



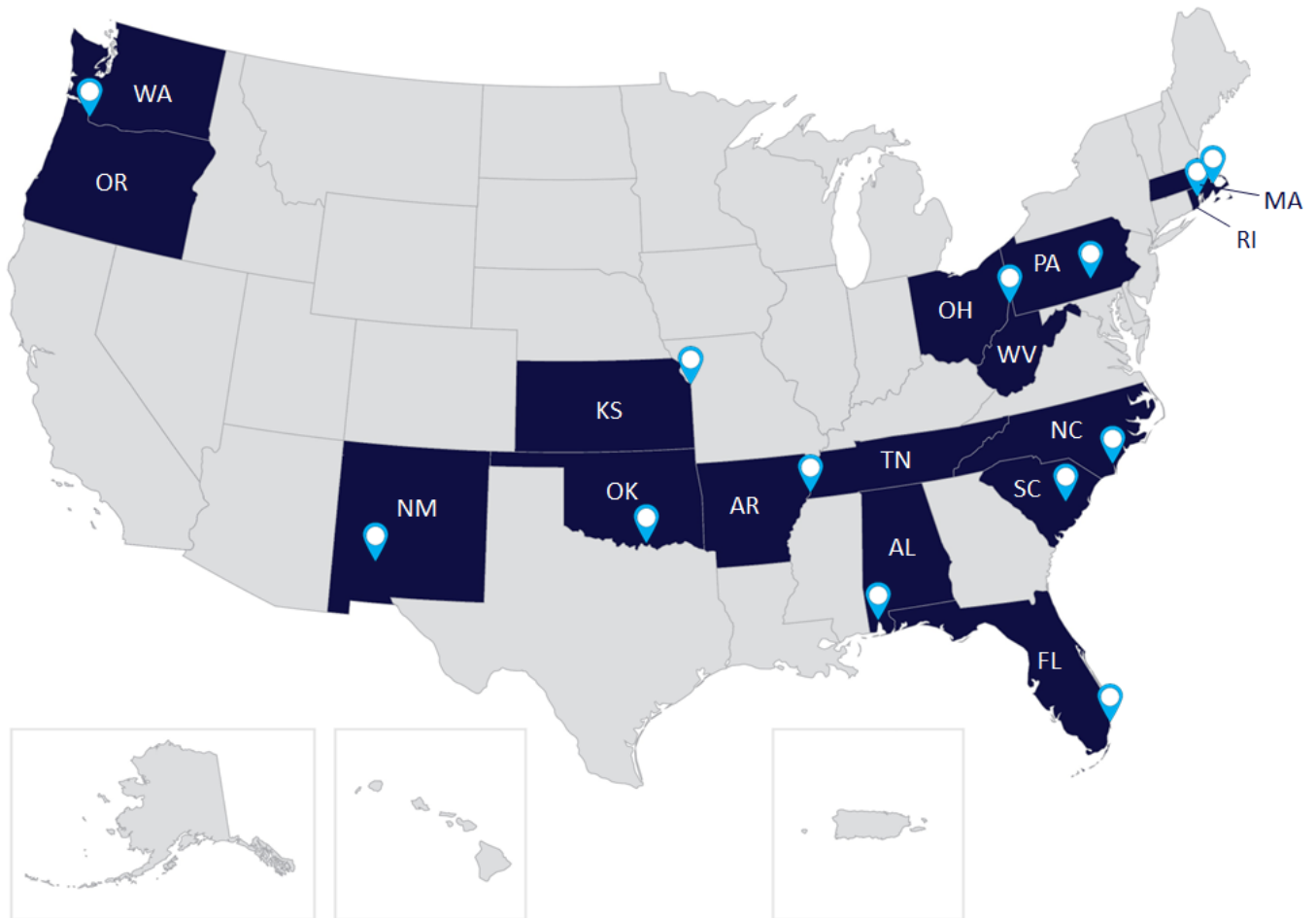
BRIDGE INVESTMENT PROGRAM (BIP)



U.S. Department
of Transportation

**Federal Highway
Administration**

Bridge Investment Program (BIP) Large Bridge Grant Awards 2024





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BRIDGE INVESTMENT PROGRAM (BIP)

BIP Large Bridge Project, Urban

I-10 Mobile River Bridge and Bayway Multimodal Project

Mobile, Alabama; 3,701,100 trucks annually (10,140 trucks per day); 78,000 vehicles per day

