

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Alabama	Jefferson	1970	136,580	Urban Interstate	I65 over U.S.11,RR*City Streets
2	Alabama	Jefferson	1972	77,385	Urban Interstate	I-59/20 over US 31,RRs*City Streets
3	Alabama	Jefferson	1968	41,990	Urban Interstate	I 59/20 over Arron Aronov Drive
4	Alabama	Jefferson	1968	41,990	Urban Interstate	I 59/20 over Arron Aronov Drive
5	Alabama	Mobile	1964	33,574	Urban minor arterial	Mcgregor Ave over Eslava Creek
6	Alabama	Lee	1996	32,040	Urban freeway/expressway	US 280 over First Avenue
7	Alabama	Russell	1962	31,400	Urban other principal arterial	US 280, SR 520 Cor over M-87- Chatt. River- RR
8	Alabama	Tuscaloosa	1956	31,380	Urban other principal arterial	US 82 over Hargrove Mill Creek
9	Alabama	Talladega	1935	25,590	Rural arterial	US 280 over Norfolk Southern R/R
10	Alabama	Lee	1959	23,680	Urban Interstate	I-85 over SR 51
1	Alaska	Ketchikan Gateway	1957	14,676	Urban minor arterial	South Tongass Hwy over Hoadley Creek
2	Alaska	Ketchikan Gateway	1955	12,009	Urban minor arterial	South Tongass Hwy over Water St Viaduct
3	Alaska	Fairbanks North Star	1953	6,398	Urban minor arterial	Wendell Avenue over Chena River (Wendell)
4	Alaska	Anchorage	1966	6,293	Rural Interstate	Seward Highway over Portage Creek No 1
5	Alaska	Ketchikan Gateway	1975	5,750	Urban minor arterial	North Tongass Hwy over Ward Creek
6	Alaska	Fairbanks North Star	1953	5,251	Urban minor arterial	Minnie Street over Noyes Slough (Minnie St)
7	Alaska	Anchorage	1967	4,840	Rural Interstate	Seward Highway over Twenty mile River
8	Alaska	Anchorage	1966	4,840	Rural Interstate	Seward Highway over Glacier Creek
9	Alaska	Anchorage	1966	4,840	Rural Interstate	Seward Highway over Peterson Creek
10	Alaska	Anchorage	1966	4,840	Rural Interstate	Seward Highway over Virgin Creek
1	Arizona	Pima	1965	62,396	Urban Interstate	I 10; EB over Ruthrauff Rd
2	Arizona	Maricopa	1976	48,700	Urban other principal arterial	Shea Blvd over Indian Bend Wash
3	Arizona	Pima	1965	44,724	Urban Interstate	I 10; EB over Ajo Way
4	Arizona	Pima	1965	40,885	Urban Interstate	I 10; WB over Ajo Way; FAU 8173
5	Arizona	Coconino	1934	39,561	Urban other principal arterial	SB 40 over Rio De Flag
6	Arizona	Pima	1965	34,572	Urban Interstate	I 10; EB over Palo Verde Road
7	Arizona	Pima	1966	34,572	Urban Interstate	I 10; EB over Country Club Road
8	Arizona	Pima	1966	22,721	Urban minor arterial	22nd Street over SPRR; Aviation Hwy
9	Arizona	Pima	1971	20,220	Urban Interstate	I 19; SB over El Toro Rd & RR
10	Arizona	Mohave	1967	19,653	Rural Interstate	I 15 over Virgin River

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Arkansas	Pulaski	1958	118,000	Urban Interstate	I 30-Sec 23 over SH1 SH10 RR Ark Riv
2	Arkansas	Pulaski	1961	118,000	Urban Interstate	I-30 Log 141.70 over Union Pacific RR
3	Arkansas	Pulaski	1960	106,231	Urban Interstate	I 30-WB Log 138.29 over Frontage Rd & U.P.R.R.
4	Arkansas	Saline	1958	96,882	Rural Interstate	I-30-Sec 22 WB over US 67-9 Log 7.61
5	Arkansas	Saline	1958	96,882	Rural Interstate	I-30 WB Log 113.95 over Saline River Relief
6	Arkansas	Pulaski	1960	89,000	Urban Interstate	I 30-EB Log 138.28 over Frontage Rd & U.P.R.R.
7	Arkansas	Saline	1958	65,000	Rural Interstate	I-30 EB Log 113.96 over Saline River Relief
8	Arkansas	Saline	1958	65,000	Rural Interstate	I-30 EB Log 114.38 over Saline River
9	Arkansas	Crawford	1968	64,018	Urban Interstate	Interstate 540 SB over Flat Rock Creek-Crawford
10	Arkansas	Pulaski	1977	58,387	Urban Interstate	I 440 WB Log 3.92 over Lindsey Road
1	California	Los Angeles	1959	289,000	Urban freeway/expressway	US Route 101 over Kester Ave
2	California	Orange	1979	279,000	Urban Interstate	Interstate 5 over Culver Dr
3	California	Orange	1992	279,000	Urban Interstate	Interstate 5 over State Route 261
4	California	Los Angeles	1963	272,600	Urban Interstate	Interstate 405 over Imperial Highway
5	California	Los Angeles	1948	258,000	Urban Interstate	Interstate 5 over Marietta Street
6	California	Orange	2000	241,000	Urban Interstate	Interstate 5 over Anaheim Blvd
7	California	Orange	2000	241,000	Urban Interstate	Interstate 5 over Orangewood Ave
8	California	Contra Costa	1998	235,000	Urban Interstate	Interstate 680 over Monument Boulevard
9	California	Orange	1976	229,000	Urban freeway/expressway	State Route 57 over BNSF Ry, Amtrak, Metrolink
10	California	Los Angeles	1957	220,000	Urban Interstate	Interstate 710 over Bandini Blvd
1	Colorado	Denver	1964	138,000	Urban Interstate	I 70 ML over US6, RR, City St
2	Colorado	Jefferson	1972	112,000	Urban freeway/expressway	US 6 ML over SH 121 MI
3	Colorado	Jefferson	1967	90,000	Urban Interstate	I 70 ML over Harlan Street
4	Colorado	Denver	1964	64,000	Urban Interstate	I 70 ML WBnd over SH 35 MI
5	Colorado	Denver	1964	64,000	Urban Interstate	I 70 ML WBnd over UP RR
6	Colorado	Denver	1964	64,000	Urban Interstate	I 70 ML EBnd over SH 35 MI
7	Colorado	Denver	1960	64,000	Urban Interstate	I 70 ML EBnd over UP RR
8	Colorado	Denver	1962	58,000	Urban freeway/expressway	SH 35 ML over Sand Creek
9	Colorado	Jefferson	1967	56,000	Urban Interstate	I 70 ML WBnd over SH 391 MI
10	Colorado	Jefferson	1967	56,000	Urban Interstate	I 70 ML EBnd over SH 391 MI

