



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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State to widen Interstate 65 south of Southport

Indianapolis Business Journal
Kathleen McLaughlin
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Greenwood-area commuters should have more breathing room on Interstate 65 after a highway-widening project planned by the Indiana Department of Transportation. INDOT will be able to expand a section of I-65 from Southport to Franklin after Gov. Mike Pence signed a bill releasing \$200 million in highway construction money, spokesman Will Wingfield said. The state also plans to expand I-65 in the Lafayette area from State Road 38 to State Road 26, he said. The start dates of each project weren't immediately available. The I-65 expansion on the south side would run from Southport Road to State Road 44 near Franklin, a stretch with poor pavement conditions and heavy truck traffic at times. The highway has two lanes running in each direction from Franklin to Greenwood and three from Greenwood to Southport. The project is still under design, but Wingfield said INDOT is looking to add lanes by maximizing the existing right-of-way. Lanes could be added in the 60-foot-wide grassy median, or in the auxiliary ramp lanes along the outside, he said. The \$200 million was a compromise on Pence's push to take \$400 million out of the Major Moves 2020 Trust Fund, created last year during the General Assembly's budget session. Pence and House leaders argued that the money is needed now, but Senate Appropriations Chairman Luke Kenley, R-Noblesville, cut the amount in half based on the state's financial condition. The other \$200 million could be released after a review of the state's finances this December by the State Budget Committee.

[State to widen Interstate 65 south of Southport | 2014-03-31 | Indianapolis Business Journal | IBJ.com](#)

Public-private plan for I-69 work proves divisive

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A plan to finance the cost of a section of the new Interstate 69 connection between Indianapolis and Evansville is drawing both praise and ire. Gov. Mike Pence is getting ready to sign onto a deal with a Dutch-led contractor to construct and maintain the section between Bloomington and Martinsville, the Evansville Courier & Press reported Saturday. Under terms of that contract, the state would make an \$80 million "down payment" to the private partner, Isolux Infrastructure, which would pay the \$325 million estimated for construction. Once that section of highway is complete, the state starts paying the partner \$21.8 million a year for 35 years and the company maintains the highway. Isolux is working with local contractors E&B Paving of Anderson, Force Construction Co. of Columbus and Gradex Inc. of Indianapolis. Isolux beat three other consortiums with its proposal. If the private developer doesn't keep the road open to traffic and up to Indiana Department of Transportation standards, the state could reduce the annual payment.

Supporters say the public-private partnership is innovative, but critics say the deal will end up costing Indiana taxpayers more in the long run. Then-Gov. Mitch Daniels paid up front for the first phases to take the Interstate 69 extension from Evansville to Bloomington out of the \$3.8 billion made off the long-term lease of the Indiana Toll Road and a traditional combination of state and federal funds.

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Project a diamond in the rough

The Journal Gazette

Dan Stockman

3/30/14

FORT WAYNE – There are not many places in America where you can safely and legally drive on the left side of the road on a two-way street. But that will soon be the case on Dupont Road where it crosses Interstate 69. Even stranger, traffic engineers say the move will not only reduce congestion and delays in the area, but most drivers won't even notice they're on the "wrong" side of the road. "The biggest response is that people say, 'Wow, I just went through it and didn't realize it,' " said Susan Doell, an Indiana Department of Transportation engineer and the project manager. "Especially for ours, with a pedestrian walkway in the middle, it's not going to feel like you're on the wrong side of the road." The cost for the diverging diamond, however – much of which will be paid for with federal highway money – is \$3.5 million. The Union Chapel interchange, by contrast, cost almost \$14 million, though it is substantially smaller. "We realized a great savings there just by using the width of the bridge we have," Doell said.

[Project a diamond in the rough | The Journal Gazette](#)

Next Steps Following Pence Signing Transit Bill

WBIW

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Now that Governor Pence has signed the mass transit bill into law, the next step is taking it to voters in six counties. "This marks a significant step forward for the growth of Indy and the rest of Central Indiana," read a statement from Mayor Greg Ballard, who has long called for more public transportation in the region. But Ballard also said there is much work to be done. "Mayor Ballard wants to sit down with all of our many partners on this issue to really think this through and make sure we give it proper planning and due thought that's necessary," said Ballard's spokesman, Marc Lotter. Senate Bill 176 did not give many mass transit supporters everything they wanted, including Ballard. But Lotter says they at least got something. "That was the goal, keep the bill moving forward year after year. We knew this would be a long term process." State lawmakers passed the bill this year after sending to a summer study committee in the 2013 session. Light rail will not be part of any transit expansion - the governor said one reason he signed the bill was because light rail was removed, adding that he thought rail would be too expensive for taxpayers. Lotter says you never say never to light rail in the future, but says that isn't what Ballard and others will focus on for now. "Planners are moving forward with the idea of studying the various routes to determine what is the most economical and best mode of moving people and commerce." Six counties are included in the bill - Marion, Delaware, Hamilton, Hancock, Johnson and Madison. Talks among those county officials will begin soon as to when to hold referendums on boosting local income taxes to pay for a transit expansion.

[Next Steps Following Pence Signing Transit Bill - WBIW.com / State](#)