Indiana's Infrastructure

Rating, condition and stats

Indiana Farm Bureau Webinar, March 5th, 2026

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Introduction and Outline:

- Hoosier State is known as the “Crossroads of America”.
  - “Rivers, canals, railroads and finally interstates facilitated the centralized location for Indiana” (Indiana Historical Society 2018).
- This presentation covers rating, conditions and stats primarily for surface transportation infrastructure system.
  - State and local network conditions
- Surface transportation is integral to transportation and logistics cluster, acting as “catalyst” for clusters relying on bulk goods movement and deliveries.
- The presentation also introduces SMR (small modular reactors) especially some economic and location aspects in context of energy generation infrastructure.

Source: https://indianahistory.org/education/education-resources/educator-resources/online-resources/indiana-bicentennial-minute/shaping-of-the-crossroads/

Report Card for America's Infrastructure ASCE: 1

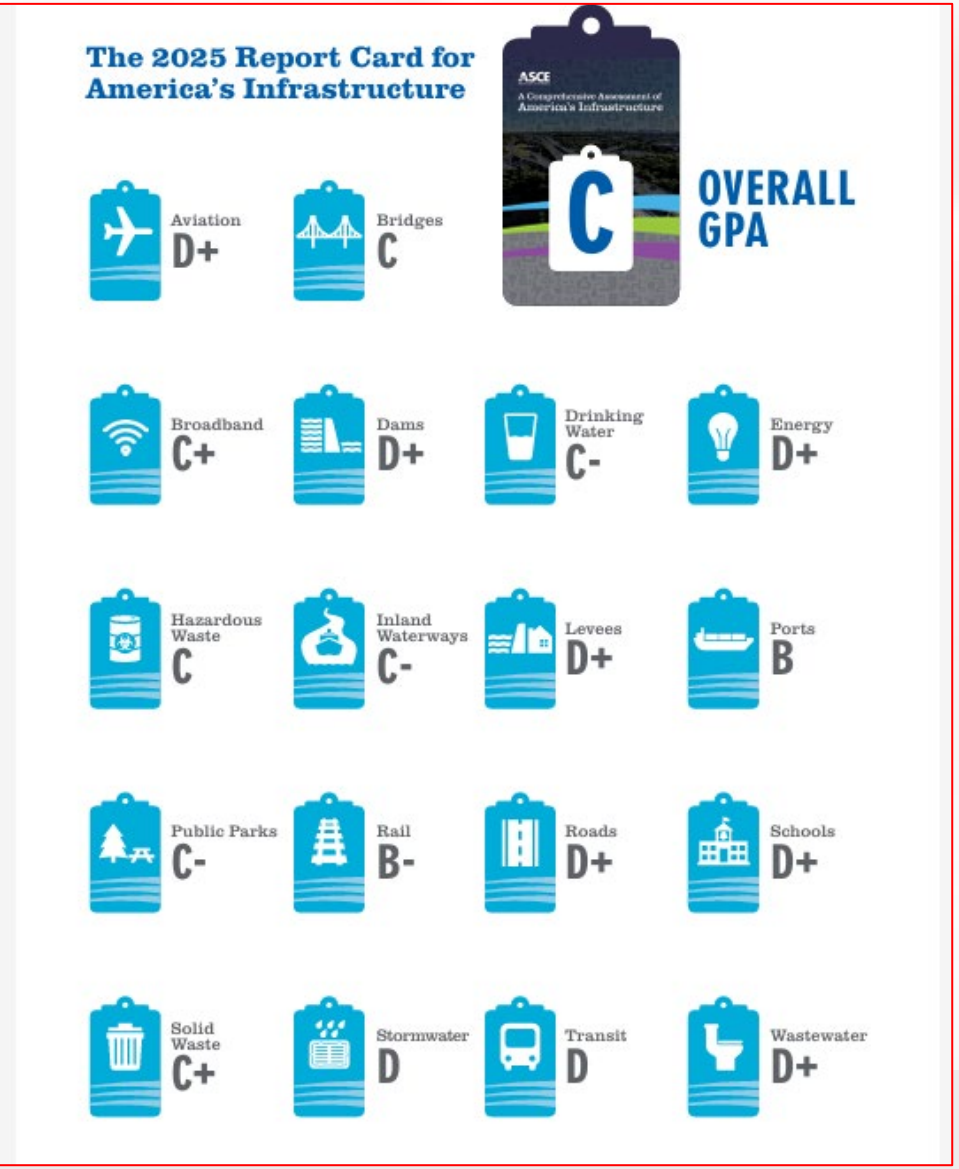
- Since 1998, American Society of Civil Engineers (ASCE) has issued a report card on the assessment of U.S. infrastructure every four year.
  - 18 categories of infrastructure are assessed.
  - 2025 grading ranges from a **B** in **ports** to a **D** in **stormwater and transit**.
  - Overall infrastructure assessment grade was **C** (Mediocre, requires attention).
  - First time since 1998, a higher overall grade of **C** was received.
  - Capacity, condition, funding, future need, O&M, public safety, resilience, and innovation.
  - www.infrastructurereportcard.org by ASCE.