Grant Funding: \$550,000,000

Grantee: Alabama Department of Transportation

Additional Federal Funding: \$1,412,000,000

Estimated Total Project Cost: \$2,670,000,000

Project Description

The project was initiated in 1997 with a feasibility study. In 2018 and 2019, Federal funds were sought to help fund the project structures as a Public-Private Partnership (P3), which included collection of tolls. Following community feedback, a new approach to implement the project was developed, which included new considerations for the historic Africatown area, a recently designated World Heritage Site. The Alabama Department of Transportation (ALDOT) and local Metropolitan Planning Organizations (MPOs) have agreed to a comprehensive new project. This grant is for the new project, which is included in the area's Transportation Improvement Programs and Long-Range Transportation Plans. To date, ALDOT has advanced a large amount of preliminary design work to progress the project.

Project Benefit

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.



Source: Alabama Department of Transportation



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BIP Large Bridge Project, Urban

The Venetian Causeway Project

Miami, Florida; 60,758 trucks annually, (166 trucks per day); 8,323 vehicles per day

Grant Funding: \$100,547,040

Grantee: Miami-Dade County

Additional Federal Funding: \$8,500,000

Estimated Total Project Cost: \$201,094,080

Project Description

The Venetian Causeway bridges were originally built in 1926 with an anticipated design life of 50 years. Due to design code revisions, none of the 11 bridges meet current geometric or safety design standards. In addition, these bridges (Bridge 2 through Bridge 12 in the map below) also exhibit severe deterioration due to their age and exposure to an aggressive marine environment. The deteriorated condition of the bridges, and substandard deck geometry and load carrying capacity create a safety and hurricane evacuation concern for the residents of the Venetian Islands and other users of the corridor. Additionally, the Causeway is an important connection for low-income users in Miami with jobs in Miami Beach and who do not have motorized vehicles. Some of these users walk or ride the causeway and are negatively impacted by the substandard sidewalks and bike lanes.

Project Benefit

The project will increase the safety and resiliency of the bridges, maintain the aesthetics of the causeway, and enhance bicycle and pedestrian facilities.



Source: Miami-Dade County, Miami



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BIP Large Bridge Project, Urban

18th Street Bridge Replacement Project

Kansas City, Kansas; 455,885 trucks annually (1,249 trucks per day); 33,735 vehicles per day

Grant Funding: \$62,630,734

Grantee: Kansas Department of Transportation

Additional Federal Funding: \$37,578,441

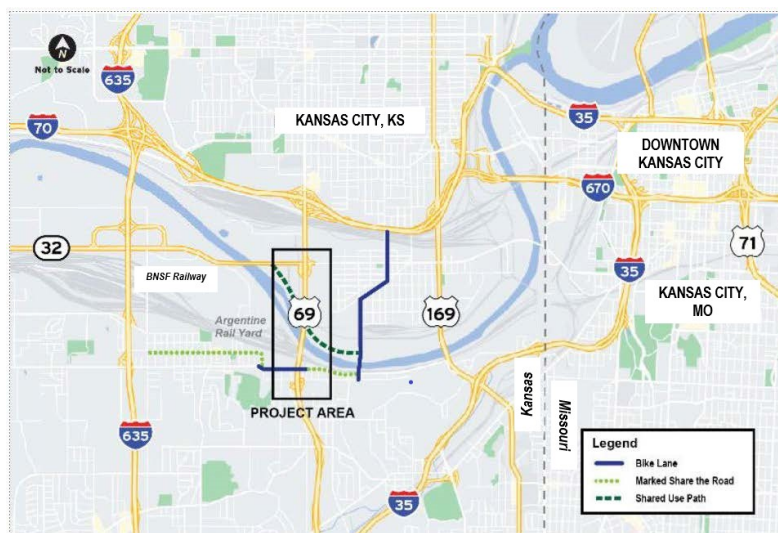
Estimated Total Project Cost: \$137,941,469

Project Description

The 18th Street Bridge over the Kansas River is one of the few remaining deck-truss bridges on the state highway system. It is a vital traffic-mover for the Kansas City region and the local community. Built in 1959, this major river crossing has undergone numerous rehabilitations over its 60-year life. In 2018, emergency repairs were done to the bridge, extending its serviceable life by no more than 10 years. The bridge, already classified as in poor condition, is nearing the end of its service life. It is no longer cost-effective for the Kansas Department of Transportation (KDOT) to invest public dollars into rehabilitating a structure that is over 60 years old. A new bridge is therefore the only viable solution for the next 60 years.

