



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 12, 2015

On the roads again

The Journal Gazette

11/11/15

A year ahead of Election Day, much of the partisan back and forth lobbed by political players isn't worth noting. The debate over road funding in advance of Indiana's 2016 statewide election is. The stage for the Great Indiana Road Debate was set in August when contractors discovered the Interstate 65 bridge over Wildcat Creek was sinking. A 37-mile northbound stretch was shut down in August. For six weeks, motorists were forced to follow a detour across county roads, adding miles – and hours, in some cases – to their travel. The Republican administration stoked the fire in September when it claimed that laboratory tests showed some state contractors used insufficient materials in \$71 million worth of paving projects. Contractors, in turn, pointed to the state's demands for greater use of recycled asphalt. INDOT notified some local transportation officials that the lifespan of their new roads could be 30 percent shorter than estimated. That was the perfect opening for Indiana Democrats' "FixOurRoads" campaign, claiming the state has 1,900 structurally deficient bridges and the administration had wasted millions on faulty asphalt. As Gov. Mike Pence travels around the state, the opposition sends out data on infrastructure in the region he's visiting, as it did when the governor visited northeast Indiana late last month, "where 116 bridges are structurally deficient," according to a Democratic Party news release. [On the roads again | Editorials | www.journalgazette.net](#)

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