



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 4, 2011

Ohio River bridge repairs to take months, \$20 million

The Journal Gazette
9/30/11

NEW ALBANY – Work to repair an ailing Ohio River bridge shut down between Indiana and Kentucky will cost about \$20 million, and it will take about six months to fix and reopen the heavily traveled span, Indiana Gov. Mitch Daniels said Friday. Daniels said during a news conference that steel plating will be installed on the nearly 50-year-old Sherman Minton Bridge linking Louisville, Ky., and New Albany, Ind., along Interstate 64. Gov. Steve Beshear of Kentucky, who joined Daniels in announcing plans for the double-decker bridge, said the states will find the money to get the repairs done. “This is a top priority,” Beshear said at a press conference in New Albany. “This is a crisis. This moves to the top of the list in Kentucky and Indiana.” Daniels said the project will be bid quickly with the aim of starting work as soon as possible. “We’re going to fix every single defect that was found, then apply this additional sheathing end to end,” Daniels said. Daniels said the repairs are estimated to last 20 years.

<http://www.journalgazette.net/article/20110930/NEWS07/110939983>

Counties, Cities Lack Funding For Infrastructure Repair

Indiana Public Media
10/1/11

Governor Mitch Daniels announced on Friday that the Sherman Minton Bridge connecting Indiana and Kentucky would be shut down for six months and costs about \$20 million to repair. However, city and county bridges are also in need of repair. Speaking on WFIU’s public affairs show Noon Edition on Friday, the President of APPIAN Transportation Advisors Dennis Faulkenberg said most engineers already knew about the problems with Indiana bridges before the Sherman Minton was inspected. “There’s lots to be done out there,” he said. “Lots has been done but lots more to be done. It didn’t take that to tell us.” Michael Wenning of the American Society for Civil Engineers who worked on the infrastructure report card for the state. Indiana received a D plus rating and Wenning said federal roads do need work but people should be most concerned with local roads. [Counties, Cities Lack Funding For Infrastructure Repair | News - Indiana Public Media](#)

Bridge overhaul to slow traffic on Spring

The Journal Gazette
10/1/11

A bridge project west of downtown is sure to mean some headaches for commuters and students. Q. A bridge on Spring Street, east of Saint Francis, seems to need to be replaced or repaired;

when will this be? – Dale Bricker, Fort Wayne. A. What a timely question, Dale, as the work will happen soon. Early this month, the Spring Street bridge near Leesburg Road will be closed for repairs over the Norfolk-Southern railroad tracks. According to a written statement from the University of Saint Francis, the bridge will be closed through August 2012. The bridge is being rehabilitated and widened. A left-turn lane will be added to Leesburg Road, as will an eastbound right-turn lane and a westbound left-turn lane on Spring. The project will also include 8-foot sidewalks on both sides of the bridge and a new traffic signal at the intersection. The intersection, however, will remain open during construction and increased traffic is expected there. Primco won the project with a bid of about \$2.3 million. [Spring St. bridge to be closed](#)

Major move on bridges is overdue

The Journal Gazette
10/2/11

Marking the fifth anniversary of his Major Moves transportation plan earlier this year, Gov. Mitch Daniels boasted that the state “hit the jackpot” with the lease of the Indiana Toll Road for \$3.8 billion. But motorists sitting in traffic back-ups caused by the closing of the Sherman Minton Bridge in New Albany and drivers rerouted through East Chicago by the closing of the Cline Avenue bridge in northwest Indiana would probably not agree. Critics are right to question whether the administration’s emphasis on building roads came at the expense of needed bridge infrastructure repairs. Cracks detected during an inspection of the bridge carrying Interstate 64 across the Ohio River prompted Daniels to order its immediate – and well-justified – closing. Officials announced Friday that repairs will cost \$20 million and take about six months. In the meantime, as many as 80,000 vehicles a day have been pushed to alternate routes. <http://www.journalgazette.net/article/20111002/EDIT/310029979/1021/EDIT>

DOUG ROSS: Is Indiana ready to begin a Major Moves II?

