

The Condition, Risk and Replacement Outlook of US Bridges

An analysis of the National Bridge Inventory, FHWA replacement cost data and US bridge failure research, with action plans for every state

This analysis was inspired by the AIT 726 extra credit assignment but has expanded well beyond its limited academic purpose and content, adding official FHWA data, all the major causes of bridge failure rather than aging alone, and an action plan for every state. It is my own analysis, built with two of the most powerful AIs available, Claude Opus 5.5 and Grok 4.7, and serves as a demonstration of what you can do with frontier AI in 2026.

Executive summary

About one US bridge in fifteen is rated Poor: 41,677 bridges in FHWA's 2025 inventory. Most Poor bridges are small, old structures on local roads, but the exposure of the public is concentrated elsewhere: bridges with a Critical or Serious structural rating carry about 14.3 million vehicle crossings a day, and the single largest share of traffic on Poor bridges is on urban Interstates.

How long a bridge lasts depends heavily on what it is made of, where it is, who owns it and how well it was built. Estimated service lives range from about 40 years for timber in the South Central states to over 100 years for concrete on the Pacific coast. Bridges designed to heavier load standards last roughly a decade longer, and county-owned bridges wear out faster than state-owned ones.

Using these lives, about 56,000 bridges are already past their expected service life. The number coming due each year rises from about 3,700 in the next decade to about 7,900 in 2056 to 2065, when the prestressed concrete built in the 1970s and 1980s ages out. Recent construction plus reconstruction runs at roughly 5,700 bridges a year, so without an increase the backlog will grow.

Aging is only one cause. Of the Poor bridges ranked here, 41% are past their expected service life, 52% are of a material that wears out faster in their state's climate, and 58% have a failing substructure or culvert, where flood and scour damage appears; half show more than one of these. Floods and scour cause about half of US bridge collapses, collisions about 15% and overloads about 13%, and the risks differ by region: hurricanes on the Gulf and Atlantic coasts, earthquakes in the Pacific states, Alaska and Hawaii, and collisions on busy Interstates.

At FHWA's official 2025 unit costs, replacing every Poor bridge would cost about \$85 billion, or \$58 billion if they were rehabilitated instead. The 34,883 Poor bridges ranked individually in this report cost \$72.5 billion (\$81.0 billion with 3% annual escalation). Ordering the work by risk to people rather than by cost is highly efficient: the 500 highest-risk bridges cost about \$5.0 billion and carry 16.4 million crossings a day, while the 100 most expensive bridges alone cost \$18.3 billion. The report closes with a ranked action plan for every state, naming its at-risk bridges in priority order and their main causes.

Headline figures

Measure	Value
Bridges in the inventory	569,864
Poor bridges (FHWA, 2025)	41,677 (inspection records rated Poor in the NBI tables: 41,685, 6.7%)
Bridges with a Critical or Serious component (rating 2 or 3)	6,457, carrying 14.3 million crossings/day
Bridges already past expected service life (full model)	56,445
Replacement need at peak, 2056 to 2065	about 7,900 bridges/year
Recent build plus reconstruction pace	about 5,700 bridges/year
Sudden failures (flood, scour, collision, overload)	about 32 bridges/year, under 1% of the replacement workload
Cost of all Poor bridges (FHWA 2025 unit costs)	\$85.4B to replace; \$58.1B to rehabilitate
Cost of the 34,883 ranked Poor bridges	\$72.5B today; \$81.0B escalated
Cost of the 500 highest-risk bridges	\$5.0B

Recommendations

1. **Act first on the Critical and Serious bridges that carry heavy traffic.** 921 open bridges have a component rated Critical and 5,536 more are rated Serious. Start with the 131 that combine a Serious-or-worse superstructure or substructure with over 20,000 vehicles a day. Before committing funds, confirm each bridge's current status (posting, closure, contract) in FHWA InfoBridge and the owning state's STIP.
2. **Rank projects by risk to people and by hazard exposure, not by Poor count or cost.** A risk score that combines severity with traffic directs money to where people are exposed: the top 500 bridges cost about 7% of the Poor-bridge program but carry 12% of daily crossings on Poor bridges. Scour vulnerability, overtopping likelihood, seismic vulnerability and strike history should raise a bridge's priority.
3. **Treat river flooding and scour as the leading threat.** Floods and scour cause about half of US bridge collapses, and 58% of ranked Poor bridges (63% of Critical and Serious ones) have a failing substructure or culvert. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link every Poor bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, inspect it after every flood, confirm its scour vulnerability and plan of action, and fund countermeasures such as armoring and foundation strengthening.
4. **Harden coastal bridges against hurricanes.** Florida has had by far the most mainland hurricane landfalls, followed by Texas, North Carolina and Louisiana. In hurricane states, check coastal and low-lying bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect bridges in a storm's path before reopening them.
5. **Slow weather damage with preservation.** 52% of ranked Poor bridges are of a material that wears out at least three years sooner in their state than nationally. Deck sealing, joint and drainage repair, corrosion protection and careful deicing-salt management cost far less than early replacement, and new bridges should use materials and details suited to the local climate.
6. **Prevent collisions and overloads, above all on Interstates.** Collisions cause about 15% of US bridge collapses and overloads about 13%. Strikes are most likely on Interstates, freeways and principal arterials, where heavy trucks pass over and under bridges. Keep clearance signs accurate, add over-height warning systems where trucks strike bridges, protect piers over navigable water from vessels, and enforce load postings. None of this is recorded in the inventory tables, so states should keep a strike and overload log for each bridge.
7. **Retrofit for earthquakes in the Pacific states, Alaska and Hawaii.** USGS rates earthquake hazard highest in California, southern Alaska and Hawaii, and the Pacific coast as a whole faces significant hazard. The federal

reporting specification records seismic vulnerability for each bridge; these states should confirm it for their Poor and high-traffic bridges and retrofit lifeline and evacuation routes first.

8. **Manage aging: invest in the 50 to 74 year cohort and prepare for the replacement wave.** Among bridges 75 and older, the Poor rate is 21% for never-rebuilt bridges and 6% for those rebuilt in the last 15 years. About 28,000 never-rebuilt bridges aged 50 to 74 are one rating point above Poor; rehabilitation, at about 68% of replacement cost, is far cheaper than replacement after failure. The need rises to about 7,900 bridges a year in 2046 to 2065, roughly 40% above today's pace, so funding and contractor capacity should grow now.
9. **Support local owners.** County agencies own 38% of bridges but 53% of Poor ones, and county bridges last 1 to 6 years less than comparable state bridges. In Iowa, county bridges are Poor at 22.8% versus 0.5% for state bridges. State-aid programs, bundled contracting and shared inspection services would help most here.
10. **Budget with official unit costs, state by state.** The NBI project cost field understates large urban bridges and overstates many small rural ones. At FHWA's unit costs, California's Poor bridges cost \$9.0 billion rather than \$3.5 billion, Louisiana's \$4.4 billion rather than \$1.4 billion, and Iowa's \$1.1 billion rather than \$4.1 billion.
11. **Fix the data and record every cause.** Identify bridges by state code plus structure number, which returns about 6,800 Poor bridges to bridge-level ranking. Correct implausible traffic counts, mislabeled metric units and missing inspection dates. Record flood damage, strikes, overloads and seismic events against each bridge, so the causes of deterioration and failure can be measured rather than inferred.

Findings

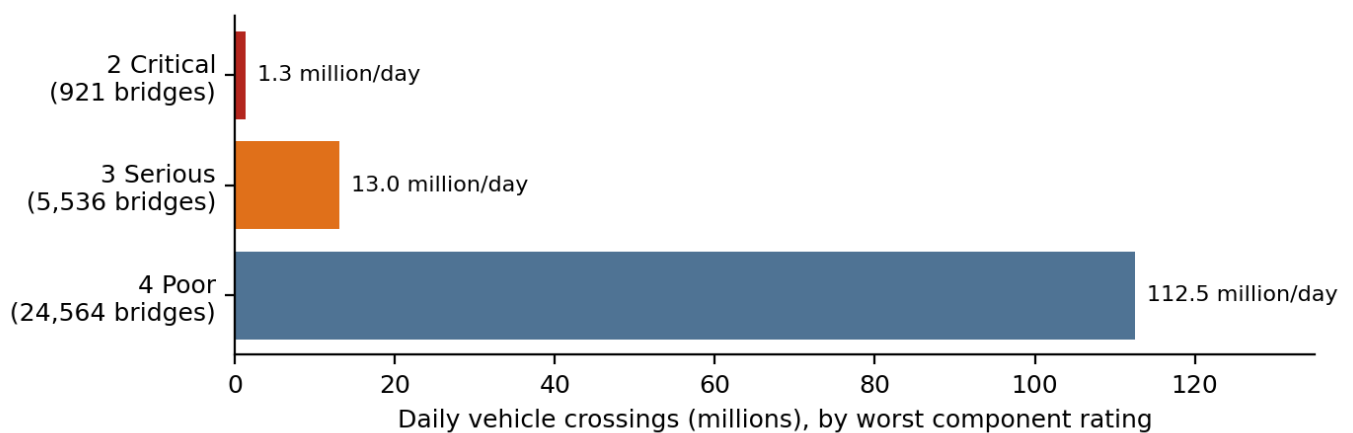
1. Condition of the network

Of 624,193 inspection records, 43.7% rate the bridge Good, 49.6% Fair and 6.7% Poor. The 41,685 Poor records match FHWA's published count of 41,677 Poor bridges for 2025. Restricting to the 536,209 bridges with a single, unambiguous inspection record gives nearly the same result (6.5% Poor). Culverts, which have no deck or superstructure ratings in this dataset, are Poor at only 2.2%, compared with 7.9% for other bridges.

Poor rates vary widely by state, from about 1% in Nevada and Texas to 19.7% in Iowa, 17.8% in West Virginia and 16.0% in South Dakota. Iowa's high rate comes from county-owned steel and timber bridges on low-traffic roads, not from age: its bridges average the same age as Texas's.

2. Risk to people

Severity is measured by each bridge's worst component rating. Bridges rated 0 or 1 have failed or are closed; ratings 2 and 3 are where the public is exposed to seriously deteriorated structures that are still open.



Daily vehicle crossings on bridges by worst component rating. Bridges with a single inspection record only.

The exposure is concentrated on busy urban roads. Urban Interstate bridges have a low Poor rate (3.1%), but carry 52.5 million crossings a day on Poor bridges, more than any other road class. Rural local roads have the highest Poor rate (10.1%) and the most seriously damaged bridges, but relatively little traffic; there the main risk is losing the only crossing for a community.

Highest-risk bridges

Rank	State	Structure number	Route	Built	Veh./day	Failing component	Est. cost
1	Tennessee	33I00240050	Urban Interstate	1964	94,104	Substructure	\$14.6M
2	New York	000000005500699	Urban freeway	1927	43,153	Substructure	\$1.9M
3	Illinois	082022900000000	Urban Interstate	1980	41,500	Superstructure	\$6.7M
4	Missouri	867	Urban Interstate	1963	44,800	Superstructure	\$8.3M
5	Massachusetts	H12025310DOTNBI	Urban arterial	1850	27,200	Deck, superstructure	\$3.0M
6	Kansas	999907001050311	Urban Interstate	1907	20,421	Superstructure	\$53.9M
7	Indiana	4900190	Urban arterial	1970	38,589	Substructure	\$7.3M
8	Illinois	016031600000000	Urban arterial	1964	35,500	Superstructure	\$12.2M
9	Tennessee	10SR0670029	Urban arterial	1929	22,653	Substructure	\$5.3M
10	Massachusetts	B161093H8DOT634	Urban minor arterial	1883	24,000	Superstructure	\$4.2M

All ten have a component rated 2 (Critical). Estimated costs use FHWA's 2025 state unit costs. The Louisiana Interstate bridge 071004509127691 is also notable: built in 1952, never rebuilt, 86,600 vehicles a day, with deck, superstructure and substructure all rated

3. How long bridges last

Service life was estimated from the data rather than assumed. For each material, the condition of never-reconstructed bridges was fitted against age, and the base life is the age at which the typical bridge reaches rating 5, the boundary between Fair and Poor. A second model then estimated how much longer or shorter bridges last in each state and for each owner, road type, design load standard and span count, compared with same-age, same-material bridges nationally.

Expected service life by region and material (years)

Region	Timber	Steel	Steel cont.	Prestressed	Prestr. cont.	Concrete	Concrete cont.
National base	63	73	80	79	87	95	96
Northeast	70	74	79	75	86	97	89
Midwest	65	78	84	81	90	93	97
Southeast	55	68	75	79	86	93	90
South Central	40	68	80	79	89	95	101
Mountain West	73	70	72	76	86	86	92
Pacific	77	78	86	81	81	105	97

Location matters most for timber, which lasts about 40 years in the South Central states (34 in Louisiana) and about 77 on the Pacific coast, a pattern consistent with the South's heat and humidity. Steel is shortest-lived in the South, and concrete lasts longest on the Pacific coast. These lives reflect gradual deterioration, including the slow effects of weather such as freeze-thaw cycles, deicing salt and humidity; sudden losses are treated separately in section 6.

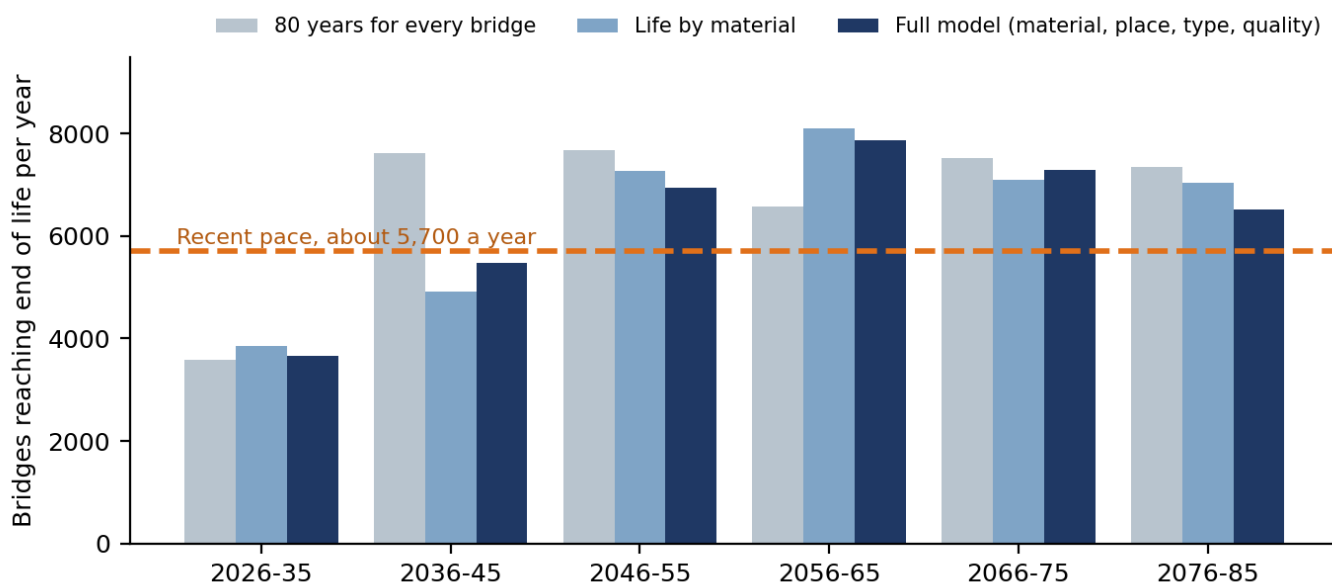
Adjustments for type and quality (years, range across main materials)

Factor	Group	Effect on service life
Design load standard	Heavy (HS20+Mod, HS25, HL-93)	+9 to +11 years for concrete, steel and timber; little effect for prestressed
	Light (H10 to HS15)	-3 to -4 years for concrete, prestressed and timber
Owner	State DOT	+1 to +4 years (timber +18)
	County	-1 to -6 years
Span count	Single span	+1 to +6 years
	4 or more spans	-2 to -8 years
Road type	Interstate	Mixed: -5 years for concrete, small for others

Design load standard is the best proxy for construction quality in this dataset; owner reflects maintenance and funding. The full table for every state, and a calculator combining all factors, are in the companion workbook.

4. Replacement need

A bridge comes due when its age reaches its expected service life. Three versions of that calculation are compared below. The full model, which accounts for material, place, owner, road type, design standard and span count, is the recommended basis for planning.



Bridges reaching the end of expected service life each year, averaged over each decade, against the recent pace of new construction plus reconstruction.

Period	80 years for all	By material	Full model	Full model, per year
Already overdue	67,646	53,419	56,445	
2026 to 2035	35,804	38,457	36,618	3,662
2036 to 2045	76,187	49,101	54,703	5,470
2046 to 2055	76,727	72,669	69,443	6,944
2056 to 2065	65,764	80,991	78,806	7,881
2066 to 2075	75,210	71,020	72,881	7,288

The single 80-year assumption places the wave in the 2030s. Accounting for material moves it to 2046 to 2065, because the 1970s and 1980s building boom was mostly prestressed concrete, which lasts about 80 years and so comes due from 2050 onward. The backlog is mostly steel: about one steel bridge in four is already past its expected life, and timber is the worst at about 40%. By region, the Northeast has the largest share of bridges already past their expected life (about 18%), and the Pacific states the smallest (about 6%). At the state level, Texas and California face the largest gaps in 2046 to 2055, about 2,800 bridges each between what comes due and what they built in the last ten years.

Sudden failures add little to these totals. At about 32 a year, they would add under 1% to the replacement need in any decade. The larger uncertainty is survivor bias: bridges already replaced, for any reason, are missing from a single snapshot, so service lives for older materials are somewhat optimistic.

5. Cost and schedule of replacing Poor bridges

Costs use FHWA's 2025 replacement unit costs, published per square foot for each state and separately for National Highway System (NHS) and other bridges. FHWA's own estimate for all 41,677 Poor bridges is \$85.4 billion to replace them, or \$58.1 billion to rehabilitate them, taking rehabilitation at 68% of replacement cost. National average unit costs are \$393 per square foot for NHS bridges and \$410 for others.

For bridge-level planning, a replacement program for the 34,883 Poor bridges with a single inspection record was modeled with projects started in risk order at 3,000 a year, construction lasting 2 to 5 years depending on size, and 3% annual cost escalation. Each bridge is priced at its deck area times its state's FHWA unit cost, using the NHS rate for principal arterials.