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Connecticut	Fairfield	1957	145,000	Urban Interstate	Yankee Doodle Bridge
2	Connecticut	New Haven	1956	136,400	Urban Interstate	Interstate-95 over Metro North
3	Connecticut	New Haven	1965	133,900	Urban Interstate	Interstate-91 over Amtrak Railroad
4	Connecticut	Fairfield	1957	129,900	Urban Interstate	Interstate-95 over Route 33
5	Connecticut	Fairfield	1958	127,300	Urban Interstate	I-95 & I-95 Ramps over MNRR & Local Roads
6	Connecticut	Hartford	1961	125,700	Urban Interstate	Interstate-84 over Market Street & I-91 NB
7	Connecticut	Fairfield	1958	84,300	Urban Interstate	Interstate-95 over US Route 1
8	Connecticut	Hartford	1966	71,450	Urban Interstate	015 over Broad St, I-84 Ramp 191
9	Connecticut	Fairfield	1938	69,900	Urban freeway/expressway	Route 15 over Saugatuck River
10	Connecticut	Hartford	1967	69,000	Urban Interstate	Interstate-84 East over New Park Av,Amtrak,Sr504
1	Delaware	New Castle	1978	69,277	Urban other principal arterial	SR 141 over Christina R.,Amtrak,SR 4
2	Delaware	Sussex	1916	30,973	Rural arterial	US 113/Dupont Blvd over Iron Branch
3	Delaware	New Castle	1971	23,084	Urban minor arterial	Red Mill Rd over stream Mill Pond
4	Delaware	New Castle	1973	18,596	Urban collector	Harmony Rd over White Clay Creek
5	Delaware	Sussex	1926	12,268	Rural major collector	Front St over Nanticoke River
6	Delaware	Kent	1965	11,822	Urban collector	Lebanon Rd/SR10 WB over St. Jones River
7	Delaware	New Castle	1920	11,047	Rural minor arterial	Dupont Pkw/US13 SB over Blackbird Creek
8	Delaware	New Castle	1963	10,830	Urban minor arterial	Chapman Rd over I 95, Delaware Turnpike
9	Delaware	New Castle	1975	10,738	Urban collector	Greenbank Rd over Red Clay Creek
10	Delaware	Kent	1941	10,208	Rural arterial	US Route 13 over C & D Canal
1	District of Columbia	District of Columbia	1964	103,600	Urban Interstate	T. Roosevelt Brid over Pot River & ; Potomac
2	District of Columbia	District of Columbia	1964	81,700	Urban Interstate	Anacostia Freeway over Suitland Pkwy S.E.
3	District of Columbia	District of Columbia	1932	60,300	Urban local road	Memorial Avenue over Gwmp (NB) & Potomac Rive
4	District of Columbia	District of Columbia	1963	58,000	Urban freeway/expressway	Anacostia Freeway over Nicholson Street
5	District of Columbia	District of Columbia	1907	14,300	Urban other principal arterial	H Street over Washington Terminal Yard
6	District of Columbia	District of Columbia	1955	5,000	Urban other principal arterial	Ramp from Benning Rd over SB Kenilworth Ave
7	District of Columbia	District of Columbia	1963	2,250	Urban Interstate	Ramp 6 over Nicholson Street
8	District of Columbia	District of Columbia	1950	2,000	Urban local road	Joyce Road over Luzon Branch
9	District of Columbia	District of Columbia	1900	1,000	Urban local road	31st Street N.W. over C & ;O Canal
10	District of Columbia	District of Columbia	1958	50	Urban local road	Edgewater Stable A over Rock Creek

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Florida	Broward	1973	99,500	Urban Interstate	NB I-95 (SR-9) over Hillsboro Canal
2	Florida	Broward	1973	99,500	Urban Interstate	SB I-95 (SR-9) over Hillsboro Canal
3	Florida	Escambia	1960	56,835	Urban other principal arterial	Pensacola Bay Bridge
4	Florida	Okaloosa	1964	50,500	Urban other principal arterial	US98 SR30 over ICWW & Brooks St.
5	Florida	St. Johns	1958	47,000	Urban other principal arterial	US-1 (SR-5) over Oyster Creek
6	Florida	Escambia	1961	45,494	Urban Interstate	I10 Sr8 over US90A SR10
7	Florida	Duval	1967	39,250	Rural Interstate	I-95 SB (SR-9) over Nassau River
8	Florida	Duval	1967	39,250	Rural Interstate	I-95 NB (SR-9) over Nassau River
9	Florida	Pinellas	1961	32,500	Urban collector	40th Avenue NE over Placido Bayou
10	Florida	Bradford	1948	32,000	Urban other principal arterial	US-301 (SR-2) over Alligator Creek
1	Georgia	Clayton	1959	41,630	Urban local road	I-285 Ramp over I-285 Rmp to I-75 NBI
2	Georgia	Bibb	1924	34,880	Urban other principal arterial	US 41 SBL, SR 49 over Rocky Creek
3	Georgia	DeKalb	1922	31,650	Urban other principal arterial	Ponce De Leon over Lullwater Creek
4	Georgia	Muscogee	1962	31,400	Urban other principal arterial	US 280, SR 520 Cor over M-87- Chatt. River- RR
5	Georgia	Cobb	1980	28,760	Urban collector	Windy Hill Road over Rottenwood Creek
6	Georgia	Muscogee	1924	27,180	Urban other principal arterial	Buena Vista Road over Bull Creek
7	Georgia	Muscogee	1988	26,920	Urban freeway/expressway	US 80 over Flatrock Creek
8	Georgia	Gwinnett	1973	24,710	Urban minor arterial	US 29- Sr8 over Jackson Creek
9	Georgia	Floyd	1947	23,080	Urban other principal arterial	SR 1 - US 27 over Big Dry Creek
10	Georgia	Glynn	1986	22,740	Urban other principal arterial	Torras Causeway over Back River
1	Hawaii	Honolulu	1934	58,500	Urban freeway/expressway	Kal Hwy over Niu Strm
2	Hawaii	Honolulu	1932	57,600	Urban other principal arterial	Nimitz Hwy over Nuuanu Strm (W.B)
3	Hawaii	Honolulu	1949	57,600	Urban other principal arterial	Nimitz Hwy over Kapalama Canal (E.B)
4	Hawaii	Honolulu	1952	57,600	Urban other principal arterial	Nimitz Hwy over Slip Cover #4 Hon Hbr
5	Hawaii	Maui	1980	42,400	Urban other principal arterial	Piilani Hwy over Waiakoa Gulch
6	Hawaii	Maui	1980	42,400	Urban other principal arterial	Piilani Hwy over Waipuilani Gulch Br
7	Hawaii	Maui	1980	42,400	Urban other principal arterial	Piilani Hwy over Kulanihakoai Gulch
8	Hawaii	Honolulu	1965	36,500	Urban other principal arterial	Farr Hwy over Dbl Sectl Pl Culvt-Strm
9	Hawaii	Honolulu	1967	33,735	Urban other principal arterial	Farr Hwy over Maipalaoa Strm
10	Hawaii	Honolulu	1929	31,925	Urban minor arterial	Kalakaua Ave over Ala Wai Canal

