



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 22, 2013

Indiana highways to get new look with diverging diamond interchanges

Indianapolis Star

1/19/13

As drivers are finally learning to navigate roundabouts, the state is poised to cross-up the motoring public again with a new highway ramp design that flips traffic to the opposite sides of the road. Called a diverging diamond interchange, the first in Indiana could open at Worthsville Road and I-65 in Greenwood by 2014. The design criss-crosses the east- and westbound lanes on Worthsville to allow cars to enter the highway without turning left in front of oncoming traffic. "It's very normal and natural because you're following the flow of the road," said Indiana Department of Transportation Engineer KimberLee Peters. "When you drive it, you may not even realize that traffic has shifted." Currently, there is no entrance or exit to I-65 at Worthsville Road. But Greenwood leaders think adding a new interchange there will spur business and commercial growth and will ease traffic at other highway ramps in Johnson County. Diverging diamonds are the next big thing in highway ramps. Seven states -- Missouri, Georgia, Maryland, Utah, Tennessee, Kentucky and New York -- have adopted them. Engineers say the design is safer, moves more vehicles and costs less to build than traditional cloverleaf or diamond designs. [Indiana highways to get new look with diverging diamond interchanges | Indianapolis Star | indystar.com](http://www.indystar.com)

State transportation officials say they need \$200 million more; locals say \$800 million

Evansville Courier & Press

1/19/13

INDIANAPOLIS —Lawmakers are working on ways to pour a major chunk of Indiana's next two-year spending plan into \$1 billion worth of holes that have developed in state and local roads budgets. A confluence of factors – federal belt-tightening, the end of the Major Moves program and dwindling gasoline tax revenues as drivers switch to fuel-efficient vehicles – are undercutting the Indiana's old infrastructure funding streams. As a result, state transportation officials say they need \$200 million more per year. Municipalities say they've reached a breaking point and now need as much as \$800 million more per year. "There is no doubt that there's a looming crisis in this arena," said David Holt, a vice president at the logistics group Conexus Indiana. Key legislative leaders say there is broad agreement on some fiscal tweaks that could net more than \$120 million per year as a starting point. What comes next – including how much to spend, when to do so and who should foot the bill – is much murkier. State and local governments' ability to maintain the roads they already have, as well as Indiana's chances of finishing the 142-mile Interstate 69 extension and other major projects in a timely manner, could depend on their solution. "It's clearly one of our top issues this year, and we're very concerned about it. It's a 50-state crisis – everybody is facing this," said state Senate President Pro Tem David Long, R-Fort Wayne. "How do you go forward with securing the needs not only of the state but of the counties,

cities and towns? We really do need to find some answers. That's going to be a topic of discussion throughout the session, no question about it." [State transportation officials say they need \\$200 million more; locals say \\$800 million » Evansville Courier & Press](#)

Erika D. Smith: Central Indiana's best mass transit solution may lie outside the traditional narrative

Indianapolis Star

1/19/13

The narrative I believe in most dearly is that our region needs more mass transit, particularly in the form of rail and bus service. I don't say that lightly. Over the past three years, I've talked to dozens of residents in Marion and Hamilton counties, talked to experts locally and nationally, and lots and lots of naysayers. What I hear most often is that people in Indianapolis, particularly people without cars, need reliable transportation to get to work so they can support themselves and contribute as members of the community. I also hear from young professionals who don't want to drive all the time and would like other options to get around. From the experts, I hear about the expected boom in the region's population. Numbers don't lie. In a few decades, Central Indiana is likely to be congested with people and their cars. Gone will be the days of a 30-minute commute from the suburbs to Downtown Indianapolis. We need transit. The facts -- not just a story I want to believe -- are there. But in recent weeks, I've listened as skeptics have challenged the argument that we need either light or commuter rail. I grew up with rail in Greater Cleveland. Suburbanites would take a train to downtown Cleveland in a heartbeat, but would almost always refuse to climb aboard a bus. The same is the case in many cities, which is why transit projects often have a rail component to win the support of suburban taxpayers. Or so the story goes.

