



TECHNICAL BRIEF

Indiana Local Technical Assistance Program

December 2016

Current Condition of Indiana Local Roads and Bridges

Introduction

In 2016, the House Enrolled Act 1001 (HEA 1001) established a local road and bridge matching grant fund that came to be known as the Community Crossings Matching Grant Fund. The application process requires local agencies to submit asset management plans for their roads and bridges; such plans must contain current asset condition data.

In 2016, 354 asset management plans, 312 for roads and 42 for bridges, were submitted by local agencies. The plans included road and bridge condition data along with various maintenance and rehabilitation treatment unit

costs. This pavement condition data represents 64,684 miles of the total 84,525 centerline miles in the statewide local agency network and provides a “snapshot” of the current condition of Indiana local agency pavements and bridges.

This technical brief summarizes the current condition of local agency road and bridge assets and estimates the funding levels necessary to improve and maintain these assets at defined condition levels over a ten-year period. A ten-year horizon was used correspond to previous LTAP studies.

Findings

- Currently, 15% of city streets are in good condition, 59% in fair condition, and 26% in poor condition.
- For towns, the current road ratings are 17% in good condition, 54% in fair condition, and 29% in poor condition.
- County roads are currently rated as 11% in good condition, 49% in fair condition, and 40% in poor condition.
- Of the 13,166 local agency bridges in Indiana, 9.5% are rated as structurally deficient, 14% as functionally obsolete, and 24% as both structurally deficient and functionally obsolete.
- Eight (8) percent of the local agency bridges have a sufficiency rating less than 50, 13% have a sufficiency rating of 50 to 80 and are structurally deficient. Twelve (12) percent of the local agency bridges are posted or closed.
- Thirty (30) percent of the local agency bridges are more than 50 years old, with 17% being more than 70 years old.

Estimated Funding

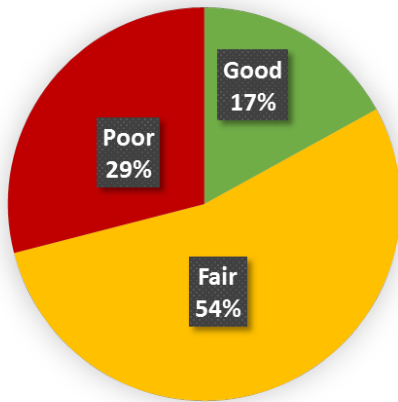
Using the current conditions of the local agency roads and bridges, along with the average unit costs for maintenance and rehabilitation, the Indiana LTAP estimated various funding levels necessary to improve and maintain these assets at defined condition levels over a ten-year period. Since the road condition data in the asset management plans did not contain data for unpaved (gravel or stone surface) roads, the

annual costs to maintain such roads was estimated using data from a previous LTAP study. The total estimated annual funding for a 10-year program is shown in Table 1 and varies depending on the desired level of road condition. The bridge funding is the annual cost to eliminate the backlog of rehabilitation work that remains to be done, plus the annual costs of maintaining the bridges.

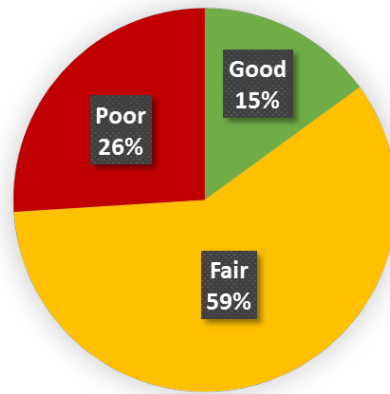
TABLE 1. Annual Estimated Funding for Ten-Year Program

10-year Target	Road and Street Funding	Bridge Funding	Total Funding
Maintain Current Road Conditions	\$367,000,000		\$973,800,000
20% Poor Condition	\$602,000,000		\$1,208,800,000
15% Poor Condition	\$709,000,000	\$606,800,000	\$1,315,800,000
10% Poor Condition	\$820,000,000		\$1,426,800,000
5% Poor Condition	\$938,000,000		\$1,544,800,000
0% Poor Condition	\$1,216,000,000		\$1,822,800,000

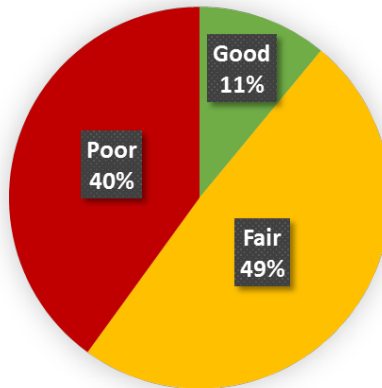
Town Road Conditions



City Road Conditions



County Road Conditions



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