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Idaho	Bannock	1962	16,000	Urban Interstate	I 15 SBL over I 86 EB Ramp
2	Idaho	Bannock	1962	16,000	Urban Interstate	I 15 SBL over I 86 WB Ramp
3	Idaho	Madison	1971	16,000	Urban other principal arterial	SH 33 over S.Fk.Teton River
4	Idaho	Bingham	1965	14,000	Urban other principal arterial	US 26 EBL & WBL over Snake River;W.Blackfoot
5	Idaho	Canyon	1956	13,000	Urban other principal arterial	STP 7773;10th Ave over Indian Creek
6	Idaho	Bingham	1961	12,500	Rural Interstate	I 15 SBL over I15B;UPRR;S.Blackfoot Ic
7	Idaho	Bingham	1961	12,500	Rural Interstate	I 15 NBL over I15B;UPRR;S.Blackfoot Ic
8	Idaho	Ada	1963	12,250	Rural Interstate	I 84 WBL over Kuna Rd;Blacks Creek Ic
9	Idaho	Ada	1963	12,250	Rural Interstate	I 84 EBL over Kuna Rd;Blacks Creek Ic
10	Idaho	Bannock	1967	12,000	Urban other principal arterial	STP 7151;Benton St over First Ave;UPRR;Benton Op
1	Illinois	Cook	1962	230,000	Urban Interstate	I- 90,94 Elev Exp over Stewart Ave to 28 Pl
2	Illinois	Cook	1962	203,900	Urban Interstate	I- 90,94 Ryan Elev over 18th to 22nd Sts
3	Illinois	DuPage	1959	168,700	Urban Interstate	I- 55 over Madison St
4	Illinois	Cook	1949	158,300	Urban Interstate	I- 94, US 41 Edens over Skokie River
5	Illinois	Cook	1963	156,000	Urban freeway/expressway	IL 53 NB over Kirchoff Rd
6	Illinois	Cook	1963	156,000	Urban freeway/expressway	IL 53 SB over Kirchoff Rd
7	Illinois	DuPage	1970	152,600	Urban Interstate	I-290 over Salt Creek
8	Illinois	DuPage	1960	150,400	Urban Interstate	I- 55 over Lemont Rd
9	Illinois	Cook	1964	142,800	Urban freeway/expressway	IL 53 SB over US 14&UPRR Fau3512
10	Illinois	Cook	1964	142,800	Urban freeway/expressway	IL 53 NB Fap 342 over US 14 NW Hwy & UP RR
1	Indiana	Marion	1974	186,289	Urban Interstate	I-65, CD over New York Street
2	Indiana	Marion	1974	186,289	Urban Interstate	I-65, CD over CSX RR Ohio St
3	Indiana	Marion	1973	137,908	Urban Interstate	I-70 over Meridian Street
4	Indiana	Marion	1967	60,746	Urban Interstate	I-465 WB over West 96th Street
5	Indiana	Marion	1967	60,746	Urban Interstate	I-465 EB over West 96th Street
6	Indiana	Vanderburgh	1956	44,520	Urban freeway/expressway	SR 62 over Evansville Western RR
7	Indiana	Marion	1958	40,916	Urban other principal arterial	16th Street over Little Eagle Creek
8	Indiana	Clark	1960	36,780	Urban local road	McCullough Pike over Browns Station Way
9	Indiana	Marion	1965	35,374	Urban other principal arterial	Emerson Avenue NB over Pogue S Run
10	Indiana	Marion	1965	35,374	Urban other principal arterial	Emerson Avenue SB over Pogue S Run

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Iowa	Scott	1940	33,500	Urban other principal arterial	Centennial Bridge
2	Iowa	Scott	1970	26,100	Urban Interstate	I-280 over Mississippi River & Road
3	Iowa	Polk	1942	25,600	Urban other principal arterial	IA 415 over NW 66th Ave
4	Iowa	Woodbury	1959	23,900	Urban Interstate	I29 SB Old Divided over Floyd Blvd
5	Iowa	Scott	1963	20,000	Urban minor arterial	N Division St over Duck Creek
6	Iowa	Polk	1936	18,600	Urban minor arterial	2nd Ave over Birdland Dr
7	Iowa	Woodbury	1962	14,550	Urban Interstate	I-29 over Channel Floyd River
8	Iowa	Johnson	1972	14,500	Urban minor arterial	Gilbert St over Ralston Creek
9	Iowa	Poweshiek	1963	13,650	Rural Interstate	I 80 WB over Iowa 21
10	Iowa	Johnson	1915	13,550	Urban other principal arterial	Ia 1 NB over Iowa River
1	Kansas	Wyandotte	1959	30,400	Urban freeway/expressway	69 Hwy (18th St) over Ks Riv, RR, Levee Rds
2	Kansas	Sedgwick	1960	23,000	Urban Interstate	I235 Hwy, NB over Little Arkansas River
3	Kansas	Sedgwick	1960	23,000	Urban Interstate	I235 Hwy, SB over Little Arkansas River
4	Kansas	Wyandotte	1907	22,600	Urban Interstate	I-70 EB Highway over Kansas River,3 RR,5 St
5	Kansas	Johnson	1976	21,400	Urban minor arterial	College Blvd over Indian Ck
6	Kansas	Shawnee	1937	12,995	Urban minor arterial	On Rs 2183 Bsn 680 over Deer Creek overflow
7	Kansas	Thomas	1966	12,600	Rural Interstate	I70 Hwy, Wl-El over S Fork Solomon River
8	Kansas	Sedgwick	1955	11,800	Urban minor arterial	Harry Street over Arkansas River
9	Kansas	Johnson	1982	10,295	Urban minor arterial	Renner Rd over I435 Hwy
10	Kansas	Reno	1959	10,180	Urban minor arterial	Woodie Seat Fwy over Avenue B
1	Kentucky	Jefferson	1959	118,646	Urban Interstate	I-65 over S Brook, E Kentucky St
2	Kentucky	Jefferson	1957	118,646	Urban Interstate	I-65 over CSX RR, Burnett, Hill St
3	Kentucky	Jefferson	1965	90,900	Urban Interstate	I-64 over CSX,1St,Flyd,Prestn,Rvr
4	Kentucky	Jefferson	1972	90,176	Urban Interstate	I-64 over 3rd,5th,Rvr Rd,Belvedere
5	Kentucky	Jefferson	1963	84,001	Urban Interstate	I-65 over Brook St, Muhammad Ali
6	Kentucky	Jefferson	1970	77,284	Urban Interstate	I-64 EB On Ramp over Mid Fk Beargrass Creek
7	Kentucky	Jefferson	1976	72,943	Urban Interstate	I-64 over Old P and L RR (7-13 St)
8	Kentucky	Jefferson	1984	70,202	Urban Interstate	I-265 over Avoca-Quarry Rd
9	Kentucky	Jefferson	1970	67,529	Urban Interstate	I-264 over P and L Railway Wye
10	Kentucky	Jefferson	1963	47,313	Urban Interstate	I-64 EB over Tucker Station Rd

