

NO-WAY TRAFFIC

August 27, 1964



What seems to be well on the way to becoming an annual affair, is the closing of the bridge over the White River north of Daleville. Built in the horse and buggy days, the antiquated structure is again declared unsafe for today's modern heavier traffic.

Angry Citizens Want Action

If you had reason to be at the County Court House this past Monday, you would have thought a large swarm of angry bees were hiving someplace in the building. Rather than bees, sixty some angry Daleville residents were attempting to make known their wishes concerning the bridge on 900 West, north of Daleville.

Those in attendance prevailed on the Commissioners to "neither relocate the bridge nor throw good money after bad with temporary repairs." They feel the time has come for a new bridge in the same location; now.

In August of 1963, a smaller contingent of Daleville residents met with the Commissioners of that time (under the presidency of Harry Bowman) to ask for a new bridge. The bridge was closed then for two weeks due to repairs on the weakened structure.

Harnon Pugsley had a petition prepared for presentation at last year's meeting, but on the assurance of Harry Bowman that this same bridge had "No. 1 priority" for new construction on last year's agenda, Mr. Pugsley withdrew the petition. Daleville representatives were assured that on August 19, 1963 papers were signed for an engineering study and federal secondary road funds were being requested then.

While in general, those present voiced appreciation of the fact that "bare sustenance maintenance" had been employed in repair and upkeep for all county bridges during the past fifty

years, thus necessitating repairs on all county bridges; many persons expressed the opinion that some "buck passing" was going on last year and now as to reconstruction of a new bridge.

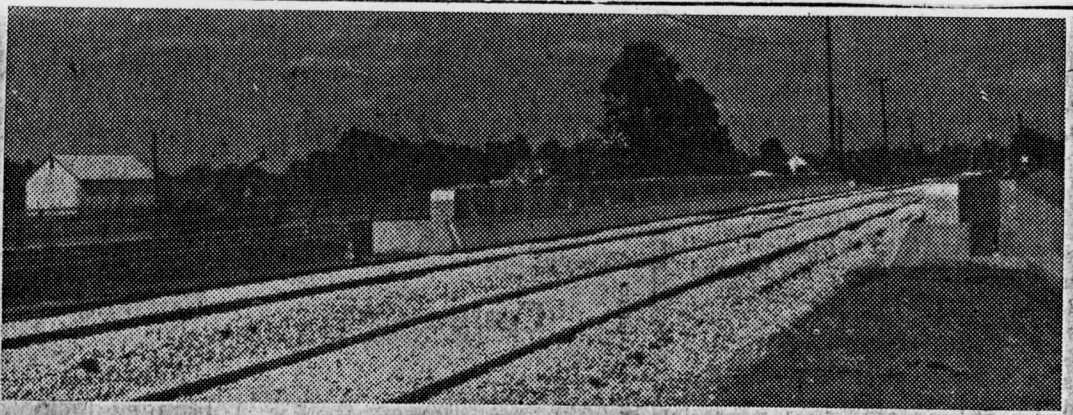
Max McKinley told the delegates a survey is being conducted by Butler, Fairman, and Seufert, Inc; consulting engineers of Indianapolis. Again, many voices felt such a survey as might pertain to relocation was entirely unnecessary and a waste of funds that might better be used for new construction with a run-around built for traffic till the new bridge could be completed.

Most of those present felt that surely some conclusions had been reached by last year's survey.

Mr. Ned Fairman, spoke before the overflow crowd on behalf of the engineering firm. However, apparently, no recommendation has yet been presented the Flood Control Division of the Department of State Highways and Bridges. Or at least, any such recommendation as may have been reached, pending results of two surveys, is not yet for publication.

Mr. McKinley expressed his desire that no mistakes be made; if and when the Flood Control decides whether or not to build a bridge anyplace! McKinley explained why a new bridge over White River on 900-W has not in the past qualified for federal funds. Harry Bowman then called for Mr. Fairman's definition of those qualifications. Accord-

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ON THE RIGHT TRACK

After several weeks' delay the tracks have been laid on the new railroad bridge over I-69 just west of Daleville. Both East and West bound trains of New York Central

are now back on the right tracks. Construction can now start on the completion of I-69 between Highway 67 and the bridge over White River.

August 20, 1964

Jan 28, 1965

New Bridge For Daleville Oked by Commissioners

The appeal and perseverance of many Daleville residents finally paid off with recognition by the Board of County Commissioners this last Monday, when it was announced a new bridge would be constructed at the site of the present antiquated structure.

Robert W. Stewart, Democratic precinct chairman of precinct 52, Daleville, expressed his personal thanks, as well as that of all area residents, in a letter to the commissioners for their (commissioners) service in the matter.

At an earlier meeting at the county courthouse, a large contingent of Daleville voters had expressed their awareness of action needed on many bridges in Delaware County. However, many felt the safety of bus-transported school children was questionable as well as a business loss in the community would result unless a new bridge could be granted.

Now all that delays further action is the signing of right-of-way agreements by five property owners. If this can be accomplished by January 30, advertising of bids can be done on or by February 5. Bids can then be let on or about February 22.

Ned Fairman, consulting engineer for the county, estimates the

length of construction time to be four months; if so, by mid-summer no further detours will be necessary in traveling in and out of Daleville on the north.