



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **July 16, 2013**

#### **Bridge demolition details released**

The Madison Courier  
7/13/13

More details are surfacing about next week's demolition of the first section of the old Madison-Milton bridge. Officials with the departments of transportation from both states announced Friday that a section of the bridge will be demolished shortly after 9 a.m. Wednesday. The new bridge will close prior to the blast, and is expected to reopen around 11 a.m. "Safety is of utmost importance, so while this timing provides a general idea of when events will occur, the explosives team will only proceed with the blast when the area is secure and it is safe to proceed," said Will Wingfield, spokesman for the Indiana Department of Transportation. In coordination with the U.S. Coast Guard, the Ohio River is also scheduled to close at 9 a.m. and remain closed for 24 hours to allow for the demolition and retrieval of the truss span from the water. In the event the blast is impacted by inclement weather or high river levels, the demolition is expected to be rescheduled for Thursday, July 18. Spectators must remain outside of the 1,000-foot safety perimeter, which will be maintained by local authorities. Recreational boaters are required to stay 1,000 feet from the bridge. An FAA no-fly zone of 2,000 feet will also be in effect prior to and during the blast. Once the safety perimeter is secured, sirens will sound at 10-, 5- and 1-minute intervals prior to the blast. People will be able to stay in their homes or businesses that are within the 1,000-foot safety zone. "The main impact from the blast will be directed toward the river, upstream and downstream of the bridge. It is not expected to affect buildings in Madison and Milton," said Andrea Clifford, spokeswoman for the Kentucky Transportation Cabinet. [Bridge demolition details released - The Madison Courier Daily Newspaper - Madison, Indiana - Madison, IN](#)

#### **State Details New Commerce Corridor**

Inside INdiana Business  
7/12/13

JEFFERSONVILLE, Ind. - Governor Mike Pence announced today that state and local partners will provide a combined \$22.5 million in funding to complete the transportation corridor between the River Ridge Commerce Center and the Port of Indiana - Jeffersonville. The heavy haul corridor, the first in southern Indiana, will ensure that this area and the state of Indiana are positioned to maximize the possibilities for economic growth around the Ohio River Bridges Project. "Throughout Indiana's history, logistics has been and will continue to be a mainstay which makes our state desirable and competitive for economic development opportunities. This partnership is a significant stride forward for southern Indiana's future infrastructure," said Governor Mike Pence. "Indiana has distinct advantages in location, infrastructure, economy, tax structure and regulation environment. By leveraging a critical asset in the southeast corner of our state, logistically speaking, this commitment will keep Indiana moving in the right direction as a state that works for business." The Indiana Department of Transportation will contribute \$11.25

million in infrastructure funding and a local quartet comprised of the city of Jeffersonville, Clark County Commissioners, River Ridge Development Authority and the Ports of Indiana - Jeffersonville will match dollar-for-dollar the state's investment. The funding will purchase right-of-way for a road and rail transportation corridor and construct a heavy-haul road connecting the Port of Indiana - Jeffersonville and River Ridge Commerce Center to each other, as well as to the East End Crossing of the Ohio River Bridges Project. "It was important for the Indiana Economic Development Corporation to facilitate these discussions as this investment strategically maximizes the economic development opportunities of this area now so that when the Ohio River Bridge opens, companies will be able to fully realize the asset and move their products faster and more efficiently," said Victor Smith, Indiana Secretary of Commerce. [State Details New Commerce Corridor - Newsroom - Inside INdiana Business with Gerry Dick](#) Also, [New \\$22.5 million 'heavy-haul corridor' will link River Ridge Commerce Center, Port of Indiana | The Courier-Journal | courier-journal.com](#)

### **Tolling rates for bridges still being considered**

WAVE News  
Jaimie Weiss  
7/12/13

LOUISVILLE, KY (WAVE) - It could be as early as the end of 2013 year that the tolling advisory board decides on toll rates for three Ohio River bridges, but it won't cost you to travel until the end of 2016. The board is in charge of deciding how much each vehicle pays and how. The target for now is \$1 for frequent commuters, \$2 for other cars and trucks, \$5 for box trucks and \$10 for semis. It's got Bruce Wolfschlag wondering if he'll reduce his occasional trips from his home in Jeffersonville to Louisville. "Who wants to pay a couple bucks each way just to go to a restaurant or go to a play?" asked Wolfschlag. It will cost more than that for those commuting daily. The states believe based on the average yearly salary of a little more than \$23,000, people who cross the bridge daily would spend about 2% of that income. They estimate low-income groups will spend double that percentage in their annual income, but it's not final and could change. "When the tolling is implemented, public input is fully taken into account and the tolls are established in such a way that particularly sensitive to disadvantaged citizens in our community," said Indiana Governor Mike Pence. It's likely no one will pay cash. The states are considering giving everyone a transponder for free, an electronic device similar to an EZ pass in other states. If you don't have one they'll either take a picture of your license plate and send you a bill for a higher rate. Parker Huncilman from New Albany says he rarely travels to Kentucky now so he isn't worried about paying extra, but thinks Indiana and Kentucky are doing the right thing putting up tolls. "It's unfortunate for a lot of people that do travel back and forth," said Huncilman. "However, the money's got to come from somewhere." [Tolling rates for bridges still being considered - wave3.com-Louisville News, Weather & Sports](#)

