The State of Indiana’s Infrastructure: Advancing Our Economy


ACEC Indiana and our member firms support long-term funding solutions for our state and national public infrastructure. As Professional Engineers, we serve the State of Indiana by protecting the health, safety and welfare of the public.

As our existing infrastructure continues to age, Hoosiers understand the inconveniences and hardships caused when existing infrastructure fails. Whether it is a pothole creating damage to your car or an interstate/road/bridge closure, all Hoosiers expect a safe and reliable transportation network. ACEC Indiana is committed to delivering the most comprehensive and complex transportation infrastructure projects in Indiana. Our members’ commitment is not only to maintain existing infrastructure, but to reconstruct and expand our transportation assets.

The recent Study of Indiana Transportation Infrastructure Funding Mechanisms to the Indiana General Assembly (Oct. 2015) noted that “Indiana’s roadways are aging and over half the state-owned bridges are in their last 25 years of life.”

The same report also noted that “if investment is not made into our state’s aging bridge infrastructure alone, INDOT expects bridges to deteriorate from 7 to 9 percent poor over the next 20 years.” Unfortunately, this information only refers to the state’s bridges; and not the inherent reconstruction and maintenance costs associated with over 28,000 total lane miles of roadways in INDOT’s system, plus the vast number of locally maintained streets and roads. The study noted that, based on independent surveys, “the public generally feels that the road quality is poor or insufficient. There is a demand for improved and new or expanded roads.”

According to the Federal Highway Administration, in 2014, 1,902 of the 19,000 bridges in Indiana were considered “structurally deficient,” meaning that one of the key structural elements — usually the deck, superstructure or substructure — is rated in poor condition or worse. In addition, another 11.6 percent were found to be “functionally obsolete,” which means it was built to standards that are not used today.

Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may not have adequate hydraulic capacity. The number of bridges in need of repair is expected to significantly increase in the next decade if more money is not found.

Despite the daunting challenges facing our transportation and water/wastewater infrastructure, ACEC Indiana remains optimistic about the state’s future. Our member firms look forward to working with Indiana’s elected officials and other stakeholders in infrastructure to ensure that tomorrow’s generations enjoy safe, reliable water and transportation systems, which will also help promote and sustain long-term economic prosperity for Indiana residents.

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