Urgency tier	Bridges	Cost, escalated	Finished by
1 Critical (rated 2), open	921	\$1.2B	2035
2 Serious structure (rated 3)	4,869	\$7.2B	2039
3 Serious deck only	667	\$1.8B	2040
4 Poor (rated 4, incl. culverts)	27,463	\$70.1B	2041
5 Failed or closed	963	\$0.9B	2041
Total	34,883	\$81.0B	2041

The program peaks in 2029 with about 7,200 projects under way and \$17.4 billion of spending that year, because the busiest bridges rank first and tend to be the largest. The most expensive bridges are urban megastructures, 30 of the 100 most expensive in New York, each costing hundreds of millions of dollars; their median risk rank is about 1,200. Cost and risk are only loosely related, so ordering by risk delivers the most safety per dollar in the early years. Of the 34,883 Poor bridges, 14,379 are already past their expected service life; the rest have deteriorated early, and several of the highest-risk bridges are decades short of their expected life, which points to site conditions, construction quality or maintenance rather than age.

Official unit costs change the state picture more than the national total. The NBI project cost field, used in many earlier estimates, gives \$66.3 billion for the same 34,883 bridges, 9% less, and misallocates money between states:

State	NBI project cost field	FHWA unit costs	State	NBI project cost field	FHWA unit costs
California	\$3.5B	\$9.0B	Iowa	\$4.1B	\$1.1B
Louisiana	\$1.4B	\$4.4B	Indiana	\$2.1B	\$0.7B
Illinois	\$2.3B	\$4.9B	Missouri	\$2.5B	\$1.2B
Ohio	\$0.7B	\$1.9B	New Jersey	\$4.3B	\$3.4B
Maryland	\$0.4B	\$1.4B	West Virginia	\$2.6B	\$1.9B

Costs in 2025 dollars for the 34,883 ranked Poor bridges. Average deck area per Poor bridge, about 5,130 square feet, matches FHWA's figure.

6. Causes beyond aging: climate, floods and scour, collisions, overloads and earthquakes

Aging is only one reason bridges become Poor or fail. Each ranked Poor bridge was checked for three indications. 41% are past their expected service life (aging); 52% are of a material that wears out at least three years sooner in their state than nationally, a pattern consistent with freeze-thaw cycles, deicing salt, heat and humidity (climate); and 58% have a failing substructure or culvert, where flood and scour damage appears (flood and scour). Half show more than one indication, and 14% show none, having deteriorated early for reasons the data does not reveal. Among the Critical and Serious bridges, 63% have a failing substructure or culvert.

Sudden failures follow a different pattern. A study of US bridge failures from 1980 to 2012 counted 1,062: flood and scour caused 47%, collisions 15%, overload 13% and environmental degradation 7%. That is about 32 failures a year against roughly 5,700 bridges built or rebuilt each year, so sudden failures do not materially change how many bridges need replacing or when. They matter a great deal for which bridges are most dangerous: a Poor bridge over a scouring river, under heavy trucks or on a navigable channel can be lost in a single event.

River flooding and scour. Bridges over rivers that reach flood stage face three threats at once: water overtopping the deck, debris striking piers and lodging against the structure, and scour, the erosion of soil around foundations. Scour is the leading hydraulic cause of failure. FHWA's scour program has tracked about 484,500 bridges over waterways, the large majority of the inventory, and by 2003 states had identified 26,472 of them as scour critical. The current federal reporting specification records scour vulnerability, a scour plan of action and overtopping likelihood for each bridge.

Hurricanes. Hurricane risk is concentrated on the Gulf and Atlantic coasts. Florida has had by far the most mainland hurricane landfalls, about twice as many as Texas, followed by North Carolina and Louisiana; storm surge, waves

and debris threaten coastal and low-lying bridges.

Earthquakes. The USGS 2023 national seismic hazard model rates hazard highest in California, southern Alaska and Hawaii, and the Pacific coast as a whole faces significant hazard. One earthquake can damage many bridges at once, including those in good condition.

Collisions and overloads. Vehicle and vessel strikes and overloads together cause over a quarter of collapses. Strikes are most likely on Interstates, freeways and principal arterials, where heavy trucks pass over and under bridges; 10% of the ranked Poor bridges carry such routes. The tables analyzed here record no strikes, overloads or seismic ratings, so every state plan includes a check of strike history, clearance, load posting and seismic vulnerability for its priority bridges. Failure studies also count collapses rather than bridges replaced early after damage, so that part of the effect is still unmeasured.

State action plans

Bridge programs are run by states, so the national findings are turned here into a plan for each state, the District of Columbia, Puerto Rico and the US Virgin Islands. States are ordered by the size of their bridge problem: the combined risk score of their Poor bridges, which weighs severity, traffic, age, route and reconstruction history, scaled to FHWA's 2025 count of Poor bridges in the state. Each plan names the state's at-risk bridges in priority order and the main causes behind its Poor bridges.

Causes are indicated from the data, not confirmed by inspection. **Aging**: the bridge is past its expected service life.

Climate: the bridge's material lasts at least three years less in this state than nationally, a pattern consistent with freeze-thaw cycles, deicing salt, heat and humidity, though local maintenance practice also contributes.

Flood/scour: the failing component is the substructure or a culvert, where flood and scour damage appear; other causes can also damage these parts, so scour vulnerability must be confirmed. A bridge with none of these has deteriorated early for reasons the data does not show. **Collision exposure**: the bridge carries an Interstate, freeway or principal arterial, where strikes are most likely; the tables record no actual strikes. **Hurricane** and **Earthquake** are regional: hurricane exposure for the states most often struck, from NOAA landfall records, and earthquake exposure for California, Alaska and Hawaii, rated highest by USGS, and the other Pacific states. Poor-bridge counts and program costs are FHWA's 2025 figures; bridge-level priorities use the 34,883 bridges ranked in this report, priced at FHWA unit costs.

States ranked by the size of their bridge problem

#	State	Poor (FHWA)	Crit./ Serious open	Crossing s/ day on them	Age	Clim.	Flood	Coll.	Main causes and regional hazards	Replace all (FHWA)
1	Iowa	4,423	1,012	106,783	61%	79%	75%	0%	Aging + climate + flood/scour	\$1.4B
2	Pennsylvania	2,813	192	340,800	63%	97%	45%	7%	Aging + climate	\$4.6B
3	Illinois	2,563	770	3,026,660	29%	50%	35%	14%	Climate	\$5.0B
4	Missouri	2,163	498	564,014	48%	38%	58%	6%	Flood/scour	\$1.7B
5	New York	1,741	187	835,215	43%	12%	44%	23%	Flood/scour; hurricanes	\$13.7B
6	Oklahoma	1,719	253	85,866	38%	51%	82%	1%	Climate + flood/scour	\$636M
7	California	1,284	67	122,020	21%	13%	30%	33%	Flood/scour; earthquakes (high)	\$9.0B
8	Louisiana	1,423	342	1,104,082	34%	93%	81%	9%	Climate + flood/scour; hurricanes (high)	\$4.4B
9	Michigan	1,250	22	186,833	43%	85%	58%	19%	Climate + flood/scour	\$1.8B
10	North Carolina	1,382	109	271,660	32%	83%	61%	10%	Climate + flood/scour; hurricanes (high)	\$1.4B
11	Ohio	1,266	218	295,862	23%	0%	41%	8%	Flood/scour	\$1.8B
12	West Virginia	1,307	140	202,134	58%	100%	44%	11%	Aging + climate	\$1.8B
13	Kentucky	1,088	131	266,707	32%	99%	46%	4%	Climate	\$1.2B
14	Kansas	1,301	173	35,953	39%	0%	75%	2%	Flood/scour	\$699M
15	Indiana	1,043	108	183,637	44%	58%	46%	4%	Climate	\$822M
16	Tennessee	887	65	326,026	27%	59%	57%	17%	Climate + flood/scour	\$1.2B
17	Wisconsin	976	138	115,234	39%	64%	54%	6%	Climate + flood/scour	\$546M
18	Nebraska	1,155	289	92,002	74%	5%	71%	3%	Aging + flood/scour	\$621M
19	Mississippi	967	196	105,609	32%	95%	75%	4%	Climate + flood/scour; hurricanes	\$763M

#	State	Poor (FHWA)	Crit./ Serious open	Crossings/ day on them	Age	Clim.	Flood	Coll.	Main causes and regional hazards	Replace all (FHWA)
20	South Dakota	945	242	26,979	66%	96%	76%	2%	Aging + climate + flood/scour	\$615M
21	Arkansas	695	46	56,706	23%	90%	49%	10%	Climate	\$1.2B
22	Massachusetts	501	102	1,445,522	48%	90%	32%	43%	Climate; hurricanes	\$6.2B
23	Texas	680	89	201,127	21%	12%	71%	11%	Flood/scour; hurricanes (high)	\$883M
24	South Carolina	602	6	50,370	25%	83%	92%	4%	Climate + flood/scour; hurricanes	\$1.0B
25	Washington	473	161	773,981	13%	0%	32%	35%	Flood/scour; earthquakes	\$3.5B
26	Minnesota	609	84	67,791	31%	7%	77%	6%	Flood/scour	\$754M
27	Alabama	545	119	46,003	40%	5%	70%	6%	Flood/scour; hurricanes	\$494M
28	New Jersey	392	51	1,189,135	61%	16%	34%	36%	Aging	\$3.6B
29	Virginia	485	4	1,769	37%	89%	51%	17%	Climate + flood/scour	\$1.6B
30	Colorado	417	41	389,304	33%	39%	45%	26%	Flood/scour	\$638M
31	Oregon	422	88	69,367	19%	0%	77%	4%	Flood/scour; earthquakes	\$867M
32	Puerto Rico	344	24	205,950	36%	96%	54%	24%	Climate + flood/scour; hurricanes	\$836M
33	Maine	392	18	6,209	50%	98%	46%	10%	Aging + climate	\$731M
34	Florida	360	40	196,915	18%	0%	53%	7%	Flood/scour; hurricanes (high)	\$772M
35	North Dakota	470	162	4,551	66%	73%	79%	4%	Aging + climate + flood/scour	\$218M
36	Montana	388	42	14,079	35%	13%	66%	12%	Flood/scour	\$449M
37	Maryland	240	23	210,679	38%	2%	49%	12%	Flood/scour	\$1.4B
38	Connecticut	209	1	11	22%	29%	26%	43%	Climate	\$1.8B
39	Georgia	263	30	28,582	18%	0%	64%	4%	Flood/scour; hurricanes	\$256M
40	Wyoming	224	35	22,606	29%	86%	33%	25%	Climate	\$341M
41	Idaho	250	26	5,480	17%	8%	72%	2%	Flood/scour	\$321M
42	New Hampshire	192	39	146,099	39%	0%	42%	12%	Flood/scour	\$516M
43	New Mexico	172	7	1,419	32%	61%	75%	0%	Climate + flood/scour	\$365M
44	Utah	109	17	64,212	28%	88%	37%	21%	Climate	\$210M
45	Vermont	114	10	5,261	38%	1%	37%	13%	Aging	\$271M
46	Rhode Island	110	0	0	n/a	n/a	n/a	n/a	Not measurable (bridges unranked)	\$881M
47	Arizona	95	6	2,863	37%	14%	59%	10%	Flood/scour	\$205M
48	Hawaii	67	17	179,231	19%	0%	60%	43%	Flood/scour; earthquakes (high)	\$375M
49	Alaska	124	14	190	8%	61%	66%	6%	Climate + flood/scour; earthquakes (high)	\$456M
50	Nevada	22	0	0	14%	59%	45%	27%	Climate	\$113M
51	Delaware	10	2	7,993	20%	20%	40%	20%	Flood/scour	\$176M
52	US Virgin Islands	n/a	1	300	50%	75%	88%	0%	Aging + climate + flood/scour; hurricanes	n/a

#	State	Poor (FHWA)	Crit./ Serious open	Crossings/ day on them	Age	Clim.	Flood	Coll.	Main causes and regional hazards	Replace all (FHWA)
53	District of Columbia	5	0	0	0%	50%	25%	50%	Climate	\$140M

Age, Clim., Flood and Coll. are the shares of the state's ranked Poor bridges showing aging, climate, flood/scour and collision exposure; a bridge can show more than one. Main causes lists every indication shared by at least half of those bridges, or the largest one. Crossings are on open Critical or Serious bridges with traffic counts of 500,000 or less. FHWA does not publish figures for the US Virgin Islands.

1. Iowa

Poor bridges (FHWA 2025): 4,423 | Ranked here: 4,029 | Critical, open: 28 | Serious: 984 | Main causes and hazards: Aging + climate + flood/scour | Replace all: \$1.4B | Rehabilitate all: \$922M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 28 open bridges with a Critical component (\$6M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 61% of the ranked Poor bridges are past their expected service life, 79% are of a material that wears out at least three years sooner here than nationally, and 75% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 984 bridges rated Serious (\$217M).
4. **Full program.** FHWA counts 4,423 Poor bridges in Iowa: \$922M to rehabilitate or \$1.4B to replace them all, about \$136M a year to clear the backlog in ten years.
5. **Local owners.** 100% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (47%), and 61% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
7. **Closed crossings.** Decide on 262 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 75% of the ranked Poor bridges have a failing substructure or culvert, including 842 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 79% of the ranked Poor bridges are of a material that wears out at least three years sooner in Iowa than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 0% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Iowa (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000035410	Urban minor arterial	1951	9,491	Serious	Superstructure	Aging, Climate	\$11M
2	0000000000501680	Urban local road	1900	373	Critical	Substructure	Aging, Climate, Flood/scour	\$71K
3	0000000000504705	Urban minor arterial	1927	2,902	Serious	Deck, Superstructure	Aging, Climate	\$80K
4	0000000000288730	Rural major collector	1965	2,949	Serious	Superstructure	Climate	\$635K
5	0000000000221121	Urban local road	2000	439	Critical	Superstructure	Climate	\$502K
6	0000000000243290	Rural major collector	1965	2,838	Serious	Deck, Superstructure	Early deterioration	\$426K
7	0000000000364910	Rural major collector	1952	1,676	Serious	Deck, Superstructure	Aging, Climate	\$149K
8	0000000000291910	Rural major collector	1969	2,000	Serious	Deck, Superstructure	Early deterioration	\$426K
9	0000000000335290	Rural major collector	1960	1,714	Serious	Deck, Superstructure	Climate	\$781K
10	0000000000197730	Rural local road	1936	106	Critical	Substructure	Aging, Climate, Flood/scour	\$275K

2. Pennsylvania

Poor bridges (FHWA 2025): 2,813 | Ranked here: 1,069 | Critical, open: 43 | Serious: 149 | Main causes and hazards: Aging + climate | Replace all: \$4.6B | Rehabilitate all: \$3.1B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 43 open bridges with a Critical component (\$29M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 63% of the ranked Poor bridges are past their expected service life, 97% are of a material that wears out at least three years sooner here than nationally, and 45% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 149 bridges rated Serious (\$187M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
4. **Full program.** FHWA counts 2,813 Poor bridges in Pennsylvania: \$3.1B to rehabilitate or \$4.6B to replace them all, about \$463M a year to clear the backlog in ten years.
5. **Local owners.** 57% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (48%), and 63% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
7. **Closed crossings.** Decide on 55 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 45% of the ranked Poor bridges have a failing substructure or culvert, including 51 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 97% of the ranked Poor bridges are of a material that wears out at least three years sooner in Pennsylvania than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 7% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
11. **Data.** Only 1,069 of 2,813 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Pennsylvania (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000020888	Urban local road	1958	11,900	Critical	Deck, Superstructure	Climate	\$3M
2	000000000037013	Urban minor arterial	1982	10,000	Critical	Deck, Superstructure	Climate	\$714K
3	000000000027858	Urban collector	1964	6,195	Critical	Substructure	Climate, Flood/scour	\$406K
4	000000000017108	Urban local road	1960	5,600	Critical	Deck, Superstructure	Climate	\$634K
5	000000000014988	Urban principal arterial	1949	32,167	Serious	Deck, Substructure	Flood/scour, Collision exposure	\$7M
6	000000000037016	Urban collector	1979	6,376	Critical	Deck, Superstructure	Climate	\$630K
7	000000000036970	Urban local road	1979	4,000	Critical	Deck, Superstructure	Climate	\$747K
8	000000000027562	Rural major collector	1932	1,793	Critical	Substructure	Aging, Climate, Flood/scour	\$523K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
9	000000000038838	Urban minor arterial	1903	12,916	Serious	Superstructure	Aging, Climate	\$2M
10	000000000036988	Urban local road	1987	3,000	Critical	Deck, Superstructure	Climate	\$2M

3. Illinois

Poor bridges (FHWA 2025): 2,563 | Ranked here: 2,527 | Critical, open: 155 | Serious: 615 | Main causes and hazards: Climate | Replace all: \$5.0B | Rehabilitate all: \$3.4B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 155 open bridges with a Critical component (\$365M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 29% of the ranked Poor bridges are past their expected service life, 50% are of a material that wears out at least three years sooner here than nationally, and 35% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 615 bridges rated Serious (\$1.5B), starting with the 37 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 2,563 Poor bridges in Illinois: \$3.4B to rehabilitate or \$5.0B to replace them all, about \$501M a year to clear the backlog in ten years.
- Local owners.** 74% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Prestressed concrete is the most common main span material among Poor bridges (31%), and 29% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 16 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 35% of the ranked Poor bridges have a failing substructure or culvert, including 172 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 50% of the ranked Poor bridges are of a material that wears out at least three years sooner in Illinois than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 14% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Illinois (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	082022900000000	Urban Interstate	1980	41,500	Critical	Superstructure	Climate, Collision exposure	\$7M
2	016031600000000	Urban principal arterial	1964	35,500	Critical	Superstructure	Climate, Collision exposure	\$12M
3	016054400000000	Urban minor arterial	1935	22,900	Critical	Deck, Superstructure	Aging	\$1M
4	016016000000000	Urban Interstate	1949	178,600	Serious	Superstructure	Aging, Climate, Collision exposure	\$17M
5	016038800000000	Urban principal arterial	1947	21,100	Critical	Superstructure	Aging, Climate, Collision exposure	\$7M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
6	084010900000000	Rural Interstate	1972	15,550	Critical	Superstructure	Climate, Collision exposure	\$5M
7	016016200000000	Urban Interstate	1947	152,900	Serious	Superstructure	Aging, Climate, Collision exposure	\$12M
8	016039600000000	Urban principal arterial	1936	15,500	Critical	Superstructure	Aging, Climate, Collision exposure	\$12M
9	099010100000000	Urban principal arterial	1933	13,600	Critical	Superstructure	Aging, Collision exposure	\$6M
10	016602000000000	Urban collector	1920	16,550	Critical	Substructure	Aging, Flood/scour	\$6M

