



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **October 1, 2015**

#### **Cross roads of Indiana**

The Journal Gazette  
10/1/15

From Major Moves to major headaches, Indiana's highway woes are spreading - from funding shortfalls to an interstate bridge shut down for weeks. Responsibility for the troubles might take years to determine, but Indiana, which brags it is the Crossroads of America, can't wait before improving its transportation performance. Priority one is set for the next legislative session - assuming lawmakers can make their way to the Statehouse. The latest issue was raised by the Indiana Department of Transportation itself. The agency is examining road construction quality on 188 projects across the state, alleging that faulty asphalt mixes are causing roads to deteriorate much sooner than they should. While 44 contractors are involved, Fort Wayne's Brooks Construction is the only company named so far. INDOT is demanding that Brooks rebuild a three-mile section of Indiana 25 near Logansport, which it claims is deteriorating just three years into its 20-year expected lifespan. INDOT has given Brooks until Friday to agree to replace the asphalt or repay \$5.1 million for the asphalt portion of the \$16 million federally funded project. John Brooks, executive vice president of Brooks Construction, noted in a statement that INDOT conducted 72 tests on the asphalt mix used in construction and that all were approved. [Cross roads of Indiana | Editorials | www.journalgazette.net](http://www.journalgazette.net)

#### **Indiana invests \$897M in federal highway funds**

Dearborn County Register  
9/30/15

As the federal government prepares to close the books on its fiscal year Sept. 30, the Indiana Department of Transportation has invested all \$897,920,888.32 in federal highway funds available to Indiana. Funds not assigned to projects by the end of September each year are sent back to Washington, D.C., and shared among all U.S. states and territories. Included in the pump price for a gallon of gas are state and federal fuel taxes dedicated to transportation. While gas prices change often, the federal tax is fixed at 18.4 cents per gallon and the state tax is 18 cents per gallon. Federal fuel tax revenue goes into the Federal Highway Trust Fund, and Congress approves payments from the fund separate from the rest of the federal government. Current federal highway funding levels have been approved through Oct. 29. The Federal Highway Trust Fund typically reimburses 80 percent of construction project costs and requires 20 percent state or local matching funds. The Federal Highway Administration will reimburse up to 90 percent federal funds on safety or interstate highway projects. INDOT makes a quarter of its federal highway funds available for local construction projects. The Metropolitan Planning Organizations decide which local projects are funded in urban areas, and INDOT distributes funds for the rural areas. The local communities or their consultants design the projects, purchase the land, and pay

the required 20 percent match. INDOT then bids the projects and oversees them to ensure compliance with federal rules. [Indiana invests \\$897M in federal highway funds | Dearborn County Register](#)

### **Proposed I-69 and 106th interchange sparks debate**

Current in Noblesville

James Feichtner

9/29/15

On the evening of Sept. 10, dozens gathered in Fishers City Hall Auditorium to hear the Indiana Department of Transportation's proposal for a new interchange at 106th Street and Interstate 69 in Fishers. The project is estimated to cost \$34 million with the city of Fishers contributing 28 percent and Hamilton Co. contributing 6 percent, respectively. "This is a heavily locally funded project. We have the City of Fishers and Hamilton County, so we've got about \$12 million of their own money in this," Jeremy Richardson, design consultant for INDOT, said. "This is an important project for both Hamilton County and the City of Fishers." The purpose of the interchange is to reduce congestion at current I-69 intersections located at 96th and 116th streets, as well as improve traffic safety by reducing crashes in the area and allowing direct access to 106th Street from I-69. "There [are] a lot of recurring crashes due to congestion on I-69, so it's going to help with that congestion, help with that traffic safety aspect," Richardson said. "One of the most important points is direct access to the 106th Street area." INDOT's proposed intersection would consist of two, two-lane, oval shaped roundabouts on 106th Street over I-69 with ramps going in both directions of the interstate. The bridge at 106th Street would be demolished and replaced with two separate two-lane bridges carrying one-way traffic. [Proposed I-69 and 106th interchange sparks debate - Current in Noblesville](#)

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