



The Fix We're In: The State of Alaska's Bridges

TRANSPORTATION FOR AMERICA

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About Transportation for America

TRANSPORTATION FOR AMERICA (T4 America) is the largest, most diverse coalition working on transportation reform today. We believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment and healthier America. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone.

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America's infrastructure is beginning to show its age. Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep. The American Society of Civil Engineers has rated our country's overall infrastructure a "D" and our bridges a "C." For roads and highways, this manifests itself in rutted roadways, cracked pavement and abundant potholes, creating significant costs for drivers and businesses due to increased wear and tear on their vehicles. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity.

Despite billions of dollars in annual federal, state and local funds directed toward the maintenance of existing bridges, 69,223 bridges – representing more than 11 percent of total highway bridges – are classified as "structurally deficient," according to the Federal Highway Administration (FHWA.) "Structurally deficient" bridges require significant maintenance, rehabilitation or replacement. In addition, a number of bridges exceed their expected lifespan of 50 years. The average age of an American bridge is 42 years.

The maintenance backlog will only worsen as bridges age and costs rise. According to FHWA's 2009 statistics, \$70.9 billion is needed to address the current backlog of deficient bridges.¹ This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate System – near the end of their expected lifespan.

The good news is that some states have worked hard to address the problem and have seen their backlog of deficient bridges shrink in number. The bad news is that, critical as these efforts are, they are not nearly enough. Two key problems persist: (1) An absence of real incentives and assurances at the federal level that fixing aging bridges is a top funding priority; (2) Federal investment in fixing the nation's infrastructure is not currently tied to performance and accountability measures, leaving Americans no concrete assurances of progress. As bridges continue to age and fall into disrepair, our nation's policymakers must make a greater commitment to maintaining and repairing these crucial assets.

Alaska's Bridge Backlog

Out of 50 states and the District of Columbia, Alaska ranks 21st nationally in terms of the overall condition of the state's bridges. (1 being the worst, 51 being the best.)

¹ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27, <http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

Today, one out of every eight bridges that motorists in Alaska cross each day are likely to be deteriorating to some degree; and 12.2 percent of bridges statewide are rated “structurally deficient” according to government standards, compared to 11.5 percent nationwide.

As of 2010, Alaska had 1,134 highway bridges: 796 of them owned by the state; 157 owned by local counties, cities and towns; and 181 owned by other entities, such as private business and federal agencies.² Ownership of a particular bridge matters because it often determines which jurisdiction is responsible for maintenance and repair. Table 1 shows the number and average annual daily traffic³ on Alaska's bridges.

What Qualifies a Bridge as “Structurally Deficient?”

Federal law requires states to inspect all bridges 20 feet or longer at least every two years. Bridges in “very good” condition may go four years between inspections, while those rated “structurally deficient” must be inspected every year.

Highway bridges have three components: 1) the **superstructure**, which supports the deck; 2) the **substructure**, which uses the ground to support the superstructure; and 3) the **deck**, which is the top surface of the bridge that cars, trucks and people cross. During inspection, each of these bridge features is given a rating between 0 and 9, with 9 signifying the best condition. Federal guidelines classify bridges as “**structurally deficient**” if one of the three key components is rated at 4 or less (poor or worse), meaning engineers have identified a major defect in its support structure or its deck.¹ If a bridge is rated “structurally deficient,” the bridge requires significant maintenance, rehabilitation or replacement. A state may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use or close the bridge to traffic until repairs can be completed.

*Sources: Federal Highway Administration. “Non-Regulatory Supplement.” U.S. Department of Transportation. http://www.fhwa.dot.gov/legsregs/directives/fapg/0650dsup.htm#N_2
Federal Highway Administration. “Conditions & Performance.” U.S. Department of Transportation, 2006.*

² In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

³ Average amount of traffic that crosses over the bridge each day.