### **Conservation groups oppose Illiana Expressway**

NWI Times  
Keith Benman  
7/12/13

Three environmental groups are suing to try to stop the proposed Illiana Expressway, alleging the 47-mile toll road conflicts with local land use plans and will wreak havoc with the environment. The groups Openlands, Sierra Club and Midewin Heritage Association charge the Federal Highway Administration violated the law earlier this year in approving an expressway environmental study undertaken by the transportation departments of Indiana and Illinois. "This process is going so fast, people are just starting to understand and feel they have a voice," said Stacy Meyers, policy coordinator for Openlands. "You are seeing more people stand up and say no." When asked about the lawsuit, an Indiana Department of Transportation spokesman said the agency does not comment on pending litigation. The lawsuit, filed earlier this month in U.S.

District Court for the Northern District of Illinois, focuses in part on the role played by the Northwestern Indiana Regional Planning Commission and a similar organization in Illinois. NIRPC and the Chicago Metropolitan Agency for Planning must approve the expressway before it can be built. The lawsuit alleges the expressway would conflict with the land use plans of both planning organizations, including NIRPC's award-winning 2040 Comprehensive Regional Plan. NIRPC has not yet taken a position on the expressway, but the Chicago Metropolitan Agency for Planning could do so as early as this summer. A key NIRPC committee heard earlier this week from Illiana Expressway planners, who said their studies show building the Illiana Expressway would reduce total time motorists would spend driving in the region by about 35,700 hours per year. They said alternatives to building the expressway, such as improving local highways, would result in little or no reduction in hours traveled. "The Illiana seems to pass muster as far as the congestion management test," said Philip Roth, a supervising planner for Parsons Brinkerhoff, which is advising on the project for both states. [Conservation groups oppose Illiana Expressway](#)

### **City approves road project**

The Brazil Times

Ernest Rollins

7/11/13

The Brazil City Council will pursue a \$4 million bond lease and property tax levy to fund a special street-paving project. At the Brazil City Council regular meeting Wednesday evening the council approved the decision to pursue a \$4 million bond lease for the project. The motion carried 4-1 with councilman Ann Bradshaw as the sole opponent. According to the proposal, residents owning residential housing will pay an additional \$71 per \$100,000, \$36 per \$75,000, \$22 per \$50,000 of assessed property annually for the next 10 years to fund the project. Councilman Tyler Hutcheson said while the response from the public was positive overall, the majority of those against it were business owners. He said a number expressed concern that the additional annual property tax will put a strain on their business. According to the proposal, owners of commercial property will pay \$315 per \$100,000, \$236 per \$75,000, \$158 per \$50,000 of assessed property. He added the council must be ready to provide some support to these businesses. Brazil Mayor Brian Wyndham said a number of businesses are already very close to the tax cap so they won't be impacted. Councilman Sam Glover said residents have been stopping by his dealership to discuss the city's proposal for a street paving project. He added he too received positive feedback and the discussion about the project has stirred a great deal of citizen input. Other councilmen, with the exception of Bradshaw, said residents in their wards have been supportive of the council's proposal. Councilman Dustin Jorgenson said the fact the tax comes off after 10-years may have been the "buy-in" for a number of residents. He added the general consensus seems to be residents are willing to invest in fixing the roads. He added a number of people were in favor of the \$4 million project, which can hopefully repair more than 50 percent of the roads in the city. The wheel tax money will be used to help service the bond, Wyndham said. He added this is just a precautionary measure and if the city does not have to use the money towards the debt, it can be saved to do more roadwork. The money from the gas tax can be used in a similar way. However, Wyndham said, he does not want to rely on it to service the bond because the state will vote on whether to continue the tax in two years and it may be discontinued.

[Brazil Times: Local News: City approves road project \(07/11/13\)](#)