



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 13, 2011

Gov., INDOT mull private proposal for Cline bridge

The NWI Times
12/8/11

A private proposal for rebuilding the Cline Avenue Bridge is on Gov. Mitch Daniels' desk, with the governor and the Indiana Department of Transportation expected to render a decision by the end of the month. "There are specific legal issues we need to get resolved before we can get to the bottom line," INDOT Chief of Staff Bob Zier said of the proposal Thursday after a meeting of the Northwestern Indiana Regional Planning Commission. Zier said one of the private proposals submitted earlier this year for replacing the bridge has been eliminated, although he would not say which one. INDOT's original "ground route" solution by way of Dickey and Riley roads also remains in contention, Zier said. A private proposal for a toll bridge was submitted over the summer by American Bridge Partners, of Tallahassee, Fla. That was followed by a proposal from Winners Development, of Scottsdale, Ariz., to design, finance, build and operate a new bridge. [Gov., INDOT mull private proposal for Cline bridge](#)

96th/Keystone plan meets resistance

The Indianapolis Star
12/9/11

U.S. Reps. Dan Burton and Todd Rokita have sent letters to the Indiana Department of Transportation asking the agency to order its own study of the intersection before Carmel can begin work. "I wanted to make sure they were aware that this is going to have an adverse impact and put some business people out of business," Burton told The Indianapolis Star. "I sent that letter because I thought they ought to take a hard look. All I asked was that they do a study to make sure this is the best approach to solving the problem. I sure don't want a lot of people to lose their jobs." INDOT officials say they are "still reviewing" the request from Burton but admitted that it would be rare for the state to step into a local project. Despite its close proximity to the I-465/Keystone interchange, the intersection of 96th and Keystone is not under state control. Then there is the question of a deadline. Carmel and INDOT have a shared interest in getting the project done before heavy-duty construction begins on U.S. 31 a few miles to the west, where the highway will be upgraded to a freeway (using mostly roundabout interchanges through Carmel). That work will send thousands of travelers down Keystone Parkway as the official state detour. [96th/Keystone plan meets resistance | The Indianapolis Star | indystar.com](#)

Cracks misclassified on Sherman Minton Bridge before shutdown

The Courier-Journal
12/9/11

Cracks in a key weight-bearing beam on the Sherman Minton Bridge were improperly classified by inspectors in the years before the span was shut down, federal documents show. The cracks in welded areas had been known about for at least 30 years and should have been deemed "critical findings," according to a memo issued by the Federal Highway Administration this fall and updated this week. And the most recent firm in charge of inspecting the bridge gave Indiana "incorrect advice" about the cracks' condition, the memo states. Indiana and federal officials said this week that the cracks weren't severe enough to warrant closing the bridge. But the discovery that the cracks were "critical" — a trigger for additional inspections or other immediate action — prompted the work that found a separate, hidden crack on the bridge, resulting in its Sept. 9 closure. Indiana officials identified the consultant in the federal memo as San Francisco-based URS Corp., which also does bridge inspections in Kentucky. Through a spokesman, the company declined to comment. [Cracks misclassified on Sherman Minton Bridge before shutdown | The Courier-Journal | courier-journal.com](#)

Wayne County's closed bridges trouble land owners Rising replacement costs, tight budgets force officials to make hard choices

Palladium-Item
12/12/11

Rising replacement costs and stagnant tax revenues are forcing Wayne County officials to make hard choices about which bridges are repaired or replaced and how soon it can happen. The rising costs of bridge work might eventually mean some ailing bridges in rural areas of Wayne County won't be replaced, Wayne County engineer A.J. Wortkoetter said. Construction costs are rising but the property taxes collected in the cumulative bridge fund aren't, he said. "In some places, bridges may not be replaced," Wortkoetter said. "It's hard to justify the expense." In the first half of 2011, the county collected \$708,139 from the 4-cent property tax rate levied for the cumulative bridge fund, Auditor Karen Stevens said. A similar amount was likely collected with the fall tax payments, but the year-end settlement has not yet been made. [Wayne County's closed bridges trouble land owners | Palladium-Item | pal-item.com](#)

New fracture analysis plan would change bridge fabrication, inspection

EurekAlert
12/12/11

So, Wright and Conner are working to create a more comprehensive approach. They want to develop an all-inclusive systems method that would reliably predict the fatigue and fracture limit states of steel, the ultimate strength of the connections in the structure, the stability of the system, the overall condition, and the value of having an in-service inspection. They believe a significant cost savings could be achieved through their approach. If states will pay a modestly higher, up front cost for better materials, the financial burden of lifetime inspections can be reduced, Wright said. "The bridges we build today present a much lower risk of fracture compared to those built prior to about 1980. The reasons are the higher quality standards for fracture critical member fabrication, greatly improved knowledge about fatigue design and detailing to prevent in-plane fatigue as well as distortion cracking issues, and improved material quality. However, there is little evidence that fatigue critical in-service inspection contributes significantly to this improvement," Wright said. Due to these advancements in engineering, new bridges should have less need for inspection for fatigue issues when compared to the older vintage bridges. As Wright investigates this fracture critical analysis system for the Transportation Research Board, he is simultaneously working on a multi-state pooled fund project administered by the Indiana Department of Transportation to develop improved fracture toughness specifications for structural steels used in critical members. [New fracture analysis plan would change bridge fabrication, inspection](#)

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