



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Roundabout project on Ind. 37 in Hamilton County will take years

Indianapolis Star
Chris Sikich
12/11/15

Commuters weary of heavy congestion along Ind. 37 in Fishers and Noblesville will have years to wait for relief, but help is coming. Hamilton County, Fishers, Noblesville and state officials Thursday announced details of an agreement to build six or more roundabout-style interchanges along the highway similar to those on Keystone Parkway in Carmel. Indiana has agreed to pay \$100 million to the project in July 2018. Fishers and Hamilton County each will contribute \$12 million, according to the deal first reported Dec. 2 by The Indianapolis Star. Construction likely will begin in spring 2019 and last three years. "I think this is important," Fishers Mayor Scott Fadness said. "And if you drive this every day, you'll think it's important. But not only is it important to fix it, it's important to do it right." Through the agreement, Fishers will lead the design and construction process. The first phase will include building roundabout-style interchanges at 126th, 131st, 135th, 141st and 146th streets. But the work won't stop there. Fishers, Noblesville and Hamilton County also have an agreement to build at least one more roundabout to the north in a second phase. Noblesville would contribute \$16.5 million, Fishers \$4.5 million and Hamilton County \$4.5 million to the second phase. That means each local community would pay \$16.5 million toward the entire project. [Roundabout project on Ind. 37 in Hamilton County will take years](#)

Region could get extra money for roads, bridges

NWI Times
Dan Carden
12/10/15

INDIANAPOLIS | Local governments across Indiana would get \$418 million in one-time money for road construction and other needs under a plan proposed Thursday by state Sen. Brandt Hershman, R-Buck Creek. Senate Bill 67 returns local income tax revenue, currently held in reserve by the state to protect against distribution shortfalls, to the counties and municipalities where the money originated. Under the plan, at least 75 percent of the returned money would have to be spent on road and bridge projects, or deposited in a local "rainy day" fund. The remaining 25 percent could be used for any other purpose. "The net result of this is to make a dramatic investment in our local infrastructure at a time when local government has been telling us that this is their top, or among their top, priorities," Hershman said. Preliminary distribution estimates show Lake County would receive \$9.8 million, Porter County \$1.7 million and LaPorte County \$2.2 million. Payments to Region municipalities range from \$4.8 million for Gary to \$4,495 for Dune Acres. "This money, as it is held in trust, does not show on the state's reserve fund balance sheet, and I think it will create the opportunity for improvements, and much-needed improvements, in literally every corner of the state," Hershman said. Republican Gov. Mike

Pence immediately endorsed Hershman's local road funding proposal. Pence has called for spending a portion of the state's \$2.1 billion surplus, borrowing \$240 million and increasing road funding in future budgets to put \$1 billion toward state roads over the next four years. [Region could get extra money for roads, bridges : Politics](#) Also, [Bill Geared Toward Local Roads - Inside Indiana Business](#)

County sets agenda for legislature

The Journal Gazette

Dave Gong

12/10/15

Property tax assessment methods for big box retail stores, transportation funding and criminal housing for some felony offenders are at the top of Allen County's list of priorities for the Indiana General Assembly's 2016 legislative session. The amount of stable highway funding allocated by the state to county governments is a major concern, Beth Lock, Allen County's governmental affairs director, said. Funding shortfalls over the past 10 years have pushed back maintenance to the county's 1,400-mile road system, which does not include two- and three-lane highways. The county should be resealing 80 miles of road each year, Lock said, but can afford to reseal only 48 miles of road in 2016. Additionally, the county should be performing 10 miles of hot asphalt mix patches and doing maintenance on six county bridges but can afford to do only 6.4 miles of hot asphalt repairs and maintain four bridges. "We support long-term stable funding for road and transportation project initiatives," Lock said. She said possible funding sources could come from revenue from alternative-fuel vehicles or a flat plate fee that would apply to all vehicles in the state, as well as implementing toll roads or using cigarette tax revenue to help fund transportation issues. State Rep. Ben Smaltz, R-Auburn, said there's been talk about adding tolls to Interstates 65 and 70 as ways to help fund county roads. [County sets agenda for legislature | Local | www.journalgazette.net](#)

Ceremony marks opening of new Interstate 69 section in southwestern Indiana

The Republic

12/9/15

CRANE, Indiana — The newest section of the Interstate 69 extension through southwestern Indiana opened Wednesday, allowing drivers for the first time to travel between Evansville and Indianapolis through Bloomington using only multilane highways. Numerous state and local officials took part in an event marking the completion of the 27-mile section that starts near the Crane Naval Surface Warfare Center. Gov. Mike Pence drove a transportation department pickup truck through a ribbon stretched across the roadway, followed by a caravan. The section was opened to the public a short time later and is the fourth part of the planned 142-mile Evansville-to-Indianapolis highway to be completed. The first three sections opened in 2012, while construction continues on upgrading the current four-lane Indiana 37 from Bloomington to Martinsville. The route and financing for the final leg between Martinsville and Indianapolis is undecided. Pence told the crowd of several hundred people that the final two sections would be completed. "When I say we need to finish what we started, I'm not just talking about Section 4," Pence said. Opening of the new I-69 section came about a year later than had planned due to weather and construction delays. Its \$471 million cost was about 6 percent more than the original contract price, which state highway department spokesman Will Wingfield blamed mostly on heavy rains causing an erosion-control problem. Evansville Mayor Lloyd Winnecke said the I-69 extension represents a missing spoke in Indiana's highway system. [Ceremony marks opening of new Interstate 69 section in southwestern Indiana](#)

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