



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 22, 2012

Bridge Troubles

WTHI
3/20/12

VINCENNES, IND. (WTHI) - A southern Indiana county with some problem bridges tries to put together the money to get them repaired and replaced. Knox County has 4 bridges that are closed or in the process of repair. The work though has tapped deeply into the county's cumulative bridge fund and officials are now looking for more money to do the work and keep people moving. Traffic coming out of the north end of Vincennes isn't going anywhere these days. Officials had to close the Old State Road 67 bridge and several others around the county because of problems created by high water in the past.

"We just had a boatload of water last spring and now we're starting to pay the price," said President of the Knox County Commissioners Kevin Meyer. The price for the Old 67 bridge is \$70,000. [Bridge Troubles | wthitv.com](#)

Lake commissioners give green light to road work loan

NWI Times
3/21/12

CROWN POINT | Lake County commissioners gave their approval Wednesday to a plan to borrow \$5 million to repair crumbling rural road. The three commissioners unanimously accepted the findings of Marcus Malczewski, Lake County Highway Department superintendent. Malczewski said his downsized budget cannot keep up with the deterioration of the county's 500-mile network of paved roads with its normal allotment of gas tax revenue. The gas tax, he said, has been frozen for nine years, but the cost of road repair has risen by 128 percent in the same period. Malczewski said he has a budget of only \$700,000 for this summer if the county doesn't borrow through a bond issue. Commissioner Roosevelt Allen, D-Gary, said the problem is aggravated by the fact that the federal government returns to Indiana only 92 cents of every dollar Hoosiers sent to Washington, D.C., in highway maintenance revenue.

Commissioners also noted Lake County has no "wheel tax." The County Council tried but failed last year to impose such an assessment of \$25 for each passenger vehicle and more for heavier cargo-carrying trucks to raise \$10 million, of which the county highway department would get an estimated \$2 million. [Lake commissioners give green light to road work loan](#) Also, [Commissioners recommend \\$5M bond to fix roads - Post-Tribune](#)

ArcelorMittal CEO complains about Cline Ave. closure to congressional caucus

Post-Tribune
3/21/12

The president and CEO of ArcelorMittal USA Wednesday used the Congressional Steel Caucus forum to urge lawmakers to invest more money in infrastructure, citing two examples in his own back yard that he said have hurt his company — the closed Cline Avenue bridge and the Lake Michigan harbor. “Regardless of whether we talk about highways, bridges, rail and transit, shipping or water and sewer — all are deteriorating at an alarming rate,” Michael Rippey, of ArcelorMittal USA, told the caucus, which is vice-chaired by U.S. Rep. Pete Visclosky, in Washington, D.C. Rippey pointed out in his testimony that Cline Avenue, the major highway servicing the steelmaker’s Indiana Harbor plant, has been closed for several years, forcing industry to divert heavy loads onto local sides streets, which were never designed to serve that purpose. “We face safety concerns for our workers and our neighbors, extraordinary congestion and substantial economic loss. Yet the solution eludes us. And there are thousands of Cline Avenues all over America,” Rippey said. [ArcelorMittal CEO complains about Cline Ave. closure to congressional caucus - Post-Tribune](#) Also, [Infrastructure, job agenda remain key for steel industry](#)

INDOT puts Leeper Park Bridge repair on fast track

WSBT

3/21/12

SOUTH BEND— It’s hard to miss the warnings and signs along S.R. 933 in South Bend at the Leeper Park Bridge. Each warning/sign is supposed to give drivers enough time to find a detour if their vehicle and load is over 10 tons. That weight limit is in effect for the Leeper Park Bridge until the Indiana Department of Transportation fixes it. INDOT wants repairs to the bridge and railings completed by September. INDOT put the weight restrictions in place because of cracks in the span and railings. Those cracks ... big and small ... are everywhere. “It’s not that the bridge is unsafe,” said Matt Deitchley, INDOT spokesperson. “We just don’t want any more damage to happen before we get it all fixed up.”

