Biden-Harris Administration

INVESTING IN AMERICA

Rebuilding 18 of America's Most Economically Significant Bridges

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Biden-Harris Administration is Rebuilding 18 of the most Economically Significant Bridges in the Country, Surpassing Original Goal

On November 10, 2021, in anticipation of the passage of the Bipartisan Infrastructure Law (BIL), the Biden-Harris Administration announced that it would fix up to ten of the most economically significant bridges in the nation – improving the safety and efficiency of commutes and critical supply chain corridors, creating good-paying jobs, and boosting the national economy.

Three years later, the Administration has announced funding for more than 11,400 bridge projects across the country, including **18 of the nation's most economically significant bridges**, surpassing its original goal. Each of these 18 bridges was awarded a U.S. Department of Transportation grant of $100 million or more, has a total estimated project cost of greater than $250 million, and is vital to American supply chains and the economy.

Funding for these projects comes from the Bipartisan Infrastructure Law's Bridge Investment Program and the Bridge Formula Program – the largest investments in the nation's bridges since the Eisenhower era – the Infrastructure for Rebuilding America (INFRA) Grant Program, and the National Infrastructure Project Assistance (Mega) Program.

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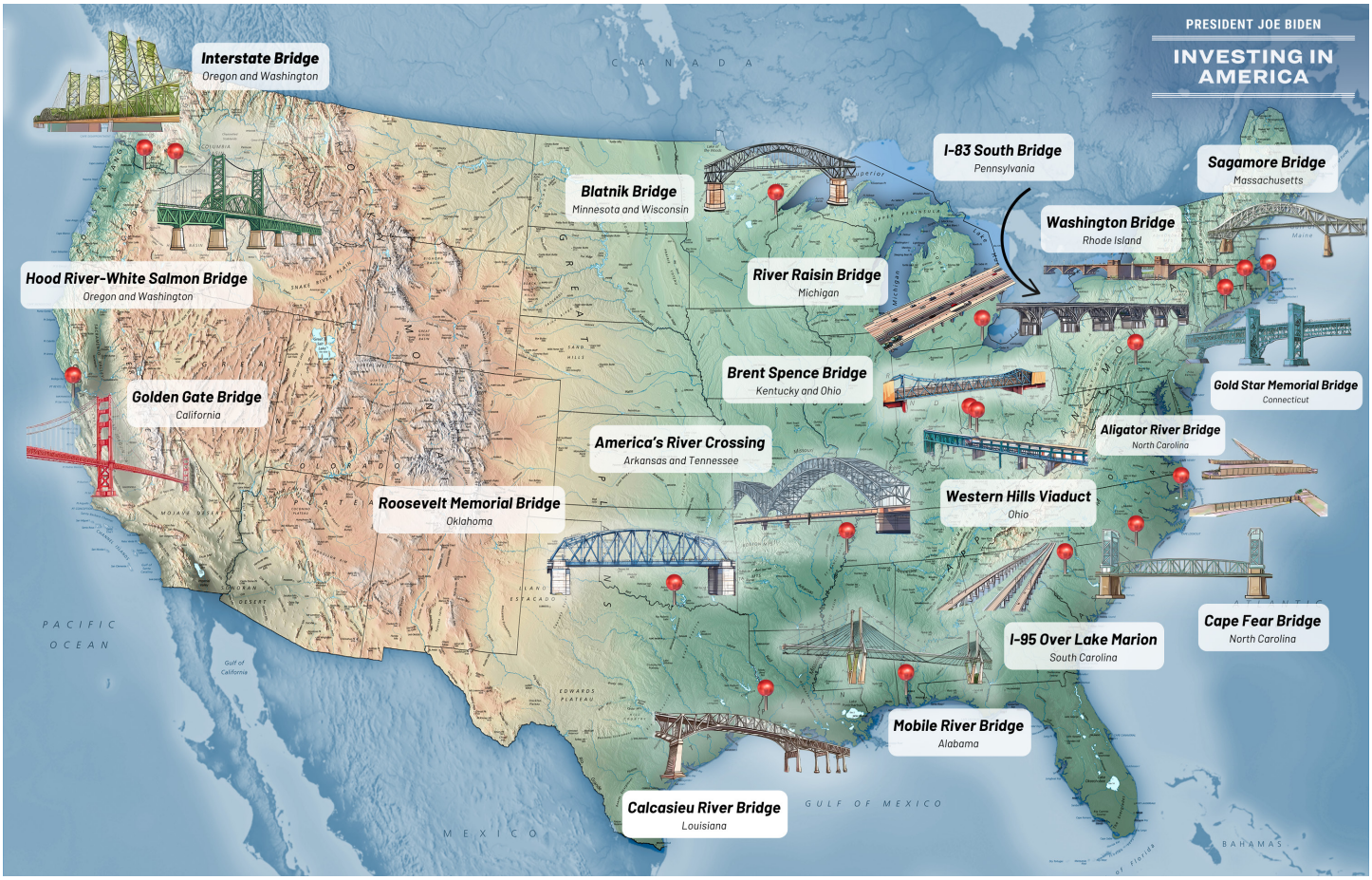


