American Road & Transportation Builders Association

National Bridge Inventory: Indiana

- The state has identified needed repairs on 2,679 bridges.
- This compares to 3,198 bridges that needed work in 2020.
- Over the life of the IIJA, Indiana will receive a total of $372.7 million in bridge formula funds, which will help make needed repairs.
- Indiana currently has access to $223.6 million of that total, and has committed $219.3 million towards 267 projects as of June 2024.
- Of the 19,495 bridges in the state, 1,018, or 5.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,111 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 3.2 percent of total deck area on all structures.

32

Compared to 31 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
31. Kansas	5.0%
32. Indiana	5.0%
33. Idaho	5.0%

16

Compared to 16 in 2023

in the nation in # of structurally deficient bridges

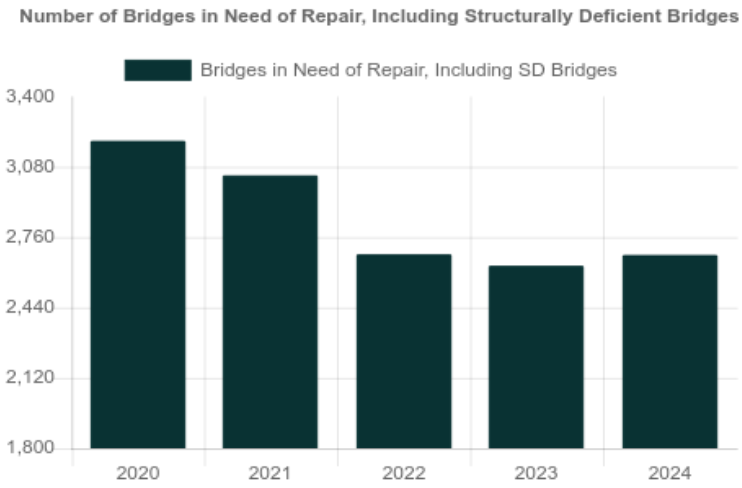
1. Iowa	4,544
15. Kentucky	1,072
16. Indiana	1,018
17. Mississippi	1,009

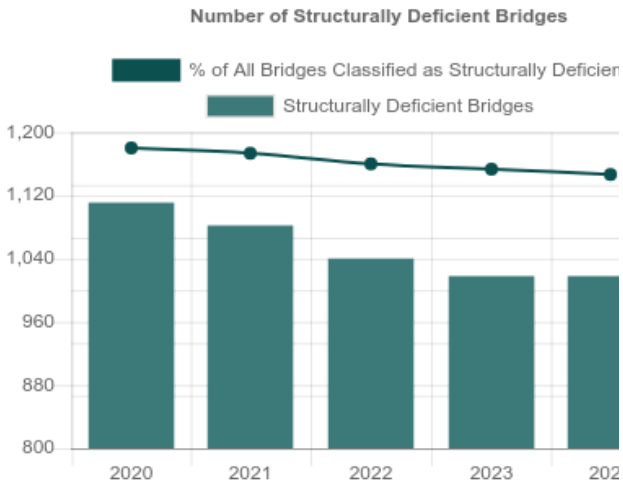
41

Compared to 40 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
40. Mississippi	3.0%
41. Indiana	3.0%
42. Maryland	3.0%





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
Lake	1953	99,921	Urban Interstate	I-80 EB over Ns RR, Cn RR, Wye
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
Vanderburgh	1956	44,520	Urban freeway/expressway	SR 62 over Evansville Western RR
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
LaPorte	1958	23,875	Urban other principal arterial	E Michigan Blvd over Trail Creek
Allen	1986	23,300	Urban minor arterial	Bluffton Rd over St Marys River
Madison	1962	23,226	Rural Interstate	I-69 SB over Abandoned RR
Lake	1941	22,439	Urban freeway/expressway	US 6 over Muck Pocket
Lake	1964	22,124	Rural Interstate	I-65 SB over Brown Ditch
Marion	1941	22,060	Urban other principal arterial	82nd Street EB over White River
Allen	1948	20,000	Urban minor arterial	Clinton St over Beckett Run
Wayne	1965	19,818	Rural Interstate	I-70 WB over Whitewater River
Marion	1973	19,770	Urban other principal arterial	Raymond Street over Bean Creek, Conrail RR
Madison	1962	19,634	Rural Interstate	I-69 NB over Abandoned RR
Elkhart	1965	18,719	Urban other principal arterial	Cr 6 over Christiana Creek
Wayne	1959	18,702	Urban Interstate	I-70 EB over E Fk/E Fk Whitewater Riv
Wayne	1962	18,535	Rural Interstate	I-70 EB over Plum Creek
Wayne	1962	18,431	Rural Interstate	I-70 WB over Plum Creek
Lake	1956	18,085	Urban Interstate	I-90 EB over 129th Street
Lake	1956	18,085	Urban Interstate	I-90 WB over 129th Street

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	894	830,903	14,942,047	12	27,937	193,194
Rural arterial	912	652,411	8,028,889	9	4,726	76,057
Rural minor arterial	749	432,901	3,747,557	12	10,122	66,186
Rural major collector	2,710	1,016,011	5,653,535	110	40,166	156,749
Rural minor collector	2,367	544,283	1,391,598	154	22,741	64,358
Rural local road	7,556	1,170,522	2,116,268	536	69,350	103,126
Urban Interstate	807	1,234,135	33,602,218	11	13,549	598,581
Urban freeway/expressway	459	681,573	7,976,203	4	7,045	78,291
Urban other principal arterial	540	668,034	9,354,205	17	22,886	230,562
Urban minor arterial	797	614,295	8,128,725	35	20,862	339,546
Urban collector	730	344,581	4,489,933	38	13,341	167,982
Urban local road	974	245,823	1,554,983	80	13,827	92,642
Total	19,495	8,435,470	100,986,161	1,018	266,552	2,167,274

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,228	$345	1,064,519	151,154
Widening & rehabilitation	13	$7	76,818	4,468
Rehabilitation	1,005	$727	4,046,963	463,598
Deck rehabilitation/replacement	79	$69	192,677	43,614
Other structural work	354	$211	854,547	135,885
Total	2,679	$1,359	6,235,524	798,718

About the data:

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.