National Concrete Bridge Council

A council of allied industry organizations dedicated to quality concrete bridge construction and stewardship.

Market Use and Condition Report for US Concrete Bridges

Based on NBI Data as of Fall 2024

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Concrete Bridges: Market Share and Performance

Based on NBI data as of

June 2023

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Under the direction of the

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1.0 INTRODUCTION

Over the years, organizations such as the Portland Cement Association (PCA), the Precast/Prestressed Concrete Institute (PCI), and the American Segmental Bridge Institute (ASBI) have used National Bridge Inventory (NBI) data to determine trends in construction materials and bridge conditions.[1–4] The NBI database is maintained by the Federal Highway Administration (FHWA) with data supplied annually by state departments of transportation, federal agencies, and tribal governments in accordance with the National Bridge Inspection Standards (Title 23, Code of Federal Regulations, Part 650, Subpart C).[5] The raw data are available for download at https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm.

Organizing and analyzing the NBI data can give a snapshot of the market share and durability of concrete bridges as compared with bridges of other materials. By evaluating the data trends, we can then gain insight into growth opportunities within the concrete bridge industry; specifically, we can highlight the advantages of concrete bridges in terms of durability, and identify potential areas for improvement.

This report presents data extracted from the NBI as of June 2023. Data can be used to compare the market share and durability of the four predominant bridge construction materials used in the United States—concrete, prestressed concrete, steel, and timber. Appendix A presents tables and figures that compare the different material types in relation to bridge location, year built, inventory route type, deck area, maximum span length, and condition. The goals of the data analysis in this report are to inform the bridge community about the status of concrete bridges compared with other construction materials, to inspire the industry to build on our successes and seek areas for improvement and innovation based on the knowledge we have gained.

2.0 THE NATIONAL BRIDGE INVENTORY

The National Bridge Inventory (NBI) was created in 1971 by the enactment of the National Bridge Inspection Standards (NBIS) regulation.[6] The NBIS was developed in accordance with the Federal-Aid Highway Act of 1968 and in response to the tragic collapse of the Silver Bridge between Point Pleasant, W. Va., and Gallipolis, Ohio, on December 15, 1967. As part of the regulation, which is still in effect today, state departments of transportation (DOTs) are required to inspect bridges at least once every two years and prepare a report on the findings for each bridge. DOTs submit the results of the inspections are submitted to the Federal Highway Administration (FHWA), which uses the findings to create and maintain the NBI.

Changes and additions have been made to the NBIS since its inception in 1971. For example, the NBI originally included only highway bridges funded with federal aid, but the inventory was expanded in 1978 to include all bridges on public roads, and again in 2022 to include tribally owned bridges.[6,7] Beyond the expansions, the core NBIS requirements have remained the same. Each state DOT administers their bridge inspection program and is responsible for submitting the required inventory and inspection data to FHWA annually for all bridges in the state that are included in the inventory. FHWA uses NBI data to "submit a required biannual report to Congress on the status of the Nation's bridges, to publish an Annual Materials Report on New Bridge Construction and Bridge Rehabilitation in the Federal Register, and to apportion funds for the Highway Bridge Program."[8]

NBI data are reported in accordance with the NBIS and coded according to the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* (Coding Guide), including updates and errata published by FHWA.[5,9] The Coding Guide provides a framework for the collection of consistent bridge data throughout the United States and it provides uniform definitions for condition ratings for use by bridge inspectors and owners.

This report includes only NBI data recorded per the Coding Guide; however, future reports will have to contend with an upcoming data transition. In May 2022, the NBIS was updated and the *Specifications for the National Bridge Inventory* (SNBI) was incorporated by reference into the final rule.[7,10] FHWA and state DOTs have begun the transition from the Coding Guide to the SNBI for reporting NBI data. The last NBI data submission using the 1995 Coding Guide will be in March 2025.[11] A transition (hybrid) data set will be in effect from 2025 to 2028 after which the NBI data will be fully transitioned to SNBI. The legacy NBI data are being migrated to the new database, but many items in that database will be different and more detailed than required by the current Coding Guide. The updated NBIS and SNBI may also affect the consistency of condition ratings during the transition period.

3.0 DATA USED IN THE REPORT

The National Bridge Inventory (NBI) is a dynamic database in which data are submitted each spring but may be corrected or updated throughout the year. Final data for the preceding year are published on the Federal Highway Administration (FHWA) website each June. The data used in this report are the 2022 NBI data recorded through June 2023. As of that date, the NBI contained 737,137 structures including highway bridges, culverts, railway bridges, tunnels, and other transportation structures carrying or passing over public highways. The data set includes structures located in all states plus Washington, D.C., and Puerto Rico. Structures in Guam and the U.S. Virgin Islands are included in the NBI but excluded from this report. When "state" is used in reference to the report data, Washington, D.C., and Puerto Rico are included.

The data presented and analyzed in this report are a subset of the complete NBI database, and are henceforth referred to as the report database. The report database includes only highway bridges and omits culverts. For the purposes of the inventory and this report, a bridge is defined as a structure that supports a public roadway with vehicular traffic and has a total structure length greater than 20 ft. Buried structures classified as culverts are excluded from this definition. The 2022 NBI included 474,844 bridges, as defined for this report.

Data was retained or excluded in this report's data sets using the same methods as described in previous PCA reports:

> *For this report, data for all structures in the report database are retained, even when the structure has invalid or missing data in some data fields. The number of structures with invalid or missing data in any given field is very small. For ease of data extraction, invalid data fields were given null values. The missing and/or invalid data fields may result in minor discrepancies between total numbers listed in different tables in this publication*.[2]

3.1 NBI Data Description

The relevant data used in this report are coded according to the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's* Bridges.[5] This section describes the coding items used in the tables and figures in this report.

State code (Item 1): The state code indicates the location of the structure.

Inventory route, route signing prefix (Item 5B): This item indicates the type of route carried on the structure. The route type codes are interstate highway, U.S. numbered highway, state highway, county highway, city street, federal lands road, state land road, and other.

Year built (Item 27): The year built indicates the year that the original construction was completed. This date does not account for any rehabilitation projects, superstructure replacements, or bridge preservation activities. For example, if a new superstructure was placed in 2003 on existing substructure units that were built in 1953, the year built would be coded as 1953.

Material and structure type of the main span (Item 43): This is a three-digit code that represents the predominant material type and the design or construction type. The first digit of this item code indicates the type of material, as follows: 1 Concrete, 2 Concrete continuous, 3 Steel, 4 Steel continuous, 5 Prestressed concrete (includes pretensioned and posttensioned concrete), 6 Prestressed concrete continuous, 7 Wood or Timber, 8 Masonry, 9 Aluminum, Wrought Iron, or Cast Iron, 0 Other. For the purposes of this report, 1 and 2 are classified together as "reinforced concrete," 3 and 4 are classified together as "steel," 5 and 6 are classified together as "prestressed concrete," and 8, 9, and 0 are classified together as "all other."

This item only indicates the predominant material and design of the main span and does not account for special cases with multiple material or design types within the same structure.

Length of maximum span (Item 48): The maximum span length (measured in ft) for the structure measured along the centerline of the structure is recorded for this item. This length may be recorded as the length from centerline of bearing to centerline of bearing or as the length of the clear span between substructure units.

Deck area calculated from structure length (Item 49) and deck width, out-to-out (Item 52): The deck area used in this report is calculated from two data items in the NBI. The deck area is the product of the structure length and the out-to-out deck width, both measured in ft. The structure length is total length of the bridge

measured from back-to-back of abutment backwalls or from paving notch to paving notch. The out-to-out deck width is the total width of the structure excluding any flared areas for ramps.

Condition rating of the bridge deck, superstructure, and substructure (Items 58 to 60): With each bridge inspection, the deck, superstructure, and substructure are each assigned a condition rating. The condition ratings range from 0 (bridge closed) to 9 (excellent condition). **Table 3.1-1** gives the descriptions for the condition ratings from the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*.[5] Condition ratings are grouped and the overall bridge condition is described as poor, fair, or good based on the groupings established by the FHWA.[12] A "poor-condition" bridge has a condition rating of 4 or less for one or more of the bridge deck, superstructure, and substructure condition ratings; when the lowest condition rating is 7 or greater, the condition is "good"; for bridge condition ratings of 5 or 6, the condition is "fair".[12] Of the 474,774 structures considered in this report, 39,059 or 8.2% are classified as poor condition.

Table 3.1-1. Condition rating codes in the National Bridge Inventory

Code	Description
N	Not applicable
9	Excellent condition
8	Very good condition—no problems noted
7	Good condition—some minor problems
6	Satisfactory condition—structural elements show some minor deterioration
5	Fair condition—all primary structural elements are sound but may have minor section loss, cracking, spalling, or scour
4	Poor condition—advanced section loss, deterioration, spalling, or scour
3	Serious condition—loss of section, deterioration, spalling, or scour have seriously affected primary structural components; local failures are possible; fatigue cracks in steel or shear cracks in concrete may be present
2	Critical condition—advanced deterioration of primary structural elements; fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support; unless closely monitored it may be necessary to close the bridge until corrective action is taken
1	"Imminent" failure condition—major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability; bridge is closed to traffic but corrective action may put back in light service
0	Failed condition—out of service; beyond corrective action

3.2 Data Limitations

There are some limitations and nuances in the NBI data related to how and when the data are recorded. As noted previously, state departments of transportation, federal agencies, and tribal governments submit data to FHWA annually in the spring, but the data may be corrected or updated throughout the year. Data for public highway bridges is considered final in June of each year and is published by FHWA at that time. Therefore, the data represented in this report is the 2022 NBI data recorded through June 2023.

The NBI does not include every bridge built in a given year. The inventory only includes in-service bridges with a total structure length greater than 20 ft on public roadways. Bridges that are removed from service (demolished) or completely replaced by a new structure are also removed (retired) from the inventory. New, replaced, or rehabilitated bridges must be inspected and added to the inventory within three months of opening to traffic. There is occasionally some lag between the time a bridge is built and when it is added to the NBI. As a result, the June 2023 data set may not contain every bridge that was built in 2022. Bridges with incomplete data are nevertheless included in the analysis and the database is considered to be a reasonable representation of the total population of bridges currently in service.

Other data limitations are related to the NBI data descriptions described in the previous section. In particular, Item 27 "year built" and Item 43 "material and structure type of the main span" Are susceptible to nuanced or inaccurate data.

The "year built" item indicates the year that the original construction was completed and does not account for any rehabilitation projects, superstructure replacements, or bridge preservation activities. This can lead to apparent inaccuracies in the data. For example, if a new superstructure were placed in 2003 on existing substructure units that were built in 1953, the year built would be coded as 1953. The NBI data set does include a "year reconstructed" item, however, this item is not considered in this report because the inventory does not indicate what type of rehabilitation was performed. The type of work done in the "year reconstructed" could range, for example, from a bridge widening to a complete superstructure replacement.

Another concern about the "year built" data is that they are only as accurate as the records from which the data originated. The National Bridge Inspection Standards were introduced in 1971 and expanded in 1979. Records for bridges built before 1979 may be less accurate than the data available for bridges built in recent years.

Regarding the "material and structure type of the main span," this item only indicates the predominant material and design of the main span; it does not account for special cases in which multiple types of materials or designs were used within the same structure. For example, if a bridge has approach spans with a different material or structure type than the main span, the NBI does not indicate that difference. In such cases, the material of the approach spans is not reflected in market share or performance analysis of this report.

The aforementioned data limitations cannot be excluded from the analysis. However, inaccuracies represent a very small percentage of bridge data so the market share and durability analyses based on the report data are considered to be accurate despite these limitations.

4.0 OVERVIEW OF DATA PRESENTED IN APPENDIX A

The following section presents summary data, graphs, and charts, along with observations on bridge conditions and market share in the United States based on the superstructure material type. The information in that section is supported by in-depth data tables and graphs based on NBI data in Appendix A.

Tables A.1 through A.3 provide an overview of market share for different bridge main span materials in each state, the District of Columbia, and Puerto Rico.

Tables A.4 through A.19, which show the market share for main span superstructure materials in each state and Tables A.21 through A.36, which show data for the bridge condition rating, are each accompanied by a figure that graphically represents the data from the associated table.

Tables A.4 through A.9 and their associated figures present data on the market share by main span superstructure material organized by route type. Tables A.10 through A.14 and their associated figures present data on the market share by main span superstructure material organized by bridge deck area measured in ft^2. Tables A.15

through A.19 and their associated figures present data on the market share by main span superstructure material organized by maximum span length measured in ft.

Tables A.20 through A.25 and their associated figures present data on the percentage of poor-condition bridges in each state by main span superstructure material organized by route type. Tables A.26 through A.30 and their associated figures present data on the percentage of poor-condition bridges by main span superstructure material organized by bridge deck area measured in ft^2. Tables A.31 through A.35 and their associated figures present data on the percentage of poor-condition bridges by main span superstructure material organized by maximum span length measured in ft. Figures A.20 through A.35, exclude data on timber and "other" material types of bridges because the inventory of timber and "other" material bridges is relatively small, which means that the percentage of poor-condition timber or "other' material bridges in a given year can be very high even if only one or two bridges falls into that condition category. The data for such bridges are still included in Tables A.20 through A.35.

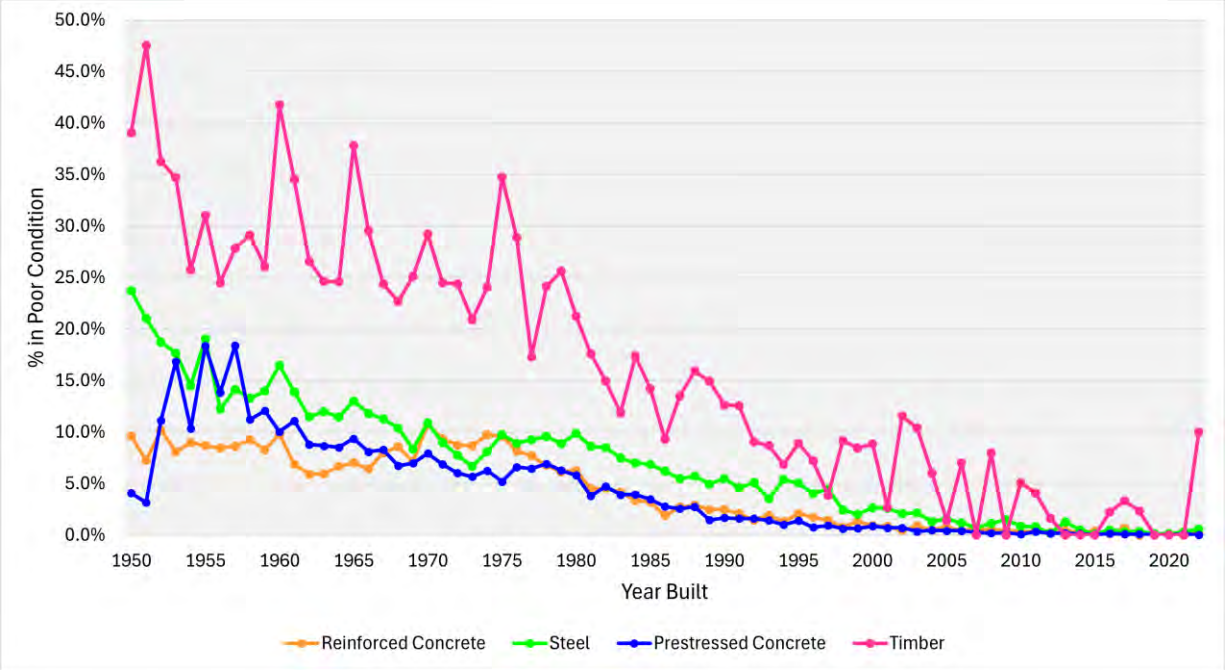
5.0 OBSERVATIONS ON BRIDGE CONDITION AND MARKET SHARE

Observations and conclusions can be drawn from an analysis of the National Bridge Inventory (NBI) data. Observations within this report are limited because the report is intended to report the data rather than interpret it. This section present general observations on trends in the NBI data related to bridge condition and market share. The data presented in Appendix A provides additional opportunities to draw conclusions based on comparisons within specific parameters of route type, deck area, and span length.

5.1 Bridge Condition and Durability

The percentage of poor-condition bridges of a given structure type and material gives an indication of that structure type's durability and performance in safely carrying the design loads. **Figure 5.1-1** shows the percentage of bridges built in a given year (from 1950 to 2022) that are still in service and that are classified in poor condition in the report database. For example, of the 3299 prestressed concrete bridges built in 1990 that are still in service in 2022, 55 bridges (1.7%) were in poor condition.

Figure 5.1-1. Percentages of poor-condition bridges for all states and highway systems according to year built and main span superstructure material. ("Other" material types are not included.)



For bridges built between 1975 and 2005, the percentage of poor-condition reinforced or prestressed concrete bridges built in a given year remains consistently lower than the percentage of poor-condition steel or timber bridges built in the same year. This trend speaks to the durability and longevity of concrete bridges. Concrete segmental bridges fall under the general concrete or prestressed concrete material codes and are therefore included in the overall trends. Specific analysis of the trends for concrete segmental construction are presented in the American Segmental Bridge Institute's *Durability Survey of Concrete Segmental Bridges*.[4]

For bridges built before 1975, the results show greater variability from year to year. It is more difficult to draw conclusions from the trends in older bridges because after 30 years of service life, maintenance and preservation activities begin to have a greater impact on condition ratings for all main span superstructure materials. In addition, as previously noted, NBI data for bridges built before 1979 may be less accurate because of the quality and availability of records for such bridges.

Table 5.1-1, **Fig. 5.1-2**, and **Fig. 5.1-3** offer another way to look at the data regarding the age and material types of bridges in the NBI. For example, prestressed concrete bridges make up 40.6% of the total bridges in the NBI built from 1950 to 2022 that are still in service. However, of all the bridges built within that time range that are still in service, only 21.1% of the bridges with poor condition ratings are prestressed concrete. Therefore, prestressed concrete bridges make up a smaller proportion of bridges with poor condition ratings that are still in service. This comparison is interesting, but it does not account for the relative ages of the bridges, which can be seen more clearly in **Fig. 5.1-1**.

Table 5.1-1. Main span superstructure material type comparison for all in-service bridges with a year-built date from 1950 to 2022 and those considered to be in poor condition.

	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Total
Total number of bridges in service	102,349	127,298	165,880	12,331	273	408,131
Percentage of bridges in service	25.1%	31.2%	40.6%	3.0%	0.1%	100.0%
Total number of bridges in poor condition	5,396	10,762	5,036	2,603	22	23,819
Percentage of poor-condition bridges that are of the given material type	22.7%	45.2%	21.1%	10.9%	0.1%	100.0%
Percentage of bridges for a main span superstructure material type with a poor condition rating	5.3%	8.5%	3.0%	21.1%	8.0%	5.8%

Figure 5.1-2. Percentage of in-service bridges for main span superstructure material types from 1950 to 2022 including all roadway systems. ("Other" material types omitted for clarity.)

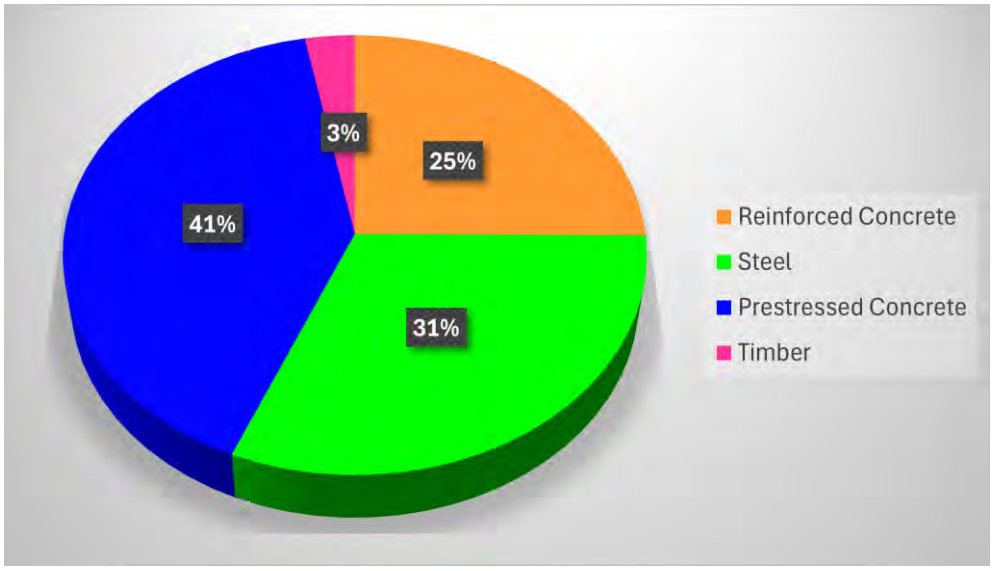
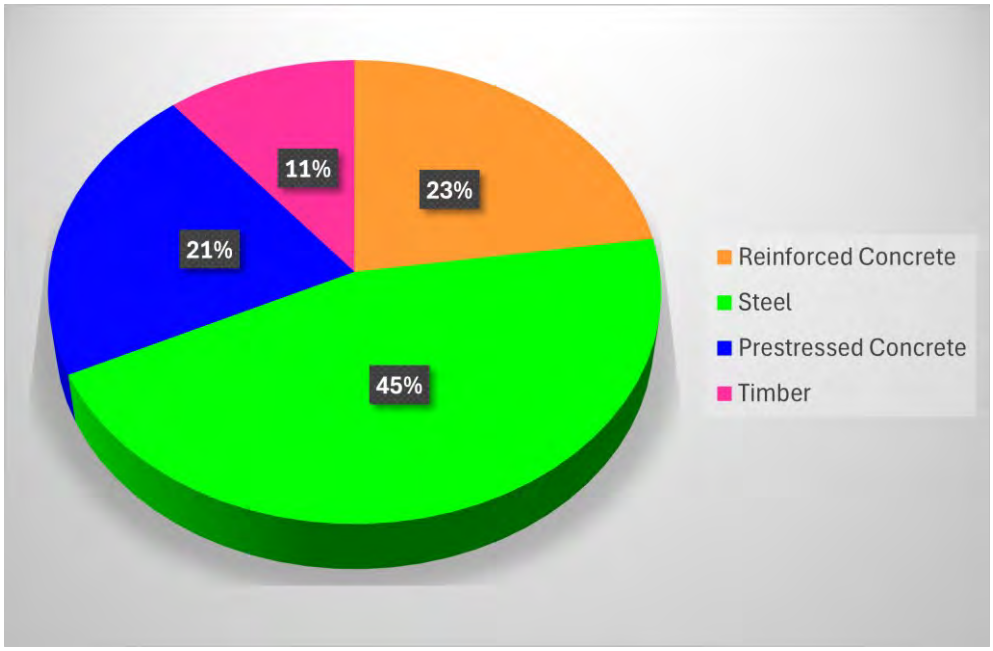


Figure 5.1-3. Percentage of poor-condition bridges by main span superstructure material types from 1950 to 2022 including all roadway systems. ("Other" material types omitted for clarity.)



5.2 Market Share

Figures 5.2-1 and **5.2-2** present the market share for each main span superstructure material type for all roadway systems. **Figure 5.2-1** shows significant growth in the prestressed concrete market share between 1950 and 1985, then a slower growth rate from 1985 to 2018. The slight decline in market share for prestressed concrete from 2018 to 2022 was accompanied by an increase in reinforced concrete bridges. The trends in market share for all concrete bridge materials combined (**Fig. 5.2-2**) show a slowing of the growth rate and potential

plateau in market share over from 2012 to 2022. The most significant growth in the concrete bridge market share, between 1950 and 1965, can be attributed to the introduction, acceptance, and widespread use of prestressed concrete beams. This period also included the construction of the interstate highway system, which included many concrete bridges.

Figure 5.2-1. Comparison of the percentage of bridges built per year for different main span superstructure material types for all roadway systems.

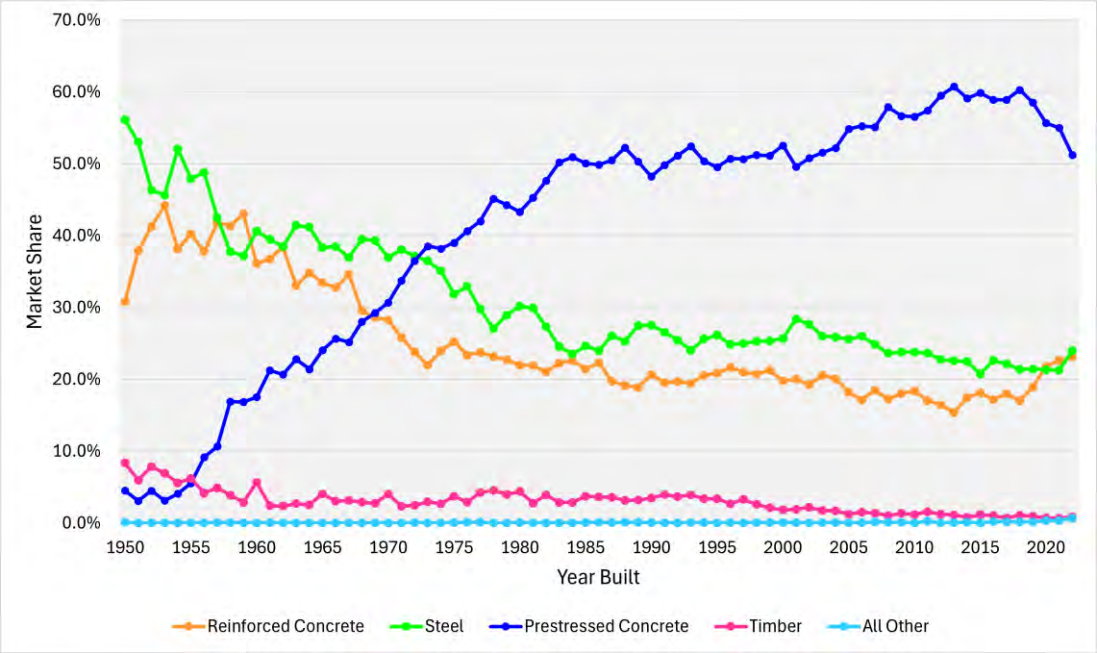
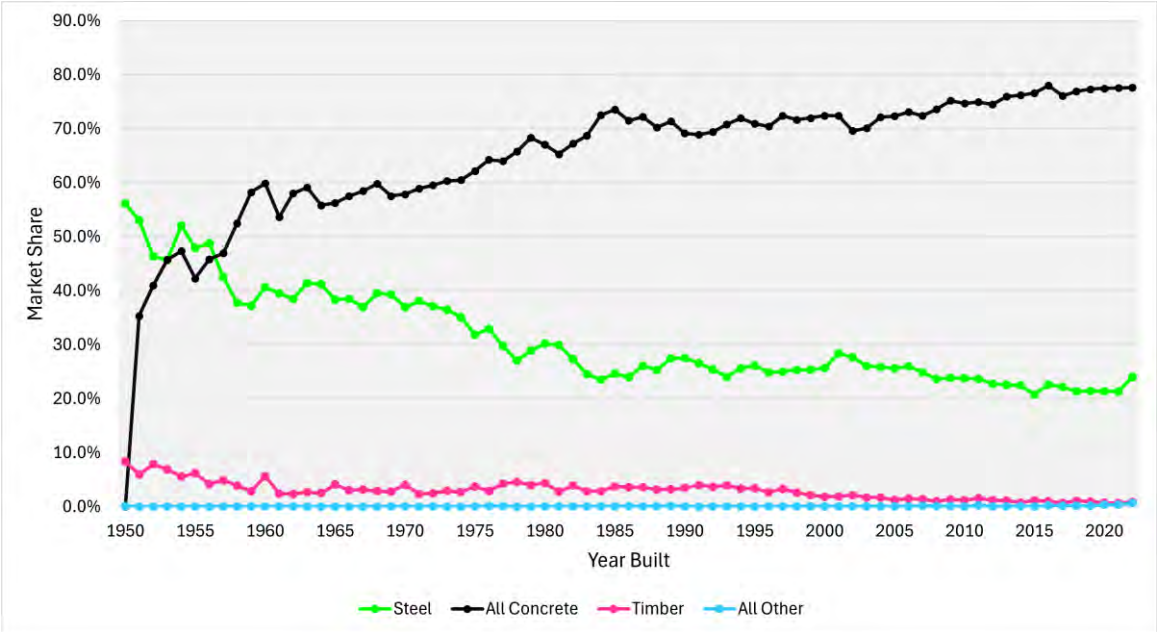


Figure 5.2-2. Comparison of the percentage of bridges built per year for main span superstructure material types for all roadway systems with reinforced concrete and prestressed concrete material types combined into one category.



Tables A.1, A.2, and A.3 (**Fig. 5.2-3** and Appendix A) present data for the number of bridges in each state—along with the sum representing the nationwide totals—built with the main span superstructure material types of reinforced concrete, prestressed concrete, steel, or timber. Table A.1 presents the total number of bridges still in service for all years in the NBI. Table A.2 compares the market share for main span superstructure material types of prestressed concrete and steel over two time periods—a base period from 1982 to 2011 and the recent 10-year period of 2012 to 2021. Table A.3 compares the market shares for all main superstructure material types in the NBI, which have been categorized for this analysis as reinforced concrete, prestressed concrete, steel, and other (which includes timber and other materials) over the same two periods—1982–2011 and 2012–2021.

Figure 5.2-3. Preview of Tables A.1, A.2, and A.3. The full tables can be found in Appendix A.

Table A.1. Total number of in-service bridges arranged by state and main span superstructure material type for all roadway systems as of 2022

State Name	Total	Reinf. Conc.	Reinf. Conc.%	Prestr. Conc.	Prestr. Conc.%	Steel	Steel%	Timber	Timber%
Alabama	9,769	4,632	47.4%	1,997	20.4%	2,606	26.7%	508	5.2%
Alaska	1,453	24	1.7%	426	29.3%	710	48.9%	293	20.2%
Arizona	3,772	1,267	33.6%	1,970	52.2%	505	13.4%	29	0.8%

Table A.2. Comparison of the numbers of in-service bridges with main span superstructure materials of prestressed concrete and steel constructed during two time periods (a base period of 1982 to 2011 and the recent 10-year period of 2012 to 2021) for each state and all roadway systems

	30-Year Base Period (1982–2011)			Recent 10-Year Period (2012–2021)			
State	Steel Count 1982-2011	Prestr. Conc. Count 1982-2011	Prestr. Relative Market Share 1982-2011	Steel Count 2012-2021	Prestr. Conc. Count 2012-2021	Prestr. Relative Market Share 2012-2021	Change in Prestr. Relative Market Share
Alabama	477	1,511	76.01%	72	289	80.06%	4.05%
Alaska	365	256	41.22%	47	71	60.17%	18.95%
Arizona	69	1,245	95.12%	13	234	94.92%	-0.20%

Table A.3. Comparison of the numbers of in-service bridges with main span superstructure materials of reinforced concrete, prestressed concrete, steel, and other material constructed during two time periods (a base period of 1982 to 2011 and the recent 10-year period of 2012 to 2021) for each state and all roadway systems

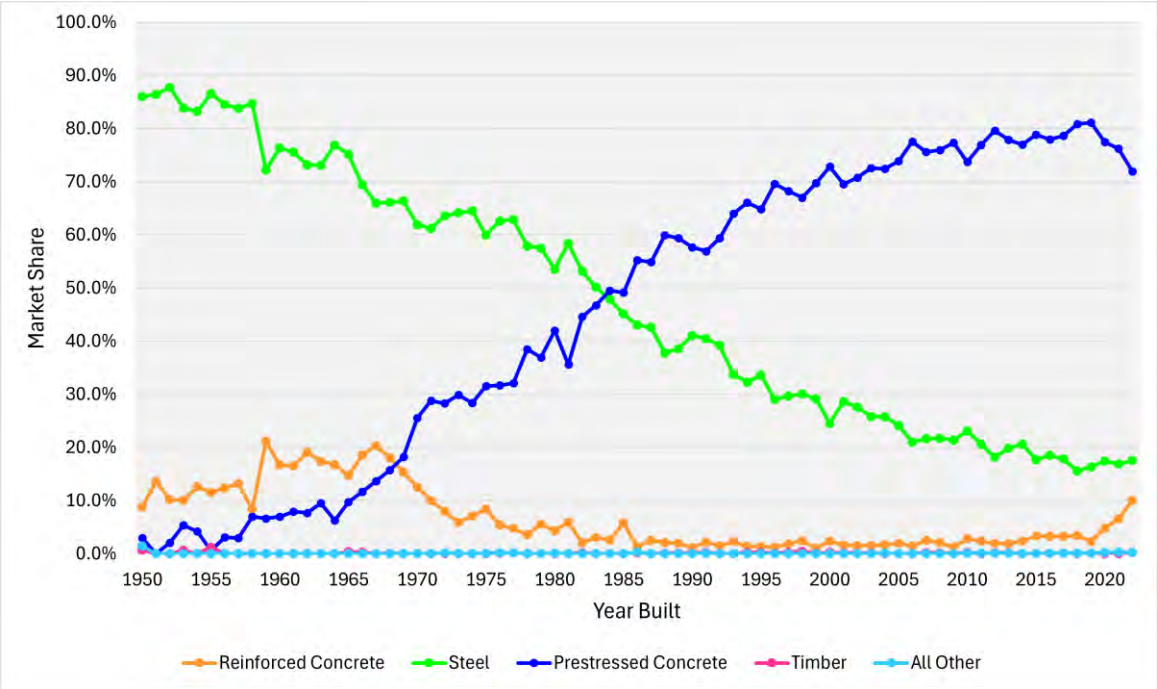
	30-Year Base Period (1982–2011)					Recent 10-Year Period (2012–2021)					
State	Reinf. Conc. Count 1982-2011	Prestr. Conc. Count 1982-2011	Steel Count 1982-2011	Other Count 1982-2011	All Conc. Relative Market Share 1982-2011	Conc Count 2012-2021	Prestr Count 2012-2021	Steel Count 2012-2021	Other Count 2012-2021	All Conc. Relative Market Share 2012-2021	Change in All Conc. Relative Market Share
Alabama	1,356	1,511	477	159	81.84%	200	289	72	23	83.73%	1.89%
Alaska	5	256	365	207	31.33%	1	71	47	23	50.70%	19.37%
Arizona	186	1,245	69	10	95.00%	46	234	13	1	95.41%	0.41%

Notable takeaways from Tables A.1, A.2, and A.3 include the following:

- Relative to the steel market share, prestressed concrete market share has increased by 5.9% over the recent 10-year period (2012 to 2021) compared with the base period (1982 to 2011).
- When compared to all other material types built in the recent 10-year period, the market share for concrete bridges (including both reinforced and prestressed concrete) has increased by 5.2% with concrete bridges making up 76.9% of all bridges constructed in the United States between 2012 and 2021.
- Preferred material types vary widely among states. In the recent 10-year period, Maryland, Colorado, Missouri, Nebraska, and Virginia had the greatest increase in concrete bridge construction, with Maryland showing the largest increase at 30.7%. Meanwhile, Rhode Island, Illinois, Hawaii, New Jersey, and Arkansas saw the greatest decline in concrete bridge construction, with Rhode Island showing the largest decrease at 22.6%.

