American Road & Transportation Builders Association

Indiana
State Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 2,630 bridges.
- 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 $149.1 million of that total, and has committed $111.3 million towards 154 projects as of June 2023.
- Of the 19,381 bridges in the state, 1,018, or 5.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,166 bridges classified as structurally deficient in 2019.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	894	829,513	14,944,423	12	27,658	229,674
Other principal arterial	908	647,936	7,923,997	11	4,699	109,367
Minor arterial	742	423,689	3,711,397	14	7,038	74,985
Major collector	2,700	1,003,926	5,639,486	124	40,160	232,876
Minor collector	2,353	538,179	1,359,507	155	23,491	62,949
Local	7,522	1,162,551	2,083,241	507	65,518	99,906
Urban Bridges						
Interstate	790	1,229,827	33,620,634	20	36,042	1,293,832
Freeway/expressway	457	676,812	7,936,883	5	7,380	93,088
Other principal arterial	541	688,014	9,205,126	17	13,334	233,398
Minor arterial	787	607,017	7,876,874	36	19,020	342,392
Collector	731	345,740	4,298,621	40	13,735	180,638
Local	956	242,858	1,512,246	77	13,135	91,636
Total	**19,381**	**8,396,063**	**100,112,440**	**1,018**	**271,209**	**3,044,741**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,185	$355.0	941,292	147,262
Widening & rehabilitation	13	$7.3	81,213	4,439
Rehabilitation	1,009	$783.6	4,966,543	477,158
Deck rehabilitation/replacement	95	$80.5	215,980	48,981
Other work	328	$204.2	1,119,458	124,528
Total	**2,630**	**$1,430.6**	**7,324,486**	**802,368**

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Top Most Traveled Structurally Deficient Bridges in Indiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Marion	1974	186,289	Urban Interstate	I-65, CD over New York 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 Vermont Street
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	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

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.