



BUILD INDIANA COUNCIL

Infrastructure Media Summary

July 26, 2012

Interchange work will make for smoother ride

Daily Journal
7/24/12

Thankfully, it appears improvements are on the way. All we can say is that they can't come soon enough. The Indiana Department of Transportation plans to revamp the intersection. Workers will add a flyover ramp, widen another ramp to two lanes, expand both interstates and rebuild the Sherman Drive bridge over I-465. The project is expected to cost about \$36 million. The work will be paid for with state and federal money, mainly from gas taxes. Construction tentatively is slated to begin next year, but utilities must be relocated and the state still needs to buy about 6.2 acres of undeveloped land. Work is expected to be finished by late 2014. After the project, drivers won't have to slow down as much to turn east onto I-465 because the ramp will be widened to two lanes. They also won't have to go 25 mph while trying to turn south onto I-65 because the one-lane cloverleaf will be replaced with a two-lane flyover ramp. Drivers won't have to worry about having to turn into a tight-spiraling southbound ramp, slowing down to 20 mph and getting spit out on I-65, where traffic is flying by. Nor will drivers get stuck behind a slow driver because there's no way to pass. [Daily Journal - Interchange work will make for smoother ride](#)

IU Bus-Bloomington Transit Merger May Hinge On Cash Deal

Indiana Public Media
7/25/12

Bloomington Transit officials announced Tuesday a possible merger with Indiana University Campus Bus which they hope may bring in additional revenue from the state. Bloomington Transit General Manager Lew May told the city council during budget hearings that Bloomington Transit and IU have had several meetings but are in disagreement on how the two systems would split revenues. "I'm optimistic at this point that we will be able to reach an agreement but it will require further negotiations," May says. May says IU currently wants more than half of revenues but would not specify what split the university is seeking. Bloomington Transit is currently the number two ranked public transportation system in Indiana in terms of ridership per capita and the state allocates more money to transit systems based on that metric. May says IU transit does not currently receive state funding, but adding its 3.5 million rides per year would effectively double Bloomington Transit's statistics. Even so, he says state funding is not guaranteed. "It will be important if we are able to reach an agreement with the university to advance the discussion to the state level at that point to determine how much if any additional revenues if any we could potentially secure," he says. "It's an unanswered question at this point but it's a question we have to ask." [IU Bus-Bloomington Transit Merger May Hinge On Cash Deal | News - Indiana Public Media](#)

Environmental groups lose in bid to stop I-69

Indianapolis Business Journal
7/25/12

A federal judge has ruled against opponents of the \$3 billion Interstate 69 extension between Indianapolis and Evansville who claimed the U.S. Army Corps of Engineers violated federal law by giving Indiana permission to fill wetlands and reroute streams along part of the 142-mile road. U.S. District Judge Larry McKinney wrote in an order issued Tuesday that the Corps' decision to issue a permit was not arbitrary or capricious. He granted summary judgment to the Corps and the Indiana Department of Transportation. The Hoosier Environmental Council and Citizens for Appropriate Rural Roads argued in their lawsuit the highway would cause "irreparable" environmental harm along a 26-mile section that would cross southern Indiana's Daviess and Greene counties. A 70-mile section of the I-69 extension is expected to open late this year. [Environmental groups lose in bid to stop I-69 | 2012-07-25 | Indianapolis Business Journal | IBJ.com](#)

Howard County bridges better than most in the state

Kokomo Perspective
7/26/12

America has a problem with an aging infrastructure that doesn't seem to be improving, and bridges seem to be in special disrepair. Despite this nationwide problem Howard County seems to be doing better than most. Transportation for America has been focusing on this infrastructure problem for years to highlight the need to improve America's infrastructure. "Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep," TFA wrote in a report on Indiana's bridges. "The American Society of Civil Engineers has rated our country's overall infrastructure a "D" and our bridges a "C." For roads and highways, this manifests itself in rutted roadways, cracked pavement and abundant potholes, creating significant costs for drivers and businesses due to increased wear and tear on their vehicles. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity." Indiana is in the middle of the pack in terms of the condition of its bridges, ranking 26. Howard County is in the top third of the state. [Howard County bridges better than most in the state - Kokomo Perspective: News](#)

Adding digits helps subtract the confusion

The Journal Gazette
7/26/12

FORT WAYNE – Simple math will trump accurate math when it comes to renumbering Interstate 69 exits. The Indiana Department of Transportation in Fort Wayne announced its plans Wednesday for replacing all mile markers and exit signs along the interstate to compensate for its extension south to Evansville. The formula: Take your current interstate exit number or mile marker and add 200. Because the state is adding 184 miles to I-69 south of Indianapolis, the northern section of the highway must be renumbered to meet federal guidelines. The interstate must start at mile No. 0 at the southern end and increase as it moves north. But adding 184 to each mile marker and exit would have caused too much confusion, according to Sandra Flum, INDOT spokeswoman. So the state petitioned the federal government to increase the numbers by an even 200 to simplify the process. In fact, the state had to ask permission for this simple math twice before getting the OK. [Adding digits helps subtract the confusion | The Journal Gazette](#) Also, [New exit numbers coming to I-69 | The Star Press | thestarpress.com](#)

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