[Erika D. Smith: Central Indiana's best mass transit solution may lie outside the traditional narrative | Indianapolis Star | indystar.com](#)

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Corridor Hits 'Significant Milestone'

Inside INdiana Business

1/21/13

SCHAUMBURG, Ill. - After extensive public outreach and detailed environmental studies, the first tier of the Illiana Corridor project has been completed. The Illinois Department of Transportation (IDOT), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA) have completed the first tier of the Illiana Corridor project, advancing one corridor and a no-build alternative into the second tier of the project. The recommended corridor, known as "B3," extends from I-55 near Wilmington, Illinois, to I-65 near Cedar Lake, Indiana, and was selected as the preferred alternative during the first tier of the planning process. This project is the first in the nation to use a combined federal and environmental clearance process using the latest federal highway authorization bill, also known as MAP-21. Both states have accelerated the work to gain this approval to expedite economic development and job creation. This process also enables prompt decision making to inform potentially affected stakeholders more quickly. "This decision represents an important step forward for the Illiana Corridor, which is a priority for my administration," Illinois Governor Pat Quinn said. "The Illiana will create a new, much needed east-west link at the Crossroads of America, improving travel and commerce across the region. Building this expressway will create thousands of new jobs and pave the way for more long-term economic development in Illinois." "Roads mean jobs, and the Illiana Expressway will boost economic growth in northwest Indiana and across our state," said Indiana Governor Mike Pence. "We are pleased that Indiana has been able to partner with Illinois to take this significant step forward." [Corridor Hits 'Significant Milestone' - Newsroom - Inside INdiana Business with Gerry Dick](#)

Reps seek road funding changes

Palladium-Item

1/21/13

Road funding and a level playing field for casket makers are among the issues local legislators are pushing during the Indiana General Assembly's "long" session. State representatives Tom Saunders, R-Lewisville, and Dick Hamm, R-Richmond, have authored bills that would end the funding of the Indiana State Police from the Motor Vehicle Highway Fund. They also want to see pickups included in the vehicle passenger category, so rural counties can gain a larger share of MVH funding, which now is based only on the number of cars. The ideas in House Bill 1125 aren't new, Saunders said, but he thinks they have a better chance of becoming law this year than in the past. "We have a lot of new legislators, and there's new talk about doing something about the roads," Saunders said. "Our local infrastructure continues to deteriorate." Hamm said a number of legislators have similar bills on road funding. "This is a big concern throughout the state," Hamm said. "We're circling the wagons. Road taxes need to go for roads. Wayne County is fortunate to have good roads. Henry County has many more road problems." [Reps seek road funding changes | Palladium-Item | pal-item.com](#)

Infrastructure, road money dominate 'update' discussion

Greencastle Banner-Graphic

1/22/13

The state of local infrastructure and the funds available to improve it dominated discussion Saturday morning at the first Legislative Update program of the 2013 Indiana General Assembly. Meeting at the Farm Bureau building on North Jackson Street in Greencastle, second-term District 44 State Rep. Jim Baird (R-Greencastle) and his two newly-elected State Senate cohorts, Pete Miller (R-Avon) and Rodric Bray (R-Martinsville), shared information and tackled questions from about two dozen constituents. Time and time again, the topic turned to the deteriorating state of Putnam County roads and bridges and the lack of money available to do much, if anything, about them. "I'd like to thank everyone who brought up that we need more road money," Putnam County Commissioner Nancy Fogle said from the audience, explaining that the county maintains more than 700 miles of roads and this year will have a grand total of \$300,000

to do it. "It's a problem we have every year," Fogle said, further noting that hiring an asphalt company to resurface our roads with hot mix is a \$102,000-a-mile proposition. That figure caused County Council President Darrel Thomas, another audience member, to raise three fingers. "Three miles," he said, doing the maximum road resurfacing math for those in attendance. [Greencastle Banner-Graphic: Local News: Infrastructure, road money dominate 'update' discussion \(01/22/13\)](#)

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