Source: https://infrastructurereportcard.org/wp-content/uploads/2025/03/Executive-Summary-2025-Natl-IRC-WEB.pdf

Report Card for America's Infrastructure ASCE: 2

2021

2025



- 2017 score was **D+**
- 2021 score was **C-**
- 2025 score was **C**
- No **D-** in 2025
- **Investment matters**

Infographic source: ASCE

Source: https://infrastructurereportcard.org/wp-content/uploads/2025/03/Executive-Summary-2025-Natl-IRC-WEB.pdf; Page 7

https://2021.infrastructurereportcard.org/wp-content/uploads/2020/12/2021-IRC-Executive-Summary-1.pdf; Page 5

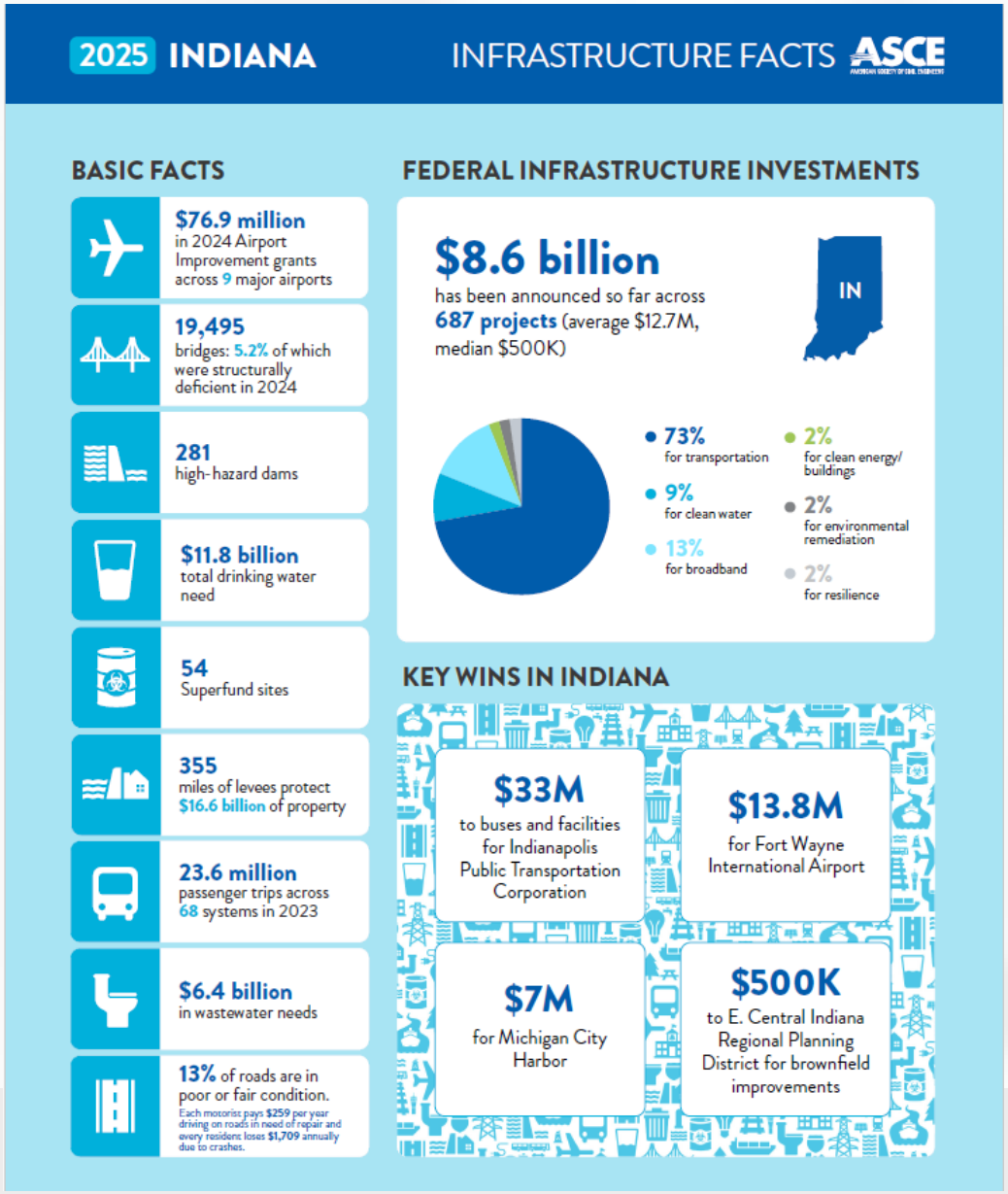
Bridging The Gap ASCE: 3

- ASCE economic studies found that the lack of investments in infrastructure could have significant economic losses for national, regional, and local economies.
- ASCE's "Failure to Act 2021" study estimated that families could lose $3,300 annually because of deficient and subpar infrastructure.
- The infrastructure investments after 2021 reduced the economic burden to $2,700 annually per family.
- Objective should be "Continue To Act" for benefits to different industries.
- ASCE study estimated that **Professional Services** could save **$26B** annually; **Agriculture** save **$7B** annually; Manufacturing save **$52B** annually; Health Care save **$21B** annually; and **Real Estate** save **$36B** annually (ASCE Bridging The Gap 2024).
- There is a projected need for **$3.7T** from 2024-2033 (ASCE Bridging The Gap 2024).

Source: https://bridgingthegap.infrastructurereportcard.org/wp-content/uploads/2024/05/2024-Economic-Report-Infographic-1.pdf

Source: **ASCE** https://bridgingthegap.infrastructurereportcard.org

