



BUILD INDIANA COUNCIL

Infrastructure Media Summary

April 16, 2013

Diverging Diamond joins traffic changes

WISH TV
4/11/13

GREENWOOD, Ind. (WISH) - From roundabouts to Michigan left turns, roads in Indiana have taken some unusual twists recently. Now, there's another one for you to consider. This time in the Greenwood area. It's called a Diverging Diamond, and it's designed to make drivers move more quickly to their destinations. County Road 750 North, Worthsville Road as it's called, is a quiet county road right now. But the Indiana Department of Transportation and the City of Greenwood want to add an interchange with I-65 there. Growth is the reason why. "They're looking to promote east-west traffic and the interchange and the access in that area will help facilitate east west traffic in the area," says Will Wingfield of INDOT. And the interchange proposal is unlike any existing interchange in Indiana right now. It calls for a Diverging Diamond. "It basically allows traffic to more easily access the entrance and exit ramps. The traffic flows through the area more effectively," says Wingfield. In a Diverging Diamond, both sides of traffic drive on what we would call the wrong side of the road to cross over the interstate. You'll find yourself in the left hand lanes. Once over the interstate bridge, stop lights regulate the flow of traffic and cross you back to the original pattern. Concrete blocks are set up to guide you along the way. Winfgield says other states have found vehicles move so quickly through the Diverging Diamond they don't even realize anything unusual has happened. [Diverging Diamond joins traffic changes](#)

Indiana taxpayers on the hook for \$2.7B in eastern bridge deal

The Courier-Journal
4/12/13

Indiana's deal to build a new Ohio River bridge from Utica to eastern Jefferson County is the state's second arrangement giving private business control over transportation projects in ways that once belonged solely to state government. But unlike the lease of the Indiana Toll Road, which pumped billions of dollars into state coffers, this deal puts Indiana on the hook for as much as \$2 billion over three decades in payments to a consortium that will design, build and operate the eastern span and surrounding roads. The "public-private partnership" agreement that was finalized in late March places the burden on Indiana to pay the consortium — WVB East End Partners — a series of annual, escalating payments starting at \$36.9 million once the bridge is open — regardless of how much toll revenue is collected and split with Kentucky as part of the larger Ohio River Bridges Project. But Indiana officials say the approach allows the long-awaited bridge completing the Interstate 265 loop to be built for almost \$225 million less than earlier estimates and to open by fall 2016. And, they say, it requires WVB to meet a series of construction and maintenance goals or risk losing some of its payments. [Indiana taxpayers on the hook for \\$2.7B in eastern bridge deal | The Courier-Journal | courier-journal.com](#)

Hitting a roadblock INDOT to no longer fund operating expenses

Pharos-Tribune
4/12/13

PERU — The Indiana Department of Transportation is working with transit agencies in the area to establish what kind of services it will fund after an upcoming reformation will decrease agencies' abilities to get state funding. Under the restructure, set to take place in 2014, state funding for transit agencies will be made available only for capital purchases, not operating expenses. An employee with RLS & Associates, Inc., a transportation consulting firm assisting INDOT with the restructure, met with area transit agency heads and public officials in Peru Thursday to discuss what operation funding they wanted in the restructure before they're no longer able to apply for it after 2014. "If you're going to get pots of federal funding for your project, you have to prove the plan was included in a locally developed coordinated public transit human services transportation plan," Julie Schafer, an associate with RLS & Associates, said to attendees Thursday. Those in attendance suggested several transportation services they wanted to see funded, including evening and weekend service, out-of-county service, service for low-income users and the presence of escorts on vehicles. [Hitting a roadblock » Local News » Pharos-Tribune](#)

Indiana has until October to decide on Amtrak service

Indianapolis Star
4/15/13

Indiana leaders have five months to decide whether investing in passenger rail service is a priority. Effective Oct. 1, Congress will no longer fund Amtrak routes shorter than 750 miles. In Indiana, the change affects the Hoosier State, which runs between Indianapolis and Chicago with stops in Lafayette, Rensselaer and Crawfordsville, four days and four nights a week. "The time has come now when we formally need a partner to expand service," said Charlie Monte Verde, Amtrak government affairs and corporate communications specialist. "The time is essentially now if you want to have passenger rail as part of your transportation system." Monte Verde provided information about the change and answered questions during a Wednesday meeting with state legislators and leaders from affected communities. As the deadline approaches, the gravity of the decision is settling in. The impact will reach beyond the eight Indiana counties in the rail corridor and affects the long-term future of railroad service, including freight. "It's important if we ever want to expand the rail corridor out of Indianapolis," said Rep. Tim Brown, R-Crawfordsville, chairman of the House Ways and Means committee. "Beyond October 2013, there's going to have to be some funding from state government factored in with all the other funding priorities." "If we take that corridor out of the mix," said Rep. Randy Truitt, R-West Lafayette, "Indiana falls off the map of rail service." "Once you suspend a service, it's difficult to restart," said Max Johnson of Amtrak's policy and development office. [Indiana has until October to decide on Amtrak service | Indianapolis Star | indystar.com](#)