Table 1: Overview of Alaska Bridge Statistics

	State system	Local system	Other	Structurally Deficient Bridges	Total
Number of bridges	796	157	181	138	1,134
Bridge average annual daily traffic	3,474,320	111,459	41,030	179,337	3,626,809

Rural bridges often provide crucial access to jobs and medical services for residents in sparsely populated areas. Urban bridges, on the other hand, carry high volumes of traffic to and within regional economic centers. Most bridges in the National Highway System are in rural areas, but urban bridges carry more traffic. Nationally, rural bridges account for 77 percent of all bridges. However, the 23 percent of bridges in urban areas carry almost three-quarters of all national bridge traffic.⁴

Between 1992 and 2010, the number of vehicles traveling across structurally deficient bridges on a daily basis was virtually unchanged (-2 percent), despite billions of dollars spent annually on bridge construction and repair.⁵ An increasing number of American individuals and businesses rely on bridges that are subject to closure or weight restriction if increased maintenance and reconstruction are not undertaken — a potentially crippling impact on personal travel and freight movement.

Drivers in Alaska are regularly traveling across heavily trafficked bridges with “poor” ratings — bridges that could become dangerous or closed without repair. Table 2 lists the most heavily used structurally deficient bridges throughout Alaska, ranked by average annual daily traffic (ADT) counts.

⁴ Research and Innovative Technology Administration. Highway Bridges in the United States — An Overview. http://www.bts.gov/publications/special_reports_and_issue_briefs/special_report/2007_09_19/html/entire.html

⁵ T4 America's Analysis of FHWA's National Bridge Inventory Data. <http://www.fhwa.dot.gov/bridge/britab.cfm>.

Table 2: Alaska's Structurally Deficient Bridges with Highest Traffic Volumes

Rank	County	Bridge Facility	Crosses Feature	Proximity to	Average annual daily traffic
1	Anchorage Municipality	LAKE OTIS ROAD	CAMPBELL CREEK, LAKE OTS	MILE POINT 2.1	25,249
2	Ketchikan Gateway Borough	SOUTH TONGASS HWY	WATER ST VIADUCT	MILE POINT 1.7	17,864
3	Juneau City and Borough	GLACIER HIGHWAY	MENDENHALL RIVER	MILE POINT 9.3	12,757
4	Fairbanks North Star Borough	WENDELL STREET	CHENA RIVER (N HALL ST)	MILE POINT 1.2	9,352
5	Anchorage Municipality	DOWLING ROAD	CAMPBELL CREEK, DOWLING	MILE POINT 1.6	8,797
6	Anchorage Municipality	SEWARD HIGHWAY	PETERSON CREEK	MILE POINT 83.4	5,460
7	Anchorage Municipality	SEWARD HIGHWAY	GLACIER CREEK	MILE POINT 89.1	5,460
8	Anchorage Municipality	SEWARD HIGHWAY	VIRGIN CREEK	MILE POINT 88.5	5,460
9	Anchorage Municipality	SEWARD HIGHWAY	TWENTY MILE RIVER	MILE POINT 79.9	5,460
10	Anchorage Municipality	SEWARD HIGHWAY	PORTAGE CREEK NO 2	MILE POINT 78.6	5,458

