

2025 Takeaways:

- 220,295 spans need repair, including 74,472 bridges that should be replaced. This is down from 221,800 bridges needing repair in 2024 and 76,175 bridges to be replaced.
- Of the bridges needing repair, 41,677 are rated in poor condition (down from 42,067 in 2024) and classified as “structurally deficient.” Motorists cross these structures 163 million times a day.
- States with the biggest decline in the number of bridges in poor condition: California (down 243), Iowa (down 120), Pennsylvania (down 119), West Virginia (down 63), and Nebraska (down 62).
- The number of bridges in poor condition rose in North Carolina (up 85), New York (up 77), Illinois (up 46), Oregon (up 39), and Wisconsin (up 34).
- The results help underscore the importance of the federal bridge formula program, which provides \$27.5 billion for states through FY 2026.
- As the end of FY 2025 approaches, states have committed \$11.7 billion in bridge formula funds, accounting for 55 percent of the \$21.2 billion currently available.¹ These funds are supporting more than 6,000 bridge projects in the construction and repair pipeline.
- State-by-state and congressional district details: www.artbabridgereport.org.

Federal-Aid Bridge Formula Program Continues to Provide Critical Resources

The American Road & Transportation Builders Association’s (ARTBA) analysis of the recently released 2025 U.S. Department of Transportation (DOT) National Bridge Inventory (NBI) database finds that **35 percent of all U.S. bridges—nearly 220,300 spans—require major repair work or replacement.**

States have received \$21.2 billion in the first four years of the 2021 infrastructure law’s new \$27.5 billion formula bridge program and, to date, have committed 55 percent (\$11.7 billion) of these resources to over 6,000 bridge projects.

The remaining 45 percent (\$9.5 billion) of already released bridge funds AND the \$5.3 billion that will be provided to states in the last year of the bill will support additional bridge improvements.

Thirty-one states have committed at least half of their available bridge formula funds, with the top 10 being: Georgia (100%), North Dakota (98%), Alabama (97%), Wisconsin (92%), Idaho (92%), Florida (92%), Indiana (92%), West Virginia (91%), Ohio (87%), and Rhode Island (86%).

Just eight states and Washington, D.C. have committed less than 33 percent of available funds, as of June 30.

Another new initiative in the 2021 law, 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 2021 Infrastructure Investment & Jobs Act (IIJA), states have access to \$5.3 billion in bridge formula funds each year after set asides and takedowns from the \$5.5 billion apportionment.

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 2025, 50 percent of all bridges in the U.S. were in fair condition.

Bridges in poor condition represent 6.7 percent of the 2025 U.S. bridge inventory—compared to seven percent in 2021.

Based on average cost data submitted by states to the U.S. DOT, ARTBA estimates it would cost \$467 billion to make all identified repairs.

U.S. Bridge Inventory, by Rating				
	2024	2025	Change 24 to 25	% Change 24 to 25
Good	274,835	272,774	-2,061	-0.7%
Fair	306,245	309,716	3,471	1.1%
Poor (Structurally Deficient)	42,067	41,677	-390	-0.9%
Total Number of Bridges	623,147	624,167	1,020	0.2%
Does not include Guam and U.S. Virgin Islands				

Bridges Recently Repaired

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

- Route I-278 over Bruckner Expressway and Bruckner Boulevard, N.Y.
- Jefferson Boulevard Bridge over IH 30 and Trinity River, Texas
- LA 27 over the Intracoastal Waterway, La.
- US Route 13 over Chesapeake & Delaware Canal, De.
- SH 146 over Clear Creek and Shipyard Drive, Texas
- Highway 1 Northbound over Columbia River, Ore.
- Central Avenue over Sanitary and Ship Canal, Ill.
- US 197 over Columbia River and Spokane & Seattle Railway, Wash.
- IS 44 Westbound over Park Avenue and Missouri Route 1, Mo.
- FAP 60 over Tennessee River, Tenn.
- I-35 over CP Rail, ramps, and structures, Minn.
- LA 27 over Intracoastal Waterway – Ellender Bridge, La.

These bridges had a rating of “poor” in the 2024 National Bridge Inventory. Upon the latest inspection, these bridges were rated in either “fair” or “good” condition in the 2025 data.

New Bridges Ranked in Poor Condition

Bridges newly rated in poor condition include:

- IH 345 NB over IH 30, US 75, DART, Texas
- Astoria-Megler Bridge over Columbia River, Ore. & Wash.
- Reedy Point Bridge, Route 9 over Chesapeake & Delaware Canal, Del.
- IS 64 Eastbound over I-44 and local streets, Mo.
- Bluewater Highway over San Luis Pass, Texas
- I-229 Downtown Viaduct, Northbound over I-229 and city streets, Mo.
- I-64 Westbound South Approach over Hampton Roads, Va.
- Homer M. Hadley Memorial Bridge, Wash.
- IH 45 Southbound / Beltway 8 WB over IH 45 SB frontage & BW 8 WB frontage roads, Texas
- Route 23 over CSX/Amtrak and Hudson River, N.Y.
- Natchez Trace Parkway over Tennessee River, Ala.
- George Rogers Clark Memorial Bridge (2nd Street), over Ohio River, Ky.

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.

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** (18.7%, #1 in 2024)
2. **West Virginia** (17.8%, #2 in 2024)
3. **South Dakota** (16.1%, #3 in 2024)
4. **Maine** (15.4%, #4 in 2024)
5. **Puerto Rico** (14.1%, #6 in 2024)
6. **Rhode Island** (14.0%, #5 in 2024)
7. **Pennsylvania** (12.1%, #7 in 2024)
8. **Louisiana** (11.2%, #8 in 2024)
9. **North Dakota** (11.1%, #10 in 2024)
10. **Michigan** (11.0%, #9 in 2024)

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

1. **Iowa** (4,424 bridges, #1 in 2024)
2. **Pennsylvania** (2,813 bridges, #2 in 2024)
3. **Illinois** (2,563 bridges, #3 in 2024)
4. **Missouri** (2,163 bridges, #4 in 2024)
5. **New York** (1,741 bridges, #6 in 2024)
6. **Oklahoma** (1,719 bridges, #5 in 2024)
7. **Louisiana** (1,423 bridges, #8 in 2024)
8. **North Carolina** (1,383 bridges, #11 in 2024)
9. **West Virginia** (1,307 bridges, #9 in 2024)
10. **Kansas** (1,301 bridges, #10 in 2024)

States with the largest deck area in poor condition are:

1. **West Virginia** (12.9%, #2 in 2024)
2. **New York** (12.3%, #3 in 2024)
3. **Puerto Rico** (12.1%, #4 in 2024)
4. **Rhode Island** (12.0%, #1 in 2024)
5. **Massachusetts** (11.4%, #6 in 2024)
6. **Illinois** (11.2%, #5 in 2024)
7. **Maine** (9.7%, #7 in 2024)
8. **South Dakota** (8.4%, #9 in 2024)
9. **Washington** (8.3%, #13 in 2024)
10. **Wyoming** (8.3%, #10 in 2024)

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 June 24, 2025. 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 zero (failed condition) to nine (excellent condition). A rating of four is considered "poor" condition.

Data on the use of these 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.