



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**August 28, 2014**

### **U.S. 33 realignment project cleared for the next phase**

Goshen News  
John Kline  
8/27/14

GOSHEN — The next major phase of the planned U.S. 33 realignment project has been cleared to begin. According to Goshen Civil City Engineer Mary Cripe, the final environmental document has been approved by the Federal Highway Administration regarding the re-route project between Monroe Street and Ind. 15. Cripe said the FHA has essentially cleared the way for the Indiana Department of Transportation to proceed with appraisals and land acquisition for the project. “So that’s kind of where INDOT’s at right now,” Cripe said. “From what I understand, that process should start in a couple of weeks.” The FHA also determined that Goshen High School’s Phend Field baseball diamond will not have to be relocated because of the re-route, as previously planned. “The approved alignment has been revised to preserve the baseball field,” Cripe said. “With the previous alignment, INDOT was trying to avoid cutting through the nearby L & M Electric property, but because of some of the comments and concerns that were provided during a public hearing on the project about not having a place to replace the field, the decision was made to shift the alignment so that it cuts through L & M Electric instead in order to preserve the baseball field.”

[U.S. 33 realignment project cleared for the next phase - Goshen News: Local News](#)

### **Noblesville signals support of State Road 37 overhaul**

Indianapolis Business Journal  
8/27/14

Hamilton County Commissioners wrapped up the local-government leg of their State Road 37 road show Tuesday, asking Noblesville Common Council to consider a resolution endorsing a Keystone Parkway-like overhaul intended to ease congestion. Fishers Town Council, which heard the same pitch from the three-member commission and its consulting team Aug. 4, will get a similar request as officials circle the wagons in preparations for talks with the Indiana Department of Transportation. As IBJ reported in May, county officials are vetting a plan to replace nine signalized intersections with roundabout interchanges, aiming to reduce the drive time on—and across—a six-mile stretch from Interstate 69 to State Road 32. If the locals sign off on the \$243 million proposal, their representatives will begin discussions with the Indiana Department of Transportation about relinquishing ownership (and control) of the state road. Project costs would be shared, but those details still need to be worked out. Consensus came first. “If we’re not all singing from the same songbook, we don’t have a chance,” said Commissioner Steve Dillinger. Council County members signaled their support for the plan in June, and the commissioners said they’ll meet next with business and property owners along the commercial corridor.

[Noblesville signals support of State Road 37 overhaul | 2014-08-26 | Indianapolis Business](#)

**Red Mills Bridge to enter Phase IV next spring**

The Shelbyville News

Alex Krach

8/26/14

"Phase I got done because the other commissioners and I went up to Indiana Department of Transportation (INDOT) and the head guy at that time, even he thought it was a great idea," Mohr said. "At that time there was no casino, there was no Pilot; the only thing was the National Guard Armory." Currently, the project is in Phase III. "You got a six or eight foot shoulder so you can pull off. That really helps with farm equipment because farm equipment these days are huge," Mohr said. In order to widen the shoulders on 400N, the engineers first had to purchase any land they would be using from landowners and farmers and move any telephone poles that were in the way back. "They had to buy the right away to widen it out and so, you hire this engineering firm and they go through and determine what they're going to do and how they're going to do it and how much ground," Mohr said. "We've had to move the poles back, at least for utilities. They pay him (for the land they need) and if they have to tear out a tree, they pay him for the tree." As the project approaches Phase IV, the engineers are currently looking at the intersection at Red Mills Bridge, where 400N and London Road cross. "This is the London Road on both sides here and they have got to move that over. It's got to be at least 100 to 125 feet away from the new bridge," Mohr said. "They call it 'line-of-sight.' That's the reason it has to move way out there." After the road is moved in Phase IV, the workers will connect it to the old road further down. Currently, red spikes mark where the new road will go.

[Red Mills Bridge to enter Phase IV next spring - Shelby News: Local News](#)