4. Missouri

Poor bridges (FHWA 2025): 2,163 | Ranked here: 1,824 | Critical, open: 53 | Serious: 445 | Main causes and hazards: Flood/scour | Replace all: \$1.7B | Rehabilitate all: \$1.1B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 53 open bridges with a Critical component (\$27M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 48% of the ranked Poor bridges are past their expected service life, 38% are of a material that wears out at least three years sooner here than nationally, and 58% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 445 bridges rated Serious (\$294M), starting with the 3 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 2,163 Poor bridges in Missouri: \$1.1B to rehabilitate or \$1.7B to replace them all, about \$167M a year to clear the backlog in ten years.
5. **Local owners.** 71% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (58%), and 48% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 15 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 58% of the ranked Poor bridges have a failing substructure or culvert, including 234 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 38% of the ranked Poor bridges are of a material that wears out at least three years sooner in Missouri than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 6% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
11. **Data.** Only 1,824 of 2,163 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Missouri (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	867	Urban Interstate	1963	44,800	Critical	Superstructure	Climate, Collision exposure	\$8M
2	10082	Urban freeway	1933	28,093	Serious	Deck, Superstructure	Aging, Climate, Collision exposure	\$2M
3	13487	Urban minor arterial	1961	33,500	Serious	Deck, Superstructure	Climate	\$5M
4	6486	Rural Interstate	1956	14,639	Serious	Deck, Superstructure	Climate, Collision exposure	\$731K
5	30835	Urban collector	2003	4,170	Critical	Substructure	Flood/scour	\$855K
6	12030	Rural principal arterial	1963	18,558	Serious	Superstructure	Climate, Collision exposure	\$2M
7	1591	Urban freeway	1968	19,216	Serious	Superstructure	Climate, Collision exposure	\$2M
8	19434	Urban collector	1929	1,450	Critical	Substructure	Aging, Climate, Flood/scour	\$4M
9	17541	Urban local road	1940	1,500	Critical	Substructure	Aging, Flood/scour	\$558K
10	8141	Urban collector	1962	1,664	Critical	Superstructure	Climate	\$1M

5. New York

Poor bridges (FHWA 2025): 1,741 | Ranked here: 1,724 | Critical, open: 51 | Serious: 136 | Main causes and hazards: Flood/scour; hurricanes | Replace all: \$13.7B | Rehabilitate all: \$9.3B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 51 open bridges with a Critical component (\$50M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 43% of the ranked Poor bridges are past their expected service life, 12% are of a material that wears out at least three years sooner here than nationally, and 44% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 136 bridges rated Serious (\$569M), starting with the 10 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 1,741 Poor bridges in New York: \$9.3B to rehabilitate or \$13.7B to replace them all, about \$1.4B a year to clear the backlog in ten years.
5. **Local owners.** 55% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (74%), and 43% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 19 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 44% of the ranked Poor bridges have a failing substructure or culvert, including 92 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Hurricanes.** New York is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
10. **Collisions and overloads.** 23% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, New York (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000005500699	Urban freeway	1927	43,153	Critical	Substructure	Flood/scour, Collision exposure, Hurricane	\$2M
2	000000002225220	Urban minor arterial	1912	10,973	Critical	Substructure	Aging, Flood/scour, Hurricane	\$4M
3	00000000106531E	Urban Interstate	1963	147,365	Serious	Superstructure	Collision exposure, Hurricane	\$61M
4	000000001050470	Urban minor arterial	1927	8,410	Critical	Substructure	Aging, Climate, Flood/scour, Hurricane	\$753K
5	000000002225230	Urban minor arterial	1912	6,987	Critical	Substructure	Aging, Flood/scour, Hurricane	\$5M
6	000000001021661	Urban Interstate	1966	42,181	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$15M
7	000000005512969	Rural Interstate	1954	25,281	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$23M
8	000000003364382	Urban principal arterial	1970	36,843	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$9M
9	000000001021662	Urban Interstate	1966	37,014	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$13M
10	000000001015520	Urban principal arterial	1929	21,396	Serious	Superstructure	Aging, Climate, Collision exposure, Hurricane	\$44M

6. Oklahoma

Poor bridges (FHWA 2025): 1,719 | Ranked here: 1,633 | Critical, open: 23 | Serious: 230 | Main causes and hazards: Climate + flood/scour | Replace all: \$636M | Rehabilitate all: \$432M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 23 open bridges with a Critical component (\$5M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 38% of the ranked Poor bridges are past their expected service life, 51% are of a material that wears out at least three years sooner here than nationally, and 82% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 230 bridges rated Serious (\$56M).
4. **Full program.** FHWA counts 1,719 Poor bridges in Oklahoma: \$432M to rehabilitate or \$636M to replace them all, about \$64M a year to clear the backlog in ten years.
5. **Local owners.** 97% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (49%), and 38% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 54 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 82% of the ranked Poor bridges have a failing substructure or culvert, including 182 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 51% of the ranked Poor bridges are of a material that wears out at least three years sooner in Oklahoma than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 1% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Oklahoma (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	1646300000000000	Urban collector	1965	19,481	Serious	Substructure	Climate, Flood/scour	\$888K
2	0402100000000000	Rural principal arterial	1933	5,000	Serious	Superstructure	Aging, Climate, Collision exposure	\$596K
3	1418700000000000	Urban collector	1958	5,000	Serious	Deck, Superstructure	Early deterioration	\$2M
4	0404300000000000	Urban collector	1933	3,450	Serious	Superstructure	Aging, Climate	\$644K
5	0404400000000000	Urban collector	1933	3,440	Serious	Superstructure	Aging, Climate	\$644K
6	0012200000000000	Rural local road	1909	288	Critical	Superstructure	Aging, Climate	\$309K
7	1449300000000000	Urban Interstate	1959	99,100	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$6M
8	1229000000000000	Rural major collector	1950	350	Critical	Substructure	Aging, Climate, Flood/scour	\$174K
9	1237300000000000	Urban local road	1925	2,420	Serious	Superstructure	Aging	\$513K
10	0193200000000000	Rural local road	1927	2,400	Serious	Superstructure	Aging, Climate	\$575K

7. California

Poor bridges (FHWA 2025): 1,284 | Ranked here: 1,283 | Critical, open: 26 | Serious: 41 | Main causes and hazards: Flood/scour; earthquakes (high) | Replace all: \$9.0B | Rehabilitate all: \$6.1B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 26 open bridges with a Critical component (\$58M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 21% of the ranked Poor bridges are past their expected service life, 13% are of a material that wears out at least three years sooner here than nationally, and 30% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 41 bridges rated Serious (\$61M).
4. **Full program.** FHWA counts 1,284 Poor bridges in California: \$6.1B to rehabilitate or \$9.0B to replace them all, about \$896M a year to clear the backlog in ten years.
5. **Local owners.** 60% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Concrete continuous is the most common main span material among Poor bridges (42%), and 21% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 19 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 30% of the ranked Poor bridges have a failing substructure or culvert, including 44 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Earthquakes.** USGS rates earthquake hazard among the highest in the nation here. Confirm the seismic vulnerability of every priority bridge, retrofit vulnerable bridges on lifeline and evacuation routes first, and inspect after any damaging earthquake.
10. **Collisions and overloads.** 33% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed.

Priority bridges, California (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	53 0027	Urban principal arterial	1927	17,100	Critical	Substructure	Flood/scour, Collision exposure, Earthquake	\$4M
2	09C0130	Rural minor collector	1954	10,046	Critical	Substructure	Flood/scour, Earthquake	\$4M
3	52C0061	Urban principal arterial	1932	6,853	Critical	Substructure	Flood/scour, Collision exposure, Earthquake	\$34M
4	08C0169	Urban minor arterial	1960	3,000	Critical	Substructure	Flood/scour, Earthquake	\$405K
5	27C0037	Rural major collector	1948	3,056	Critical	Substructure	Flood/scour, Earthquake	\$278K
6	57 0865	Urban Interstate	1971	250,000	Poor	Culvert	Flood/scour, Collision exposure, Earthquake	\$2M
7	53 0962	Urban Interstate	1962	218,000	Poor	Deck	Collision exposure, Earthquake	\$5M
8	23 0007	Urban Interstate	1932	202,000	Poor	Deck, Superstructure	Collision exposure, Earthquake	\$7M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
9	23 0004	Urban Interstate	1928	189,000	Poor	Deck, Superstructure	Aging, Collision exposure, Earthquake	\$6M
10	53 0911	Urban Interstate	1996	300,000	Poor	Deck, Superstructure	Climate, Collision exposure, Earthquake	\$26M

8. Louisiana

Poor bridges (FHWA 2025): 1,423 | Ranked here: 1,423 | Critical, open: 17 | Serious: 325 | Main causes and hazards: Climate + flood/scour; hurricanes (high) | Replace all: \$4.4B | Rehabilitate all: \$3.0B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 17 open bridges with a Critical component (\$71M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 34% of the ranked Poor bridges are past their expected service life, 93% are of a material that wears out at least three years sooner here than nationally, and 81% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 325 bridges rated Serious (\$1.4B), starting with the 8 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 1,423 Poor bridges in Louisiana: \$3.0B to rehabilitate or \$4.4B to replace them all, about \$440M a year to clear the backlog in ten years.
- State-owned network.** 50% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (46%), and 34% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 99 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 81% of the ranked Poor bridges have a failing substructure or culvert, including 263 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 93% of the ranked Poor bridges are of a material that wears out at least three years sooner in Louisiana than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Hurricanes.** Louisiana is among the states most often struck by hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
- Collisions and overloads.** 9% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Louisiana (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	023601480200001	Urban principal arterial	1973	23,365	Critical	Deck, Superstructure	Climate, Collision exposure, Hurricane	\$13M
2	035100050100001	Urban minor arterial	1933	12,788	Critical	Substructure	Aging, Climate, Flood/scour, Hurricane	\$36M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
3	071004509127691	Urban Interstate	1952	86,600	Serious	Deck, Superstructure, Substructure	Flood/scour, Collision exposure, Hurricane	\$215M
4	040904510117061	Urban Interstate	1965	98,318	Serious	Superstructure	Collision exposure, Hurricane	\$17M
5	035100050105491	Urban minor arterial	1932	7,504	Critical	Substructure	Aging, Climate, Flood/scour, Hurricane	\$7M
6	032804500509761	Urban Interstate	1968	56,748	Serious	Superstructure	Collision exposure, Hurricane	\$5M
7	022604230100481	Urban principal arterial	1957	55,994	Serious	Superstructure	Aging, Climate, Collision exposure, Hurricane	\$72M
8	611700079010822	Urban principal arterial	1940	26,376	Serious	Superstructure	Aging, Climate, Collision exposure, Hurricane	\$3M
9	611700079000442	Urban principal arterial	1953	29,303	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$5M
10	625204540425531	Urban local road	1972	4,450	Critical	Superstructure	Hurricane	\$3M

9. Michigan

Poor bridges (FHWA 2025): 1,250 | Ranked here: 103 | Critical, open: 5 | Serious: 17 | Main causes and hazards: Climate + flood/scour | Replace all: \$1.8B | Rehabilitate all: \$1.2B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$39M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 43% of the ranked Poor bridges are past their expected service life, 85% are of a material that wears out at least three years sooner here than nationally, and 58% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 17 bridges rated Serious (\$20M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 1,250 Poor bridges in Michigan: \$1.2B to rehabilitate or \$1.8B to replace them all, about \$182M a year to clear the backlog in ten years.
5. **Local owners.** 72% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (50%), and 43% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
8. **River flooding and scour.** 58% of the ranked Poor bridges have a failing substructure or culvert, including 7 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 85% of the ranked Poor bridges are of a material that wears out at least three years sooner in Michigan than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 19% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
11. **Data.** Only 103 of 1,250 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Michigan (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000012239	Urban minor arterial	1931	23,965	Critical	Superstructure, Substructure	Aging, Climate, Flood/scour	\$37M
2	000000000012068	Urban principal arterial	1932	7,192	Critical	Superstructure	Aging, Climate, Collision exposure	\$2M
3	000000000011121	Urban Interstate	1962	60,077	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$3M
4	000000000012133	Urban minor arterial	1930	14,842	Serious	Superstructure	Aging, Climate	\$447K
5	000000000012124	Urban minor arterial	1922	8,758	Serious	Deck, Superstructure	Aging	\$1M
6	000000000012249	Urban collector	1935	3,405	Serious	Deck, Superstructure	Aging, Climate	\$330K
7	000000000012101	Urban minor arterial	1960	35,730	Serious deck	Deck	Early deterioration	\$4M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
8	000000000001329	Rural major collector	1931	2,925	Serious	Superstructure	Aging, Climate	\$395K
9	000000000011670	Urban freeway	1963	92,920	Poor	Deck	Climate, Collision exposure	\$1M
10	000000000010803	Rural major collector	1980	5,023	Serious	Deck, Superstructure	Climate	\$2M

10. North Carolina

Poor bridges (FHWA 2025): 1,382 | Ranked here: 1,293 | Critical, open: 16 | Serious: 93 | Main causes and hazards: Climate + flood/scour; hurricanes (high) | Replace all: \$1.4B | Rehabilitate all: \$957M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 16 open bridges with a Critical component (\$2M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 32% of the ranked Poor bridges are past their expected service life, 83% are of a material that wears out at least three years sooner here than nationally, and 61% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 93 bridges rated Serious (\$58M), starting with the 4 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 1,382 Poor bridges in North Carolina: \$957M to rehabilitate or \$1.4B to replace them all, about \$141M a year to clear the backlog in ten years.
- State-owned network.** 91% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (64%), and 32% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 28 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 61% of the ranked Poor bridges have a failing substructure or culvert, including 56 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 83% of the ranked Poor bridges are of a material that wears out at least three years sooner in North Carolina than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Hurricanes.** North Carolina is among the states most often struck by hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
- Collisions and overloads.** 10% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, North Carolina (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000210168	Urban principal arterial	1968	48,000	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$5M
2	000000000870155	Urban freeway	1965	21,000	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$1M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
3	000000000870168	Urban freeway	1965	21,000	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$1M
4	000000000190093	Urban minor arterial	1972	21,000	Serious	Substructure	Flood/scour, Hurricane	\$3M
5	0000000001830115	Urban principal arterial	1965	16,250	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$2M
6	0000000001710122	Rural principal arterial	1960	13,500	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$1M
7	0000000001350049	Urban minor arterial	1954	11,000	Serious	Superstructure	Aging, Climate, Hurricane	\$785K
8	0000000001190001	Urban minor arterial	1977	12,750	Serious	Substructure	Flood/scour, Hurricane	\$1M
9	0000000001830247	Urban collector	1952	8,300	Serious	Substructure	Aging, Climate, Flood/scour, Hurricane	\$202K
10	0000000001130105	Rural minor arterial	1965	7,300	Serious	Superstructure	Climate, Hurricane	\$1M

11. Ohio

Poor bridges (FHWA 2025): 1,266 | Ranked here: 1,261 | Critical, open: 27 | Serious: 191 | Main causes and hazards: Flood/scour | Replace all: \$1.8B | Rehabilitate all: \$1.2B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 27 open bridges with a Critical component (\$31M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 23% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 41% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 191 bridges rated Serious (\$170M).
- Full program.** FHWA counts 1,266 Poor bridges in Ohio: \$1.2B to rehabilitate or \$1.8B to replace them all, about \$183M a year to clear the backlog in ten years.
- Local owners.** 81% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (47%), and 23% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 28 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 41% of the ranked Poor bridges have a failing substructure or culvert, including 66 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 8% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Ohio (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	2504596	Urban principal arterial	1963	9,065	Critical	Superstructure	Collision exposure	\$3M
2	1869604	Urban principal arterial	1930	7,000	Critical	Superstructure	Aging, Collision exposure	\$6M
3	2500817	Urban principal arterial	1964	5,851	Critical	Superstructure	Collision exposure	\$8M
4	2500639	Urban principal arterial	1964	18,223	Serious	Deck, Superstructure	Collision exposure	\$5M
5	7835566	Urban principal arterial	1930	11,521	Serious	Deck, Superstructure	Collision exposure	\$7M
6	7060807	Urban local road	1999	2,986	Critical	Superstructure	Early deterioration	\$141K
7	2517361	Urban principal arterial	1971	11,464	Serious	Superstructure	Collision exposure	\$8M
8	4100964	Urban principal arterial	1905	6,845	Serious	Superstructure, Substructure	Aging, Flood/scour, Collision exposure	\$14M
9	4741420	Urban minor arterial	1923	1,000	Critical	Deck, Superstructure	Early deterioration	\$1M
10	4740483	Urban minor arterial	1991	14,095	Serious	Deck, Superstructure	Early deterioration	\$232K

12. West Virginia

Poor bridges (FHWA 2025): 1,307 | Ranked here: 1,307 | Critical, open: 13 | Serious: 127 | Main causes and hazards: Aging + climate | Replace all: \$1.8B | Rehabilitate all: \$1.3B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 13 open bridges with a Critical component (\$7M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 58% of the ranked Poor bridges are past their expected service life, 100% are of a material that wears out at least three years sooner here than nationally, and 44% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 127 bridges rated Serious (\$238M).
- Full program.** FHWA counts 1,307 Poor bridges in West Virginia: \$1.3B to rehabilitate or \$1.8B to replace them all, about \$185M a year to clear the backlog in ten years.
- State-owned network.** 95% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (36%), and 58% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossings.** Decide on 5 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 44% of the ranked Poor bridges have a failing substructure or culvert, including 46 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 100% of the ranked Poor bridges are of a material that wears out at least three years sooner in West Virginia than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 11% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, West Virginia (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	00000000053A021	Rural major collector	1949	3,500	Critical	Deck	Aging, Climate	\$2M
2	00000000020A316	Urban principal arterial	1943	10,500	Serious	Deck, Superstructure, Substructure	Aging, Climate, Flood/scour, Collision exposure	\$4M
3	00000000003A117	Rural principal arterial	1973	11,900	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$22M
4	00000000054A160	Urban freeway	1971	11,300	Serious	Superstructure, Substructure	Climate, Flood/scour, Collision exposure	\$4M
5	00000000017A185	Rural principal arterial	1966	9,800	Serious	Deck, Superstructure	Aging, Climate, Collision exposure	\$6M
6	00000000041A164	Rural Interstate	1988	10,000	Serious	Superstructure	Climate, Collision exposure	\$54M
7	00000000003A116	Rural principal arterial	1973	10,088	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$22M
8	00000000028A076	Urban minor arterial	1947	8,200	Serious	Superstructure, Substructure	Aging, Climate, Flood/scour	\$11M
9	00000000039A101	Rural Interstate	1970	6,550	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$6M
10	00000000039A105	Rural Interstate	1970	6,550	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$6M

