

Taking Care of our Roads & Bridges

SUMMARY

- Indiana's infrastructure is improving.
 - Over the past three years, state bridges rated as fair or better has increased from 93 percent to 95.3 percent.
 - Between 2012 and 2014, state-maintained pavement has improved from 89.3 percent in fair or better condition to 90.3 percent.
- Since he took office in 2013, Governor Pence and the General Assembly have budgeted \$1.26 billion in additional state funds for transportation, which includes \$200 million for local roads and bridges.
- The Indiana Department of Transportation plans to invest nearly \$3.2 billion in bridge and pavement preservation over the next five years, which represents a 58 percent increase from the prior five years.

IMPROVING BRIDGE CONDITION

Over the past three years, state bridges rated as fair or better has increased from 93 percent to 95.3 percent. This makes our state-maintained bridges better than the national average of 94 percent. With 21st Century Crossroads, INDOT anticipates bridge condition would improve further after 15 years to 97 percent rated as fair or better.

- A routine inspection is performed on every public-road bridge at least every two years. Trained inspectors rate each bridge element on a ten-point scale from 0 to 9. If the bridge substructure, superstructure, deck and/or culvert are all rated 5 or higher, then it is considered to be in fair or better condition.
- Each year, INDOT reviews the bridge elements rated 4 or below and schedules improvement projects. Over the next five years, INDOT has a plan to improve each state-highway bridge with a poor rating.
- With 21st Century Crossroads, INDOT will invest more in maintenance and repair projects that prevent our bridges from sliding into poor condition in the first place and extend the life of our infrastructure. Keeping our existing bridges in good condition for as long as possible minimizes traffic disruptions needed for rehabilitation or replacement.

IMPROVING PAVEMENT CONDITION

Between 2012 and 2014, state-maintained pavement has improved from 89.3 percent in fair or better condition to 90.3 percent. With 21st Century Crossroads, INDOT anticipates pavement condition would improve further after 15 years to 94 percent rated as fair or better.

- Every year a specialized van equipped with lasers scans both concrete and asphalt pavement on all state highways. Segments rated at 169 and less on the International Roughness Index are considered to be in fair or better condition.
- With 21st Century Crossroads, INDOT will invest more in pavement sealing and resurfacing projects that prevent potholes from forming and extend the life of our roads. Keeping our existing pavement in good condition for as long as possible minimizes traffic disruptions needed for rehabilitation or replacement.

MORE STATE FUNDING

Every year since Governor Pence took office in 2013, he and the Indiana General Assembly have increased state funding for transportation:

- During the 2013 legislative session, 1 percent of all sales tax revenues were dedicated to transportation. INDOT estimates this new revenue will total \$210 million through the current fiscal year.
- Also in 2013, highway account diversions to other state agencies were eliminated, generating an additional \$450 million for roads and bridges through the current fiscal year.
- During 2014, the Major Moves 2020 program invests \$400 million to widen and rehabilitate heavily-traveled interstate sections that were first built nearly 50 years ago, including Interstate 65 near Lafayette.
- The current two-year state budget includes an additional \$200 million for state highways.

TAKING CARE OF WHAT WE HAVE

Governor Pence's transportation priorities are "take care of what we have, finish what we started and plan for the future." As major projects such as U.S. 31, I-69 Section 4 and the Ohio River Bridges are completed, INDOT has been increasing its focus on maintaining and repairing Indiana's existing roads and bridges:

- In fiscal years 2014 and 2015, INDOT rehabbed or replaced 630 bridges as compared to 181 in the prior biennium – an increase of 250 percent!
- This fiscal year, INDOT will award contracts to resurface 727 miles of state highways. It has increased each year since 2013, when INDOT resurfaced 334 miles of highway.
- Since 2013, the man hours of bridge maintenance performed by INDOT's in-house maintenance crews increased 19 percent.
- Since 2013, the miles of pavement sealing performed by INDOT maintenance crews increased 18 percent.

INDOT plans to increase its investments in existing roads and bridges as many of the interstates are coming of age at the same time. Nearly \$3.2 billion in bridge and pavement preservation is planned over the next five years, which represents a 58 percent increase from the prior five years. More than 1,600 projects will be bid between 2015 and 2019 as compared to nearly 1,400 during the prior five years.

PROJECTS THAT DELIVER RESULTS

- When the highway is shifted to new bridges in Carmel later this year, U.S. 31 projects in Kokomo, South Bend and Hamilton County will save 30 minutes in travel time between Indianapolis and South Bend.
- The new I-69 saves drivers about 38 minutes in travel time between Evansville and Crane. Purdue researchers compared the 70 mph interstate with 460 motorists using four alternate routes. The new I-69 will open between Crane and Bloomington late this year, further reducing travel times.
- More traffic capacity where the I-80/94 Borman Expressway meets I-65 in Lake County has reduced congestion since completion in 2011 as shown in the Indiana Mobility Reports <http://docs.lib.purdue.edu/imr/>
- State Road 15 at Rozella Road near Warsaw Community High School had 18 crashes, including one fatal crash, in the three years prior to intersection improvements in 2011. In the three years since work was completed, there has only been one property-damage crash.
- State Road 59 at Greene County Road 800S near Sandborn had 11 crashes, including 4 injury crashes, in the three years prior to intersection improvements in 2011. In the three years since work was completed, there have been four crashes, including one injury crash.