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Louisiana	Orleans	1966	116,500	Urban Interstate	I10 over Inner Harbor /City Sts
2	Louisiana	Caddo	1965	86,800	Urban Interstate	I20 over St. Louis & SW RR
3	Louisiana	Calcasieu	1952	81,100	Urban Interstate	Calcasieu River Bridge
4	Louisiana	Jefferson	1967	70,700	Urban Interstate	I10 over Vet Mem Hwy
5	Louisiana	Jefferson	1967	70,700	Urban Interstate	I10 over Vet Mem Hwy
6	Louisiana	Jefferson	1971	61,800	Urban Interstate	I10 over Loyola Ave.
7	Louisiana	Calcasieu	1954	54,500	Rural Interstate	I10 over Sabine Relief
8	Louisiana	Jefferson	1957	52,500	Urban other principal arterial	La3046 over R/R, City Sts, La 611
9	Louisiana	Bossier	1966	43,950	Urban Interstate	I20 over US 71/KCSRR/Ramp Sw
10	Louisiana	Bossier	1966	43,950	Urban Interstate	I20 over STL&SW-KCS RR/Westerfiel
1	Maine	Cumberland	1959	27,320	Urban Interstate	I-295 Northbound over Route 88
2	Maine	Cumberland	1959	27,080	Urban Interstate	I 295 Southbound over Route 88
3	Maine	Cumberland	1961	27,010	Urban Interstate	I 295 over Veranda St & US 1
4	Maine	Cumberland	1959	24,130	Urban Interstate	I 295 Northbound over Route US 1
5	Maine	Cumberland	1989	24,013	Urban other principal arterial	Routes 9 & 22 over Stroudwater River
6	Maine	Cumberland	1959	23,700	Urban Interstate	I 295 Southbound over Route US 1
7	Maine	Sagadahoc	1933	18,940	Rural arterial	US Route 1 over M C RR & A Marsh
8	Maine	Cumberland	1931	16,790	Urban minor arterial	US 201 over Androscoggin River
9	Maine	Penobscot	1952	16,728	Urban minor arterial	Stilwater Ave. over S Chan Stillwater River
10	Maine	Penobscot	1952	16,728	Urban minor arterial	Stilwater Ave. over N Chan Stillwater River
1	Maryland	Prince George's	1963	203,660	Urban Interstate	IS 95/495 over MD 214
2	Maryland	Prince George's	1963	203,660	Urban Interstate	IS 95/495 over MD 214
3	Maryland	Prince George's	1963	185,190	Urban Interstate	IS 95 OL over Suitland Parkway
4	Maryland	Prince George's	1963	185,190	Urban Interstate	IS 95 IL over Suitland Parkway
5	Maryland	Prince George's	1963	177,270	Urban Interstate	IS 95 OL over Suitland Road
6	Maryland	Prince George's	1963	177,270	Urban Interstate	IS 95 IL over Suitland Road
7	Maryland	Baltimore	1950	113,761	Urban Interstate	IS 83 NBR over Padonia Road
8	Maryland	Frederick	1950	109,670	Urban Interstate	IS 270 NB over MD 85
9	Maryland	Frederick	1950	109,670	Urban Interstate	IS 270 SB over MD 85
10	Maryland	Baltimore	1965	72,000	Urban Interstate	Perring Pkwy Ramp over Herring Run

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Massachusetts	Norfolk	1958	193,356	Urban Interstate	I 93 NB/US1SB over St 24 NB
2	Massachusetts	Middlesex	1950	169,500	Urban Interstate	I 95 /St128 over RR MBTA/BMRR
3	Massachusetts	Essex	1963	122,264	Urban other principal arterial	US 1 Newbrprt Tpk over I 95 /St128
4	Massachusetts	Middlesex	1961	122,000	Urban Interstate	I 495 NB over St133 Andover St
5	Massachusetts	Middlesex	1961	122,000	Urban Interstate	I 495 SB over St133 Andover St
6	Massachusetts	Essex	1962	106,800	Urban Interstate	I 495 NB & On-Ramp over RR MBTA/BMRR
7	Massachusetts	Essex	1940	100,805	Urban freeway/expressway	St128 over Water Waters River
8	Massachusetts	Essex	1961	98,000	Urban Interstate	I 495 SB over Comb BMRR & Little Riv
9	Massachusetts	Plymouth	1954	96,400	Urban freeway/expressway	St 24 over Hwy W Chestnut St
10	Massachusetts	Middlesex	1905	96,206	Urban other principal arterial	St 9 Boylston St over Tr Green Line D
1	Michigan	Wayne	1967	103,925	Urban Interstate	I-75 over Fort St
2	Michigan	Wayne	1971	98,506	Urban Interstate	I-94 over Ent to Ford Plant
3	Michigan	Macomb	1955	82,735	Urban other principal arterial	Mound Rd over Sharkey Drain
4	Michigan	Wayne	1970	78,863	Urban Interstate	I-96 WB Main Rdwy over M-39 (Southfield Expr)
5	Michigan	Genesee	1957	70,414	Urban Interstate	I-75 over Court St
6	Michigan	Kalamazoo	1956	69,260	Urban Interstate	I-94 over Portage Road
7	Michigan	Oakland	1964	67,700	Urban freeway/expressway	M-39 (Ramp H) over M-10 WB (Ramp G)
8	Michigan	Oakland	1964	65,985	Urban Interstate	I-75 SB over M-150 (Rochester Rd.)
9	Michigan	Wayne	1993	65,737	Urban Interstate	I-94 WB over Middlebelt Rd
10	Michigan	Wayne	1993	65,737	Urban Interstate	I-94 EB over Middlebelt Rd
1	Minnesota	Dakota	1980	117,000	Urban Interstate	I 494 over Th 156 (Concord Street)
2	Minnesota	Dakota	1959	96,000	Urban Interstate	I 35W over UP RR, Cliff Rd (Csah32)
3	Minnesota	Anoka	1962	68,000	Urban freeway/expressway	US 10 over Rum River
4	Minnesota	Hennepin	1964	67,000	Urban Interstate	I 694 EB over Shingle Creek
5	Minnesota	Hennepin	1980	64,000	Urban Interstate	I 94 EB over Shingle Creek
6	Minnesota	Hennepin	1964	64,000	Urban Interstate	I 94 WB over Shingle Creek
7	Minnesota	Hennepin	1957	52,500	Urban Interstate	I 35W NB over 106th St W
8	Minnesota	Hennepin	1957	52,500	Urban Interstate	I 35W SB over 106th St W
9	Minnesota	Washington	1966	44,000	Urban Interstate	I 694 SB over I 94; Collector Roads
10	Minnesota	Washington	1966	44,000	Urban Interstate	I 694 NB over I 94; Collector Roads

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Mississippi	Hinds	1968	45,500	Urban Interstate	I 20 over Lynch Creek
2	Mississippi	Pearl River	1948	17,000	Urban other principal arterial	US 11 over Hobolochitto Creek
3	Mississippi	Tate	1959	15,500	Rural Interstate	I 55 over SR 306
4	Mississippi	Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
5	Mississippi	Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
6	Mississippi	Lee	1965	15,000	Urban minor arterial	Eason Blvd over Town and Kings Creek
7	Mississippi	Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek
8	Mississippi	Hinds	1938	14,000	Urban other principal arterial	US 80 over Pearl River
9	Mississippi	Pontotoc	1955	13,000	Rural minor arterial	SR 15 over Lappatubby Creek
10	Mississippi	Harrison	1938	12,000	Urban other principal arterial	US 49 over Flat Branch
1	Missouri	St. Louis	1964	202,179	Urban Interstate	IS 270 E over CST Conway Rd
2	Missouri	Jackson	1964	149,496	Urban Interstate	IS 435 S over Grave Cr
3	Missouri	St. Louis	1931	133,504	Urban Interstate	IS 270 E over Maline Cr
4	Missouri	St. Louis	1960	127,382	Urban Interstate	IS 270 E over Coldwater Cr
5	Missouri	St. Louis	1963	122,667	Urban Interstate	IS 55 S over Mississippi Rvr, CST S L
6	Missouri	St. Louis	1968	121,263	Urban Interstate	IS 170 E over Rvr Des Peres
7	Missouri	Platte	1967	104,776	Urban Interstate	IS 29 N over CST 56th St
8	Missouri	Clay	1967	98,427	Urban Interstate	IS 435 S over Drain Dtch
9	Missouri	Clay	1972	98,427	Urban Interstate	IS 435 S over Missouri Rvr, CST NE Bir
10	Missouri	Platte	1957	90,688	Urban Interstate	IS 29 S over Rt Aa
1	Montana	Lewis and Clark	1978	21,485	Rural arterial	US 12 over RR
2	Montana	Missoula	1957	21,077	Urban other principal arterial	N Russell St over Clark Fork River
3	Montana	Missoula	1962	15,205	Urban minor arterial	S Higgins Ave over Clark Fork R-Ped Paths
4	Montana	Yellowstone	1960	10,362	Urban other principal arterial	Montana Ave over U1025-RR
5	Montana	Yellowstone	1960	10,362	Urban other principal arterial	Montana Ave over U1024-25-RR
6	Montana	Lake	1933	9,668	Rural arterial	IRR - US 93 over Nine Pipe Reservoir
7	Montana	Missoula	1966	9,537	Urban Interstate	I 90 over Int Reserve Street
8	Montana	Hill	1976	9,495	Rural major collector	S 234 over Scotts Coulee
9	Montana	Granite	1970	9,370	Rural Interstate	I 90 over Sep Bearmouth Road
10	Montana	Granite	1970	9,370	Rural Interstate	I 90 over Clark Fork River