I-10 Mobile River Bridge and Bayway Multimodal Project

Mobile, Alabama

Grant Funding (BIP Large)

$550,000,000

- **10,100 trucks per day**
- **3,687,000 trucks annually**
- **78,000 vehicles per day**

The I-10 Bayway has become a bottleneck along a key east-west corridor stretching from Jacksonville to Los Angeles, with more than 78,000 vehicles per day during heavy travel seasons. Projections indicate that traffic could exceed 95,000 vehicles daily within the next 20 years, further exacerbating bottlenecks.

The I-10 Mobile River Bridge and Bayway project will improve safety, efficiency, reliability, resiliency, and mobility for residents and businesses in the project area as well as for those who rely on the goods transported along I-10, a critical national corridor.

America's River Crossing

West Memphis, Arkansas, and Memphis, Tennessee,

Grant Funding (BIP Large)

$393,750,000

- **5,500 trucks per day**
- **2,008,000 trucks annually**
- **69,000 vehicles per day**

The existing I-55 bridge (also known as the Memphis-Arkansas Bridge) opened to interstate traffic in 1949 and is one of only two highway crossings of the Mississippi River in Memphis, Tennessee. It not only serves as a critical connector for residents, workers, and freight movement between Tennessee, Arkansas, and Mississippi, but as a major crossing linking commerce and country from east to west and north to south serving the country's I-40 and I-55 interstate systems.

The bridge is located on both a nationally recognized interstate and freight corridor and in 2001 was placed on the National Register of Historic Places. The new bridge, America's River Crossing, will enhance safety and improve operations in the corridor for both local and regional traffic in the tri-state area by adding capacity, streamlining traffic flow, correcting geometric deficiencies, and maintaining connections to jobs and key transportation corridors.

Golden Gate Suspension Bridge Seismic Retrofit

San Francisco, California

Grant Funding (BIP Large)

$400,000,000

- **1,500 trucks per day**
- **550,000 trucks annually**
- **114,400 vehicles per day**

The Golden Gate Bridge spans the Golden Gate Strait linking the City of San Francisco and the counties to the north, including the only direct connection between Marin County and San Francisco. It serves up to 40 million vehicles a year, including 550,000 freight trucks, as well as waterborne commerce through the Golden Gate Strait connected to the Port of Oakland. Improvements will ensure the structural integrity of a vital transportation link allowing for the movement of people and freight along the California Coast.

In addition to addressing congestion and safety issues for communities in northern California, structural retrofits to this bridge will increase resiliency against earthquakes to ensure the Golden Gate Bridge can continue to carry critical freight and commuter traffic, preventing delays that raise costs for American families.

Gold Star Memorial Bridge Northbound Structure Rehabilitation

New London and Groton, Connecticut

Grant Funding (BIP Large)

$158,150,000

- **6,000 trucks per day**
- **2,190,000 trucks annually**
- **42,600 vehicles per day**

The Gold Star Memorial Bridge is part of the Interstate 95 corridor and is a vital connection for people and goods traveling between New York and New England. The rehabilitation of this bridge will make long-needed structural repairs, increase load capacity, and add a new multi-use path to foster bike-sharing and provide pedestrian access to transit services.

In addition to addressing congestion and safety issues for communities in southeastern Connecticut, improvements to the bridge, which carries five lanes of traffic, approximately 42,600 vehicles per day, and $8.8 trillion in freight traffic a year, will address delays in the movement of freight that raise costs for American families.