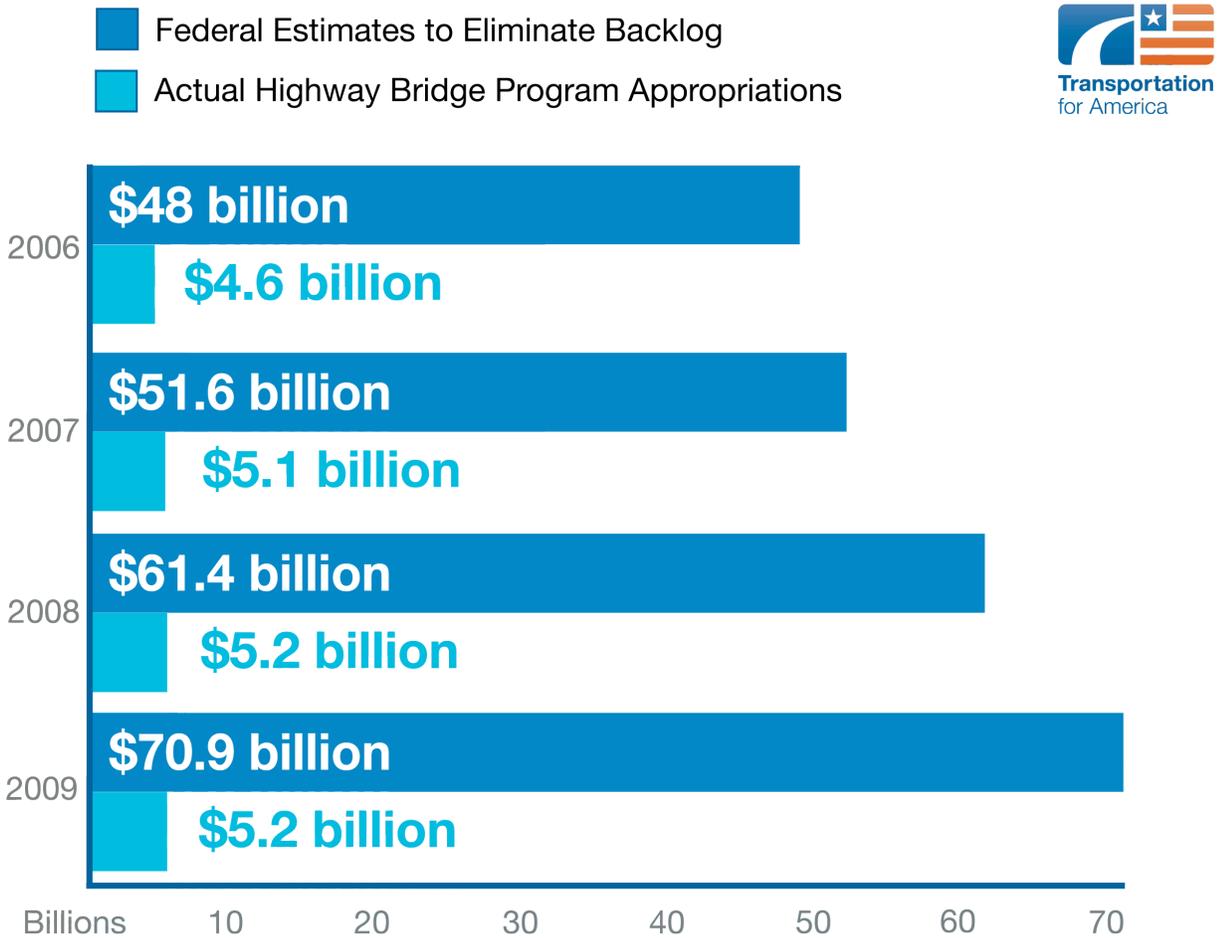
Alaska has eight out of 25 counties where the average bridge condition is worse than the statewide average. Table 3 reveals the five counties with the best and worst average bridge conditions. In Figure A, counties are shaded based on their overall percentage of “structurally deficient” bridges. Although smaller or more rural counties have fewer bridges than more populated counties, this measurement allows for cross-comparison between counties of various sizes.

Table 3: Counties in Alaska With Best and Worst Average Bridge Conditions

County	# of Highway Bridges	# of Structurally Deficient Bridges	% Structurally Deficient
Ketchikan Gateway Borough	46	14	30.4%
Haines Borough	11	3	27.3%
Dillingham Census Area	18	4	22.2%
Kenai Peninsula Borough	72	16	22.2%
Southeast Fairbanks Census Area	70	15	21.4%
Bristol Bay Borough	3	0	0.0%
Kodiak Island Borough	25	0	0.0%
Lake and Peninsula Borough	0	0	0.0%
Northwest Arctic Borough	0	0	0.0%
Wade Hampton Census Area	0	0	0.0%

Congress created the Federal Highway Bridge Program to fix and replace deficient bridges throughout the country, yet current funding is insufficient to keep up with the rapid deterioration rate of U.S. bridges. Figure B compares the size of the bridge program from 2006 through 2009 with FHWA estimates of the sums needed to catch up on the current backlog of repairs. While appropriations have increased by \$650 million, bridge needs over the same time period have increased by \$22.8 billion.

