



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 25, 2010

Design, harsh climate, traffic reasons cited
Post-Tribune
Chelsea Schneider
1/24/10

The vacant road rising above the industrial landscape of East Chicago cast an eerie backdrop as business leaders, elected officials and concerned members of the public gathered at its base on a day in early January. The Cline Avenue bridge stood silent, as Gov. Mitch Daniels described the untimely death of the 27-year-old expanse. Labor leader Dan Murchek grew uneasy with the eulogy as he stared at the ghost of a bridge, once a vital link to Northwest Indiana's manufacturing sector. The \$250 million concrete bridge stands, albeit permanently closed, as the most expensive road project in the state's history. While most bridges have an average life span of 50 to 75 years, the Indiana Department of Transportation cut Cline's life short because of structural issues found in an inspection by its consulting firm URS Corp. Why Cline failed before its 30th anniversary lies in corrosion issues deep within the bridge's anatomy. At the time of its construction in the early 1980s, the Cline Avenue bridge was a relatively new design made popular in California. The post-tensioned box girder bridge relies on a series of steel cables tightened inside the concrete. But several of those steel cables failed completely because moisture seeped through the concrete and rusted the rebar. Northwest Indiana's harsh climate penned Cline's obituary before the bridge was even built. Since then, measures were taken to protect the steel cables in post-tensioned bridges from corrosion. Thick concrete is used to create greater separation between a bridge's surface and steel. The steel cables also are coated with an anti-rust material. <http://www.post-trib.com/news/2008044.cline-end-0124.article>

NW Indiana casinos adjust to bridge closing
The NWI Times
Gerry Dick
1/24/10

Three northwest Indiana casinos continue to deal with the impact of the state's decision to permanently shut down the Cline Avenue Bridge, a key traffic artery to the properties. Indiana Gaming Insight Editor Ed Feigenbaum says the two Majestic Star casinos and the Ameristar Casinos Inc. property in East Chicago face a "very difficult" task to change the traffic patterns of potential customers. He says they will have to embark on expensive marketing campaigns and give customers more reasons to head to the casinos. http://nwitimes.com/business/local/article_a58da715-88bf-54f8-99cb-b78b7d1694ca.html

Pleasant Street in River Park neighborhood to be narrowed

South Bend Tribune
1/24/10

Why are they cutting down the trees on Pleasant Street in the River Park neighborhood in South Bend? Is it the next phase of sewer replacement and, if it is, I hope they don't narrow the street width when they replace the street. From Pam I talked with South Bend City Engineer Carl Littrell who told me the project you're talking about hasn't been bid yet. He said he believes there have been some Indiana Michigan Power crews in the neighborhood trimming trees, but no trees have been cut down that he is aware of. When the city does cut down trees as part of a project, they try to plant two trees for every one they cut down. In addition, they plant several species of trees in case one tree does not thrive as well as another. Specifically regarding Pleasant, the city is continuing with its plan to separate storm water and sewer lines throughout the city in order to conform with new laws and to reduce flooding in problem areas of South Bend. This project is part of that plan. The sewer line on the north side of the street will be extended east, Littrell said. It sounds as though you already know the city is planning to narrow the street. Littrell said that in planning the project the city believes that Pleasant is wider than necessary, which contributes to vehicles speeding down the street. Littrell said the city plans on narrowing the street to 12-foot travel lanes and an 8-foot parking lane, effectively reducing the width of Pleasant by 10 feet. There will be parking on one side of the street. The city believes the narrower street will result in slowing the traffic down and improving safety. <http://www.southbendtribune.com/article/20100124/BLOGS25/100129835/1/googleNews>

Greenwood mayor offers \$8M to speed up road work
WISH
1/25/10

A central Indiana mayor says his city is willing to pay up to \$8 million toward construction of a new Interstate 65 interchange in order to speed up the project. Greenwood Mayor Charles Henderson wants work started in the next few years on the interchange about two miles south of the existing Main Street junction. Such a project would normally be paid for with federal and state money, but Henderson is offering to pay one-third of its estimated \$24 million cost from a special taxing district for infrastructure improvements. http://www.wishtv.com/dpp/news/local/south_central/greenwood-mayor-offers-8m-to-speed-up-road-work
Also, <http://www.theindychannel.com/news/22330938/detail.html>

Kokomo Corridor ready for construction boom
Kokomo Tribune
Scott Smith
1/23/10

In the January gloom, the only work on the Kokomo Corridor Project goes on largely unseen. With freezing rain pelting down, crews were busy this week setting forms and pouring concrete on a box culvert, working in a field several hundred yards south of East Boulevard. Nearby, the form of a roadbed has been scooped out of the earth, stretching north from Southway Boulevard, but the machinery awaits the end of the winter mud. It's almost as if the Corridor project has gone dormant. Come springtime, it will be difficult to drive east of Kokomo without seeing some new evidence of the \$345 million Corridor project. Four construction projects will get the green light this year, and the pace of the Boulevard interchange project, slowed by winter, will rev back up. By the end of 2010, all but the northern and southern ends of the 13-mile Corridor will be under contract, with the entire project scheduled to finish by the end of 2013. Spurred by Indiana's Major Moves

fund and federal stimulus dollars, one of the key components of Indiana's future north-south interstate is set to take a giant leap forward.

http://www.kokomotribune.com/local/local_story_023001121.html?keyword=secondarystory

Ronald Reagan project set to begin soon

Hendricks County Flyer

Ryan Palencer

1/22/10

AVON — County officials have determined that one of the prime necessities here is another route to travel from north to south or vice versa. To aid this, the project to extend Ronald Reagan Parkway over the CSX tracks is set to begin with clearing work in February. The addition will also provide Avon, as well as Plainfield, with industrial opportunities along Ronald Reagan Parkway. The bridge project is expected to be completed in September of 2012. http://www.flyergroup.com/local/local_story_022140104.html

Valpo plans to improve Lincolnway/Garfield crossing

The NWI Times

Phil Wieland

1/24/10

VALPARAISO | Only one main intersection on Lincolnway through the city has not benefited from the improvements done over the past few years, but that is about to change. Valparaiso Engineering Director Tim Burkman has outlined a plan to improve the intersection at Lincolnway and Garfield Avenue to match the others with turning lanes, lighted street sign, new traffic signal and new sidewalks with handicapped accessible ramps. Lincolnway has enough right of way and pavement to add left-turn lanes in both directions, but the city will have to get permission from the Indiana Department of Transportation because Lincolnway is a state road. The city also is looking at adding a left-turn lane on Garfield on the south side of the intersection for traffic going to the downtown. Councilman Jan Dick said traffic tends to back up there, and Burkman said his department plans to survey that area when the weather clears to see if the road is wide enough already or if more property would have to be acquired.

<http://www.nwitimes.com/news/local/porter/9d4e771c-e737-52f8-8c81-4e2cddb248e0.html>

www.buildindianacouncil.org