Brent Spence Bridge Corridor Project

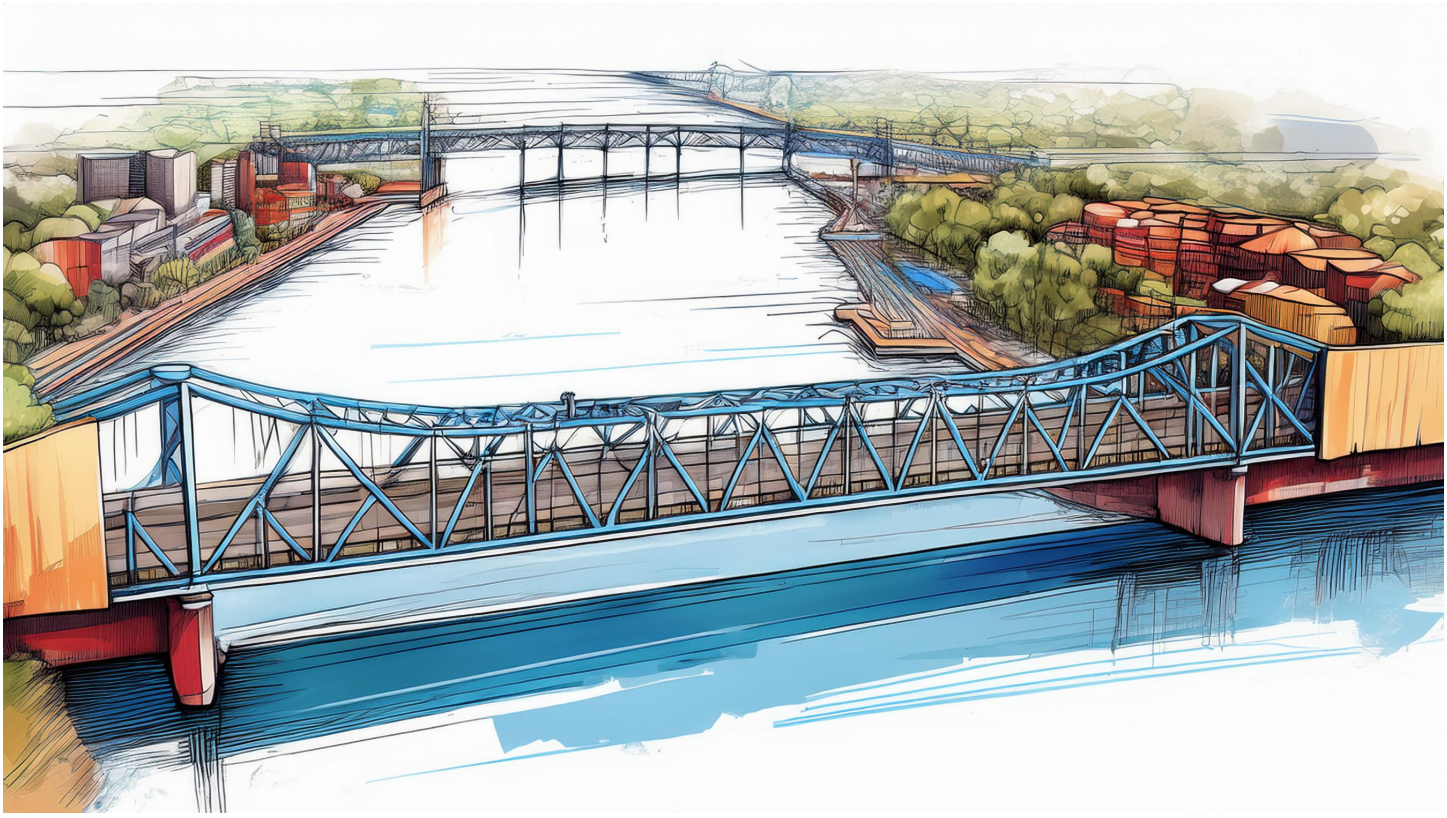
Cincinnati, Ohio, and Covington, Kentucky

Grant Funding (BIP Large & Mega)
$1,635,000,000

- **24,000 trucks per day**
- **8,760,000 trucks annually**
- **160,000 vehicles per day**

The rehabilitation of the Brent Spence Bridge has been decades in the making – the passage is currently the second worst truck bottleneck in the nation and carries more than $400 billion in freight per year over the Ohio River. The project will separate I-75 traffic from local traffic, making commutes between Kentucky and Ohio quicker and improving freight passage along this critical corridor.

In addition to addressing congestion and safety issues for communities in Kentucky and Ohio, improvements to this bridge will address delays in the movement of freight from Miami, Florida, to Canada that raise costs for American families. Other improvements to pedestrian and bicycle networks will improve connections between communities bisected by the interstate.



I-10 Calcasieu River Bridge Replacement

Lake Charles and Westlake, Louisiana

Grant Funding (Mega)

$150,000,000

- **21,650 trucks per day**
- **7,900,000 trucks annually**
- **86,600 vehicles per day**

The Calcasieu River Bridge, which connects Lake Charles, Louisiana, and Westlake, Louisiana, was constructed in 1952 and is now beyond its useful life. The segment of I-10 from San Antonio, Texas, connecting through Lake Charles to New Orleans, Louisiana, is one of the top 25 Domestic Freight Corridors for commodity tonnage in the nation. LADOTD expects the value of truck freight moved in the region to grow from $13.5B in 2020 to $28.2B by 2050.