13. Kentucky

Poor bridges (FHWA 2025): 1,088 | Ranked here: 1,088 | Critical, open: 43 | Serious: 88 | Main causes and hazards: Climate | Replace all: \$1.2B | Rehabilitate all: \$807M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 43 open bridges with a Critical component (\$19M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 32% of the ranked Poor bridges are past their expected service life, 99% are of a material that wears out at least three years sooner here than nationally, and 46% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 88 bridges rated Serious (\$63M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 1,088 Poor bridges in Kentucky: \$807M to rehabilitate or \$1.2B to replace them all, about \$119M a year to clear the backlog in ten years.
5. **State-owned network.** 53% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (31%), and 32% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 23 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 46% of the ranked Poor bridges have a failing substructure or culvert, including 72 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 99% of the ranked Poor bridges are of a material that wears out at least three years sooner in Kentucky than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Kentucky (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	056B00183N	Urban Interstate	1959	122,766	Serious	Superstructure	Aging, Climate, Collision exposure	\$7M
2	056B00196N	Urban Interstate	1963	84,001	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$948K
3	059C00037N	Urban local road	1960	15,394	Serious	Superstructure	Climate	\$943K
4	056C00130N	Urban minor arterial	1935	7,990	Serious	Substructure	Aging, Climate, Flood/scour	\$3M
5	078B00023N	Rural major collector	1923	1,105	Critical	Superstructure	Aging, Climate	\$758K
6	021B00043N	Urban collector	1952	8,046	Serious	Superstructure	Climate	\$12M
7	067B00038N	Rural major collector	1940	692	Critical	Superstructure	Aging, Climate	\$3M
8	100C00051N	Rural local road	1932	604	Critical	Deck, Superstructure	Aging, Climate	\$693K
9	056B00142N	Urban Interstate	1965	144,000	Poor	Superstructure	Climate, Collision exposure	\$39M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
10	056B00390N	Urban Interstate	1988	159,448	Poor	Deck	Climate, Collision exposure	\$3M

14. Kansas

Poor bridges (FHWA 2025): 1,301 | Ranked here: 1,247 | Critical, open: 5 | Serious: 168 | Main causes and hazards: Flood/scour | Replace all: \$699M | Rehabilitate all: \$475M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$55M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 39% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 75% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 168 bridges rated Serious (\$49M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
4. **Full program.** FHWA counts 1,301 Poor bridges in Kansas: \$475M to rehabilitate or \$699M to replace them all, about \$70M a year to clear the backlog in ten years.
5. **Local owners.** 93% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (33%), and 39% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 2 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 75% of the ranked Poor bridges have a failing substructure or culvert, including 117 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Collisions and overloads.** 2% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Kansas (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	999907001050311	Urban Interstate	1907	20,421	Critical	Superstructure	Aging, Collision exposure	\$54M
2	000000000520080	Rural major collector	1975	1,598	Serious	Substructure	Flood/scour	\$277K
3	000000000800150	Rural major collector	1955	1,200	Serious	Deck, Superstructure	Early deterioration	\$777K
4	999907000890261	Urban Interstate	1963	18,958	Poor	Deck	Collision exposure	\$58M
5	000501041006868	Rural local road	1910	50	Critical	Substructure	Aging, Flood/scour	\$166K
6	421950462874055	Urban minor arterial	1976	24,000	Poor	Substructure	Flood/scour	\$3M
7	000000000400190	Rural major collector	1953	680	Serious	Superstructure	Early deterioration	\$748K
8	000021055305620	Rural local road	1930	50	Critical	Substructure	Flood/scour	\$127K
9	530400870WDC160	Urban local road	1925	450	Serious	Deck, Superstructure	Early deterioration	\$947K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
10	999901000461781	Rural principal arterial	1975	16,300	Poor	Deck	Collision exposure	\$3M

15. Indiana

Poor bridges (FHWA 2025): 1,043 | Ranked here: 949 | Critical, open: 11 | Serious: 97 | Main causes and hazards: Climate | Replace all: \$822M | Rehabilitate all: \$559M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 11 open bridges with a Critical component (\$27M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 44% of the ranked Poor bridges are past their expected service life, 58% are of a material that wears out at least three years sooner here than nationally, and 46% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 97 bridges rated Serious (\$81M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 1,043 Poor bridges in Indiana: \$559M to rehabilitate or \$822M to replace them all, about \$82M a year to clear the backlog in ten years.
5. **Local owners.** 93% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Prestressed concrete is the most common main span material among Poor bridges (29%), and 44% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 35 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 46% of the ranked Poor bridges have a failing substructure or culvert, including 43 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 58% of the ranked Poor bridges are of a material that wears out at least three years sooner in Indiana than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Indiana (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	4900190	Urban principal arterial	1970	38,589	Critical	Substructure	Flood/scour, Collision exposure	\$7M
2	2000133	Urban local road	1962	2,401	Critical	Deck, Superstructure	Climate	\$636K
3	0200291	Urban minor arterial	1986	23,300	Serious	Superstructure	Early deterioration	\$5M
4	003240	Urban principal arterial	1970	1,763	Critical	Substructure	Flood/scour, Collision exposure	\$3M
5	023305	Rural minor arterial	1930	1,065	Critical	Substructure	Aging, Flood/scour	\$13M
6	0200277	Urban minor arterial	1966	12,125	Serious	Superstructure	Climate	\$400K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
7	1800156	Urban principal arterial	1973	9,340	Serious	Superstructure	Climate, Collision exposure	\$4M
8	4800172	Urban local road	1940	781	Critical	Substructure	Aging, Climate, Flood/scour	\$523K
9	033175	Rural Interstate	1967	6,300	Serious	Superstructure	Collision exposure	\$24M
10	0200246	Urban minor arterial	1966	9,025	Serious	Substructure	Flood/scour	\$195K

16. Tennessee

Poor bridges (FHWA 2025): 887 | Ranked here: 887 | Critical, open: 32 | Serious: 33 | Main causes and hazards: Climate + flood/scour | Replace all: \$1.2B | Rehabilitate all: \$843M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 32 open bridges with a Critical component (\$36M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 27% of the ranked Poor bridges are past their expected service life, 59% are of a material that wears out at least three years sooner here than nationally, and 57% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 33 bridges rated Serious (\$31M), starting with the 4 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 887 Poor bridges in Tennessee: \$843M to rehabilitate or \$1.2B to replace them all, about \$124M a year to clear the backlog in ten years.
- Local owners.** 61% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (37%), and 27% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 17 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 57% of the ranked Poor bridges have a failing substructure or culvert, including 33 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 59% of the ranked Poor bridges are of a material that wears out at least three years sooner in Tennessee than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 17% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Tennessee (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	33I00240050	Urban Interstate	1964	94,104	Critical	Substructure	Climate, Flood/scour, Collision exposure	\$15M
2	10SR0670029	Urban principal arterial	1929	22,653	Critical	Substructure	Aging, Climate, Flood/scour, Collision exposure	\$5M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
3	33I00240049	Urban Interstate	1965	94,104	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$4M
4	79028150003	Urban minor arterial	1979	10,822	Critical	Superstructure	Early deterioration	\$750K
5	79SR0140006	Urban principal arterial	1929	48,162	Serious	Superstructure	Aging, Collision exposure	\$9M
6	33M36040001	Urban collector	1976	6,006	Critical	Superstructure	Early deterioration	\$436K
7	10023770003	Urban collector	1948	2,752	Critical	Deck	Climate	\$229K
8	16S42600005	Rural major collector	1940	2,285	Critical	Superstructure	Aging	\$383K
9	79S80740005	Urban minor arterial	1949	8,449	Serious	Superstructure	Early deterioration	\$4M
10	79014630003	Rural minor collector	1950	7,982	Serious	Superstructure	Aging	\$684K

17. Wisconsin

Poor bridges (FHWA 2025): 976 | Ranked here: 976 | Critical, open: 12 | Serious: 126 | Main causes and hazards: Climate + flood/scour | Replace all: \$546M | Rehabilitate all: \$372M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 12 open bridges with a Critical component (\$3M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 39% of the ranked Poor bridges are past their expected service life, 64% are of a material that wears out at least three years sooner here than nationally, and 54% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 126 bridges rated Serious (\$46M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
- Full program.** FHWA counts 976 Poor bridges in Wisconsin: \$372M to rehabilitate or \$546M to replace them all, about \$55M a year to clear the backlog in ten years.
- Local owners.** 89% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (43%), and 39% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 13 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 54% of the ranked Poor bridges have a failing substructure or culvert, including 70 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 64% of the ranked Poor bridges are of a material that wears out at least three years sooner in Wisconsin than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 6% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Wisconsin (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	B40057100000000	Urban principal arterial	1939	20,130	Serious	Substructure	Aging, Climate, Flood/scour, Collision exposure	\$2M
2	B40034000000000	Urban principal arterial	1968	11,300	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$1M
3	B35084600000000	Urban principal arterial	1927	5,900	Serious	Superstructure	Collision exposure	\$4M
4	B60001400000000	Rural minor collector	1970	640	Critical	Substructure	Flood/scour	\$237K
5	P67073100000000	Urban collector	1966	5,100	Serious	Superstructure	Early deterioration	\$356K
6	B51006900000000	Urban principal arterial	1988	4,600	Serious	Superstructure	Climate, Collision exposure	\$3M
7	B40004700000000	Urban Interstate	1959	79,000	Poor	Deck, Superstructure	Climate, Collision exposure	\$1M
8	P20071900000000	Urban collector	1965	3,900	Serious	Superstructure	Early deterioration	\$817K
9	P44072300000000	Urban collector	1917	2,972	Serious	Superstructure	Aging	\$1M
10	P52019000000000	Rural local road	1974	350	Critical	Deck	Climate	\$123K

18. Nebraska

Poor bridges (FHWA 2025): 1,155 | Ranked here: 1,155 | Critical, open: 50 | Serious: 239 | Main causes and hazards: Aging + flood/scour | Replace all: \$621M | Rehabilitate all: \$422M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 50 open bridges with a Critical component (\$26M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 74% of the ranked Poor bridges are past their expected service life, 5% are of a material that wears out at least three years sooner here than nationally, and 71% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 239 bridges rated Serious (\$110M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
- Full program.** FHWA counts 1,155 Poor bridges in Nebraska: \$422M to rehabilitate or \$621M to replace them all, about \$62M a year to clear the backlog in ten years.
- Local owners.** 91% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (68%), and 74% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossings.** Decide on 25 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 71% of the ranked Poor bridges have a failing substructure or culvert, including 222 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 3% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Nebraska (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	S080 40105	Urban Interstate	1960	32,795	Serious	Substructure	Flood/scour, Collision exposure	\$3M
2	C007704324P	Urban principal arterial	1975	2,303	Critical	Substructure	Flood/scour, Collision exposure	\$12M
3	S030 37773L	Rural principal arterial	1931	14,395	Serious	Superstructure	Aging, Collision exposure	\$7M
4	S006 31502	Urban minor arterial	1961	15,000	Serious	Superstructure	Early deterioration	\$2M
5	S075 08730L	Urban freeway	1970	85,640	Poor	Deck	Collision exposure	\$3M
6	S034 38208	Rural minor arterial	1929	1,385	Serious	Substructure	Aging, Flood/scour	\$9M
7	U182504710	Urban principal arterial	1966	56,260	Poor	Deck	Collision exposure	\$4M
8	C003702305P	Rural major collector	1935	1,220	Serious	Substructure	Aging, Flood/scour	\$857K
9	S006 37025	Urban principal arterial	1934	26,220	Poor	Deck, Superstructure	Aging, Climate, Collision exposure	\$812K
10	C008001115	Rural local road	1925	100	Critical	Substructure	Aging, Flood/scour	\$661K

19. Mississippi

Poor bridges (FHWA 2025): 967 | Ranked here: 967 | Critical, open: 77 | Serious: 119 | Main causes and hazards: Climate + flood/scour; hurricanes | Replace all: \$763M | Rehabilitate all: \$519M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 77 open bridges with a Critical component (\$22M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 32% of the ranked Poor bridges are past their expected service life, 95% are of a material that wears out at least three years sooner here than nationally, and 75% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 119 bridges rated Serious (\$78M).
4. **Full program.** FHWA counts 967 Poor bridges in Mississippi: \$519M to rehabilitate or \$763M to replace them all, about \$76M a year to clear the backlog in ten years.
5. **Local owners.** 84% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (54%), and 32% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 93 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 75% of the ranked Poor bridges have a failing substructure or culvert, including 168 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 95% of the ranked Poor bridges are of a material that wears out at least three years sooner in Mississippi than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Hurricanes.** Mississippi is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
11. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Mississippi (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	210001105501130	Urban principal arterial	1948	15,000	Serious	Substructure	Aging, Climate, Flood/scour, Collision exposure, Hurricane	\$9M
2	210007804703560	Rural major collector	1938	1,500	Critical	Superstructure	Aging, Climate, Hurricane	\$514K
3	310017804703360	Rural major collector	1938	1,500	Critical	Superstructure	Aging, Climate, Hurricane	\$206K
4	170005502509700	Urban principal arterial	1966	6,700	Serious	Superstructure	Collision exposure, Hurricane	\$5M
5	SA2500000000252	Urban collector	1994	11,000	Serious	Superstructure, Substructure	Aging, Climate, Flood/scour, Hurricane	\$472K
6	210004504121080	Rural minor arterial	1937	4,600	Serious	Substructure	Aging, Climate, Flood/scour, Hurricane	\$406K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
7	210005100816990	Rural major collector	1937	450	Critical	Deck	Aging, Climate, Hurricane	\$609K
8	SA2500000000147	Urban collector	1985	780	Critical	Substructure	Aging, Climate, Flood/scour, Hurricane	\$292K
9	SA2900000000023	Rural major collector	1950	499	Critical	Substructure	Climate, Flood/scour, Hurricane	\$108K
10	SA5900000000006	Rural local road	1956	522	Critical	Substructure	Climate, Flood/scour, Hurricane	\$272K

20. South Dakota

Poor bridges (FHWA 2025): 945 | Ranked here: 935 | Critical, open: 32 | Serious: 210 | Main causes and hazards: Aging + climate + flood/scour | Replace all: \$615M | Rehabilitate all: \$418M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 32 open bridges with a Critical component (\$18M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 66% of the ranked Poor bridges are past their expected service life, 96% are of a material that wears out at least three years sooner here than nationally, and 76% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 210 bridges rated Serious (\$105M).
- Full program.** FHWA counts 945 Poor bridges in South Dakota: \$418M to rehabilitate or \$615M to replace them all, about \$61M a year to clear the backlog in ten years.
- Local owners.** 93% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (45%), and 66% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossings.** Decide on 15 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 76% of the ranked Poor bridges have a failing substructure or culvert, including 181 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 96% of the ranked Poor bridges are of a material that wears out at least three years sooner in South Dakota than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 2% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, South Dakota (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000015178160	Urban minor arterial	1974	4,970	Serious	Superstructure	Climate	\$1M
2	000000064042050	Rural major collector	1960	435	Critical	Deck, Superstructure	Climate	\$1M
3	000000049062020	Rural major collector	1963	320	Critical	Superstructure, Substructure	Aging, Climate, Flood/scour	\$588K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
4	000000064058050	Rural major collector	1960	270	Critical	Deck, Superstructure, Substructure	Climate, Flood/scour	\$2M
5	000000041250268	Rural major collector	1975	300	Critical	Superstructure	Early deterioration	\$730K
6	000000007122333	Urban collector	1974	2,069	Serious	Deck, Superstructure	Climate	\$878K
7	000000014088170	Rural local road	1900	97	Critical	Superstructure	Aging, Climate	\$590K
8	000000014134100	Rural local road	1940	97	Critical	Substructure	Aging, Climate, Flood/scour	\$199K
9	000000014133170	Rural local road	1930	97	Critical	Substructure	Aging, Climate, Flood/scour	\$886K
10	000000002228080	Rural local road	1930	65	Critical	Substructure	Aging, Climate, Flood/scour	\$188K

21. Arkansas

Poor bridges (FHWA 2025): 695 | Ranked here: 275 | Critical, open: 2 | Serious: 44 | Main causes and hazards: Climate | Replace all: \$1.2B | Rehabilitate all: \$844M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 2 open bridges with a Critical component (\$2M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 23% of the ranked Poor bridges are past their expected service life, 90% are of a material that wears out at least three years sooner here than nationally, and 49% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 44 bridges rated Serious (\$69M).
4. **Full program.** FHWA counts 695 Poor bridges in Arkansas: \$844M to rehabilitate or \$1.2B to replace them all, about \$124M a year to clear the backlog in ten years.
5. **State-owned network.** 66% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (47%), and 23% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **River flooding and scour.** 49% of the ranked Poor bridges have a failing substructure or culvert, including 16 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
8. **Climate.** 90% of the ranked Poor bridges are of a material that wears out at least three years sooner in Arkansas than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
9. **Collisions and overloads.** 10% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
10. **Data.** Only 275 of 695 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Arkansas (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	0000000000A6476	Rural principal arterial	1995	10,000	Serious	Substructure	Flood/scour, Collision exposure	\$16M
2	0000000000M0591	Rural minor arterial	1955	5,500	Serious	Superstructure	Climate	\$797K
3	000000000019622	Rural major collector	1977	830	Critical	Superstructure	Climate	\$535K
4	0000000000E2768	Urban Interstate	1961	119,000	Poor	Superstructure	Climate, Collision exposure	\$11M
5	0000000000A3498	Urban Interstate	1969	55,000	Poor	Superstructure	Collision exposure	\$11M
6	0000000000B3498	Urban Interstate	1969	55,000	Poor	Superstructure	Collision exposure	\$11M
7	0000000000A3080	Urban freeway	1958	50,000	Poor	Deck	Climate, Collision exposure	\$1M
8	0000000000A3179	Urban Interstate	1961	53,500	Poor	Superstructure	Climate, Collision exposure	\$38M
9	0000000000M0286	Rural minor arterial	1926	1,200	Serious	Superstructure	Aging, Climate	\$501K
10	0000000000M0287	Rural minor arterial	1926	1,200	Serious	Superstructure	Aging, Climate	\$246K

