

Indiana Local Roads & Bridges

A summary of the Indiana Local Road & Bridge Report prepared by Indiana LTAP

Local Network Conditions

Local network conditions are based on local agency asset management plans submitted to Indiana LTAP in 2023.



Local agencies are responsible for **85,954 centerline miles** of road which represents 89% of all Indiana centerline miles.

7% of both city/town and county roads are failed roads.

Local agencies (primarily county agencies) are responsible for **13,173 bridge structures** that are 20 feet or greater in span length which represents 70% of all Indiana bridges.

The average lifespan of a bridge is 70 years and 16% of the local bridge network is 70 years of age or older.

City/ Town	28% Good
	41% Fair
	31% Poor
County	27% Good
	46% Fair
	27% Poor

40% Good
55% Fair
5% Poor

Local Network Trends

Local network trends are based on local agency asset management plans submitted to Indiana LTAP from 2016 through 2023.



Overall, the local paved road network has improved since 2016.

Last 2 years, improvements appear to have reached a plateau.

The local bridge network has decreased the number of poor bridges; however, the number of good bridges has declined with the number of fair bridges increasing.

CONDITION TRENDS

City/ Town	↑ 12% Good
	↓ 17% Fair
	↑ 5% Poor
County	↑ 17% Good
	Same Fair
	↓ 13% Poor



55% of local bridges are in fair condition that if not addressed will fall into a poor condition.

Local Road & Bridge Investment

Annual Local Funding Required for Construction, Reconstruction, & Preservation Over a Ten-Year Period*

Investment Levels	Local Road Need	Local Bridge Need	Total Local Network Need	Available Dedicated Funding**	Funding Gap
Preserve Network Conditions	\$ 1,260,000,000	\$ 579,800,000	\$ 1,839,800,000	\$ 853,217,940	\$ (986,582,060)
Improve Network Conditions	\$ 2,035,000,000	\$ 579,800,000	\$ 2,614,800,000	\$ 853,217,940	\$ (1,761,582,060)
Eliminate Poor & Failed Roads	\$ 2,685,000,000	\$ 579,800,000	\$ 3,264,800,000	\$ 853,217,940	\$ (2,411,582,060)

Investment Levels

Preserve Network Conditions – this network strategy adds years of service life, reduces the percentage of local roads in poor condition to less than 20% of the network, but does not address enough failed roads to "move the needle" on the local network

Improve Network Conditions – this approach adds additional years of service life to the network, further reduces the percentage of poor roads, and addresses failed roads earlier in the network strategy

Eliminate Poor & Failed Roads – this network strategy eliminates poor and failed roads in the local network over a ten-year period

*This does not include design, right-of-way, utility relocation, permitting, and construction inspection costs.

**Available dedicated funding includes MVH-R, LRS, CCMG, Wheel Tax/Excise Surtax, and Cumulative Bridge. MVH Unrestricted is not included due to other street and highway department responsibilities.

Local Road & Bridge Estimated Costs

ROAD

PASER Rating	Condition	Category	Recommended Treatments	Estimated Unit Cost Range (\$/mile)
10	Good	Preservation	Crack Seal, Crack Fill, Fog Seals, Asphalt Rejuvenators	\$1,000 - \$7,500
9				
8				
7	Fair	Minor Rehabilitation	Crack Seal, Chip Seal, Slurry Seal, Cape Seal, Microsurface, Thin Overlay, Mill and Overlay	\$25,000 - \$70,000
6				
5				
4	Poor *failed	Major Rehabilitation / Reconstruction	Structural Overlay (>2"), Concrete Overlay, Patching and Overlay, Reconstruction, Full Depth Reclamation	\$150,000 - \$1,500,000
3				
2*				
1*				

Asset Management Strategies

1. Add service life to the network
2. Reduce the percentage of poor roads
3. Address failing road infrastructure

BRIDGE

Replacement	\$522,200,000
Rehabilitation	\$43,300,000
Preservation	\$14,300,000
Total Annual Bridge Need	\$579,800,000

Bridge costs are for replacement, rehabilitation, and preservation for bridges 20 feet or greater in span length.



Failed roads are the costliest facilities in the local road network to improve.

Other Street & Highway Department Responsibilities

- Added capacity and growth projects
- Design, right-of-way, utility relocation, permitting, and construction inspection services
- Bridge structures less than 20 feet
- Operations & Administration
 - Winter maintenance
 - Drainage
 - Mowing
 - Fleet maintenance & procurement
 - Facility maintenance
 - Workforce development
 - Safety (signs, pavement markings, rumble strips, etc.)

Local Supplemental Investment

Supplemental investments support local road & bridge construction needs and other street & highway department responsibilities.

Supplemental Revenue Source	City/Town	County	Total
'Other Local Funds'	\$ 1,002,086,350	\$ 576,224,245	\$ 1,578,310,595

Dollar figures obtained from the 2023 Annual Operations Reports for Street and Highway Departments submitted to the Indiana State Board of Accounts report that local agencies invested \$1.58B in supplemental funding in FY 2023 from various revenue sources such as gaming revenue, TIF funding, rainy day transfers, and general fund appropriations.

Contact Information

intap@purdue.edu
765-494-2164
purdue.edu/intap

Learn more at
intap.info/LRB
or scan the QR Code

