



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 23, 2011

Swap could save Cline Avenue Bridge

Nwi.com
8/18/11

Local officials are putting together a plan to come up with the \$35 million the state wants to rebuild the condemned Cline Avenue Bridge by delaying the rebuilding of the Nine-Span Bridge in Hammond.

Hammond Mayor Thomas McDermott Jr. and East Chicago Mayor Anthony Copeland both confirmed Thursday talks are under way locally to see if the Indiana Department of Transportation would accept the swap. Although McDermott signaled he is open to the idea, he also was adamant Thursday he needs a guarantee the Nine-Span Bridge is structurally sound and can continue to carry traffic during the delay, which he hopes would be just a couple of years. He also wants a guarantee the Nine Span project, currently scheduled for 2013, eventually will get done.

http://www.nwitimes.com/business/local/article_24b9b59a-e9f4-58ba-91dc-9b5c83d843e3.html

Also, [Plan to rebuild Cline in place of another bridge considered - Post-Tribune Deal Could Save Cline Avenue Bridge - Newsroom - Inside INdiana Business with Gerry Dick](#)

Spending \$425 million: Which mayoral candidate's plan do you prefer?

Indystar.com
8/18/11

Even in the most hotly contested elections, I sometimes hear that it doesn't really matter who wins.

On one count at least, this year's race for mayor in Indianapolis offers some strong evidence to the contrary. In their plans for the city's \$425 million in proceeds from the sale of its water and sewer utilities, Republican Greg Ballard and Democrat Melina Kennedy are giving voters a genuine choice. As Star columnist Matt Tully says, it's the \$425 million question. First-term incumbent Ballard plans to use the money from the pending sale toward his RebuildIndy program to upgrade streets, sidewalks, bridges and other infrastructure that's long been in need of repair.

[Spending \\$425 million: Which mayoral candidate's plan do you prefer? | The Indianapolis Star | indystar.com](#)

Bridge work in Highland near Wicker Park begins

HighlandCommunity.net
8/19/11

HIGHLAND | Work to pave the way for eventual demolition of the Indianapolis Boulevard Bridge near Wicker Park is under way. The bridge crosses abandoned rail lines and the height is no longer needed. The bridge won't be flattened -- just made into less of a hill. Construction crews

began clearance work that will allow them to build a road just west of the current bridge, Indiana Department of Transportation spokesman Jim Pinkerton said. Traffic over the bridge will be reduced to one lane in each direction, using the two eastern lanes. Dates when the restrictions go into effect aren't available yet, Pinkerton said.

Two lanes will be built below, to the west, and then the bridge will be demolished, Pinkerton said. Eighty percent of the \$10.4 million project is being paid for with federal money. The rest is being paid for by the state, he said. Part of the construction will include bike trails over abandoned rail lines below. Construction should wrap up before the end of next year, Pinkerton said. About 21,500 vehicles use the bridge each day, he said. [Bridge work in Highland near Wicker Park begins](#)

Karst topography complicates I-69, adds costs

The Bloomington Alternative

8/20/11

South-central and southwestern Indiana has buildings, roads and bridges built on apparently solid ground. Yet below the surface is a complex system of limestone caves, sinkholes, bedrock springs, conduits (caves humans can't fit into) and swallow holes (that take in water). This collection of surface and underground features is known as "karst." It has a kind of Swiss-cheese physiography.

Indiana's Monroe, Lawrence, Greene, Orange, Crawford, Harrison, Jennings, Jefferson, Owen and Putnam counties all contain karst. It's a distinctive characteristic of this area and worthy of interest and care. Karst areas have springs that issue from caves and conduits and are environmentally sensitive because of their effects on drinking water. Constructing buildings, roads and bridges over karst requires special procedures. Collapse of the surface into underground voids may jeopardize buildings and other structures. [Karst topography complicates I-69, adds costs | The Bloomington Alternative](#)

City aims to soften cut artery

The Journal Gazette

8/20/11

Although the closing of Clinton Street next year is a state project, the city is working to ensure commuters have the most options for circumventing a sure traffic headache. The Indiana Department of Transportation plans to close Clinton Street (U.S. 27) from State Boulevard to Elizabeth Street next spring to improve and straighten the road. The state will soften the curves of Clinton while also raising the bridge over Spy Run Creek nearly 8 feet to prevent flooding. The work will not allow the street to remain partly open – as is the case during the reconstruction of the Martin Luther King Jr. Bridge over the St. Marys River. Likely beginning in March, the entire street – which carries more than 22,000 vehicles south toward downtown each day – will be closed for six months. This is estimated to represent about 17 percent of all daily traffic downtown. <http://www.journalgazette.net/article/20110820/LOCAL0203/308209984/1002/LOCAL>

Lawmakers face critical state infrastructure needs

ValpoCommunity.com

8/21/11

INDIANAPOLIS | State Rep. Ed Soliday, R-Valparaiso, sees a bleak path ahead for Indiana's roads -- and rails, bridges and ports-- unless the General Assembly starts mapping a new route to ensure the viability of the state's infrastructure. To that end, Soliday on Tuesday will be the chairman at the first of four meetings of a study committee reviewing Indiana's infrastructure to uncover current challenges and address future needs. "We're going to try to define the problem: How deep is the hole in infrastructure in Indiana," Soliday said. As chairman of the House

Transportation Committee, Soliday knows many of the state's needs even before hearing scheduled committee testimony from INDOT, business leaders and transportation experts. He cites a recent Purdue University study showing Indiana's county roads need at least \$5 billion in repair and expansion -- a tab that grows by \$800 million a year. On top of that, state highways and interstates of the "Crossroads of America" also need billions in improvements. [Lawmakers face critical state infrastructure needs](#)

I-70 work west of Plainfield causing delays, headaches

WTHR.com

8/22/11

You may want to steer clear of Interstate 70 to the west of Indianapolis. It is the focus of a major cone zone that will have traffic tied up through November. Drivers we talked with say the construction can double the time it takes to get from Indianapolis to Terre Haute. Commuters using just a portion of Interstate 70 say the work is adding at least an hour to their drive times. INDOT is repairing, patching and in some places repaving Interstate 70. Some 43 miles of road way running from about Plainfield all the way west to State Road 59, that's the Brazil exit, are being reconstructed. Moving cone zones are taking traffic down to one lane of traffic. Workers are rebuilding the left shoulders of both east and west bound lanes five miles at a time. [I-70 work west of Plainfield causing delays, headaches - 13 WTHR](#)

INDOT: Bridge-Swap Plan Doesn't Make Sense

InsideIndianaBusiness.com

8/22/11

Indiana Department of Transportation Commissioner Michael Cline is skeptical of developing a plan to delay rebuilding Hammond's Nine-Span Bridge and using that money to rebuild the Cline Avenue Bridge in East Chicago. He tells our partners at The Times of Northwest Indiana, INDOT will listen to the proposal, but will unlikely support it. INDOT is scheduled to begin the bidding process on the Cline project next month. Indiana Department of Transportation Commissioner Michael Cline is skeptical of developing a plan to delay rebuilding Hammond's Nine-Span Bridge and using that money to rebuild the Cline Avenue Bridge in East Chicago. He tells our partners at The Times of Northwest Indiana, INDOT will listen to the proposal, but will unlikely support it. INDOT is scheduled to begin the bidding process on the Cline project next month. [INDOT: Bridge-Swap Plan Doesn't Make Sense - Newsroom - Inside INdiana Business with Gerry Dick](#)

www.buildindianacouncil.org