22. Massachusetts

Poor bridges (FHWA 2025): 501 | Ranked here: 501 | Critical, open: 14 | Serious: 88 | Main causes and hazards: Climate; hurricanes
| Replace all: \$6.2B | Rehabilitate all: \$4.2B

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 14 open bridges with a Critical component (\$82M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 48% of the ranked Poor bridges are past their expected service life, 90% are of a material that wears out at least three years sooner here than nationally, and 32% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 88 bridges rated Serious (\$724M), starting with the 25 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 501 Poor bridges in Massachusetts: \$4.2B to rehabilitate or \$6.2B to replace them all, about \$621M a year to clear the backlog in ten years.
5. **State-owned network.** 66% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (66%), and 48% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 2 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 32% of the ranked Poor bridges have a failing substructure or culvert, including 29 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 90% of the ranked Poor bridges are of a material that wears out at least three years sooner in Massachusetts than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Hurricanes.** Massachusetts is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
11. **Collisions and overloads.** 43% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Massachusetts (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	H12025310DOTNBI	Urban principal arterial	1850	27,200	Critical	Deck, Superstructure	Aging, Climate, Collision exposure, Hurricane	\$3M
2	B161093H8DOT634	Urban minor arterial	1883	24,000	Critical	Superstructure	Aging, Climate, Hurricane	\$4M
3	F0401723NDOT634	Urban principal arterial	1900	16,708	Critical	Superstructure	Aging, Climate, Collision exposure, Hurricane	\$19M
4	H1102512VDOTNBI	Urban minor arterial	1963	13,319	Critical	Substructure	Climate, Flood/scour, Hurricane	\$13M
5	L150862JQDOTNBI	Urban Interstate	1961	68,981	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$14M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
6	T030152JTDOTNBI	Urban Interstate	1961	68,981	Serious	Substructure	Climate, Flood/scour, Collision exposure, Hurricane	\$10M
7	W440911T9DOTNBI	Urban Interstate	1958	65,611	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$13M
8	L040442XC DOTNBI	Urban minor arterial	1963	10,371	Critical	Superstructure	Climate, Hurricane	\$13M
9	W440911TADOTNB I	Urban Interstate	1958	62,637	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$13M
10	M170312XGDOTNB I	Urban Interstate	1963	63,024	Serious	Superstructure	Climate, Collision exposure, Hurricane	\$12M

23. Texas

Poor bridges (FHWA 2025): 680 | Ranked here: 680 | Critical, open: 32 | Serious: 57 | Main causes and hazards: Flood/scour; hurricanes (high) | Replace all: \$883M | Rehabilitate all: \$601M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 32 open bridges with a Critical component (\$16M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 21% of the ranked Poor bridges are past their expected service life, 12% are of a material that wears out at least three years sooner here than nationally, and 71% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 57 bridges rated Serious (\$49M), starting with the 3 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 680 Poor bridges in Texas: \$601M to rehabilitate or \$883M to replace them all, about \$88M a year to clear the backlog in ten years.
- Local owners.** 75% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (32%), and 21% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 4 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 71% of the ranked Poor bridges have a failing substructure or culvert, including 67 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Hurricanes.** Texas is among the states most often struck by hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
- Collisions and overloads.** 11% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Texas (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	1805709H6090004	Urban minor arterial	1974	14,029	Critical	Substructure	Flood/scour, Hurricane	\$2M
2	201240073902120	Urban Interstate	1962	65,343	Serious	Superstructure	Collision exposure, Hurricane	\$1M
3	091610005601010	Rural minor arterial	1931	5,085	Critical	Substructure	Flood/scour, Hurricane	\$949K
4	081770026401004	Rural minor arterial	1926	4,614	Critical	Substructure	Flood/scour, Hurricane	\$532K
5	130760026702022	Rural major collector	1958	5,088	Critical	Substructure	Flood/scour, Hurricane	\$456K
6	141060036601002	Urban principal arterial	1929	24,909	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$534K
7	121020002710063	Urban principal arterial	1956	25,730	Serious	Substructure	Flood/scour, Collision exposure, Hurricane	\$5M
8	241160AA8883001	Rural principal arterial	1936	775	Critical	Substructure	Aging, Flood/scour, Collision exposure, Hurricane	\$1M
9	121020B38857153	Urban minor arterial	1954	9,720	Serious	Substructure	Aging, Climate, Flood/scour, Hurricane	\$138K
10	180570237402080	Urban Interstate	1969	182,015	Poor	Culvert	Flood/scour, Collision exposure, Hurricane	\$469K

24. South Carolina

Poor bridges (FHWA 2025): 602 | Ranked here: 24 | Critical, open: 0 | Serious: 6 | Main causes and hazards: Climate + flood/scour; hurricanes | Replace all: \$1.0B | Rehabilitate all: \$686M

1. **Immediate, 2027 to 2028.** No open bridge has a Critical component. Begin with the highest-risk Serious bridges at the top of the priority list below.
2. **Main causes.** 25% of the ranked Poor bridges are past their expected service life, 83% are of a material that wears out at least three years sooner here than nationally, and 92% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 6 bridges rated Serious (\$10M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
4. **Full program.** FHWA counts 602 Poor bridges in South Carolina: \$686M to rehabilitate or \$1.0B to replace them all, about \$101M a year to clear the backlog in ten years.
5. **State-owned network.** 50% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Prestressed concrete is the most common main span material among Poor bridges (46%), and 25% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
8. **River flooding and scour.** 92% of the ranked Poor bridges have a failing substructure or culvert, including 5 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 83% of the ranked Poor bridges are of a material that wears out at least three years sooner in South Carolina than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Hurricanes.** South Carolina is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
11. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
12. **Data.** Only 24 of 602 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, South Carolina (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000003599	Urban minor arterial	1961	39,100	Serious	Superstructure	Aging, Climate, Hurricane	\$7M
2	000000000004212	Urban minor arterial	1963	11,000	Serious	Substructure	Climate, Flood/scour, Hurricane	\$2M
3	000000000003396	Rural Interstate	1960	42,700	Poor	Culvert	Climate, Flood/scour, Collision exposure, Hurricane	\$1M
4	000000000002447	Urban minor arterial	1926	9,000	Poor	Superstructure, Substructure	Aging, Climate, Flood/scour, Hurricane	\$990K
5	DAPTRAJAC0R991 1	Rural local road	1941	120	Serious	Substructure	Aging, Flood/scour, Hurricane	\$245K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
6	000000000000048	Rural minor arterial	1930	2,800	Poor	Culvert	Aging, Climate, Flood/scour, Hurricane	\$414K
7	081201000003118	Rural local road	1957	50	Serious	Substructure	Aging, Climate, Flood/scour, Hurricane	\$445K
8	081201000003116	Rural local road	1972	50	Serious	Substructure	Climate, Flood/scour, Hurricane	\$169K
9	081203000003130	Rural local road	1982	50	Serious	Substructure	Climate, Flood/scour, Hurricane	\$493K
10	0000000000002319	Rural major collector	1956	850	Poor	Substructure	Climate, Flood/scour, Hurricane	\$1M

25. Washington

Poor bridges (FHWA 2025): 473 | Ranked here: 457 | Critical, open: 9 | Serious: 152 | Main causes and hazards: Flood/scour; earthquakes | Replace all: \$3.5B | Rehabilitate all: \$2.4B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 9 open bridges with a Critical component (\$5M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 13% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 32% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 152 bridges rated Serious (\$870M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
- Full program.** FHWA counts 473 Poor bridges in Washington: \$2.4B to rehabilitate or \$3.5B to replace them all, about \$350M a year to clear the backlog in ten years.
- State-owned network.** 51% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Concrete continuous is the most common main span material among Poor bridges (24%), and 13% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
- River flooding and scour.** 32% of the ranked Poor bridges have a failing substructure or culvert, including 31 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Earthquakes.** The Pacific coast faces significant earthquake hazard. Confirm the seismic vulnerability of every priority bridge, retrofit vulnerable bridges on lifeline and evacuation routes first, and inspect after any damaging earthquake.
- Collisions and overloads.** 35% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed.

Priority bridges, Washington (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	085375000000000	Urban minor arterial	1959	8,500	Critical	Substructure	Flood/scour, Earthquake	\$789K
2	0008610A0000000	Urban Interstate	1970	74,410	Serious	Superstructure	Collision exposure, Earthquake	\$114M
3	085532000000000	Urban collector	1936	3,700	Critical	Substructure	Flood/scour, Earthquake	\$891K
4	086562000000000	Urban principal arterial	1925	15,256	Serious	Superstructure	Aging, Collision exposure, Earthquake	\$3M
5	000000LM0000000	Urban principal arterial	1949	14,965	Serious	Deck, Substructure	Flood/scour, Collision exposure, Earthquake	\$4M
6	0011964A0000000	Rural principal arterial	1982	18,159	Serious	Superstructure	Collision exposure, Earthquake	\$91M
7	0001444A0000000	Rural principal arterial	1930	4,879	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$755K
8	084811000000000	Urban minor arterial	1931	7,700	Serious	Substructure	Aging, Flood/scour, Earthquake	\$1M
9	0003017A0000000	Rural major collector	1946	636	Critical	Substructure	Flood/scour, Earthquake	\$806K
10	080401000000000	Rural local road	1971	612	Critical	Substructure	Flood/scour, Earthquake	\$309K

26. Minnesota

Poor bridges (FHWA 2025): 609 | Ranked here: 446 | Critical, open: 5 | Serious: 79 | Main causes and hazards: Flood/scour | Replace all: \$754M | Rehabilitate all: \$513M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$3M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 31% of the ranked Poor bridges are past their expected service life, 7% are of a material that wears out at least three years sooner here than nationally, and 77% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 79 bridges rated Serious (\$50M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
4. **Full program.** FHWA counts 609 Poor bridges in Minnesota: \$513M to rehabilitate or \$754M to replace them all, about \$75M a year to clear the backlog in ten years.
5. **Local owners.** 85% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Timber is the most common main span material among Poor bridges (32%), and 31% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 15 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 77% of the ranked Poor bridges have a failing substructure or culvert, including 66 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Collisions and overloads.** 6% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
10. **Data.** Only 446 of 609 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Minnesota (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	69866	Urban Interstate	2011	22,000	Serious	Superstructure	Collision exposure	\$11M
2	90590	Urban local road	1914	8,600	Serious	Superstructure	Aging	\$2M
3	62515	Urban minor arterial	1969	7,500	Serious	Superstructure	Climate	\$6M
4	89850	Rural local road	1903	500	Critical	Superstructure	Aging	\$640K
5	6583	Urban Interstate	1959	94,603	Poor	Superstructure	Climate, Collision exposure	\$4M
6	69019	Rural principal arterial	1964	3,845	Serious	Substructure	Flood/scour, Collision exposure	\$656K
7	69025	Rural minor arterial	1971	3,830	Serious	Superstructure	Early deterioration	\$2M
8	27525	Urban collector	1966	4,650	Serious	Superstructure	Early deterioration	\$1M
9	9217E	Urban Interstate	1981	44,357	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$64M
10	9217W	Urban Interstate	1981	44,357	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$54M

27. Alabama

Poor bridges (FHWA 2025): 545 | Ranked here: 457 | Critical, open: 27 | Serious: 92 | Main causes and hazards: Flood/scour; hurricanes | Replace all: \$494M | Rehabilitate all: \$336M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 27 open bridges with a Critical component (\$8M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 40% of the ranked Poor bridges are past their expected service life, 5% are of a material that wears out at least three years sooner here than nationally, and 70% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 92 bridges rated Serious (\$45M).
4. **Full program.** FHWA counts 545 Poor bridges in Alabama: \$336M to rehabilitate or \$494M to replace them all, about \$49M a year to clear the backlog in ten years.
5. **Local owners.** 85% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (34%), and 40% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 9 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 70% of the ranked Poor bridges have a failing substructure or culvert, including 85 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Hurricanes.** Alabama is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
10. **Collisions and overloads.** 6% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
11. **Data.** Only 457 of 545 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Alabama (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	011445	Urban local road	1975	3,072	Critical	Substructure	Flood/scour, Hurricane	\$318K
2	009779	Rural major collector	1968	2,350	Critical	Substructure	Flood/scour, Hurricane	\$764K
3	000091	Urban local road	1915	14,000	Serious	Deck, Superstructure, Substructure	Aging, Flood/scour, Hurricane	\$12M
4	008716	Urban minor arterial	1965	6,000	Serious	Substructure	Flood/scour, Hurricane	\$1M
5	014469	Urban Interstate	1969	104,310	Poor	Superstructure	Climate, Collision exposure, Hurricane	\$7M
6	014467	Rural Interstate	1970	83,530	Poor	Superstructure	Climate, Collision exposure, Hurricane	\$5M
7	004731	Urban Interstate	1958	40,660	Poor	Culvert	Flood/scour, Collision exposure, Hurricane	\$669K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
8	010963	Urban collector	1973	2,512	Serious	Substructure	Flood/scour, Hurricane	\$286K
9	009517	Urban Interstate	1968	41,990	Poor	Substructure	Climate, Flood/scour, Collision exposure, Hurricane	\$2M
10	009518	Urban Interstate	1968	41,990	Poor	Substructure	Climate, Flood/scour, Collision exposure, Hurricane	\$2M

28. New Jersey

Poor bridges (FHWA 2025): 392 | Ranked here: 371 | Critical, open: 1 | Serious: 50 | Main causes and hazards: Aging | Replace all: \$3.6B | Rehabilitate all: \$2.4B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the one open bridge with a Critical component (\$500K), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 61% of the ranked Poor bridges are past their expected service life, 16% are of a material that wears out at least three years sooner here than nationally, and 34% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 50 bridges rated Serious (\$371M), starting with the 6 Critical or Serious bridges that carry over 20,000 vehicles a day.
- Full program.** FHWA counts 392 Poor bridges in New Jersey: \$2.4B to rehabilitate or \$3.6B to replace them all, about \$359M a year to clear the backlog in ten years.
- Shared ownership.** 46% of the ranked Poor bridges are state-owned and 35% locally owned, with the remaining 19% held by federal and other agencies; coordinate one program across all owners.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (62%), and 61% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
- River flooding and scour.** 34% of the ranked Poor bridges have a failing substructure or culvert, including 7 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 36% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, New Jersey (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	0327168	Urban Interstate	1971	63,674	Serious	Superstructure	Collision exposure	\$28M
2	0327167	Urban Interstate	1971	55,554	Serious	Superstructure	Collision exposure	\$28M
3	0107151	Urban principal arterial	1928	31,688	Serious	Substructure	Aging, Flood/scour, Collision exposure	\$3M
4	1516151	Urban minor arterial	1928	26,921	Serious	Deck, Substructure	Aging, Flood/scour	\$4M
5	1314154	Urban principal arterial	1941	24,061	Serious	Superstructure	Aging, Collision exposure	\$1M
6	0700H01	Urban collector	1908	21,920	Serious	Superstructure	Aging	\$9M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
7	1253163	Urban minor arterial	1933	14,333	Serious	Deck, Superstructure	Aging	\$3M
8	0214159	Urban freeway	1931	113,005	Serious deck	Deck	Aging, Collision exposure	\$3M
9	2111154	Urban principal arterial	1926	12,730	Serious	Superstructure	Aging, Collision exposure	\$2M
10	3000168	Urban minor arterial	1920	14,000	Serious	Superstructure	Aging	\$2M

29. Virginia

Poor bridges (FHWA 2025): 485 | Ranked here: 92 | Critical, open: 1 | Serious: 3 | Main causes and hazards: Climate + flood/scour | Replace all: \$1.6B | Rehabilitate all: \$1.1B

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the one open bridge with a Critical component (\$790K), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 37% of the ranked Poor bridges are past their expected service life, 89% are of a material that wears out at least three years sooner here than nationally, and 51% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 3 bridges rated Serious (\$1M).
- Full program.** FHWA counts 485 Poor bridges in Virginia: \$1.1B to rehabilitate or \$1.6B to replace them all, about \$162M a year to clear the backlog in ten years.
- State-owned network.** 63% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (71%), and 37% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 2 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 51% of the ranked Poor bridges have a failing substructure or culvert, including 1 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 89% of the ranked Poor bridges are of a material that wears out at least three years sooner in Virginia than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 17% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
- Data.** Only 92 of 485 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Virginia (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000014234	Urban Interstate	1963	75,952	Poor	Superstructure	Climate, Collision exposure	\$10M
2	000000000011375	Urban local road	1970	1,687	Serious	Superstructure	Climate	\$625K
3	000000000021548	Urban Interstate	1967	26,406	Poor	Superstructure	Climate, Collision exposure	\$2M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
4	000000000018057	Urban principal arterial	1933	20,738	Poor	Deck, Superstructure, Substructure	Aging, Climate, Flood/scour, Collision exposure	\$2M
5	000000000020249	Urban principal arterial	1945	27,400	Poor	Superstructure, Substructure	Climate, Flood/scour, Collision exposure	\$5M
6	2100035P0000000	Urban freeway	1961	22,000	Poor	Superstructure	Climate, Collision exposure	\$2M
7	000000000020094	Urban freeway	1970	22,297	Poor	Deck, Superstructure	Climate, Collision exposure	\$11M
8	000000000029693	Rural local road	1932	60	Critical	Substructure	Aging, Flood/scour	\$790K
9	000000000020223	Urban freeway	1958	17,873	Poor	Superstructure, Substructure	Climate, Flood/scour, Collision exposure	\$6M
10	000000000017427	Rural Interstate	1962	16,486	Poor	Deck, Superstructure	Climate, Collision exposure	\$4M

30. Colorado

Poor bridges (FHWA 2025): 417 | Ranked here: 417 | Critical, open: 3 | Serious: 38 | Main causes and hazards: Flood/scour | Replace all: \$638M | Rehabilitate all: \$434M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 3 open bridges with a Critical component (\$1M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 33% of the ranked Poor bridges are past their expected service life, 39% are of a material that wears out at least three years sooner here than nationally, and 45% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 38 bridges rated Serious (\$59M), starting with the 4 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 417 Poor bridges in Colorado: \$434M to rehabilitate or \$638M to replace them all, about \$64M a year to clear the backlog in ten years.
5. **Local owners.** 55% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (47%), and 33% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 3 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 45% of the ranked Poor bridges have a failing substructure or culvert, including 14 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 39% of the ranked Poor bridges are of a material that wears out at least three years sooner in Colorado than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 26% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Colorado (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	E-16-JV	Urban Interstate	1982	38,000	Serious	Superstructure	Collision exposure	\$4M
2	E-16-JW	Urban Interstate	1982	38,000	Serious	Superstructure	Collision exposure	\$3M
3	E-16-JX	Urban Interstate	1982	38,000	Serious	Superstructure	Collision exposure	\$6M
4	E-16-IU	Urban Interstate	1984	38,000	Serious	Superstructure	Climate, Collision exposure	\$6M
5	COMC-10-0.8-01	Urban minor arterial	1970	18,738	Serious	Superstructure	Climate	\$370K
6	F-16-O	Urban freeway	1972	101,000	Serious deck	Deck	Climate, Collision exposure	\$6M
7	F-08-Q	Rural Interstate	1980	8,500	Serious	Superstructure	Climate, Collision exposure	\$6M
8	CSG-G.98-08.85	Urban local road	1939	7,042	Serious	Deck, Superstructure	Aging	\$706K
9	E-17-IF	Urban Interstate	1969	48,500	Serious deck	Deck	Climate, Collision exposure	\$3M
10	F-17-ES	Urban Interstate	1971	128,000	Poor	Culvert	Climate, Flood/scour, Collision exposure	\$314K

31. Oregon

Poor bridges (FHWA 2025): 422 | Ranked here: 422 | Critical, open: 14 | Serious: 74 | Main causes and hazards: Flood/scour; earthquakes | Replace all: \$867M | Rehabilitate all: \$589M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 14 open bridges with a Critical component (\$13M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 19% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 77% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 74 bridges rated Serious (\$63M).
- Full program.** FHWA counts 422 Poor bridges in Oregon: \$589M to rehabilitate or \$867M to replace them all, about \$87M a year to clear the backlog in ten years.
- Local owners.** 77% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Prestressed concrete is the most common main span material among Poor bridges (31%), and 19% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 3 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 77% of the ranked Poor bridges have a failing substructure or culvert, including 75 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Earthquakes.** The Pacific coast faces significant earthquake hazard. Confirm the seismic vulnerability of every priority bridge, retrofit vulnerable bridges on lifeline and evacuation routes first, and inspect after any damaging earthquake.
- Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed.