Tables A.15 through A.19 and their associated figures (**Figures A.15 through A.19**) (Appendix A) compare the market shares for main span superstructure material types of reinforced concrete, prestressed concrete, steel, timber, and other materials organized by span length. These tables and figures show that the greatest market share for prestressed concrete bridges are in the 50- to 100ft (**Fig. A.16**) and 100- to 150-ft (**Fig. 5.2-4** and **Fig. A.17**) span length ranges, although the market share for prestressed concrete bridges has also been increasing in the 150- to 200-ft range in recent years (**Fig. A.19**). The greatest market share for reinforced concrete bridges is in the less than 50-ft span length range (**Fig. A.15**).

Figure 5.2-4 Market share by main span superstructure material for bridges with maximum span length of 100 ft to 150 ft



5.3 Looking Forward

A deeper dive into the NBI data, analysis, and trends may deliver more opportunities to improve our concrete bridge industry and our infrastructure. Some states and owners have historically preferred concrete superstructures. What drives that preference? How does material cost and availability affect the choices that owners make? An analysis of the NBI data will not answer these questions but it can help determine what questions to ask and where to focus for improving market share.

The significant growth in the concrete bridge industry between 1950 and 1965 can be attributed to the introduction, acceptance, and widespread use of prestressed concrete beams, as well as the initial construction of the interstate system. Aside from delivering what owners need in terms of cost-efficient and durable solutions, the best way to increase market share is to bring effective innovations to market. So, what is the next big thing for the concrete bridge industry?

In terms of technological advances, further development and acceptance of ultra-high-performance concrete applications and other material advances could provide an opportunity for expanding the market share for concrete bridges. By developing strategies to enhance structural resilience and sustainability, the industry can explore new avenues for improvement and growth. Leveraging these opportunities could ultimately lead to engineering solutions that elevate the concrete bridge industry and have the potential to positively affect our communities.

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Table A.1. Total number of in-service bridges arranged by state and main span superstructure material type for all roadway systems as of 2022

State Name	Total	Reinf. Conc.	Reinf. Conc.%	Prestr. Conc.	Prestr. Conc.%	Steel	Steel%	Timber	Timber%
Alabama	9,769	4,632	47.4%	1,997	20.4%	2,606	26.7%	508	5.2%
Alaska	1,453	24	1.7%	426	29.3%	710	48.9%	293	20.2%
Arizona	3,772	1,267	33.6%	1,970	52.2%	505	13.4%	29	0.8%
Arkansas	9,417	4,514	47.9%	229	2.4%	4,538	48.2%	121	1.3%
California	22,284	12,438	55.8%	6,608	29.7%	2,585	11.6%	602	2.7%
Colorado	6,961	1,162	16.7%	2,807	40.3%	2,659	38.2%	301	4.3%
Connecticut	3,686	521	14.1%	915	24.8%	2,158	58.5%	46	1.2%
Delaware	671	75	11.2%	218	32.5%	355	52.9%	21	3.1%
District of Columbia	249	57	22.9%	26	10.4%	164	65.9%	0	0.0%
Florida	10,323	2,151	20.8%	6,543	63.4%	1,277	12.4%	350	3.4%
Georgia	9,382	2,723	29.0%	3,517	37.5%	2,984	31.8%	152	1.6%
Hawaii	994	552	55.5%	349	35.1%	66	6.6%	23	2.3%
Idaho	4,439	1,196	26.9%	1,904	42.9%	821	18.5%	518	11.7%
Illinois	21,951	4,305	19.6%	11,098	50.6%	6,461	29.4%	73	0.3%
Indiana	17,055	4,282	25.1%	7,634	44.8%	4,328	25.4%	754	4.4%
Iowa	18,893	5,948	31.5%	5,028	26.6%	6,531	34.6%	1,373	7.3%
Kansas	16,391	7,043	43.0%	1,436	8.8%	7,255	44.3%	628	3.8%
Kentucky	11,446	2,724	23.8%	6,313	55.2%	2,297	20.1%	104	0.9%
Louisiana	10,165	6,319	62.2%	1,739	17.1%	1,100	10.8%	1,005	9.9%
Maine	2,114	575	27.2%	218	10.3%	1,276	60.4%	32	1.5%
Maryland	4,161	650	15.6%	528	12.7%	2,753	66.2%	175	4.2%
Massachusetts	4,947	662	13.4%	1,157	23.4%	2,916	58.9%	57	1.2%
Michigan	9,344	787	8.4%	4,375	46.8%	3,559	38.1%	621	6.6%
Minnesota	7,407	1,168	15.8%	3,491	47.1%	1,698	22.9%	1,047	14.1%
Mississippi	12,797	6,009	47.0%	5,076	39.7%	1,338	10.5%	368	2.9%
Missouri	19,251	3,447	17.9%	5,449	28.3%	10,273	53.4%	73	0.4%
Montana	4,877	479	9.8%	2,315	47.5%	1,092	22.4%	988	20.3%
Nebraska	11,061	2,321	21.0%	1,647	14.9%	6,459	58.4%	631	5.7%
Nevada	1,205	395	32.8%	553	45.9%	241	20.0%	15	1.2%
New Hampshire	2,252	555	24.6%	219	9.7%	1,312	58.3%	145	6.4%
New Jersey	6,193	706	11.4%	1,592	25.7%	3,586	57.9%	229	3.7%
New Mexico	2,204	461	20.9%	1,159	52.6%	413	18.7%	155	7.0%
New York	15,501	2,140	13.8%	3,113	20.1%	9,665	62.4%	448	2.9%
North Carolina	13,580	815	6.0%	6,620	48.7%	5,822	42.9%	318	2.3%
North Dakota	3,060	474	15.5%	1,318	43.1%	955	31.2%	313	10.2%
Ohio	25,006	5,801	23.2%	8,485	33.9%	10,551	42.2%	113	0.5%
Oklahoma	15,299	2,786	18.2%	5,129	33.5%	7,242	47.3%	130	0.8%
Oregon	7,832	1,969	25.1%	4,216	53.8%	1,053	13.4%	594	7.6%
Pennsylvania	20,243	3,579	17.7%	9,441	46.6%	6,701	33.1%	180	0.9%
Puerto Rico	2,001	708	35.4%	949	47.4%	340	17.0%	0	0.0%
Rhode Island	738	140	19.0%	169	22.9%	401	54.3%	9	1.2%
South Carolina	8,358	4,180	50.0%	2,851	34.1%	1,252	15.0%	65	0.8%
South Dakota	4,283	1,563	36.5%	1,256	29.3%	1,267	29.6%	197	4.6%
Tennessee	11,194	3,274	29.2%	5,660	50.6%	2,167	19.4%	81	0.7%
Texas	35,215	9,627	27.3%	18,758	53.3%	6,435	18.3%	331	0.9%
Utah	2,429	468	19.3%	1,126	46.4%	745	30.7%	88	3.6%
Vermont	2,630	667	25.4%	215	8.2%	1,658	63.0%	86	3.3%
Virginia	10,846	2,954	27.2%	1,814	16.7%	6,000	55.3%	53	0.5%
Washington	7,859	2,810	35.8%	3,675	46.8%	913	11.6%	460	5.9%
West Virginia	6,771	974	14.4%	2,457	36.3%	3,249	48.0%	74	1.1%
Wisconsin	12,259	4,779	39.0%	4,448	36.3%	2,459	20.1%	553	4.5%
Wyoming	2,626	878	33.4%	256	9.7%	1,348	51.3%	143	5.4%
Nationwide Totals	**474,844**	**130,734**	**27.5%**	**170,492**	**35.9%**	**156,539**	**33.0%**	**15,673**	**3.3%**

Table A.2. Comparison of the numbers of in-service bridges with main span superstructure materials of prestressed concrete and steel constructed during two time periods (a base period of 1982 to 2011 and the recent 10-year period of 2012 to 2021) for each state and all roadway systems

	30-Year Base Period (1982–2011)			Recent 10-Year Period (2012–2021)			
State	Steel Count 1982-2011	Prestr. Conc. Count 1982-2011	Prestr. Relative Market Share 1982-2011	Steel Count 2012-2021	Prestr. Conc. Count 2012-2021	Prestr. Relative Market Share 2012-2021	Change in Prestr. Relative Market Share
Alabama	477	1,511	76.01%	72	289	80.06%	4.05%
Alaska	365	256	41.22%	47	71	60.17%	18.95%
Arizona	69	1,345	95.12%	12	224	94.92%	-0.20%
Arkansas	2,113	125	5.59%	484	40	7.63%	2.05%
California	284	3,034	91.44%	60	636	91.38%	-0.06%
Colorado	1,240	1,768	58.78%	80	424	84.13%	25.35%
Connecticut	347	348	50.07%	76	64	45.71%	-4.36%
Delaware	93	105	53.03%	26	43	62.32%	9.29%
District of Columbia	7	0	0.00%	20	6	23.08%	23.08%
Florida	624	2,552	80.35%	145	858	85.54%	5.19%
Georgia	472	2,039	81.20%	36	651	94.76%	13.56%
Hawaii	10	107	91.45%	5	13	72.22%	-19.23%
Idaho	203	576	73.94%	115	208	64.40%	-9.54%
Illinois	1,581	7,085	81.76%	504	998	66.44%	-15.31%
Indiana	1,150	3,414	74.80%	320	769	70.62%	-4.19%
Iowa	1,285	2,603	66.95%	455	530	53.81%	-13.14%
Kansas	2,598	736	22.08%	481	134	21.79%	-0.29%
Kentucky	738	3,875	84.00%	286	748	72.34%	-11.66%
Louisiana	272	729	72.83%	38	172	81.90%	9.08%
Maine	273	138	33.58%	94	46	32.86%	-0.72%
Maryland	930	285	23.46%	78	96	55.17%	31.72%
Massachusetts	358	507	58.61%	123	76	38.19%	-20.42%
Michigan	311	2,328	88.22%	70	446	86.43%	-1.78%
Minnesota	438	1,671	79.23%	30	556	94.88%	15.65%
Mississippi	381	2,878	88.31%	45	559	92.55%	4.24%
Missouri	4,740	3,665	43.60%	535	1,142	68.10%	24.49%
Montana	274	896	76.58%	128	232	64.44%	-12.14%
Nebraska	2,090	950	31.25%	141	144	50.53%	19.28%
Nevada	119	329	73.44%	31	104	77.04%	3.60%
New Hampshire	318	94	22.82%	88	32	26.67%	3.85%
New Jersey	591	657	52.64%	239	104	30.32%	-22.32%
New Mexico	128	495	79.45%	16	113	87.60%	8.14%
New York	2,274	1,762	43.66%	581	370	38.91%	-4.75%
North Carolina	1,415	3,242	69.62%	318	2,293	87.82%	18.21%
North Dakota	72	655	90.10%	13	94	87.85%	-2.25%
Ohio	2,664	5,010	65.29%	448	996	68.98%	3.69%
Oklahoma	2,973	3,531	54.29%	771	853	52.52%	-1.77%
Oregon	166	1,952	92.16%	46	251	84.51%	-7.65%
Pennsylvania	1,088	3,558	76.58%	331	1,558	82.48%	5.90%
Puerto Rico	64	527	89.17%	14	60	81.08%	-8.09%
Rhode Island	61	57	48.31%	66	24	26.67%	-21.64%
South Carolina	441	1,550	77.85%	37	512	93.26%	15.41%
South Dakota	154	658	81.03%	52	156	75.00%	-6.03%
Tennessee	552	3,274	85.57%	74	564	88.40%	2.83%
Texas	2,955	10,071	77.31%	505	4,234	89.34%	12.03%
Utah	372	605	61.92%	64	108	62.79%	0.87%
Vermont	304	60	16.48%	96	57	37.25%	20.77%
Virginia	1,721	667	27.93%	243	268	52.45%	24.51%
Washington	245	1,693	87.36%	63	294	82.35%	-5.01%
West Virginia	1,272	1,846	59.20%	269	267	49.81%	-9.39%
Wisconsin	299	2,348	88.70%	46	658	93.47%	4.76%
Wyoming	552	124	18.34%	96	23	19.33%	0.98%
Nationwide Totals	**44,523**	**90,291**	**66.97%**	**9,013**	**24,168**	**72.84%**	**5.86%**

Note: The Prestr. Relative Market Share is calculated as follows: (Prestr. Conc. Count/(Steel Count + Prestr. Conc. Count))

Table A.3. Comparison of the numbers of in-service bridges with main span superstructure materials of reinforced concrete, prestressed concrete, steel, and other material constructed during two time periods (a base period of 1982 to 2011 and the recent 10-year period of 2012 to 2021) for each state and all roadway systems

	30-Year Base Period (1982–2011)					Recent 10-Year Period (2012–2021)					
State	Reinf. Conc. Count 1982-2011	Prestr. Conc. Count 1982-2011	Steel Count 1982-2011	Other Count 1982-2011	All Conc. Relative Market Share 1982-2011	Conc Count 2012-2021	Prestr Count 2012-2021	Steel Count 2012-2021	Other Count 2012-2021	All Conc. Relative Market Share 2012-2021	Change in All Conc. Relative Market Share
Alabama	1,356	1,511	477	159	81.84%	200	289	72	23	83.73%	1.89%
Alaska	5	256	365	207	31.33%	1	71	47	23	50.70%	19.37%
Arizona	186	1,345	69	10	95.09%	46	224	12	1	95.41%	0.31%
Arkansas	1,473	125	2,113	34	42.67%	201	40	484	2	33.15%	-9.52%
California	1,752	3,034	284	43	93.60%	284	636	60	4	93.50%	-0.11%
Colorado	238	1,768	1,240	53	60.81%	45	424	80	7	84.35%	23.55%
Connecticut	88	348	347	30	53.63%	52	64	76	0	60.42%	6.79%
Delaware	10	105	93	18	50.88%	2	43	26	0	63.38%	12.50%
District of Columbia	1	0	7	0	12.50%	2	6	20	0	28.57%	16.07%
Florida	846	2,552	624	217	80.16%	186	858	145	13	86.86%	6.69%
Georgia	731	2,039	472	95	83.01%	141	651	36	1	95.54%	12.53%
Hawaii	24	107	10	1	92.25%	8	13	5	0	80.77%	-11.48%
Idaho	378	576	203	90	76.50%	74	208	115	8	69.63%	-6.87%
Illinois	1,184	7,085	1,581	41	83.60%	187	998	504	1	70.12%	-13.48%
Indiana	1,354	3,414	1,150	591	73.25%	199	769	320	13	74.40%	1.15%
Iowa	2,227	2,603	1,285	407	74.06%	746	530	455	38	72.13%	-1.93%
Kansas	2,408	736	2,598	64	54.15%	395	134	481	4	52.17%	-1.98%
Kentucky	121	3,875	738	86	82.90%	89	748	286	6	74.14%	-8.77%
Louisiana	2,721	729	272	178	88.46%	566	172	38	73	86.93%	-1.54%
Maine	48	138	273	18	38.99%	17	46	94	6	38.65%	-0.34%
Maryland	102	285	930	118	26.97%	21	96	78	8	57.64%	30.67%
Massachusetts	79	507	358	19	60.85%	59	76	123	2	51.92%	-8.93%
Michigan	43	2,328	311	247	80.95%	10	446	70	59	77.95%	-3.00%
Minnesota	625	1,671	438	266	76.53%	225	556	30	17	94.32%	17.79%
Mississippi	2,992	2,878	381	162	91.53%	604	559	45	10	95.48%	3.95%
Missouri	995	3,665	4,740	35	49.39%	289	1,142	535	1	72.75%	23.36%
Montana	117	896	274	131	71.44%	35	232	128	13	65.44%	-6.00%
Nebraska	1,276	950	2,090	65	50.81%	233	144	141	2	72.50%	21.69%
Nevada	85	329	119	9	76.38%	22	104	31	0	80.25%	3.87%
New Hampshire	95	94	318	39	34.62%	48	32	88	8	45.45%	10.84%
New Jersey	93	657	591	97	52.16%	65	104	239	5	40.92%	-11.24%
New Mexico	95	495	128	14	80.60%	10	113	16	1	87.86%	7.26%
New York	492	1,762	2,274	228	47.39%	224	370	581	17	49.83%	2.44%
North Carolina	63	3,242	1,415	22	69.70%	11	2,293	318	6	87.67%	17.97%
North Dakota	20	655	72	21	87.89%	4	94	13	0	88.29%	0.40%
Ohio	1,886	5,010	2,664	47	71.78%	593	996	448	8	77.70%	5.92%
Oklahoma	367	3,531	2,973	23	56.54%	62	853	771	3	54.17%	-2.37%
Oregon	102	1,952	166	78	89.38%	6	251	46	3	83.99%	-5.40%
Pennsylvania	234	3,558	1,088	61	76.75%	114	1,558	331	6	83.23%	6.48%
Puerto Rico	103	527	64	0	90.78%	6	60	14	1	81.48%	-9.30%
Rhode Island	21	57	61	3	54.93%	8	24	66	1	32.32%	-22.61%
South Carolina	1,029	1,550	441	36	84.39%	103	512	37	0	94.33%	9.93%
South Dakota	249	658	154	27	83.36%	57	156	52	0	80.38%	-2.99%
Tennessee	336	3,274	552	21	86.30%	91	564	74	2	89.60%	3.30%
Texas	1,710	10,071	2,955	264	78.54%	118	4,234	505	31	89.03%	10.49%
Utah	131	605	372	21	65.19%	31	108	64	4	67.15%	1.96%
Vermont	170	60	304	15	41.89%	37	57	96	3	48.70%	6.81%
Virginia	669	667	1,721	22	43.39%	169	268	243	1	64.17%	20.78%
Washington	323	1,693	245	36	87.77%	98	294	63	2	85.78%	-1.99%
West Virginia	84	1,846	1,272	62	59.13%	37	267	269	1	52.96%	-6.17%
Wisconsin	3,025	2,348	299	213	91.30%	588	658	46	24	94.68%	3.38%
Wyoming	75	124	552	30	25.48%	5	23	96	3	22.05%	-3.43%
Nationwide Totals	**34,837**	**90,291**	**44,523**	**4,774**	**71.74%**	**7,424**	**24,168**	**9,013**	**465**	**76.92%**	**5.18%**

Note: The All Conc. Relative Market Share is calculated as follows: ((Reinf. Conc. Count + Prestr. Conc. Count)/(Reinf. Conc. Count + Prestr. Conc. Count + Steel Count + Other Count)). Other Count includes Timber and Other materials as defined in this report.

Table A.4. Market share by main span superstructure material for in-service bridges on all roadway systems

	Counts						Percent Share of Market				
Year Built	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	1,677	3,054	246	456	7	5,440	30.8%	56.1%	4.5%	8.4%	0.1%
1951	771	1,080	63	122	0	2,036	37.9%	53.0%	3.1%	6.0%	0.0%
1952	1,070	1,202	117	204	0	2,593	41.3%	46.4%	4.5%	7.9%	0.0%
1953	1,248	1,290	89	196	1	2,824	44.2%	45.7%	3.2%	6.9%	0.0%
1954	1,437	1,962	155	210	1	3,765	38.2%	52.1%	4.1%	5.6%	0.0%
1955	1,775	2,114	245	274	2	4,410	40.2%	47.9%	5.6%	6.2%	0.0%
1956	1,728	2,231	419	192	1	4,571	37.8%	48.8%	9.2%	4.2%	0.0%
1957	1,960	1,994	500	230	4	4,688	41.8%	42.5%	10.7%	4.9%	0.1%
1958	2,442	2,231	998	230	4	5,905	41.4%	37.8%	16.9%	3.9%	0.1%
1959	2,539	2,196	994	169	2	5,900	43.0%	37.2%	16.8%	2.9%	0.0%
1960	3,204	3,604	1,555	503	4	8,870	36.1%	40.6%	17.5%	5.7%	0.0%
1961	2,157	2,317	1,247	142	3	5,866	36.8%	39.5%	21.3%	2.4%	0.1%
1962	2,558	2,564	1,376	158	2	6,658	38.4%	38.5%	20.7%	2.4%	0.0%
1963	2,378	2,982	1,641	195	1	7,197	33.0%	41.4%	22.8%	2.7%	0.0%
1964	2,523	2,983	1,552	183	1	7,242	34.8%	41.2%	21.4%	2.5%	0.0%
1965	3,105	3,561	2,232	381	1	9,280	33.5%	38.4%	24.1%	4.1%	0.0%
1966	2,366	2,778	1,854	220	0	7,218	32.8%	38.5%	25.7%	3.0%	0.0%
1967	2,587	2,761	1,882	238	1	7,469	34.6%	37.0%	25.2%	3.2%	0.0%
1968	2,288	3,062	2,170	225	0	7,745	29.5%	39.5%	28.0%	2.9%	0.0%
1969	1,935	2,659	1,978	187	2	6,761	28.6%	39.3%	29.3%	2.8%	0.0%
1970	2,546	3,332	2,765	366	3	9,012	28.3%	37.0%	30.7%	4.1%	0.0%
1971	1,660	2,446	2,168	151	0	6,425	25.8%	38.1%	33.7%	2.4%	0.0%
1972	1,581	2,465	2,422	164	4	6,636	23.8%	37.1%	36.5%	2.5%	0.1%
1973	1,349	2,242	2,367	182	1	6,141	22.0%	36.5%	38.5%	3.0%	0.0%
1974	1,437	2,103	2,289	162	0	5,991	24.0%	35.1%	38.2%	2.7%	0.0%
1975	1,745	2,203	2,696	259	5	6,908	25.3%	31.9%	39.0%	3.7%	0.1%
1976	1,395	1,965	2,424	173	7	5,964	23.4%	32.9%	40.6%	2.9%	0.1%
1977	1,249	1,565	2,208	225	7	5,254	23.8%	29.8%	42.0%	4.3%	0.1%
1978	1,299	1,516	2,528	257	0	5,600	23.2%	27.1%	45.1%	4.6%	0.0%
1979	1,153	1,465	2,244	203	0	5,065	22.8%	28.9%	44.3%	4.0%	0.0%
1980	1,294	1,777	2,549	259	5	5,884	22.0%	30.2%	43.3%	4.4%	0.1%
1981	1,116	1,522	2,304	142	2	5,086	21.9%	29.9%	45.3%	2.8%	0.0%
1982	1,042	1,354	2,360	194	2	4,952	21.0%	27.3%	47.7%	3.9%	0.0%
1983	1,175	1,296	2,650	152	2	5,275	22.3%	24.6%	50.2%	2.9%	0.0%
1984	1,306	1,360	2,946	167	2	5,781	22.6%	23.5%	51.0%	2.9%	0.0%
1985	1,330	1,529	3,106	232	4	6,201	21.4%	24.7%	50.1%	3.7%	0.1%
1986	1,320	1,420	2,950	215	7	5,912	22.3%	24.0%	49.9%	3.6%	0.1%
1987	1,216	1,606	3,111	222	4	6,159	19.7%	26.1%	50.5%	3.6%	0.1%
1988	1,214	1,605	3,311	201	6	6,337	19.2%	25.3%	52.2%	3.2%	0.1%
1989	1,176	1,712	3,134	201	7	6,230	18.9%	27.5%	50.3%	3.2%	0.1%
1990	1,414	1,883	3,299	238	4	6,838	20.7%	27.5%	48.2%	3.5%	0.1%
1991	1,286	1,747	3,274	263	1	6,571	19.6%	26.6%	49.8%	4.0%	0.0%
1992	1,242	1,607	3,227	232	2	6,310	19.7%	25.5%	51.1%	3.7%	0.0%
1993	1,196	1,478	3,222	242	3	6,141	19.5%	24.1%	52.5%	3.9%	0.0%
1994	1,237	1,541	3,028	204	3	6,013	20.6%	25.6%	50.4%	3.4%	0.0%
1995	1,236	1,548	2,932	202	1	5,919	20.9%	26.2%	49.5%	3.4%	0.0%
1996	1,341	1,540	3,141	167	3	6,192	21.7%	24.9%	50.7%	2.7%	0.0%
1997	1,317	1,569	3,181	207	2	6,276	21.0%	25.0%	50.7%	3.3%	0.0%
1998	1,214	1,482	3,000	153	4	5,853	20.7%	25.3%	51.3%	2.6%	0.1%
1999	1,296	1,544	3,116	130	5	6,091	21.3%	25.3%	51.2%	2.1%	0.1%
2000	1,218	1,581	3,232	113	4	6,148	19.8%	25.7%	52.6%	1.8%	0.1%
2001	1,157	1,642	2,866	111	4	5,780	20.0%	28.4%	49.6%	1.9%	0.1%

Table A.4. Market share by main span superstructure material for in-service bridges on all roadway systems (continued)

	Counts						Percent Share of Market				
Year Built	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	1,145	1,643	3,017	130	2	5,937	19.3%	27.7%	50.8%	2.2%	0.0%
2003	1,249	1,582	3,132	106	3	6,072	20.6%	26.1%	51.6%	1.7%	0.0%
2004	1,178	1,518	3,062	100	5	5,863	20.1%	25.9%	52.2%	1.7%	0.1%
2005	1,037	1,458	3,123	71	2	5,691	18.2%	25.6%	54.9%	1.2%	0.0%
2006	967	1,468	3,119	86	3	5,643	17.1%	26.0%	55.3%	1.5%	0.1%
2007	920	1,237	2,742	68	8	4,975	18.5%	24.9%	55.1%	1.4%	0.2%
2008	835	1,144	2,802	50	6	4,837	17.3%	23.7%	57.9%	1.0%	0.1%
2009	865	1,142	2,717	65	5	4,794	18.0%	23.8%	56.7%	1.4%	0.1%
2010	901	1,166	2,772	59	2	4,900	18.4%	23.8%	56.6%	1.2%	0.0%
2011	807	1,121	2,719	74	13	4,734	17.0%	23.7%	57.4%	1.6%	0.3%
2012	814	1,126	2,942	61	2	4,945	16.5%	22.8%	59.5%	1.2%	0.0%
2013	699	1,024	2,756	52	3	4,534	15.4%	22.6%	60.8%	1.1%	0.1%
2014	758	974	2,561	34	5	4,332	17.5%	22.5%	59.1%	0.8%	0.1%
2015	795	910	2,623	51	2	4,381	18.1%	20.8%	59.9%	1.2%	0.0%
2016	751	989	2,575	45	10	4,370	17.2%	22.6%	58.9%	1.0%	0.2%
2017	762	937	2,490	30	8	4,227	18.0%	22.2%	58.9%	0.7%	0.2%
2018	672	844	2,379	43	7	3,945	17.0%	21.4%	60.3%	1.1%	0.2%
2019	706	800	2,185	35	6	3,732	18.9%	21.4%	58.5%	0.9%	0.2%
2020	778	761	1,984	26	13	3,562	21.8%	21.4%	55.7%	0.7%	0.4%
2021	689	648	1,673	21	11	3,042	22.6%	21.3%	55.0%	0.7%	0.4%
2022	516	536	1,144	20	16	2,232	23.1%	24.0%	51.3%	0.9%	0.7%
Totals	**102,349**	**127,298**	**165,880**	**12,331**	**273**	**408,131**	**25.1%**	**31.2%**	**40.6%**	**3.0%**	**0.1%**

Figure A.4. Market share by main span superstructure material for in-service bridges on all roadway systems

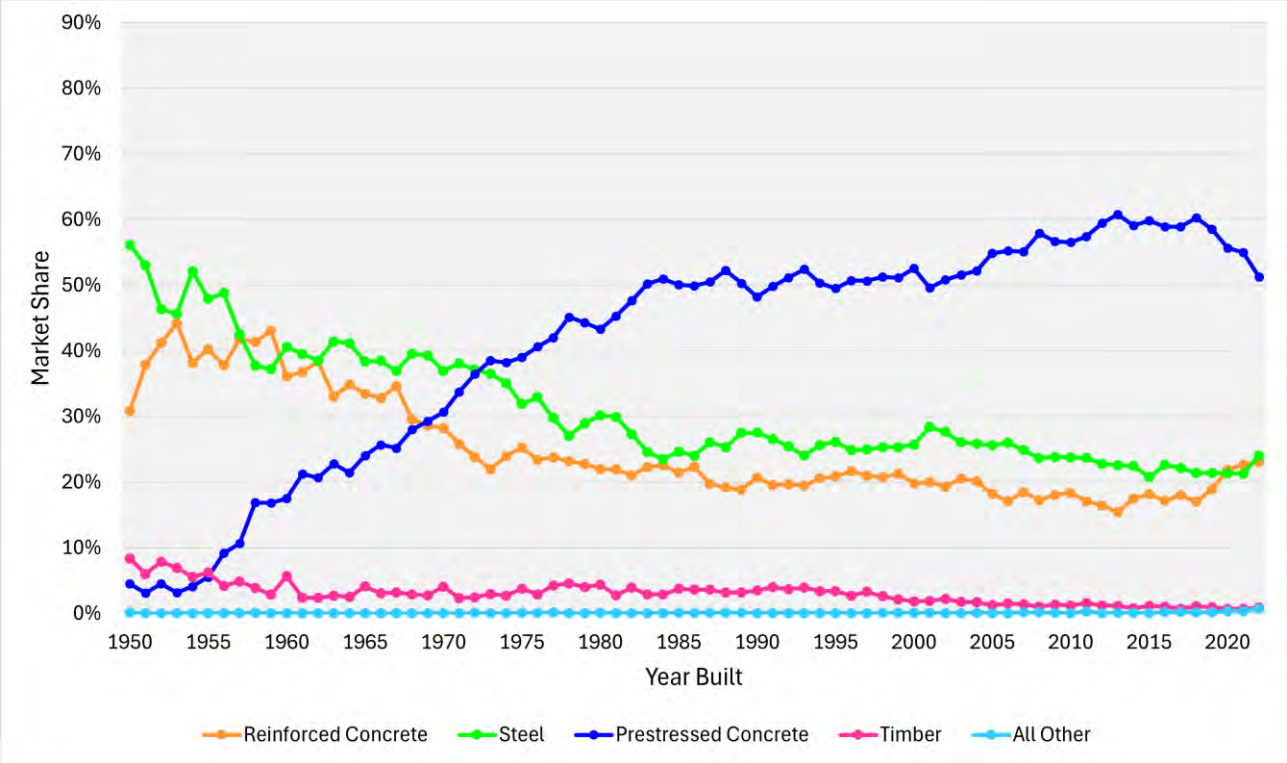


Table A.5. Market share by main span superstructure material for in-service bridges on interstate routes