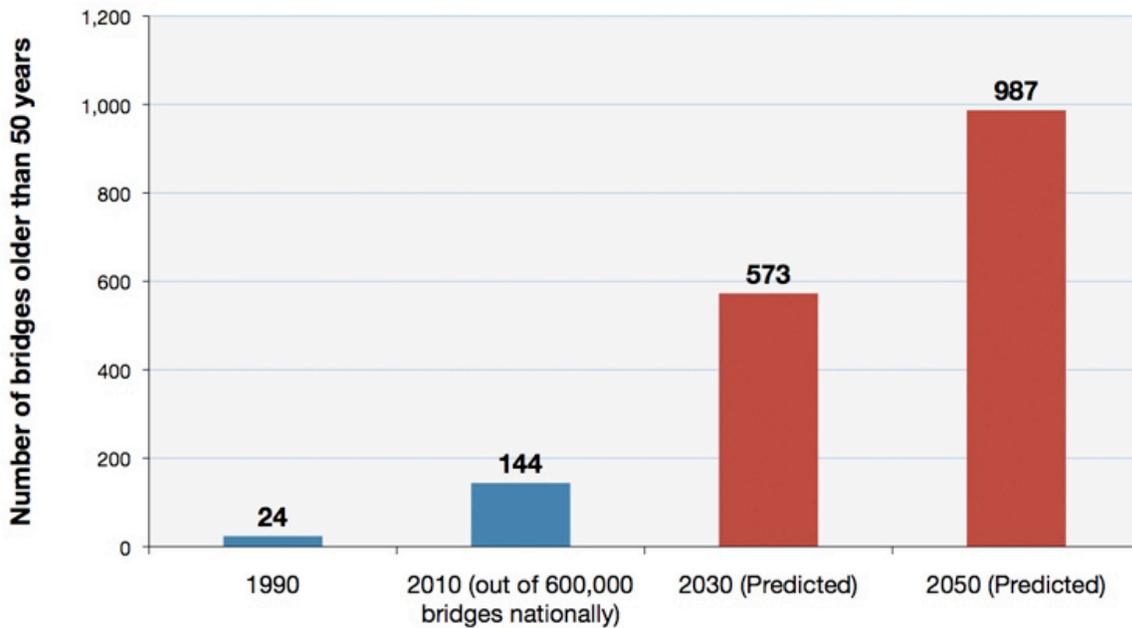
Figure B: Bridge Repair Funding Levels Versus FHWA Needs Estimate



The Cost of Aging Bridges

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is 42 years old. Alaska's average is 30.4 years old. The number of "structurally deficient" bridges is virtually guaranteed to increase over time, as a wave of old bridges reach the end of their designed lives. Nationally, more than 185,000 highway bridges (out of 600,000 total) are now 50 years old or older. By 2030, that number could double without substantial bridge replacement, and it has the potential to triple by 2050. With one in five bridges built over 50 years ago, almost half of all the nation's bridges may require major structural investments within the next 15 years.⁶

Figure C: Alaska Bridges over 50 Years Old



⁶ *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. American Association of State Highway and Transportation Officials. July 2008. <http://roughroads.transportation.org/>

Fixing Them First: Florida's Success Story

By prioritizing repair and maintenance of their existing bridges and setting repair performance standards, Florida's bridges are some of the safest and highest-rated in the country. Florida has the second lowest percentage of poorly rated bridges of any state in the U.S: only 290 out of 11,899 total bridges, or 2.4 percent, are classified as structurally deficient.

How has Florida managed this? Preserving existing infrastructure is one of three core principles of the Florida Department of Transportation (FDOT), which is committed to protecting state investments. *Preservation is defined as:* ensuring that 80 percent of the pavement on the State Highway System meets department standards and that 90 percent of department-maintained bridges meet department standards.

In order to meet these targets, maintenance, repair and replacement projects receive funds before all other projects. The state uses data and analytical tools to determine the amount of funding that will be necessary to meet the department repair standards.

In addition, Florida has a specific state initiative to replace and repair bridges. The State Maintenance Office develops an annual list of bridges to be replaced with funds from the State Bridge Replacement Program, while the State Bridge Repair Program is used to take care of periodic maintenance and specified rehabilitation activities. Each district receives funding based on its portion of the total state bridge inventory and then also uses a computer program to prioritize and manage repair.