The NWI Times
10/3/11

Earlier last week, The Times editorial board met with U.S. Rep. Mike Pence, who is seeking the Republican nomination for governor next year. "I'm a conservative, but I've been accused of kind of being a Roman when it comes to building roads," Pence said. That's good to know. If you want to bring more manufacturers to Indiana, you're going to have to make sure they can get their raw materials delivered and their products shipped. Pence also made a point of saying, "I don't think there can be any corner of the state that gets left out." Oh? I've got a bridge to sell you -- on Cline Avenue. Gov. Mitch Daniels had his own stimulus program, of sorts, for transportation. Major Moves was funded through the \$3.8 billion long-term lease of the Indiana Toll Road, but that money is essentially gone. So what could fund a Major Moves II to continue paying the state's share of major infrastructure projects like replacing the Cline Avenue bridge? And how many jobs would be created by a Major Moves II? Would that be better than having such a high rate of unemployed Hoosiers? [DOUG ROSS: Is Indiana ready to begin a Major Moves II?](#)

Jeffersonville council calls for east-end bridge advancement Resolution passes 6-1; also reaffirms stance on tolling

News and Tribune
10/3/11

JEFFERSONVILLE — City leaders passed a resolution Monday night urging state officials to immediately proceed with the construction of a proposed east-end bridge. The resolution was passed in light of the closure of the Sherman Minton Bridge in Floyd County, which has entered its fourth week. The bridge is expected to be closed for another six months for repairs. “The far-

reaching costs of the closure of the Sherman Minton Bridge upon the city of Jeffersonville, as well as its citizens and businesses, are impossible to calculate with any degree of accuracy, but it can reasonably be expected to have a cost of many millions of dollars," the resolution says. On Monday, the council acknowledged that debate. The resolution specifically says that the council opposes tolls on existing connections to Kentucky, such as Interstate 65. The comment about tolls caused Councilman Nathan Samuel to vote against the measure. "We've already voiced our opinions on tolling," Samuel said. He said the bit about tolling detracted from the immediacy of the resolution. The vote was 6-1 in favor of the measure. [Jeffersonville council calls for east-end bridge advancement » Recent Local News » News and Tribune](#)

Commissioners open bids for projects

Greene County Daily World
10/3/11

The Greene County Commissioners continue to work in close cooperation with the Indiana Department of Transportation (INDOT) on upgrading roads associated with the Interstate 69 construction project. On Monday, the commissioners opened bids on three projects closely aligned with I-69 work. The two bids received were taken under advisement to allow the commissioners time to compare the details. The three projects included: Project 1 -- Reconstruction of Taylor Ridge Road in Eastern Greene County; Project 2 -- Paving of Taylor Ridge Road; Project 3 -- Paving of County Road 100W/700S (Mt. Nebo Road). Remarkably, the total bid packages submitted by Milestone Contractor of eastern Greene County and Dave O'Mara Construction of North Vernon were only about \$5,600 apart. Milestone submitted a fixed price bid of \$174,614, compared to \$180,303.04 for O'Mara. [Greene County Daily World: Local News: Commissioners open bids for projects \(10/03/11\)](#)

EDITORIAL: New Harmony bridge, users face dire consequences

Evansville Courier & Press
10/4/11

The bizarre governmental void that is of Congress's making finds the historic, but deteriorating little bridge over the Wabash River at New Harmony in danger not only of failing, but of being closed for lack of management and support. According to Courier & Press staff writer Eric Bradner, the review said the bridge's condition is "basically intolerable requiring high priority of corrective action." But the cost of that corrective action is estimated at \$8.4 million. This is where it gets complicated and in a word, dire, for the bridge that regular people depend on daily; if this bridge connected bureaucrats and executives with their workplace, it would be fixed yesterday. Instead, it serves farmers, waitresses and other small business workers with their jobs. Hence, no one is in a hurry to help. [EDITORIAL: New Harmony bridge, users face dire consequences » Evansville Courier & Press](#) Also, [Bridge 'deficient,' needs \\$8M in repairs - Post-Tribune](#)