This project will replace the aging bridge and I-10 roadways and ramps along a 5.5-mile-long corridor. The new span will be lower and less steep with more lanes, full shoulders, and roadway lighting. The project will aim to relieve a national freight bottleneck and improve regional mobility challenges.

Sagamore Bridge Replacement Project

Sagamore, Massachusetts

Grant Funding (BIP Large)

$993,122,325

- **3,100 trucks per day**
- **1,132,000 trucks annually**
- **62,000 vehicles per day**

The Sagamore and Bourne Bridges provide the only means of vehicular access across the Cape Cod Canal, critical for the Cape's 263,000 residents and tens of thousands of year-round and seasonal workers. The bridges are also key to tourism, which fuels the local economy.

The bridges are close to 90 years old, functionally obsolete, and no longer meet the needs of the traveling public. Currently, the roadways of both bridges consist of two undivided through lanes in each direction, and delays are prevalent during the summer with traffic backing up along major highway corridors and at several intersections.

River Raisin Bridge and I-75 Revitalization Project

Monroe County, Michigan

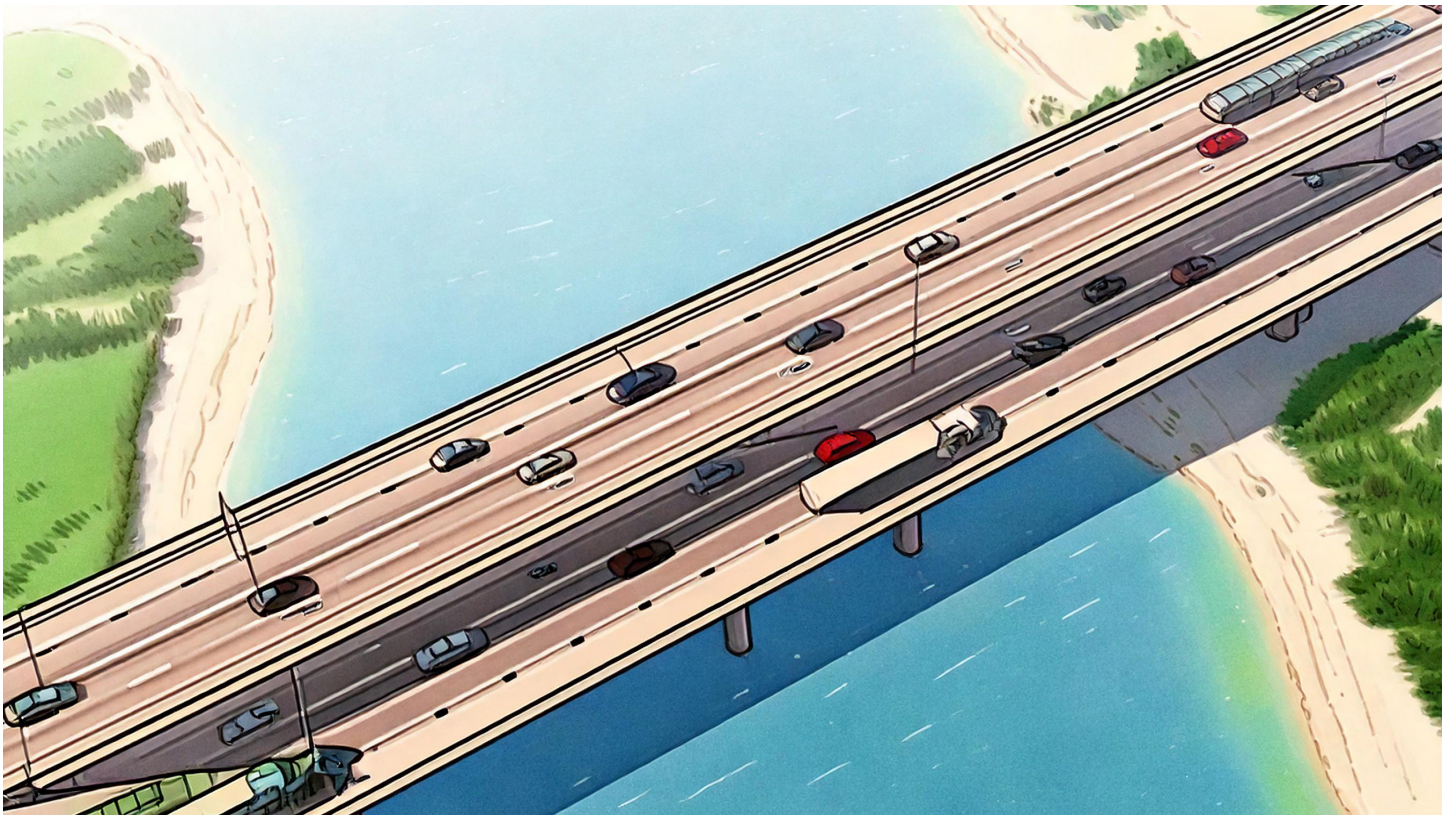
Grant Funding (INFRA)

