



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**November 22, 2011**

#### **INDOT: Still no timetable on bridge**

Brazil Times  
11/17/11

On Thursday, Indiana Department of Transportation (INDOT) Media Relations Director for the Crawfordsville District Debbie Calder told The Brazil Times the bridge on SR 46 going over the Eel River just before Bowling Green would not be fixed in time for the holiday. "It will not be open for Thanksgiving travel," Calder said.

She said as of Thursday, INDOT officials were still waiting on information from the State Historic Preservation Office (SHPO) before proceeding with the project. "We're waiting on plans to come back from SHPO," she said. "Once we hear word from them, then (construction) will go." Calder said INDOT officials expected to hear back from SHPO by Tuesday. From there, INDOT engineers can then look at the plans and proceed with the project. She added the project would have to undergo bidding as well. "The construction department will set the time," she said. "Then we will proceed from there." [Brazil Times: Local News: INDOT: Still no timetable on bridge \(11/17/11\)](#)

#### **\$2.9B bridges project recommended**

##### **Tolling amounts still to be determined; timeline still on track**

News and Tribune  
11/17/11

The Federal Highway Administration has recommended the construction of the \$2.9 billion "preferred alternative" plan for the Ohio River Bridges Project. The preferred alternative — also known as the modified selected alternative — reduced the scope of the bridges project and cut the estimated cost by \$1.2 billion. It was a plan offered by Indiana Gov. Mitch Daniels, Kentucky Gov. Steve Beshear and Louisville Mayor Greg Fischer in the spring. The Louisville and Southern Indiana Bridges Authority is working with the Kentucky Transportation Cabinet and the Indiana Department of Transportation to develop a financing plan for the project. A revised financial plan is expected to be completed before year's end, according to the release. [\\$2.9B bridges project recommended » Recent Local News » News and Tribune](#) Also, [Toll plan could create overload on two old bridges | The Courier-Journal | courier-journal.com](#)

#### **New Harmony Bridge repairs fuel debate, no solutions**

Evansville Courier & Press  
11/18/11

NEW HARMONY, Ind. — Two things were clear during Thursday's lengthy meeting about the future of the ailing New Harmony Bridge over the Wabash River. The state has no plans to take control of the bridge from a private entity, but that's the exactly what several area residents — at

least many of the about 70 that came to the meeting — believe should happen. The 80-year-old bridge is owned by the White County Bridge Commission, which is a non-public entity, meaning that it can't qualify for grants to help pay for the repairs the bridge needs. While an engineer's estimate has put the cost of needed repairs for the bridge at about \$8.4 million, Mike 'Spud' Egbert told a crowd at the Rapp-Owen Granary in New Harmony that the structure remains safe, but that there is no money for capital repairs." We will keep it open as long as we can. But when something happens that is a major expense, said Egbert, a member of the three-man private commission. "We will have to look — we have bonding authority — do we go out and borrow money on future revenues to fix that or do we shut it down?" [New Harmony Bridge repairs fuel debate, no solutions » Evansville Courier & Press](#) Also, [New Harmony Bridge: uncertain future - Carmi, IL - The Carmi Times](#)

### **Bridges forum: It's still about the money Debate centers on tolls and cost savings**

News and Tribune  
11/18/11

JEFFERSONVILLE — Another debate over the Ohio River Bridges Project broke out in Southern Indiana on Thursday night, but this time it was planned. Leadership Southern Indiana hosted a bridges forum debate at Kye's in Jeffersonville to discuss the plan to build an east-end bridge, downtown bridge and reconstruct Spaghetti Junction. The two entities representing the opposite sides of the forum were Paul Fetter and Wes Johnson, co-founders of the No 2 Bridge Tolls, and Executive Director of the Ohio River Bridges Coalition Mark Scherrens and President of Eagle Steel Chuck Moore. While the sides were in attendance to support an opposing view on the bridges debate, they actually agreed that the project needs to be completed. The divergence of opinions, however, focused mainly on how the project was going to be funded. Scherrens said cost savings can best be realized in, "getting this project out to bid in the best economic times to do construction ... getting [public-private-partnerships] involved and getting the time span down from 12 years to six years." [Bridges forum: It's still about the money » Recent Local News » News and Tribune](#)

### **Two years and still counting on Cline Ave. solution**

The NWI Times  
11/20/11

More than two years after the closing of the Cline Avenue Bridge, the Indiana Department of Transportation is getting ready to open bids for demolition but may not settle on a plan for replacing it until year's end. "Everything is still in play," INDOT Chief of Staff Bob Zier said last week. "We have not reached a final decision on anything yet." INDOT will be opening bids for the demolition of the bridge in East Chicago on Nov. 30, assuring there will be significant work under way there next year. But on the more critical issue of how to replace it, INDOT solicited still more input last week in a series of meetings with top Northwest Indiana businesses and community leaders. Zier said INDOT hopes to make a decision by the end of December and confirmed three plans remain under consideration. Those are INDOT's original proposal for a "ground route" solution using Dickey and Riley roads; a proposal for a private toll bridge from American Bridge Partners, of Tallahassee, Fla.; and another from Winners Development, of Scottsdale, Ariz., for designing, building, maintaining and operating a new bridge. [Two years and still counting on Cline Ave. solution](#)

### **Community Voice: Toll Road lease and 'Major Moves' are great Indiana success stories**

The News-Sentinel  
11/21/11

I was disappointed to read The Journal Gazette's negative Oct. 27 position on the condition of the Indiana Toll Road ("Road lease has taken toll on Indiana's image"). By reprinting exaggerated and unsubstantiated criticism of Indiana by Ohio residents who have a vested interest in blocking Gov. John Kasich's proposal to lease the Ohio Turnpike, The Journal Gazette has done a disservice to its readers. Under the terms of the 2006 Indiana Toll Road (ITR) lease, the ITR Concession Co. (ITRCC) took over responsibility for all operations and maintenance of the Toll Road, including expansion of travel lanes and installation of an electronic toll-collection system. Moreover, under the agreement, ITRCC agreed to maintain and operate the road at or above Indiana Department of Transportation (INDOT) standards for other state highways. Before 2006, INDOT spent an average of \$35 million annually in road and bridge maintenance. Since 2006, the ITRCC has completed or nearly completed more than \$335 million (about \$67 million per year) in Toll Road improvements to upgrade the pavement, bridges, toll travel plazas and electronic toll system. The company also purchased new snow-removal equipment and maintenance vehicles. [Community Voice: Toll Road lease and 'Major Moves' are great Indiana success stories | The News-Sentinel - Fort Wayne IN](#)

### **3 companies vie for Cumberland Avenue job**

Journal and Courier

11/21/11

Three construction firms are vying for a contract to complete work on the next phase of improvements to Cumberland Avenue in West Lafayette. City officials opened bids Monday morning for the project, which stretches from Yeager Road to Salisbury Street. Lafayette-based Milestone Contractors submitted the apparent low bid, for \$3,045,000. The other bidders were Rieth-Riley Construction, at \$3,081,726, and Fairfield Contractors, at \$3,162,174.47. Previously, city Engineer Dave Buck said he expected the project would cost about \$3 million. Along with the base bids, the firms submitted estimates for five additional, optional elements of the project, including upgraded lighting and landscaping, Buck said. In the coming weeks, officials will study the bids to find out which is the best deal - and which of the additional items might be included in the final project. "We'd like to do them all," Buck said. "But of course, it's a budget issue." [3 companies vie for Cumberland Avenue job | Journal and Courier | jconline.com](#)

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