Priority bridges, Oregon (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	11112 000 01132	Urban minor arterial	1914	6,445	Critical	Substructure	Aging, Flood/scour, Earthquake	\$2M
2	11594A204 01135	Rural major collector	1964	3,288	Critical	Substructure	Flood/scour, Earthquake	\$823K
3	47C40 549	Rural local road	1961	1,696	Critical	Substructure	Flood/scour, Earthquake	\$843K
4	25B01 000 00136	Urban minor arterial	1930	13,113	Serious	Substructure	Aging, Flood/scour, Earthquake	\$3M
5	67T006000000000	Urban collector	1962	6,925	Serious	Substructure	Flood/scour, Earthquake	\$426K
6	07T10 000 00030	Urban collector	1967	4,100	Serious	Substructure	Flood/scour, Earthquake	\$500K
7	47C102091600005	Urban local road	1973	430	Critical	Substructure	Flood/scour, Earthquake	\$526K
8	03C08 000 00000	Urban collector	1958	3,374	Serious	Substructure	Flood/scour, Earthquake	\$879K
9	47C06 009 00000	Rural major collector	1955	3,061	Serious	Substructure	Flood/scour, Earthquake	\$1M
10	59C440056400020	Urban collector	1961	281	Critical	Substructure	Flood/scour, Earthquake	\$2M

32. Puerto Rico

Poor bridges (FHWA 2025): 344 | Ranked here: 142 | Critical, open: 2 | Serious: 22 | Main causes and hazards: Climate + flood/scour; hurricanes | Replace all: \$836M | Rehabilitate all: \$569M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 2 open bridges with a Critical component (\$986K), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 36% of the ranked Poor bridges are past their expected service life, 96% are of a material that wears out at least three years sooner here than nationally, and 54% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 22 bridges rated Serious (\$75M).
4. **Full program.** FHWA counts 344 Poor bridges in Puerto Rico: \$569M to rehabilitate or \$836M to replace them all, about \$84M a year to clear the backlog in ten years.
5. **State-owned network.** 61% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (29%), and 36% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 8 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 54% of the ranked Poor bridges have a failing substructure or culvert, including 12 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 96% of the ranked Poor bridges are of a material that wears out at least three years sooner in Puerto Rico than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Hurricanes.** Puerto Rico is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
11. **Collisions and overloads.** 24% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
12. **Data.** Only 142 of 344 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Puerto Rico (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	005821	Urban minor arterial	1951	13,400	Serious	Superstructure	Aging, Climate, Hurricane	\$3M
2	008511	Urban minor arterial	1961	12,500	Serious	Superstructure	Aging, Climate, Hurricane	\$835K
3	016211	Urban minor arterial	1940	10,300	Serious	Superstructure, Substructure	Aging, Climate, Flood/scour, Hurricane	\$303K
4	E16211	Urban minor arterial	1940	10,300	Serious	Superstructure, Substructure	Flood/scour, Hurricane	\$303K
5	008791	Urban minor arterial	1965	9,000	Serious	Substructure	Climate, Flood/scour, Hurricane	\$1M
6	001291	Rural major collector	1920	8,800	Serious	Substructure	Aging, Climate, Flood/scour, Hurricane	\$638K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
7	016471	Rural minor arterial	1980	8,300	Serious	Substructure	Climate, Flood/scour, Hurricane	\$5M
8	001581	Urban collector	1892	5,000	Serious	Deck, Superstructure	Aging, Climate, Hurricane	\$229K
9	023691	Urban Interstate	1995	50,800	Serious deck	Deck	Climate, Collision exposure, Hurricane	\$4M
10	023151	Rural principal arterial	1994	5,800	Serious	Substructure	Climate, Flood/scour, Collision exposure, Hurricane	\$39M

33. Maine

Poor bridges (FHWA 2025): 392 | Ranked here: 94 | Critical, open: 5 | Serious: 13 | Main causes and hazards: Aging + climate | Replace all: \$731M | Rehabilitate all: \$497M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$2M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 50% of the ranked Poor bridges are past their expected service life, 98% are of a material that wears out at least three years sooner here than nationally, and 46% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 13 bridges rated Serious (\$9M).
- Full program.** FHWA counts 392 Poor bridges in Maine: \$497M to rehabilitate or \$731M to replace them all, about \$73M a year to clear the backlog in ten years.
- State-owned network.** 61% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (76%), and 50% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossings.** Decide on 4 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 46% of the ranked Poor bridges have a failing substructure or culvert, including 8 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 98% of the ranked Poor bridges are of a material that wears out at least three years sooner in Maine than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 10% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
- Data.** Only 94 of 392 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Maine (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	0798	Rural local road	1921	352	Critical	Substructure	Aging, Climate, Flood/scour	\$377K
2	0714	Rural local road	1930	240	Critical	Substructure	Aging, Climate, Flood/scour	\$263K
3	5188	Urban collector	1951	1,641	Serious	Superstructure	Aging, Climate	\$3M
4	0495	Urban local road	1928	807	Serious	Deck, Substructure	Aging, Climate, Flood/scour	\$300K
5	5832	Urban Interstate	1959	27,320	Poor	Substructure	Aging, Climate, Flood/scour, Collision exposure	\$3M
6	0171	Rural local road	1980	126	Critical	Substructure	Aging, Climate, Flood/scour	\$223K
7	0057	Urban principal arterial	1975	19,242	Poor	Deck, Superstructure	Collision exposure	\$1M
8	5808	Urban minor arterial	1955	16,934	Poor	Deck	Climate	\$13M
9	0197	Rural local road	1965	730	Serious	Superstructure	Aging, Climate	\$405K
10	0318	Rural local road	1947	435	Serious	Superstructure	Aging, Climate	\$557K

34. Florida

Poor bridges (FHWA 2025): 360 | Ranked here: 358 | Critical, open: 5 | Serious: 35 | Main causes and hazards: Flood/scour; hurricanes (high) | Replace all: \$772M | Rehabilitate all: \$525M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$3M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 18% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 53% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 35 bridges rated Serious (\$92M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 360 Poor bridges in Florida: \$525M to rehabilitate or \$772M to replace them all, about \$77M a year to clear the backlog in ten years.
5. **Local owners.** 80% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (28%), and 18% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 6 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 53% of the ranked Poor bridges have a failing substructure or culvert, including 14 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Hurricanes.** Florida is among the states most often struck by hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
10. **Collisions and overloads.** 7% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Florida (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	870313	Urban Interstate	1961	151,500	Serious	Superstructure	Collision exposure, Hurricane	\$39M
2	874383	Urban minor arterial	1964	20,780	Serious	Superstructure	Hurricane	\$21M
3	720175	Urban Interstate	1959	128,500	Poor	Deck	Collision exposure, Hurricane	\$7M
4	464419	Rural local road	1942	419	Critical	Deck, Superstructure	Aging, Hurricane	\$985K
5	720380	Urban Interstate	1966	100,362	Poor	Culvert	Flood/scour, Collision exposure, Hurricane	\$2M
6	904982	Rural minor arterial	1969	3,182	Serious	Deck, Superstructure	Hurricane	\$1M
7	904984	Rural minor arterial	1969	3,182	Serious	Deck, Superstructure	Hurricane	\$1M
8	720735	Urban Interstate	2004	100,000	Poor	Culvert	Flood/scour, Collision exposure, Hurricane	\$434K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
9	894021	Urban collector	1974	3,500	Serious	Deck, Superstructure	Hurricane	\$1M
10	865773	Urban local road	1956	2,690	Serious	Deck, Superstructure	Hurricane	\$2M

35. North Dakota

Poor bridges (FHWA 2025): 470 | Ranked here: 467 | Critical, open: 24 | Serious: 138 | Main causes and hazards: Aging + climate + flood/scour | Replace all: \$218M | Rehabilitate all: \$148M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 24 open bridges with a Critical component (\$13M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 66% of the ranked Poor bridges are past their expected service life, 73% are of a material that wears out at least three years sooner here than nationally, and 79% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 138 bridges rated Serious (\$46M).
4. **Full program.** FHWA counts 470 Poor bridges in North Dakota: \$148M to rehabilitate or \$218M to replace them all, about \$22M a year to clear the backlog in ten years.
5. **Local owners.** 93% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (59%), and 66% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
7. **Closed crossings.** Decide on 12 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 79% of the ranked Poor bridges have a failing substructure or culvert, including 121 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 73% of the ranked Poor bridges are of a material that wears out at least three years sooner in North Dakota than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, North Dakota (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000047137270	Rural local road	1901	135	Critical	Substructure	Aging, Climate, Flood/scour	\$402K
2	000000009141150	Rural major collector	1979	140	Critical	Substructure	Flood/scour	\$5M
3	000000050122230	Rural local road	1940	300	Serious	Substructure	Aging, Climate, Flood/scour	\$201K
4	000000020119070	Rural local road	1912	24	Critical	Substructure	Aging, Climate, Flood/scour	\$574K
5	000000037120170	Rural local road	1907	24	Critical	Superstructure	Aging, Climate	\$692K
6	000000053125080	Rural local road	1920	24	Critical	Superstructure	Aging, Climate	\$210K
7	000000005110010	Rural local road	1934	25	Critical	Substructure	Aging, Flood/scour	\$818K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
8	0000MNOT10	Urban minor arterial	1936	9,000	Poor	Substructure	Aging, Flood/scour	\$11M
9	000000053119341	Rural local road	1939	25	Critical	Substructure	Aging, Climate, Flood/scour	\$190K
10	0029140195 L	Urban Interstate	1968	8,200	Poor	Deck	Collision exposure	\$4M

36. Montana

Poor bridges (FHWA 2025): 388 | Ranked here: 387 | Critical, open: 7 | Serious: 35 | Main causes and hazards: Flood/scour | Replace all: \$449M | Rehabilitate all: \$306M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 7 open bridges with a Critical component (\$13M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 35% of the ranked Poor bridges are past their expected service life, 13% are of a material that wears out at least three years sooner here than nationally, and 66% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 35 bridges rated Serious (\$24M).
- Full program.** FHWA counts 388 Poor bridges in Montana: \$306M to rehabilitate or \$449M to replace them all, about \$45M a year to clear the backlog in ten years.
- Shared ownership.** 37% of the ranked Poor bridges are state-owned and 39% locally owned, with the remaining 24% held by federal and other agencies; coordinate one program across all owners.
- Aging: replace or rehabilitate.** Timber is the most common main span material among Poor bridges (42%), and 35% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- River flooding and scour.** 66% of the ranked Poor bridges have a failing substructure or culvert, including 25 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 12% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Montana (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	P00001011+05871	Rural principal arterial	1942	2,104	Critical	Superstructure	Aging, Climate, Collision exposure	\$12M
2	L56787001+02001	Rural major collector	1932	2,489	Serious	Substructure	Aging, Climate, Flood/scour	\$494K
3	L41300003+00001	Rural major collector	1941	1,713	Serious	Substructure	Aging, Flood/scour	\$609K
4	P00019063+02511	Rural minor arterial	1966	1,354	Serious	Substructure	Flood/scour	\$3M
5	0000C59205B0922	Rural minor collector	1963	100	Critical	Substructure	Climate, Flood/scour	\$195K
6	L16494000+05001	Rural local road	1919	569	Serious	Superstructure	Aging	\$687K
7	I00090101+07082	Urban Interstate	1966	13,664	Poor	Superstructure	Collision exposure	\$3M
8	I00090148+04361	Rural Interstate	1970	13,081	Poor	Deck	Collision exposure	\$7M
9	011607000000041	Rural local road	1959	50	Critical	Substructure	Flood/scour	\$160K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
10	I00090081+08401	Rural Interstate	1964	9,168	Poor	Deck	Climate, Collision exposure	\$23M

37. Maryland

Poor bridges (FHWA 2025): 240 | Ranked here: 240 | Critical, open: 3 | Serious: 20 | Main causes and hazards: Flood/scour | Replace all: \$1.4B | Rehabilitate all: \$935M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 3 open bridges with a Critical component (\$6M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 38% of the ranked Poor bridges are past their expected service life, 2% are of a material that wears out at least three years sooner here than nationally, and 49% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 20 bridges rated Serious (\$67M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 240 Poor bridges in Maryland: \$935M to rehabilitate or \$1.4B to replace them all, about \$138M a year to clear the backlog in ten years.
5. **Local owners.** 87% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (59%), and 38% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 3 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 49% of the ranked Poor bridges have a failing substructure or culvert, including 15 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Collisions and overloads.** 12% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Maryland (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	200000BC3203010	Urban Interstate	1965	75,220	Serious	Superstructure	Collision exposure	\$4M
2	200000BC8031010	Urban local road	1914	6,500	Critical	Substructure	Aging, Flood/scour	\$4M
3	200000BC3456010	Urban local road	1900	4,280	Critical	Substructure	Aging, Flood/scour	\$697K
4	200000BC5103010	Urban principal arterial	1963	46,276	Serious	Substructure	Flood/scour, Collision exposure	\$16M
5	200000B-0143010	Urban local road	1912	1,600	Critical	Superstructure, Substructure	Aging, Flood/scour	\$2M
6	200000B-0254010	Urban local road	1961	16,498	Serious	Substructure	Flood/scour	\$17M
7	200000P-0599010	Rural local road	1920	7,068	Serious	Superstructure	Aging	\$1M
8	200000F-F-12010	Urban collector	1911	6,750	Serious	Substructure	Aging, Flood/scour	\$582K
9	200000BC5209010	Urban principal arterial	1929	28,030	Serious deck	Deck	Aging, Collision exposure	\$10M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
10	200000BC3115010	Urban Interstate	1959	105,600	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$85M

38. Connecticut

Poor bridges (FHWA 2025): 209 | Ranked here: 76 | Critical, open: 0 | Serious: 1 | Main causes and hazards: Climate | Replace all: \$1.8B | Rehabilitate all: \$1.2B

- 1. Immediate, 2027 to 2028.** No open bridge has a Critical component. Begin with the highest-risk Serious bridges at the top of the priority list below.
- 2. Main causes.** 22% of the ranked Poor bridges are past their expected service life, 29% are of a material that wears out at least three years sooner here than nationally, and 26% have a failing substructure or culvert, where flood and scour damage appear.
- 3. Near term, by 2031.** Program the 1 bridge rated Serious (\$216K).
- 4. Full program.** FHWA counts 209 Poor bridges in Connecticut: \$1.2B to rehabilitate or \$1.8B to replace them all, about \$183M a year to clear the backlog in ten years.
- 5. State-owned network.** 54% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- 6. Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (62%), and 22% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- 7. River flooding and scour.** 26% of the ranked Poor bridges have a failing substructure or culvert, including 1 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- 8. Climate.** 29% of the ranked Poor bridges are of a material that wears out at least three years sooner in Connecticut than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- 9. Collisions and overloads.** 43% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
- 10. Data.** Only 76 of 209 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Connecticut (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	00082	Urban Interstate	1958	130,300	Poor	Deck	Collision exposure	\$9M
2	00162	Urban Interstate	1956	121,500	Poor	Superstructure	Collision exposure	\$34M
3	03372B	Urban Interstate	1967	68,900	Poor	Superstructure	Collision exposure	\$7M
4	00250	Urban Interstate	1958	59,100	Poor	Deck	Collision exposure	\$8M
5	03191A	Urban Interstate	1967	63,000	Poor	Deck, Superstructure, Substructure	Climate, Flood/scour, Collision exposure	\$106M
6	00374	Urban freeway	1962	75,400	Poor	Superstructure	Climate, Collision exposure	\$38M
7	03819	Urban Interstate	1943	42,600	Poor	Deck, Superstructure	Aging, Climate, Collision exposure	\$397M
8	00638	Urban freeway	1950	55,700	Poor	Superstructure	Collision exposure	\$10M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
9	01469B	Urban Interstate	1964	50,700	Poor	Deck	Climate, Collision exposure	\$68M
10	03514	Urban Interstate	1968	35,050	Poor	Deck, Superstructure	Climate, Collision exposure	\$3M