Report Card for Indiana's 2025 Infrastructure ASCE: 4



- Around 5.2% of nearly 19,500 bridges are structurally deficient (SD). It means relatively poor condition or insufficient load-carrying capacity due to the original design or deterioration.
- Ranked 31st in % and 16 in # for SD (descending).
- Around $12 billion needed for drinking water and $6.4 billion needed for wastewater infrastructure.
- 13% of roads are in poor or fair condition.

Source: https://infrastructurereportcard.org/wp-content/uploads/2025/03/IN-2025-State-Fact-Sheet-WEB.pdf

NCDOT; American Road and Transportation Builders Association (ARTBA)

Infographic source: ASCE

Multimodal infrastructure assets for Indiana

- 105,928 miles of public roads with 11,169 centerline miles (10.5%) state owned and maintained by INDOT and 1,238 centerline miles (less than 2%) interstates (INDOT, LRTP 2018-2045).
- **19,291 bridges** with 5,747 (30%) state or INDOT owned/maintained (LRTP 2018-2045).
- **4,134 miles of rail** with **1.5B tons of cargo annually** (LRTP 2018-2045).
- **117 public use airports**, **3 ports**, **225 maritime terminals**, trails and bikeways, commuter rail, and inland waterways (LRTP 2018-2045).
- Of 11,169 centerline miles for federal aid system have, interstate (11%), NHS- Non interstate (27%), Rural On System (57%), Urban On System (4.5%), and remainder is Off System.
- Functional Classification of 11,169 centerline miles: Interstate (11%), Freeway & Expressway (2.4%), OPA (22.5%), Minor Arterial (23.1%), Major Collector (40.5%), Minor Collector (0.2%), Local (0.2%), etc.

Source: INDOT LRTP https://www.in.gov/indot/files/INDOT_LRTP_FINAL_FullDocWebPost.pdf

