



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Indiana Saves Millions on Do-It-Yourself Application Rebuild

Government Technology

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Move over, Bob Vila. The technology professionals at the Indiana Department of Transportation (INDOT) are the new experts on do-it-yourself projects. Faced with rebuilding its Scheduling Project Management System (SPMS), INDOT elected to handle the task in-house, completing the effort in 13 months and saving upward of \$6 million in the process. The project began in 2009, as INDOT originally planned on having an outside vendor upgrade the SPMS. But after getting a quote of three years and \$7.5 million from Info Tech — the original system's vendor — the department's IT officials believed that by adding more contract developers they could pull off the project more quickly and for a fraction of the cost.

Indiana officials decided to roll the dice. The gamble, as it turns out, paid off. The rebuilt SPMS launched in 2010 cost approximately \$740,000, which included both staff and contractor developer time. The old SPMS, however, was built in the late 1990s. This client-server based system was unable to integrate with other INDOT systems. According to Lytle, that led to a significant amount of duplicative data entry work. At the same time, the department received an influx of funds stemming from Indiana leasing its toll road. So with a batch of new road projects coming down the pipeline, the decision was made to modernize SPMS. [Indiana Saves Millions on Do-It-Yourself Application Rebuild](#)

Gary's MLK bridge demolition set for spring

Post-tribune

11/15/11

GARY — Demolition of the Martin Luther King Drive bridge will wait until spring. Indiana Department of Public Transportation spokesman Jim Pinkerton said Tuesday that contractor Dunnet Bay Construction Co., of Glendale Heights, Ill., will demolish the bridge and replace it during the same time period so the Indiana Department of Transportation can avoid restricting lanes on the recently opened section of the Borman Expressway. The completion date for the \$3.1 million bridge replacement project remains the same — July 2012. The bridge, which connects Gary's East Glen Park and Pulaski neighborhoods was built in 2004 to span the widened Borman Expressway. The project is expected to close one lane of the eastbound Borman just west of Interstate 65. Most of the work will likely be done during overnight hours when the Borman traffic isn't as heavy. The bridge has been closed since May 2010 after an inspection found cracking on the bridge deck and support beams. The state is suing the bridge builder, Superior Construction Co. of Gary, to make it pay for the cost of replacing the failed bridge. Dunnet Bay will remove portions of the old bridge during the demolition and preserve them for evidence. [Gary's MLK bridge demolition set for spring - Post-Tribune](#) Also, [Demolition of MLK bridge over Borman postponed until spring](#)

Time running out on options for repairing New Harmony bridge

Evansville Courier & Press

11/15/11

INDIANAPOLIS —As they mull whether to take over an 80-year-old bridge near New Harmony, Posey County officials are balking at both the price tag of the repairs it needs and strings attached to a state plan to fund those repairs. A public meeting is scheduled for 7 p.m. Thursday at the Rapp-Owen Granary in New Harmony. There, Posey County Commissioners and other officials will discuss the options and solicit feedback. Timing is of the essence. The bridge's engineer has estimated that it needs \$8.4 million in repairs. The clock is ticking on an Indiana Department of Transportation proposal that involves seeking grants for those repairs. And the White County Bridge Commission, the nonprofit but nonpublic entity created by Congress to oversee the span, is running low on cash. "We would be very fortunate if we're operating three years from now," said Jim Clark, chairman of the three-member White County Bridge Commission and an advocate for abolishing that commission and transferring the bridge into local or state governments' hands. State officials in Indiana have said they are unwilling to take over the bridge, but if it is run by Posey County or some local, public authority, it could qualify for help in other ways. [Time running out on options for repairing New Harmony bridge » Evansville Courier & Press](#)

Moore to stick with original Big Four Bridge plan

News and Tribune

11/16/11

JEFFERSONVILLE — Mayor-elect Mike Moore now says he won't be altering plans for the Big Four Bridge ramp on Jeffersonville's riverfront. In an interview with the News and Tribune last week, Moore said he wanted to alter the design plans in order to have the ramp land near Riverside Drive. However, after discussing it with neighbors and getting more information on the original design, Moore now said his administration will be sticking with the original plan. "They've chosen to go forward with that so that's what we're going to do," Moore said. The transportation department is planning to bid the project in either December or January, said Audra Blasdel, director of grants and local projects. INDOT has been working with the incoming and outgoing administrations since the election, spokesman Will Wingfield said. It's role has primarily been making sure each is informed on where the state is at with the project. [Moore to stick with original Big Four Bridge plan » Homepage » News and Tribune](#)

Crews finish Broadway improvements

The NWI Times

11/16/11

CROWN POINT | Construction is complete on a 3.3 mile stretch of Broadway in Crown Point. The \$6 million project to improve five intersections and resurface the road came in ahead of a scheduled late-November completion and finished on Friday, Indiana Department of Transportation spokesman Jim Pinkerton said. "It's done," Pinkerton said. The improvements are expected to ease traffic flow along the route, where an earlier building boom in the Crown Point area brought added housing and more motorists. Work was done on Broadway intersections with 93rd, 101st, 109th and 113th avenues and with Summit Street, including the addition of turn lanes at each crossing. Broadway was resurfaced between 93rd Avenue and U.S. 231. The improvements are expected to extend the life of the 3.3-mile stretch of road for at least another decade, officials said. The work was done in three phases, starting with the west side of Broadway, also known as Ind. 53, before switching to the east side. Workers encountered few obstacles in completing the project, Pinkerton said, although a June strike by International

Operating Engineers Local 150 stalled work for several weeks, Pinkerton said. Completion of the work brings an end to what at times meant sitting in traffic backups and finding alternate routes for motorists in the construction area. "We hope when they see the end product it makes the temporary frustration worthwhile," Pinkerton said. [Crews finish Broadway improvements](#)

Several area bridges deemed deficient

WLF1

11/17/11

TIPPECANOE Co., Ind. (WLF1) - Indiana, the cross roads of America, boasts over 18,000. 10% of those are deemed structurally deficient by the federal government. But according to the Indiana Department of Transportation, a structurally deficient bridge, is not an unsafe bridge. "The fact that a bridge is structurally deficient does not imply that the bridge is likely to collapse or that the bridge is unsafe, it just means that the bridge needs to be monitored," said INDOT Spokesperson Debbie Calder. Calder said most bridges in the state are inspected every two years. Those that are monitored may be inspected as often as once a year. NewsChannel 18 joined an INDOT bridge inspection of the State Road 32 bridge that crosses Graham Creek in Fountain County to see what goes in to these inspections. "We're out here, we're looking visually at the deterioration of the bridge, and the information is fed in to a database, and that database will determine when it needs work," said Bridge Inspection Engineer Sherwood Garrison.

[Several area bridges deemed deficient | WLF1 - Tippecanoe County, Indiana](#)

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