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Richardson Highway Bundled Bridges

Grant Funding: \$20,325,401

Grantee: Alaska DOT&PF

Estimated Total Project Cost: \$58,696,305

Project Description: Replaces 2 State-owned bridges under 1 project bundle on Richardson Highway. Also reconstructs the highway from mile point 214 to 218. The Lower Miller Creek Bridge has no shoulders and the Castner Creek Bridge is in poor condition and has no shoulders. The section of highway between mile point 214-218 is the highest priority project recommended in the Richardson Highway Mile Point 206-233 Planning and Environmental Linkages Study. The applicant's proposed work includes replacing the two bridges, improving roadway geometry to bring it up to current safety standards (curves and grades), widening shoulders throughout the corridor, drainage improvements including replacing culverts, and replacing roadside hardware (guardrail and signs).

Reconstruction between mileposts 214 and 218 is a high priority for Alaska DOT&PF because of its importance in the State's supply chain. At 366-mile long, the rural highway connects the Prince William Sound coastal waters at Valdez to Fairbanks in the interior of Alaska. The highway is classified as a rural minor arterial and serves as part of the Strategic Highway Network (STRAHNET), which is essential for military and freight operations. The highway parallels the TransAlaska Oil Pipeline and is used by oil field support operations ferrying goods from the Port of Valdez to the North Slope, making it important to one of the Nation's largest sources of domestic energy.



Source all photos: Alaska DOT&PF



Better Bridges Brighter Opportunity

Grant Funding: \$34,690,656

Grantee: Iowa DOT

Estimated Total Project Cost: \$43,363,320

Project Description: Replaces 33 bridges under 13 project bundles comprised of 2 to 3 bridges each. Project parties include the State, 20 counties, and 3 cities. Two bridges are State-owned, 28 are county-owned, and 3 are city-owned. All bridges are in poor condition. Iowa’s highways, including the Farm-to-Market (FM) county road system, are critical to the State’s economic health and are the lifelines that connect agricultural products to the greater U.S. and global markets. All but 1 of the structures are rural in nature, with most being located on FM routes.

Per the 2024 Annual Bridge Report published by Iowa DOT, Iowa has the highest number of bridges classified as “poor” in the country. The inventory of approximately 24,000 Iowa bridges serves the State’s agricultural and manufacturing industries and drives the State’s economy. Structures throughout Iowa connect small communities, local traffic, and farms to regional services and national marketplaces as the first link in the domestic supply chain.



Source all photos: Iowa DOT

Bridges to Prosperity

Grant Funding: \$30,309,344

Grantee: Iowa DOT

Estimated Total Project Cost: \$47,202,580

Project Description: Replaces 34 bridges under 14 project bundles comprised of 2 to 4 bridges each. Project parties include the State, 19 counties, and 3 cities. Three bridges are State-owned, 27 are county-owned, and 4 are city-owned. All bridges are in poor condition. Iowa’s highways, including the Farm-to-Market (FM) county road system, are critical to the State’s economic health and are the lifelines that connect agricultural products to the greater U.S. and global markets. All but 4 of the structures are rural in nature, with most being located on FM routes.

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Source all photos: Iowa DOT

Local Rural Bridge Replacements

Grant Funding: \$6,445,780

Grantee: Kansas DOT

Estimated Total Project Cost: \$9,395,048

Project Description: Replaces 3 local-owned bridges under 1 project bundle in rural southwest Kansas. The bridges are owned by Comanche County, Pawnee County, and City of Kinsley. These bridges serve critical roles in regional connectivity, freight movement, and rural access, and their current conditions pose increasing risks to mobility and economic vitality. They exhibit a range of structural deficiencies, including poor or fair condition ratings, deteriorating culverts, and outdated design loads. These conditions compromise the reliability of freight corridors and rural access routes and increasing maintenance costs.



Source all photos: Kansas DOT

Bath County Bridge Bundling Project

Grant Funding: \$13,643,659

Grantee: Kentucky Transportation Cabinet

Estimated Total Project Cost: \$30,880,000

Project Description: Replaces 8 State-owned bridges on the US 60 corridor under 1 project bundle. US 60 travels through Bath County, a rural area in the eastern section of the State. US 60 crosses many waterways including small streams, creeks, and the Licking River. A nearly 9-mile stretch just east of the Frenchburg/Owingsville interchange with I-64 includes eight bridge crossings. Originally constructed in 1931 and rehabilitated in the 1980s, these bridges are approaching the end of their service lives.