Florida's practices of prioritizing repair and maintenance, tracking repair needs, and setting measurable goals for success have helped the state have some of the best roads and bridges in the country.

The Tension Between Fixing the Old and Building the New

Under the existing federal program, transportation agencies have tended to delay needed repairs and preventive maintenance by directing funds toward new construction. In 2008, all states combined spent more than \$18 billion, or 30 percent of federal transportation funds, to build new roads or add capacity to existing roads. In that same year, states spent \$8.1 billion of federal funds on repair and rehabilitation of bridges, or about 13 percent of total funds. In 2008, Alaska spent \$29 million, or 10.1 percent of total federal funds, on bridge upkeep.⁷ Though we need to continue

⁷ Ibid.

expanding our transportation system, the safety and preservation of existing bridges and roads must be a higher priority for our long-term economic competitiveness and fiscal sustainability.

States Can't Keep Up Without Federal Support

Bridges provide crucial access between regions and cities, linking workers to jobs, goods to markets and people to essential services. According to the FHWA, transportation agencies would need \$70.9 billion to overcome the current backlog of deficient bridges.⁸ This investment would be money well spent, as poor bridge conditions have major implications for traveler safety, mobility and economic activity.

Allowing roads and bridges to slip into disrepair ultimately costs state and local governments billions more than the cost of regular, timely repair. Over a 25-year period, deferring maintenance of bridges and highways can cost three times as much as preventative repairs. The backlog also increases safety risks, hinders economic prosperity and significantly burdens taxpayers. Preservation efforts can also extend the expected service life of a road for an additional 18 years, preventing the need for major reconstruction or replacement.⁹ It is imperative that Alaska maximize precious tax dollars by extending the useful service life of roads and bridges before major rehabilitation or replacement is required.

⁸ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27.

<http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

⁹ American Association of State Highway and Transportation Officials. *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. July 2008. <http://roughroads.transportation.org/>

The Consequences of Deferred Maintenance

Neglecting bridge repair and maintenance won't just cost more money down the road — the consequences can be far more immediate and disastrous. Deferred maintenance can result in crippling delays if a vital artery is closed, or even worse, if lives are put in danger as aging bridges become unsafe and at risk for collapse.

Crown Point Bridge Closing

On October 16, 2009, the Champlain/Crown Point bridge linking New York and Vermont was closed without warning. An inspection performed on the bridge as part of a rehabilitation or replacement process, set to start in 2012, revealed that two of the bridge's support piers were not structurally sound. The bridge was a vital economic connection between the states, carrying about 3,500 cars across each day. Thousands of daily commuters now have to drive about 100 miles out of their way to another bridge or pay at least \$8 a trip for a ferry. A month later, officials in Vermont and New York announced that the bridge was beyond repair and would have to be demolished. Jim Bonnie, with the New York Department of Transportation, told NPR, "We set aside about \$30 million a year for our bridge program, but we need on the order of \$100 million to maintain our 830 bridges. So, it's just an epidemic."

Minneapolis' I-35W Collapse

On August 1, 2007, the I-35W bridge in Minneapolis, Minnesota abruptly failed, falling into the Mississippi River, killing 13 people and injuring 145. Following the incident, the National Transportation Safety Board (NTSB) undertook a year-long investigation to determine the cause of the collapse. Though the "structurally deficient" bridge was being inspected every year, the NTSB found that the bridge design was flawed; its gusset plates were undersized and not meant to support the kind of loads the bridge was carrying. The cause of the collapse, in the NTSB's opinion, was the increased weight of the bridge itself due to previous modifications, and the concentrated weight of construction materials present on the deck of the bridge on the day of the collapse.

In addition to the safety imperative, investing in the construction, expansion and repair of our nation's transportation infrastructure creates jobs while laying the foundation for long-term economic prosperity. Repair work on roads and bridges generates 16 percent more jobs than new bridge and road construction.¹⁰

¹⁰ Smart Growth for America. *The Best Stimulus for The Money*. www.smartgrowthamerica.org/stimulus.html

For all these reasons, Congress repeatedly has declared the condition and safety of our bridges to be of national significance. However, the current federal program is not designed to ensure that transportation agencies have enough money and accountability to get the job done.