39. Georgia

Poor bridges (FHWA 2025): 263 | Ranked here: 255 | Critical, open: 7 | Serious: 23 | Main causes and hazards: Flood/scour; hurricanes | Replace all: \$256M | Rehabilitate all: \$174M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 7 open bridges with a Critical component (\$6M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 18% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 64% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 23 bridges rated Serious (\$10M).
4. **Full program.** FHWA counts 263 Poor bridges in Georgia: \$174M to rehabilitate or \$256M to replace them all, about \$26M a year to clear the backlog in ten years.
5. **Local owners.** 80% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (53%), and 18% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 25 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 64% of the ranked Poor bridges have a failing substructure or culvert, including 19 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Hurricanes.** Georgia is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
10. **Collisions and overloads.** 4% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Georgia (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000005101560	Urban minor arterial	1982	18,500	Critical	Superstructure	Hurricane	\$4M
2	000000009300520	Rural major collector	1940	1,153	Critical	Substructure	Flood/scour, Hurricane	\$506K
3	000000026350140	Rural local road	1940	350	Critical	Superstructure, Substructure	Aging, Flood/scour, Hurricane	\$399K
4	000000023300550	Urban collector	1918	2,970	Serious	Deck, Superstructure, Substructure	Flood/scour, Hurricane	\$2M
5	000000029150630	Rural local road	1981	490	Critical	Superstructure	Hurricane	\$81K
6	000000012100280	Urban principal arterial	1914	37,600	Poor	Superstructure	Aging, Collision exposure, Hurricane	\$2M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
7	000000027550070	Rural local road	1950	158	Critical	Substructure	Aging, Flood/scour, Hurricane	\$253K
8	000000012101110	Urban minor arterial	1960	44,100	Poor	Deck	Hurricane	\$4M
9	000000004700500	Rural major collector	1967	1,340	Serious	Superstructure	Hurricane	\$912K
10	000000001150180	Rural local road	1960	110	Critical	Deck	Hurricane	\$585K

40. Wyoming

Poor bridges (FHWA 2025): 224 | Ranked here: 224 | Critical, open: 4 | Serious: 31 | Main causes and hazards: Climate | Replace all: \$341M | Rehabilitate all: \$232M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 4 open bridges with a Critical component (\$3M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 29% of the ranked Poor bridges are past their expected service life, 86% are of a material that wears out at least three years sooner here than nationally, and 33% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 31 bridges rated Serious (\$36M).
- Full program.** FHWA counts 224 Poor bridges in Wyoming: \$232M to rehabilitate or \$341M to replace them all, about \$34M a year to clear the backlog in ten years.
- Shared ownership.** 40% of the ranked Poor bridges are state-owned and 48% locally owned, with the remaining 12% held by federal and other agencies; coordinate one program across all owners.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (33%), and 29% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 3 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 33% of the ranked Poor bridges have a failing substructure or culvert, including 12 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 86% of the ranked Poor bridges are of a material that wears out at least three years sooner in Wyoming than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 25% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Wyoming (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	1570017P0000000	Rural minor arterial	1961	1,807	Critical	Deck	Climate	\$2M
2	DDH	Urban principal arterial	1978	9,974	Serious	Substructure	Climate, Flood/scour, Collision exposure	\$13M
3	1570065P0000000	Rural local road	1935	1,500	Serious	Deck, Superstructure, Substructure	Aging, Flood/scour	\$224K
4	FJL	Urban collector	1975	2,241	Serious	Superstructure	Climate	\$710K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
5	DYL	Rural minor collector	1933	136	Critical	Substructure	Aging, Flood/scour	\$173K
6	DLL	Rural major collector	1970	1,495	Serious	Substructure	Climate, Flood/scour	\$343K
7	ENX	Rural minor collector	1982	110	Critical	Deck	Climate	\$494K
8	BOO	Urban principal arterial	1938	15,780	Poor	Deck	Aging, Climate, Collision exposure	\$1M
9	AAR	Urban Interstate	1963	11,096	Poor	Deck	Climate, Collision exposure	\$2M
10	AAW	Urban Interstate	1963	11,014	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$4M

41. Idaho

Poor bridges (FHWA 2025): 250 | Ranked here: 102 | Critical, open: 11 | Serious: 15 | Main causes and hazards: Flood/scour | Replace all: \$321M | Rehabilitate all: \$218M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 11 open bridges with a Critical component (\$9M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 17% of the ranked Poor bridges are past their expected service life, 8% are of a material that wears out at least three years sooner here than nationally, and 72% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 15 bridges rated Serious (\$12M).
- Full program.** FHWA counts 250 Poor bridges in Idaho: \$218M to rehabilitate or \$321M to replace them all, about \$32M a year to clear the backlog in ten years.
- Shared ownership.** 4% of the ranked Poor bridges are state-owned and 34% locally owned, with the remaining 62% held by federal and other agencies; coordinate one program across all owners.
- Aging: replace or rehabilitate.** Timber is the most common main span material among Poor bridges (48%), and 17% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
- River flooding and scour.** 72% of the ranked Poor bridges have a failing substructure or culvert, including 18 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 2% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
- Data.** Only 102 of 250 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Idaho (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	000000000014805	Rural principal arterial	1933	4,100	Serious	Superstructure	Aging, Climate, Collision exposure	\$4M
2	000000000025330	Rural minor collector	1977	190	Critical	Substructure	Flood/scour	\$3M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
3	000000000016820	Urban Interstate	1971	31,250	Poor	Substructure	Flood/scour, Collision exposure	\$2M
4	000000000026530	Rural local road	1949	100	Critical	Substructure	Flood/scour	\$324K
5	010402000000212	Rural local road	1934	50	Critical	Superstructure	Aging	\$1M
6	010407000000041	Rural local road	1953	50	Critical	Substructure	Flood/scour	\$184K
7	011701000001008	Rural local road	1957	50	Critical	Substructure	Flood/scour	\$263K
8	011707000000091	Rural local road	1956	50	Critical	Substructure	Flood/scour	\$2M
9	011705000000082	Rural local road	1984	50	Critical	Deck	Early deterioration	\$172K
10	040201000021634	Rural local road	2013	50	Critical	Substructure	Flood/scour	\$257K

42. New Hampshire

Poor bridges (FHWA 2025): 192 | Ranked here: 192 | Critical, open: 8 | Serious: 31 | Main causes and hazards: Flood/scour | Replace all: \$516M | Rehabilitate all: \$351M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 8 open bridges with a Critical component (\$6M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 39% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 42% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 31 bridges rated Serious (\$112M).
- Full program.** FHWA counts 192 Poor bridges in New Hampshire: \$351M to rehabilitate or \$516M to replace them all, about \$52M a year to clear the backlog in ten years.
- Local owners.** 52% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (50%), and 39% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 11 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 42% of the ranked Poor bridges have a failing substructure or culvert, including 9 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 12% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, New Hampshire (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	022300690004600	Urban minor arterial	1890	8,749	Critical	Superstructure	Aging	\$2M
2	011101630018400	Urban principal arterial	1936	14,314	Serious	Superstructure	Aging, Collision exposure	\$2M
3	025800890011400	Rural principal arterial	1941	8,976	Serious	Deck, Superstructure	Collision exposure	\$534K
4	021701980010700	Urban local road	1940	1,096	Critical	Deck	Aging	\$903K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
5	021900830015400	Urban local road	1914	547	Critical	Substructure	Aging, Flood/scour	\$950K
6	026801210010300	Rural local road	1954	457	Critical	Deck	Early deterioration	\$1M
7	025101490007200	Rural major collector	1929	2,956	Serious	Substructure	Flood/scour	\$555K
8	005201500010700	Urban minor arterial	1958	45,555	Serious deck	Deck	Early deterioration	\$11M
9	020101410012700	Rural major collector	1925	3,719	Serious	Substructure	Aging, Flood/scour	\$658K
10	018100660007100	Urban minor arterial	1942	3,359	Serious	Superstructure	Early deterioration	\$7M

43. New Mexico

Poor bridges (FHWA 2025): 172 | Ranked here: 28 | Critical, open: 3 | Serious: 4 | Main causes and hazards: Climate + flood/scour | Replace all: \$365M | Rehabilitate all: \$248M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 3 open bridges with a Critical component (\$2M), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 32% of the ranked Poor bridges are past their expected service life, 61% are of a material that wears out at least three years sooner here than nationally, and 75% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 4 bridges rated Serious (\$3M).
- Full program.** FHWA counts 172 Poor bridges in New Mexico: \$248M to rehabilitate or \$365M to replace them all, about \$37M a year to clear the backlog in ten years.
- Shared ownership.** 0% of the ranked Poor bridges are state-owned and 0% locally owned, with the remaining 100% held by federal and other agencies; coordinate one program across all owners.
- Aging: replace or rehabilitate.** Timber is the most common main span material among Poor bridges (25%), and 32% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
- River flooding and scour.** 75% of the ranked Poor bridges have a failing substructure or culvert, including 5 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 61% of the ranked Poor bridges are of a material that wears out at least three years sooner in New Mexico than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 0% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.
- Data.** Only 28 of 172 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, New Mexico (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	00000000000N616	Rural minor arterial	1940	254	Critical	Superstructure, Substructure	Aging, Flood/scour	\$731K
2	00000000000N651	Rural minor arterial	1976	900	Serious	Superstructure	Climate	\$760K
3	00000000000N660	Rural minor arterial	1976	140	Serious	Substructure	Climate, Flood/scour	\$648K
4	00000000000M108	Urban minor arterial	1968	110	Serious	Deck, Superstructure	Climate	\$2M
5	DAPATEWIN000143	Rural local road	1943	5	Critical	Substructure	Aging, Flood/scour	\$616K
6	DAPATEWIN000427	Rural local road	1943	5	Critical	Substructure	Aging, Flood/scour	\$638K
7	00000000000N483	Rural major collector	1985	3,000	Poor	Culvert	Climate, Flood/scour	\$487K
8	00000000000M314	Urban minor arterial	1976	1,000	Poor	Deck	Climate	\$2M
9	00000000000M124	Rural minor arterial	1977	600	Poor	Culvert	Climate, Flood/scour	\$910K
10	00000000000M133	Urban minor arterial	1979	600	Poor	Deck	Climate	\$7M

44. Utah

Poor bridges (FHWA 2025): 109 | Ranked here: 109 | Critical, open: 5 | Serious: 12 | Main causes and hazards: Climate | Replace all: \$210M | Rehabilitate all: \$143M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 5 open bridges with a Critical component (\$5M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 28% of the ranked Poor bridges are past their expected service life, 88% are of a material that wears out at least three years sooner here than nationally, and 37% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 12 bridges rated Serious (\$20M), starting with the one Critical or Serious bridge that carries over 20,000 vehicles a day.
4. **Full program.** FHWA counts 109 Poor bridges in Utah: \$143M to rehabilitate or \$210M to replace them all, about \$21M a year to clear the backlog in ten years.
5. **Local owners.** 55% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
6. **Aging: replace or rehabilitate.** Prestressed concrete is the most common main span material among Poor bridges (30%), and 28% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 3 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 37% of the ranked Poor bridges have a failing substructure or culvert, including 7 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 88% of the ranked Poor bridges are of a material that wears out at least three years sooner in Utah than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Collisions and overloads.** 21% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Utah (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	005038F	Urban collector	1983	4,505	Critical	Substructure	Climate, Flood/scour	\$2M
2	035066D	Urban minor arterial	1936	20,009	Serious	Superstructure	Climate	\$2M
3	035126F	Urban collector	1980	16,400	Serious	Deck, Superstructure	Climate	\$762K
4	0C 420	Urban Interstate	1966	127,090	Poor	Substructure	Climate, Flood/scour, Collision exposure	\$8M
5	4C 585	Urban Interstate	1976	102,805	Poor	Deck	Climate, Collision exposure	\$7M
6	0C 709	Urban freeway	1980	99,668	Poor	Deck, Superstructure	Climate, Collision exposure	\$13M
7	1C 587	Urban Interstate	1976	91,400	Poor	Deck	Climate, Collision exposure	\$5M
8	043042F	Rural major collector	1960	233	Critical	Substructure	Aging, Climate, Flood/scour	\$584K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
9	0C 422	Urban principal arterial	1966	18,995	Serious deck	Deck	Climate, Collision exposure	\$9M
10	1F 454	Rural Interstate	1984	34,167	Poor	Deck	Climate, Collision exposure	\$1M

45. Vermont

Poor bridges (FHWA 2025): 114 | Ranked here: 114 | Critical, open: 2 | Serious: 8 | Main causes and hazards: Aging | Replace all: \$271M | Rehabilitate all: \$184M

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 2 open bridges with a Critical component (\$936K), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 38% of the ranked Poor bridges are past their expected service life, 1% are of a material that wears out at least three years sooner here than nationally, and 37% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 8 bridges rated Serious (\$15M).
- Full program.** FHWA counts 114 Poor bridges in Vermont: \$184M to rehabilitate or \$271M to replace them all, about \$27M a year to clear the backlog in ten years.
- Local owners.** 65% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (66%), and 38% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossings.** Decide on 11 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 37% of the ranked Poor bridges have a failing substructure or culvert, including 5 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 13% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Vermont (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	200180B03309112	Rural major collector	1937	1,949	Serious	Superstructure	Early deterioration	\$7M
2	100314000403141	Rural local road	1926	150	Critical	Substructure	Flood/scour	\$593K
3	200145000411172	Rural major collector	1923	1,700	Serious	Superstructure	Aging	\$2M
4	200091044N14082	Rural Interstate	1967	21,000	Poor	Superstructure	Collision exposure	\$20M
5	200089B01N14082	Urban Interstate	1966	20,105	Poor	Deck	Collision exposure	\$14M
6	200091004N13022	Urban Interstate	1959	18,300	Poor	Deck	Collision exposure	\$3M
7	200089B01S14082	Urban Interstate	1966	19,185	Poor	Superstructure	Collision exposure	\$14M
8	200089034N09032	Rural Interstate	1970	16,700	Poor	Deck	Collision exposure	\$3M
9	200091023N13142	Rural Interstate	1963	15,000	Poor	Substructure	Flood/scour, Collision exposure	\$3M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
10	200089026S14162	Rural Interstate	1968	15,800	Poor	Substructure	Flood/scour, Collision exposure	\$16M

46. Rhode Island

Poor bridges (FHWA 2025): 110 | Ranked here: 0 | Critical, open: 0 | Serious: 0 | Main causes and hazards: Not measurable (bridges unranked) | Replace all: \$881M | Rehabilitate all: \$599M

1. **First, rank the bridges.** None of the 110 Poor bridges in Rhode Island could be ranked individually, because its structure numbers repeat in other states and their inspection records could not be matched unambiguously. Identify bridges by state code plus structure number, then apply the stages used for every other state: Critical bridges first, then Serious bridges.
2. **Full program.** FHWA counts 110 Poor bridges in Rhode Island: \$599M to rehabilitate or \$881M to replace them all, about \$88M a year to clear the backlog in ten years.
3. **River flooding and scour.** Identify the Poor bridges over rivers, link each to its nearest river gauge and flood stage, close it before the river reaches flood stage, and confirm scour vulnerability.
4. **Collisions, overloads and earthquakes.** The inventory tables do not record them. Check the strike history, vertical clearance, load posting compliance and seismic vulnerability of the highest-risk bridges, and protect, post or retrofit those at risk.

47. Arizona

Poor bridges (FHWA 2025): 95 | Ranked here: 83 | Critical, open: 3 | Serious: 3 | Main causes and hazards: Flood/scour | Replace all: \$205M | Rehabilitate all: \$139M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 3 open bridges with a Critical component (\$2M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 37% of the ranked Poor bridges are past their expected service life, 14% are of a material that wears out at least three years sooner here than nationally, and 59% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 3 bridges rated Serious (\$3M).
4. **Full program.** FHWA counts 95 Poor bridges in Arizona: \$139M to rehabilitate or \$205M to replace them all, about \$20M a year to clear the backlog in ten years.
5. **Shared ownership.** 10% of the ranked Poor bridges are state-owned and 28% locally owned, with the remaining 63% held by federal and other agencies; coordinate one program across all owners.
6. **Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (28%), and 37% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
8. **River flooding and scour.** 59% of the ranked Poor bridges have a failing substructure or culvert, including 3 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Collisions and overloads.** 10% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Arizona (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	00000000000N606	Rural minor arterial	1972	400	Critical	Substructure	Climate, Flood/scour	\$298K
2	00865	Urban Interstate	1966	56,965	Poor	Superstructure	Collision exposure	\$2M
3	00000000000H193	Rural local road	1929	120	Critical	Superstructure	Aging	\$1M
4	09476	Urban principal arterial	1976	37,601	Poor	Deck, Superstructure	Collision exposure	\$6M
5	00000000000N314	Rural local road	1965	150	Critical	Substructure	Flood/scour	\$153K
6	01370	Rural Interstate	1969	21,131	Poor	Superstructure	Climate, Collision exposure	\$3M
7	01617	Rural Interstate	1972	17,105	Poor	Superstructure	Climate, Collision exposure	\$4M
8	00678	Rural Interstate	1964	10,415	Poor	Deck, Superstructure	Collision exposure	\$335K
9	01618	Rural Interstate	1973	14,906	Poor	Superstructure	Climate, Collision exposure	\$4M
10	00328	Rural principal arterial	1929	8,079	Poor	Substructure	Aging, Flood/scour, Collision exposure	\$1M

48. Hawaii

Poor bridges (FHWA 2025): 67 | Ranked here: 67 | Critical, open: 0 | Serious: 17 | Main causes and hazards: Flood/scour; earthquakes (high) | Replace all: \$375M | Rehabilitate all: \$255M

1. **Immediate, 2027 to 2028.** No open bridge has a Critical component. Begin with the highest-risk Serious bridges at the top of the priority list below.
2. **Main causes.** 19% of the ranked Poor bridges are past their expected service life, 0% are of a material that wears out at least three years sooner here than nationally, and 60% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 17 bridges rated Serious (\$71M), starting with the 2 Critical or Serious bridges that carry over 20,000 vehicles a day.
4. **Full program.** FHWA counts 67 Poor bridges in Hawaii: \$255M to rehabilitate or \$375M to replace them all, about \$38M a year to clear the backlog in ten years.
5. **State-owned network.** 51% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
6. **Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (34%), and 19% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **River flooding and scour.** 60% of the ranked Poor bridges have a failing substructure or culvert, including 8 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
8. **Earthquakes.** USGS rates earthquake hazard among the highest in the nation here. Confirm the seismic vulnerability of every priority bridge, retrofit vulnerable bridges on lifeline and evacuation routes first, and inspect after any damaging earthquake.
9. **Collisions and overloads.** 43% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed.