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	43	151	1	0	0	195	22.1%	77.4%	0.5%	0.0%	0.0%
1951	26	58	0	0	0	84	31.0%	69.0%	0.0%	0.0%	0.0%
1952	47	81	7	0	0	135	34.8%	60.0%	5.2%	0.0%	0.0%
1953	91	142	4	0	0	237	38.4%	59.9%	1.7%	0.0%	0.0%
1954	78	332	13	0	1	424	18.4%	78.3%	3.1%	0.0%	0.2%
1955	79	187	6	0	0	272	29.0%	68.8%	2.2%	0.0%	0.0%
1956	139	522	12	0	0	673	20.7%	77.6%	1.8%	0.0%	0.0%
1957	151	469	32	0	0	652	23.2%	71.9%	4.9%	0.0%	0.0%
1958	419	561	241	0	2	1,223	34.3%	45.9%	19.7%	0.0%	0.2%
1959	448	503	234	0	0	1,185	37.8%	42.4%	19.7%	0.0%	0.0%
1960	523	535	268	0	0	1,326	39.4%	40.3%	20.2%	0.0%	0.0%
1961	480	519	273	0	0	1,272	37.7%	40.8%	21.5%	0.0%	0.0%
1962	475	643	332	0	0	1,450	32.8%	44.3%	22.9%	0.0%	0.0%
1963	607	890	423	0	0	1,920	31.6%	46.4%	22.0%	0.0%	0.0%
1964	651	889	361	0	0	1,901	34.2%	46.8%	19.0%	0.0%	0.0%
1965	678	914	430	0	0	2,022	33.5%	45.2%	21.3%	0.0%	0.0%
1966	661	759	473	0	0	1,893	34.9%	40.1%	25.0%	0.0%	0.0%
1967	789	847	468	0	0	2,104	37.5%	40.3%	22.2%	0.0%	0.0%
1968	525	910	478	0	0	1,913	27.4%	47.6%	25.0%	0.0%	0.0%
1969	494	762	520	0	0	1,776	27.8%	42.9%	29.3%	0.0%	0.0%
1970	402	700	442	0	0	1,544	26.0%	45.3%	28.6%	0.0%	0.0%
1971	323	655	526	1	0	1,505	21.5%	43.5%	35.0%	0.1%	0.0%
1972	240	602	535	0	2	1,379	17.4%	43.7%	38.8%	0.0%	0.1%
1973	139	566	401	0	0	1,106	12.6%	51.2%	36.3%	0.0%	0.0%
1974	148	498	390	0	0	1,036	14.3%	48.1%	37.6%	0.0%	0.0%
1975	170	364	375	0	0	909	18.7%	40.0%	41.3%	0.0%	0.0%
1976	137	390	376	0	0	903	15.2%	43.2%	41.6%	0.0%	0.0%
1977	107	320	262	0	0	689	15.5%	46.4%	38.0%	0.0%	0.0%
1978	66	209	237	0	0	512	12.9%	40.8%	46.3%	0.0%	0.0%
1979	70	258	242	0	0	570	12.3%	45.3%	42.5%	0.0%	0.0%
1980	60	287	258	0	0	605	9.9%	47.4%	42.6%	0.0%	0.0%
1981	48	245	220	0	0	513	9.4%	47.8%	42.9%	0.0%	0.0%
1982	41	183	210	0	0	434	9.4%	42.2%	48.4%	0.0%	0.0%
1983	46	133	189	0	0	368	12.5%	36.1%	51.4%	0.0%	0.0%
1984	29	153	225	0	0	407	7.1%	37.6%	55.3%	0.0%	0.0%
1985	46	197	241	0	0	484	9.5%	40.7%	49.8%	0.0%	0.0%
1986	55	143	200	0	1	399	13.8%	35.8%	50.1%	0.0%	0.3%
1987	44	151	243	0	0	438	10.0%	34.5%	55.5%	0.0%	0.0%
1988	41	148	328	0	0	517	7.9%	28.6%	63.4%	0.0%	0.0%
1989	43	196	278	0	0	517	8.3%	37.9%	53.8%	0.0%	0.0%
1990	55	207	196	0	0	458	12.0%	45.2%	42.8%	0.0%	0.0%
1991	25	149	168	0	0	342	7.3%	43.6%	49.1%	0.0%	0.0%
1992	23	143	209	0	0	375	6.1%	38.1%	55.7%	0.0%	0.0%
1993	18	133	218	0	0	369	4.9%	36.0%	59.1%	0.0%	0.0%
1994	18	122	207	0	0	347	5.2%	35.2%	59.7%	0.0%	0.0%
1995	11	104	173	0	0	288	3.8%	36.1%	60.1%	0.0%	0.0%
1996	11	86	155	0	0	252	4.4%	34.1%	61.5%	0.0%	0.0%
1997	6	93	155	0	0	254	2.4%	36.6%	61.0%	0.0%	0.0%
1998	10	91	167	0	0	268	3.7%	34.0%	62.3%	0.0%	0.0%
1999	18	118	194	0	0	330	5.5%	35.8%	58.8%	0.0%	0.0%
2000	16	119	200	0	0	335	4.8%	35.5%	59.7%	0.0%	0.0%
2001	19	109	213	0	0	341	5.6%	32.0%	62.5%	0.0%	0.0%

Table A.5. Market share by main span superstructure material for in-service bridges on interstate routes (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	25	157	198	0	0	380	6.6%	41.3%	52.1%	0.0%	0.0%
2003	27	145	264	0	0	436	6.2%	33.3%	60.6%	0.0%	0.0%
2004	21	146	235	0	0	402	5.2%	36.3%	58.5%	0.0%	0.0%
2005	10	138	258	0	0	406	2.5%	34.0%	63.5%	0.0%	0.0%
2006	12	184	221	0	0	417	2.9%	44.1%	53.0%	0.0%	0.0%
2007	29	137	247	0	0	413	7.0%	33.2%	59.8%	0.0%	0.0%
2008	18	149	292	0	0	459	3.9%	32.5%	63.6%	0.0%	0.0%
2009	15	109	214	0	2	340	4.4%	32.1%	62.9%	0.0%	0.6%
2010	23	97	178	0	0	298	7.7%	32.6%	59.7%	0.0%	0.0%
2011	18	99	204	0	1	322	5.6%	30.7%	63.4%	0.0%	0.3%
2012	39	116	282	0	0	437	8.9%	26.5%	64.5%	0.0%	0.0%
2013	28	141	248	0	0	417	6.7%	33.8%	59.5%	0.0%	0.0%
2014	19	128	238	0	0	385	4.9%	33.2%	61.8%	0.0%	0.0%
2015	25	103	274	0	0	402	6.2%	25.6%	68.2%	0.0%	0.0%
2016	26	142	326	0	0	494	5.3%	28.7%	66.0%	0.0%	0.0%
2017	28	104	249	0	0	381	7.3%	27.3%	65.4%	0.0%	0.0%
2018	15	82	278	0	1	376	4.0%	21.8%	73.9%	0.0%	0.3%
2019	21	115	296	0	0	432	4.9%	26.6%	68.5%	0.0%	0.0%
2020	27	115	282	0	0	424	6.4%	27.1%	66.5%	0.0%	0.0%
2021	9	77	202	0	4	292	3.1%	26.4%	69.2%	0.0%	1.4%
2022	25	65	100	0	3	193	13.0%	33.7%	51.8%	0.0%	1.6%
Totals	**10,349**	**21,095**	**18,095**	**1**	**17**	**49,557**	**20.9%**	**42.6%**	**36.5%**	**0.0%**	**0.0%**

Figure A.5. Market share by main span superstructure material for in-service bridges on interstate routes

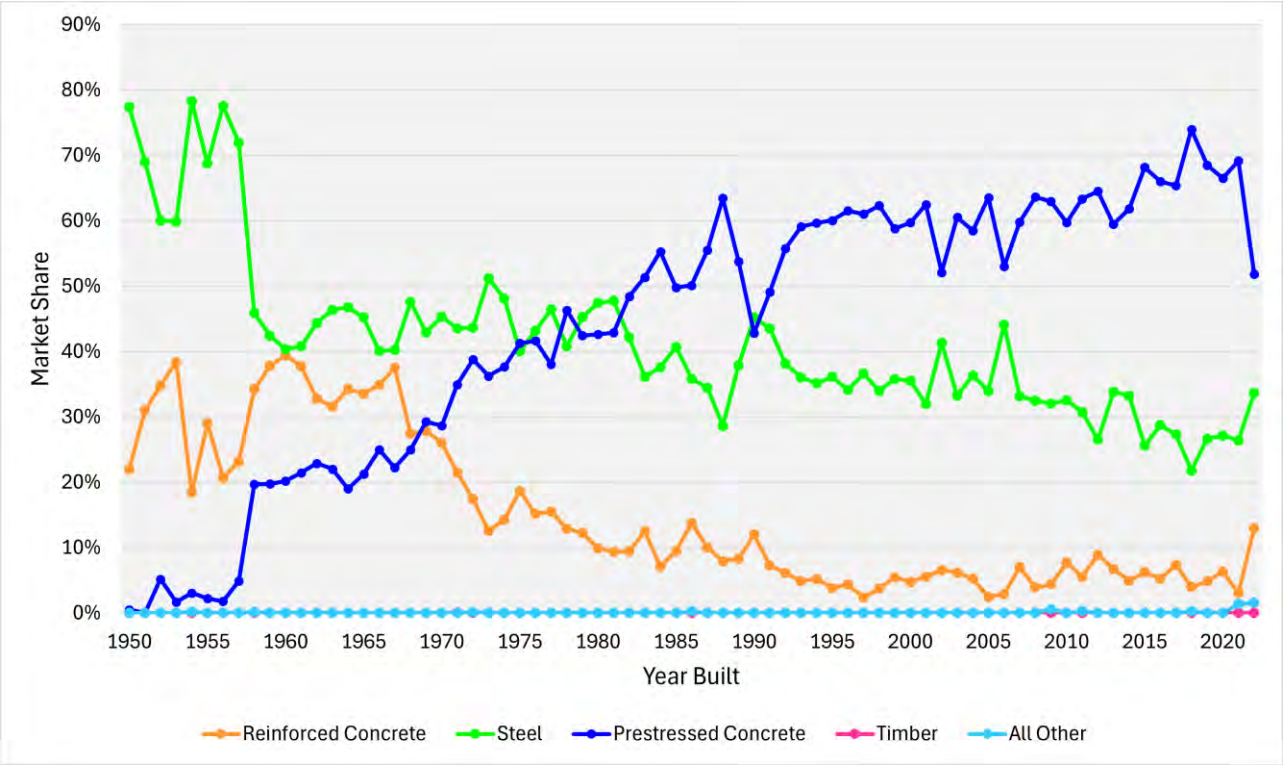


Table A.6. Market share by main span superstructure material for in-service bridges on U.S. highways

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	133	137	20	2	0	292	45.5%	46.9%	6.8%	0.7%	0.0%
1951	98	103	7	3	0	211	46.4%	48.8%	3.3%	1.4%	0.0%
1952	164	114	6	2	0	286	57.3%	39.9%	2.1%	0.7%	0.0%
1953	202	119	5	1	0	327	61.8%	36.4%	1.5%	0.3%	0.0%
1954	226	137	11	8	0	382	59.2%	35.9%	2.9%	2.1%	0.0%
1955	229	168	10	2	0	409	56.0%	41.1%	2.4%	0.5%	0.0%
1956	213	189	17	1	0	420	50.7%	45.0%	4.0%	0.2%	0.0%
1957	231	176	38	4	0	449	51.4%	39.2%	8.5%	0.9%	0.0%
1958	242	232	59	1	0	534	45.3%	43.4%	11.0%	0.2%	0.0%
1959	250	197	73	0	0	520	48.1%	37.9%	14.0%	0.0%	0.0%
1960	233	269	92	2	0	596	39.1%	45.1%	15.4%	0.3%	0.0%
1961	204	209	76	0	0	489	41.7%	42.7%	15.5%	0.0%	0.0%
1962	202	227	103	0	0	532	38.0%	42.7%	19.4%	0.0%	0.0%
1963	197	237	146	0	0	580	34.0%	40.9%	25.2%	0.0%	0.0%
1964	193	243	110	0	0	546	35.3%	44.5%	20.1%	0.0%	0.0%
1965	224	279	121	0	0	624	35.9%	44.7%	19.4%	0.0%	0.0%
1966	188	268	147	0	0	603	31.2%	44.4%	24.4%	0.0%	0.0%
1967	184	188	120	0	0	492	37.4%	38.2%	24.4%	0.0%	0.0%
1968	173	268	140	2	0	583	29.7%	46.0%	24.0%	0.3%	0.0%
1969	172	254	162	0	0	588	29.3%	43.2%	27.6%	0.0%	0.0%
1970	152	283	201	0	0	636	23.9%	44.5%	31.6%	0.0%	0.0%
1971	149	285	251	0	0	685	21.8%	41.6%	36.6%	0.0%	0.0%
1972	129	274	236	0	0	639	20.2%	42.9%	36.9%	0.0%	0.0%
1973	124	249	208	0	0	581	21.3%	42.9%	35.8%	0.0%	0.0%
1974	93	211	157	0	0	461	20.2%	45.8%	34.1%	0.0%	0.0%
1975	76	186	152	1	0	415	18.3%	44.8%	36.6%	0.2%	0.0%
1976	111	204	268	0	0	583	19.0%	35.0%	46.0%	0.0%	0.0%
1977	64	140	179	0	0	383	16.7%	36.6%	46.7%	0.0%	0.0%
1978	76	156	219	0	0	451	16.9%	34.6%	48.6%	0.0%	0.0%
1979	51	133	159	0	0	343	14.9%	38.8%	46.4%	0.0%	0.0%
1980	58	136	183	0	0	377	15.4%	36.1%	48.5%	0.0%	0.0%
1981	60	159	161	0	0	380	15.8%	41.8%	42.4%	0.0%	0.0%
1982	36	82	175	0	0	293	12.3%	28.0%	59.7%	0.0%	0.0%
1983	50	93	178	0	0	321	15.6%	29.0%	55.5%	0.0%	0.0%
1984	63	110	247	0	0	420	15.0%	26.2%	58.8%	0.0%	0.0%
1985	87	110	229	0	0	426	20.4%	25.8%	53.8%	0.0%	0.0%
1986	64	105	309	0	0	478	13.4%	22.0%	64.6%	0.0%	0.0%
1987	75	124	263	0	0	462	16.2%	26.8%	56.9%	0.0%	0.0%
1988	60	109	302	0	0	471	12.7%	23.1%	64.1%	0.0%	0.0%
1989	43	117	293	0	0	453	9.5%	25.8%	64.7%	0.0%	0.0%
1990	69	105	317	1	0	492	14.0%	21.3%	64.4%	0.2%	0.0%
1991	57	142	285	0	0	484	11.8%	29.3%	58.9%	0.0%	0.0%
1992	70	121	317	0	0	508	13.8%	23.8%	62.4%	0.0%	0.0%
1993	62	118	354	0	0	534	11.6%	22.1%	66.3%	0.0%	0.0%
1994	107	101	336	0	0	544	19.7%	18.6%	61.8%	0.0%	0.0%
1995	70	102	371	0	0	543	12.9%	18.8%	68.3%	0.0%	0.0%
1996	102	105	424	0	0	631	16.2%	16.6%	67.2%	0.0%	0.0%
1997	90	108	367	1	0	566	15.9%	19.1%	64.8%	0.2%	0.0%
1998	107	126	375	0	0	608	17.6%	20.7%	61.7%	0.0%	0.0%
1999	59	89	364	0	0	512	11.5%	17.4%	71.1%	0.0%	0.0%
2000	75	101	400	0	0	576	13.0%	17.5%	69.4%	0.0%	0.0%
2001	58	124	320	0	1	503	11.5%	24.7%	63.6%	0.0%	0.2%

Table A.6. Market share by main span superstructure material for in-service bridges on U.S. highways (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	65	114	401	0	0	580	11.2%	19.7%	69.1%	0.0%	0.0%
2003	86	136	409	0	0	631	13.6%	21.6%	64.8%	0.0%	0.0%
2004	69	157	433	0	0	659	10.5%	23.8%	65.7%	0.0%	0.0%
2005	39	142	431	0	0	612	6.4%	23.2%	70.4%	0.0%	0.0%
2006	54	96	317	0	0	467	11.6%	20.6%	67.9%	0.0%	0.0%
2007	48	95	333	0	0	476	10.1%	20.0%	70.0%	0.0%	0.0%
2008	47	89	372	0	0	508	9.3%	17.5%	73.2%	0.0%	0.0%
2009	45	72	324	0	0	441	10.2%	16.3%	73.5%	0.0%	0.0%
2010	42	108	284	0	0	434	9.7%	24.9%	65.4%	0.0%	0.0%
2011	42	81	242	0	1	366	11.5%	22.1%	66.1%	0.0%	0.3%
2012	38	86	295	0	0	419	9.1%	20.5%	70.4%	0.0%	0.0%
2013	39	73	299	0	0	411	9.5%	17.8%	72.7%	0.0%	0.0%
2014	37	77	256	0	0	370	10.0%	20.8%	69.2%	0.0%	0.0%
2015	54	52	208	0	0	314	17.2%	16.6%	66.2%	0.0%	0.0%
2016	29	75	215	0	0	319	9.1%	23.5%	67.4%	0.0%	0.0%
2017	38	79	237	0	0	354	10.7%	22.3%	66.9%	0.0%	0.0%
2018	30	70	260	0	1	361	8.3%	19.4%	72.0%	0.0%	0.3%
2019	28	55	191	0	0	274	10.2%	20.1%	69.7%	0.0%	0.0%
2020	49	33	188	0	1	271	18.1%	12.2%	69.4%	0.0%	0.4%
2021	31	40	136	0	0	207	15.0%	19.3%	65.7%	0.0%	0.0%
2022	41	32	127	0	0	200	20.5%	16.0%	63.5%	0.0%	0.0%
Totals	**7,456**	**10,384**	**16,021**	**31**	**4**	**33,896**	**22.0%**	**30.6%**	**47.3%**	**0.1%**	**0.0%**

Figure A.6. Market share by main span superstructure material for in-service bridges on U.S. highways

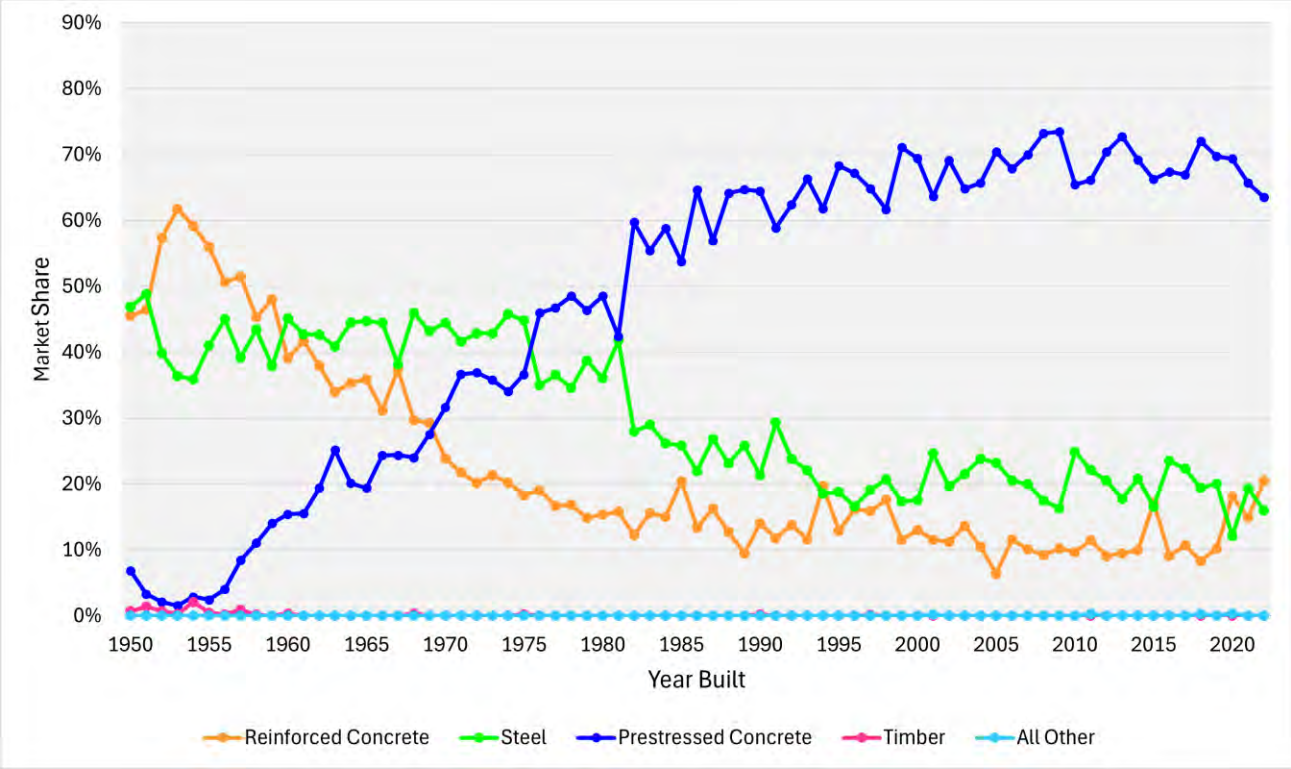


Table A.7. Market share by main span superstructure material for in-service bridges on state highways

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	466	451	19	33	0	969	48.1%	46.5%	2.0%	3.4%	0.0%
1951	344	348	15	31	0	738	46.6%	47.2%	2.0%	4.2%	0.0%
1952	422	385	47	44	0	898	47.0%	42.9%	5.2%	4.9%	0.0%
1953	509	358	26	42	1	936	54.4%	38.2%	2.8%	4.5%	0.1%
1954	577	478	31	51	0	1,137	50.7%	42.0%	2.7%	4.5%	0.0%
1955	703	553	41	52	0	1,349	52.1%	41.0%	3.0%	3.9%	0.0%
1956	689	491	91	38	0	1,309	52.6%	37.5%	7.0%	2.9%	0.0%
1957	817	524	135	64	0	1,540	53.1%	34.0%	8.8%	4.2%	0.0%
1958	781	532	209	45	0	1,567	49.8%	34.0%	13.3%	2.9%	0.0%
1959	798	650	243	34	1	1,726	46.2%	37.7%	14.1%	2.0%	0.1%
1960	757	659	272	40	0	1,728	43.8%	38.1%	15.7%	2.3%	0.0%
1961	665	706	332	24	2	1,729	38.5%	40.8%	19.2%	1.4%	0.1%
1962	860	716	345	18	1	1,940	44.3%	36.9%	17.8%	0.9%	0.1%
1963	685	713	368	9	1	1,776	38.6%	40.1%	20.7%	0.5%	0.1%
1964	649	682	308	9	1	1,649	39.4%	41.4%	18.7%	0.5%	0.1%
1965	678	629	411	14	0	1,732	39.1%	36.3%	23.7%	0.8%	0.0%
1966	618	669	410	21	0	1,718	36.0%	38.9%	23.9%	1.2%	0.0%
1967	686	598	537	44	0	1,865	36.8%	32.1%	28.8%	2.4%	0.0%
1968	590	665	557	30	0	1,842	32.0%	36.1%	30.2%	1.6%	0.0%
1969	453	616	474	19	2	1,564	29.0%	39.4%	30.3%	1.2%	0.1%
1970	545	594	563	14	0	1,716	31.8%	34.6%	32.8%	0.8%	0.0%
1971	447	541	527	9	0	1,524	29.3%	35.5%	34.6%	0.6%	0.0%
1972	425	552	516	9	0	1,502	28.3%	36.8%	34.4%	0.6%	0.0%
1973	307	458	580	18	0	1,363	22.5%	33.6%	42.6%	1.3%	0.0%
1974	331	402	499	8	0	1,240	26.7%	32.4%	40.2%	0.6%	0.0%
1975	354	421	566	19	2	1,362	26.0%	30.9%	41.6%	1.4%	0.1%
1976	328	487	510	6	3	1,334	24.6%	36.5%	38.2%	0.4%	0.2%
1977	255	302	420	11	2	990	25.8%	30.5%	42.4%	1.1%	0.2%
1978	254	275	463	8	0	1,000	25.4%	27.5%	46.3%	0.8%	0.0%
1979	302	268	441	2	0	1,013	29.8%	26.5%	43.5%	0.2%	0.0%
1980	317	299	437	3	0	1,056	30.0%	28.3%	41.4%	0.3%	0.0%
1981	237	295	425	2	0	959	24.7%	30.8%	44.3%	0.2%	0.0%
1982	241	207	462	10	0	920	26.2%	22.5%	50.2%	1.1%	0.0%
1983	235	207	578	5	0	1,025	22.9%	20.2%	56.4%	0.5%	0.0%
1984	294	236	641	3	1	1,175	25.0%	20.1%	54.6%	0.3%	0.1%
1985	275	239	692	1	1	1,208	22.8%	19.8%	57.3%	0.1%	0.1%
1986	290	249	682	2	0	1,223	23.7%	20.4%	55.8%	0.2%	0.0%
1987	228	278	656	0	0	1,162	19.6%	23.9%	56.5%	0.0%	0.0%
1988	225	276	803	1	0	1,305	17.2%	21.1%	61.5%	0.1%	0.0%
1989	207	252	718	0	0	1,177	17.6%	21.4%	61.0%	0.0%	0.0%
1990	273	283	828	3	0	1,387	19.7%	20.4%	59.7%	0.2%	0.0%
1991	213	276	723	2	0	1,214	17.5%	22.7%	59.6%	0.2%	0.0%
1992	288	257	835	3	0	1,383	20.8%	18.6%	60.4%	0.2%	0.0%
1993	218	238	843	3	0	1,302	16.7%	18.3%	64.7%	0.2%	0.0%
1994	244	259	791	0	0	1,294	18.9%	20.0%	61.1%	0.0%	0.0%
1995	229	256	696	2	0	1,183	19.4%	21.6%	58.8%	0.2%	0.0%
1996	293	259	801	3	0	1,356	21.6%	19.1%	59.1%	0.2%	0.0%
1997	233	252	814	1	0	1,300	17.9%	19.4%	62.6%	0.1%	0.0%
1998	172	197	742	0	0	1,111	15.5%	17.7%	66.8%	0.0%	0.0%
1999	192	243	746	0	3	1,184	16.2%	20.5%	63.0%	0.0%	0.3%
2000	171	199	843	1	0	1,214	14.1%	16.4%	69.4%	0.1%	0.0%
2001	153	255	694	2	1	1,105	13.8%	23.1%	62.8%	0.2%	0.1%

Table A.7. Market share by main span superstructure material for in-service bridges on state highways (continued)

Year Built	Counts						Percent Sh		
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Pre
2002	163	240	784	2	1	1,190	13.7%	20.2%	
2003	145	222	759	1	1	1,128	12.9%	19.7%	
2004	156	220	711	0	0	1,087	14.4%	20.2%	
2005	140	185	794	2	0	1,121	12.5%	16.5%	
2006	126	230	849	0	0	1,205	10.5%	19.1%	
2007	123	200	722	0	1	1,046	11.8%	19.1%	
2008	118	185	784	1	0	1,088	10.8%	17.0%	
2009	92	211	770	2	0	1,075	8.6%	19.6%	
2010	135	178	926	0	0	1,239	10.9%	14.4%	
2011	110	193	979	1	4	1,287	8.5%	15.0%	
2012	115	200	1,021	0	2	1,338	8.6%	14.9%	
2013	103	167	961	1	0	1,232	8.4%	13.6%	
2014	131	178	834	0	0	1,143	11.5%	15.6%	
2015	112	144	886	2	1	1,145	9.8%	12.6%	
2016	117	153	892	0	3	1,165	10.0%	13.1%	
2017	105	181	836	2	1	1,125	9.3%	16.1%	
2018	99	140	881	0	1	1,121	8.8%	12.5%	
2019	95	131	717	2	2	947	10.0%	13.8%	
2020	82	146	562	0	5	795	10.3%	18.4%	
2021	108	109	498	0	3	718	15.0%	15.2%	
2022	70	106	319	0	4	499	14.0%	21.2%	
Totals	**23,968**	**24,954**	**41,891**	**829**	**51**	**91,693**	**26.1%**	**27.2%**	

Figure A.7. Market share by main span superstructure material for in-service bridges on state highways

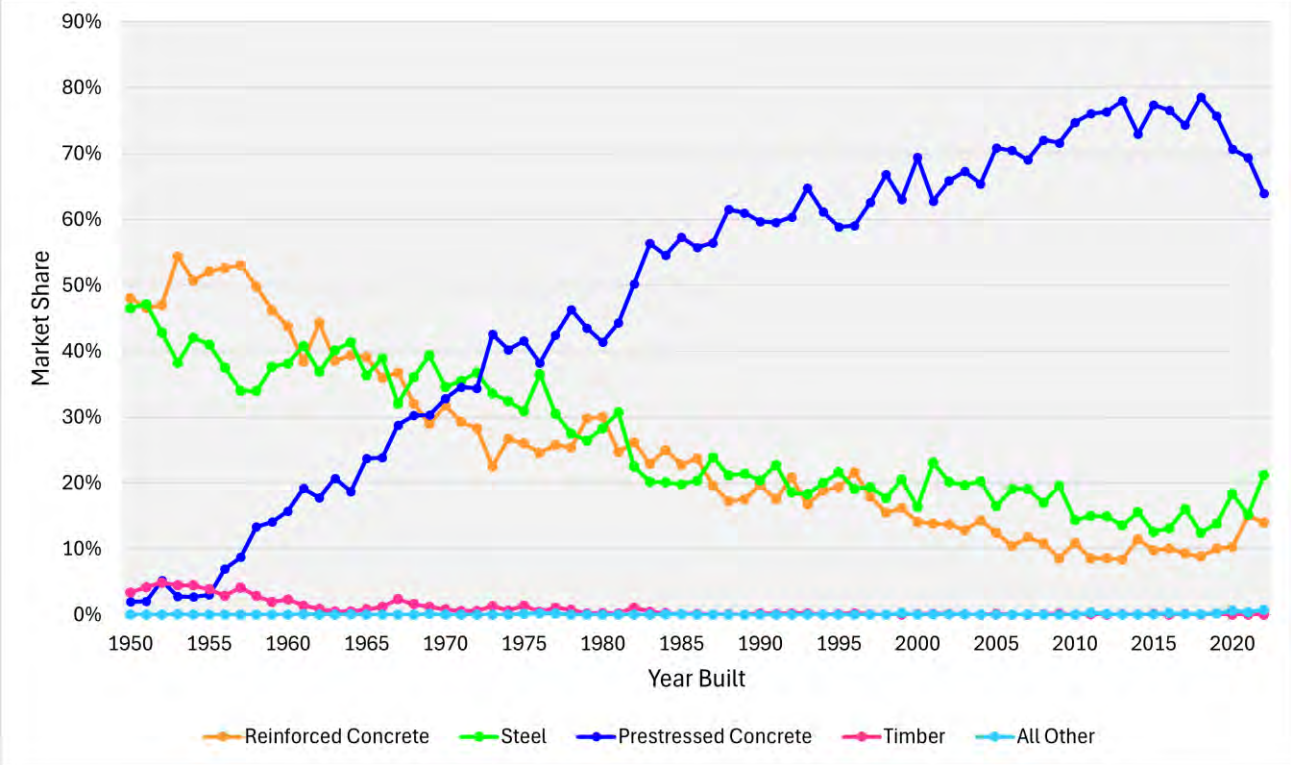


Table A.8. Market share by main span superstructure material for in-service bridges on county highways

