



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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INDOT probes \$71M crumbling road mystery

Indianapolis Star

Tony Cook and John Touhy

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Nearly 200 recent road projects across the state could crack and crumble years ahead of schedule because of critical mistakes contractors made mixing asphalt. State transportation officials are testing samples from \$71 million in pavement projects in state laboratories to uncover flaws in the asphalt mix. They suspect contractors are using insufficient amounts of the sticky petroleum binder that holds asphalt together. Others, however, suggest the state's call to use more recycled asphalt could be the culprit. "Our concern is did (contractors) include enough binder to make the pavement perform as it was intended," said Robert Tally, INDOT deputy commissioner for materials and construction management. He emphasized that testing continues and they haven't reached any firm conclusions. But in some cases INDOT has already notified local transportation officials that the lifespan of their new roads could be 30 percent shorter than usual. The sweep of the potential road failures is unprecedented and includes only projects active in 2014. Officials said they can't be sure there aren't more faulty roads from past years.

[INDOT probes \\$71M crumbling road mystery](#)

2013 Report Card Offers Snapshot of Indiana Roads and Bridges, but Is It Still Accurate?

WIBC

Eric Berman

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As Republicans and Democrats argue about the state of Indiana's roads and bridges, a nonpartisan report card supplies ammo to both sides. The American Society of Civil Engineers issues a 50-state report card every four years. The last one showed one in six major roads in Indiana in poor condition, the 18th-worst percentage in the country. The 10-percent of bridges rated structurally deficient is the 22nd-worst. But the report card was issued two years ago, and was based on data from three years before that. An additional five years' worth of Major Moves projects since then might move Indiana up -- or the end of the Major Moves funding stream might push the state down. And while the percentages are in the states bottom half, the ASCE also awarded letter grades to about half the states. Indiana got a C- for roads -- but only Ohio scored as high as a B-. Indiana's grade is the seventh-highest among 24 states ranked. Similarly, only four states ranked in the B range for bridges, with no A's -- Ohio goes from the top of the class to the bottom, tying with Kentucky for the worst bridge grade with a D. Indiana's C+ is the fifth-best ranking among 22 states. The letter grades incorporate not only condition, safety, and maintenance, but funding, future needs, innovation, resilience, and capacity. ASCE Indiana past president Jared Huss says the society purposely used a tough grading scale to focus attention on the seriousness of infrastructure needs nationwide. The society calculated on the 2013 report

card Indiana would need to spend more than \$3.5 billion to repair the nearly 2,000 bridges rated as deficient, and would need to increase road funding by \$715 million a year to address road needs. [2013 Report Card Offers Snapshot of Indiana Roads and Bridges, but Is It Still Accurate? | 93.1 WIBC](#)

South E Street rebuild enters final stages

Palladium-Item

Bill Engle

9/18/15

Workers from Milestone Contractors laid 1,200 tons of asphalt Tuesday on South E Street in Richmond. They followed it up with another 1,000 tons Wednesday. Underground utility lines and curbs are in, and sidewalks are being poured. The South E Street project is in full stride and should be done easily by the contractual Nov. 20 date, said Greg Stiens, city director of engineering and public works. "They have really picked up the pace," Stiens said. "We had 20 inches of rain from June 1 to July 31, and there were a lot of missed work days. "But August and September have been dry, so they tell me they are back on schedule," he said. The roughly \$4 million project includes a complete rebuild of South E from Fifth to 16th streets. Workers have installed new water and gas lines, road and road bed, traffic lights, curbs, storm sewers, sidewalks and gutters. The project started in March 2014. "They've done a lot of underground work and are now concentrating on getting the rest of the project done," Stiens said. "They will get the base done in the days ahead and then work on the approaches. "They will put the last inch and a half of asphalt and do the striping in November," he said. The project will be paid for with \$3,220,326 in federal funds through the Indiana Department of Transportation and a \$359,314 local match from Economic Development Income Tax dollars. [South E Street rebuild enters final stages](#)

E.C.'s Cline Avenue bridge plans 'looking good'

NWI Times

Deborah Laverty

9/17/15

In 2012, East Chicago and the Indiana Department of Transportation entered into an agreement with the Figg Group to build a new, privately owned and operated toll bridge. The city and INDOT transferred the right of way in 2013 to Cline Avenue Bridge LLC, a partnership associated with the Figg Group. Officials have repeatedly pushed back the anticipated start date for construction of a new Cline Avenue Bridge over the Indiana Harbor and Ship Canal in East Chicago. Figg told the Indiana House Roads and Transportation Committee on Feb. 11 that construction was to begin in the spring. Figg said her Florida-based company was set to build the bridge, told the House Roads and Transportation Committee at that time that federal and state permits were approved, financing was in place and construction would take 30 months, employ 300 workers and cost \$158 million. Tolls to cross the bridge will be set at \$2.50 for cars using an E-ZPass or I-PASS electronic transponder. Motorists opting to be billed for crossing the bridge will pay a yet-to-be-determined rate likely greater than \$5 per trip. The bridge will use only open-road tolling like that in use on the Illinois Tollway. It will not have toll booths. [E.C.'s Cline Avenue bridge plans 'looking good'](#)

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