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Nebraska	Douglas	1970	85,640	Urban freeway/expressway	US75 over J St
2	Nebraska	Sarpy	1989	38,095	Urban freeway/expressway	US75 over Betz Creek
3	Nebraska	Douglas	1991	30,935	Urban freeway/expressway	WB-N64 over N Br W Papillion Creek
4	Nebraska	Douglas	1983	30,935	Urban freeway/expressway	EB-N64 over N Br W Papillion Creek
5	Nebraska	Douglas	1950	19,800	Urban minor arterial	Q St/FAU 5026 over EBg Ave /UPRR 817-369R
6	Nebraska	Lancaster	1968	16,560	Urban minor arterial	N 14th St/FAU 5227 over Oak Creek
7	Nebraska	Lancaster	1961	15,450	Urban minor arterial	14th St/FAU 5227 over US6
8	Nebraska	Dakota	1977	14,995	Urban Interstate	I129/US275 over Crystal Lake
9	Nebraska	Lancaster	1978	14,560	Urban minor arterial	Old Cheney/Fau5202 over Salt Creek (O 37)
10	Nebraska	Platte	1931	14,395	Rural arterial	WB-US30/US81 over Loup River
1	Nevada	Clark	1981	127,000	Urban Interstate	I 515, US95, US93 over Sr590 Desert Inn Rd
2	Nevada	Clark	1984	122,400	Urban Interstate	I 515, US95, US93 over Eastern Ave
3	Nevada	Washoe	1966	52,500	Urban Interstate	I 80 over City Streets(Nugget)
4	Nevada	Clark	1971	36,000	Urban other principal arterial	Paradise Rd over Tropicana Wash
5	Nevada	Washoe	1921	13,000	Urban minor arterial	Arlington Av over Truckee Rvr
6	Nevada	Washoe	1966	12,800	Urban minor arterial	Keystone Av over Truckee River
7	Nevada	Washoe	1938	10,000	Urban minor arterial	Arlington Av over Truckee Rvr
8	Nevada	Clark	1994	9,700	Urban other principal arterial	Sr582 Boulder SB over Rmp I 515N to Boulder
9	Nevada	Washoe	1937	7,600	Urban minor arterial	SR 660 Sierra St over Truckee Rvr
10	Nevada	Elko	1974	6,700	Urban other principal arterial	Idaho St over Dry Wash
1	New Hampshire	Merrimack	1959	47,817	Urban Interstate	I-89 over South Street
2	New Hampshire	Merrimack	1958	45,231	Urban minor arterial	US202 over NHRR,Constitution Av.
3	New Hampshire	Merrimack	1958	45,231	Urban Interstate	I-393,US 4,US202 over I-93
4	New Hampshire	Merrimack	1980	43,592	Urban Interstate	I-393,US 4,US202 over Fort Eddy Rd
5	New Hampshire	Hillsborough	1960	41,616	Urban Interstate	I-293 SB,Nh101 EB over Merrimack River,Par
6	New Hampshire	Hillsborough	1923	26,010	Urban other principal arterial	US 3,NH 3A over I-293,NH 3A,PAR,Merr R
7	New Hampshire	Hillsborough	1956	23,929	Urban Interstate	I-293,NH 3A,Tpk N over Black Brook
8	New Hampshire	Grafton	1966	22,328	Urban Interstate	I-89 NB over US 4,NH 10
9	New Hampshire	Hillsborough	1956	21,848	Urban Interstate	I-293,NH 3A,Tpk S over Black Brook
10	New Hampshire	Grafton	1966	20,734	Urban Interstate	I-89 NB over Connecticut River,Necrr

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	New Jersey	Bergen	1931	159,180	Urban freeway/expressway	NJ 4 over Hackensack Rivr & Road
2	New Jersey	Passaic	1969	158,151	Urban Interstate	I-80 over Pas Riv, Mcbride & Rvrw
3	New Jersey	Hudson	1939	154,150	Urban freeway/expressway	NJ 495 over US1&9, Paterson Plank Rd
4	New Jersey	Passaic	1939	135,620	Urban other principal arterial	US 46 over Lower Notch Road
5	New Jersey	Essex	1970	130,764	Urban Interstate	Njtpk Snw&Nsw Rwy over Passaic Riv, Pcurr, Crr, Con
6	New Jersey	Bergen	1931	126,781	Urban freeway/expressway	NJ 17 over Central Avenue
7	New Jersey	Bergen	1932	124,190	Urban freeway/expressway	NJ 17 over NYS & W RR Spur
8	New Jersey	Bergen	1931	124,190	Urban freeway/expressway	NJ 17 over NYS & W RR
9	New Jersey	Morris	1959	116,241	Urban Interstate	I-80 Eastbound over Rockaway River
10	New Jersey	Hudson	1929	113,235	Urban freeway/expressway	NJ Rt 3 over Northern Sec. & Ramp A
1	New Mexico	Bernalillo	1961	114,310	Urban Interstate	I-25 NBL over Gibson Blvd
2	New Mexico	Bernalillo	1963	83,944	Urban Interstate	I-25 SBL over NM-5 / Rio Bravo
3	New Mexico	Bernalillo	1976	33,056	Rural Interstate	I-40 EBL over Sedillo Hill Road
4	New Mexico	Santa Fe	1974	30,609	Urban Interstate	I-25 NBL over Sf Southern R/R
5	New Mexico	Santa Fe	1974	27,485	Urban Interstate	I-25 SBL over Sf Southern R/R
6	New Mexico	Santa Fe	1975	25,137	Rural Interstate	I-25 NBL over Arroyo Hondo Rd
7	New Mexico	Valencia	1974	24,219	Urban other principal arterial	Main Street Bridge (NM-6 over the Rio Grande)
8	New Mexico	Dona Ana	2004	23,406	Urban Interstate	I-10 WB over NM-101, NM-478, BNSF R/R
9	New Mexico	Bernalillo	1968	23,134	Urban other principal arterial	FL-45 NBL over I-40 EBL and WBL
10	New Mexico	San Juan	1936	20,345	Urban minor arterial	Irr/US64/491 WBL over San Juan River
1	New York	Kings	1962	189,679	Urban Interstate	Rte I278 over 6th Avenue, Gowanus Cana
2	New York	Kings	1942	161,044	Urban freeway/expressway	Rte 907C over Ocean Avenue
3	New York	Kings	1942	161,044	Urban freeway/expressway	Rte 907C over Sheepshead Bay Rd
4	New York	Kings	1954	145,422	Urban Interstate	Rte I278 over Flushing Avenue
5	New York	New York	1939	141,895	Urban freeway/expressway	Rte 9A over 158th Street, Amtrak-W S
6	New York	New York	1939	141,895	Urban freeway/expressway	Rte 907V over Amtrak-W Side Con
7	New York	Bronx	1951	138,387	Urban Interstate	Rte I95 over Bronx River Ave., Rte I8
8	New York	Bronx	1960	138,202	Urban Interstate	Rte I278 over Bruckner Blvd, 138th Str
9	New York	New York	1883	136,229	Urban freeway/expressway	Brooklyn Bridge
10	New York	Queens	1963	135,578	Urban Interstate	Rte I678 over Flushing Creek, Meadow L

