

Cases of meth abuse on rise

Cold medicine bill OK'd by Senate

BY SAM HANANEL
THE ASSOCIATED PRESS

WASHINGTON

Drug treatment centers have seen a substantial rise in the number of people seeking help for methamphetamine abuse, a report released Thursday said.

As trafficking in the highly addictive drug has spread across the country, the number of meth users admitted to substance abuse clinics more than quadrupled from 1993 to 2003, according to a review by the Substance Abuse and Mental Health Services Administration.

The report was released hours before the Senate passed legislation to combat meth by limiting sales of cold medicines used to make the illegal drug.

States in the Midwest and South that had few meth abuse patients a decade ago are now seeing a sharp rise in the rate of admissions to treatment centers, the report said. The findings mirror the trend of meth abuse moving gradually from the West, where the drug first became popular, across the Midwest and South to the East Coast.

"It's not that the prevalence of meth is changing, but the addictive nature of this drug and the meth crisis is showing up in drug treatment programs," said Mark Weber, an associate administrator for the agency.

"They're being overwhelmed by the number of people showing up for treatment."

Nationwide, the admission rate for treatment of methamphetamine or amphetamine abuse rose from 28,000 in 1993 to nearly 136,000 patients in 2003, the report said. The review analyzed data on the approximately 1.8 million patients admitted each year for substance abuse treatment.

The report found 18 states with meth treatment rates higher than the national rate: Oregon was highest, followed by Hawaii, Iowa, California, Wyoming, Utah, Nevada, Washington, Montana, Arkansas, Nebraska, Oklahoma, Minnesota, South Dakota, Colorado, Missouri, Idaho and Kansas.

Northeastern states had relatively low rates of treatment admissions for meth and amphetamine abuse in 1993 and those rates remained low in 2003, the report said.

"(Drug-treatment centers) are being overwhelmed by the number of people showing up for treatment."

Mark Weber
administrator at
Substance Abuse
and Mental Health
Services
Administration

Local legislators, members of an Interstate 69 advisory committee, residents and business owners share their opinions on the change to Interstate 69.

Brenda Jones-Matthews Franklin mayor

Hopes I-69 won't be moved out of Johnson County because of the need for a good route to take motorists south.

Jones-Matthews still supports the Major Moves bill because of the money that will come back to cities and counties for road improvements.



JONES-MATTHEWS

Charles Henderson Greenwood mayor

Moving I-69 out of Johnson County won't hurt the county too badly. Upgrades to State Road 37 will bring a potential for growth to the west side of White River Township. Taking the route through Perry Township will likely hurt the area's businesses and homes.

Many other parts of the Major Moves bill are good for the state, such as money for road work in cities and counties.



HENDERSON

County commissioners

R.J. McConnell

Worries that moving the interstate will affect plans an east/west corridor. Plans are for the corridor to connect I-69 and Interstate 74.



MCCONNELL

Mitch Ripley

Wants I-69 to stay in Johnson County because it is needed for economic development.

The commissioners plan to meet with state legislators who supported the change to the route to express their opinions.



RIPLEY

County council members

Paul Reed

The interstate should be moved outside of Johnson County because building it along State Road 37 would hurt businesses. If the interstate is moved off the route, an opportunity to build up the area opens up. Interchanges, which would be built with I-69, would limit growth in the area.

Ron West

State Road 37 is not the best route for I-69. Building the highway there would be too disruptive to businesses along that road, especially in Marion County.

The interstate would not have as much of an effect on Johnson County.



WEST

John Price

Building I-69 along State Road 37 would bring commercial and industrial businesses to the area and impact economic development. The highway would bring other people into the county, where they would spend money and assist taxpayers' burdens.

The highway would help with traffic in the area and likely relieve congestion on State Road 37.

Josh McCarty

If the interstate were built in Johnson County, it would have fewer than six access points, instead of the 22 on State Road 37.

Keeping State Road 37 in its current form would make that



MCARTY

corridor explode with development and benefit the county.

State Road 37 is the last frontier of development in the county, after the growth on U.S. 31, State Road 135 and Interstate 65.

Rick Mason

As a resident, he was never happy with the I-69 route along State Road 37. A better route would be through Terre Haute and south.

Charlie Canary

Using Interstate 70 and U.S. 41 is still the best option for the route of I-69.

He wishes the state would make a decision and move forward so the county can plan what will happen to the area where the route is placed.

Lou Zickler

Real estate and community development adviser to the I-69 advisory committee

Pleased to see Sen. Brent Waltz, R-Greenwood, and others pushed the idea of relocating the interstate west.

The move removes uncertainty of what will happen on State Road 37 and opens the route up for projects from Southport Road to State Road 44.

Center Grove needs more nonresidential developments, which could be built along State Road 37

Jim Engmark

White River Township Fire Department

The amendment, which would move the interstate out of Perry Township, leaves plans up in the air. The previous route showed the department would lose its station at Smith Valley Road and State Road 37 because of a proposed interchange.

Uncertainty on the route and the fate of that station is pushing back discussions on a future fourth station and leaving more decisions uncertain. The department cannot make any decisions on that station until officials know what will happen to the station.

Ernie Reno

Spokesman for developers of Riverwalk, formerly called McCarty Farms

The future path of I-69 does not significantly play into development of Riverwalk.

Developers decided to build from east to west to allow more time for decisions on the interstate. Once the state decides where to put the highway, developers can tweak their plans and decide how to best lay out the development.

The highway would also likely need some land from the development, which is another decision officials will wait on.

