



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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State Plans \$50M Investment Into Major Interchange

Inside INdiana Business

Alex Brown

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Indianapolis-Governor Mike Pence has announced plans to invest \$50 million to reconfigure the I-465 and I-69 interchange. The governor's office says the project will ease congestion, improve safety and reduce travel time at the busy interchange on the northeast side of Indianapolis. The Indiana Department of Transportation expects to begin the preliminary design of the project in 2016 with construction expected to begin in 2020. This week, INDOT will publish a formal request for proposals from engineering companies interested in designing the project. "Significant growth in Noblesville, Fishers and the northeast side of Indianapolis has created the need to update our highway infrastructure in the area," Governor Mike Pence said. "Building this interchange will increase capacity and improve traffic flow. This project, along with recent and planned projects to widen I-69, a scheduled interchange at 106th Street, and the modernization of State Road 37 in Fishers, will dramatically improve the ability of people and commerce to move efficiently in Central Indiana." The project includes building a high-speed, two-lane ramp for traffic exiting eastbound I-465 to northbound I-69. The new ramp would bridge over Binford Boulevard and I-465 while the existing loop ramp would remain for eastbound I-465 traffic exiting I-69 onto East 82nd Street. Crews will also widen I-465 to four travel lanes in each direction between the White River bridge and I-69. There will also be two ramp lanes in each direction which will run continuously between the I-69, Allisonville Road and Keystone Avenue interchanges. <http://www.insideindianabusiness.com/story/30846692/pence-investing-50m-into-i-465i-69-interchange>

LGBT rights, roads, tests up next

The Journal Gazette

Niki Kelly

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INDIANAPOLIS – The legislative session kicking off Jan. 5 can be summed up quickly as the Big Three: civil rights, roads and education. Myriad topics will be addressed by the General Assembly, but none will eclipse those. The condition of Indiana's roads and bridges became a major topic following a bridge failure that closed Interstate 65 for several weeks last summer. Democrats took the opportunity to pound Pence on infrastructure. The governor responded with a four-year, \$1 billion plan that would have to be approved by the legislature. It would use state reserves, borrow money through bonding and create spending in future budgets. House Democrats have a \$2 billion plan, which includes money for local units left out of the governor's proposal. The debate is twofold: short-term help and a long-term discussion of Indiana's stagnant road funding. Every state in the nation is struggling to fund roads. As cars become more fuel-

efficient, revenue raised through the traditional gasoline tax drops, reducing money raised for roads. Bosma said it will be the top priority for House Republicans, and all options will be fully vetted. That includes indexing the gas tax to inflation, resulting in an immediate increase of 5 cents a gallon; study of tolling on Interstate 65 and Interstate 70; and increasing the cigarette tax as a means of shifting other dollars to roads. The state gas tax has been at 18 cents a gallon since 2003. "The plan must be sustainable and long-term," Bosma said. "We can't rely on short-term solutions." Rep. Phil GiaQuinta, D-Fort Wayne, said a short session might not be the right time for an all-out discussion of road funding. "We can do it next year and do something small now," he said. "We can't have bridges falling down." Downs said everyone seems to agree that there is a shortfall in road and bridge funding on the state and local levels. "But the really big challenge is to take more money from Hoosiers – in whatever way. We cannot cut our way out of this problem. It takes money to build roads," he said.

<http://www.journalgazette.net/news/local/indiana/LGBT-rights--roads--tests-up-next-10465697>

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