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	North Carolina	Wake	1968	149,000	Urban Interstate	I40 over Brier Creek
2	North Carolina	Alamance	1953	124,000	Urban Interstate	I40 I85 SR1167 over Gum Creek
3	North Carolina	Wake	1982	118,000	Urban Interstate	I40 over Walnut Creek
4	North Carolina	Wake	1986	115,000	Urban Interstate	I40 over Big Branch Creek
5	North Carolina	Mecklenburg	1971	110,000	Urban Interstate	I277 NC16 over US29/Nc49 (Graham St.)
6	North Carolina	Mecklenburg	1967	86,000	Urban Interstate	I277 NC16 over Brevard Street
7	North Carolina	Wake	1960	86,000	Urban Interstate	I-440 over Sr37 Southern RR
8	North Carolina	Mecklenburg	1967	86,000	Urban Interstate	I277 NC16 over North College Street
9	North Carolina	Wake	1958	78,000	Urban Interstate	I-440 SR1319 over Walnut Creek
10	North Carolina	Forsyth	1964	74,000	Urban freeway/expressway	US52 over 28th Street
1	North Dakota	Grand Forks	1963	21,500	Urban other principal arterial	US Highway 2 over Red River of The North
2	North Dakota	Grand Forks	1928	5,400	Rural arterial	US Highway 2 over Saltwater Coulee
3	North Dakota	Cass	1960	4,750	Urban other principal arterial	US Highway 10 over I-94/W.Fargo Int.
4	North Dakota	Grand Forks	1950	4,650	Rural Interstate	Interstate 29 over County Drain No 11
5	North Dakota	Cass	1960	2,650	Rural minor arterial	ND Highway 18 over I-94/Casselton Int
6	North Dakota	Traill	1977	2,010	Rural arterial	ND Highway 2 over Goose River
7	North Dakota	Pembina	1958	1,475	Rural Interstate	Interstate 29 over Drain Ditch
8	North Dakota	Stark	1979	1,460	Rural minor arterial	ND Highway 22 over Antelope Creek
9	North Dakota	Traill	1971	830	Rural arterial	ND Highway 2A over BNRN Separation overhead
10	North Dakota	Cass	1985	700	Rural minor arterial	ND Highway 18 over Maple River
1	Ohio	Cuyahoga	1971	106,617	Urban Interstate	Ir 90 over Rocky River Valley
2	Ohio	Stark	1969	82,023	Urban Interstate	I.R. 77 over W Br Nimish Cr & Abd RR
3	Ohio	Cuyahoga	1980	77,220	Urban Interstate	Ramp Es from I-480 over IR 480 Mainline
4	Ohio	Lucas	1964	63,710	Urban Interstate	IR 75 over Segur Ave
5	Ohio	Stark	1969	52,522	Urban Interstate	I.R. 77 over Market Cleveland & 15th
6	Ohio	Hamilton	1931	43,788	Urban other principal arterial	Western Hills Viad over Mill Creek, State Ave
7	Ohio	Franklin	1960	41,064	Urban Interstate	I-71 over Frank Rd
8	Ohio	Richland	1958	35,205	Urban freeway/expressway	Usr 30 over Erie RR Spur
9	Ohio	Lucas	1934	31,787	Urban other principal arterial	SR 25 over Norfolk Southern
10	Ohio	Franklin	1962	28,627	Urban other principal arterial	Broad St (US40) over I-71

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Oklahoma	Oklahoma	1973	77,000	Urban Interstate	I-44 E-S Ramp over S.H. 66 & S.H. 3 Under
2	Oklahoma	Oklahoma	1975	62,800	Urban Interstate	I-44 over Oklahoma River/ Co. Rd.
3	Oklahoma	Oklahoma	1975	61,950	Urban Interstate	I-44 over Oklahoma River/ Co. Rd.
4	Oklahoma	Oklahoma	1974	55,650	Urban Interstate	I-44 NB over Independence Ave Under
5	Oklahoma	Tulsa	1971	47,200	Urban Interstate	I-444 over Houston Ave. Under
6	Oklahoma	Oklahoma	1951	46,450	Urban Interstate	I-44 WB over Deep Fork Creek
7	Oklahoma	Oklahoma	1951	46,150	Urban Interstate	I-44 EB over Deep Fork Creek
8	Oklahoma	Tulsa	1972	46,000	Urban Interstate	I-444 over 6th St. Under
9	Oklahoma	Tulsa	1972	45,300	Urban Interstate	I-444 Ramp over N. 30th St Under
10	Oklahoma	Oklahoma	1962	43,900	Urban Interstate	I-235 NB over I-44 Under
1	Oregon	Clackamas	1926	152,800	Rural major collector	Bull Run Rd over Bull Run River
2	Oregon	Lane	1967	59,900	Urban Interstate	1-105 (Hwy 227) over Willamette River
3	Oregon	Lane	1967	59,900	Urban Interstate	I-105 (Hwy 227) over Future Hwy 62
4	Oregon	Washington	1983	42,200	Urban other principal arterial	Hwy 29 over Johnson Creek
5	Oregon	Multnomah	1908	35,600	Urban other principal arterial	OR 99E (Hwy1E)Co over Hwy 2 & Upr
6	Oregon	Multnomah	1913	29,371	Urban other principal arterial	NW Broadway Ramp over Broadway St Conn
7	Oregon	Lincoln	1949	24,900	Urban other principal arterial	US101 (Hwy 9) over Devils Lake Outlet
8	Oregon	Yamhill	1963	22,900	Urban other principal arterial	Or 18 (Hwy 39) over Yamhill River overflow
9	Oregon	Washington	1981	21,400	Urban minor arterial	Allen Blvd over Hwy 144
10	Oregon	Clackamas	1940	21,200	Urban other principal arterial	OR 99E(Hwy 1E) over Partial Viaduct
1	Pennsylvania	Philadelphia	1967	198,738	Urban Interstate	Interstate 95 over Comly Street
2	Pennsylvania	Philadelphia	1967	198,738	Urban Interstate	Interstate 95 over Fraley Street
3	Pennsylvania	Philadelphia	1965	197,283	Urban Interstate	Delaware Expway. over Wheatsheaf Lane
4	Pennsylvania	Philadelphia	1965	197,283	Urban Interstate	Delaware Expway. over Venango Street
5	Pennsylvania	Philadelphia	1968	194,019	Urban Interstate	Interstate 95 over earth fill & sewer access
6	Pennsylvania	Philadelphia	1965	177,807	Urban Interstate	Delaware Expway. over Sergeant & Huntingdon St
7	Pennsylvania	Philadelphia	1970	177,807	Urban Interstate	Delaware Expway. over Shackamaxon Street
8	Pennsylvania	Philadelphia	1971	177,807	Urban Interstate	Delaware Expway. over Palmer-Cumberland Strs.
9	Pennsylvania	Montgomery	1952	97,602	Urban Interstate	Schuylkill Expway. over Righters Ferry Road
10	Pennsylvania	Philadelphia	1960	87,230	Urban freeway/expressway	Roosevelt Blvd Ext over Roberts Ave;Septa;CSX