Year Built	Counts						Percent Share of		
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestress
1950	652	1,748	148	339	1	2,888	22.6%	60.5%	
1951	185	410	26	70	0	691	26.8%	59.3%	
1952	276	459	34	113	0	882	31.3%	52.0%	
1953	267	444	35	100	0	846	31.6%	52.5%	
1954	331	635	65	72	0	1,103	30.0%	57.6%	
1955	516	873	113	164	0	1,666	31.0%	52.4%	
1956	461	660	118	80	0	1,319	35.0%	50.0%	
1957	529	512	181	85	1	1,308	40.4%	39.1%	
1958	719	538	267	123	1	1,648	43.6%	32.6%	
1959	744	577	277	87	0	1,685	44.2%	34.2%	
1960	1,164	1,637	594	338	1	3,734	31.2%	43.8%	
1961	582	580	368	73	0	1,603	36.3%	36.2%	
1962	649	681	421	89	0	1,840	35.3%	37.0%	
1963	607	737	462	125	0	1,931	31.4%	38.2%	
1964	690	822	524	128	0	2,164	31.9%	38.0%	
1965	1,098	1,298	855	292	1	3,544	31.0%	36.6%	
1966	600	750	571	137	0	2,058	29.2%	36.4%	
1967	637	790	515	124	1	2,067	30.8%	38.2%	
1968	722	837	719	141	0	2,419	29.8%	34.6%	
1969	575	719	590	109	0	1,993	28.9%	36.1%	
1970	1,084	1,340	1,037	251	0	3,712	29.2%	36.1%	
1971	563	699	622	112	0	1,996	28.2%	35.0%	
1972	580	700	760	98	1	2,139	27.1%	32.7%	
1973	586	703	803	105	1	2,198	26.7%	32.0%	
1974	640	722	833	100	0	2,295	27.9%	31.5%	
1975	874	950	1,075	185	3	3,087	28.3%	30.8%	
1976	613	659	922	116	2	2,312	26.5%	28.5%	
1977	651	618	1,009	165	4	2,447	26.6%	25.3%	
1978	678	671	1,201	208	0	2,758	24.6%	24.3%	
1979	562	600	1,060	144	0	2,366	23.8%	25.4%	
1980	679	764	1,205	178	3	2,829	24.0%	27.0%	
1981	558	635	1,107	97	0	2,397	23.3%	26.5%	
1982	558	686	1,142	126	1	2,513	22.2%	27.3%	
1983	655	662	1,302	93	2	2,714	24.1%	24.4%	
1984	742	658	1,345	114	1	2,860	25.9%	23.0%	
1985	669	752	1,406	166	2	2,995	22.3%	25.1%	
1986	645	748	1,259	148	5	2,805	23.0%	26.7%	
1987	660	876	1,412	161	2	3,111	21.2%	28.2%	
1988	650	884	1,363	155	4	3,056	21.3%	28.9%	
1989	644	938	1,298	157	5	3,042	21.2%	30.8%	
1990	741	1,038	1,409	175	1	3,364	22.0%	30.9%	
1991	737	980	1,540	190	1	3,448	21.4%	28.4%	
1992	654	879	1,419	167	1	3,120	21.0%	28.2%	
1993	687	807	1,358	167	3	3,022	22.7%	26.7%	
1994	651	885	1,334	140	3	3,013	21.6%	29.4%	
1995	723	878	1,299	151	1	3,052	23.7%	28.8%	
1996	689	894	1,303	124	2	3,012	22.9%	29.7%	
1997	760	920	1,325	148	2	3,155	24.1%	29.2%	
1998	721	858	1,233	105	3	2,920	24.7%	29.4%	
1999	807	919	1,279	85	1	3,091	26.1%	29.7%	
2000	726	930	1,215	82	2	2,955	24.6%	31.5%	
2001	731	949	1,148	68	2	2,898	25.2%	32.7%	

Table A.8 – (continued) Market share by main span superstructure material for in-service bridges on county highways

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	690	932	1,164	73	1	2,860	24.1%	32.6%	40.7%	2.6%	0.0%
2003	730	872	1,272	66	2	2,942	24.8%	29.6%	43.2%	2.2%	0.1%
2004	688	803	1,220	53	4	2,768	24.9%	29.0%	44.1%	1.9%	0.1%
2005	652	789	1,194	34	0	2,669	24.4%	29.6%	44.7%	1.3%	0.0%
2006	566	765	1,151	45	0	2,527	22.4%	30.3%	45.5%	1.8%	0.0%
2007	554	619	971	43	4	2,191	25.3%	28.3%	44.3%	2.0%	0.2%
2008	460	550	903	28	2	1,943	23.7%	28.3%	46.5%	1.4%	0.1%
2009	508	587	971	39	1	2,106	24.1%	27.9%	46.1%	1.9%	0.0%
2010	473	592	945	39	2	2,051	23.1%	28.9%	46.1%	1.9%	0.1%
2011	476	580	849	40	3	1,948	24.4%	29.8%	43.6%	2.1%	0.2%
2012	498	556	926	37	0	2,017	24.7%	27.6%	45.9%	1.8%	0.0%
2013	424	493	810	24	2	1,753	24.2%	28.1%	46.2%	1.4%	0.1%
2014	423	439	808	19	3	1,692	25.0%	25.9%	47.8%	1.1%	0.2%
2015	452	447	847	36	0	1,782	25.4%	25.1%	47.5%	2.0%	0.0%
2016	421	486	782	34	3	1,726	24.4%	28.2%	45.3%	2.0%	0.2%
2017	462	451	838	21	5	1,777	26.0%	25.4%	47.2%	1.2%	0.3%
2018	378	423	680	33	1	1,515	25.0%	27.9%	44.9%	2.2%	0.1%
2019	430	364	651	25	3	1,473	29.2%	24.7%	44.2%	1.7%	0.2%
2020	470	346	632	17	3	1,468	32.0%	23.6%	43.1%	1.2%	0.2%
2021	396	323	593	16	4	1,332	29.7%	24.2%	44.5%	1.2%	0.3%
2022	272	258	442	16	9	997	27.3%	25.9%	44.3%	1.6%	0.9%
Totals	**44,345**	**53,584**	**63,555**	**8,008**	**116**	**169,608**	**26.1%**	**31.6%**	**37.5%**	**4.7%**	**0.1%**

Figure A.8. Market share by main span superstructure material for in-service bridges on county highways

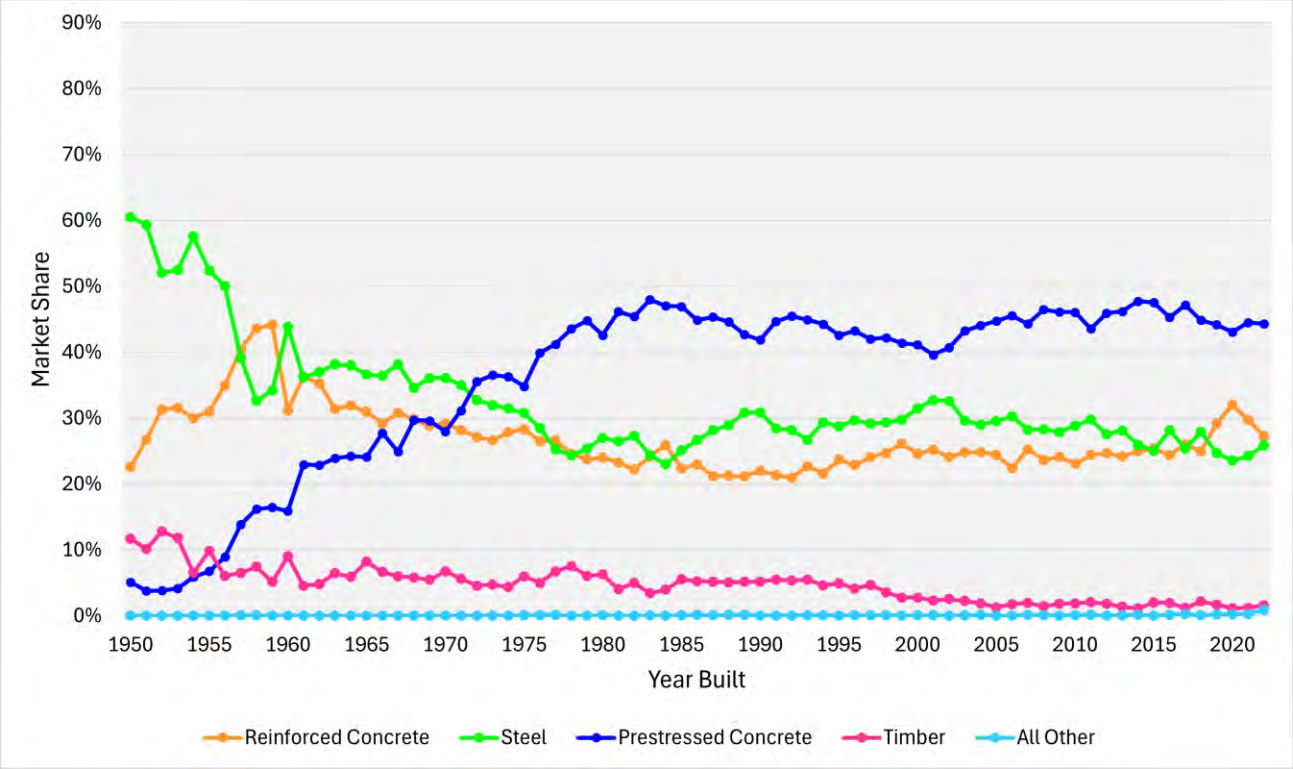


Table A.9. Market share by main span superstructure material for in-service bridges on city streets

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	314	366	44	26	3	753	41.7%	48.6%	5.8%	3.5%	0.4%
1951	82	87	11	4	0	184	44.6%	47.3%	6.0%	2.2%	0.0%
1952	109	107	17	3	0	236	46.2%	45.3%	7.2%	1.3%	0.0%
1953	105	92	11	3	0	211	49.8%	43.6%	5.2%	1.4%	0.0%
1954	136	187	26	5	0	354	38.4%	52.8%	7.3%	1.4%	0.0%
1955	181	241	62	6	2	492	36.8%	49.0%	12.6%	1.2%	0.4%
1956	140	239	161	7	1	548	25.5%	43.6%	29.4%	1.3%	0.2%
1957	156	216	92	1	2	467	33.4%	46.3%	19.7%	0.2%	0.4%
1958	188	258	152	9	0	607	31.0%	42.5%	25.0%	1.5%	0.0%
1959	205	177	142	2	1	527	38.9%	33.6%	26.9%	0.4%	0.2%
1960	388	343	252	17	1	1,001	38.8%	34.3%	25.2%	1.7%	0.1%
1961	156	190	159	5	1	511	30.5%	37.2%	31.1%	1.0%	0.2%
1962	277	214	129	7	1	628	44.1%	34.1%	20.5%	1.1%	0.2%
1963	200	272	188	6	0	666	30.0%	40.8%	28.2%	0.9%	0.0%
1964	253	237	196	4	0	690	36.7%	34.3%	28.4%	0.6%	0.0%
1965	332	290	305	15	0	942	35.2%	30.8%	32.4%	1.6%	0.0%
1966	189	223	188	7	0	607	31.1%	36.7%	31.0%	1.2%	0.0%
1967	198	239	191	9	0	637	31.1%	37.5%	30.0%	1.4%	0.0%
1968	212	264	205	11	0	692	30.6%	38.2%	29.6%	1.6%	0.0%
1969	179	220	176	13	0	588	30.4%	37.4%	29.9%	2.2%	0.0%
1970	311	278	441	24	3	1,057	29.4%	26.3%	41.7%	2.3%	0.3%
1971	138	185	202	5	0	530	26.0%	34.9%	38.1%	0.9%	0.0%
1972	161	235	259	12	0	667	24.1%	35.2%	38.8%	1.8%	0.0%
1973	157	186	295	12	0	650	24.2%	28.6%	45.4%	1.8%	0.0%
1974	172	135	323	14	0	644	26.7%	21.0%	50.2%	2.2%	0.0%
1975	227	178	411	17	0	833	27.3%	21.4%	49.3%	2.0%	0.0%
1976	156	147	248	18	0	569	27.4%	25.8%	43.6%	3.2%	0.0%
1977	121	124	254	8	1	508	23.8%	24.4%	50.0%	1.6%	0.2%
1978	175	112	297	22	0	606	28.9%	18.5%	49.0%	3.6%	0.0%
1979	132	147	276	12	0	567	23.3%	25.9%	48.7%	2.1%	0.0%
1980	151	167	358	19	2	697	21.7%	24.0%	51.4%	2.7%	0.3%
1981	157	102	283	20	2	564	27.8%	18.1%	50.2%	3.5%	0.4%
1982	136	105	282	11	0	534	25.5%	19.7%	52.8%	2.1%	0.0%
1983	164	118	316	19	0	617	26.6%	19.1%	51.2%	3.1%	0.0%
1984	145	127	395	16	0	683	21.2%	18.6%	57.8%	2.3%	0.0%
1985	206	141	455	27	1	830	24.8%	17.0%	54.8%	3.3%	0.1%
1986	237	112	390	30	0	769	30.8%	14.6%	50.7%	3.9%	0.0%
1987	176	109	409	23	1	718	24.5%	15.2%	57.0%	3.2%	0.1%
1988	205	114	431	25	2	777	26.4%	14.7%	55.5%	3.2%	0.3%
1989	207	125	435	17	2	786	26.3%	15.9%	55.3%	2.2%	0.3%
1990	239	137	422	23	0	821	29.1%	16.7%	51.4%	2.8%	0.0%
1991	231	108	410	28	0	777	29.7%	13.9%	52.8%	3.6%	0.0%
1992	179	98	378	34	1	690	25.9%	14.2%	54.8%	4.9%	0.1%
1993	183	102	374	17	0	676	27.1%	15.1%	55.3%	2.5%	0.0%
1994	197	100	289	29	0	615	32.0%	16.3%	47.0%	4.7%	0.0%
1995	161	116	301	27	0	605	26.6%	19.2%	49.8%	4.5%	0.0%
1996	213	111	338	18	1	681	31.3%	16.3%	49.6%	2.6%	0.1%
1997	194	106	375	24	0	699	27.8%	15.2%	53.6%	3.4%	0.0%
1998	167	112	367	27	1	674	24.8%	16.6%	54.5%	4.0%	0.1%
1999	179	81	404	20	0	684	26.2%	11.8%	59.1%	2.9%	0.0%
2000	205	124	403	9	2	743	27.6%	16.7%	54.2%	1.2%	0.3%
2001	160	108	332	17	0	617	25.9%	17.5%	53.8%	2.8%	0.0%

Table A.9. Market share by main span superstructure material for in-service bridges on city streets (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	164	101	342	14	0	621	26.4%	16.3%	55.1%	2.3%	0.0%
2003	216	109	325	11	0	661	32.7%	16.5%	49.2%	1.7%	0.0%
2004	201	110	339	8	0	658	30.5%	16.7%	51.5%	1.2%	0.0%
2005	165	104	336	16	2	623	26.5%	16.7%	53.9%	2.6%	0.3%
2006	174	90	340	9	3	616	28.2%	14.6%	55.2%	1.5%	0.5%
2007	134	92	315	9	2	552	24.3%	16.7%	57.1%	1.6%	0.4%
2008	153	94	336	1	4	588	26.0%	16.0%	57.1%	0.2%	0.7%
2009	167	92	289	4	0	552	30.3%	16.7%	52.4%	0.7%	0.0%
2010	170	92	300	4	0	566	30.0%	16.3%	53.0%	0.7%	0.0%
2011	115	68	271	8	2	464	24.8%	14.7%	58.4%	1.7%	0.4%
2012	93	85	259	2	0	439	21.2%	19.4%	59.0%	0.5%	0.0%
2013	70	73	278	10	1	432	16.2%	16.9%	64.4%	2.3%	0.2%
2014	103	59	241	7	2	412	25.0%	14.3%	58.5%	1.7%	0.5%
2015	108	70	251	5	0	434	24.9%	16.1%	57.8%	1.2%	0.0%
2016	109	69	224	3	3	408	26.7%	16.9%	54.9%	0.7%	0.7%
2017	113	59	249	0	2	423	26.7%	13.9%	58.9%	0.0%	0.5%
2018	121	62	200	3	3	389	31.1%	15.9%	51.4%	0.8%	0.8%
2019	112	65	270	3	1	451	24.8%	14.4%	59.9%	0.7%	0.2%
2020	127	55	242	1	2	427	29.7%	12.9%	56.7%	0.2%	0.5%
2021	114	49	170	1	0	334	34.1%	14.7%	50.9%	0.3%	0.0%
2022	95	40	118	2	0	255	37.3%	15.7%	46.3%	0.8%	0.0%
Totals	**12,666**	**10,350**	**19,555**	**905**	**58**	**43,534**	**29.1%**	**23.8%**	**44.9%**	**2.1%**	**0.1%**

Figure A.9. Market share by main span superstructure material for in-service bridges on city streets

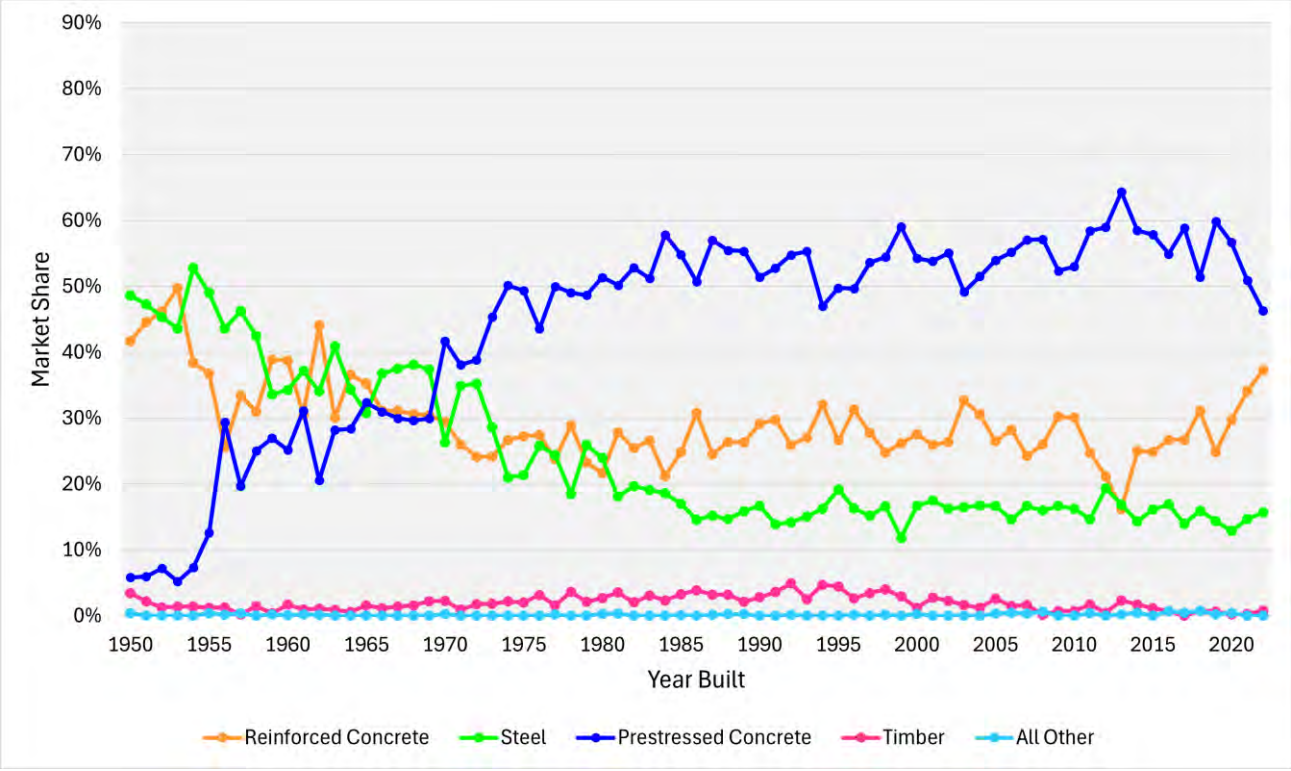


Table A.10. Market share by main span superstructure material for in-service bridges with less than 1000 ft² of deck area on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	498	1,385	97	265	2	2,247	22.2%	61.6%	4.3%	11.8%	0.1%
1951	93	207	13	67	0	380	24.5%	54.5%	3.4%	17.6%	0.0%
1952	149	244	33	113	0	539	27.6%	45.3%	6.1%	21.0%	0.0%
1953	133	218	24	114	0	489	27.2%	44.6%	4.9%	23.3%	0.0%
1954	174	232	41	111	0	558	31.2%	41.6%	7.4%	19.9%	0.0%
1955	246	503	68	142	1	960	25.6%	52.4%	7.1%	14.8%	0.1%
1956	165	240	128	122	0	655	25.2%	36.6%	19.5%	18.6%	0.0%
1957	185	234	72	111	3	605	30.6%	38.7%	11.9%	18.4%	0.5%
1958	222	249	70	136	2	679	32.7%	36.7%	10.3%	20.0%	0.3%
1959	168	255	61	90	1	575	29.2%	44.4%	10.6%	15.7%	0.2%
1960	469	1,047	213	314	2	2,045	22.9%	51.2%	10.4%	15.4%	0.1%
1961	175	287	83	77	1	623	28.1%	46.1%	13.3%	12.4%	0.2%
1962	210	284	121	82	1	698	30.1%	40.7%	17.3%	11.8%	0.1%
1963	150	322	101	123	0	696	21.6%	46.3%	14.5%	17.7%	0.0%
1964	172	280	110	105	0	667	25.8%	42.0%	16.5%	15.7%	0.0%
1965	379	627	274	222	1	1,503	25.2%	41.7%	18.2%	14.8%	0.1%
1966	186	236	128	125	0	675	27.6%	35.0%	19.0%	18.5%	0.0%
1967	183	241	119	112	0	655	27.9%	36.8%	18.2%	17.1%	0.0%
1968	213	281	190	119	0	803	26.5%	35.0%	23.7%	14.8%	0.0%
1969	158	224	139	94	1	616	25.7%	36.4%	22.6%	15.3%	0.2%
1970	432	683	372	196	1	1,684	25.7%	40.6%	22.1%	11.6%	0.1%
1971	174	198	140	75	0	587	29.6%	33.7%	23.9%	12.8%	0.0%
1972	174	224	176	99	2	675	25.8%	33.2%	26.1%	14.7%	0.3%
1973	166	255	190	90	0	701	23.7%	36.4%	27.1%	12.8%	0.0%
1974	179	270	250	92	0	791	22.6%	34.1%	31.6%	11.6%	0.0%
1975	237	450	346	147	2	1,182	20.1%	38.1%	29.3%	12.4%	0.2%
1976	168	253	250	94	3	768	21.9%	32.9%	32.6%	12.2%	0.4%
1977	181	224	289	96	2	792	22.9%	28.3%	36.5%	12.1%	0.3%
1978	192	279	265	114	0	850	22.6%	32.8%	31.2%	13.4%	0.0%
1979	134	250	246	106	0	736	18.2%	34.0%	33.4%	14.4%	0.0%
1980	156	410	269	142	3	980	15.9%	41.8%	27.5%	14.5%	0.3%
1981	110	263	170	61	0	604	18.2%	43.5%	28.2%	10.1%	0.0%
1982	122	313	192	91	2	720	16.9%	43.5%	26.7%	12.6%	0.3%
1983	143	289	239	81	2	754	19.0%	38.3%	31.7%	10.7%	0.3%
1984	163	303	250	88	1	805	20.3%	37.6%	31.1%	10.9%	0.1%
1985	149	354	225	115	1	844	17.7%	41.9%	26.7%	13.6%	0.1%
1986	157	331	191	112	2	793	19.8%	41.7%	24.1%	14.1%	0.3%
1987	139	384	212	118	2	855	16.3%	44.9%	24.8%	13.8%	0.2%
1988	174	414	260	98	2	948	18.4%	43.7%	27.4%	10.3%	0.2%
1989	149	425	250	107	0	931	16.0%	45.7%	26.9%	11.5%	0.0%
1990	228	490	314	138	3	1,173	19.4%	41.8%	26.8%	11.8%	0.3%
1991	217	465	339	142	0	1,163	18.7%	40.0%	29.2%	12.2%	0.0%
1992	193	431	262	122	0	1,008	19.2%	42.8%	26.0%	12.1%	0.0%
1993	193	359	252	112	0	916	21.1%	39.2%	27.5%	12.2%	0.0%
1994	192	404	209	97	1	903	21.3%	44.7%	23.2%	10.7%	0.1%
1995	214	466	210	100	0	990	21.6%	47.1%	21.2%	10.1%	0.0%
1996	207	421	176	78	1	883	23.4%	47.7%	19.9%	8.8%	0.1%
1997	248	437	214	93	2	994	25.0%	44.0%	21.5%	9.4%	0.2%
1998	225	434	182	78	4	923	24.4%	47.0%	19.7%	8.5%	0.4%
1999	224	461	194	68	2	949	23.6%	48.6%	20.4%	7.2%	0.2%
2000	232	475	168	72	3	950	24.4%	50.0%	17.7%	7.6%	0.3%
2001	218	499	152	54	0	923	23.6%	54.1%	16.5%	5.9%	0.0%

Table A.10. Market share by main span superstructure material for in-service bridges with less than 1000 ft² of deck area on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	188	415	155	59	2	819	23.0%	50.7%	18.9%	7.2%	0.2%
2003	185	400	165	54	2	806	23.0%	49.6%	20.5%	6.7%	0.3%
2004	191	372	127	52	3	745	25.6%	49.9%	17.1%	7.0%	0.4%
2005	186	367	145	40	0	738	25.2%	49.7%	19.7%	5.4%	0.0%
2006	156	347	95	49	0	647	24.1%	53.6%	14.7%	7.6%	0.0%
2007	159	298	130	33	2	622	25.6%	47.9%	20.9%	5.3%	0.3%
2008	157	234	125	26	1	543	28.9%	43.1%	23.0%	4.8%	0.2%
2009	160	261	114	31	2	568	28.2%	46.0%	20.1%	5.5%	0.4%
2010	162	257	107	28	1	555	29.2%	46.3%	19.3%	5.1%	0.2%
2011	120	272	89	44	2	527	22.8%	51.6%	16.9%	8.4%	0.4%
2012	133	282	108	35	0	558	23.8%	50.5%	19.4%	6.3%	0.0%
2013	110	193	72	27	1	403	27.3%	47.9%	17.9%	6.7%	0.3%
2014	115	169	91	23	3	401	28.7%	42.1%	22.7%	5.7%	0.8%
2015	141	186	78	21	0	426	33.1%	43.7%	18.3%	4.9%	0.0%
2016	99	207	82	20	2	410	24.2%	50.5%	20.0%	4.9%	0.5%
2017	124	196	83	19	2	424	29.3%	46.2%	19.6%	4.5%	0.5%
2018	87	169	62	24	0	342	25.4%	49.4%	18.1%	7.0%	0.0%
2019	104	146	84	18	2	354	29.4%	41.2%	23.7%	5.1%	0.6%
2020	104	109	82	12	3	310	33.6%	35.2%	26.5%	3.9%	1.0%
2021	101	117	77	9	2	306	33.0%	38.2%	25.2%	2.9%	0.7%
2022	64	84	61	9	3	221	29.0%	38.0%	27.6%	4.1%	1.4%
Totals	**13,264**	**24,591**	**11,671**	**6,553**	**89**	**56,168**	**23.6%**	**43.8%**	**20.8%**	**11.7%**	**0.2%**

Figure A.10. Market share by main span superstructure material for in-service bridges with less than 1000 ft² of deck area on all roadway systems

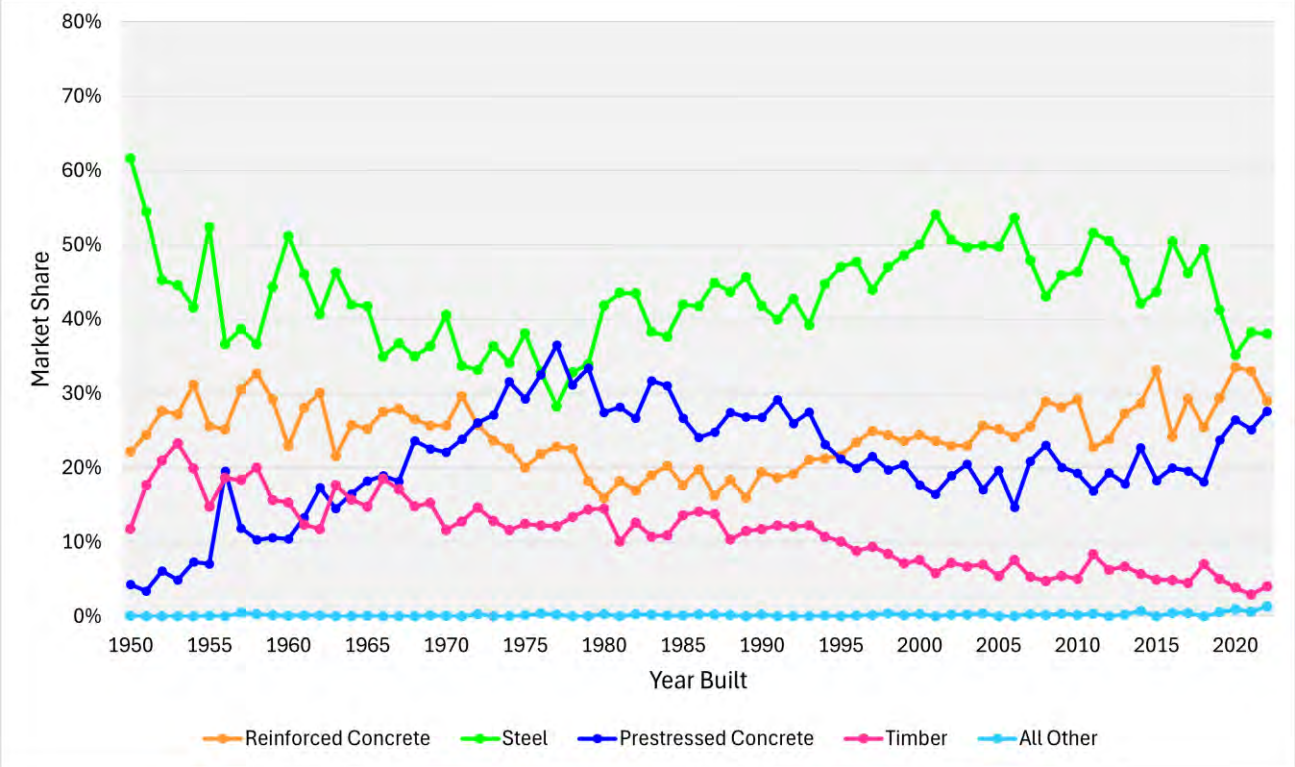


Table A.11. Market share by main span superstructure material for in-service bridges with 1000 to 2000 ft² of deck area on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	394	547	73	140	1	1,155	34.1%	47.4%	6.3%	12.1%	0.1%
1951	154	175	27	32	0	388	39.7%	45.1%	7.0%	8.3%	0.0%
1952	196	200	38	62	0	496	39.5%	40.3%	7.7%	12.5%	0.0%
1953	218	156	23	53	1	451	48.3%	34.6%	5.1%	11.8%	0.2%
1954	281	201	35	59	0	576	48.8%	34.9%	6.1%	10.2%	0.0%
1955	415	351	73	93	0	932	44.5%	37.7%	7.8%	10.0%	0.0%
1956	299	241	108	52	0	700	42.7%	34.4%	15.4%	7.4%	0.0%
1957	328	192	117	80	1	718	45.7%	26.7%	16.3%	11.1%	0.1%
1958	342	186	172	66	0	766	44.7%	24.3%	22.5%	8.6%	0.0%
1959	319	198	132	58	0	707	45.1%	28.0%	18.7%	8.2%	0.0%
1960	587	486	330	134	0	1,537	38.2%	31.6%	21.5%	8.7%	0.0%
1961	325	187	242	51	1	806	40.3%	23.2%	30.0%	6.3%	0.1%
1962	396	197	233	54	0	880	45.0%	22.4%	26.5%	6.1%	0.0%
1963	299	167	265	51	0	782	38.2%	21.4%	33.9%	6.5%	0.0%
1964	297	205	258	57	1	818	36.3%	25.1%	31.5%	7.0%	0.1%
1965	499	383	384	116	0	1,382	36.1%	27.7%	27.8%	8.4%	0.0%
1966	271	205	280	72	0	828	32.7%	24.8%	33.8%	8.7%	0.0%
1967	348	198	262	82	0	890	39.1%	22.3%	29.4%	9.2%	0.0%
1968	302	227	278	62	0	869	34.8%	26.1%	32.0%	7.1%	0.0%
1969	248	185	284	58	1	776	32.0%	23.8%	36.6%	7.5%	0.1%
1970	461	355	492	114	2	1,424	32.4%	24.9%	34.6%	8.0%	0.1%
1971	230	179	247	38	0	694	33.1%	25.8%	35.6%	5.5%	0.0%
1972	229	198	349	35	0	811	28.2%	24.4%	43.0%	4.3%	0.0%
1973	231	200	374	50	1	856	27.0%	23.4%	43.7%	5.8%	0.1%
1974	271	195	402	45	0	913	29.7%	21.4%	44.0%	4.9%	0.0%
1975	383	285	468	78	1	1,215	31.5%	23.5%	38.5%	6.4%	0.1%
1976	236	234	394	43	4	911	25.9%	25.7%	43.3%	4.7%	0.4%
1977	231	198	445	64	5	943	24.5%	21.0%	47.2%	6.8%	0.5%
1978	271	229	541	72	0	1,113	24.4%	20.6%	48.6%	6.5%	0.0%
1979	192	190	433	50	0	865	22.2%	22.0%	50.1%	5.8%	0.0%
1980	244	249	579	75	2	1,149	21.2%	21.7%	50.4%	6.5%	0.2%
1981	213	227	520	45	1	1,006	21.2%	22.6%	51.7%	4.5%	0.1%
1982	229	255	577	72	0	1,133	20.2%	22.5%	50.9%	6.4%	0.0%
1983	205	248	589	47	0	1,089	18.8%	22.8%	54.1%	4.3%	0.0%
1984	276	223	690	47	0	1,236	22.3%	18.0%	55.8%	3.8%	0.0%
1985	254	295	672	70	1	1,292	19.7%	22.8%	52.0%	5.4%	0.1%
1986	263	257	592	68	1	1,181	22.3%	21.8%	50.1%	5.8%	0.1%
1987	233	302	668	77	2	1,282	18.2%	23.6%	52.1%	6.0%	0.2%
1988	233	292	647	71	3	1,246	18.7%	23.4%	51.9%	5.7%	0.2%
1989	272	360	619	65	4	1,320	20.6%	27.3%	46.9%	4.9%	0.3%
1990	299	388	644	79	1	1,411	21.2%	27.5%	45.6%	5.6%	0.1%
1991	279	375	715	80	1	1,450	19.2%	25.9%	49.3%	5.5%	0.1%
1992	256	343	666	71	1	1,337	19.2%	25.7%	49.8%	5.3%	0.1%
1993	286	350	595	95	2	1,328	21.5%	26.4%	44.8%	7.2%	0.2%
1994	252	362	602	83	0	1,299	19.4%	27.9%	46.3%	6.4%	0.0%
1995	253	359	540	70	1	1,223	20.7%	29.4%	44.2%	5.7%	0.1%
1996	292	383	604	63	1	1,343	21.7%	28.5%	45.0%	4.7%	0.1%
1997	287	389	630	90	0	1,396	20.6%	27.9%	45.1%	6.5%	0.0%
1998	259	324	572	48	0	1,203	21.5%	26.9%	47.6%	4.0%	0.0%
1999	307	372	572	40	3	1,294	23.7%	28.8%	44.2%	3.1%	0.2%
2000	252	396	559	33	0	1,240	20.3%	31.9%	45.1%	2.7%	0.0%
2001	255	356	528	46	2	1,187	21.5%	30.0%	44.5%	3.9%	0.2%

