



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 10, 2012

Ballard: Funding for mass transit a 'worthy investment'

Indianapolis Star
1/5/12

Indianapolis Mayor Greg Ballard was among several public officials and business leaders who spoke this morning in support of legislation to create funding options for mass transit. "I am convinced that this is a prudent and worthy investment," Ballard said. "I believe that our regional mass transit plan will have a huge and positive impact on our region." The Central Indiana Transit Task Force in December released an updated 10-year, \$1.3 billion transit overhaul that would double IndyGo and add train service from Noblesville to Downtown Indianapolis. The task force is seeking legislation to raise income taxes, create a transportation authority and authorize a referendum. But the fate of that bill and every other House bill has been stalled. The Indiana House, which shut down for five weeks last year, has yet to start business after Democrats stayed behind closed doors in caucus Wednesday. Minority Leader B. Patrick Bauer on Wednesday said Democrats won't officially join the session unless public hearings are held on right-to-work legislation throughout the state. [Ballard: Funding for mass transit a 'worthy investment' | The Indianapolis Star | indystar.com](#)

Early Bumps Could Derail Mass Transit Push Republicans Wary Of Possible Tax Increase

WRTV Indianapolis
1/5/12

INDIANAPOLIS -- A bill to bring comprehensive mass transit to central Indiana has begun what could be a bumpy ride through the Legislature. Mayor Greg Ballard and transit advocates from the business community Thursday painted a picture of Indianapolis as a regional powerhouse city that needs improved transit so it can turn the corner, and continue evolving and competing with other major cities. "It also lays out the welcome mat for the Hoosiers of tomorrow, those interested in contributing their talents to a thriving community and a growing economy," Ballard told state lawmakers. But dramatically expanding bus service and adding commuter rail will also require a growing tax base. Sponsors want lawmakers to allow voters to increase county income taxes by three-tenths of a percentage point. That's a sticking point for many Republicans. "It's going to be difficult for me to support any type of a tax increase. These are tough times," said Rep. Milo Smith, R-Columbus. [Early Bumps Could Derail Mass Transit Push - Politics News Story - WRTV Indianapolis](#)

I-69 Section 4 contract awarded to Milestone Contactors

Greene County Daily World
1/6/12

Milestone Contractors, LP was the low bidder for the second contract of I-69's Section 4 in Greene and Monroe counties. The Columbus contractor's bid of \$74,167,219.89 was 16 percent below the engineer's estimate, according to an Indiana Department of Transportation announcement on Friday. Milestone also maintains a facility in eastern Greene County near the State Road 54/State Road 45 junction. This contract includes construction of 4.7 miles of four-lane I-69 from State Road 45 to Carmichael Road, an interchange at State Road 45, an overpass at State Road 54 and intersection improvements at State Road 45/445. Section 4 connects I-69 from the new interchange at U.S. 231 near Crane to the existing four-lane State Road 37 on the south side of Bloomington and is scheduled to open to traffic by the end of 2014. Samuel Sarvis, INDOT's Deputy Commissioner of Major Programs stated, "Another important piece of the I-69 puzzle is set in place with the awarding of this contract. I-69 is a vital connection that will serve as a catalyst for economic growth and will improve safety of the motoring public not just for southwest Indiana but the whole state." Fourteen of the 18 road and bridge construction I-69 contracts that have been let in Sections 1, 2, 3 and 4 have been awarded to Indiana firms. Sixty-five miles of Sections 1, 2 and 3 are currently under construction and scheduled to open at the end of 2012. In September, FHWA approved the 27 mile route of Section 4 between Crane and Bloomington. [Greene County Daily World: Local News: I-69 Section 4 contract awarded to Milestone Contractors \(01/06/12\)](#) Also, [INDOT awards contract for another section of I-69 » Evansville Courier & Press](#)

Failed Fort to Port stretch to be redone

The Journal Gazette
1/7/12

FORT WAYNE – The state must replace more than a mile and a half of the new, yet unopened, section of U.S. 24 after its foundation treatment caused the pavement to fail. The work is expected to cost more than \$1 million but will not delay this fall's scheduled completion of Indiana's portion of the Fort to Port project, according to Bob Alderman, district director for the Indiana Department of Transportation. The failure was blamed on problems with the cement kiln dust used to treat the ground beneath the road. The treatment is intended to improve stability, but in this case had a chemical reaction with the soils and caused waves to form in the pavement, Alderman said. While the state might have been able to mill and resurface the road to make it smooth, Alderman said the decision was made to completely remove the pavement and reinstall it. "We're spending a lot of money on this project, a lot of Major Moves money," he said. "We want to make sure it is right." E&B Paving was the contractor that did the work, but Alderman said the state determined it was not the company's fault, nor was asphalt the problem.
<http://www.journalgazette.net/article/20120107/LOCAL/301079979>