$196,000,000

- **15,000 trucks per day**
- **5,475,000 trucks annually**
- **61,000 vehicles per day**

This project will replace the deteriorating River Raisin Bridge along I-75 with a new crossing to accommodate estimated future traffic, update and replace six existing structures – including two bridges over class I railroad lines – with new ones designed for a 100-year lifespan, and reconstruct over two miles of roadway to improve safety and the efficiency of freight movement along this vital U.S.-Canada trade corridor.

The I-75 River Raisin Bridge serves as a vital connection point between Detroit and Toledo and currently serves approximately 61,000 vehicles daily, with 25% being truck traffic. I-75 is also an important component of the wider transportation landscape in Southeastern Michigan, which includes railroads and the Port of Monroe. If the bridge were not replaced and closed, it would lead to a loss of approximately $58 million in Gross Regional Product and $129 million in loss of Michigan business output/sales.



Blatnik Bridge Replacement Project

Duluth, Minnesota, and Superior, Wisconsin

Grant Funding (INFRA)

$1,058,398,200

- **1,980 trucks per day**
- **723,000 trucks annually**
- **33,000 vehicles per day**

The 63-year-old Blatnik Bridge is one of two bridges that connects Duluth, Minnesota, to Superior, Wisconsin, carrying I-535 and US 53 over the St. Louis Bay. It is an important freight and commercial connection between the Duluth-Superior Twin Ports, providing mobility for local, regional, and international commerce and serving more than 33,000 cars per day. The bridge is currently load restricted to a maximum weight of 80,000 pounds, approximately 60 percent of its intended capacity, which causes lengthy detours for regional freight. Without this project, the bridge is predicted to close within the next ten years.

This project will address the significant structural deterioration to the bridge, improve safety concerns at dangerous interchanges, and provide a new, safe multimodal connection between the communities.

Replacement of the Cape Fear Memorial Bridge

Wilmington, North Carolina

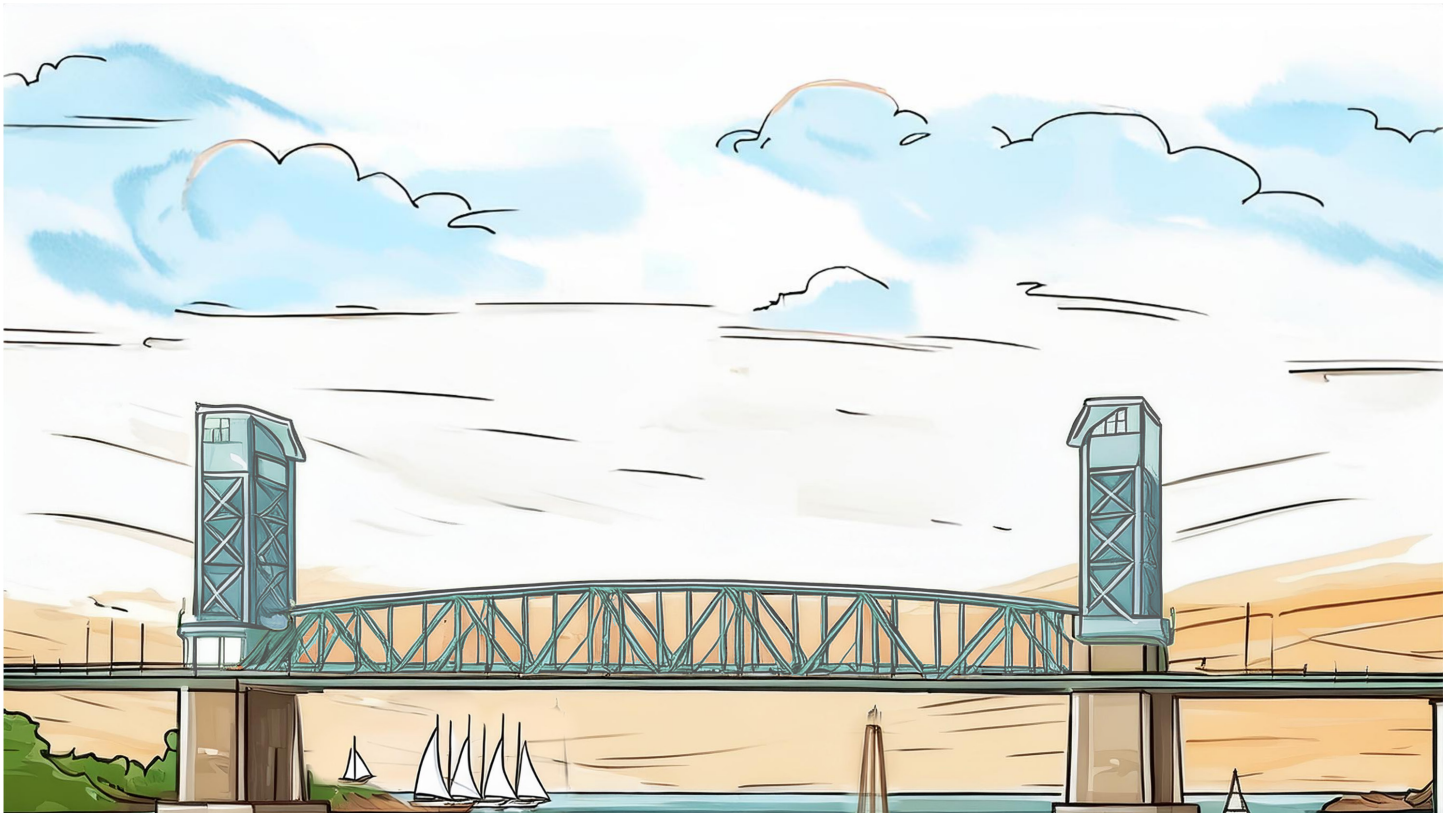
Grant Funding (BIP Large)