Table A.11. Market share by main span superstructure material for in-service bridges with 1000 to 2000 ft² of deck area on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	275	405	520	54	0	1,254	21.9%	32.3%	41.5%	4.3%	0.0%
2003	297	388	532	34	1	1,252	23.7%	31.0%	42.5%	2.7%	0.1%
2004	269	346	499	34	1	1,149	23.4%	30.1%	43.4%	3.0%	0.1%
2005	261	329	546	16	0	1,152	22.7%	28.6%	47.4%	1.4%	0.0%
2006	210	322	468	26	1	1,027	20.5%	31.4%	45.6%	2.5%	0.1%
2007	198	269	450	21	4	942	21.0%	28.6%	47.8%	2.2%	0.4%
2008	197	257	392	13	2	861	22.9%	29.9%	45.5%	1.5%	0.2%
2009	219	260	416	25	1	921	23.8%	28.2%	45.2%	2.7%	0.1%
2010	209	263	492	24	0	988	21.2%	26.6%	49.8%	2.4%	0.0%
2011	185	256	404	25	4	874	21.2%	29.3%	46.2%	2.9%	0.5%
2012	186	236	487	17	1	927	20.1%	25.5%	52.5%	1.8%	0.1%
2013	149	234	440	20	0	843	17.7%	27.8%	52.2%	2.4%	0.0%
2014	192	217	447	7	1	864	22.2%	25.1%	51.7%	0.8%	0.1%
2015	176	199	513	19	1	908	19.4%	21.9%	56.5%	2.1%	0.1%
2016	192	220	477	18	3	910	21.1%	24.2%	52.4%	2.0%	0.3%
2017	184	222	512	7	3	928	19.8%	23.9%	55.2%	0.8%	0.3%
2018	173	229	376	16	2	796	21.7%	28.8%	47.2%	2.0%	0.3%
2019	184	200	373	13	0	770	23.9%	26.0%	48.4%	1.7%	0.0%
2020	204	188	332	9	4	737	27.7%	25.5%	45.1%	1.2%	0.5%
2021	164	168	318	6	0	656	25.0%	25.6%	48.5%	0.9%	0.0%
2022	152	140	183	10	4	489	31.1%	28.6%	37.4%	2.0%	0.8%
Totals	**19,228**	**19,603**	**30,316**	**3,870**	**78**	**73,095**	**26.3%**	**26.8%**	**41.5%**	**5.3%**	**0.1%**

Figure A.11. Market share by main span superstructure material for in-service bridges with 1000 to 2000 ft² of deck area on all roadway systems

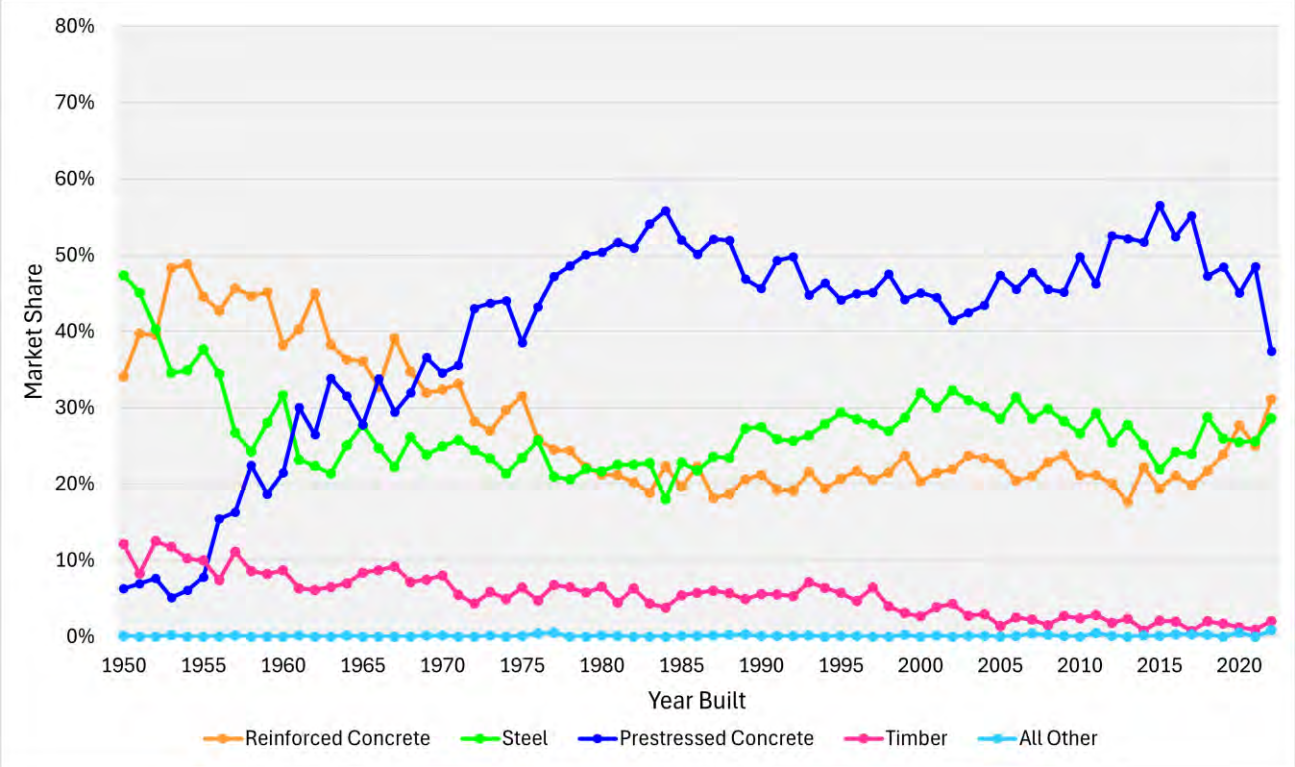


Table A.12. Market share by main span superstructure material for in-service bridges with 2000 to 4000 ft² of deck area on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	453	382	21	44	2	902	50.2%	42.4%	2.3%	4.9%	0.2%
1951	257	204	11	20	0	492	52.2%	41.5%	2.2%	4.1%	0.0%
1952	351	221	23	21	0	616	57.0%	35.9%	3.7%	3.4%	0.0%
1953	379	203	15	18	0	615	61.6%	33.0%	2.4%	2.9%	0.0%
1954	437	308	31	32	0	808	54.1%	38.1%	3.8%	4.0%	0.0%
1955	566	296	53	31	0	946	59.8%	31.3%	5.6%	3.3%	0.0%
1956	548	336	88	17	1	990	55.4%	33.9%	8.9%	1.7%	0.1%
1957	609	289	151	23	0	1,072	56.8%	27.0%	14.1%	2.2%	0.0%
1958	693	205	162	24	1	1,085	63.9%	18.9%	14.9%	2.2%	0.1%
1959	726	240	153	18	1	1,138	63.8%	21.1%	13.4%	1.6%	0.1%
1960	918	304	236	47	1	1,506	61.0%	20.2%	15.7%	3.1%	0.1%
1961	658	254	221	11	1	1,145	57.5%	22.2%	19.3%	1.0%	0.1%
1962	767	237	226	18	1	1,249	61.4%	19.0%	18.1%	1.4%	0.1%
1963	614	222	255	18	1	1,110	55.3%	20.0%	23.0%	1.6%	0.1%
1964	683	274	239	19	0	1,215	56.2%	22.6%	19.7%	1.6%	0.0%
1965	745	315	340	33	0	1,433	52.0%	22.0%	23.7%	2.3%	0.0%
1966	613	231	272	16	0	1,132	54.2%	20.4%	24.0%	1.4%	0.0%
1967	703	234	279	32	1	1,249	56.3%	18.7%	22.3%	2.6%	0.1%
1968	637	228	308	26	0	1,199	53.1%	19.0%	25.7%	2.2%	0.0%
1969	500	183	291	23	0	997	50.2%	18.4%	29.2%	2.3%	0.0%
1970	614	239	446	48	0	1,347	45.6%	17.7%	33.1%	3.6%	0.0%
1971	440	185	275	29	0	929	47.4%	19.9%	29.6%	3.1%	0.0%
1972	433	182	386	17	0	1,018	42.5%	17.9%	37.9%	1.7%	0.0%
1973	404	171	372	32	0	979	41.3%	17.5%	38.0%	3.3%	0.0%
1974	430	166	395	23	0	1,014	42.4%	16.4%	39.0%	2.3%	0.0%
1975	521	194	475	27	2	1,219	42.7%	15.9%	39.0%	2.2%	0.2%
1976	435	169	434	29	0	1,067	40.8%	15.8%	40.7%	2.7%	0.0%
1977	437	134	449	58	0	1,078	40.5%	12.4%	41.7%	5.4%	0.0%
1978	468	149	518	62	0	1,197	39.1%	12.5%	43.3%	5.2%	0.0%
1979	405	141	465	40	0	1,051	38.5%	13.4%	44.2%	3.8%	0.0%
1980	452	170	483	35	0	1,140	39.7%	14.9%	42.4%	3.1%	0.0%
1981	434	134	479	32	1	1,080	40.2%	12.4%	44.4%	3.0%	0.1%
1982	393	129	501	30	0	1,053	37.3%	12.3%	47.6%	2.9%	0.0%
1983	499	112	623	21	0	1,255	39.8%	8.9%	49.6%	1.7%	0.0%
1984	492	145	645	29	0	1,311	37.5%	11.1%	49.2%	2.2%	0.0%
1985	514	144	726	39	2	1,425	36.1%	10.1%	51.0%	2.7%	0.1%
1986	477	155	652	31	1	1,316	36.3%	11.8%	49.5%	2.4%	0.1%
1987	480	166	671	26	0	1,343	35.7%	12.4%	50.0%	1.9%	0.0%
1988	456	188	670	29	1	1,344	33.9%	14.0%	49.9%	2.2%	0.1%
1989	419	151	681	25	3	1,279	32.8%	11.8%	53.2%	2.0%	0.2%
1990	495	181	702	19	0	1,397	35.4%	13.0%	50.3%	1.4%	0.0%
1991	454	191	678	40	0	1,363	33.3%	14.0%	49.7%	2.9%	0.0%
1992	422	174	700	36	1	1,333	31.7%	13.1%	52.5%	2.7%	0.1%
1993	399	138	719	24	1	1,281	31.2%	10.8%	56.1%	1.9%	0.1%
1994	399	142	640	21	1	1,203	33.2%	11.8%	53.2%	1.8%	0.1%
1995	440	141	639	26	0	1,246	35.3%	11.3%	51.3%	2.1%	0.0%
1996	449	151	595	21	1	1,217	36.9%	12.4%	48.9%	1.7%	0.1%
1997	458	157	705	19	0	1,339	34.2%	11.7%	52.7%	1.4%	0.0%
1998	397	155	641	22	0	1,215	32.7%	12.8%	52.8%	1.8%	0.0%
1999	415	145	648	19	0	1,227	33.8%	11.8%	52.8%	1.6%	0.0%
2000	381	152	580	4	0	1,117	34.1%	13.6%	51.9%	0.4%	0.0%
2001	359	153	556	9	1	1,078	33.3%	14.2%	51.6%	0.8%	0.1%

Table A.12.Market share by main span superstructure material for in-service bridges with 2000 to 4000 ft² of deck area on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	375	166	623	16	0	1,180	31.8%	14.1%	52.8%	1.4%	0.0%
2003	401	161	634	14	0	1,210	33.1%	13.3%	52.4%	1.2%	0.0%
2004	361	146	628	12	1	1,148	31.5%	12.7%	54.7%	1.1%	0.1%
2005	291	122	623	9	1	1,046	27.8%	11.7%	59.6%	0.9%	0.1%
2006	321	123	678	11	1	1,134	28.3%	10.9%	59.8%	1.0%	0.1%
2007	304	115	548	12	0	979	31.1%	11.8%	56.0%	1.2%	0.0%
2008	237	116	511	6	1	871	27.2%	13.3%	58.7%	0.7%	0.1%
2009	264	126	575	6	2	973	27.1%	13.0%	59.1%	0.6%	0.2%
2010	277	116	651	6	0	1,050	26.4%	11.1%	62.0%	0.6%	0.0%
2011	302	126	704	4	2	1,138	26.5%	11.1%	61.9%	0.4%	0.2%
2012	250	98	657	7	1	1,013	24.7%	9.7%	64.9%	0.7%	0.1%
2013	242	122	604	3	1	972	24.9%	12.6%	62.1%	0.3%	0.1%
2014	236	103	642	4	1	986	23.9%	10.5%	65.1%	0.4%	0.1%
2015	255	128	560	10	0	953	26.8%	13.4%	58.8%	1.1%	0.0%
2016	240	131	561	6	1	939	25.6%	14.0%	59.7%	0.6%	0.1%
2017	269	112	581	2	0	964	27.9%	11.6%	60.3%	0.2%	0.0%
2018	236	90	603	3	1	933	25.3%	9.7%	64.6%	0.3%	0.1%
2019	241	103	470	4	0	818	29.5%	12.6%	57.5%	0.5%	0.0%
2020	264	119	443	5	3	834	31.7%	14.3%	53.1%	0.6%	0.4%
2021	229	97	373	4	1	704	32.5%	13.8%	53.0%	0.6%	0.1%
2022	129	89	228	1	3	450	28.7%	19.8%	50.7%	0.2%	0.7%
Totals	**31,852**	**12,779**	**33,421**	**1,558**	**45**	**79,655**	**40.0%**	**16.0%**	**42.0%**	**2.0%**	**0.1%**

Figure A.12. Market share by main span superstructure material for in-service bridges with 2000 to 4000 ft² of deck area on all roadway systems

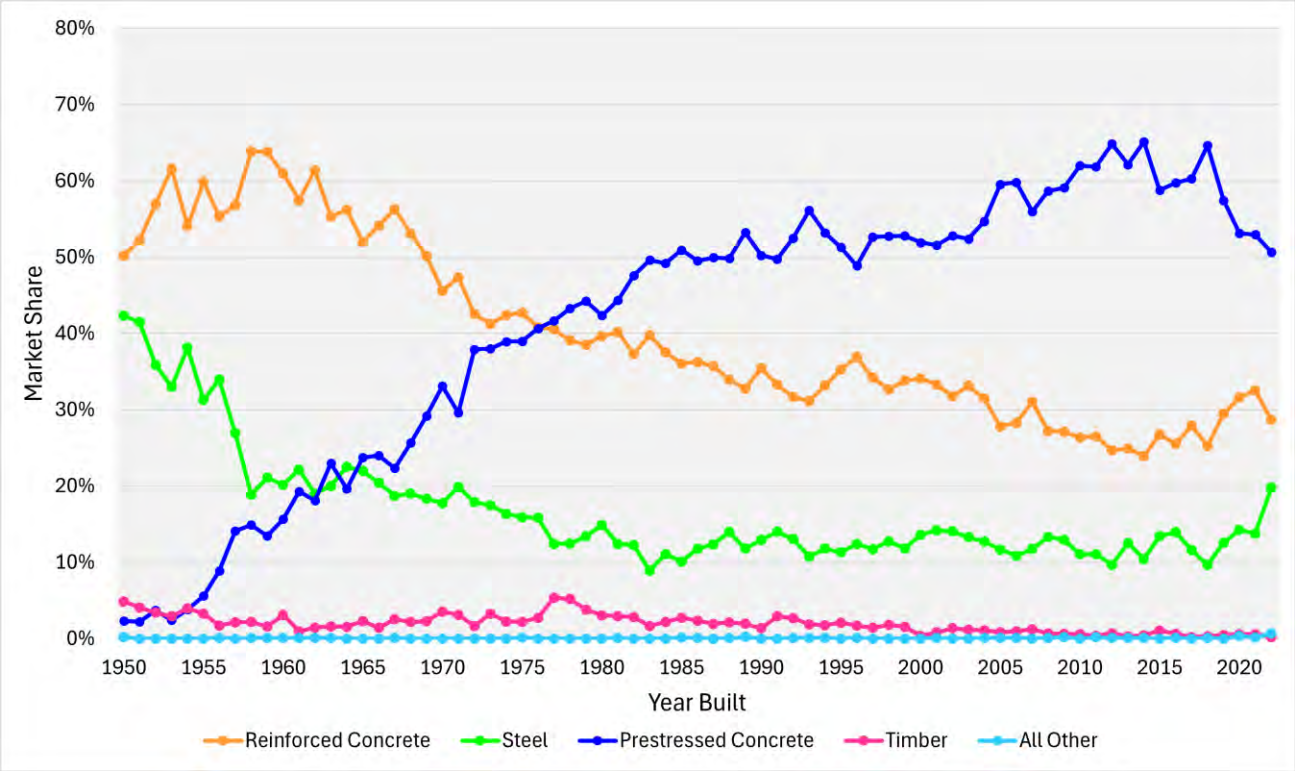


Table A.13. Market share by main span superstructure material for in-service bridges with 4000 to 8000 ft² of deck area on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	211	340	33	7	0	591	35.7%	57.5%	5.6%	1.2%	0.0%
1951	165	216	5	2	0	388	42.5%	55.7%	1.3%	0.5%	0.0%
1952	239	262	15	6	0	522	45.8%	50.2%	2.9%	1.2%	0.0%
1953	327	271	14	7	0	619	52.8%	43.8%	2.3%	1.1%	0.0%
1954	331	578	25	8	1	943	35.1%	61.3%	2.7%	0.9%	0.1%
1955	365	447	33	8	1	854	42.7%	52.3%	3.9%	0.9%	0.1%
1956	456	721	57	1	0	1,235	36.9%	58.4%	4.6%	0.1%	0.0%
1957	550	510	93	11	0	1,164	47.3%	43.8%	8.0%	1.0%	0.0%
1958	778	537	303	4	0	1,622	48.0%	33.1%	18.7%	0.3%	0.0%
1959	890	568	333	2	0	1,793	49.6%	31.7%	18.6%	0.1%	0.0%
1960	765	662	405	6	1	1,839	41.6%	36.0%	22.0%	0.3%	0.1%
1961	597	601	328	3	0	1,529	39.1%	39.3%	21.5%	0.2%	0.0%
1962	657	700	434	3	0	1,794	36.6%	39.0%	24.2%	0.2%	0.0%
1963	783	842	531	1	0	2,157	36.3%	39.0%	24.6%	0.1%	0.0%
1964	797	844	483	2	0	2,126	37.5%	39.7%	22.7%	0.1%	0.0%
1965	871	947	640	9	0	2,467	35.3%	38.4%	25.9%	0.4%	0.0%
1966	768	753	605	6	0	2,132	36.0%	35.3%	28.4%	0.3%	0.0%
1967	752	721	520	11	0	2,004	37.5%	36.0%	26.0%	0.6%	0.0%
1968	664	816	658	16	0	2,154	30.8%	37.9%	30.6%	0.7%	0.0%
1969	588	677	547	12	0	1,824	32.2%	37.1%	30.0%	0.7%	0.0%
1970	539	591	646	8	0	1,784	30.2%	33.1%	36.2%	0.5%	0.0%
1971	455	541	553	9	0	1,558	29.2%	34.7%	35.5%	0.6%	0.0%
1972	400	551	615	13	0	1,579	25.3%	34.9%	39.0%	0.8%	0.0%
1973	319	464	541	9	0	1,333	23.9%	34.8%	40.6%	0.7%	0.0%
1974	329	407	455	1	0	1,192	27.6%	34.1%	38.2%	0.1%	0.0%
1975	351	346	557	7	0	1,261	27.8%	27.4%	44.2%	0.6%	0.0%
1976	337	331	531	6	0	1,205	28.0%	27.5%	44.1%	0.5%	0.0%
1977	239	270	432	6	0	947	25.2%	28.5%	45.6%	0.6%	0.0%
1978	251	268	533	9	0	1,061	23.7%	25.3%	50.2%	0.9%	0.0%
1979	297	246	528	6	0	1,077	27.6%	22.8%	49.0%	0.6%	0.0%
1980	306	274	506	7	0	1,093	28.0%	25.1%	46.3%	0.6%	0.0%
1981	209	235	444	4	0	892	23.4%	26.4%	49.8%	0.5%	0.0%
1982	207	179	478	1	0	865	23.9%	20.7%	55.3%	0.1%	0.0%
1983	233	189	510	3	0	935	24.9%	20.2%	54.6%	0.3%	0.0%
1984	270	218	635	3	1	1,127	24.0%	19.3%	56.3%	0.3%	0.1%
1985	283	205	698	8	0	1,194	23.7%	17.2%	58.5%	0.7%	0.0%
1986	311	213	632	3	2	1,161	26.8%	18.4%	54.4%	0.3%	0.2%
1987	247	258	650	0	0	1,155	21.4%	22.3%	56.3%	0.0%	0.0%
1988	236	219	727	3	0	1,185	19.9%	18.5%	61.4%	0.3%	0.0%
1989	241	219	630	4	0	1,094	22.0%	20.0%	57.6%	0.4%	0.0%
1990	276	234	664	1	0	1,175	23.5%	19.9%	56.5%	0.1%	0.0%
1991	229	194	712	1	0	1,136	20.2%	17.1%	62.7%	0.1%	0.0%
1992	253	183	662	2	0	1,100	23.0%	16.6%	60.2%	0.2%	0.0%
1993	209	197	685	7	0	1,098	19.0%	17.9%	62.4%	0.6%	0.0%
1994	276	171	603	3	1	1,054	26.2%	16.2%	57.2%	0.3%	0.1%
1995	226	150	597	4	0	977	23.1%	15.4%	61.1%	0.4%	0.0%
1996	282	174	682	4	0	1,142	24.7%	15.2%	59.7%	0.4%	0.0%
1997	218	168	638	4	0	1,028	21.2%	16.3%	62.1%	0.4%	0.0%
1998	227	143	632	5	0	1,007	22.5%	14.2%	62.8%	0.5%	0.0%
1999	246	133	650	3	0	1,032	23.8%	12.9%	63.0%	0.3%	0.0%
2000	235	137	775	3	0	1,150	20.4%	11.9%	67.4%	0.3%	0.0%
2001	238	158	632	2	0	1,030	23.1%	15.3%	61.4%	0.2%	0.0%

Table A.13.Market share by main span superstructure material for in-service bridges with 4000 to 8000 ft² of deck area on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	215	165	642	1	0	1,023	21.0%	16.1%	62.8%	0.1%	0.0%
2003	260	169	652	3	0	1,084	24.0%	15.6%	60.2%	0.3%	0.0%
2004	255	167	651	2	0	1,075	23.7%	15.5%	60.6%	0.2%	0.0%
2005	214	146	679	3	0	1,042	20.5%	14.0%	65.2%	0.3%	0.0%
2006	186	154	676	0	0	1,016	18.3%	15.2%	66.5%	0.0%	0.0%
2007	158	137	555	2	0	852	18.5%	16.1%	65.1%	0.2%	0.0%
2008	176	127	601	2	1	907	19.4%	14.0%	66.3%	0.2%	0.1%
2009	154	130	584	3	0	871	17.7%	14.9%	67.1%	0.3%	0.0%
2010	156	150	566	1	0	873	17.9%	17.2%	64.8%	0.1%	0.0%
2011	126	138	597	1	3	865	14.6%	16.0%	69.0%	0.1%	0.4%
2012	147	140	630	2	0	919	16.0%	15.2%	68.6%	0.2%	0.0%
2013	143	141	559	0	0	843	17.0%	16.7%	66.3%	0.0%	0.0%
2014	159	114	478	0	0	751	21.2%	15.2%	63.7%	0.0%	0.0%
2015	154	131	558	1	0	844	18.3%	15.5%	66.1%	0.1%	0.0%
2016	158	105	477	1	1	742	21.3%	14.2%	64.3%	0.1%	0.1%
2017	131	123	487	1	2	744	17.6%	16.5%	65.5%	0.1%	0.3%
2018	115	83	501	0	1	700	16.4%	11.9%	71.6%	0.0%	0.1%
2019	120	100	480	0	2	702	17.1%	14.3%	68.4%	0.0%	0.3%
2020	142	98	403	0	0	643	22.1%	15.2%	62.7%	0.0%	0.0%
2021	125	82	315	2	2	526	23.8%	15.6%	59.9%	0.4%	0.4%
2022	96	62	222	0	2	382	25.1%	16.2%	58.1%	0.0%	0.5%
Totals	**23,919**	**22,941**	**36,608**	**299**	**21**	**83,788**	**28.5%**	**27.4%**	**43.7%**	**0.4%**	**0.0%**

Figure A.13. Market share by main span superstructure material for in-service bridges with 4000 to 8000 ft² of deck area on all roadway systems

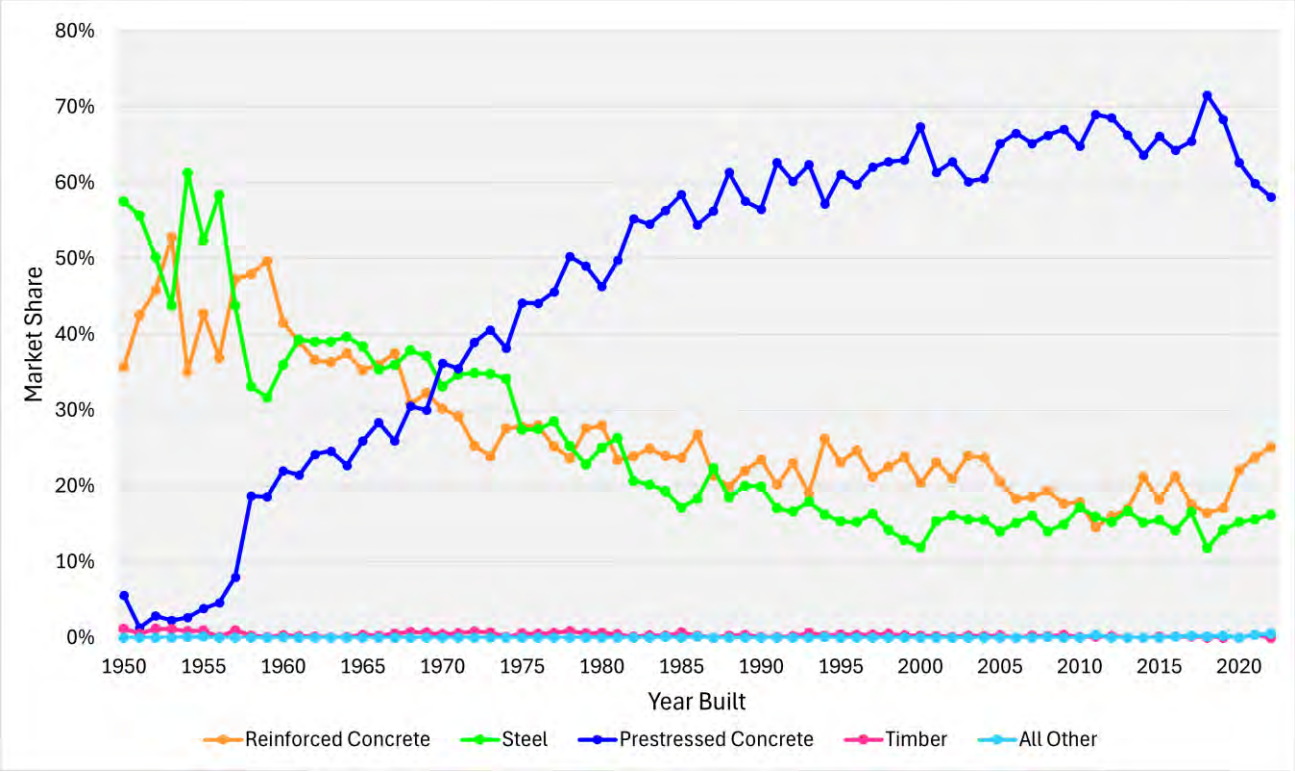


Table A.14. Market share by main span superstructure material for in-service bridges with greater than 8000 ft² of deck area on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	121	400	22	0	2	545	22.2%	73.4%	4.0%	0.0%	0.4%
1951	102	278	7	1	0	388	26.3%	71.7%	1.8%	0.3%	0.0%
1952	135	275	8	2	0	420	32.1%	65.5%	1.9%	0.5%	0.0%
1953	191	442	13	4	0	650	29.4%	68.0%	2.0%	0.6%	0.0%
1954	214	643	23	0	0	880	24.3%	73.1%	2.6%	0.0%	0.0%
1955	183	517	18	0	0	718	25.5%	72.0%	2.5%	0.0%	0.0%
1956	260	693	38	0	0	991	26.2%	69.9%	3.8%	0.0%	0.0%
1957	288	769	67	5	0	1,129	25.5%	68.1%	5.9%	0.4%	0.0%
1958	407	1,054	291	0	1	1,753	23.2%	60.1%	16.6%	0.0%	0.1%
1959	436	935	315	1	0	1,687	25.8%	55.4%	18.7%	0.1%	0.0%
1960	465	1,105	371	2	0	1,943	23.9%	56.9%	19.1%	0.1%	0.0%
1961	402	988	373	0	0	1,763	22.8%	56.0%	21.2%	0.0%	0.0%
1962	528	1,146	362	1	0	2,037	25.9%	56.3%	17.8%	0.1%	0.0%
1963	532	1,429	489	2	0	2,452	21.7%	58.3%	19.9%	0.1%	0.0%
1964	574	1,380	462	0	0	2,416	23.8%	57.1%	19.1%	0.0%	0.0%
1965	611	1,289	594	1	0	2,495	24.5%	51.7%	23.8%	0.0%	0.0%
1966	528	1,353	569	1	0	2,451	21.5%	55.2%	23.2%	0.0%	0.0%
1967	601	1,367	702	1	0	2,671	22.5%	51.2%	26.3%	0.0%	0.0%
1968	472	1,510	736	2	0	2,720	17.4%	55.5%	27.1%	0.1%	0.0%
1969	441	1,390	717	0	0	2,548	17.3%	54.6%	28.1%	0.0%	0.0%
1970	500	1,464	809	0	0	2,773	18.0%	52.8%	29.2%	0.0%	0.0%
1971	361	1,343	953	0	0	2,657	13.6%	50.6%	35.9%	0.0%	0.0%
1972	345	1,310	896	0	2	2,553	13.5%	51.3%	35.1%	0.0%	0.1%
1973	229	1,152	890	1	0	2,272	10.1%	50.7%	39.2%	0.0%	0.0%
1974	228	1,065	787	1	0	2,081	11.0%	51.2%	37.8%	0.1%	0.0%
1975	253	928	850	0	0	2,031	12.5%	45.7%	41.9%	0.0%	0.0%
1976	219	978	815	1	0	2,013	10.9%	48.6%	40.5%	0.1%	0.0%
1977	161	739	593	1	0	1,494	10.8%	49.5%	39.7%	0.1%	0.0%
1978	117	591	671	0	0	1,379	8.5%	42.9%	48.7%	0.0%	0.0%
1979	125	638	572	1	0	1,336	9.4%	47.8%	42.8%	0.1%	0.0%
1980	136	674	712	0	0	1,522	8.9%	44.3%	46.8%	0.0%	0.0%
1981	150	663	691	0	0	1,504	10.0%	44.1%	45.9%	0.0%	0.0%
1982	91	478	612	0	0	1,181	7.7%	40.5%	51.8%	0.0%	0.0%
1983	95	458	689	0	0	1,242	7.7%	36.9%	55.5%	0.0%	0.0%
1984	105	471	726	0	0	1,302	8.1%	36.2%	55.8%	0.0%	0.0%
1985	130	531	785	0	0	1,446	9.0%	36.7%	54.3%	0.0%	0.0%
1986	112	464	883	1	1	1,461	7.7%	31.8%	60.4%	0.1%	0.1%
1987	117	496	910	1	0	1,524	7.7%	32.6%	59.7%	0.1%	0.0%
1988	115	492	1,007	0	0	1,614	7.1%	30.5%	62.4%	0.0%	0.0%
1989	95	557	954	0	0	1,606	5.9%	34.7%	59.4%	0.0%	0.0%
1990	116	590	975	1	0	1,682	6.9%	35.1%	58.0%	0.1%	0.0%
1991	107	522	830	0	0	1,459	7.3%	35.8%	56.9%	0.0%	0.0%
1992	118	476	937	1	0	1,532	7.7%	31.1%	61.2%	0.1%	0.0%
1993	109	434	971	4	0	1,518	7.2%	28.6%	64.0%	0.3%	0.0%
1994	118	462	974	0	0	1,554	7.6%	29.7%	62.7%	0.0%	0.0%
1995	103	432	946	2	0	1,483	7.0%	29.1%	63.8%	0.1%	0.0%
1996	111	411	1,084	1	0	1,607	6.9%	25.6%	67.5%	0.1%	0.0%
1997	106	418	994	1	0	1,519	7.0%	27.5%	65.4%	0.1%	0.0%
1998	106	426	973	0	0	1,505	7.0%	28.3%	64.7%	0.0%	0.0%
1999	104	433	1,052	0	0	1,589	6.5%	27.3%	66.2%	0.0%	0.0%
2000	118	421	1,150	1	1	1,691	7.0%	24.9%	68.0%	0.1%	0.1%
2001	87	476	998	0	1	1,562	5.6%	30.5%	63.9%	0.0%	0.1%

