, the powers that be in these two states are thinking from the “more roads equals less traffic” mindset. What’s truly fascinating is how far they were willing to take it in this case. The most controversial element of this project, and there are many, is a plan to build a roughly \$255 million tunnel under the grounds of a private residence — the “tunnel under the trees.” Costs for this expense will be split evenly between the two states. So Indiana — to the outrage of transit supporters — is plunking down more than \$100 million to build a tunnel of roughly 2,000 feet just over the border in Kentucky. Why? The answer, according to Aaron Renn at the Urbanophile, is that “[Gov.] Mitch Daniels wants to.” But the official explanation is that the private residence in the path of the proposed bridge is a registered National Historic Landmark. It got its protected status 20 years ago, due to the efforts of a group that wanted to stop this particular road project. [“Indiana’s Big Dig” Raises Bar on Absurdly Wasteful Highway Boondoggles | Streetsblog Capitol Hill](#)

Key time for new Madison Bridge

WDRB

6/25/12

Madison, IN (WDRB News) -- In Madison, Indiana construction crews are getting ready for the "big lift." They have entered a critical phase of the construction of the new Milton-Madison Bridge, located on the Ohio River between Milton, Kentucky and historic Madison, Indiana. On Monday a giant 600 foot section of the new bridge was sitting out in the middle of the river resting on several

barges. Just after sunrise, the span, the size of two football fields, was slowly moved out into the river from the Kentucky side where it was assembled. Crews spent the day getting the truss into the proper position so it can be lifted 85 feet onto temporary piers. "Using what they call strand jacks," explains Indiana Department of Transportation spokesman Will Wingfield, "they are very powerful jacks connected to a bundle of steel cables that will lift the 1,776 ton span into its proper place." The lift is expected to begin sometime this week, possibly as early as Tuesday. The innovative project has captured the imagination of the public as people found a comfortable spot along the river to watch. Longtime resident Steve Wilson has a scrapbook of when the old bridge was finished. He is looking forward to when the new one opens. "It seems like the construction is going pretty well, right on schedule," says Wilson. Jim Snider came all the way from Brown County, Indiana to watch. "It is an opportunity to see something I won't otherwise see," he says, "it seems like an engineering feat. [Key time for new Madison Bridge - WDRB 41 Louisville - News, Weather, Sports Community](#)

www.buildindianacouncil.org