



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 1, 2011

Daniels builds his legacy

Indianapolis Star
11/29/11

First of two parts As a reporter covering the Indiana Statehouse 30 years ago, I followed a firm rule imposed by my employer: Don't ever use the term "infrastructure." Instead, use words that actually mean something to readers like "highways," "bridges" or "overpasses." When it comes to assessing Mitch Daniels' legacy, that rule has to be broken. With a full year left of his governorship, there's not much left on his "to-do list" because he's done it already. His foremost accomplishment boils down to one word: infrastructure. At the federal level as well, proposals for public private partnerships that could reduce the cost of infrastructure projects have been stymied. One recent suggestion quickly shot down would have granted private companies a federal tax deduction for contributing to the cost of transportation infrastructure improvements needed for their businesses to prosper. Such innovation should be encouraged in light of the nation's \$1.1 trillion five-year infrastructure spending shortfall. [Daniels builds his legacy | The Indianapolis Star | indystar.com](#)

Ribbon-cutting set for Crown Creek project

Palladium-Item
11/29/11

CENTERVILLE, Ind. -- The town of Centerville will have a ribbon-cutting ceremony Dec. 9 for its Crown Creek Boulevard project. The 11 a.m. ceremony will be held at the Maplewood Park pavilion on North Morton Avenue between Plum Street and Crown Creek Boulevard. A reception will follow at Centerville Christian Church Family Center just south of the Centerville Christian Church at 11 N. Morton Ave. Funding was 80 percent federal from the Federal Highway Administration available through the Indiana Department of Transportation from federal gasoline taxes. The remaining 20 percent was funded by the town of Centerville. The overall construction cost for this project was \$2.1 million. It included construction of a new roadway from North Morton Avenue to Eliason Road, a length of about one mile, plus reconstruction of several blocks of Fourth Street. [Ribbon-cutting set for Crown Creek project | Palladium-Item | pal-item.com](#)

Stress test will close bridge at times Thursday

Madison Courier
11/30/11

The Milton-Madison bridge will be closed off and on Thursday morning for about 10 minutes at a time. The closings will be between 8 a.m. and noon. During the closings, a dump truck weighing

about 24 tons will be driven onto the first bridge section on the Indiana side, then be backed up to the starting point. The truck will repeat the process on both lanes five or six times. Down below, sensors placed on the bridge structure last summer by Purdue civil engineers will be recording the weight. Back in the laboratory, engineers will be able to tell if their sensors are accurate because they will know the weight of the truck, Connor said. Each section of the bridge has a load limit, Connor said, so the limit for the entire bridge is based on the lowest one, Connor said. The Indiana Department of Transportation, which will provide the truck, said the part where the testing will take place Thursday is not the part with the lowest load limit, he said.

<http://madisoncourier.com/main.asp?SectionID=4&SubSectionID=287&ArticleID=66503>

Indiana counties struggle to maintain truck fleets

WTHR

11/30/11

FRANKLIN - As the snow comes down, the cost of snow removal is going up. Keeping your roads clear is getting harder for some central Indiana communities. The City of Indianapolis, which has a new fleet of plows, does not rely on the gas tax. Surrounding counties which do rely on the gas tax, may struggle this season to keep their aging fleets maintained. Clearing the roads and keeping you safe in the snow is getting more challenging. The services we expect are at odds with the cash to pay for them. "We are providing fewer services to the motoring public now than we did two years ago, ten years ago because there's fewer dollars to do it with," said Joe Wiley, Henry County Highway Department. Money to maintain the trucks and maintain our roads isn't budging. Counties are dependent on the gas tax, which hasn't gone up for years and isn't pumping enough cash to buy new equipment. "If people aren't going out as much as they used to, if people are struggling looking for a job and not going to work every day, that does have an impact on the revenue that we receive to try to maintain the roads," said Mastin. [Indiana counties struggle to maintain truck fleets - 13 WTHR](#)

Crown Point company low bidder on Cline bridge demolition

The NWI Times

11/30/11

EAST CHICAGO | Walsh Construction Co., of Crown Point, has submitted the apparent low bid of \$8.93 million for the demolition of the Cline Avenue Bridge. The Indiana Department of Transportation opened all bids Wednesday and now will conduct a review to ensure the bids are in compliance with contract requirements, INDOT spokesman Will Wingfield said. Official contract awards typically are announced within two weeks after bids are opened. Two other bids were submitted Tuesday, one for \$18.84 million by Great Lakes Dredge and Dock Co., of Oak Brook, Ill., and the other a \$36.44 million bid by Joseph B. Fay Co., of Tarentum, Pa. The INDOT engineer's estimate for the job was \$30.29 million, according to INDOT's website. The deadline for completing the demolition is the end of next year. Joseph B. Fay Co. received \$6 million for the demolition of a 900-foot span of the eastbound Cline Avenue ramp to Riley Road earlier this year. [Crown Point company low bidder on Cline bridge demolition](#)

Finally decided: Dickinson Road extension to cross RR tracks by way of Council Drive

Chesteron Tribune

11/30/11

The Dickinson Road extension—a north-south artery which would link Indian Boundary Road to Dickinson Road at East Porter Ave.—has long been a Holy Grail for Town of Chesteron officialdom. Over the years the project has been front-burnered, then back-burnered, then front-burnered again, but always it loses momentum over two main sticking points: the cost associated with crossing the Norfolk Southern tracks, for one, and the question of where to cross, for the

other: by way of Sand Creek Drive or by way of Council Drive? The second sticking point, at any rate, has been resolved. At its meeting Monday night, the Redevelopment Commission approved a resolution formally designating Council Drive—rather than Sand Creek Drive—as the roadway by which Indian Boundary Road and Dickinson Road will one day (perhaps) be connected. The vote followed a lengthy discussion of Member Jim Ton's suggestion that it would be a good idea to think of the Dickinson Road extension in terms of phases, with Phase I being the construction of a roadway north from East Porter Ave. to the Norfolk Southern right-of-way. [Finally decided Dickinson Road extension to cross RR tracks by way of Council Drive](#)

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