Table A.14.Market share by main span superstructure material for in-service bridges with greater than 8000 ft² of deck area on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	92	492	1,077	0	0	1,661	5.5%	29.6%	64.8%	0.0%	0.0%
2003	106	464	1,149	1	0	1,720	6.2%	27.0%	66.8%	0.1%	0.0%
2004	102	487	1,157	0	0	1,746	5.8%	27.9%	66.3%	0.0%	0.0%
2005	85	494	1,130	3	1	1,713	5.0%	28.8%	66.0%	0.2%	0.1%
2006	94	522	1,202	0	1	1,819	5.2%	28.7%	66.1%	0.0%	0.1%
2007	101	418	1,059	0	2	1,580	6.4%	26.5%	67.0%	0.0%	0.1%
2008	68	410	1,173	3	1	1,655	4.1%	24.8%	70.9%	0.2%	0.1%
2009	68	365	1,028	0	0	1,461	4.7%	25.0%	70.4%	0.0%	0.0%
2010	97	380	956	0	1	1,434	6.8%	26.5%	66.7%	0.0%	0.1%
2011	74	329	925	0	2	1,330	5.6%	24.7%	69.6%	0.0%	0.2%
2012	98	370	1,060	0	0	1,528	6.4%	24.2%	69.4%	0.0%	0.0%
2013	55	334	1,081	2	1	1,473	3.7%	22.7%	73.4%	0.1%	0.1%
2014	56	371	903	0	0	1,330	4.2%	27.9%	67.9%	0.0%	0.0%
2015	69	266	914	0	1	1,250	5.5%	21.3%	73.1%	0.0%	0.1%
2016	62	326	978	0	3	1,369	4.5%	23.8%	71.4%	0.0%	0.2%
2017	54	284	827	1	1	1,167	4.6%	24.3%	70.9%	0.1%	0.1%
2018	61	273	837	0	3	1,174	5.2%	23.3%	71.3%	0.0%	0.3%
2019	57	251	778	0	2	1,088	5.2%	23.1%	71.5%	0.0%	0.2%
2020	64	247	724	0	3	1,038	6.2%	23.8%	69.8%	0.0%	0.3%
2021	70	184	590	0	6	850	8.2%	21.7%	69.4%	0.0%	0.7%
2022	75	161	450	0	4	690	10.9%	23.3%	65.2%	0.0%	0.6%
Totals	**14,086**	**47,384**	**53,864**	**51**	**40**	**115,425**	**12.2%**	**41.1%**	**46.7%**	**0.0%**	**0.0%**

Figure A.14. Market share by main span superstructure material for in-service bridges with greater than 8000 ft² of deck area on all roadway systems

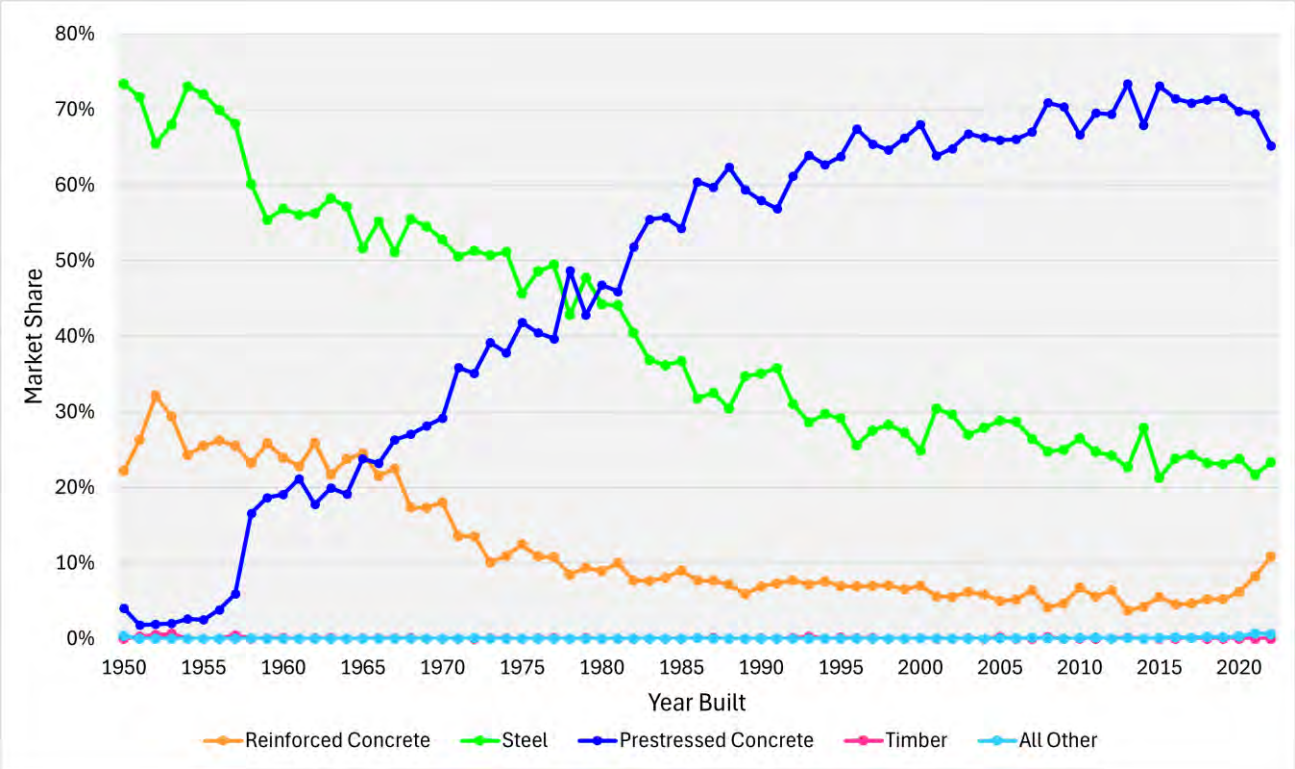


Table A.15. Market share by main span superstructure material for in-service bridges with maximum span length less than 50 ft on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	1,525	2,105	185	450	5	4,270	35.7%	49.3%	4.3%	10.5%	0.1%
1951	651	500	46	121	0	1,318	49.4%	37.9%	3.5%	9.2%	0.0%
1952	920	580	97	202	0	1,799	51.1%	32.2%	5.4%	11.2%	0.0%
1953	1,006	511	62	189	1	1,769	56.9%	28.9%	3.5%	10.7%	0.1%
1954	1,210	724	105	205	1	2,245	53.9%	32.3%	4.7%	9.1%	0.0%
1955	1,582	1,070	197	270	1	3,120	50.7%	34.3%	6.3%	8.7%	0.0%
1956	1,391	818	309	186	1	2,705	51.4%	30.2%	11.4%	6.9%	0.0%
1957	1,607	646	331	219	4	2,807	57.3%	23.0%	11.8%	7.8%	0.1%
1958	1,913	643	430	227	3	3,216	59.5%	20.0%	13.4%	7.1%	0.1%
1959	1,848	643	397	165	2	3,055	60.5%	21.1%	13.0%	5.4%	0.1%
1960	2,519	1,745	835	495	3	5,597	45.0%	31.2%	14.9%	8.8%	0.1%
1961	1,625	677	588	139	2	3,031	53.6%	22.3%	19.4%	4.6%	0.1%
1962	1,949	680	600	152	2	3,383	57.6%	20.1%	17.7%	4.5%	0.1%
1963	1,721	742	758	189	1	3,411	50.5%	21.8%	22.2%	5.5%	0.0%
1964	1,807	788	712	179	1	3,487	51.8%	22.6%	20.4%	5.1%	0.0%
1965	2,317	1,249	1,086	375	1	5,028	46.1%	24.8%	21.6%	7.5%	0.0%
1966	1,686	633	782	213	0	3,314	50.9%	19.1%	23.6%	6.4%	0.0%
1967	1,844	661	712	228	1	3,446	53.5%	19.2%	20.7%	6.6%	0.0%
1968	1,684	680	850	219	0	3,433	49.1%	19.8%	24.8%	6.4%	0.0%
1969	1,418	542	754	183	2	2,899	48.9%	18.7%	26.0%	6.3%	0.1%
1970	2,024	1,130	1,253	361	3	4,771	42.4%	23.7%	26.3%	7.6%	0.1%
1971	1,274	472	739	150	0	2,635	48.4%	17.9%	28.1%	5.7%	0.0%
1972	1,218	506	827	160	1	2,712	44.9%	18.7%	30.5%	5.9%	0.0%
1973	1,073	511	853	174	1	2,612	41.1%	19.6%	32.7%	6.7%	0.0%
1974	1,194	516	929	155	0	2,794	42.7%	18.5%	33.3%	5.6%	0.0%
1975	1,511	767	1,194	249	3	3,724	40.6%	20.6%	32.1%	6.7%	0.1%
1976	1,142	527	929	167	3	2,768	41.3%	19.0%	33.6%	6.0%	0.1%
1977	1,098	451	1,037	218	6	2,810	39.1%	16.1%	36.9%	7.8%	0.2%
1978	1,169	538	1,203	252	0	3,162	37.0%	17.0%	38.1%	8.0%	0.0%
1979	983	482	1,036	198	0	2,699	36.4%	17.9%	38.4%	7.3%	0.0%
1980	1,165	687	1,138	248	4	3,242	35.9%	21.2%	35.1%	7.7%	0.1%
1981	978	493	952	140	2	2,565	38.1%	19.2%	37.1%	5.5%	0.1%
1982	950	555	989	172	2	2,668	35.6%	20.8%	37.1%	6.5%	0.1%
1983	1,061	515	1,183	143	2	2,904	36.5%	17.7%	40.7%	4.9%	0.1%
1984	1,202	500	1,235	159	2	3,098	38.8%	16.1%	39.9%	5.1%	0.1%
1985	1,171	588	1,242	220	2	3,223	36.3%	18.2%	38.5%	6.8%	0.1%
1986	1,220	553	1,146	203	3	3,125	39.0%	17.7%	36.7%	6.5%	0.1%
1987	1,090	635	1,212	210	3	3,150	34.6%	20.2%	38.5%	6.7%	0.1%
1988	1,086	666	1,290	191	5	3,238	33.5%	20.6%	39.8%	5.9%	0.2%
1989	1,081	695	1,182	194	3	3,155	34.3%	22.0%	37.5%	6.2%	0.1%
1990	1,320	769	1,241	228	4	3,562	37.1%	21.6%	34.8%	6.4%	0.1%
1991	1,189	737	1,290	250	0	3,466	34.3%	21.3%	37.2%	7.2%	0.0%
1992	1,131	670	1,256	222	2	3,281	34.5%	20.4%	38.3%	6.8%	0.1%
1993	1,073	587	1,163	222	3	3,048	35.2%	19.3%	38.2%	7.3%	0.1%
1994	1,099	644	1,028	184	3	2,958	37.2%	21.8%	34.8%	6.2%	0.1%
1995	1,132	709	966	193	1	3,001	37.7%	23.6%	32.2%	6.4%	0.0%
1996	1,189	675	997	149	3	3,013	39.5%	22.4%	33.1%	5.0%	0.1%
1997	1,185	705	1,065	191	2	3,148	37.6%	22.4%	33.8%	6.1%	0.1%
1998	1,080	640	869	144	4	2,737	39.5%	23.4%	31.8%	5.3%	0.2%
1999	1,170	687	910	123	5	2,895	40.4%	23.7%	31.4%	4.3%	0.2%
2000	1,063	723	886	105	4	2,781	38.2%	26.0%	31.9%	3.8%	0.1%
2001	1,028	744	781	102	3	2,658	38.7%	28.0%	29.4%	3.8%	0.1%

Table A.15.Market share by main span superstructure material for in-service bridges with maximum span length less than 50 ft on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	1,014	706	804	123	2	2,649	38.3%	26.7%	30.4%	4.6%	0.1%
2003	1,123	657	771	98	3	2,652	42.4%	24.8%	29.1%	3.7%	0.1%
2004	1,017	641	756	96	4	2,514	40.5%	25.5%	30.1%	3.8%	0.2%
2005	923	594	796	65	1	2,379	38.8%	25.0%	33.5%	2.7%	0.0%
2006	846	555	708	84	3	2,196	38.5%	25.3%	32.2%	3.8%	0.1%
2007	805	484	656	65	6	2,016	39.9%	24.0%	32.5%	3.2%	0.3%
2008	698	421	635	42	4	1,800	38.8%	23.4%	35.3%	2.3%	0.2%
2009	728	433	609	59	5	1,834	39.7%	23.6%	33.2%	3.2%	0.3%
2010	740	400	654	56	1	1,851	40.0%	21.6%	35.3%	3.0%	0.1%
2011	690	431	570	72	9	1,772	38.9%	24.3%	32.2%	4.1%	0.5%
2012	659	432	632	57	1	1,781	37.0%	24.3%	35.5%	3.2%	0.1%
2013	584	331	554	49	1	1,519	38.5%	21.8%	36.5%	3.2%	0.1%
2014	610	307	581	32	5	1,535	39.7%	20.0%	37.9%	2.1%	0.3%
2015	647	307	533	46	1	1,534	42.2%	20.0%	34.8%	3.0%	0.1%
2016	597	334	512	43	6	1,492	40.0%	22.4%	34.3%	2.9%	0.4%
2017	616	331	538	27	3	1,515	40.7%	21.9%	35.5%	1.8%	0.2%
2018	532	290	475	41	4	1,342	39.6%	21.6%	35.4%	3.1%	0.3%
2019	581	278	425	34	3	1,321	44.0%	21.0%	32.2%	2.6%	0.2%
2020	595	232	404	24	9	1,264	47.1%	18.4%	32.0%	1.9%	0.7%
2021	520	234	391	21	3	1,169	44.5%	20.0%	33.5%	1.8%	0.3%
2022	349	201	234	18	7	809	43.1%	24.9%	28.9%	2.2%	0.9%
Totals	**84,446**	**45,313**	**56,095**	**11,835**	**191**	**197,880**	**42.7%**	**22.9%**	**28.3%**	**6.0%**	**0.1%**

Figure A.15. Market share by main span superstructure material for in-service bridges with maximum span length less than 50 ft on all roadway systems

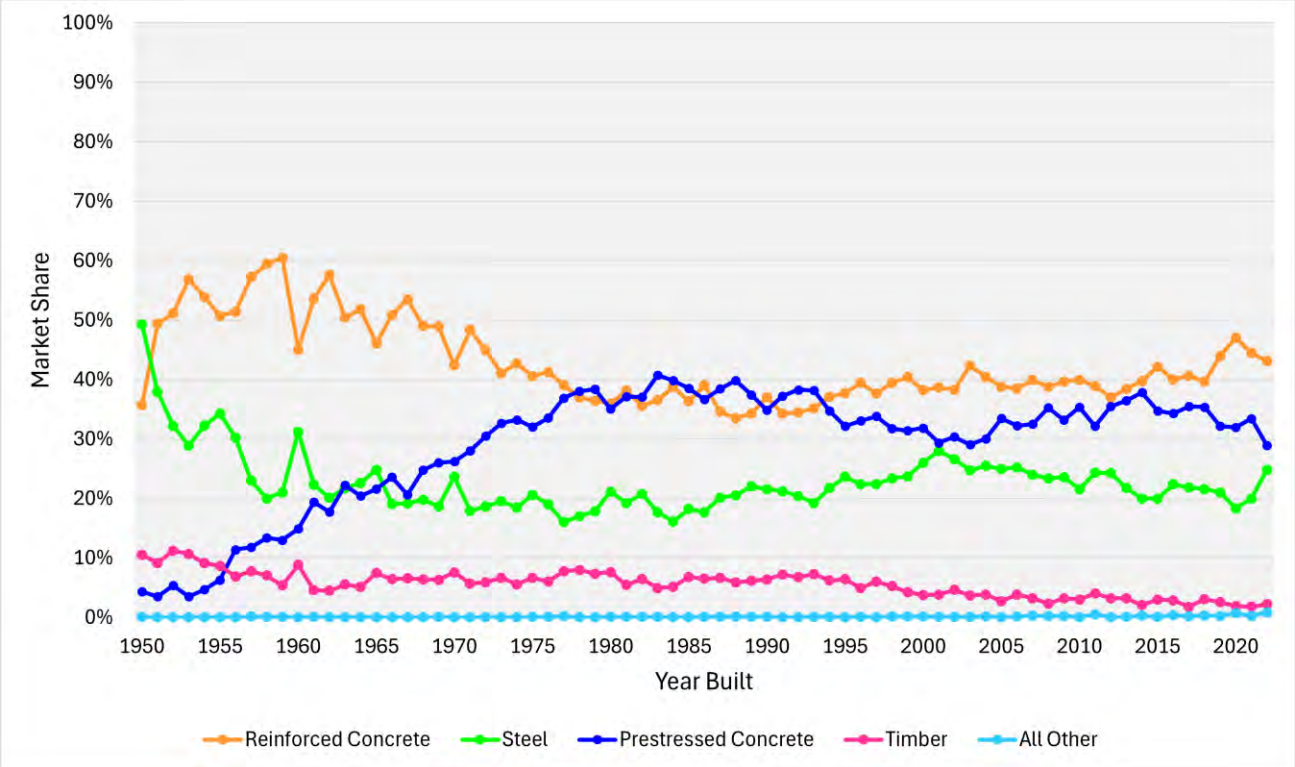


Table A.16. Market share by main span superstructure material for in-service bridges with maximum span length of 50 to 100 ft on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	136	779	57	5	0	977	13.9%	79.7%	5.8%	0.5%	0.0%
1951	102	445	17	1	0	565	18.1%	78.8%	3.0%	0.2%	0.0%
1952	139	501	18	2	0	660	21.1%	75.9%	2.7%	0.3%	0.0%
1953	225	601	19	6	0	851	26.4%	70.6%	2.2%	0.7%	0.0%
1954	201	1,037	43	5	0	1,286	15.6%	80.6%	3.3%	0.4%	0.0%
1955	169	839	47	2	1	1,058	16.0%	79.3%	4.4%	0.2%	0.1%
1956	309	1,179	103	6	0	1,597	19.4%	73.8%	6.5%	0.4%	0.0%
1957	323	1,109	162	11	0	1,605	20.1%	69.1%	10.1%	0.7%	0.0%
1958	501	1,239	542	3	1	2,286	21.9%	54.2%	23.7%	0.1%	0.0%
1959	615	1,233	571	4	0	2,423	25.4%	50.9%	23.6%	0.2%	0.0%
1960	617	1,470	692	8	1	2,788	22.1%	52.7%	24.8%	0.3%	0.0%
1961	474	1,322	632	3	1	2,432	19.5%	54.4%	26.0%	0.1%	0.0%
1962	518	1,472	737	6	0	2,733	19.0%	53.9%	27.0%	0.2%	0.0%
1963	569	1,789	835	6	0	3,199	17.8%	55.9%	26.1%	0.2%	0.0%
1964	630	1,732	806	4	0	3,172	19.9%	54.6%	25.4%	0.1%	0.0%
1965	700	1,784	1,086	4	0	3,574	19.6%	49.9%	30.4%	0.1%	0.0%
1966	561	1,605	997	5	0	3,168	17.7%	50.7%	31.5%	0.2%	0.0%
1967	585	1,502	1,057	10	0	3,154	18.6%	47.6%	33.5%	0.3%	0.0%
1968	444	1,686	1,169	4	0	3,303	13.4%	51.0%	35.4%	0.1%	0.0%
1969	386	1,467	1,053	4	0	2,910	13.3%	50.4%	36.2%	0.1%	0.0%
1970	379	1,392	1,183	5	0	2,959	12.8%	47.0%	40.0%	0.2%	0.0%
1971	270	1,093	1,042	1	0	2,406	11.2%	45.4%	43.3%	0.0%	0.0%
1972	253	1,010	1,164	4	1	2,432	10.4%	41.5%	47.9%	0.2%	0.0%
1973	209	921	1,157	8	0	2,295	9.1%	40.1%	50.4%	0.4%	0.0%
1974	167	823	1,011	6	0	2,007	8.3%	41.0%	50.4%	0.3%	0.0%
1975	149	739	1,148	10	1	2,047	7.3%	36.1%	56.1%	0.5%	0.1%
1976	195	646	1,094	5	2	1,942	10.0%	33.3%	56.3%	0.3%	0.1%
1977	117	546	892	6	0	1,561	7.5%	35.0%	57.1%	0.4%	0.0%
1978	106	541	1,063	5	0	1,715	6.2%	31.6%	62.0%	0.3%	0.0%
1979	132	504	946	5	0	1,587	8.3%	31.8%	59.6%	0.3%	0.0%
1980	95	551	1,062	11	0	1,719	5.5%	32.1%	61.8%	0.6%	0.0%
1981	87	437	1,070	2	0	1,596	5.5%	27.4%	67.0%	0.1%	0.0%
1982	80	401	1,098	21	0	1,600	5.0%	25.1%	68.6%	1.3%	0.0%
1983	93	413	1,187	9	0	1,702	5.5%	24.3%	69.7%	0.5%	0.0%
1984	87	453	1,355	8	0	1,903	4.6%	23.8%	71.2%	0.4%	0.0%
1985	116	490	1,468	12	2	2,088	5.6%	23.5%	70.3%	0.6%	0.1%
1986	90	429	1,368	11	1	1,899	4.7%	22.6%	72.0%	0.6%	0.1%
1987	102	515	1,420	12	1	2,050	5.0%	25.1%	69.3%	0.6%	0.1%
1988	110	481	1,460	9	1	2,061	5.3%	23.3%	70.8%	0.4%	0.1%
1989	75	509	1,380	6	4	1,974	3.8%	25.8%	69.9%	0.3%	0.2%
1990	83	554	1,505	9	0	2,151	3.9%	25.8%	70.0%	0.4%	0.0%
1991	79	513	1,471	11	0	2,074	3.8%	24.7%	70.9%	0.5%	0.0%
1992	96	471	1,433	10	0	2,010	4.8%	23.4%	71.3%	0.5%	0.0%
1993	105	486	1,497	20	0	2,108	5.0%	23.1%	71.0%	1.0%	0.0%
1994	126	463	1,412	18	0	2,019	6.2%	22.9%	69.9%	0.9%	0.0%
1995	91	423	1,352	7	0	1,873	4.9%	22.6%	72.2%	0.4%	0.0%
1996	138	482	1,414	17	0	2,051	6.7%	23.5%	68.9%	0.8%	0.0%
1997	109	456	1,454	14	0	2,033	5.4%	22.4%	71.5%	0.7%	0.0%
1998	105	427	1,458	5	0	1,995	5.3%	21.4%	73.1%	0.3%	0.0%
1999	114	418	1,502	6	0	2,040	5.6%	20.5%	73.6%	0.3%	0.0%
2000	125	429	1,554	5	0	2,113	5.9%	20.3%	73.5%	0.2%	0.0%
2001	105	425	1,318	6	1	1,855	5.7%	22.9%	71.1%	0.3%	0.1%

Table A.16. Market share by main span superstructure material for in-service bridges with maximum span length of 50 to 100 ft on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	113	456	1,401	6	0	1,976	5.7%	23.1%	70.9%	0.3%	0.0%
2003	106	483	1,508	5	0	2,102	5.0%	23.0%	71.7%	0.2%	0.0%
2004	141	381	1,437	4	0	1,963	7.2%	19.4%	73.2%	0.2%	0.0%
2005	91	371	1,451	6	1	1,920	4.7%	19.3%	75.6%	0.3%	0.1%
2006	100	399	1,435	2	0	1,936	5.2%	20.6%	74.1%	0.1%	0.0%
2007	86	317	1,235	0	1	1,639	5.3%	19.3%	75.4%	0.0%	0.1%
2008	103	291	1,275	5	2	1,676	6.2%	17.4%	76.1%	0.3%	0.1%
2009	120	321	1,294	5	0	1,740	6.9%	18.5%	74.4%	0.3%	0.0%
2010	114	366	1,353	1	0	1,834	6.2%	20.0%	73.8%	0.1%	0.0%
2011	86	312	1,355	2	2	1,757	4.9%	17.8%	77.1%	0.1%	0.1%
2012	119	300	1,341	1	0	1,761	6.8%	17.0%	76.2%	0.1%	0.0%
2013	89	294	1,306	1	0	1,690	5.3%	17.4%	77.3%	0.1%	0.0%
2014	123	276	1,200	2	0	1,601	7.7%	17.2%	75.0%	0.1%	0.0%
2015	106	280	1,239	4	1	1,630	6.5%	17.2%	76.0%	0.3%	0.1%
2016	116	297	1,211	1	2	1,627	7.1%	18.3%	74.4%	0.1%	0.1%
2017	111	292	1,182	2	3	1,590	7.0%	18.4%	74.3%	0.1%	0.2%
2018	101	256	1,098	2	2	1,459	6.9%	17.6%	75.3%	0.1%	0.1%
2019	95	240	995	0	2	1,332	7.1%	18.0%	74.7%	0.0%	0.2%
2020	131	251	896	2	2	1,282	10.2%	19.6%	69.9%	0.2%	0.2%
2021	114	207	739	0	3	1,063	10.7%	19.5%	69.5%	0.0%	0.3%
2022	115	162	527	1	7	812	14.2%	20.0%	64.9%	0.1%	0.9%
Totals	**14,672**	**49,784**	**77,059**	**435**	**46**	**141,996**	**10.3%**	**35.1%**	**54.3%**	**0.3%**	**0.0%**

Figure A.16. Market share by main span superstructure material for in-service bridges with maximum span length of 50 to 100 ft on all roadway systems

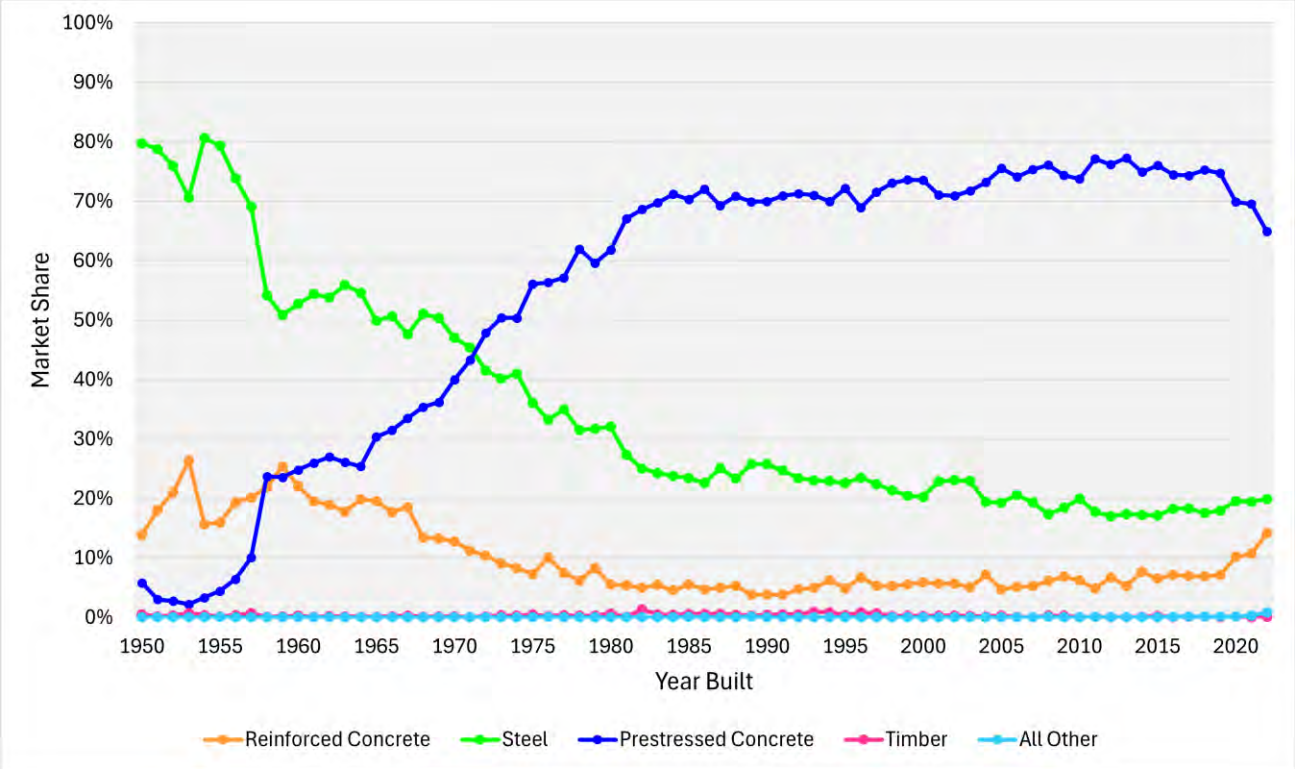


Table A.17. Market share by main span superstructure material for in-service bridges with maximum span length of 100 to 150 ft on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	12	117	4	1	2	136	8.8%	86.0%	2.9%	0.7%	1.5%
1951	14	89	0	0	0	103	13.6%	86.4%	0.0%	0.0%	0.0%
1952	10	86	2	0	0	98	10.2%	87.8%	2.0%	0.0%	0.0%
1953	15	125	8	1	0	149	10.1%	83.9%	5.4%	0.7%	0.0%
1954	21	139	7	0	0	167	12.6%	83.2%	4.2%	0.0%	0.0%
1955	19	142	1	2	0	164	11.6%	86.6%	0.6%	1.2%	0.0%
1956	24	164	6	0	0	194	12.4%	84.5%	3.1%	0.0%	0.0%
1957	27	171	6	0	0	204	13.2%	83.8%	2.9%	0.0%	0.0%
1958	24	243	20	0	0	287	8.4%	84.7%	7.0%	0.0%	0.0%
1959	70	239	22	0	0	331	21.2%	72.2%	6.7%	0.0%	0.0%
1960	65	297	27	0	0	389	16.7%	76.4%	6.9%	0.0%	0.0%
1961	52	238	25	0	0	315	16.5%	75.6%	7.9%	0.0%	0.0%
1962	82	314	33	0	0	429	19.1%	73.2%	7.7%	0.0%	0.0%
1963	82	345	45	0	0	472	17.4%	73.1%	9.5%	0.0%	0.0%
1964	80	366	30	0	0	476	16.8%	76.9%	6.3%	0.0%	0.0%
1965	83	424	55	2	0	564	14.7%	75.2%	9.8%	0.4%	0.0%
1966	113	422	71	2	0	608	18.6%	69.4%	11.7%	0.3%	0.0%
1967	149	483	100	0	0	732	20.4%	66.0%	13.7%	0.0%	0.0%
1968	154	564	134	1	0	853	18.1%	66.1%	15.7%	0.1%	0.0%
1969	124	535	147	0	0	806	15.4%	66.4%	18.2%	0.0%	0.0%
1970	133	657	271	0	0	1,061	12.5%	61.9%	25.5%	0.0%	0.0%
1971	111	681	320	0	0	1,112	10.0%	61.2%	28.8%	0.0%	0.0%
1972	98	781	348	0	2	1,229	8.0%	63.6%	28.3%	0.0%	0.2%
1973	60	650	303	0	0	1,013	5.9%	64.2%	29.9%	0.0%	0.0%
1974	66	600	264	0	0	930	7.1%	64.5%	28.4%	0.0%	0.0%
1975	76	544	286	0	1	907	8.4%	60.0%	31.5%	0.0%	0.1%
1976	53	616	312	1	2	984	5.4%	62.6%	31.7%	0.1%	0.2%
1977	33	435	222	1	1	692	4.8%	62.9%	32.1%	0.1%	0.1%
1978	20	322	214	0	0	556	3.6%	57.9%	38.5%	0.0%	0.0%
1979	36	372	239	0	0	647	5.6%	57.5%	36.9%	0.0%	0.0%
1980	32	397	311	0	1	741	4.3%	53.6%	42.0%	0.0%	0.1%
1981	42	413	252	0	0	707	5.9%	58.4%	35.6%	0.0%	0.0%
1982	11	282	237	1	0	531	2.1%	53.1%	44.6%	0.2%	0.0%
1983	16	260	242	0	0	518	3.1%	50.2%	46.7%	0.0%	0.0%
1984	16	292	302	0	0	610	2.6%	47.9%	49.5%	0.0%	0.0%
1985	41	323	352	0	0	716	5.7%	45.1%	49.2%	0.0%	0.0%
1986	9	300	385	1	2	697	1.3%	43.0%	55.2%	0.1%	0.3%
1987	19	321	414	0	0	754	2.5%	42.6%	54.9%	0.0%	0.0%
1988	17	303	480	1	0	801	2.1%	37.8%	59.9%	0.1%	0.0%
1989	16	315	485	1	0	817	2.0%	38.6%	59.4%	0.1%	0.0%
1990	10	352	494	1	0	857	1.2%	41.1%	57.6%	0.1%	0.0%
1991	17	319	448	2	1	787	2.2%	40.5%	56.9%	0.3%	0.1%
1992	12	320	485	0	0	817	1.5%	39.2%	59.4%	0.0%	0.0%
1993	17	252	478	0	0	747	2.3%	33.7%	64.0%	0.0%	0.0%
1994	11	255	522	2	0	790	1.4%	32.3%	66.1%	0.3%	0.0%
1995	11	278	537	2	0	828	1.3%	33.6%	64.9%	0.2%	0.0%
1996	11	261	626	1	0	899	1.2%	29.0%	69.6%	0.1%	0.0%
1997	15	242	556	2	0	815	1.8%	29.7%	68.2%	0.3%	0.0%
1998	21	257	573	4	0	855	2.5%	30.1%	67.0%	0.5%	0.0%
1999	9	261	624	1	0	895	1.0%	29.2%	69.7%	0.1%	0.0%
2000	23	238	706	2	0	969	2.4%	24.6%	72.9%	0.2%	0.0%
2001	16	282	685	2	0	985	1.6%	28.6%	69.5%	0.2%	0.0%