Clarksville intersection could be closed for two years

News and Tribune
1/7/12

CLARKSVILLE — The intersection of Brown's Station Way at Lewis and Clark Boulevard could be closed for up to two years as bridge work is taking place there. In lieu of closure, the town of Clarksville could lay out an estimated \$1 million for a temporary intersection to connect the two roads. The Clarksville Town Council and the Clarksville Redevelopment Commission now have to come together to decide on the issue. The exact date of that meeting have not been set yet. The two streets are now connected by a cloverleaf, overpass intersection. However, a \$5 million project aims to remove the overpass in favor of a level, or at-grade, intersection. The Indiana Department of Transportation is expected to fund \$4 million of that project and the town of Clarksville will be responsible for the other \$1 million. The redesign work is proceeding now. Bids won't be requested until November. Work likely would start in 2013. The state is seeking to vacate the bridge as the road doesn't serve as the same type of highway it did when it was built. However, the county is not interested in accepting maintenance responsibilities. And the town is responsible for maintenance on the rest of Lewis and Clark Parkway. Project Coordinator Brittany

Montgomery said only the intersection would be closed. Motorists would still be able to use Brown's Station Way to travel between Clarksville and New Albany. [Clarksville intersection could be closed for two years » Clark County » News and Tribune](#)

More Roundabouts Could Curb Indiana Intersections INDOT Plans To Install Nearly 30 Roundabouts Across State

WRTV Indianapolis
1/8/12

INDIANAPOLIS -- Safety concerns are driving the Indiana Department of Transportation to plan the installation of roundabouts at 28 more intersections across the state over the next five years. INDOT installed its first in Valparaiso nearly four years ago and two others last year along Indiana 32 between Noblesville and Anderson. "It's a big jump from three to 30 roundabouts," INDOT Commissioner Michael Cline told the Indiana Business Journal. "It's a little bit of a cultural shift for us." Two years after building a roundabout on Indiana 130 in Valparaiso, total crashes there had fallen 6 percent and the number of injury crashes by 65 percent, according to the transportation department's LaPorte District.

The underlying reason for fewer injuries is the reduction in high-speed collisions. "You have fender-benders rather than T-bones," Cline said. A roundabout uses circular lanes to carry traffic in the same direction to the various spokes of an intersection. Monument Circle in downtown Indianapolis is a roundabout. Suburban Carmel has more than 70. Roundabouts slow traffic, but don't halt it like a traffic signal or stop sign. They maintain traffic flow, which generally results in reduced fuel consumption and less air pollution. Eliminating traffic lights also reduces electricity use, which can run \$1,000 a year at some intersections. [More Roundabouts Could Curb Indiana Intersections - Indiana News Story - WRTV Indianapolis](#)

Jeffersonville Bridge Project to be Re-Bid

Inside Indiana Business
1/9/12

JEFFERSONVILLE, Ind. – In a cost savings measure, the Indiana Department of Transportation (INDOT) and the City of Jeffersonville will re-bid the Big Four Bridge approach project. Original construction bids came in higher than anticipated. INDOT and Jeffersonville Mayor Mike Moore have agreed to re-scope the project, eliminating the construction of a tunnel beneath the floodwall. INDOT will advertise the re-scoped project, and bids are expected to be opened within the next two months. Indiana's portion of the Big Four Railroad Bridge Project entails reconnecting the existing bridge to ground level on the Indiana side of the span and remains a regionally significant project for both states. "We could be talking about a \$4 million dollar cost savings by re-scoping the project," said INDOT Chief of Staff Robert Zier.

"This is a great opportunity for state and local officials working together to ensure taxpayer savings," stated City of Jeffersonville Mayor Mike Moore. The Big Four is a former railroad bridge that is currently being renovated to allow pedestrians and bicycles to cross between Louisville's Waterfront Park and the Jeffersonville riverfront. [Jeffersonville Bridge Project to be Re-Bid - Newsroom - Inside INdiana Business with Gerry Dick](#) Also, [Big Four project to be rebid » Clark County » News and Tribune](#)