








The American Society of Civil Engineers and its members are committed to protecting the health, safety, and welfare of the public and, as such, are equally committed to improving the infrastructure of Indiana and the nation.

To achieve that goal, the *2010 Report Card for Indiana's Infrastructure* depicts the condition and performance of Indiana's infrastructure in the form of a school report card. Letter grades have been assigned on physical condition and needed fiscal investments for improving each of the seven categories.

## 2010 Indiana INFRASTRUCTURE REPORT CARD

	Aviation	C
	Bridges	C+
	Dams	D-
	Drinking Water	D+
	Rail	D+
	Roads	C-
	Wastewater	D-
<b>Indiana's GPA</b>		<b>D+</b>



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# 2010 REPORT CARD for Indiana's Infrastructure

INVEST NOW FOR A  
SUSTAINABLE FUTURE



# Infrastructure Report Card <sup>2010</sup>

## AVIATION

Grade: C



- Rated “poor” by business users, Indiana airports represent the only mode of transportation under INDOT without a dedicated funding source. Consequently, aviation needs not deemed a priority by the FAA are not addressed.
- With reduced funding sources and increased competition for discretionary funding sources, Indiana’s airport leaders must seek out new funding techniques to maintain efficient air travel.
- Indiana airports inject \$5.3 billion per year into the local economy, making them a vital ingredient to the state’s economic health. If funding levels continue to drop, however, general aviation airports will face airfield closures, and a number of maintenance and development projects will likely be deferred indefinitely.

## BRIDGES

Grade: C+



- Illustrating a growing backlog of bridge decays, 4,091 of Indiana’s 18,483 bridges are rated as structurally deficient or functionally obsolete.
- While imminent collapse is unlikely, data reflects a gradual meltdown of our bridge network, unless preventive and corrective action is taken now.
- In all, funding needed for repair and replacement of Indiana bridges is \$3.5 billion. Improvements made possible by previous regulations are now at risk unless lawmakers act quickly to identify new funding sources.

## DAMS

Grade: D-



- Of Indiana’s 1,088 registered dams, 240 are classified as high hazard, 249 as significant hazard, and the remaining 599 as low hazard.
- More than 50% of dams require remediation, with 70% of the 1,088 dams under private ownership and having no available funding sources.
- At an estimated \$750,000 per deficient high-hazard and significant-hazard dam, the current cost for upgrades is \$180 million.
- Only 15% of high-hazard dams have Emergency Action Plans—far below the national average of 50%. No funding opportunities are available for private dam owners to perform needed safety projects.

## DRINKING WATER

Grade: D+



- In 2008, drinking water in 408 Indiana communities exceeded maximum contaminant levels, violating safety standards. In most cases, violations consisted of an alarming number of water-borne pathogens in the drinking water.
- Most of the drinking water distribution systems in our state were installed in the years following World War II, which puts them at the end (or very near the end) of their useful life.
- In 2010, \$282 million in drinking water projects were submitted to the State of Indiana, competing for \$22 million in available funding. That’s approximately \$13 of needed repairs for each \$1 of available funding.

## RAIL

Grade: D+



- Ranking fourth in the nation in the number of railroads and ninth in total rail mileage, Indiana’s rails supported more than 306 million tons of freight in 2007.
- Most of Indiana’s major rail corridors are operating with excess capacity. Without adequate investment, authorities predict large portions of the corridor will deteriorate to the lowest levels of service by 2035.
- Each freight rail job supports 4.5 jobs elsewhere in the economy. Each \$1 billion in new rail investment creates 20,000 jobs.
- Investments of \$4.4 billion in Indiana’s Class I railroads and \$500 million in all railroad classes will be required to keep pace with economic growth over the next 28 years.

## ROADS

Grade: C-



- According to the Federal Highway Administration (FHWA), 75 percent of the \$580 billion worth of freight crossing through Indiana does so through Indiana’s roadways.
- Of Indiana’s county roads, 77% are considered unsatisfactory, as are 19% of state-owned roads.
- Needed repairs amount to approximately \$3.5 billion, with a shortfall of nearly \$715 million per year for maintenance of city and county roads. State-owned roads will require an additional \$21.8 billion from 2016 to 2030 for maintenance and expansion.
- While state-owned roads only account for 10 percent of the total road miles, 54 percent of the vehicle miles traveled in the state occur on these roads.

## WASTEWATER

Grade: D-



- In 2009, \$1 billion worth of wastewater and combined sewer projects were submitted to the State of Indiana, competing for \$447 million in available funding. That’s roughly \$2.25 worth of needed repairs for each \$1 of available funding.
- With 80 bypass/overflow incidents in 2009, more than 285 million gallons of untreated wastewater were released to bodies of water or to the ground, jeopardizing public safety and health. Likewise, aging, poorly designed or maintained systems discharge untreated wastewater into Indiana surface waters each year.
- In a 12-month period spanning 2007 to 2008, Indiana’s 14 largest combined sewer communities discharged 26 billion gallons of combined sewage into state waterways.