Table A.17. Market share by main span superstructure material for in-service bridges with maximum span length of 100 to 150 ft on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	15	279	715	1	0	1,010	1.5%	27.6%	70.8%	0.1%	0.0%
2003	16	266	748	1	0	1,031	1.6%	25.8%	72.6%	0.1%	0.0%
2004	18	278	781	0	1	1,078	1.7%	25.8%	72.5%	0.0%	0.1%
2005	21	257	786	0	0	1,064	2.0%	24.2%	73.9%	0.0%	0.0%
2006	17	247	911	0	0	1,175	1.5%	21.0%	77.5%	0.0%	0.0%
2007	26	221	773	2	0	1,022	2.5%	21.6%	75.6%	0.2%	0.0%
2008	22	226	790	2	0	1,040	2.1%	21.7%	76.0%	0.2%	0.0%
2009	12	205	741	0	0	958	1.3%	21.4%	77.4%	0.0%	0.0%
2010	25	204	651	2	1	883	2.8%	23.1%	73.7%	0.2%	0.1%
2011	22	192	717	0	1	932	2.4%	20.6%	76.9%	0.0%	0.1%
2012	21	197	864	2	1	1,085	1.9%	18.2%	79.6%	0.2%	0.1%
2013	20	206	807	2	1	1,036	1.9%	19.9%	77.9%	0.2%	0.1%
2014	22	190	709	0	0	921	2.4%	20.6%	77.0%	0.0%	0.0%
2015	32	168	747	0	0	947	3.4%	17.7%	78.9%	0.0%	0.0%
2016	31	174	733	1	1	940	3.3%	18.5%	78.0%	0.1%	0.1%
2017	27	148	653	1	1	830	3.3%	17.8%	78.7%	0.1%	0.1%
2018	30	136	706	0	1	873	3.4%	15.6%	80.9%	0.0%	0.1%
2019	19	135	671	1	1	827	2.3%	16.3%	81.1%	0.1%	0.1%
2020	39	141	626	0	2	808	4.8%	17.5%	77.5%	0.0%	0.3%
2021	42	107	484	0	2	635	6.6%	16.9%	76.2%	0.0%	0.3%
2022	45	79	323	1	1	449	10.0%	17.6%	71.9%	0.2%	0.2%
Totals	**2,820**	**21,740**	**28,652**	**50**	**26**	**53,288**	**5.3%**	**40.8%**	**53.8%**	**0.1%**	**0.0%**

Figure A.17. Market share by main span superstructure material for in-service bridges with maximum span length of 100 to 150 ft on all roadway systems

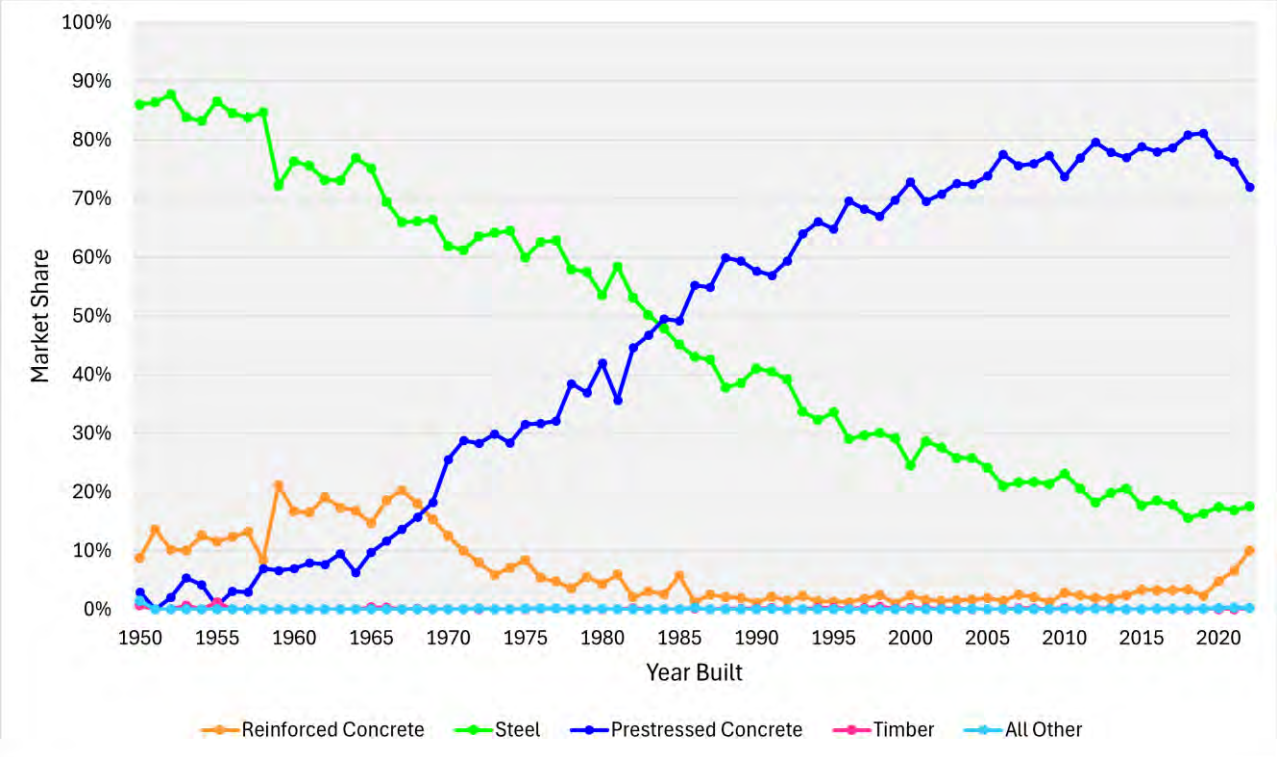


Table A.18. Market share by main span superstructure material for in-service bridges with maximum span length of 150 to 200 ft on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	3	18	0	0	0	21	14.3%	85.7%	0.0%	0.0%	0.0%
1951	4	22	0	0	0	26	15.4%	84.6%	0.0%	0.0%	0.0%
1952	0	8	0	0	0	8	0.0%	100.0%	0.0%	0.0%	0.0%
1953	1	27	0	0	0	28	3.6%	96.4%	0.0%	0.0%	0.0%
1954	4	29	0	0	0	33	12.1%	87.9%	0.0%	0.0%	0.0%
1955	4	33	0	0	0	37	10.8%	89.2%	0.0%	0.0%	0.0%
1956	3	35	1	0	0	39	7.7%	89.7%	2.6%	0.0%	0.0%
1957	3	29	1	0	0	33	9.1%	87.9%	3.0%	0.0%	0.0%
1958	1	54	5	0	0	60	1.7%	90.0%	8.3%	0.0%	0.0%
1959	4	50	2	0	0	56	7.1%	89.3%	3.6%	0.0%	0.0%
1960	3	55	1	0	0	59	5.1%	93.2%	1.7%	0.0%	0.0%
1961	5	43	2	0	0	50	10.0%	86.0%	4.0%	0.0%	0.0%
1962	5	50	6	0	0	61	8.2%	82.0%	9.8%	0.0%	0.0%
1963	3	56	2	0	0	61	4.9%	91.8%	3.3%	0.0%	0.0%
1964	4	54	4	0	0	62	6.5%	87.1%	6.5%	0.0%	0.0%
1965	5	57	5	0	0	67	7.5%	85.1%	7.5%	0.0%	0.0%
1966	6	65	3	0	0	74	8.1%	87.8%	4.1%	0.0%	0.0%
1967	7	69	12	0	0	88	8.0%	78.4%	13.6%	0.0%	0.0%
1968	5	82	17	1	0	105	4.8%	78.1%	16.2%	1.0%	0.0%
1969	5	66	23	0	0	94	5.3%	70.2%	24.5%	0.0%	0.0%
1970	9	97	50	0	0	156	5.8%	62.2%	32.1%	0.0%	0.0%
1971	5	135	53	0	0	193	2.6%	70.0%	27.5%	0.0%	0.0%
1972	11	128	71	0	0	210	5.2%	61.0%	33.8%	0.0%	0.0%
1973	6	94	48	0	0	148	4.1%	63.5%	32.4%	0.0%	0.0%
1974	10	107	73	1	0	191	5.2%	56.0%	38.2%	0.5%	0.0%
1975	7	109	48	0	0	164	4.3%	66.5%	29.3%	0.0%	0.0%
1976	4	105	76	0	0	185	2.2%	56.8%	41.1%	0.0%	0.0%
1977	1	96	45	0	0	142	0.7%	67.6%	31.7%	0.0%	0.0%
1978	4	77	31	0	0	112	3.6%	68.8%	27.7%	0.0%	0.0%
1979	1	72	20	0	0	93	1.1%	77.4%	21.5%	0.0%	0.0%
1980	2	95	30	0	0	127	1.6%	74.8%	23.6%	0.0%	0.0%
1981	6	119	21	0	0	146	4.1%	81.5%	14.4%	0.0%	0.0%
1982	1	77	22	0	0	100	1.0%	77.0%	22.0%	0.0%	0.0%
1983	2	72	28	0	0	102	2.0%	70.6%	27.5%	0.0%	0.0%
1984	0	75	37	0	0	112	0.0%	67.0%	33.0%	0.0%	0.0%
1985	2	91	35	0	0	128	1.6%	71.1%	27.3%	0.0%	0.0%
1986	1	93	39	0	0	133	0.8%	69.9%	29.3%	0.0%	0.0%
1987	4	82	50	0	0	136	2.9%	60.3%	36.8%	0.0%	0.0%
1988	0	92	59	0	0	151	0.0%	60.9%	39.1%	0.0%	0.0%
1989	1	128	60	0	0	189	0.5%	67.7%	31.8%	0.0%	0.0%
1990	0	131	42	0	0	173	0.0%	75.7%	24.3%	0.0%	0.0%
1991	0	125	40	0	0	165	0.0%	75.8%	24.2%	0.0%	0.0%
1992	2	88	44	0	0	134	1.5%	65.7%	32.8%	0.0%	0.0%
1993	1	103	54	0	0	158	0.6%	65.2%	34.2%	0.0%	0.0%
1994	1	111	44	0	0	156	0.6%	71.2%	28.2%	0.0%	0.0%
1995	2	88	56	0	0	146	1.4%	60.3%	38.4%	0.0%	0.0%
1996	2	75	72	0	0	149	1.3%	50.3%	48.3%	0.0%	0.0%
1997	4	104	79	0	0	187	2.1%	55.6%	42.3%	0.0%	0.0%
1998	7	102	57	0	0	166	4.2%	61.5%	34.3%	0.0%	0.0%
1999	3	112	52	0	0	167	1.8%	67.1%	31.1%	0.0%	0.0%
2000	2	110	50	1	0	163	1.2%	67.5%	30.7%	0.6%	0.0%
2001	6	125	62	1	0	194	3.1%	64.4%	32.0%	0.5%	0.0%

Table A.18. Market share by main span superstructure material for in-service bridges with maximum span length of 150 to 200 ft on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	2	126	65	0	0	193	1.0%	65.3%	33.7%	0.0%	0.0%
2003	2	103	76	2	0	183	1.1%	56.3%	41.5%	1.1%	0.0%
2004	2	112	62	0	0	176	1.1%	63.6%	35.2%	0.0%	0.0%
2005	1	129	64	0	0	194	0.5%	66.5%	33.0%	0.0%	0.0%
2006	0	139	49	0	0	188	0.0%	73.9%	26.1%	0.0%	0.0%
2007	1	104	56	1	0	162	0.6%	64.2%	34.6%	0.6%	0.0%
2008	7	101	82	1	0	191	3.7%	52.9%	42.9%	0.5%	0.0%
2009	2	112	53	1	0	168	1.2%	66.7%	31.6%	0.6%	0.0%
2010	12	125	85	0	0	222	5.4%	56.3%	38.3%	0.0%	0.0%
2011	6	99	59	0	0	164	3.7%	60.4%	36.0%	0.0%	0.0%
2012	10	107	82	1	0	200	5.0%	53.5%	41.0%	0.5%	0.0%
2013	4	108	65	0	1	178	2.3%	60.7%	36.5%	0.0%	0.6%
2014	2	96	55	0	0	153	1.3%	62.8%	36.0%	0.0%	0.0%
2015	5	88	80	0	0	173	2.9%	50.9%	46.2%	0.0%	0.0%
2016	4	87	91	0	0	182	2.2%	47.8%	50.0%	0.0%	0.0%
2017	3	81	92	0	1	177	1.7%	45.8%	52.0%	0.0%	0.6%
2018	5	77	78	0	0	160	3.1%	48.1%	48.8%	0.0%	0.0%
2019	9	75	83	0	0	167	5.4%	44.9%	49.7%	0.0%	0.0%
2020	7	71	48	0	0	126	5.6%	56.4%	38.1%	0.0%	0.0%
2021	8	48	49	0	3	108	7.4%	44.4%	45.4%	0.0%	2.8%
2022	5	41	43	0	1	90	5.6%	45.6%	47.8%	0.0%	1.1%
Totals	**279**	**6,149**	**3,049**	**10**	**6**	**9,493**	**2.9%**	**64.8%**	**32.1%**	**0.1%**	**0.1%**

Figure A.18. Market share by main span superstructure material for in-service bridges with maximum span length of 150 to 200 ft on all roadway systems

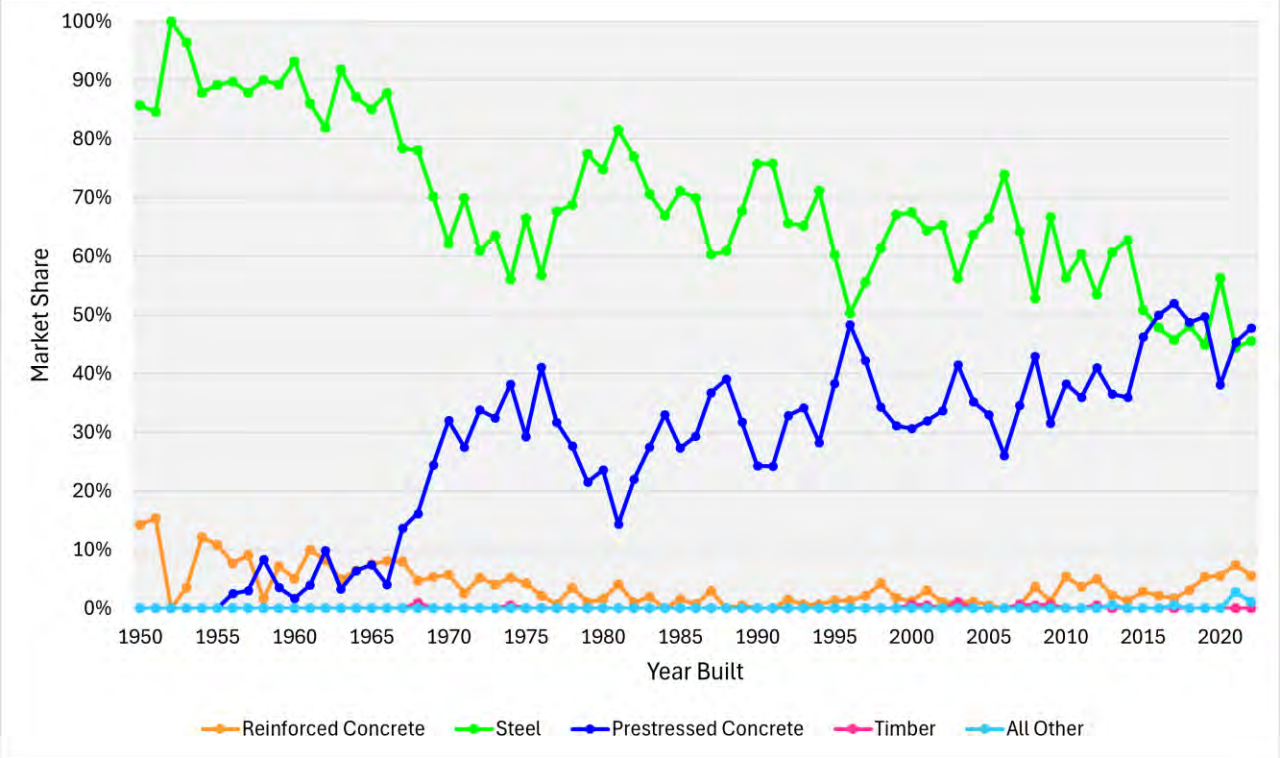


Table A.19. Market share by main span superstructure material for in-service bridges with maximum span length greater than 200 ft on all roadway systems

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
1950	1	35	0	0	0	36	2.8%	97.2%	0.0%	0.0%	0.0%
1951	0	24	0	0	0	24	0.0%	100.0%	0.0%	0.0%	0.0%
1952	1	27	0	0	0	28	3.6%	96.4%	0.0%	0.0%	0.0%
1953	1	26	0	0	0	27	3.7%	96.3%	0.0%	0.0%	0.0%
1954	1	33	0	0	0	34	2.9%	97.1%	0.0%	0.0%	0.0%
1955	1	30	0	0	0	31	3.2%	96.8%	0.0%	0.0%	0.0%
1956	1	35	0	0	0	36	2.8%	97.2%	0.0%	0.0%	0.0%
1957	0	39	0	0	0	39	0.0%	100.0%	0.0%	0.0%	0.0%
1958	3	52	1	0	0	56	5.4%	92.9%	1.8%	0.0%	0.0%
1959	2	31	2	0	0	35	5.7%	88.6%	5.7%	0.0%	0.0%
1960	0	37	0	0	0	37	0.0%	100.0%	0.0%	0.0%	0.0%
1961	1	37	0	0	0	38	2.6%	97.4%	0.0%	0.0%	0.0%
1962	4	48	0	0	0	52	7.7%	92.3%	0.0%	0.0%	0.0%
1963	3	50	1	0	0	54	5.6%	92.6%	1.9%	0.0%	0.0%
1964	2	43	0	0	0	45	4.4%	95.6%	0.0%	0.0%	0.0%
1965	0	47	0	0	0	47	0.0%	100.0%	0.0%	0.0%	0.0%
1966	0	53	1	0	0	54	0.0%	98.2%	1.9%	0.0%	0.0%
1967	2	46	1	0	0	49	4.1%	93.9%	2.0%	0.0%	0.0%
1968	1	50	0	0	0	51	2.0%	98.0%	0.0%	0.0%	0.0%
1969	2	49	1	0	0	52	3.9%	94.2%	1.9%	0.0%	0.0%
1970	1	56	8	0	0	65	1.5%	86.2%	12.3%	0.0%	0.0%
1971	0	65	14	0	0	79	0.0%	82.3%	17.7%	0.0%	0.0%
1972	1	40	12	0	0	53	1.9%	75.5%	22.6%	0.0%	0.0%
1973	1	66	6	0	0	73	1.4%	90.4%	8.2%	0.0%	0.0%
1974	0	57	12	0	0	69	0.0%	82.6%	17.4%	0.0%	0.0%
1975	2	44	20	0	0	66	3.0%	66.7%	30.3%	0.0%	0.0%
1976	1	71	13	0	0	85	1.2%	83.5%	15.3%	0.0%	0.0%
1977	0	37	12	0	0	49	0.0%	75.5%	24.5%	0.0%	0.0%
1978	0	38	17	0	0	55	0.0%	69.1%	30.9%	0.0%	0.0%
1979	1	35	3	0	0	39	2.6%	89.7%	7.7%	0.0%	0.0%
1980	0	47	8	0	0	55	0.0%	85.5%	14.6%	0.0%	0.0%
1981	3	60	9	0	0	72	4.2%	83.3%	12.5%	0.0%	0.0%
1982	0	39	14	0	0	53	0.0%	73.6%	26.4%	0.0%	0.0%
1983	3	36	10	0	0	49	6.1%	73.5%	20.4%	0.0%	0.0%
1984	1	40	17	0	0	58	1.7%	69.0%	29.3%	0.0%	0.0%
1985	0	37	9	0	0	46	0.0%	80.4%	19.6%	0.0%	0.0%
1986	0	45	12	0	1	58	0.0%	77.6%	20.7%	0.0%	1.7%
1987	1	53	15	0	0	69	1.5%	76.8%	21.7%	0.0%	0.0%
1988	1	63	22	0	0	86	1.2%	73.3%	25.6%	0.0%	0.0%
1989	3	65	27	0	0	95	3.2%	68.4%	28.4%	0.0%	0.0%
1990	1	77	17	0	0	95	1.1%	81.1%	17.9%	0.0%	0.0%
1991	1	53	25	0	0	79	1.3%	67.1%	31.7%	0.0%	0.0%
1992	1	58	9	0	0	68	1.5%	85.3%	13.2%	0.0%	0.0%
1993	0	50	30	0	0	80	0.0%	62.5%	37.5%	0.0%	0.0%
1994	0	68	22	0	0	90	0.0%	75.6%	24.4%	0.0%	0.0%
1995	0	50	21	0	0	71	0.0%	70.4%	29.6%	0.0%	0.0%
1996	1	47	32	0	0	80	1.3%	58.8%	40.0%	0.0%	0.0%
1997	4	62	27	0	0	93	4.3%	66.7%	29.0%	0.0%	0.0%
1998	1	56	43	0	0	100	1.0%	56.0%	43.0%	0.0%	0.0%
1999	0	66	28	0	0	94	0.0%	70.2%	29.8%	0.0%	0.0%
2000	5	81	36	0	0	122	4.1%	66.4%	29.5%	0.0%	0.0%
2001	2	66	20	0	0	88	2.3%	75.0%	22.7%	0.0%	0.0%

Table A.19. Market share by main span superstructure material for in-service bridges with maximum span length greater than 200 ft on all roadway systems (continued)

Year Built	Counts						Percent Share of Market				
	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other	Totals	Reinforced Concrete	Steel	Prestressed Concrete	Timber	All Other
2002	1	76	32	0	0	109	0.9%	69.7%	29.4%	0.0%	0.0%
2003	2	73	29	0	0	104	1.9%	70.2%	27.9%	0.0%	0.0%
2004	0	106	26	0	0	132	0.0%	80.3%	19.7%	0.0%	0.0%
2005	1	107	26	0	0	134	0.8%	79.9%	19.4%	0.0%	0.0%
2006	4	128	16	0	0	148	2.7%	86.5%	10.8%	0.0%	0.0%
2007	2	111	22	0	1	136	1.5%	81.6%	16.2%	0.0%	0.7%
2008	5	105	20	0	0	130	3.9%	80.8%	15.4%	0.0%	0.0%
2009	3	71	20	0	0	94	3.2%	75.5%	21.3%	0.0%	0.0%
2010	10	71	29	0	0	110	9.1%	64.6%	26.4%	0.0%	0.0%
2011	3	87	18	0	1	109	2.8%	79.8%	16.5%	0.0%	0.9%
2012	5	90	23	0	0	118	4.2%	76.3%	19.5%	0.0%	0.0%
2013	2	85	24	0	0	111	1.8%	76.6%	21.6%	0.0%	0.0%
2014	1	105	16	0	0	122	0.8%	86.1%	13.1%	0.0%	0.0%
2015	5	67	24	1	0	97	5.2%	69.1%	24.7%	1.0%	0.0%
2016	3	97	28	0	1	129	2.3%	75.2%	21.7%	0.0%	0.8%
2017	5	85	25	0	0	115	4.4%	73.9%	21.7%	0.0%	0.0%
2018	4	85	22	0	0	111	3.6%	76.6%	19.8%	0.0%	0.0%
2019	2	72	11	0	0	85	2.4%	84.7%	12.9%	0.0%	0.0%
2020	6	66	10	0	0	82	7.3%	80.5%	12.2%	0.0%	0.0%
2021	5	52	10	0	0	67	7.5%	77.6%	14.9%	0.0%	0.0%
2022	2	53	17	0	0	72	2.8%	73.6%	23.6%	0.0%	0.0%
Totals	**132**	**4,312**	**1,025**	**1**	**4**	**5,474**	**2.4%**	**78.8%**	**18.7%**	**0.0%**	**0.1%**

Figure A.19. Market share by main span superstructure material for in-service bridges with maximum span length greater than 200 ft on all roadway systems

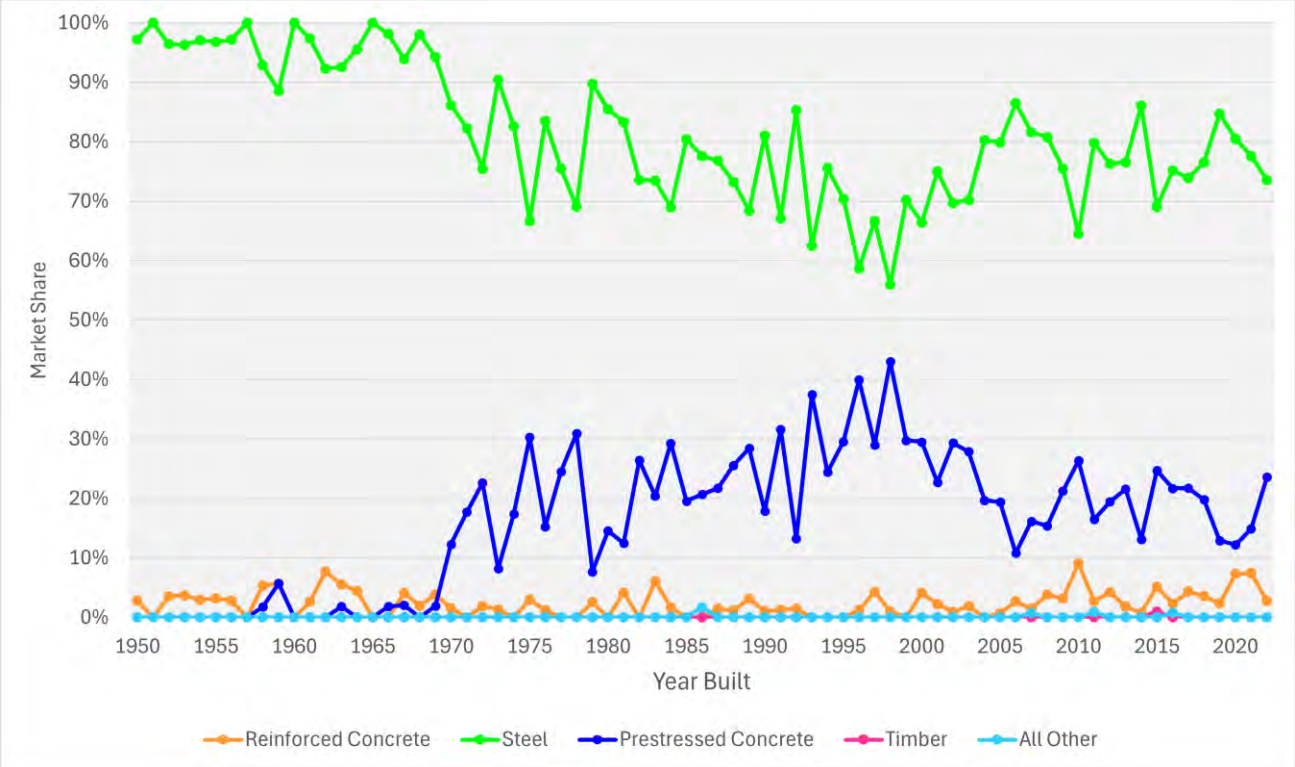


Table A.20. In-service bridges in poor condition in 2022 by main span superstructure material for all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	1,677	161	3,054	724	246	10	456	178	7	1	9.6%	23.7%	4.1%	39.0%	14.3%
1951	771	56	1,080	227	63	2	122	58	0	0	7.3%	21.0%	3.2%	47.5%	0.0%
1952	1,070	109	1,202	225	117	13	204	74	0	0	10.2%	18.7%	11.1%	36.3%	0.0%
1953	1,248	101	1,290	228	89	15	196	68	1	0	8.1%	17.7%	16.9%	34.7%	0.0%
1954	1,437	129	1,962	284	155	16	210	54	1	0	9.0%	14.5%	10.3%	25.7%	0.0%
1955	1,775	154	2,114	403	245	45	274	85	2	0	8.7%	19.1%	18.4%	31.0%	0.0%
1956	1,728	146	2,231	273	419	58	192	47	1	1	8.5%	12.2%	13.8%	24.5%	100.0%
1957	1,960	169	1,994	282	500	92	230	64	4	0	8.6%	14.1%	18.4%	27.8%	0.0%
1958	2,442	226	2,231	296	998	112	230	67	4	0	9.3%	13.3%	11.2%	29.1%	0.0%
1959	2,539	210	2,196	307	994	120	169	44	2	0	8.3%	14.0%	12.1%	26.0%	0.0%
1960	3,204	314	3,604	594	1,555	156	503	210	4	0	9.8%	16.5%	10.0%	41.8%	0.0%
1961	2,157	148	2,317	322	1,247	138	142	49	3	0	6.9%	13.9%	11.1%	34.5%	0.0%
1962	2,558	151	2,564	294	1,376	121	158	42	2	0	5.9%	11.5%	8.8%	26.6%	0.0%
1963	2,378	141	2,982	357	1,641	142	195	48	1	0	5.9%	12.0%	8.7%	24.6%	0.0%
1964	2,523	168	2,983	342	1,552	132	183	45	1	0	6.7%	11.5%	8.5%	24.6%	0.0%
1965	3,105	218	3,561	463	2,232	209	381	144	1	0	7.0%	13.0%	9.4%	37.8%	0.0%
1966	2,366	152	2,778	328	1,854	150	220	65	0	0	6.4%	11.8%	8.1%	29.6%	0.0%
1967	2,587	207	2,761	311	1,882	156	238	58	1	1	8.0%	11.3%	8.3%	24.4%	100.0%
1968	2,288	196	3,062	318	2,170	146	225	51	0	0	8.6%	10.4%	6.7%	22.7%	0.0%
1969	1,935	138	2,659	222	1,978	138	187	47	2	0	7.1%	8.4%	7.0%	25.1%	0.0%
1970	2,546	274	3,332	363	2,765	219	366	107	3	0	10.8%	10.9%	7.9%	29.2%	0.0%
1971	1,660	155	2,446	220	2,168	149	151	37	0	0	9.3%	9.0%	6.9%	24.5%	0.0%
1972	1,581	138	2,465	191	2,422	146	164	40	4	1	8.7%	7.8%	6.0%	24.4%	25.0%
1973	1,349	117	2,242	150	2,367	134	182	38	1	0	8.7%	6.7%	5.7%	20.9%	0.0%
1974	1,437	140	2,103	170	2,289	143	162	39	0	0	9.7%	8.1%	6.3%	24.1%	0.0%
1975	1,745	167	2,203	215	2,696	140	259	90	5	2	9.6%	9.8%	5.2%	34.8%	40.0%
1976	1,395	114	1,965	175	2,424	160	173	50	7	3	8.2%	8.9%	6.6%	28.9%	42.9%
1977	1,249	96	1,565	145	2,208	142	225	39	7	2	7.7%	9.3%	6.4%	17.3%	28.6%
1978	1,299	88	1,516	145	2,528	175	257	62	0	0	6.8%	9.6%	6.9%	24.1%	0.0%
1979	1,153	71	1,465	130	2,244	141	203	52	0	0	6.2%	8.9%	6.3%	25.6%	0.0%
1980	1,294	81	1,777	175	2,549	148	259	55	5	0	6.3%	9.9%	5.8%	21.2%	0.0%
1981	1,116	50	1,522	131	2,304	87	142	25	2	0	4.5%	8.6%	3.8%	17.6%	0.0%
1982	1,042	47	1,354	115	2,360	111	194	29	2	0	4.5%	8.5%	4.7%	15.0%	0.0%
1983	1,175	49	1,296	97	2,650	104	152	18	2	0	4.2%	7.5%	3.9%	11.8%	0.0%
1984	1,306	44	1,360	95	2,946	116	167	29	2	0	3.4%	7.0%	3.9%	17.4%	0.0%
1985	1,330	43	1,529	105	3,106	108	232	33	4	0	3.2%	6.9%	3.5%	14.2%	0.0%
1986	1,320	25	1,420	88	2,950	82	215	20	7	0	1.9%	6.2%	2.8%	9.3%	0.0%
1987	1,216	33	1,606	88	3,111	80	222	30	4	1	2.7%	5.5%	2.6%	13.5%	25.0%
1988	1,214	35	1,605	92	3,311	91	201	32	6	1	2.9%	5.7%	2.8%	15.9%	16.7%
1989	1,176	29	1,712	85	3,134	46	201	30	7	0	2.5%	5.0%	1.5%	14.9%	0.0%
1990	1,414	35	1,883	103	3,299	55	238	30	4	2	2.5%	5.5%	1.7%	12.6%	50.0%
1991	1,286	27	1,747	80	3,274	52	263	33	1	1	2.1%	4.6%	1.6%	12.6%	100.0%
1992	1,242	18	1,607	82	3,227	52	232	21	2	2	1.5%	5.1%	1.6%	9.1%	100.0%
1993	1,196	23	1,478	52	3,222	46	242	21	3	0	1.9%	3.5%	1.4%	8.7%	0.0%
1994	1,237	16	1,541	83	3,028	30	204	14	3	0	1.3%	5.4%	1.0%	6.9%	0.0%
1995	1,236	26	1,548	78	2,932	41	202	18	1	0	2.1%	5.0%	1.4%	8.9%	0.0%
1996	1,341	23	1,540	62	3,141	24	167	12	3	0	1.7%	4.0%	0.8%	7.2%	0.0%
1997	1,317	19	1,569	70	3,181	30	207	8	2	0	1.4%	4.5%	0.9%	3.9%	0.0%
1998	1,214	9	1,482	36	3,000	19	153	14	4	0	0.7%	2.4%	0.6%	9.2%	0.0%
1999	1,296	17	1,544	31	3,116	20	130	11	5	2	1.3%	2.0%	0.6%	8.5%	40.0%
2000	1,218	11	1,581	42	3,232	28	113	10	4	0	0.9%	2.7%	0.9%	8.9%	0.0%
2001	1,157	10	1,642	43	2,866	20	111	3	4	0	0.9%	2.6%	0.7%	2.7%	0.0%