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Puerto Rico	San Juan	1972	246,900	Urban Interstate	Pr 18 over Chardon Street
2	Puerto Rico	San Juan	1967	246,900	Urban Interstate	Pr 18 over Pr 23 (Roosevelt Av.)
3	Puerto Rico	Guaynabo	1971	195,994	Urban Interstate	Pr 22 over Pr 28
4	Puerto Rico	San Juan	1980	91,950	Urban Interstate	Pr 22 Southbound over Martin Pe¥A Channel
5	Puerto Rico	San Juan	1979	83,247	Urban Interstate	Pr 52 Southbound over Pr 177
6	Puerto Rico	San Juan	1976	79,000	Urban other principal arterial	Pr 1 over Pr 52
7	Puerto Rico	San Juan	1967	79,000	Urban other principal arterial	Pr 1 Northbound over San Roberto Street
8	Puerto Rico	San Juan	1977	79,000	Urban other principal arterial	Pr 1 over Pr 18 (Las Americas Exp)
9	Puerto Rico	San Juan	1967	79,000	Urban other principal arterial	Pr 1 Southbound over San Roberto Street
10	Puerto Rico	Las Piedras	1965	66,300	Rural arterial	Pr 30 Westbound over Humacao River
1	Rhode Island	Providence	1964	171,707	Urban Interstate	I-95 NB & SB over US 6, Woon Rvr, Amtrak
2	Rhode Island	Providence	1964	157,769	Urban Interstate	I-95 NB & SB over Wellington Av
3	Rhode Island	Providence	1965	157,769	Urban Interstate	I-95 NB & SB over US 1 Elmwood Av
4	Rhode Island	Providence	1964	157,769	Urban Interstate	I-95 NB & SB over Amtrak
5	Rhode Island	Providence	1964	156,790	Urban Interstate	I-95 NB & SB over Narr Elec Co Siding
6	Rhode Island	Providence	1969	76,700	Urban Interstate	I-195 WB over Seekonk River
7	Rhode Island	Providence	1953	70,690	Urban freeway/expressway	US 6 Olneyville Exp over Plainfield St
8	Rhode Island	Providence	1957	69,109	Urban freeway/expressway	RI 146 Ed Dowl Hwy over RI 15 Mineral Spring Av
9	Rhode Island	Providence	1957	67,584	Urban freeway/expressway	RI 146 Ed Dowl Hwy over Branch Av
10	Rhode Island	Providence	1984	67,300	Urban Interstate	RI 114 Lane F over I-195 EB & WB
1	South Carolina	Richland	1958	124,800	Urban Interstate	I-26 over C.N. and L. Railroad
2	South Carolina	Greenville	1960	109,700	Urban Interstate	I-85 over Trib Laurel Crk
3	South Carolina	Charleston	1963	100,100	Urban Interstate	I-26 EB over S.C.L. RR & Southern Rwy
4	South Carolina	Lexington	1958	97,500	Urban Interstate	I-26 over Southern Rwy (No. 1)
5	South Carolina	Lexington	1959	97,500	Urban Interstate	I-26 over SC 302
6	South Carolina	Lexington	1959	92,700	Urban Interstate	I-26 over US 1
7	South Carolina	Richland	1977	51,300	Urban freeway/expressway	SC 277 NB over I-77
8	South Carolina	Richland	1961	50,200	Urban Interstate	I-126 over S.C.L. Railroad
9	South Carolina	Spartanburg	1953	41,100	Urban freeway/expressway	SC 85 over S-2
10	South Carolina	Spartanburg	1953	38,300	Urban freeway/expressway	SC 85 over Southern RR & S-42-995

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	South Dakota	Brown	1954	19,377	Urban other principal arterial	US012 over Moccasin Ck
2	South Dakota	Minnehaha	1979	18,174	Urban collector	49th Street over Big Sioux River
3	South Dakota	Hughes	1962	15,450	Urban other principal arterial	US014 over Missouri Rv
4	South Dakota	Pennington	1959	10,516	Urban Interstate	I090 E over Boxelder Ck
5	South Dakota	Minnehaha	1912	10,163	Urban collector	8th Street over Big Sioux River
6	South Dakota	Minnehaha	1975	7,850	Urban collector	6th Street over Big Sioux River
7	South Dakota	Minnehaha	1964	6,485	Rural Interstate	I090 W over Sd019
8	South Dakota	Lawrence	1953	6,425	Rural arterial	US014A over Deadwood Ck
9	South Dakota	Brown	1969	5,087	Urban minor arterial	3rd Avenue SE over Moccasin Creek
10	South Dakota	Codington	1941	4,837	Urban minor arterial	3rd Avenue NW over Big Sioux River
1	Tennessee	Davidson	1958	175,270	Urban Interstate	I24 over Mill Creek
2	Tennessee	Knox	1965	171,220	Urban Interstate	I40 RI over I40-RI / 17th. Street
3	Tennessee	Hamilton	1960	134,740	Urban Interstate	I24 EBL & WBL over Branch
4	Tennessee	Davidson	1970	132,950	Urban Interstate	I40 over I40 Str 79 / I65 Ramp
5	Tennessee	Hamilton	1990	119,490	Urban Interstate	I24 WB over I24 WB / A660 & CSX RR
6	Tennessee	Davidson	1962	106,860	Urban Interstate	I40 over I40 / Westboro Road
7	Tennessee	Davidson	1967	102,580	Urban Interstate	I65 343316H over Cumberland Rv & Cowan St
8	Tennessee	Williamson	1963	97,660	Rural Interstate	I65 over Branch
9	Tennessee	Hamilton	1958	73,550	Urban Interstate	I124 SBL over W. 9th St. (FAU 3551)
10	Tennessee	Hamilton	1964	72,780	Urban Interstate	I24 over Brown S Ferry (FAU 3622)
1	Texas	Dallas	2018	175,985	Urban freeway/expressway	SH 183 WBml & from over Lp 12
2	Texas	Harris	1961	106,670	Urban Interstate	IH 45 NB over White Oak Bayou
3	Texas	Bexar	1962	91,840	Urban Interstate	IH 35 NB ML over Eisenhower Rd
4	Texas	Harris	1964	80,210	Urban Interstate	IH 610S EB over Holmes Rd UPRR Theresa
5	Texas	Harris	1964	80,210	Urban Interstate	IH 610S WB over Holmes Rd UPRR & Theresa
6	Texas	Harris	1958	74,130	Urban Interstate	IH 10 WB over McCarty St/US 90A
7	Texas	Harris	1979	66,000	Urban freeway/expressway	SH 288 SB over US 59 NB & Alabama St
8	Texas	Dallas	1970	66,000	Urban other principal arterial	Lp12 NB to Ih35 NB over IH 35E SB
9	Texas	Dallas	1971	55,230	Urban Interstate	IH 30 WBml over IH 635
10	Texas	Jefferson	1962	54,950	Urban Interstate	IH 10 WB over Conn - Ih10WB to US69SB

