

2024 Takeaways:

- 221,800 spans need repair, including 76,175 bridges that should be replaced.
- Of the bridges needing repair, 42,067 are rated in poor condition (down from 42,391 in 2023) and classified as “structurally deficient.” Motorists cross these structures 168.5 million times a day.
- States with the biggest decline in the number of bridges in poor condition: Pennsylvania (down 90), Louisiana (down 87), Florida (down 85), West Virginia (down 74 bridges), and California (down 64).
- The number of bridges in poor condition rose in New York (up 86), Kentucky (up 60), South Carolina (up 59), Illinois (up 45), and Puerto Rico (up 38).
- The results help underscore the importance of the 2021 Infrastructure Investment and Jobs Act (IIJA) bridge formula program, which provides \$27.5 billion for states.
- As the end of FY 2024 approaches, states have committed \$7.3 billion in bridge formula funds, accounting for 46 percent of the \$15.9 billion currently available.¹ These funds are supporting more than 4,170 bridge projects in the construction and repair pipeline.
- State-by-state and congressional district details: www.artbabridgereport.org.

IIJA Bridge Formula Program Continues to Provide Critical Resources

The American Road & Transportation Builders Association’s (ARTBA) analysis of the recently released 2024 U.S. Department of Transportation (DOT) National Bridge Inventory (NBI) database finds that **36 percent of all U.S. bridges—nearly 221,800 spans—require major repair work or replacement.**

Placed end-to-end, these structures span over 6,100 miles, or the equivalent of every mile of urban and rural Interstate in California, Florida, and Illinois.

States have received \$15.9 billion in the first three years of the IIJA’s new \$27.5 billion formula bridge program and, to date, have committed 46 percent (\$7.3 billion) of these resources to over 4,170 bridge projects.

The remaining 54 percent (\$8.5 billion) of already released bridge funds AND the \$10.6 billion that will be provided in the next two years will support needed bridge improvements well into the future.

Twenty-three states have committed at least half of their available bridge formula funds, with the top 10 being: Georgia (100%), North Dakota (99%), Indiana (98%), Florida (96%), Oklahoma (95%), Nebraska (91.5%), Idaho (91.5%), Arkansas (88%), West Virginia (85%) and Alabama (85%).

Seventeen states have committed less than 33 percent of available funds, as of June 30.

Another new IIJA initiative, known as the Bridge Investment Program (BIP), administered on a discretionary basis by the U.S. DOT, provides an additional \$12.5 billion for projects that will be awarded through 2026.

¹ Total funds committed as of June 30, 2024, according to data from the U.S. Treasury Department. This is nine months into the federal fiscal year, which ends September 30. States have four years to commit bridge formula funds. Under the IIJA, states have access to \$5.3 billion in bridge formula funds each year.

The BIP has awarded \$7.8 billion for 87 planning, small, and large bridge project grants in over 40 states.

More Bridges in Fair Condition as Repairs Continue

Over the last five years, the share of bridges in fair condition has continued to grow as the share of structures classified in “poor” or “good” condition declined.

Most bridges are inspected every two years, meaning repairs underway or in the planning stages can take time to be reflected in the NBI data.

In 2024, 49 percent of all bridges in the U.S. were in fair condition.

Bridges in poor condition represent 6.8 percent of the 2024 U.S. bridge inventory—compared to 7.3 percent in 2020.

Based on average cost data submitted by states to the U.S. DOT, ARTBA estimates it would cost over \$400 billion to make all needed repairs.