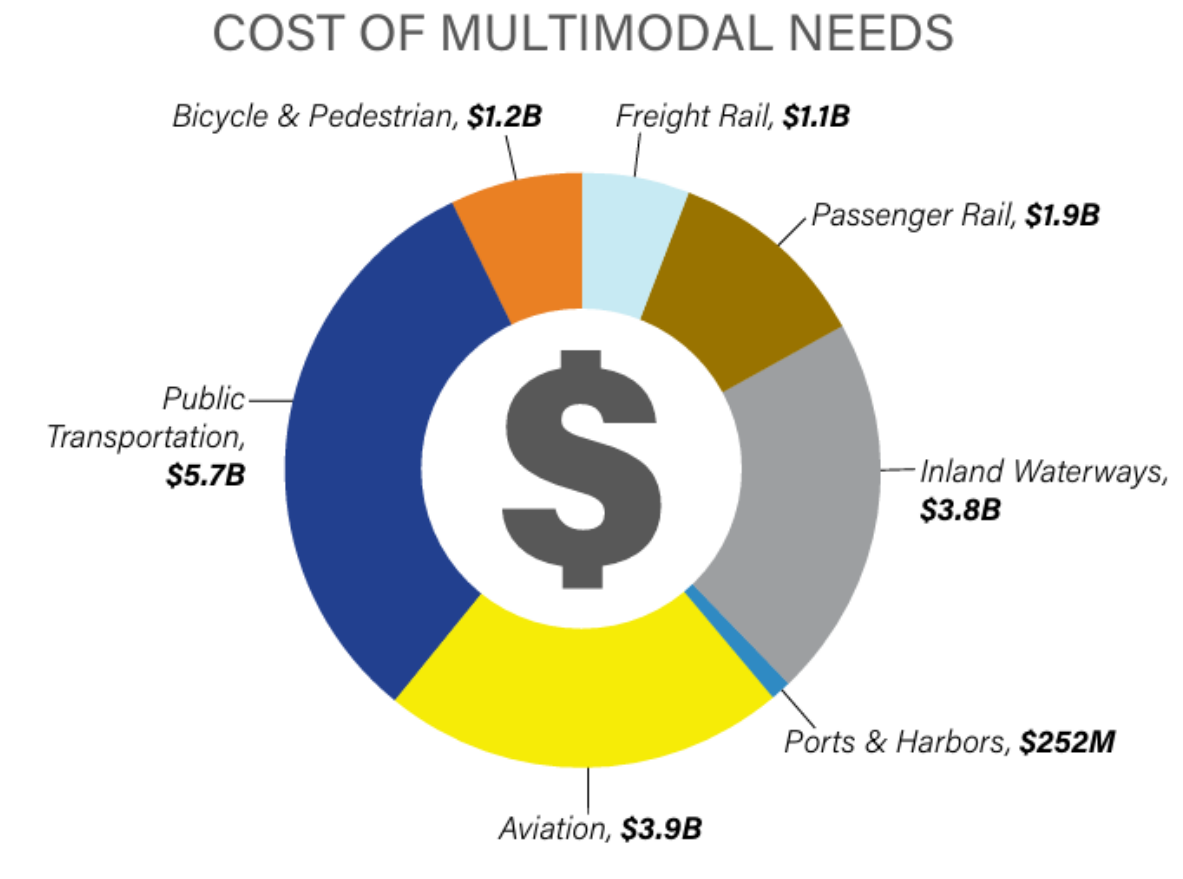
https://www.in.gov/indot/about-indot/central-office/asset-data-collection/indiana-road-system-facts/

Multimodal infrastructure needs assessment for Indiana

- The Long Range Transportation Plan 2045 by INDOT identifies **$1B** annual funding needs for pavement and bridge and **$9.2B** for major corridor improvements.

- State Transportation Improvement Program (STIP) 2018-2021 identifies more than **$4.4B** in projects. STIP is prepared every four years. (INDOT LRTP 2045, Chapter 8).

Source: INDOT LRTP 2045
https://www.in.gov/indot/files/INDOT_LRTP_FINAL_FullDocWebPost.pdf



Infographic source: INDOT LRTP 2045

Indiana Local Roads and Bridges, Indiana LTAP

- 85,954 (89%) centerline miles of roads are the responsibility of local agencies.
- 28% of roads in city/town are in good condition compared to 27% of roads in counties. 31% of roads in city/town are in poor condition compared to 27% in counties. 7% of roads in city/town and county are failed roads (Indiana Local Roads and Bridges, LTAP).
- Local agencies look after 13,173 bridges 20 feet or greater in length. 40% are good, 55% are fair and 5% are in poor condition (Indiana Local Roads and Bridges, LTAP).
- LTAP has estimated a **funding gap** of nearly $1B to only preserve network conditions, $1.8B to improve network condition, and $2.4B to eliminate poor and failed roads over a **ten year period**.
- The estimated **annual funding needs** for bridges for replacement, rehabilitation, and preservation are more than $0.5B (Indiana Local Roads and Bridges, LTAP).
- During FY 2023, local agencies spent $1.5B to supplement funds using various revenue sources such as TIF funds, gaming revenues, general funds, etc. (Indiana Local Roads and Bridges, LTAP).

Source: Purdue LTAP https://www.purdue.edu/inltap/resources/LRBR-onepager-FINAL.pdf
Local agency asset management plans submitted to Indiana LTAP in 2023.

Small Modular Reactor (SMR) Technology 1

- Indiana Office of Energy Development (IOED) sponsored a comprehensive study of SMR technology, costs and benefits for the state of Indiana.
- The study was led by Purdue University nuclear engineering and other departments, and other partners (Kim et al. 2024).
- It was a mixed-methods research gathering quantitative and qualitative data on technology, potential regional economic impacts, workforce development opportunities, and community engagement (Kim et al. 2024).
- Technology, economic and workforce, and social impacts.
- SMR can provide opportunities for 24/7 source of electricity to address the expected load growth of 1.5% to 3% between 2022 and 2030, opportunities for high paying jobs during construction and operation and maintenance, taxes, employment through supply chain providers (Kim et al. 2024).
- SMR requires meeting several federal and state regulations, stringent safety and environmental protocols and standards, and community engagement and agreement (Kim et al. 2024).

