



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 24, 2015

Diverging diamond interchange in Greenwood is only the second in Indiana

Indianapolis Star
Vic Ryckaert
11/23/15

Think roundabouts are confusing? Wait until a new diverging diamond interchange on I-65 opens this week in Greenwood. The new highway overpass at Worthsville Road is the first diverging diamond interchange in Central Indiana and only the second in the state. Drivers should stay alert as traffic switches sides along the new bridge to allow vehicles to turn directly onto I-65 without having to cross the path of oncoming traffic. The \$16.1 million diverging diamond interchange might take some getting used to, but Indiana Department of Transportation spokesman Harry Maginity said everyone will be fine as long as they stay in their proper lanes and pay attention. "There will be plenty of signs and lights directing cars," he said. Driving lanes get shuffled for a short distance, Maginity said, but "the stoplight at the end of the bridge is where all that gets corrected." It shouldn't take long for drivers to get the hang of the new design, Maginity said. While the design is new to local drivers, diverging diamonds have been in use in other states since 2009. One study of the nation's first diverging diamond in Springfield, Mo., found improved traffic flow and a 46 percent drop in crashes. Indiana's first diverging diamond interchange, at Dupont Road and I-69 in Fort Wayne, opened in September 2014. [Diverging diamond interchange in Greenwood is only the second in Indiana](#)

County buying extended road life

The Journal Gazette
Ron Shawgo
11/22/15

Bill Hartman could use an extra \$2 million. Faced with maintaining nearly 1,400 miles of roads, the Allen County highway director says that's what it would take to do the job right. But unlike some counties nationwide that are giving up maintaining little-used rural roads and bridges to focus on urban areas, Allen is cutting corners in rural areas by often using chip-and-seal resurfacing, a relatively cheap alternative to asphalt. "Where we are pulling back, we used to do somewhere between 20-25 miles of hot asphalt overlays every year on our roads, and we've had to cut back and build a chip-and-seal over a lot of those roads," Hartman said. Still, other Indiana counties are allowing rural roads to revert to gravel so funds can be focused on those more heavily traveled. "Throughout the state, you will see those responsible for your roads and bridges doing everything they can to squeeze every drop of value out of every dollar they are provided," Kevin J. Russel, Harrison County engineer, wrote in an email response. "The problem is that the cost of maintaining the states roads and bridges is increasing faster than the funds provided to complete that task." Des Moines, Iowa's largest city, is spending millions to repair or replace four downtown bridges. Iowa planners also want to broaden the last section of U.S. 20 into four lanes

spanning the entire state. <http://www.journalgazette.net/news/local/County-buying-extended-road-life-9562629>

GUEST COMMENTARY: Indiana provides regional transportation leadership

NWI Times
Arthur I. Cyr
11/20/15

The U.S. House of Representatives at last is taking steps to fund urgently needed nationwide transportation. While this amounts to a victory for new House Speaker Paul Ryan, R-Wis., the most effective sustained transportation modernization is now provided at the state level, where Indiana has become a leader. On Nov. 4, the U.S. House passed the first long-term bill in nearly a decade to authorize funding of surface transportation. The vote was 363 to 64. The Surface Transportation Reauthorization and Reform Act of 2015 authorizes over \$300 million for surface transportation over the next six years. About 80 percent of the funds is for highways. The bill now must be reconciled with a Senate version passed earlier this year. Critics argue too little funding is devoted to road repair rather than construction, but this bill nevertheless represents great progress. Until now, both the Obama administration and Congress have failed even to address urgent transportation needs in a disciplined, comprehensive manner. Last year, as the highway trust fund was going broke, House Ways and Means Committee Chairman Dave Camp, R-Mich., and Speaker John Boehner, R-Ohio, patched together short-term financing using funds reserved for storage tank repair, plus pensions and customs resources. [GUEST COMMENTARY: Indiana provides regional transportation leadership](#)

Business Insider: Road funding reform will require political will

Indianapolis Star
John Ketzenberger
11/20/15

Here's a bet you ought to make: Lawmakers will spend more money on roads in the coming session. Indiana House Speaker Brian Bosma, R-Indianapolis, said during last week's Organization Day for the General Assembly that it was the top priority for members of the House of Representatives. It was a little lower down for Sen. David Long, R-Fort Wayne, the Senate's president pro tem, but it was on his short list, too. And it's a good bet Gov. Mike Pence will sign an eventual bill, since he's already announced his proposal to add about \$1 billion in new road spending over the next four years. That is on top of the \$3.2 billion Indiana already planned to spend on roads over the next five years. There's no question that it is good business for Indiana to spend money on its poorly maintained roads, but is this the right way to do it? Well, it won't hurt, but here's hoping this session, which starts in earnest Jan. 5, sets the stage for real transportation funding reform in the 2017 budget-writing session. The debate needs to include roads and bridges, of course, but also must account for mass transit, railroads, airports and the state's three water ports. Anything less than a comprehensive examination of needs and the revenue streams to address them will be a major disappointment — and jeopardize the state's economic future. We really can't afford to fritter away our prime location and well-earned reputation as the Crossroads of America. [Business Insider: Road funding reform will require political will](#)

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