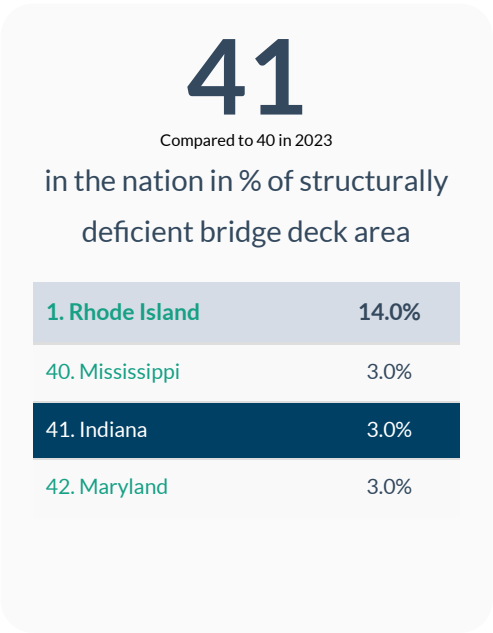
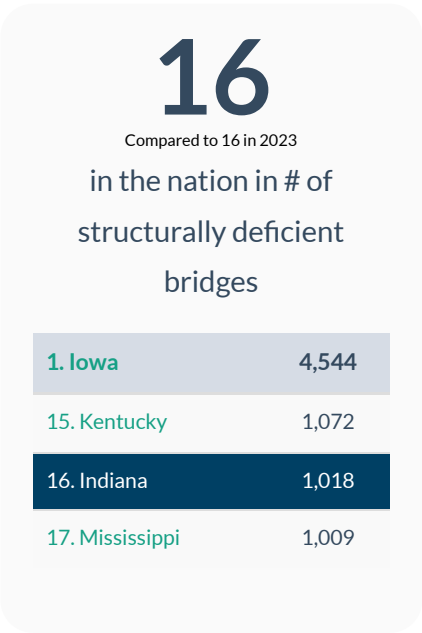
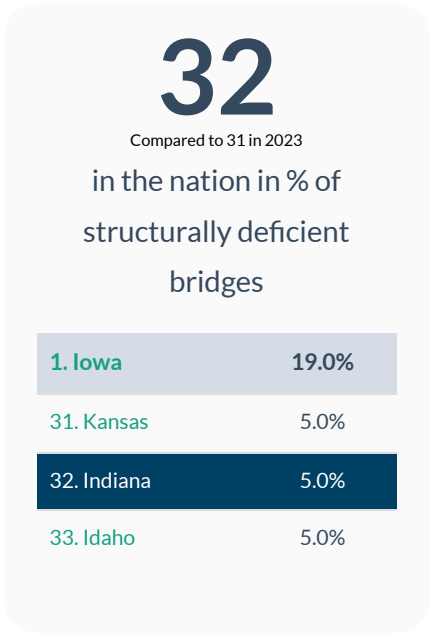
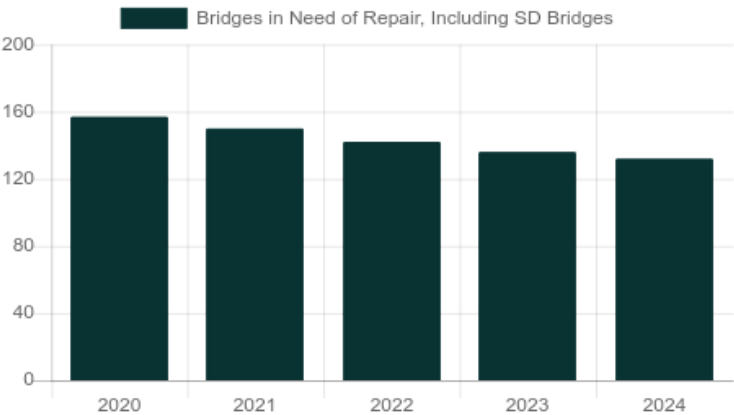