Project Benefit

The replacement project will save the maintenance and repair costs of the original bridge. A new bridge will also provide accommodations for bicyclists and pedestrians to operate at both ends of the project area.



Source: Kansas Department of Transportation



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BRIDGE INVESTMENT PROGRAM (BIP)

BIP Large Bridge Project, Urban

Sagamore Bridge Replacement Project

Sagamore, Massachusetts; 1,131,500 trucks annually (3,100 truck per day); 62,030 vehicles per day

Grant Funding: \$993,122,325

Grantee: Massachusetts Department of Transportation

Additional Federal Funding: \$721,870,542

Estimated Total Project Cost: \$2,143,741,084

Project Description

The project includes the replacement of the Sagamore Bridge. Cape Cod and the Islands in Massachusetts are popular tourist destinations with 5 million annual visitors and 263,000 permanent residents. The Cape Cod Canal (the Canal) and the bridges over the Canal are owned by the Federal government and operated and maintained by the U.S. Army Corps of Engineers. The Sagamore and Bourne Bridges provide the only means of vehicular access across the Canal. The Canal is important to mariners, as it saves approximately 135 miles of travel compared to circumnavigating Cape Cod. 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 with a sidewalk on one side. Traffic delays are prevalent during the summer, with traffic backing up along major highway corridors and at several intersection approaches. High crash rates can be attributed directly to the existing cross-sections of the bridges and congestion. The replacement will improve mobility along the Canal and accessibility between Cape Cod and mainland Massachusetts for all users.

Project Benefit

Replacing the Sagamore Bridge will improve the safety, efficiency, and reliability of the movement of people and goods over the Canal; reduce the number of bridges that are in poor condition or have geometric deficiencies; reduce challenges for maintenance and repair activities, and alleviate poor traffic operations, congestion, and high crash rates.



Photo Source: Massachusetts Department of Transportation



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BIP Large Bridge Project, Rural

Nogal Canyon Bridge Replacement Project

Socorro County, New Mexico; 1,070,472 trucks annually (2,933 trucks per day); 12,220 vehicles per day

Grant Funding: \$71,250,000

Grantee: New Mexico Department of Transportation

Additional Federal Funding: \$36,525,600

Estimated Total Project Cost: \$142,526,324

Project Description

The Nogal Canyon Bridge project will replace two existing bridges that carry Interstate 25 over Nogal Canyon in Socorro County, New Mexico. The existing truss bridges contain nonredundant steel tension members and the superstructures are deteriorating rapidly. The bridges are at the end of their useful life. Each bridge will require major rehabilitation over the next three years, which would result in complete closure of each bridge (though not at the same time) to through traffic. All users of the interstate corridor would have to divert to a detour route, adding significant time and distance to reach their destinations. These major rehabilitations can be seen as medium-term stop gap measures only, with additional major repairs and rehabilitation to the bridges expected at least every 10 years. The project also includes the reconstruction of the vertical geometry of the I-25 approaches to the new bridges and flattening the decent grade into Nogal Canyon to make it appropriate for current design speeds.

Project Benefits

The replacement bridges would be the signature bridges of New Mexico's interstate system and will ensure continued efficiency and mobility for all users of the nationally significant interstate corridor, thereby buttressing the economic competitiveness of the region and the State.