$242,150,000

- **8,300 trucks per day**
- **3,030,000 trucks annually**
- **69,000 vehicles per day**

The 54-year-old Cape Fear Memorial Bridge carries US 17/US 76/US 421 across the Cape Fear River between New Hanover and Brunswick Counties, which are the fastest-growing counties in North Carolina. The bridge must be raised to accommodate barges, U.S. Coast Guard vessels, and other ships critical to freight travel. Annual repair and maintenance costs related to the bridge deck and life mechanics are expected to increase as the bridge ages and traffic increases. Its replacement is needed to improve congestion, mobility, and connectivity on a local and regional corridor.

This project will improve operations and capacity of the bridge to meet existing and growing transportation demands, ensure efficient traffic flow on one of North Carolina's key Strategic Transportation Corridors, and improve a critical evacuation route for the area's residents when hurricanes and other natural disasters hit.



Lindsay C. Warren (Alligator River) Bridge Replacement

Tyrrell and Dare Counties, North Carolina

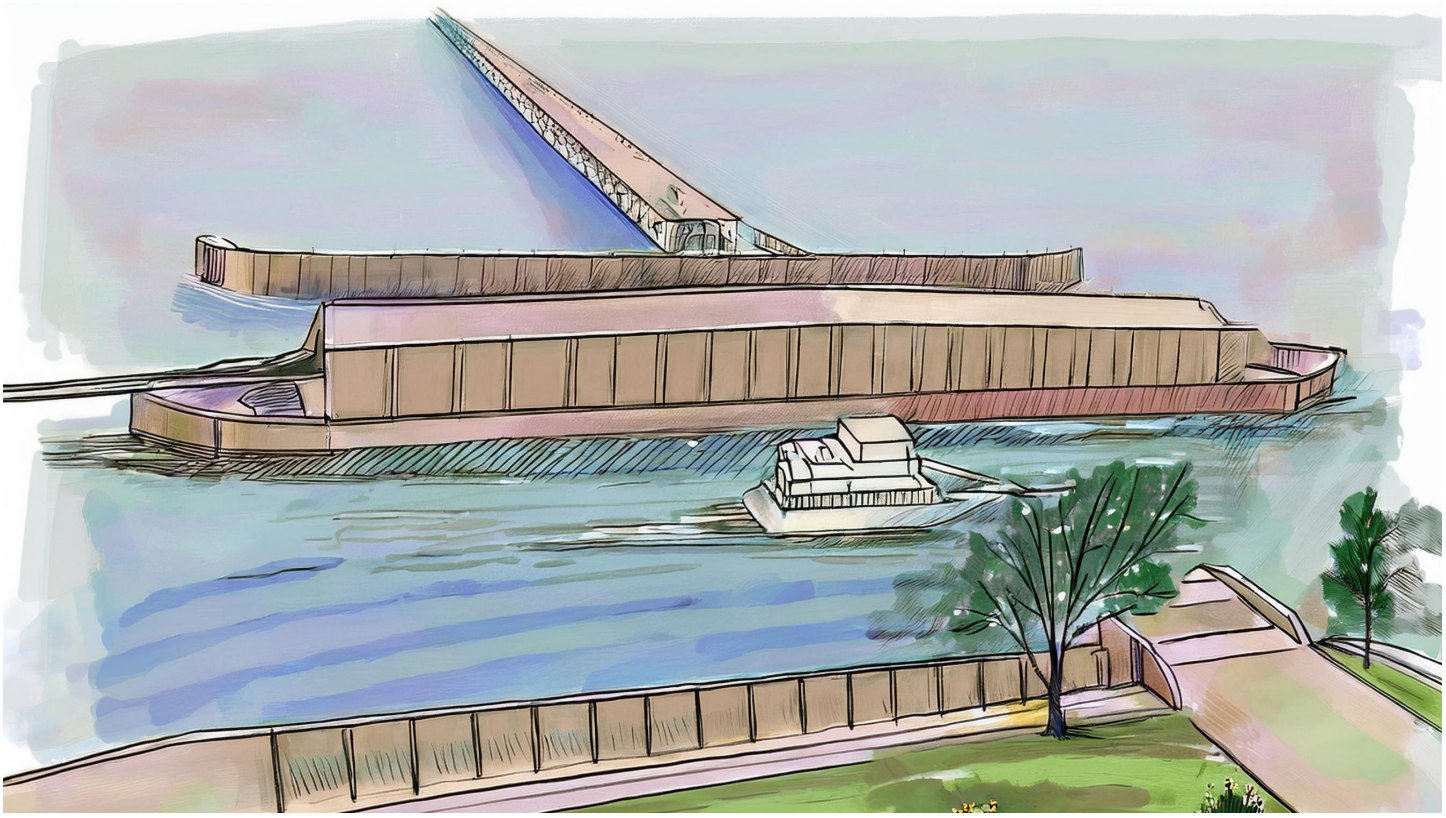
Grant Funding (Mega)

