

### Highlights from FHWA’s 2022 National Bridge Inventory Data

- Of the 3,419 bridges in the counties of this district, 221, or 6.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 244 bridges classified as structurally deficient in 2018.
- 365 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Repairs are needed on 502 bridges in the district, which will cost an estimated \$202.9 million.
- This compares to 546 bridges that needed work in 2018.

### Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	117	110,579	205,729	4	1,631	64,502
Other principal arterial	75	30,607	475,587	2	816	13,060
Minor arterial	148	96,756	746,756	5	4,667	37,294
Major collector	580	206,853	1,215,188	41	14,478	101,261
Minor collector	531	126,960	246,048	41	5,625	17,392
Local	1,500	233,773	342,538	112	13,749	21,661
<b>Urban Bridges</b>						
Interstate	49	62,367	967,534	1	1,173	23,650
Freeway/expressway	54	51,230	502,919	1	4,480	18,975
Other principal arterial	66	78,128	933,977	1	1,400	8,027
Minor arterial	74	59,006	429,754	1	214	8,940
Collector	83	38,533	307,987	4	693	8,355
Local	142	32,076	149,234	8	1,348	4,113
<b>Total</b>	<b>3,419</b>	<b>1,126,869</b>	<b>8,374,818</b>	<b>221</b>	<b>50,274</b>	<b>327,230</b>

### Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	236	\$62.7	155,488	28,126
Widening & rehabilitation	3	\$2.5	40,089	1,559
Rehabilitation	153	\$94.2	344,149	61,455
Deck rehabilitation/replacement	37	\$16.0	24,136	10,574
Other work	73	\$27.5	88,463	18,091
<b>Total</b>	<b>502</b>	<b>\$202.9</b>	<b>652,325</b>	<b>119,805</b>

### Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Wayne	1959	23,650	Urban Interstate	I-70 EB over E Fk/E Fk Whitewater Riv
Wayne	1962	20,025	Rural Interstate	I-70 WB over Plum Creek
Wayne	1962	20,025	Rural Interstate	I-70 EB over Plum Creek
Wayne	1952	18,975	Urban freeway/expressway	US 27 over N&S RR, 5 Streets
Delaware	1981	14,176	Rural major collector	SR 332 over Pleasant Run Creek
Delaware	1963	12,226	Rural Interstate	I-69 NB over Killbuck Creek
Delaware	1963	12,226	Rural Interstate	I-69 SB over Killbuck Creek
Delaware	1928	11,721	Rural minor arterial	SR 28 over Mississinewa River
Dearborn	1925	9,690	Rural major collector	Harrish Brkvill Rd over Johnson Fork Creek
Shelby	1927	9,253	Rural minor arterial	US 52 over Big Blue River

Data includes information for the following area(s): Bartholomew County, Dearborn County, Decatur County, Delaware County, Fayette County, Franklin County, Hancock County, Henry County, Jefferson County, Jennings County, Ohio County, Randolph County, Ripley County, Rush County, Scott County, Shelby County, Switzerland County, Union County, Wayne County

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.