The corridor provides critical access to employment opportunities and educational facilities such as Crossroads Elementary School and Bath County High School and is used by emergency services such as the Salt Lick and Farmers Volunteer Fire departments. In addition to providing access to local destinations, the corridor also provides connection to I-64, University of Kentucky St. Claire Regional Medical Center, Morehead State University, and Cave Run Lake. US 60 is also a vital detour route when incidents occur on I-64. In the past 5 years, I-64 has experienced 3.2 closures per year that resulted in this section of the US 60 corridor being used as a parallel detour route to bypass the incident.



Source all photos: Kentucky Transportation Cabinet

Critical Connections: Preserving Mobility for Rural Economies

Grant Funding: \$38,712,000

Grantee: Maine DOT

Estimated Total Project Cost: \$48,390,000

Project Description: Replaces 11 State-owned bridges under 1 project bundle located off-system across rural central Maine. These structures are essential for maintaining access to vital services and economic opportunities in geographically isolated communities. The bridges were selected through a rigorous evaluation process documented in the Maine DOT Bundling Selection Memorandum which prioritizes candidates based on structural condition, connectivity, economic impact, and bundling efficiency.

All bridges are in poor condition, as their current conditions are listed in the 2023 National Bridge Inventory data and latest MaineDOT inspection reports. Each structure exhibits significant deterioration, compromised load carrying capacity, and hydraulic vulnerabilities, including scour risks. The urgency of replacement is underscored by the risk of further degradation, potential closures, and the resulting impacts on emergency access, school transportation, and regional mobility.



Source all photos: Maine DOT

Interstate 95 Decks in Distress

Grant Funding: \$26,288,000

Grantee: Maine DOT

Estimated Total Project Cost: \$41,260,000

Project Description: Replaces the bridge decks on 4 State-owned bridges under 1 project bundle along I-95 in Penobscot County.

Two of the bridges convey I-95 northbound and southbound over Pushaw Stream in the City of Old Town and the other two bridges convey I-95 northbound and southbound over the Piscataquis River in the Town of Howland.

I-95 is the State's primary north-south corridor for both freight and passenger travel. The interstate connects rural communities to larger service centers such as Bangor, Orono, Portland, and beyond. These bridges are critical lifelines – linking families to schools, employees to job centers, farmers and timber harvesters to markets, tourists to outdoor recreation destinations, and emergency responders to those in need.

According to current National Bridge Inventory, one of the bridge decks is in poor condition and the remaining three decks are in fair condition and likely to deteriorate if left without rehabilitation, causing infiltration and maintenance needs for other bridge elements. All four bridges are 50 or more years old, exceeding their original designed service life.



Source all photos: Maine DOT

North Mississippi Bridge Replacement Bundle

Grant Funding: \$34,674,688

Grantee: Maine DOT

Estimated Total Project Cost: \$49,050,000

Project Description: Replaces 3 State-owned bridges under 1 bundle on MS 32 in Tallahatchie County.

The current state of these bridges threatens the local and regional transportation network. MDOT's lowering of Structure 46.2's maximum load to 70k pounds in August of 2025 will likely require some or all of the ~120 daily freight vehicles to take alternative routes that are up to 15 miles longer than the route using MS 32 to cross the Tallahatchie River.

The existing three bridges along this section of MS 32 through rural Mississippi were constructed in 1949 with a steel girder and floor beam system. One is a steel through truss bridge with load capacity restrictions, limited vertical clearance, and nonredundant load carrying steel tension members. The bridge railings for all three bridges do not meet current design standards, increasing safety risks. The transitions also do not meet current design standards.



Source all photos: Mississippi DOT

Capital City Connector Lincoln Interstate Bridges

Grant Funding: \$15,575,334

Grantee: Nebraska DOT

Estimated Total Project Cost: \$19,584,447

Project Description: Rehabilitates 2 State-owned bridges and replaces 2 State-owned bridges under 1 project bundle in Lincoln.

Two bridges are on I-180 and two are over I-180. I-180 is a critical corridor between downtown Lincoln and I-80.

The two bridges that carry I-180 over the I-80/I-180 interchange will be rehabilitated. The project will replace their superstructures and abutments. The existing piers that are in very good condition will remain in place to support new superstructures. The work will include pavement replacement up to 500 feet beyond both ends of the bridges.

In coordination with the work at the I-80/I-180 interchange, two nearby bridge grade crossings over I-180 will be replaced. The Adams Street Bridge replacement will involve a grade raise and roadway replacement up to 500 feet beyond each end of the bridge. The US 6 bridge will be replaced and include a 1.5 feet grade raise to improve clearance for the interstate traffic below.