$110,000,000

- **850 trucks per day**
- **312,000 trucks annually**
- **4,500 vehicles per day**

The Alligator River Bridge serves as a lifeline for the people of North Carolina both to and from the Barrier Islands. The current bridge is a two-lane, swing-span bridge that was completed in 1962. More than 4,000 boats pass through the area every year, forcing vehicle traffic to stop while the swing-span opens and closes. Though maintained, the aging structure experiences technical issues that can force motorists onto a 99-mile detour, such as the closure on December 24, 2022, that lasted several hours. NCDOT estimates that Alligator River bridge closings have accounted for more than 300 hours of delay annually and millions of dollars in recent years.

The new bridge will be approximately 3.2 miles in length with a vertical clearance of 65 feet to accommodate the navigational channel and a safe multimodal path for pedestrians and cyclists. The project will reduce wait times for travelers and increase dependability of transportation options on US 64.



Western Hills Viaduct Replacement

Cincinnati, Ohio

Grant Funding (INFRA)

$127,115,954

- **2,200 trucks per day**
- **803,000 trucks annually**
- **55,000 vehicles per day**

The Western Hills Viaduct connects Interstate 75 and major roads on Cincinnati's West Side and in Hamilton County to the Downtown and Uptown areas of the city. It is a major transportation link that serves as a critical freight corridor and carries more than 55,000 vehicles a day over the Mill Creek Valley and a large, active railroad yard.

Originally built in the early 1930s, the viaduct is reaching the end of its useful life. The new bridge will include a protected, shared-use path on the south side and a sidewalk on the north side to improve neighborhood connections with the addition of pedestrian and bicycle access.

Roosevelt Memorial Bridge Investment Project

Lake Texoma, Oklahoma

Grant Funding (BIP Large)

$123,850,000

- **770 trucks per day**
- **281,000 trucks annually**
- **8,500 vehicles per day**

The Roosevelt Memorial Bridge carries US-70 over Lake Texoma. The bridge is 4,943 feet long and carries two traffic lanes, one in each direction, on a 24-foot-wide deck with no shoulders. The bridge was constructed in 1942 and is now functionally obsolete and at risk of becoming structurally deficient.

The bridge currently carries 8,500 vehicles per day and is critical to the local and regional economy. With major development underway, future traffic volumes are anticipated to exceed 27,000 vehicles per day by 2050. There are serious safety concerns with the existing structure, a lack of affordable multimodal transportation options, and increasingly frequent flood events. The Roosevelt Memorial Bridge project will construct a new multimodal bridge across Lake Texoma on a new alignment south of the existing bridge.