Priority bridges, Hawaii (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	003000920400617	Urban principal arterial	1952	57,600	Serious	Superstructure	Collision exposure, Earthquake	\$6M
2	003000830301851	Urban principal arterial	1932	13,700	Serious	Superstructure	Collision exposure, Earthquake	\$1M
3	003000830301785	Urban principal arterial	1933	13,700	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$4M
4	003000930301128	Urban principal arterial	1937	18,800	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$14M
5	003000930400640	Urban principal arterial	1963	24,200	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$9M
6	003000830302412	Rural principal arterial	1926	11,100	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$1M
7	007270100828001	Rural major collector	1928	12,108	Serious	Superstructure	Earthquake	\$872K
8	003000830303639	Urban principal arterial	1980	13,700	Serious	Substructure	Flood/scour, Collision exposure, Earthquake	\$21M
9	001000190308146	Rural minor arterial	1952	6,700	Serious	Substructure	Flood/scour, Earthquake	\$8M
10	003000920400588	Urban principal arterial	1932	57,600	Poor	Superstructure	Collision exposure, Earthquake	\$15M

49. Alaska

Poor bridges (FHWA 2025): 124 | Ranked here: 79 | Critical, open: 4 | Serious: 10 | Main causes and hazards: Climate + flood/scour; earthquakes (high) | Replace all: \$456M | Rehabilitate all: \$310M

1. **Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the 4 open bridges with a Critical component (\$6M), which should be closed, posted or repaired at once if they are not already.
2. **Main causes.** 8% of the ranked Poor bridges are past their expected service life, 61% are of a material that wears out at least three years sooner here than nationally, and 66% have a failing substructure or culvert, where flood and scour damage appear.
3. **Near term, by 2031.** Program the 10 bridges rated Serious (\$10M).
4. **Full program.** FHWA counts 124 Poor bridges in Alaska: \$310M to rehabilitate or \$456M to replace them all, about \$46M a year to clear the backlog in ten years.
5. **Shared ownership.** 33% of the ranked Poor bridges are state-owned and 4% locally owned, with the remaining 63% held by federal and other agencies; coordinate one program across all owners.
6. **Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (53%), and 8% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
7. **Closed crossings.** Decide on 6 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
8. **River flooding and scour.** 66% of the ranked Poor bridges have a failing substructure or culvert, including 11 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
9. **Climate.** 61% of the ranked Poor bridges are of a material that wears out at least three years sooner in Alaska than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
10. **Earthquakes.** USGS rates earthquake hazard among the highest in the nation here. Confirm the seismic vulnerability of every priority bridge, retrofit vulnerable bridges on lifeline and evacuation routes first, and inspect after any damaging earthquake.
11. **Collisions and overloads.** 6% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed.
12. **Data.** Only 79 of 124 Poor bridges could be ranked individually because structure numbers repeat across states; identify bridges by state code plus structure number and rank the rest.

Priority bridges, Alaska (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	0463	Rural minor collector	1941	45	Critical	Substructure	Aging, Climate, Flood/scour, Earthquake	\$3M
2	0797	Urban minor arterial	1955	14,046	Poor	Substructure	Flood/scour, Earthquake	\$74M
3	0725	Urban minor arterial	1957	11,900	Poor	Deck	Climate, Earthquake	\$2M
4	0747	Urban minor arterial	1975	5,250	Poor	Substructure	Flood/scour, Earthquake	\$6M
5	0666	Rural principal arterial	1959	3,490	Poor	Substructure	Climate, Flood/scour, Collision exposure, Earthquake	\$2M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
6	0989	Rural major collector	1980	2,790	Poor	Superstructure	Earthquake	\$2M
7	100521000010761	Rural local road	2003	10	Critical	Superstructure	Earthquake	\$891K
8	0574	Rural Interstate	1974	880	Poor	Deck	Climate, Collision exposure, Earthquake	\$10M
9	100220000001167	Rural local road	1980	50	Serious	Substructure	Flood/scour, Earthquake	\$1M
10	0381	Rural major collector	1954	1,110	Poor	Superstructure	Earthquake	\$6M

50. Nevada

Poor bridges (FHWA 2025): 22 | Ranked here: 22 | Critical, open: 0 | Serious: 0 | Main causes and hazards: Climate | Replace all: \$113M | Rehabilitate all: \$77M

- Immediate, 2027 to 2028.** No open bridge is rated Critical or Serious. Begin with the highest-risk Poor bridges at the top of the priority list below.
- Main causes.** 14% of the ranked Poor bridges are past their expected service life, 59% are of a material that wears out at least three years sooner here than nationally, and 45% have a failing substructure or culvert, where flood and scour damage appear.
- Full program.** FHWA counts 22 Poor bridges in Nevada: \$77M to rehabilitate or \$113M to replace them all, about \$11M a year to clear the backlog in ten years.
- Local owners.** 59% of the ranked Poor bridges are owned by counties, towns, cities or other local agencies. Direct state aid, bundled contracts and shared inspection services to them.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (50%), and 14% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- Closed crossing.** Decide on the one failed or closed bridge: replace it if it is a community's only practical route, or formally retire it.
- River flooding and scour.** 45% of the ranked Poor bridges have a failing substructure or culvert. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 59% of the ranked Poor bridges are of a material that wears out at least three years sooner in Nevada than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Collisions and overloads.** 27% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Nevada (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	H 866E	Urban Interstate	1966	69,000	Poor	Superstructure	Collision exposure	\$32M
2	H 866W	Urban Interstate	1966	69,000	Poor	Superstructure	Collision exposure	\$32M
3	B1344	Urban principal arterial	1971	36,000	Poor	Culvert	Flood/scour, Collision exposure	\$6M
4	B1531	Urban minor arterial	1938	10,000	Poor	Deck, Superstructure	Early deterioration	\$1M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
5	B1530	Urban minor arterial	1966	12,800	Poor	Substructure	Climate, Flood/scour	\$12M
6	B 303	Urban minor arterial	1937	7,600	Poor	Deck, Substructure	Aging, Climate, Flood/scour	\$4M
7	M1472B	Urban principal arterial	1974	6,700	Poor	Culvert	Climate, Flood/scour, Collision exposure	\$1M
8	B1516S	Rural principal arterial	1977	4,325	Poor	Culvert	Flood/scour, Collision exposure	\$797K
9	G 928E	Rural Interstate	1976	3,150	Poor	Superstructure	Climate, Collision exposure	\$11M
10	G 751	Rural major collector	1962	1,300	Poor	Substructure	Flood/scour	\$2M

51. Delaware

Poor bridges (FHWA 2025): 10 | Ranked here: 10 | Critical, open: 0 | Serious: 2 | Main causes and hazards: Flood/scour | Replace all: \$176M | Rehabilitate all: \$120M

- Immediate, 2027 to 2028.** No open bridge has a Critical component. Begin with the highest-risk Serious bridges at the top of the priority list below.
- Main causes.** 20% of the ranked Poor bridges are past their expected service life, 20% are of a material that wears out at least three years sooner here than nationally, and 40% have a failing substructure or culvert, where flood and scour damage appear.
- Near term, by 2031.** Program the 2 bridges rated Serious (\$18M).
- Full program.** FHWA counts 10 Poor bridges in Delaware: \$120M to rehabilitate or \$176M to replace them all, about \$18M a year to clear the backlog in ten years.
- State-owned network.** 80% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Steel is the most common main span material among Poor bridges (50%), and 20% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
- River flooding and scour.** 40% of the ranked Poor bridges have a failing substructure or culvert. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Collisions and overloads.** 20% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, Delaware (top 10 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	1684 028	Urban minor arterial	1942	7,915	Serious	Superstructure	Aging	\$18M
2	1800 060	Urban Interstate	1965	84,782	Poor	Superstructure	Collision exposure	\$7M
3	1488S001	Rural minor arterial	1920	11,020	Poor	Superstructure, Substructure	Flood/scour	\$851K
4	3437 058	Rural major collector	1957	11,464	Poor	Superstructure	Climate	\$9M
5	2356B356	Urban collector	1965	8,726	Poor	Substructure	Flood/scour	\$5M

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
6	3818 038	Rural local road	1931	78	Serious	Superstructure	Aging	\$409K
7	000000001496002	Rural principal arterial	1969	1,203	Poor	Deck	Collision exposure	\$104M
8	1391 424	Rural major collector	1973	840	Poor	Superstructure	Climate	\$4M
9	3217 542A	Rural local road	1973	196	Poor	Culvert	Flood/scour	\$243K
10	2503 000	Urban local road	1977	99	Poor	Culvert	Flood/scour	\$776K

52. US Virgin Islands

Poor bridges (FHWA 2025): not published | Ranked here: 8 | Critical, open: 1 | Serious: 0 | Main causes and hazards: Aging + climate + flood/scour; hurricanes

- Immediate, 2027 to 2028.** Work down the priority list below, which ranks bridges by risk to people. It includes the one open bridge with a Critical component (\$406K), which should be closed, posted or repaired at once if they are not already.
- Main causes.** 50% of the ranked Poor bridges are past their expected service life, 75% are of a material that wears out at least three years sooner here than nationally, and 88% have a failing substructure or culvert, where flood and scour damage appear.
- State-owned network.** 88% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
- Aging: replace or rehabilitate.** Concrete is the most common main span material among Poor bridges (50%), and 50% are already past their expected service life. Replacement should be the default, designed to heavier load standards.
- Closed crossings.** Decide on 2 failed or closed bridges: replace those that are a community's only practical route, and formally retire the rest.
- River flooding and scour.** 88% of the ranked Poor bridges have a failing substructure or culvert, including 1 of the Critical or Serious ones. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
- Climate.** 75% of the ranked Poor bridges are of a material that wears out at least three years sooner in US Virgin Islands than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
- Hurricanes.** US Virgin Islands is exposed to hurricanes. Check coastal and low-lying priority bridges for storm surge, wave and debris loads, give priority to evacuation routes, and inspect every bridge in a storm's path before reopening it.
- Collisions and overloads.** 0% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, US Virgin Islands (top 8 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	STX7215	Urban collector	1920	300	Critical	Substructure	Aging, Climate, Flood/scour, Hurricane	\$406K
2	STX7020	Urban collector	1910	1,000	Poor	Culvert	Aging, Flood/scour, Hurricane	\$341K
3	STX6991	Urban collector	1910	300	Poor	Culvert	Aging, Flood/scour, Hurricane	\$496K
4	STX8205	Urban collector	1985	400	Poor	Substructure	Climate, Flood/scour, Hurricane	\$515K

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
5	SPRING GUT	Urban collector	1904	100	Poor	Deck	Aging, Climate, Hurricane	\$179K
6	STX0001	Rural local road	1980	1	Poor	Culvert	Climate, Flood/scour, Hurricane	\$342K
7	STX7025	Urban collector	1970	1,000	Failed/closed	Deck, Superstructure, Substructure	Climate, Flood/scour, Hurricane	\$255K
8	STX6405	Urban collector	1970	800	Failed/closed	Deck, Superstructure, Substructure	Climate, Flood/scour, Hurricane	\$250K

53. District of Columbia

Poor bridges (FHWA 2025): 5 | Ranked here: 4 | Critical, open: 0 | Serious: 0 | Main causes and hazards: Climate | Replace all: \$140M | Rehabilitate all: \$95M

1. **Immediate, 2027 to 2028.** No open bridge is rated Critical or Serious. Begin with the highest-risk Poor bridges at the top of the priority list below.
2. **Main causes.** 0% of the ranked Poor bridges are past their expected service life, 50% are of a material that wears out at least three years sooner here than nationally, and 25% have a failing substructure or culvert, where flood and scour damage appear.
3. **Full program.** FHWA counts 5 Poor bridges in the District of Columbia: \$95M to rehabilitate or \$140M to replace them all, about \$14M a year to clear the backlog in ten years.
4. **State-owned network.** 50% of the ranked Poor bridges are owned by the state highway agency, so the work can be programmed directly through the STIP.
5. **Aging: replace or rehabilitate.** Steel continuous is the most common main span material among Poor bridges (25%), and 0% are already past their expected service life. Many have deteriorated early, so rehabilitation, at about 68% of replacement cost, can restore much of the stock.
6. **River flooding and scour.** 25% of the ranked Poor bridges have a failing substructure or culvert. Bridges over rivers that reach flood stage face overtopping, debris impact and scour. Link each priority bridge over a river to its nearest river gauge and flood stage, close it before the river reaches flood stage, and inspect it after every flood; confirm scour vulnerability and add countermeasures such as armoring or foundation strengthening where scour is confirmed.
7. **Climate.** 50% of the ranked Poor bridges are of a material that wears out at least three years sooner in the District of Columbia than nationally. Fund preservation that slows weather damage, such as deck sealing, joint and drainage repair and corrosion protection, and specify materials suited to the local climate.
8. **Collisions and overloads.** 50% of the ranked Poor bridges are on Interstates, freeways or principal arterials, where truck and vehicle strikes are most likely. The inventory tables record no strikes or overloads, so check each priority bridge's strike history, vertical clearance and load posting compliance, and add clearance warnings, pier protection or postings where needed; confirm seismic vulnerability as well.

Priority bridges, District of Columbia (top 4 by risk)

#	Structure number	Route	Built	Veh./day	Condition	Failing component	Indicated causes	Est. cost
1	1200(MAIN)	Urban Interstate	1964	95,000	Poor	Deck	Climate, Collision exposure	\$68M
2	0104-1	Urban principal arterial	1955	5,000	Poor	Deck, Superstructure	Collision exposure	\$1M
3	3450003P0000000	Urban local road	1950	2,100	Poor	Deck, Superstructure	Climate	\$608K
4	3450033P0000000	Urban local road	1958	50	Poor	Deck, Superstructure, Substructure	Flood/scour	\$812K

Areas for further research

1. **Add the missing NBI fields.** Structure type (girder, truss, arch, culvert), scour vulnerability, overtopping likelihood, seismic vulnerability, load posting, closure status, fracture-critical members, truck traffic share and inspection frequency would sharpen both the risk ranking and the lifespan model.
2. **Use several years of inspections.** A single snapshot hides bridges already replaced and overstates the lives of older materials. Linking annual NBI files would allow true deterioration rates, including transition-probability (Markov) models, and would show bridges that disappear or drop sharply in rating after floods or strikes.
3. **Measure the environment and hazards directly.** Regional differences probably reflect freeze-thaw cycles, deicing salt, coastal chloride exposure, humidity and flooding. Joining official flood, earthquake and climate maps to bridge locations, after confirming what each source covers and how current it is, would test these explanations and add hazard exposure to the risk score.
4. **Collect collision, overload and damage histories.** State crash records, bridge-strike reports, weigh-in-motion data and post-flood damage surveys, linked to each bridge, would show how often collisions, overloads and floods damage bridges short of collapse, and which bridges are most exposed.
5. **Validate costs further.** Comparing FHWA unit costs with state bid-price data for the specific bridge types on the Poor list would tighten the estimates, especially for large urban structures.
6. **Check the top of the list against real projects.** The highest-ranked bridges should be matched to state STIPs and InfoBridge to see which are already funded, posted or under construction, and the ranking adjusted accordingly.
7. **Model life-cycle strategies.** Compare preserve-rehabilitate-replace timing to find the lowest life-cycle cost for each material and region, using the finding that reconstruction roughly halves the Poor rate.
8. **Estimate the cost of closures.** Detour length, emergency-service access and freight delay would show where a closure harms people most, especially on rural local roads where traffic counts understate the importance of a crossing.
9. **Study ownership and funding.** Why county bridges fare worse, and which state-aid or bundled-contracting programs have narrowed the gap, would help target recommendation 5.

Data sources and methods notes

- National Bridge Inventory tables: 569,864 bridges and 624,193 inspection records in six tables, queried with SQLite. Poor counts match FHWA's 2025 inventory.
- About 33,700 structure numbers have 2 to 9 inspection records that appear to belong to different bridges in different states. Bridge-level analysis uses only the 536,209 bridges with exactly one record.
- Condition codes are stored as G, F and P. Component ratings follow the NBI 0 to 9 scale. Structure length and deck area are metric (meters and square meters) despite their column names.
- Traffic counts above 500,000 a day were treated as errors in bridge-level rankings.
- Service lives come from a cross-sectional fit and are somewhat optimistic for older materials, because replaced bridges are missing from the data and old survivors tend to be the best-built.
- The risk score weights severity, traffic (on a log scale), age, route and reconstruction history. The weights are judgment calls, not an engineering standard.
- Causes and hazards are indicated, not confirmed: collision exposure means the bridge carries an Interstate, freeway or principal arterial; hurricane and earthquake exposure are assigned by state from NOAA landfall records and the USGS 2023 seismic hazard model; aging means past expected service life; climate means the material wears out at least three years sooner in the state than nationally, which also reflects local maintenance; flood and scour means a failing substructure or culvert, which other causes can also produce. Collisions, overloads and earthquakes cannot be identified in the tables.
- Costs: deck area times FHWA 2025 state unit cost (NHS rate for principal arterials, non-NHS rate otherwise), escalated at 3% a year from each project's start.

- Sources: FHWA, Bridge Replacement Unit Costs 2025 (fhwa.dot.gov/bridge/nbi/sd2025.cfm); FHWA, Tables of Frequently Requested NBI Information (fhwa.dot.gov/bridge/britab.cfm); FHWA, Specifications for the National Bridge Inventory, FHWA-HIF-22-017, March 2022; FHWA scour program memoranda of 24 July 2003 and 23 March 2006 (fhwa.dot.gov/engineering/hydraulics/policymemo); MCEER, A Study of U.S. Bridge Failures (1980-2012), Technical Report MCEER-13-0008; NOAA National Hurricane Center, US mainland hurricane strikes by state (nhc.noaa.gov/paststate.shtml); USGS, 2023 50-State National Seismic Hazard Model.