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Utah	Utah	1964	123,670	Urban Interstate	I-15 (SR-15) SBL over Union Pacific Railroad
2	Utah	Salt Lake	1979	37,101	Urban minor arterial	106 So over East Jordan Canal
3	Utah	Tooele	1971	27,870	Urban other principal arterial	SR-36 over I-80 (SR-80) EBL & W
4	Utah	Iron	1965	24,335	Urban Interstate	I-15 (SR-15) SBL over Nichols Canyon Road
5	Utah	Iron	1965	24,335	Urban Interstate	I-15 (SR-15) NBL over Nichols Canyon Road
6	Utah	Salt Lake	1950	22,982	Urban local road	64 South Street over Jordan and Salt Lake C
7	Utah	Salt Lake	1980	15,015	Urban collector	3 East Street over Mill Creek
8	Utah	Summit	1968	14,685	Rural Interstate	Int.X-Rd.To I-80EB over I-80(SR-80) EBL & WB
9	Utah	Davis	1966	13,280	Urban minor arterial	SR-109,Gentile St. over I-15 (SR-15) NBL & S
10	Utah	Washington	1998	12,600	Urban collector	Foremaster Drive over Rim Rock Wash
1	Vermont	Windsor	1966	20,734	Urban Interstate	I-89 NB over Connecticut River,Necrr
2	Vermont	Windsor	1966	19,960	Urban Interstate	I-89 SB over Connecticut River,Necrr
3	Vermont	Washington	1928	15,500	Urban other principal arterial	US 302 ML over Stevens Branch
4	Vermont	Chittenden	1964	13,800	Urban other principal arterial	US 2 ML over I 89 under US 2
5	Vermont	Chittenden	1964	13,350	Urban Interstate	I 089 ML over Mallett S Creek
6	Vermont	Addison	1920	12,200	Urban minor arterial	VT 030 ML over VT 30 over VT RR
7	Vermont	Windsor	1968	8,700	Rural Interstate	I 091 ML over I 91 over VT 10A
8	Vermont	Windsor	1968	8,700	Rural Interstate	I 091 ML over I 91 over VT 10A
9	Vermont	Windham	1920	8,492	Urban collector	Nh119 over Connecticut River
10	Vermont	Addison	1920	7,300	Urban collector	City Merrw over Mer Row over VT RR
1	Virginia	Henrico	1968	121,000	Urban minor arterial	Nine Mile Road over I-64
2	Virginia	Chesterfield	1958	96,904	Urban Interstate	I-95 over Rte 608 (Reymet Rd)
3	Virginia	Arlington	1965	96,888	Urban Interstate	Custis Mem. Hwy. over Rmpps B & F
4	Virginia	Hampton	1957	96,040	Urban Interstate	IS 64 EBL & WBL over N Armistead Ave
5	Virginia	Henrico	1974	83,000	Urban Interstate	Route 0195 over Rte 197 & CSX Transp. RR
6	Virginia	Stafford	1963	72,560	Urban Interstate	NBL Rte. I-95 over Rte. 17
7	Virginia	Stafford	1963	70,840	Urban Interstate	SBI Rte. I-95 over Rte. 17
8	Virginia	Alexandria	1969	61,556	Urban other principal arterial	Duke Street over Route I-395
9	Virginia	Accomack	1932	60,300	Urban local road	Memorial Avenue over Gwmp (NB) & Potomac Rive
10	Virginia	Charlottesville	1970	59,708	Urban other principal arterial	Route 0250 over Rte 29 Business

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Washington	King	1965	73,221	Urban Interstate	I-5 over King-Jackson St
2	Washington	King	1989	65,462	Urban Interstate	Homer M. Hadley Memorial Bridge
3	Washington	King	1966	56,452	Urban freeway/expressway	SR 520 over 116th Ave Ne
4	Washington	Spokane	1963	40,568	Urban Interstate	I-90 over Hangman Creek
5	Washington	King	1952	40,000	Urban other principal arterial	S Boeing Access Rd over Airport Way Bar Ramp
6	Washington	Clark	1936	38,419	Rural Interstate	I-5 over E Fork Lewis River
7	Washington	Clark	1940	38,419	Rural Interstate	I-5 over Lewis River
8	Washington	King	1930	36,000	Urban other principal arterial	Eastlake Ave NE over NE 40th St, Burke Gilman
9	Washington	King	1930	36,000	Urban other principal arterial	Eastlake Ave NE over Portage Bay Pl E
10	Washington	King	1966	35,500	Urban other principal arterial	S 212th St over Green River
1	West Virginia	Kanawha	1974	86,494	Urban Interstate	I-64 WBL & EBL over Cr 61/12
2	West Virginia	Kanawha	1974	58,619	Urban Interstate	I-77 NB & SB over Garrison Avenue
3	West Virginia	Kanawha	1974	58,619	Urban Interstate	I-77 NB & SB over Westmoreland Road
4	West Virginia	Kanawha	1974	58,441	Urban Interstate	I-77 NB & SB over Cora Street
5	West Virginia	Ohio	1968	49,381	Urban Interstate	Interstate 70 over Middle Creek & Cr 39
6	West Virginia	Harrison	1974	45,550	Urban other principal arterial	US Route 50 over Interstate 79
7	West Virginia	Ohio	1958	38,855	Urban Interstate	Interstate 70 EB over Mt. Dechantal Road
8	West Virginia	Ohio	1955	38,180	Urban Interstate	Interstate 70 over Ohio River & N Front St
9	West Virginia	Kanawha	1981	36,375	Rural Interstate	I-77 over Route 94 and Lens Creek
10	West Virginia	Ohio	1970	34,243	Urban Interstate	Interstate 70 West over US 40
1	Wisconsin	Milwaukee	1960	124,000	Urban Interstate	IH 43-N-S Freeway over Lrd Glendale Ave
2	Wisconsin	Milwaukee	1959	124,000	Urban Interstate	IH 43-N-S Freeway over Lrd W Hampton Ave
3	Wisconsin	St. Croix	1972	73,000	Urban Interstate	IH 94-USH 12-Sth 3 over Lrd Front St
4	Wisconsin	St. Croix	1972	73,000	Urban Interstate	IH 94-USH 12-Sth 3 over Sth 35 SB
5	Wisconsin	Milwaukee	1967	50,000	Urban Interstate	IH 41/Ush 45/Sth 1 over Cth W Mill Rd (Cth S)
6	Wisconsin	Milwaukee	1967	50,000	Urban Interstate	IH 41/Ush 45/Sth 1 over Cth W Mill Rd (Cth S)
7	Wisconsin	Kenosha	1959	45,350	Rural Interstate	IH 41 SB/94 EB over Cth Kr
8	Wisconsin	Racine	1959	38,800	Rural Interstate	IH 41 SB/94 EB over Sth 11
9	Wisconsin	Dane	1956	36,178	Urban other principal arterial	Cth M Century Av over Pheasant Branch Creek
10	Wisconsin	Milwaukee	1969	35,262	Urban other principal arterial	Cth Pp W Good Hop over Br Milwaukee River

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

ARTBA 2020 Bridge Report

Top 10 Most Traveled U.S. Structurally Deficient Bridges by State, 2019

State Rank	State	County	Year Built	Daily Crossings	Type of Bridge	Location
1	Wyoming	Teton	1969	33,632	Rural arterial	US 26 over Flat Creek
2	Wyoming	Teton	1960	17,900	Rural minor arterial	Wyo 22 over Snake River
3	Wyoming	Natrona	1969	14,174	Urban other principal arterial	Wyo 220 over Bn RR
4	Wyoming	Laramie	1958	11,319	Urban Interstate	I-25 SBL over Cs RR
5	Wyoming	Laramie	1958	11,319	Urban Interstate	I-25 NBL over Cs RR
6	Wyoming	Laramie	1966	9,549	Urban Interstate	I-80 EBL over US 85
7	Wyoming	Natrona	1969	9,073	Urban Interstate	I-25 SBL over Cnw RR
8	Wyoming	Natrona	1969	9,073	Urban Interstate	I-25 NBL over Cnw RR
9	Wyoming	Uinta	1986	8,552	Urban Interstate	I-80 WBL over Wyo 150
10	Wyoming	Uinta	1967	8,151	Urban Interstate	I-80 EBL over I-80 Bus

Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020.



Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient. The new definition limits the classification to bridges where one of the key structural elements—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.

© 2020 The American Road & Transportation Builders Association (ARTBA). All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without prior written permission of ARTBA.