Indiana Congressional District 7

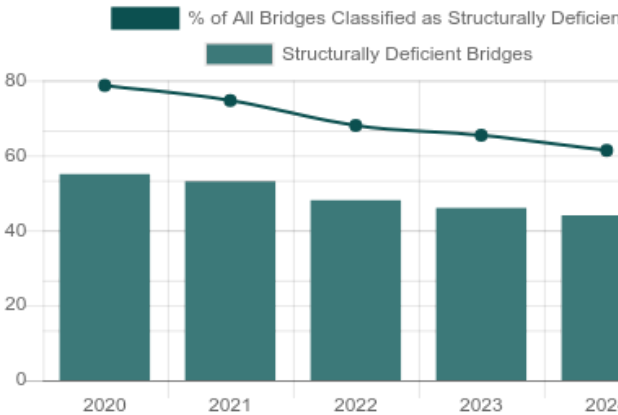
- Of the 958 bridges in the counties of this district, 44, or 4.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 55 bridges classified as structurally deficient in 2020.
- Repairs are needed on 132 bridges in the district, which will cost an estimated \$169.0 million.
- This compares to 157 bridges that needed work in 2020.
- The state has committed \$8.9 million in IJA bridge formula funds to support 8 projects in the District.



Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Indiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Marion	1966	129,314	Urban Interstate	I-465 over Delaware Creek
Marion	1966	129,314	Urban Interstate	I-465 over Crooked Creek
Marion	1967	57,399	Urban Interstate	I-465 EB over West 96th Street
Marion	1967	55,699	Urban Interstate	I-465 WB over West 96th Street
Marion	1961	54,583	Urban Interstate	I-465 WB over SR 37/Harding St
Marion	1907	35,555	Urban minor arterial	30th Street over White River
Marion	1935	25,206	Urban other principal arterial	16th Str./Mlk Jr. over Indpls Water Co Canal
Marion	1941	22,060	Urban other principal arterial	82nd Street EB over White River
Marion	1973	19,770	Urban other principal arterial	Raymond Street over Bean Creek, Conrail RR
Marion	1966	17,386	Urban minor arterial	Township Line Road over I-465
Marion	1965	16,590	Urban other principal arterial	Emerson Avenue SB over Pogue S Run
Marion	1965	15,921	Urban other principal arterial	Emerson Avenue NB over Pogue S Run
Marion	1972	15,715	Urban collector	High School Rd over Falcon Creek
Marion	1910	15,130	Urban minor arterial	Lynhurst Dr over Seerley Creek
Marion	1961	13,021	Urban other principal arterial	Brookville Road over Shadeland Avenue NB/SB
Marion	1964	12,305	Urban local road	Shelby St over Little Buck Creek
Marion	1950	11,120	Urban minor arterial	Southport Rd over White River
Marion	1959	9,267	Urban collector	Morris St over Salem Creek
Marion	1935	4,697	Urban minor arterial	Moore Rd over Sheets Creek
Marion	1948	4,454	Urban collector	Westfield Blvd over I.W.C. Canal
Marion	1958	4,122	Urban collector	Colorado Ave over Pleasant Run
Marion	1967	3,998	Urban minor arterial	Thompson Road over Dollar Hide Creek
Marion	1970	3,688	Urban minor arterial	Acton Road over Maze Creek
Marion	1916	3,550	Urban minor arterial	Churchman Ave over Bean Creek
Marion	1972	2,976	Urban collector	New Augusta Rd over Little Eagle Creek

Bridge Inventory: Indiana

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	3	11,943	23,500	0	0	0
Rural arterial	8	7,280	288,900	0	0	0
Rural minor arterial	5	2,177	102,443	0	0	0
Rural major collector	1	279	10,000	0	0	0
Rural minor collector	1	240	786	0	0	0
Rural local road	1	49	1	1	49	1
Urban Interstate	308	510,639	18,050,791	6	5,864	427,967
Urban freeway/expressway	11	11,735	306,365	0	0	0
Urban other principal arterial	132	200,564	3,268,535	6	13,288	112,568
Urban minor arterial	178	142,977	2,476,023	9	6,841	95,215
Urban collector	128	70,161	1,083,838	9	2,273	39,308
Urban local road	182	65,786	464,320	13	1,979	22,734
Total	958	1,023,829	26,075,502	44	30,294	697,793

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	40	\$17	178,481	7,424
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	85	\$135	1,535,094	86,351
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	7	\$17	182,132	11,110
Total	132	\$169	1,895,707	104,884

About the data:

Data includes information for the following area(s): Marion County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.