Source: Kim, S., Chatzidakis, S., Gallagher, R., Kumar, I., Salazar, K., Ogle, T., Wilcox Jr., M., Lucietto, A., Kim, T., Gillespie, B., Mitchell, P., Brooklyn, B., and Ely, D. (2024). Summary of Study on SMR Technology and its Impact for Indiana. IOED and Purdue University. https://www.in.gov/oed/files/SMR-summary-final-2024.pdf.

Small Modular Reactor (SMR) Technology 2

- SMRs are generally less than 500 megawatts (MW), scalable, and modular electrical energy generation technology (Kim et al. 2024).
- 50% of the total cost of a SMR goes to the reactor plant and nearly 10% goes to the turbine plant equipment providing significant opportunities to develop supply chain capacity and workforce development opportunities in Indiana (Kim et al. 2024).
- A Department of Energy (DOE) study found that Indiana is ranked 2nd in terms of suitable coal-2-nuclear conversion with 8 to 10 suitable locations in the state in addition to several suitable sites of recently retired plants (Kim et al. 2024).
- A 500 MW SMR can create 2,000 direct jobs during construction and could employ around 140 high-paying FTE jobs during operations phase. Long-term recurring annual economic impact of nearly $350 million is possible. The economic impacts of a SMR is much larger than a coal plant of equivalent size (Kim et al. 2024).

Source: Kim, S., Chatzidakis, S., Gallagher, R., Kumar, I., Salazar, K., Ogle, T., Wilcox Jr., M., Lucietto, A., Kim, T., Gillespie, B., Mitchell, P., Brooklyn, B., and Ely, D. (2024). Summary of Study on SMR Technology and its Impact for Indiana. IOED and Purdue University. https://www.in.gov/oed/files/SMR-summary-final-2024.pdf.

Indiana Broadband Investments

Indiana Connectivity Program
(Rounds 1-16)

- Grant funding: $14.9M
- Match funding: $41.9M
- Total funding: $56.9M

- Households: 3,478
- Businesses: 151

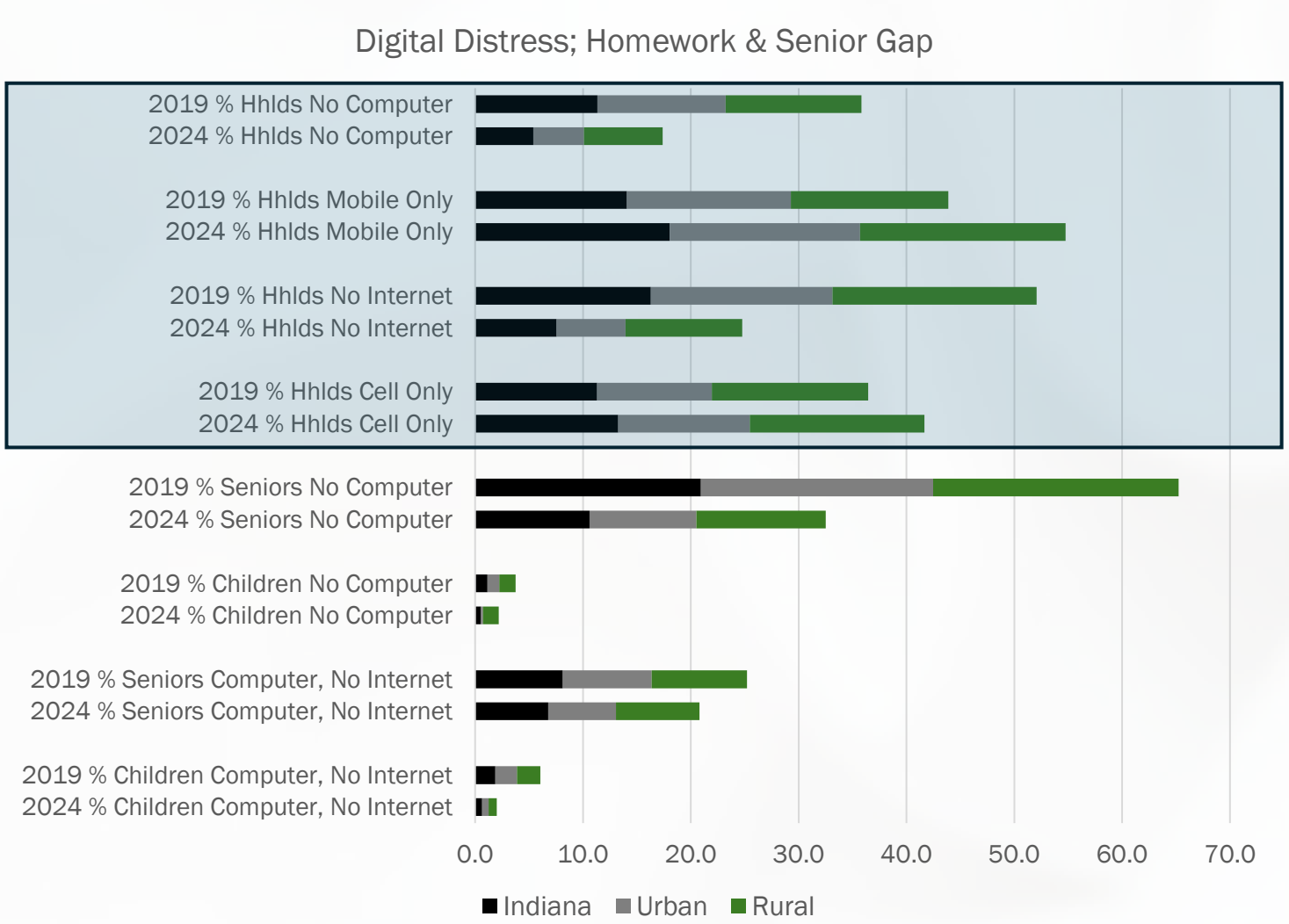
Next Level Broadband Connections
(Rounds 1-4)