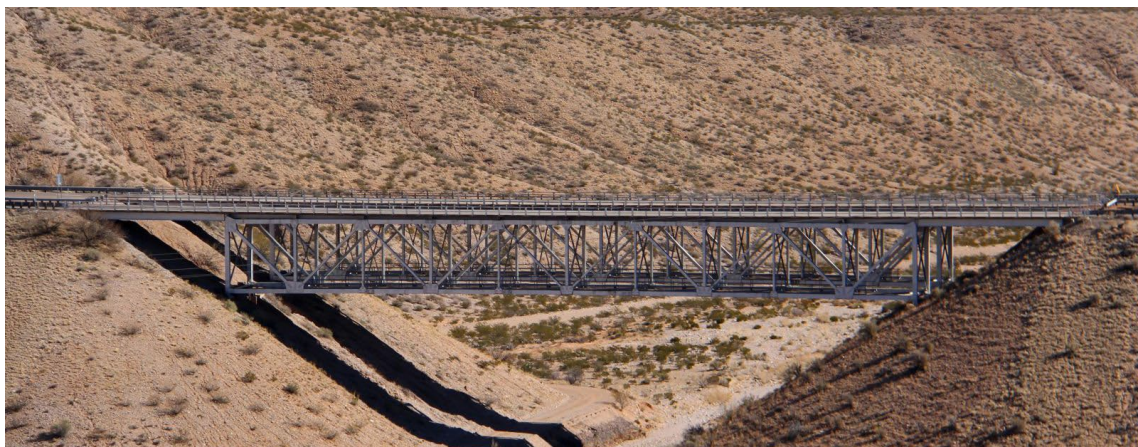


Photo Source: New Mexico Department of Transportation



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BIP Large Bridge Project, Urban

Replacement of the Cape Fear Memorial Bridge

Wilmington, North Carolina; 3,022,200 trucks annually (8,280 trucks per day); 69,000 vehicles per day

Grant Funding: \$242,150,000

Grantee: North Carolina Department of Transportation

Additional Federal Funding: \$145,290,000

Estimated Total Project Cost: \$486,450,000

Project Description

The 54-year-old Cape Fear Memorial Bridge (CFMB) 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, Coast Guard vessels, and other ships. Annual repair and maintenance costs related to the bridge deck and lift mechanisms are expected to increase as the bridge ages and traffic grows heavier. Traffic delays due to repair and maintenance activities and the operation of the lift bridge cause congestion and make travel times unreliable. The current structure lacks bicycle and pedestrian facilities to support alternative modes of transportation. Replacement of the CFMB is needed to reduce congestion and improve mobility and connectivity on a local and regional corridor.

Project Benefits

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. The project would be the first bicycle and pedestrian connection between New Hanover and Brunswick counties.



Photo Source: North Carolina Department of Transportation



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BIP Large Bridge Project, Rural

Roosevelt Memorial Bridge Investment Project

Bryan and Marshall Counties, Oklahoma; 279,225 trucks annually (765 trucks per day); 8,500 vehicles per day

Grant Funding: \$123,850,000

Grantee: Oklahoma Department of Transportation

Additional Federal Funding: \$61,925,000

Estimated Total Project Cost: \$250,633,846

Project Description

The Roosevelt Memorial Bridge carries U.S. Route 70 (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 composed of 87 spans, including a 250-foot-long Warren through-truss, and is eligible for inclusion on the National Register of Historic Places. The bridge does not meet current geometric design standards and is at risk of falling into poor condition. The bridge currently carries 8,500 vehicles per day (vpd). With major development underway, future traffic volumes are anticipated to exceed 27,000 vpd by 2050. Challenges of the Roosevelt Bridge project are related to the critical safety concerns of the existing structure, rapidly increasing traffic demand, a lack of affordable multimodal transportation options, increasingly frequent flood events, and the extraordinary cost of replacing the bridge. The Roosevelt Bridge project will construct a new multimodal bridge across Lake Texoma on a new alignment south of the existing bridge.

Project Benefits

The project will build a bridge that meets all current design criteria, accommodates future traffic demands, and improves the efficiency and reliability of the movement of people and freight. It will also increase resiliency, provide a new bicycle and pedestrian crossing, and consider innovative project delivery methods.



Source: Oklahoma Department of Transportation



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BIP Large Bridge Project, Urban

Interstate Bridge Replacement Program Project

Portland, Oregon and Vancouver, Washington; 5,219,500 trucks annually (14,300 trucks per day); 143,000 vehicles per day

Grant Funding: \$1,499,000,000

Grantee: Oregon Department of Transportation

Additional Federal Funding: \$2,106,847,741

Estimated Total Project Cost: \$5,791,912,034

Project Description

The Interstate Bridge Replacement (IBR) project 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 bridge superstructures are rated as in poor (northbound) and fair (southbound) condition, and the bridge foundations are rated scour-critical, unstable for calculated scour conditions on the National Bridge Inventory. Additionally, the bridges do not meet current geometric design standards due to the lack of shoulders, narrow lanes, and sidewalks that are non-compliant with the Americans with Disabilities Act. 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.

Project Benefit

The project will replace two aging Interstate Bridge structures with modern and seismically resilient, multimodal structures that provide safe and accessible options for driving, walking, biking, rolling, and riding transit. The project will also ensure reliable travel times, reduced congestion, improved safety and quality of life, reduced emissions, and better access to goods and services.