Bill Long

Assistant superintendent of Center Grove schools

School officials were already told that West Grove Elementary School, originally thought to be in the route of the interstate, will not be affected by the planned path of I-69.

Officials still kept a backup plan because of traffic or noise concerns. With a change, officials will still keep the plan in mind.



LONG

Chet Aubin

Johnson County REMC

If the highway goes through Johnson County, there are some limitations to the area in economic development. Off-ramps provide economic development, but more options could be available if the road is not built here.

He's heard so many options so far, he doesn't know what to believe. Once the route is in stone, he can form his opinion.

Cheryl Morpew

Executive director of the Johnson County Development Corp.

With or without I-69, development will still come to the area of State Road 37.

Regardless of whether the route travels along State Road 37, there is still opportunity to build along the undeveloped area.

The corporation plans to wait and see the final route and make plans from there.



MORPHEW

Bill Peeples

County planning director, member of the advisory committee

State Road 37 is the natural location for the I-69 extension.

The planning department had hoped to place businesses along the interstate, but the plans were in jeopardy when Gov. Mitch Daniels planned to make the route a toll road. State Road 37 could still be a good option for economic development in the county.

First, the county needs someone to make a decision on the route of the interstate.

The change is disappointing because of all the money and time spent in the planning committees by Johnson County and Perry Township members.



PEEPLS

Pat Hagan

Franklin homeowner who travels State Road 37 often

If I-69 stays, State Road 37 will get needed improvements. Traffic is getting worse, more lights are backing up cars, and the state and county have no money to upgrade the road.

Without I-69, State Road 37 won't get the work it needs for all the drivers who travel on it every day.

Mike Wadsworth

Owner of Redline Graphics on State Road 37

The highway would hurt businesses in Perry Township, where his business is located.

A highway there would also ruin the quiet neighborhoods in White River Township, where his home is. People built there for the quiet and to get away, but they won't be able to do that if I-69 is built on State Road 37.

John Braun

Resident on Wicker Road in Perry Township

The State Road 37 route would remove homes and businesses in its path, which displeases those who live along it.

He's lived in his house for more than 10 years and doesn't plan to move.

Route

(CONTINUED FROM PAGE ONE)

and homes in its path.

Geographically, keeping the route in Johnson County along State Road 37 would be nearly impossible with that change, Sen. Brent Waltz, R-Greenwood, said last week.

Waltz represents northern Johnson County, most of Perry Township and parts of Center Township in Indianapolis.

Local legislators and officials are divided on the issue.

Some claim the move will allow more businesses to build along State Road 37.

Others argue the interstate was needed for economic development and to ensure improvements to the heavily traveled route. County commissioners plan to meet with state legislators to discuss their concerns about the move.

A Franklin man who travels the road daily said moving the route would result in more bumps and traffic during his daily drive.

Extending I-69 along State Road 37 guaranteed improvements and road work to the highly traveled route, Pat Hagan said. Moving the highway would mean the road likely won't get the improvements it needs, he said.

For officials, another change to the plans adds more time to the waiting game they've been playing since the route from Indianapolis to Evansville was first discussed more than a decade ago.

West Grove Elementary School and a White River Township fire station sat in the way of the proposed highway.

In October, officials learned the site for the elementary school would not have to be moved, but the fire station was in the path of a proposed interchange at Smith Valley Road.

Plans on a fourth fire station in White River Township have been postponed because of the route, said Jim Engmark, spokesman for the White River Township Fire Department.

If the State Road 37 station has to move, officials will need to replace it before considering building a fourth station to serve another part of the township, he said.



This image taken from video shows President Bush, center, in a room at his ranch in Texas on Aug. 28 taking part in a government video briefing the day before Hurricane Katrina struck on Aug. 29.

Public no longer sure of government's abilities

BY RON FOURNIER
THE ASSOCIATED PRESS

WASHINGTON

President Bush vowed, "We are fully prepared." Mike Brown barked orders. Weather experts warned of a killer storm. The behind-the-scenes drama, captured on videotape as Hurricane Katrina roared ashore, confirmed Americans' suspicions of government leaders: They can run a good meeting, but little else.

It is hard to review the transcripts and footage obtained by The Associated Press without reaching three conclusions.

ANALYSIS

- Federal, state and local officials knew what was about to occur.
- They knew what to do about it.
- They failed to deliver.

For most Americans, this is not a revelation. The public blamed all levels of government long before Bush and other leaders owned up to their responsibilities after the sluggish post-Katrina response. But the videotape and transcripts offer a graphic display of a fatally inept bureaucracy at work, a system where everybody talks a good

game and nobody produces.

It's no wonder Katrina has become a tipping point event that crystallized the public's simmering concerns about the competence and accountability of government.

The president can no longer say, "Trust me," without a majority of Americans asking, "Why should we?" But this is not just about Bush.

A Pew survey two months after Katrina showed Americans expressing increasingly negative views of a wide range of major institutions, including Congress, corporations and oil companies. In an AP-Ipsos survey released last week, only 15 percent of

Americans said they were "very confident" in the federal government's ability to handle a major disaster in the future, down from 19 percent in mid-September when visions of rooftop-stranded citizens were still fresh in the public's mind.

Theda Skocpol, dean of the graduate school of Arts and Sciences at Harvard, said Bush lost his can-do credibility in Katrina's winds.

"The whole episode has raised the question in the public mind about what government can do, but it also raised questions about the Bush administration, which was built on the promise of protecting people in case of emergencies," she said.

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