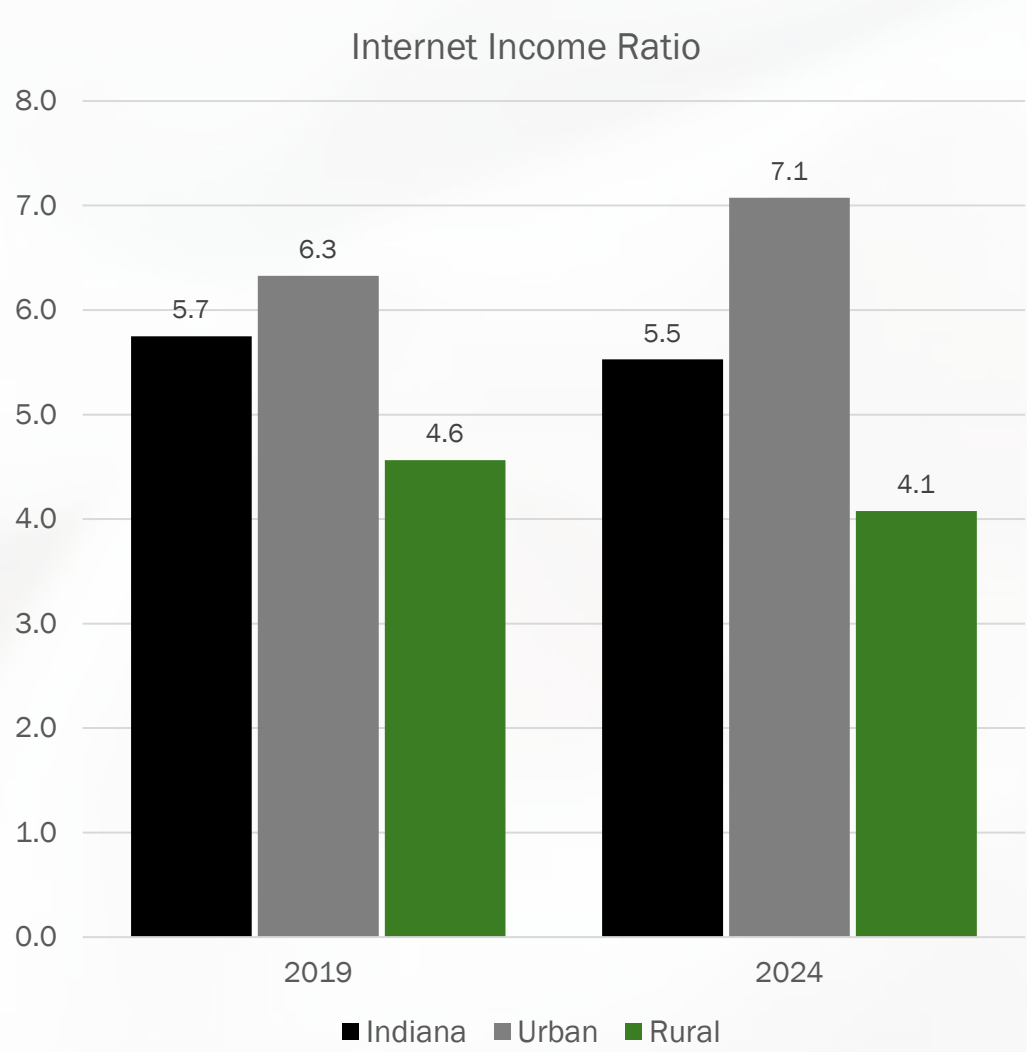
- Total projects: 232
- Total providers: 71
- Grant funding: $321M
- Match funding: $421M
- Total funding: $742M