Recommendations

As our nation's bridges continue to age Congress needs to provide states with increased resources to repair and rebuild them. As the chart earlier in this report shows, the federal transportation program currently provides only a fraction of the necessary funds for maintenance and repair. Although a number of states are making repair of existing assets a priority, more support from the federal government is essential. The nation's bridges are aging and traffic demands are increasing. Though the size of the federal program has increased by 14 percent between 2006 and 2009, state-level needs increased by 47 percent.

Congress also needs to take steps to make sure that funds sent to states for bridge repair are used only for that purpose. Today states can transfer bridge funds for other purposes – even if they have bridges that are in need of repair. These funds should only be used for other purposes if the state's bridges are in a state of good repair. In addition, states should be given the flexibility to develop long-term programs that focus on both keeping bridges in good condition and fixing or replacing bridges that are deficient. Even in instances where it is more cost-effective to perform regular repair on a bridge to prevent it from becoming deficient, the current federal program only allows states to fix a bridge that is structurally deficient with a low sufficiency rating.

Some states across the country are already taking the right steps to repair their infrastructure. These best practices could serve as a model for other states and work with an improved federal program to fix our nation's bridges. Michigan, for example, has greatly increased the ratio of spending on routine maintenance and pavement preservation vis-à-vis capacity increases and/or new roads by attempting to meet a goal of 95 percent of freeways and 85 percent of non-freeways in good condition by 2007, a goal established by Michigan's State Transportation Commission in 1997. The Florida Department of Transportation is bound by state statute that lists preservation as the first of three "prevailing principles," and sets maintenance standards for pavement and bridges.

When our aging bridges are replaced, they must be designed to provide safe access for all who need to use them, whether they are in vehicles, on foot or bicycle, or using public transit.

Conclusion

We cannot continue to ignore our transportation network's vital maintenance needs. The costs of current practices are well known, as roads and bridges continue to display the effects of wear and age, suffering the results of underinvestment. Without a change in both spending levels and overall priorities, Alaska will need \$408 from each driver to fix all of the structurally deficient bridges. As our bridges continue to age – more than 60 percent of all bridges will be past their useful life in 2030 – this figure will only grow.

Preserving Alaska's existing transportation system is crucial to ensuring regional prosperity, safety and a higher quality of life. The economic and social cost of neglect is simply too high. It is time for our policymakers to shore up our infrastructure and ensure Americans get the most bang for our transportation buck.

Appendix A: Alaska Counties, Ranked by Percentage of Structurally Deficient Bridges

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Ketchikan Gateway Borough	46	14	30.40%	126,495	23,455
Haines Borough	11	3	27.30%	1,689	30
Dillingham Census Area	18	4	22.20%	310	40
Kenai Peninsula Borough	72	16	22.20%	160,384	24,726
Southeast Fairbanks Census Area	70	15	21.40%	28,780	5,218
Skagway Municipality	69	12	17.40%	8,243	1,533
Matanuska-Susitna Borough	102	13	12.70%	525,889	1,873
Yukon-Koyukuk Census Area	73	9	12.30%	25,659	442

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Anchorage Municipality	115	12	10.40%	1,719,221	77,328
Sitka City and Borough	10	1	10.00%	24,481	872
Valdez-Cordova Census Area	100	10	10.00%	64,767	3,861
Nome Census Area	31	3	9.70%	5,216	1,986
Fairbanks North Star Borough	88	8	9.10%	480,065	14,277
Denali Borough	23	2	8.70%	51,690	3,349
Juneau City and Borough	46	4	8.70%	338,272	16,825
Prince of Wales-Outer Ketchikan Census Area	110	8	7.30%	14,802	2,732
Wrangell-Petersburg Borough	45	3	6.70%	9,250	600
North Slope Borough	47	1	2.10%	10,669	190
Aleutians Borough	23	0	0.00%	9,549	
Bethel Census Area	4	0	0.00%	3,660	
Bristol Bay Borough	3	0	0.00%	3,326	
Kodiak Island Borough	25	0	0.00%	14,340	
Lake and Peninsula Borough	0	0	0.00%		

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Northwest Arctic Borough	0	0	0.00%		
Wade Hampton Census Area	0	0	0.00%		