Interstate Bridge Replacement Program

Portland, Oregon, and Vancouver, Washington

Grant Funding (BIP Large)

$1,499,000,000

- **14,300 trucks per day**
- **5,220,000 trucks annually**
- **143,000 vehicles per day**

The Interstate Bridge Replacement (IBR) program area includes two vertical lift bridges (Interstate Bridges) that carry I-5 across the Columbia River. The northbound and southbound spans were opened to traffic in 1917 and 1958, respectively, and have multiple structural challenges.

The bridges do not meet current geometric design standards due to the lack of shoulders, narrow lanes, and non-Americans with Disabilities Act (ADA)-compliant sidewalks. These geometric challenges, in combination with closely spaced interchanges on either side of the bridges, contribute to 11.75 hours of daily congestion and a crash rate that is more than three times the Oregon state average.

The IBR program will replace the two aging Interstate Bridge structures across the Columbia River, along with 26 other bridges in the program area, with seismically resilient multimodal structures that provide safe and accessible options for cars, pedestrians, and freight movement.

Hood River-White Salmon Bridge Replacement Project

Hood River, Oregon, and White Salmon, Washington

Grant Funding (INFRA)

$200,000,000

- **3,700 trucks per day**
- **1,351,000 trucks annually**
- **14,900 vehicles per day**

The Hood River-White Salmon Bridge was opened in 1924 with a lift span added in 1938. It is the only connection between Oregon and Washington along a 44-mile stretch of the Columbia River. It provides a bistate connection for residents of local communities and visitors to the Columbia River Gorge National Scenic Area and serves as a gateway to Oregon's Mount Hood National Forest. It also connects rural and disadvantaged communities on both sides of the river and provides critical access to federally designated tribal fishing sites. It is a critical structure for fishing, agriculture, forestry, heavy industry, and high-tech companies with freight originating throughout the northwest.

The bridge is now undersized, obsolete, both height- and weight- posted, and in poor condition. The steel structure has one narrow travel lane and it is at the end of its useful service span – its usefulness is further limited by a lack of pedestrian or bicycle facilities. This project will improve safety and mobility, enhance economic competitiveness and opportunity, improve resiliency, and enhance local quality of life.

I-83 South Bridge Replacement Project

Harrisburg, Pennsylvania

Grant Funding (BIP Large)

$500,000,000

- **13,000 trucks per day**
- **4,745,000 trucks annually**
- **125,000 vehicles per day**

The I-83 John Harris Memorial (South) Bridge was originally built in 1960 and carries more than 125,000 vehicles per day over the Susquehanna River. The bridge is on the National Highway Freight Network and is the major cross-river connection between downtown Harrisburg and West Shore communities including Camp Hill, New Cumberland, and Lemoyne—ultimately linking Pennsylvania's capital region with Baltimore and its port at the south terminus of the I-83 corridor.

The bridge is key to intermodal connectivity, yet it is the third worst ranked bridge in the state by risk. The structure is very susceptible to fractures and experiences heavy truck traffic. It is regularly inspected and repaired, leading to frequent temporary lane closures that exacerbate congestion. The project will reconstruct and modernize the bridge to meet the safety and mobility needs of the growing region and restore this major interstate highway crossing.

Washington Bridge Replacement Project

Providence, Rhode Island

Grant Funding (INFRA/Mega)

$220,980,000

- **17,000 trucks per day**
- **6,205,000 trucks annually**
- **90,000 vehicles per day**

Originally constructed in 1930 as a bascule bridge to connect Watchemoket Square in East Providence to the old Fox Point Boulevard in Providence, the Washington Bridge spans the Seekonk River to allow travel between the Providence Metropolitan area and all points east. Today, the westbound span of the Washington Bridge, a critical piece of highway infrastructure in Rhode Island, is closed and no longer serviceable due to safety concerns, causing significant traffic and freight delays throughout the region. Before it was closed, the bridge experienced approximately 90,000 daily crossings, making it one of the most congested points in Rhode Island. This project will provide a new superstructure and substructure to the Washington Bridge North to restore the bridge – an essential portion of I-195 – to its full capacity.

I-95 over Lake Marion Replacement

Lake Marion, South Carolina

Grant Funding (BIP Large)

$175,000,000

- **8,000 trucks per day**
- **2,920,000 trucks annually**
- **40,100 vehicles per day**

Four steel twin-span plate girder bridges were constructed in 1968 as part of the Interstate Highway System (I-95) over Lake Marion, South Carolina. I-95 is a nationally and regionally significant corridor and a major north/south artery. It is on the Primary Highway Freight System and National Highway System and provides access to the Port of Charleston and the Inland Port Dillon, which ensures connections with the global economy.

The bridges are located in rural census tracts which are identified as Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC) with no pedestrian or bicyclist accommodations. The existing condition of the bridges results in an increased crash risk, congestion, and high maintenance costs.