Source all photos: Nebraska DOT

Northeast Oklahoma Rural Bridge Strengthening Project

Grant Funding: \$20,258,713

Grantee: Oklahoma DOT

Estimated Total Project Cost: \$42,071,613

Project Description: Replaces 2 State-owned bridges and 1 county-owned bridge under 1 project bundle.

The project is in rural Pawnee, Osage, and Creek Counties in northeastern Oklahoma. The bridges are deteriorated and have narrow deck width.

The State-owned SH 16 bridge, built in 1950, passes over Sand Creek in the central portion of Creek County east of Bristow, about 0.7 miles east of the junction with SH 48. The State-owned SH 99 bridge, built in 1963, passes over the Cimarron River in the northwestern portion of Creek County north of Oilton, about 4.4 miles southeast of the Payne County line.

The county-owned Belford Bridge, built in 1927 and weight posted for 15 tons, carries E0350 Road over the Arkansas River, which spans the Pawnee and Osage County lines, about 6.5 miles west of Ralston.



Source all photos: Oklahoma DOT

SD 44 Platte-Winner Bridge Replacements

Grant Funding: \$65,000,000

Grantee: South Dakota DOT

Estimated Total Project Cost: \$258,342,000

Project Description: Replaces 1 State-owned bridge and 1 county-owned bridge under 1 project bundle.

The SD 44 Platte-Winner Bridge (PWB) Replacement project is in Gregory and Charles Mix Counties. Opening to traffic in 1966, the PWB is the longest bridge in the State, spanning 5,655 feet across the Missouri River, also identified as Lake Francis Case. This bridge is one of only nine bridges across the Missouri River in the entire State. The Andes Creek Structure Replacement project is in Douglas County on County Highway 540, approximately 3.7 miles west of the City of Armour. The existing Andes Creek Bridge is a 43 foot long two-span steel beam bridge that opened to traffic in 1950.

These two bridges are approximately 41 road miles apart from each other, located in south-central South Dakota.



Source all photos: South Dakota DOT

I-80 Foothill and Parleys Canyon Structures Rehabilitation Project

Grant Funding: \$28,393,607

Grantee: Utah DOT

Estimated Total Project Cost: \$35,309,829

Project Description: Rehabilitates 7 State-owned bridges under 1 project bundle.

This bridge bundle located at the entrance to Parleys Canyon on the east side of Salt Lake City, is a key system-to-system link for I-80, I-215, and Foothill Drive. The Project addresses critical bridge needs to keep this corridor functioning. The bridge decks on three bridges have overall condition ratings of severe and will be replaced. All bridges were constructed in or before 1973, and the Project is expected to extend the life of these bridges by 30 years.



Source all photos: Utah DOT

West Kanawha County Bridge Bundle Project

Grant Funding: \$65,000,000

Grantee: West Virginia DOT

Estimated Total Project Cost: \$103,081,822

Project Description: Replaces 1 State-owned bridge and rehabilitates 1 State-owned bridge under 1 project bundle.

This project includes replacement of the Dunbar Toll Bridge and rehabilitation of the Kanawha Turnpike I-64 Overpass. Both the Dunbar Toll Bridge and the Kanawha Turnpike I-64 Overpass support I-64, a vital east-west arterial that facilitates crossings over the Kanawha River, the State's most significant inland waterway. Replacement of the Dunbar Toll Bridge will support redundancy of I-64 by offering a reliable and safe crossing over the Kanawha River.

Rehabilitation of the Kanawha Turnpike I-64 Overpass will also support redundancy of I-64 by connecting I-64 to the Kanawha Turnpike as well as local roads throughout the Charleston urbanized area south of the Kanawha River.

Recent inspections of the Dunbar Toll Bridge and the Kanawha Turnpike I-64 Overpass noted the structures to be in poor condition and fair condition with risk of falling into poor condition, respectively.



Source all photos: West Virginia DOT

Interstate 90 Bridge Replacements

Grant Funding: \$8,480,841

Grantee: Wyoming DOT

Estimated Total Project Cost: \$10,432,000

Project Description: Replaces 3 State-owned bridges under 1 project bundle.

All three structures are in northeastern Wyoming on I-90 near the Montana State line.

The Project has the purpose of achieving a state of good repair, enhancing safety for all travelers, and supporting highway user mobility—especially freight mobility—along this busy interstate corridor. The bridges are either in Fair condition and projected to drop into Poor condition soon or are already in Poor condition.

WYDOT plans to use standard designs for the bridge replacements as well as bundle construction to save on design and mobilization costs and increase efficiency so that the traveling public will benefit from the upgraded infrastructure sooner, especially as traffic demand continues to grow in the area.



Source all photos: Wyoming DOT