



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 22, 2011

Steel delivered for Sherman Minton Bridge Bridge still on track for March reopening date

Evening News and Tribune
12/20/11

NEW ALBANY — The steel plates that will act as additional support for the Sherman Minton Bridge arrived Monday, according to a Indiana Department of Transportation press release. The Interstate 64 span connecting New Albany to West Louisville has been shut down since Sept. 9, when a 2 1/2 inch critical crack was discovered in a load-bearing support beam. To repair the 50-year-old bridge, engineers plan to add 2.4 million pounds of modern, reinforcing steel plating. The plating will be bolted to the bridge ties, which run along the entire length of the 1,600-foot structure, and is expected to extend the Sherman Minton's useful life at least 20 years. Anne Rearick, director of bridges for INDOT, said in a previous report that bolting the steel plating to the bridge's existing ties will serve as a structural backup. If anything were to happen to the bridge ties, the plates carry the load instead of the tie, eliminating the concern of a fracture. An additional delivery of structural steel is expected later this week, said INDOT Spokesman Will Wingfield in a press release. [Steel delivered for Sherman Minton Bridge » Recent Local News » News and Tribune](#)

State Board has no opinion on Chesterton opinion of use of Major Moves money for new building

Chesterton Tribune
12/20/11

The Indiana State Board of Accounts (SBOA) thinks that the Town of Chesterton's use of Major Moves money to build two Street Department storage buildings at the new municipal facility at 1490 Broadway was improper. So SBOA notes on page 23 of its "Financial Statement Examination Report" on the Town of Chesterton for 2010, filed on Dec. 14. But for unspecified reasons, SBOA declined to review Chesterton's detailed response to that objection, provided by Associate Town Attorney Chuck Parkinson more than two months ago. At issue: \$750,394.56 in Major Moves money used to cover the cost of Phase I of the municipal facility project. Constructed with that money: a road-salt storage building and a cold-storage building for Street Department equipment not in seasonal use. SBOA's view of that use of Major Moves money: "Building costs are not allowable costs from Major Moves Funds according to Indiana Code 8-14-16-5." "Disbursements from the Major Moves Fund are restricted for construction of highways, economic development, inter-local agreements, and a cities' contribution to the Regional Development Authority," SBOA states. In his two-page response to SBOA's objection, however, Parkinson notes that the statutory definition of economic development projects—which are clearly allowed by IC 8-14-16-5—"demonstrates that the legislature intended municipalities to exercise wide discretion in determining which projects could be paid for from the fund." [State Board has no](#)

[opinion on Chesterton opinion of use of Major Moves money for new building](#)

Speak now, or forever hold your peace

Final public comments heard on the Ohio River Bridges Project

Evening News and Tribune

12/20/11

CLARKSVILLE — The last chance for locals to offer their opinions publicly on the Ohio River Bridges Project brought out only a handful more people than the Kentucky meeting Monday night. Indiana's public hearing Tuesday saw 111 members of the public — compared to 101 at Kentucky meeting — come out to gather information or comment on the Supplemental Draft Environmental Impact Statement, which encompassed the modified \$2.9 billion plan to build an east-end bridge, downtown bridge and reconstruct Spaghetti Junction. The modified plan was originally presented by Indiana Gov. Mitch Daniels, Kentucky Gov. Steve Beshear and Louisville Mayor Greg Fischer and reduced lanes on the east-end bridge and its approaches from six to four lanes; removed a pedestrian walkway on the downtown I-65 bridge; reconfigured Spaghetti Junction in its current location rather than moving the interchange south; and reduced the number of flyover exit and entrance ramps on the Indiana I-65 approach. The modified alternative cut \$1.2 billion out of the project originally billed as a \$4.1 billion plan, in 2003. Once again, the public comments in opposition to the project, as presented, centered around the inclusion of tolls and many offered they didn't want the two-bridge project. Paul Fetter, Clarksville Councilman-elect and co-founder of the No 2 Bridge Tolls group recounted petitions signed by individuals, businesses and resolutions passed by local governmental bodies against tolling existing infrastructure that is part of the bridges project. [Speak now, or forever hold your peace » Recent Local News » News and Tribune](#)

Gov. Daniels says hotly debated section of I-69 extension in southern Indiana will be built

The Republic

12/21/11

BLOOMINGTON, Ind. — Gov. Mitch Daniels believes the state will be able to build a hotly debated section of the Interstate 69 extension in southern Indiana despite continuing opposition in the Bloomington area. Construction work is under way on much of a nearly 70-mile stretch of the highway's route from near Evansville to just outside the Crane Naval Surface Warfare Center southwest of Bloomington. But the Bloomington-Monroe County Metropolitan Planning Organization has refused to include I-69 in its area transportation plan, a step needed for federal money to be used on a 1.75-mile stretch near the city. "The road is going to be built," Daniels told reporters Tuesday, according to The Herald-Times (<http://bit.ly/rTkjll>). "We have different options for doing it. Certainly the least attractive option would be one in which we were forced to shift funds. ... I hope we won't be doing that." The Monroe County panel last month delayed until February a vote on adding to its plan the interstate's intended link with Indiana 37 near Bloomington. Opponents have cited concerns about I-69 traffic being "dumped" onto local roads because state officials have no timeline for completing the highway between Bloomington and Indianapolis. They've also said they are worried about the highway's environmental impact and the location of interchanges. [Gov. Daniels says hotly debated section of I-69 extension in southern Indiana will be built | The Republic](#) Also, [Daniels says opposition won't stop I-69 in S. Ind. | www.whiotv.com](#)

MAC cuts \$500,000 from Grant Line Road contract

Turning lanes planned for intersection of Spring and Silver Streets

Evening News and Tribune

12/21/11

NEW ALBANY — Typically municipal boards are presented with change orders requested by contractors who discovered more funding was needed for a project after the work had already started. But the New Albany Board of Public Works and Safety was presented with a rare opportunity this week to accept a refund, as MAC Construction & Excavating asked the body to sign-off on an amended plan for Grant Line Road improvements that will save an estimated \$500,000. Through an Indiana Department of Transportation initiative, contractors are able to claim up to half of the savings if they discover a way to decrease construction costs without jeopardizing the project. Therefore if the plan comes to fruition, MAC and the city will each save \$250,000. “In my eight years with the city...I’ve not dealt with a cost reduction agreement once,” City Attorney Shane Gibson said Tuesday before the board of works accepted the proposal. The new plan calls for drainage improvements that were to occur below the railroad tracks on Grant Line Road to instead to be made through existing infrastructure. The next step is for MAC and the city to have a mutually agreed upon engineer survey the plan and site to ensure the end goal of improving drainage isn’t sacrificed or diminished in order to save money. [MAC cuts \\$500,000 from Grant Line Road contract » Recent Local News » News and Tribune](#)

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