



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **April 22, 2014**

#### **Lighted handrail installation begins on Big Four Bridge**

WLKY  
JJ Dixon  
4/17/14

INDIANAPOLIS —Crews with Hummel Electric have begun installation of lighted handrails for the Indiana approach ramp to the Big Four Bridge. In addition, Gohmann Construction will return to the site within the next few days to install custom safety railing in a gap where the new ramp meets the bridge. Who is in charge? The \$8.5 million project is being funded about 80 percent with Federal Highway Administration funds. The Indiana Department of Transportation is responsible for the contract to ensure the project meets federal funding requirements, including historic preservation and the Americans with Disabilities Act. The City of Jeffersonville designed the project, is paying the federal match and will own and maintain the ramp upon completion. Handrail lighting was chosen in consultation with the Old Jeffersonville Historic District to minimize ambient light from shining into nearby homes. The safety of the public is a major factor in construction decisions. Because INDOT holds the contract, it is unable to take on the risk and liability of partially opening the ramp and completing construction "under traffic" alongside bicycles and pedestrians, both children and adults, which are not protected by seatbelts, airbags or steel safety cages. When will the ramp open? The lighted handrail was designed to the exact specifications of the ramp once it was completed, and remaining pieces are still being manufactured. To expedite construction, the contractor accepted initial delivery of railing directly from the manufacturer in Wisconsin last week and trucked the materials to the site. [Lighted handrail installation begins on Big Four Bridge | Local News - WLKY Home](#)

#### **Snowy winter \$1.8 million price tag for Porter County**

Chesterton Tribune  
Jeff Schultz  
4/17/14

The battle between Porter County and Mother Nature in one of the snowiest winters on record proved a costly one with \$1,876,740 total in labor costs and supplies from November to March, according to figures from the Porter County Highway Department. Deputy Highway Superintendent David James said the good news for the County is that the costs were paid entirely with state funding rather than from the County's General Fund which is supported by local property tax. The department receives its money from the Indiana Motor Vehicle Highway Fund and Local Road and Street Fund, said James. Those funds get their revenues from the state's current gas tax. Breaking down the total from Nov.1 to March 31, James said labor made up a large majority of the cost with \$1,323,374 which includes roughly \$130,000 in overtime. For all materials such as road salt and fuel, the figure came to \$553,366, he said. The County Council has already approved money for the overtime costs, James said. The Highway Department will

be before the Council at its meeting next week for an \$80,000 additional in the Motor Vehicle Fund to cover costs of depleted supplies, snow plow repairs and insurance. Comparing this year to last, James said he was surprised to see there was not much difference. The money spent from November 2012 to March 2013 by the highway department was \$1,589,394, which is about \$300,000 less despite a significant difference in the amount of snowfall between the two years. James said other counties around the state have also reported huge costs in excess of \$1 million to keep roads clear. The state last year allocated more funds to Transportation which will be of aid to counties, he said. In a related matter, the Highway Department discussed with the County Commissioners Tuesday the building of an indoor facility to store salt at its property on Ind. 8 near Hebron. Highway Superintendent Al Hoagland said the state passed a new law requiring counties to keep their salt indoors. [Snowy winter \\$1.8 million price tag for Porter County](#)

### **Traffic Flowing on Milton-Madison Bridge**

Inside INdiana Business

4/17/14

MADISON, IND. – A week after the historic slide of the Milton-Madison Bridge, traffic is again flowing across the Ohio River span that connects Milton, Ky. and Madison, Ind. via U.S. Highway 421. The bridge reopened to all motorists Thursday evening at 7:20 p.m. “It’s a great day for the citizens of Madison and Milton. Hoosiers and Kentuckians alike are to be commended for patiently waiting to see the bridge in its permanent home and to resume driving across it,” said Indiana Governor Mike Pence. “I express my appreciation for the hard work and professionalism of the Indiana Department of Transportation, Kentucky Transportation Cabinet and Walsh Construction for this historic project.” “Today marks a major milestone in what has truly been a historic project,” said Kentucky Governor Steve Beshear. “Watching the bridge slide into place last week was incredible. The community should be proud of being part of engineering history.” Spanning nearly a half mile, the truss of the Milton-Madison Bridge is the longest bridge in North America – and perhaps the world – to be slid laterally into place. Walsh Construction and their subcontractors slid it 55 feet from temporary supports onto the refurbished original piers. The 30-million pound new steel truss bridge is 2,428-feet long and 40-feet wide with two 12-foot lanes and 8-foot shoulders – twice as wide as the old bridge. A 5-foot-wide cantilevered sidewalk will be added to the structure this summer. The original Milton-Madison Bridge opened in 1929. The project got a kick-start from the federal stimulus package, receiving a \$20 million TIGER grant as part of the American Reinvestment and Recovery Act. The Milton-Madison Bridge Project – a joint effort between the Indiana Department of Transportation and the Kentucky Transportation Cabinet – has received numerous awards. It was named one of the top 10 bridge projects in the country by Roads & Bridges magazine, received a 2012 Best of What’s New Award from Popular Science magazine and received several state and national engineering awards for innovation. [Traffic Flowing on Milton-Madison Bridge - Newsroom - Inside INdiana Business with Gerry Dick](#)

### **INDOT: Big Four Bridge opening delayed until late May**

News and Tribune

Elizabeth Beilman

4/17/14

JEFFERSONVILLE — Now that permanent lighting rails are being installed on the Big Four Bridge ramp, Jeffersonville’s April 30 opening date will have to be pushed back, according to Indiana Department of Transportation spokesman Will Wingfield. Installation of the lighted handrails — which comply with Jeffersonville’s historic district guidelines — began late last week and won’t be completed until after the Kentucky Derby, Wingfield said. “At this point, we’re saying we hope to open the ramp to traffic before the Clark Memorial Bridge closes to traffic in late May,” he said. Jeffersonville Mayor Mike Moore said that the city has tried its best to get the ramp of the pedestrian and bicycle bridge opened as soon as possible. “My experience with INDOT has not been a pleasant one,” Moore said of the project that was originally planned to be completed more than a year ago. “I couldn’t be more disappointed in their organization skills, and I think this is has

been an embarrassment to the entire state of Indiana.” The \$8.5 million Big Four Bridge project is paid for by with 80 percent federal funding through INDOT, and therefore the state agency controls the project. Moore said he had insisted on the April 30 opening date at a meeting with INDOT, but the state agency threatened to pull funding and contractors from the job if the city opened the ramp, so Moore relented. “The city designs the project, they pay the 20 percent federal match,” Wingfield said. “Once the project is completed, they’ll own and maintain the project.” [INDOT: Big Four Bridge opening delayed until late May » Homepage » News and Tribune](#) Also, [Jeffersonville mayor blasts INDOT over Big Four Bridge progress - WDRB 41 Louisville News](#)

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