- Counties: 88
- Passings: 97,138

Source: Indiana Broadband Office

Homework & Senior Gap; Digital Distress; Internet Income Ratio





Source: ACS 5-Year

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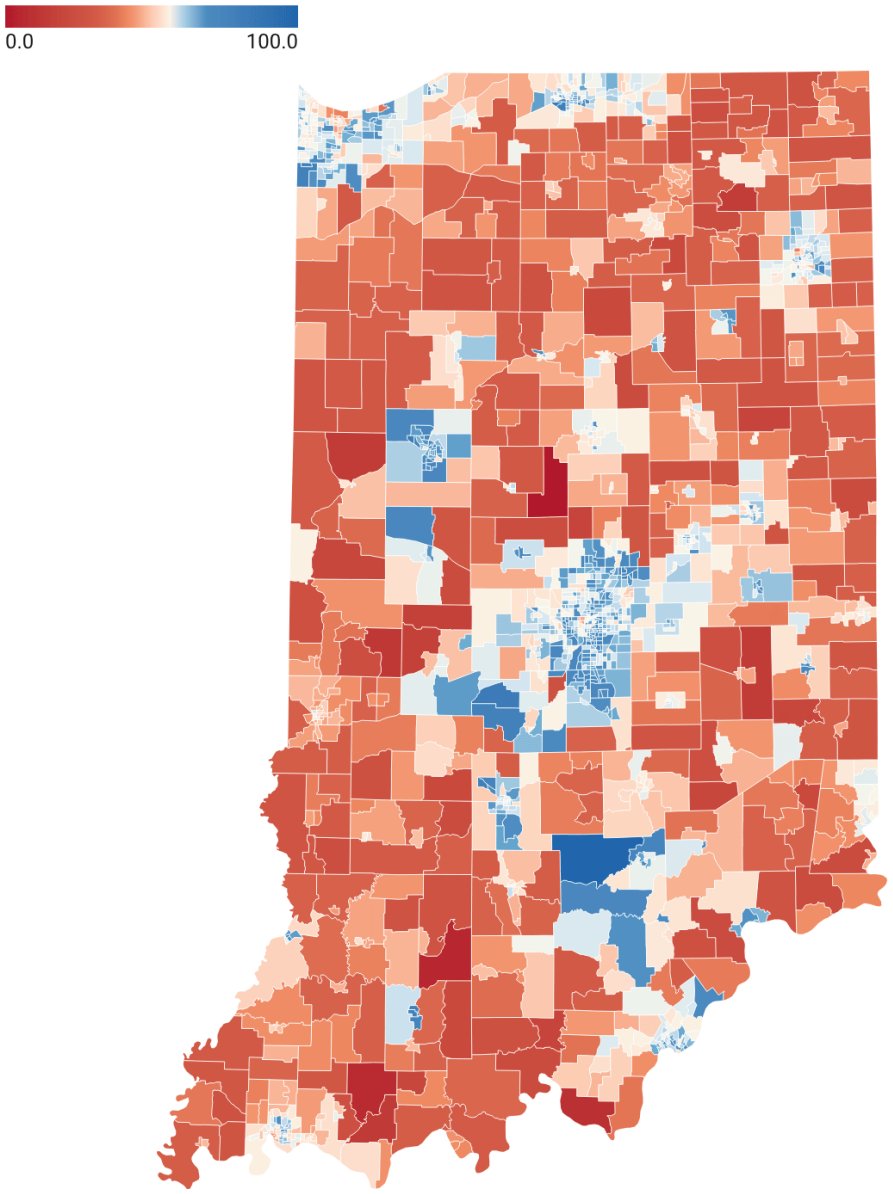
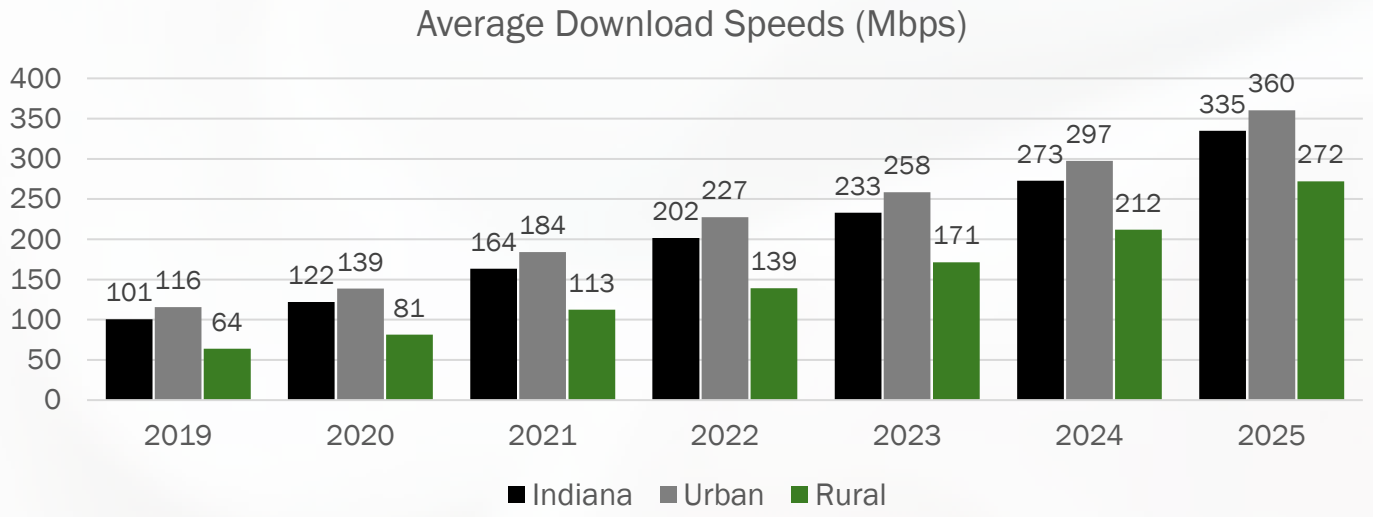
2019 - 2025 Broadband Quality