Wednesday afternoon, South Bend Police watched as a heavy truck used the bridge to cross the St. Joseph River. The office then stopped the driver. Since January, a South Bend Police spokesperson said more than 60 drivers were cited for using the brige, but police can't catch every errant truck driver.

“As you can see – there are going to be violators,” Deitchley said. “We ask people to not do that.” REPAIR PLAN-INDOT outlined their plans during a public meeting Wednesday, including plans to keep the bridge open during construction. Deitchley expects there will be lane restrictions. What we don’t know: The effects on the bridge and construction If drivers continue breaking the law. Deitchley said drivers could lose their commercial driver’s license if they ignore the restrictions. [INDOT puts Leeper Park Bridge repair on fast track - wsbt.com](#)

Neighbors worry road closure creates danger

South Bend Tribune

3/21/12

MISHAWAKA — Today, when two cars approach each other along Chuck Perry’s street, one usually has to move to the edge of the road to avoid a collision. But thanks to state legislators, there’s little the neighbors can do. Under the state law that created the highway extension, the Indiana Department of Transportation is not allowed to create new access points along the still-being-constructed road. Jessica Clark, St. Joseph County engineer, said the state statute limits some of the simpler fixes that could be used to address the access problem in the subdivision. “We can’t create something like a right-turn-in, a right-turn-out at one of the roads to ease congestion, because of the law,” Clark said. And with the state legislature out of session until next year — the legislative season ended March 9 — a fix from Indianapolis is unlikely before construction along that part of the highway is expected to be completed. But Clark did acknowledge that closing the two intersections could create a dangerous situation, and said the

county knows a solution is needed. "It makes it hard for emergency vehicles and schools buses to access," Clark said. [Neighbors worry road closure creates danger - wsbt.com](http://www.wsbt.com)

John Pectol Road bridge to be completed in 2013
Officials say steps must be followed to get federal funding

News and Tribune
3/21/12

FLOYDS KNOBS — It looks like John Pectol Road bridge in Floyd County — otherwise known as Bridge 23 — won't be replaced until summer 2013. The Floyd County Commissioners took its meeting Tuesday night on the road to Highland Hills Middle School to give an update on the bridge, which has been out of service since August 2010. Jorge Lanz, president of Jacobi Toombs & Lanz Inc., the engineering firm designing the new bridge, told the commissioners that the federal government will pay 80 percent of the replacement cost, which will be around \$1 million. That was the good news. The bad news, he said, is when the federal government pays the majority of a project, the process takes longer to complete. The Indiana Department of Transportation is in charge of awarding bids and coordinating the environmental study before construction can begin. Some residents in the crowd, many farmers, let out a gasp when told the bridge would be closed for another year, which means another harvest. One man asked why the paperwork and other procedures weren't finished while local officials were waiting for federal and state approval. [John Pectol Road bridge to be completed in 2013 » Recent Local News » News and Tribune](#)

U.S. 31: Digging in for the long haul

Indianapolis Star
3/22/12

Here is what we won't miss: congestion, long traffic lights, rapid merging and the occasional drag race to get into the right lane. Here is what we might miss: a relatively easy-to-follow path to the grocery store, movie theater or a favorite restaurant. History is about to be made in one of the busiest areas of Carmel and Westfield. Beginning in April, when the Indiana Department of Transportation launches its all-out assault on U.S. 31 from 151st Street to Range Line Road, this area will never be the same. For many years, it has been a six-lane divided monster that mixes shoppers with commuters, 18-wheelers with SUVs and pickup-driving cowboys with Mercedes-Benz blondes. But over the next two years, it will be like a war zone with orange-vested road crews and heavy machinery pounding pavement, chewing up concrete and laying a foundation for a new highway. Tall, long bridges will streak across the landscape as ramps are built to connect the elevated 146th Street bridge to U.S. 31. [U.S. 31: Digging in for the long haul | Indianapolis Star | indystar.com](#)