



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 14, 2012

Bundling projects saves Clarksville \$60K

News and Tribune

8/10/12

CLARKSVILLE — A practical approach to bidding out street projects has saved the town of Clarksville more than \$60,000 on road projects. With 12 different paving projects on his plate, Clarksville Street Commissioner Brad Cummings realized that by combining the projects where streets intersected, he was able to meet the requirements for volume discounts from contractors. Instead of asking for contractors to bid 12 projects, he invited bidding on just five. “For instance, one of the contractors bid \$118 per laid ton if we purchased up to 50 tons, which some of these roads will only be 50 tons of concrete put on them,” Cummings said. “But if you buy over 500 tons, the price per ton goes from \$118 to \$52.50. So by us taking the time to bundle these up into projects, we were able to get that ultimate low price by being over 500 tons per job.” The paving and striping projects, which were approved by the Clarksville Town Council on Monday, total about \$300,000. [Bundling projects saves Clarksville \\$60K » Recent Local News » News and Tribune](#)

Federal judge allows bridges lawsuit to go forward

The Courier-Journal

8/10/12

A federal judge is allowing a lawsuit to go forward that challenges whether all federal regulations were properly addressed on the \$2.6 billion Ohio River Bridges Project. There is still a possibility that the lawsuit could derail the construction of two planned new Ohio River bridges, but preparation for construction can proceed, said Tim Hagerty, a lawyer for the Kentucky Transportation Cabinet. Construction is expected to begin in earnest on the eastern portion of the project shortly, and on the new downtown bridge parallel to the Kennedy Bridge next year. The lawsuit was filed by the National Trust for Historic Preservation and the local conservation group River Fields in the fall of 2009. It challenged whether federal environmental, historic-preservation and other regulations had been properly followed on the bridges project. U. S. District Judge John G. Heyburn II issued a stay in the case in the spring of 2010 that put the litigation on hold because so many aspects of the project were then in flux. In progress at that point was work on a financial plan for the bridges and work on a supplemental environmental-impact statement. In addition, plans for the bridges were scaled back to bring the cost down from \$4.1 billion to \$2.6 billion. [Federal judge allows bridges lawsuit to go forward | The Courier-Journal | courier-journal.com](#)

At a glance: The Hoosier Heartland project

Journal & Courier
8/11/12

The Hoosier Heartland Highway is a modern, four-lane transportation corridor linking Lafayette, Fort Wayne and several communities between, including Delphi and Logansport. Cost of the Lafayette to Logansport stretch: Approximately \$380 million, consisting of some 25 contracts. Decades in the making, the corridor follows existing or relocated routes of Indiana 25 and U.S. 24. By replacing two-lane, undivided highway with a limited access, four-lane structure, the Hoosier Heartland Highway will shorten travel times, improve safety and encourage economic development, according to highway planners.

The following are just a few milestones of the project: [At a glance: The Hoosier Heartland project | Journal and Courier | jconline.com](#)

Investment firm offers to help finance new Wabash River bridge at New Harmony

Evansville Courier & Press
8/11/12

INDIANAPOLIS —A private investment firm's offer to help finance construction of a new bridge across the Wabash River at New Harmony, Ind., could be the best shot at replacing the one that closed in May. New York-based National Standard Finance, LLC has offered to provide between \$10 million and \$15 million for the bridge. It would be the start of a public-private partnership that would likely result in the company being repaid through tolls collected for years. State and local officials in both Indiana and Illinois who have been working for three months to find a way to reconnect the two states after the bridge closing say partnering with the firm could be the best option. "I think it's a really good idea to explore this option — the private investment firm," said state Rep. Wendy McNamara, R-Mount Vernon. It's a starting point, but there are a number of details to sort out. The White County Bridge Commission, a group created by Congress in 1941 to operate the old bridge, won't run a new one, so local governments would have to take on that job. [Investment firm offers to help finance new Wabash River bridge at New Harmony » Evansville Courier & Press](#) Also, [Investment firm's offer might provide best chance for new Wabash River bridge at New Harmony](#)

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