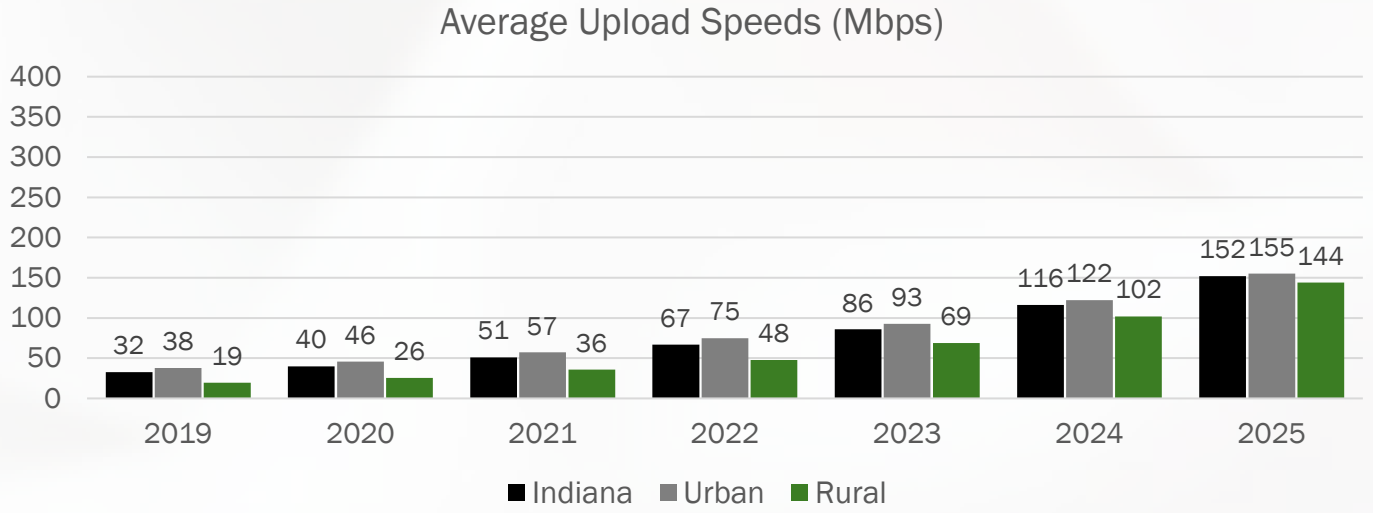
2019 Broadband Quality Score (BQS)

The Broadband Quality Score (BQS) ranges from 0 to 100, where a higher number denotes better quality broadband based on average download and upload speeds as well as average latency. Tracts with less than 50 speed tests were not included.



Source: PCRD; Ookla Global Fixed Network Performance Maps • Created with Datawrapper





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