

### Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 933 bridges in the counties of this district, 46, or 4.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 58 bridges classified as structurally deficient in 2019.
- Repairs are needed on 136 bridges in the district, which will cost an estimated \$204.7 million.
- This compares to 170 bridges that needed work in 2019.
- The state has committed \$4.2 million in IJA bridge formula funds to support 1 project in the District.

### 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	3	11,943	23,500	0	0	0
Other principal arterial	7	5,861	278,200	0	0	0
Minor arterial	5	2,177	92,855	0	0	0
Major collector	1	279	10,000	0	0	0
Minor collector	1	240	786	0	0	0
Local	0	0	0	0	0	0
<b>Urban Bridges</b>						
Interstate	290	506,234	17,978,402	10	16,262	1,069,717
Freeway/expressway	11	11,735	306,365	0	0	0
Other principal arterial	131	198,543	3,169,656	4	2,928	83,491
Minor arterial	175	141,629	2,382,484	11	6,721	117,449
Collector	127	69,996	1,047,538	9	2,336	26,108
Local	182	65,695	445,612	12	1,886	20,591
<b>Total</b>	<b>933</b>	<b>1,014,333</b>	<b>25,735,398</b>	<b>46</b>	<b>30,133</b>	<b>1,317,356</b>

### Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	34	\$16.1	116,747	6,672
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	89	\$157.7	2,223,851	96,046
Deck rehabilitation/replacement	1	\$1.1	12,567	641
Other work	12	\$29.8	431,051	18,144
<b>Total</b>	<b>136</b>	<b>\$204.7</b>	<b>2,784,216</b>	<b>121,503</b>

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

County	Year Built	Daily Crossings	Type of Bridge	Location
Marion	1974	186,289	Urban Interstate	I-65, CD over Vermont Street
Marion	1974	186,289	Urban Interstate	I-65, CD over CSX RR Ohio St
Marion	1974	186,289	Urban Interstate	I-65, CD over New York Street
Marion	1966	129,314	Urban Interstate	I-465 over Delaware Creek
Marion	1966	129,314	Urban Interstate	I-465 over Crooked Creek
Marion	1974	82,883	Urban Interstate	I-65 NB, I-70 EB over East Tenth Street
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

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

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 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.