Photo Source: Oregon Department of Transportation



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BIP Large Bridge Project, Urban

I-83 South Bridge Replacement Project

Harrisburg, Pennsylvania; 4,729,389 trucks annually (12,957 trucks per day); 125,000 vehicles per day

Grant Funding: \$500,000,000

Grantee: Pennsylvania Department of Transportation

Additional Federal Funding: \$490,400,000

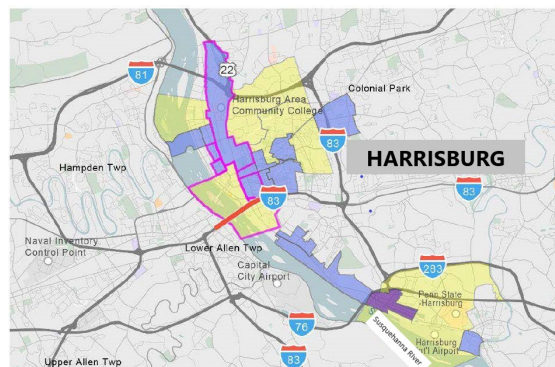
Estimated Total Project Cost: \$1,271,500,000

Project Description

The I-83 John Harris Memorial (South) Bridge was originally built in 1960 and widened in 1982. It 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. It is in poor condition and cannot carry permit loads. The structure has nonredundant steel tension members, with heavy traffic and a high truck traffic percentage. It is the third highest (worst) ranked bridge in the State, by risk. Frequent repairs and inspection have led to frequent temporary lane closures causing significant traffic disruptions and exacerbating the congestion problem. The bridge and I-83 crossing were designed for lower traffic volumes and speeds than they are experiencing. The project will reconstruct and modernize the bridge to meet the safety and mobility needs of the growing region and restore the major interstate highway crossing to a state of good repair.

Project Benefits

The new I-83 bridge will be in good condition and be able to handle the transportation needs of the rapidly growing region of Pennsylvania. The new structure will be wider with better shoulders, improved on- and off-ramps, and more streamlined interchanges.



Source: Pennsylvania Department of Transportation



BRIDGE INVESTMENT PROGRAM (BIP)



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Federal Highway Administration

BIP Large Bridge Project, Urban

I-95 15 Bridges: Repairing Yesterday’s Infrastructure for Tomorrow's Economy

Providence, Rhode Island; 1,086,240 trucks annually (2,976 trucks per day); 55,824 bridges per day

Grant Funding: \$251,150,000

Grantee: Rhode Island Department of Transportation

Additional Federal Funding: \$150,697,477

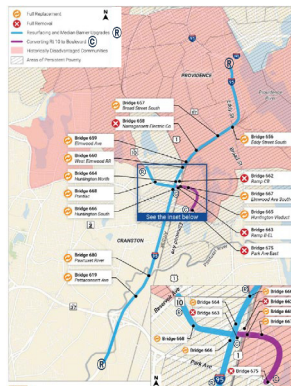
Estimated Total Project Cost: \$502,309,346

Project Description

This project will consolidate six individual State Transportation Improvement Program (STIP) projects, which includes 24 assets, into one corridor project highlighting the Rhode Island Department of Transportation’s (RIDOT’s) commitment to reducing cost and time spent during construction. The STIP currently has these projects spread into separate bridge and pavement projects to address the condition of 15 bridges and 7.5 miles of NHS pavement. Nine of the bridges are rated as in poor condition, four of the bridges are rated as in fair condition but approaching poor condition, and two of the bridges are rated as in fair condition. The grant funding would allow RIDOT to efficiently address the corridor holistically and encourage safe movement of multimodal users and \$9.7 billion of freight. Each of these bridges are key neighborhood connections for the city of Providence and serve the regional supply chain network. In combining these projects, RIDOT will streamline improvements to a transit corridor that sees over 185,000 vehicles, roughly 9,000 trucks and heavy freight vehicles daily, while also dramatically reducing schedule impacts to Amtrak, MBTA, and G&W rail services.

Project Benefits

The project demonstrates an agile and strategic approach to improving transportation infrastructure that will have dramatic impacts on the local and regional economy, reduce maintenance costs over time, improve multimodal safety and access, and reduce exposure to future climate impacts.