U.S. Bridge Inventory, by Rating				
	2023	2024	Change 23 to 24	% Change 23 to 24
Good	275,093	274,835	-258	-0.1%
Fair	304,026	306,245	2,219	0.7%
Poor (Structurally Deficient)	42,391	42,067	-324	-0.8%
Total Number of Bridges	621,510	623,147	1,637	0.3%
Does not include Guam and U.S. Virgin Islands				

New Bridges Ranked in Poor Condition

Bridges newly rated in poor condition include:

- Dauphin Island Bridge, Ala.
- Columbia Wrightsville Bridge, Pa.
- NC 45/308 over the Cashie, Middle and Roanoke Rivers, N.C.
- I-678 over Boat Basin Place, Flushing Cree, N.Y.
- Popp's Ferry Bridge over Back Bay Biloxi, Miss.
- I-90 over Canal to Stewart Streets, Ill.
- Interstate 680 over Monument Boulevard, Calif.
- I-93 over Mystic Valley Parkway, Mass.
- I-95 North and Southbound over Thurbers Avenue, R.I.
- IH-35 over Grand Avenue, Texas

The bridge classification is based on the latest inspection, which usually occurs once every 24 months for most bridges. Therefore, state and local governments may be in the process of working on some of these structures to make needed repairs.

Bridges Recently Repaired

Some bridges that are no longer rated in poor condition include:

- Newburgh-Beacon Bridge, N.Y.
- Home M. Hadley Memorial Bridge, Wash.
- NJ 37 Westbound over Barnegat Bay, N.J.
- IRR US 212 over Missouri River, S.D.
- I-280 over the Mississippi River, Ill.
- I-695 over U.S. 40, Md.
- I-93 over Conley Street, Mass.
- I-680 over Capitol Avenue, Calif.
- I-55 over Madison Street, Ill.
- I-95 over Route 608, Va.

These bridges had a rating of "poor" in the 2023 National Bridge Inventory. Upon the latest inspection, these bridges were rated in either "fair" or "good" condition in the 2024 data.

Rankings

Most state rankings stayed the same this year, even as improvements have been made. The states with the most bridges in poor condition, as a percent of their total bridge inventory, are:

1. Iowa (19.2 percent, #2 in 2023)
2. West Virginia (18.6 percent, #1 in 2023)
3. South Dakota (16.4 percent, #3 in 2023)
4. Maine (15.4 percent, #5 in 2023)
5. Rhode Island (15.2 percent, #4 in 2023)
6. Puerto Rico (13.9 percent, #7 in 2023)
7. Pennsylvania (12.6 percent #6 in 2023)
8. Louisiana (11.5 percent, #8 in 2023)
9. Michigan (11.3 percent, #9 in 2023)
10. North Dakota (11 percent, #10 in 2023)

States with the largest number of bridges in poor condition, are:

1. Iowa (4,544, #1 in 2023)
2. Pennsylvania (2,932, #2 in 2023)
3. Illinois (2,517, #3 in 2023)
4. Missouri (2,203, #4 in 2023)
5. Oklahoma (1,764, #5 in 2023)
6. New York (1,664, #7 in 2023)
7. California (1,527, #6 in 2023)
8. Louisiana (1,458 #8 in 2023)
9. West Virginia (1,370, #9 in 2023)
10. Kansas (1,310, #11 in 2023)

States with the largest deck area in poor condition are:

1. Rhode Island (14 percent, #1 in 2023)
2. West Virginia (13 percent, #2 in 2023)
3. New York (12 percent, #5 in 2023)
4. Puerto Rico (11.8 percent, #8 in 2023)
5. Illinois (11.4 percent, #3 in 2023)
6. Massachusetts (11.3 percent #4 in 2023)
7. Maine (10.5 percent, #6 in 2023)
8. Iowa (10 percent, #7 in 2023)
9. South Dakota (8.9 percent, #9 in 2023)
10. Wyoming (8 percent, #14 in 2023)

About the Report

The annual ARTBA Bridge Report provides a snapshot in time of the nation's bridge conditions.

The data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed because of recent work or updated inspections.

Bridges are classified in good, fair, or poor condition based on their inspection ratings and definitions from U.S. DOT.

The definition of "poor" is when a key element of the bridge—the deck, superstructure, substructure, or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Data on the use of IJJA bridge formula funds is from the U.S. Treasury Department. The data is compiled and analyzed by Dr. Alison Premo Black, ARTBA's senior vice president and chief economist. For questions, please contact her at ablack@artba.org.

About ARTBA

Headquartered in the Nation's Capital, ARTBA brings together all facets of the transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation's need for the safe and efficient movement of people and goods.