Source: Rhode Island Department of Transportation



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BIP Large Bridge Project, Rural

I-95 over Lake Marion Bridge Replacement Project

Santee, South Carolina; 2,927,300 trucks annually (8,020 trucks per day); 40,100 vehicles per day

Grant Funding: \$175,000,000

Grantee: South Carolina Department of Transportation

Additional Federal Funding: \$104,208,343

Estimated Total Project Cost: \$352,638,856

Project Description

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 Inland Port Dillon, which ensures connections with the global economy. The bridges are located in rural census tracts that are identified as Areas of Persistent Poverty and Historically Disadvantaged Communities. The bridges consist of two, 12-foot lanes with 3.5-foot shoulders in each direction with no pedestrian or bicyclist accommodation.

Project Benefit

The project will address challenges faced by the bridges that include increased crash risk, congestion, and maintenance costs; some of the bridges will soon be rated as in poor condition; and the decks of the bridges do not meet current live load needs specified by AASHTO design standard.



Photo Source: South Carolina Department of Transportation



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BIP Large Bridge Project, Urban

America's River Crossing Project

Memphis, Tennessee and West Memphis, Arkansas; 2,016,084 trucks annually (5,523 trucks per day); 69,044 vehicles per day

Grant Funding: \$393,750,000

Grantee: Tennessee Department of Transportation

Additional Federal Funding: \$157,500,000

Estimated Total Project Cost: \$787,500,000

Project Description

The existing I-55 bridge (also known as the Memphis-Arkansas Bridge) is one of only two highway crossings of the Mississippi River in Memphis, Tennessee. The bridge serves not only as a critical connector for residents, workers, and freight movement between Tennessee, Arkansas, and Mississippi, but as a major crossing linking commerce and the country from east to west and north to south serving the I-40 and I-55 interstate systems. This infrastructure's importance was emphasized during the temporary closure of I-40 Hernando DeSoto Bridge in May 2021. The I-55 bridge was the sole alternative crossing of the Mississippi River between Tennessee and Arkansas at that time, servicing this nationally significant corridor. 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 America's River Crossing project will use the grant funding to totally replace the existing bridge, which opened to interstate traffic in 1949. The project corridor covers just over 1.5 miles and runs parallel to the existing I-55 bridge.

Project Benefits

The project will enhance safety and improve operations in the corridor for both local and regional traffic in the tri-state area, and national freight connections. It will add capacity, streamline traffic flow, correct geometric deficiencies, and maintain connections to jobs and key transportation corridors.



Photo Source: Tennessee Department of Transportation



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BRIDGE INVESTMENT PROGRAM (BIP)

BIP Large Bridge Project, Urban

Market Street Bridge Project

(Urban) East Steubenville, West Virginia and Steubenville, Ohio; 0 trucks annually (0 trucks per day); 7,834 vehicles per day

Grant Funding: \$87,500,000

Grantee: West Virginia Division of Highways

Additional Federal Funding: \$52,500,000

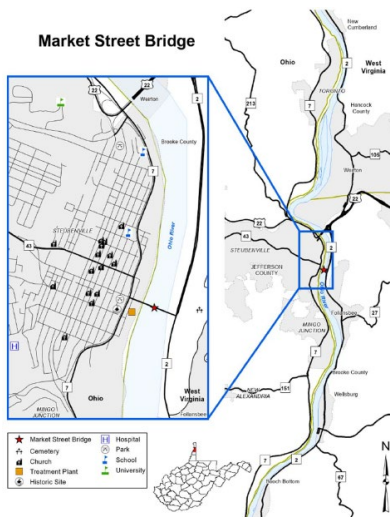
Estimated Total Project Cost: \$175,000,000

Project Description

The Market Street Bridge was initially constructed in 1904 and is listed in the National Register of Historic Places. The bridge has been closed multiple times for major renovations and rehabilitations. In 2022, the bridge endured serious damage to its deck from a fire and was closed for an extended time. The bridge was reopened to traffic with a 3-ton weight limit and 7-foot 6-inch height limit imposed, not allowing any truck traffic on the bridge. In December 2023, the bridge was closed to all traffic. With limited capacity and damages experienced in recent years, the Market Street Bridge is at its end of life and due for replacement.

Project Benefits

Replacement of the bridge is essential to reconnect the region and support the region's economic livelihood.



Source: West Virginia Division of Highways