Table A.20. In-service bridges in poor condition in 2022 by main span superstructure material for all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	1,145	5	1,643	34	3,017	21	130	15	2	1	0.4%	2.1%	0.7%	11.5%	50.0%
2003	1,249	11	1,582	34	3,132	11	106	11	3	0	0.9%	2.2%	0.4%	10.4%	0.0%
2004	1,178	6	1,518	20	3,062	14	100	6	5	1	0.5%	1.3%	0.5%	6.0%	20.0%
2005	1,037	8	1,458	23	3,123	13	71	1	2	0	0.8%	1.6%	0.4%	1.4%	0.0%
2006	967	4	1,468	17	3,119	13	86	6	3	0	0.4%	1.2%	0.4%	7.0%	0.0%
2007	920	6	1,237	9	2,742	7	68	0	8	0	0.7%	0.7%	0.3%	0.0%	0.0%
2008	835	4	1,144	13	2,802	5	50	4	6	0	0.5%	1.1%	0.2%	8.0%	0.0%
2009	865	4	1,142	17	2,717	6	65	0	5	0	0.5%	1.5%	0.2%	0.0%	0.0%
2010	901	3	1,166	10	2,772	2	59	3	2	0	0.3%	0.9%	0.1%	5.1%	0.0%
2011	807	3	1,121	9	2,719	9	74	3	13	0	0.4%	0.8%	0.3%	4.1%	0.0%
2012	814	2	1,126	2	2,942	5	61	1	2	0	0.3%	0.2%	0.2%	1.6%	0.0%
2013	699	3	1,024	13	2,756	5	52	0	3	0	0.4%	1.3%	0.2%	0.0%	0.0%
2014	758	2	974	5	2,561	3	34	0	5	0	0.3%	0.5%	0.1%	0.0%	0.0%
2015	795	3	910	1	2,623	1	51	0	2	0	0.4%	0.1%	0.0%	0.0%	0.0%
2016	751	1	989	5	2,575	4	45	1	10	0	0.1%	0.5%	0.2%	2.2%	0.0%
2017	762	5	937	3	2,490	2	30	1	8	0	0.7%	0.3%	0.1%	3.3%	0.0%
2018	672	0	844	3	2,379	2	43	1	7	0	0.0%	0.4%	0.1%	2.3%	0.0%
2019	706	0	800	1	2,185	1	35	0	6	0	0.0%	0.1%	0.1%	0.0%	0.0%
2020	778	1	761	1	1,984	0	26	0	13	0	0.1%	0.1%	0.0%	0.0%	0.0%
2021	689	0	648	2	1,673	2	21	0	11	0	0.0%	0.3%	0.1%	0.0%	0.0%
2022	516	1	536	3	1,144	0	20	2	16	0	0.2%	0.6%	0.0%	10.0%	0.0%
Totals	**102,349**	**5,396**	**127,298**	**10,762**	**165,880**	**5,036**	**12,331**	**2,603**	**273**	**22**	**5.3%**	**8.5%**	**3.0%**	**21.1%**	**8.1%**

Figure A.20. In-service bridges in poor condition in 2022 by main span superstructure material for all roadway systems (Timber and Other materials are excluded for figure clarity)

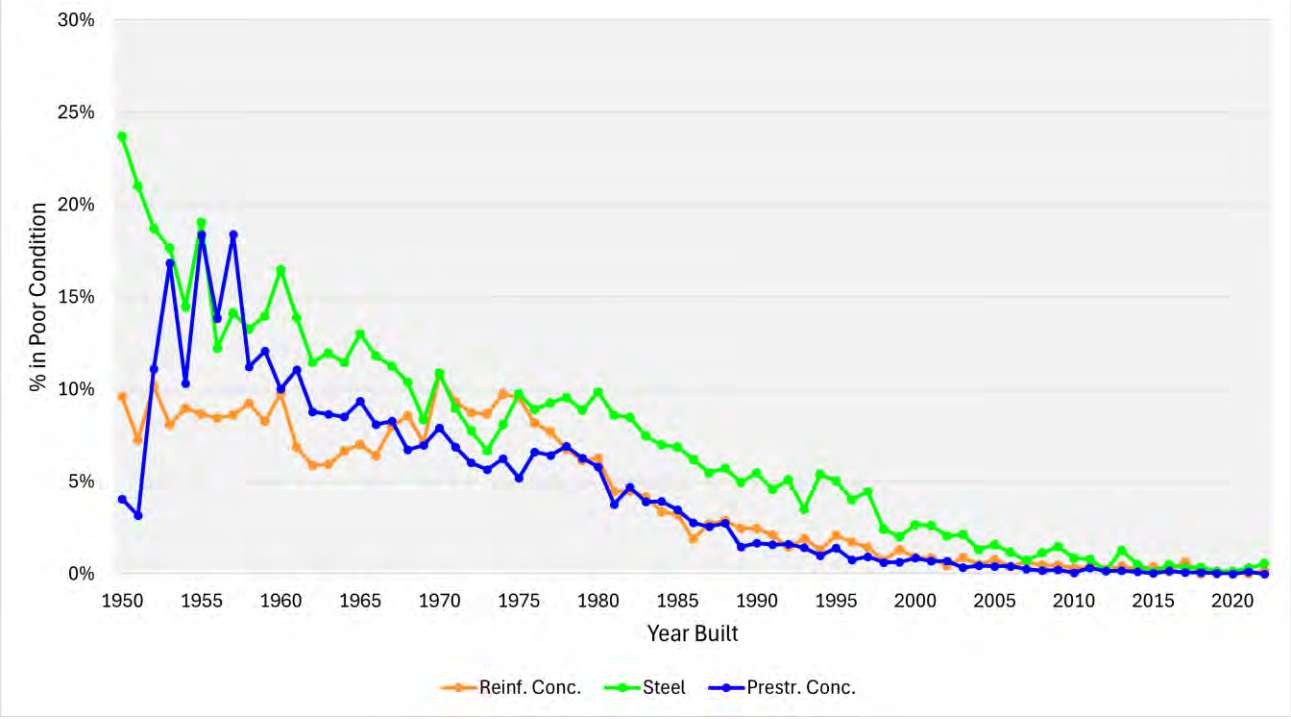


Table A.21. In-service bridges in poor condition in 2022 by main span superstructure material for interstate routes

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	43	3	151	8	1	0	0	0	0	0	7.0%	5.3%	0.0%	0.0%	0.0%
1951	26	2	58	1	0	0	0	0	0	0	7.7%	1.7%	0.0%	0.0%	0.0%
1952	47	0	81	4	7	0	0	0	0	0	0.0%	4.9%	0.0%	0.0%	0.0%
1953	91	2	142	14	4	0	0	0	0	0	2.2%	9.9%	0.0%	0.0%	0.0%
1954	78	5	332	27	13	0	0	0	1	0	6.4%	8.1%	0.0%	0.0%	0.0%
1955	79	3	187	22	6	0	0	0	0	0	3.8%	11.8%	0.0%	0.0%	0.0%
1956	139	5	522	16	12	0	0	0	0	0	3.6%	3.1%	0.0%	0.0%	0.0%
1957	151	4	469	25	32	1	0	0	0	0	2.7%	5.3%	3.1%	0.0%	0.0%
1958	419	6	561	26	241	3	0	0	2	0	1.4%	4.6%	1.2%	0.0%	0.0%
1959	448	15	503	34	234	8	0	0	0	0	3.4%	6.8%	3.4%	0.0%	0.0%
1960	523	25	535	27	268	8	0	0	0	0	4.8%	5.1%	3.0%	0.0%	0.0%
1961	480	16	519	39	273	10	0	0	0	0	3.3%	7.5%	3.7%	0.0%	0.0%
1962	475	16	643	35	332	15	0	0	0	0	3.4%	5.4%	4.5%	0.0%	0.0%
1963	607	17	890	66	423	12	0	0	0	0	2.8%	7.4%	2.8%	0.0%	0.0%
1964	651	22	889	52	361	7	0	0	0	0	3.4%	5.9%	1.9%	0.0%	0.0%
1965	678	8	914	70	430	25	0	0	0	0	1.2%	7.7%	5.8%	0.0%	0.0%
1966	661	16	759	53	473	13	0	0	0	0	2.4%	7.0%	2.8%	0.0%	0.0%
1967	789	48	847	48	468	24	0	0	0	0	6.1%	5.7%	5.1%	0.0%	0.0%
1968	525	20	910	46	478	12	0	0	0	0	3.8%	5.1%	2.5%	0.0%	0.0%
1969	494	21	762	41	520	14	0	0	0	0	4.3%	5.4%	2.7%	0.0%	0.0%
1970	402	30	700	30	442	11	0	0	0	0	7.5%	4.3%	2.5%	0.0%	0.0%
1971	323	16	655	41	526	13	1	1	0	0	5.0%	6.3%	2.5%	100.0%	0.0%
1972	240	8	602	42	535	8	0	0	2	0	3.3%	7.0%	1.5%	0.0%	0.0%
1973	139	0	566	12	401	7	0	0	0	0	0.0%	2.1%	1.8%	0.0%	0.0%
1974	148	0	498	18	390	9	0	0	0	0	0.0%	3.6%	2.3%	0.0%	0.0%
1975	170	4	364	9	375	3	0	0	0	0	2.4%	2.5%	0.8%	0.0%	0.0%
1976	137	3	390	14	376	9	0	0	0	0	2.2%	3.6%	2.4%	0.0%	0.0%
1977	107	3	320	5	262	4	0	0	0	0	2.8%	1.6%	1.5%	0.0%	0.0%
1978	66	0	209	7	237	4	0	0	0	0	0.0%	3.4%	1.7%	0.0%	0.0%
1979	70	1	258	5	242	3	0	0	0	0	1.4%	1.9%	1.2%	0.0%	0.0%
1980	60	2	287	9	258	2	0	0	0	0	3.3%	3.1%	0.8%	0.0%	0.0%
1981	48	0	245	5	220	1	0	0	0	0	0.0%	2.0%	0.5%	0.0%	0.0%
1982	41	0	183	7	210	0	0	0	0	0	0.0%	3.8%	0.0%	0.0%	0.0%
1983	46	1	133	0	189	0	0	0	0	0	2.2%	0.0%	0.0%	0.0%	0.0%
1984	29	0	153	8	225	2	0	0	0	0	0.0%	5.2%	0.9%	0.0%	0.0%
1985	46	0	197	4	241	0	0	0	0	0	0.0%	2.0%	0.0%	0.0%	0.0%
1986	55	0	143	3	200	0	0	0	1	0	0.0%	2.1%	0.0%	0.0%	0.0%
1987	44	0	151	2	243	0	0	0	0	0	0.0%	1.3%	0.0%	0.0%	0.0%
1988	41	0	148	1	328	3	0	0	0	0	0.0%	0.7%	0.9%	0.0%	0.0%
1989	43	0	196	3	278	6	0	0	0	0	0.0%	1.5%	2.2%	0.0%	0.0%
1990	55	2	207	0	196	4	0	0	0	0	3.6%	0.0%	2.0%	0.0%	0.0%
1991	25	1	149	0	168	0	0	0	0	0	4.0%	0.0%	0.0%	0.0%	0.0%
1992	23	0	143	1	209	3	0	0	0	0	0.0%	0.7%	1.4%	0.0%	0.0%
1993	18	0	133	0	218	3	0	0	0	0	0.0%	0.0%	1.4%	0.0%	0.0%
1994	18	0	122	1	207	2	0	0	0	0	0.0%	0.8%	1.0%	0.0%	0.0%
1995	11	0	104	0	173	8	0	0	0	0	0.0%	0.0%	4.6%	0.0%	0.0%
1996	11	0	86	2	155	2	0	0	0	0	0.0%	2.3%	1.3%	0.0%	0.0%
1997	6	0	93	0	155	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1998	10	0	91	0	167	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1999	18	0	118	1	194	0	0	0	0	0	0.0%	0.9%	0.0%	0.0%	0.0%
2000	16	0	119	1	200	0	0	0	0	0	0.0%	0.8%	0.0%	0.0%	0.0%
2001	19	0	109	0	213	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%

Table A.21. In-service bridges in poor condition in 2022 by main span superstructure material for interstate routes (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	25	0	157	0	198	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2003	27	0	145	0	264	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2004	21	0	146	0	235	2	0	0	0	0	0.0%	0.0%	0.9%	0.0%	0.0%
2005	10	1	138	2	258	0	0	0	0	0	10.0%	1.5%	0.0%	0.0%	0.0%
2006	12	0	184	0	221	2	0	0	0	0	0.0%	0.0%	0.9%	0.0%	0.0%
2007	29	0	137	0	247	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2008	18	0	149	0	292	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	15	0	109	0	214	0	0	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2010	23	0	97	0	178	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2011	18	0	99	0	204	2	0	0	1	0	0.0%	0.0%	1.0%	0.0%	0.0%
2012	39	0	116	0	282	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	28	0	141	0	248	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2014	19	0	128	0	238	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2015	25	0	103	0	274	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	26	0	142	0	326	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2017	28	0	104	0	249	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	15	0	82	0	278	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	21	0	115	0	296	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	27	0	115	0	282	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	9	0	77	0	202	0	0	0	4	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	25	0	65	0	100	0	0	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**10,349**	**326**	**21,095**	**887**	**18,095**	**265**	**1**	**1**	**17**	**0**	**3.2%**	**4.2%**	**1.5%**	**100.0%**	**0.0%**

Figure A.21. In-service bridges in poor condition in 2022 by main span superstructure material for interstate routes (Timber and Other materials are excluded for figure clarity)

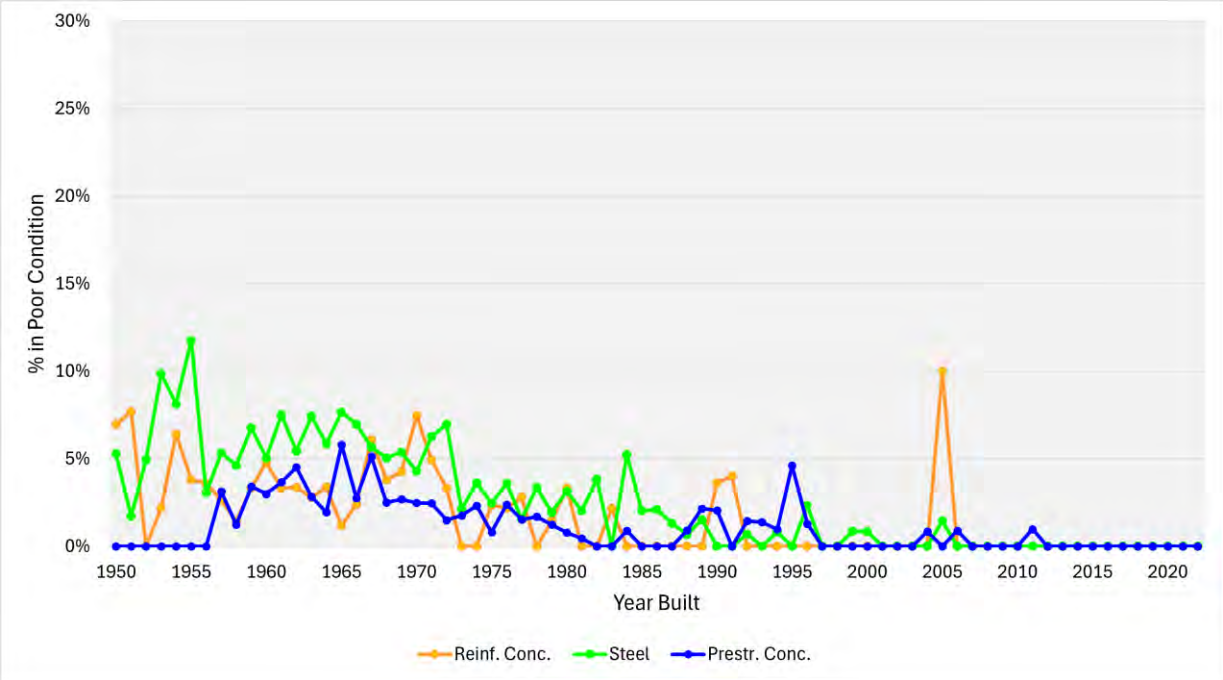


Table A.22. In-service bridges in poor condition in 2022 by main span superstructure material for U.S. highways

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	133	9	137	21	20	0	2	0	0	0	6.8%	15.3%	0.0%	0.0%	0.0%
1951	98	8	103	10	7	0	3	0	0	0	8.2%	9.7%	0.0%	0.0%	0.0%
1952	164	17	114	11	6	0	2	1	0	0	10.4%	9.7%	0.0%	50.0%	0.0%
1953	202	14	119	14	5	0	1	0	0	0	6.9%	11.8%	0.0%	0.0%	0.0%
1954	226	20	137	12	11	0	8	0	0	0	8.9%	8.8%	0.0%	0.0%	0.0%
1955	229	17	168	26	10	1	2	0	0	0	7.4%	15.5%	10.0%	0.0%	0.0%
1956	213	18	189	26	17	1	1	0	0	0	8.5%	13.8%	5.9%	0.0%	0.0%
1957	231	11	176	10	38	7	4	1	0	0	4.8%	5.7%	18.4%	25.0%	0.0%
1958	242	6	232	24	59	1	1	0	0	0	2.5%	10.3%	1.7%	0.0%	0.0%
1959	250	7	197	14	73	4	0	0	0	0	2.8%	7.1%	5.5%	0.0%	0.0%
1960	233	12	269	21	92	9	2	0	0	0	5.2%	7.8%	9.8%	0.0%	0.0%
1961	204	6	209	28	76	7	0	0	0	0	2.9%	13.4%	9.2%	0.0%	0.0%
1962	202	8	227	26	103	13	0	0	0	0	4.0%	11.5%	12.6%	0.0%	0.0%
1963	197	2	237	24	146	21	0	0	0	0	1.0%	10.1%	14.4%	0.0%	0.0%
1964	193	2	243	27	110	6	0	0	0	0	1.0%	11.1%	5.5%	0.0%	0.0%
1965	224	7	279	31	121	12	0	0	0	0	3.1%	11.1%	9.9%	0.0%	0.0%
1966	188	6	268	16	147	1	0	0	0	0	3.2%	6.0%	0.7%	0.0%	0.0%
1967	184	3	188	12	120	6	0	0	0	0	1.6%	6.4%	5.0%	0.0%	0.0%
1968	173	2	268	13	140	2	2	0	0	0	1.2%	4.9%	1.4%	0.0%	0.0%
1969	172	1	254	14	162	4	0	0	0	0	0.6%	5.5%	2.5%	0.0%	0.0%
1970	152	5	283	17	201	6	0	0	0	0	3.3%	6.0%	3.0%	0.0%	0.0%
1971	149	2	285	14	251	5	0	0	0	0	1.3%	4.9%	2.0%	0.0%	0.0%
1972	129	3	274	11	236	7	0	0	0	0	2.3%	4.0%	3.0%	0.0%	0.0%
1973	124	2	249	4	208	6	0	0	0	0	1.6%	1.6%	2.9%	0.0%	0.0%
1974	93	5	211	10	157	3	0	0	0	0	5.4%	4.7%	1.9%	0.0%	0.0%
1975	76	2	186	9	152	1	1	0	0	0	2.6%	4.8%	0.7%	0.0%	0.0%
1976	111	2	204	7	268	3	0	0	0	0	1.8%	3.4%	1.1%	0.0%	0.0%
1977	64	0	140	10	179	1	0	0	0	0	0.0%	7.1%	0.6%	0.0%	0.0%
1978	76	1	156	7	219	0	0	0	0	0	1.3%	4.5%	0.0%	0.0%	0.0%
1979	51	0	133	9	159	3	0	0	0	0	0.0%	6.8%	1.9%	0.0%	0.0%
1980	58	1	136	3	183	9	0	0	0	0	1.7%	2.2%	4.9%	0.0%	0.0%
1981	60	1	159	4	161	1	0	0	0	0	1.7%	2.5%	0.6%	0.0%	0.0%
1982	36	1	82	1	175	0	0	0	0	0	2.8%	1.2%	0.0%	0.0%	0.0%
1983	50	0	93	4	178	2	0	0	0	0	0.0%	4.3%	1.1%	0.0%	0.0%
1984	63	1	110	4	247	1	0	0	0	0	1.6%	3.6%	0.4%	0.0%	0.0%
1985	87	1	110	2	229	4	0	0	0	0	1.2%	1.8%	1.8%	0.0%	0.0%
1986	64	0	105	3	309	0	0	0	0	0	0.0%	2.9%	0.0%	0.0%	0.0%
1987	75	0	124	0	263	2	0	0	0	0	0.0%	0.0%	0.8%	0.0%	0.0%
1988	60	0	109	3	302	0	0	0	0	0	0.0%	2.8%	0.0%	0.0%	0.0%
1989	43	1	117	0	293	3	0	0	0	0	2.3%	0.0%	1.0%	0.0%	0.0%
1990	69	1	105	0	317	2	1	0	0	0	1.5%	0.0%	0.6%	0.0%	0.0%
1991	57	0	142	0	285	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1992	70	0	121	0	317	2	0	0	0	0	0.0%	0.0%	0.6%	0.0%	0.0%
1993	62	0	118	1	354	3	0	0	0	0	0.0%	0.9%	0.9%	0.0%	0.0%
1994	107	0	101	3	336	6	0	0	0	0	0.0%	3.0%	1.8%	0.0%	0.0%
1995	70	0	102	3	371	0	0	0	0	0	0.0%	2.9%	0.0%	0.0%	0.0%
1996	102	0	105	2	424	2	0	0	0	0	0.0%	1.9%	0.5%	0.0%	0.0%
1997	90	0	108	1	367	1	1	0	0	0	0.0%	0.9%	0.3%	0.0%	0.0%
1998	107	0	126	2	375	0	0	0	0	0	0.0%	1.6%	0.0%	0.0%	0.0%
1999	59	2	89	0	364	0	0	0	0	0	3.4%	0.0%	0.0%	0.0%	0.0%
2000	75	0	101	0	400	1	0	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2001	58	0	124	0	320	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%

Table A.22. In-service bridges in poor condition in 2022 by main span superstructure material for U.S. highways (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	65	0	114	0	401	3	0	0	0	0	0.0%	0.0%	0.8%	0.0%	0.0%
2003	86	0	136	0	409	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2004	69	0	157	0	433	1	0	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2005	39	0	142	0	431	1	0	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2006	54	0	96	0	317	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2007	48	0	95	0	333	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2008	47	0	89	0	372	1	0	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2009	45	0	72	0	324	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2010	42	0	108	0	284	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2011	42	0	81	1	242	0	0	0	1	0	0.0%	1.2%	0.0%	0.0%	0.0%
2012	38	0	86	0	295	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	39	0	73	0	299	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2014	37	0	77	0	256	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2015	54	0	52	0	208	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	29	0	75	0	215	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2017	38	0	79	0	237	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	30	0	70	0	260	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	28	0	55	0	191	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	49	0	33	0	188	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	31	0	40	0	136	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	41	0	32	0	127	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**7,456**	**207**	**10,384**	**515**	**16,021**	**175**	**31**	**2**	**4**	**0**	**2.8%**	**5.0%**	**1.1%**	**6.5%**	**0.0%**

Figure A.22. In-service bridges in poor condition in 2022 by main span superstructure material for U.S. highways (Timber and Other materials are excluded for figure clarity)

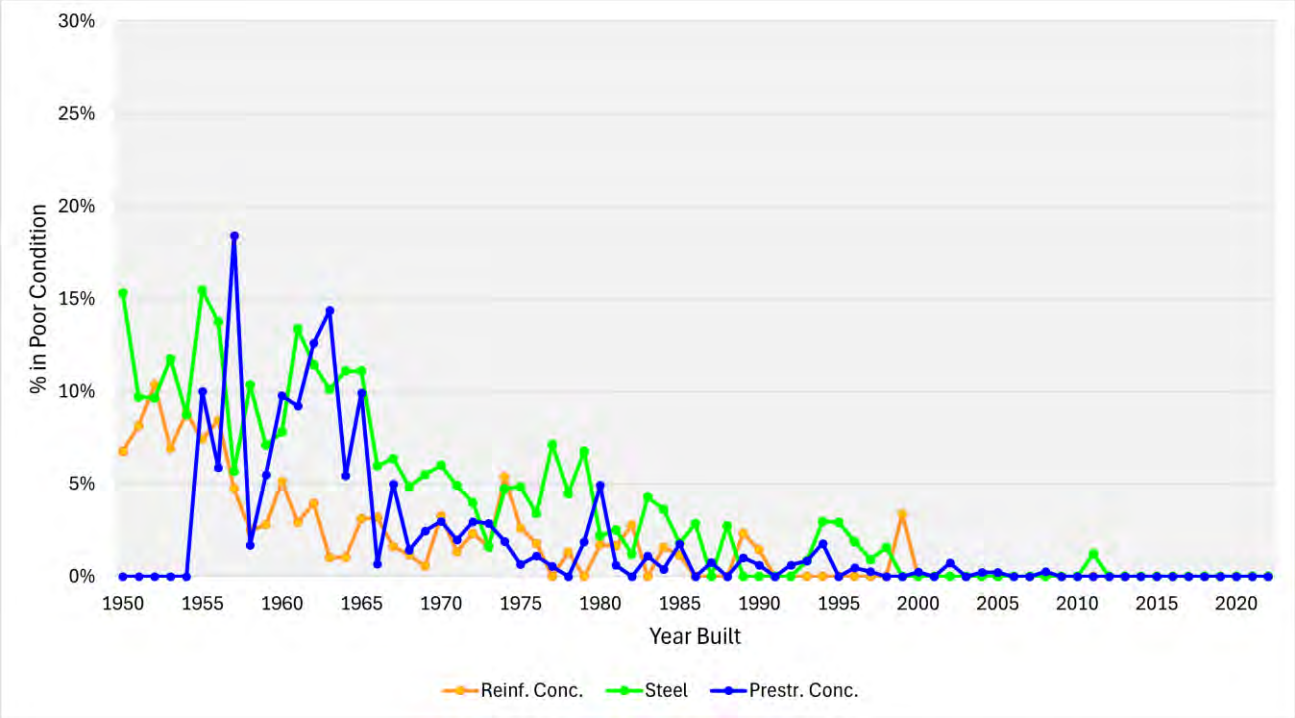


Table A.23. In-service bridges in poor condition in 2022 by main span superstructure material for state highways

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	466	30	451	75	19	0	33	10	0	0	6.4%	16.6%	0.0%	30.3%	0.0%
1951	344	20	348	60	15	0	31	10	0	0	5.8%	17.2%	0.0%	32.3%	0.0%
1952	422	42	385	69	47	7	44	14	0	0	10.0%	17.9%	14.9%	31.8%	0.0%
1953	509	32	358	69	26	6	42	9	1	0	6.3%	19.3%	23.1%	21.4%	0.0%
1954	577	40	478	83	31	3	51	14	0	0	6.9%	17.4%	9.7%	27.5%	0.0%
1955	703	55	553	68	41	6	52	13	0	0	7.8%	12.3%	14.6%	25.0%	0.0%
1956	689	49	491	56	91	8	38	9	0	0	7.1%	11.4%	8.8%	23.7%	0.0%
1957	817	68	524	82	135	24	64	18	0	0	8.3%	15.7%	17.8%	28.1%	0.0%
1958	781	85	532	64	209	31	45	10	0	0	10.9%	12.0%	14.8%	22.2%	0.0%
1959	798	63	650	94	243	32	34	4	1	0	7.9%	14.5%	13.2%	11.8%	0.0%
1960	757	70	659	119	272	21	40	10	0	0	9.3%	18.1%	7.7%	25.0%	0.0%
1961	665	41	706	109	332	43	24	7	2	0	6.2%	15.4%	13.0%	29.2%	0.0%
1962	860	45	716	102	345	30	18	6	1	0	5.2%	14.3%	8.7%	33.3%	0.0%
1963	685	35	713	104	368	28	9	2	1	0	5.1%	14.6%	7.6%	22.2%	0.0%
1964	649	44	682	91	308	23	9	2	1	0	6.8%	13.3%	7.5%	22.2%	0.0%
1965	678	35	629	79	411	34	14	6	0	0	5.2%	12.6%	8.3%	42.9%	0.0%
1966	618	43	669	103	410	29	21	3	0	0	7.0%	15.4%	7.1%	14.3%	0.0%
1967	686	37	598	72	537	48	44	14	0	0	5.4%	12.0%	8.9%	31.8%	0.0%
1968	590	48	665	74	557	33	30	10	0	0	8.1%	11.1%	5.9%	33.3%	0.0%
1969	453	36	616	45	474	40	19	3	2	0	8.0%	7.3%	8.4%	15.8%	0.0%
1970	545	32	594	50	563	30	14	6	0	0	5.9%	8.4%	5.3%	42.9%	0.0%
1971	447	37	541	58	527	34	9	1	0	0	8.3%	10.7%	6.5%	11.1%	0.0%
1972	425	32	552	32	516	26	9	4	0	0	7.5%	5.8%	5.0%	44.4%	0.0%
1973	307	27	458	33	580	24	18	7	0	0	8.8%	7.2%	4.1%	38.9%	0.0%
1974	331	27	402	29	499	27	8	4	0	0	8.2%	7.2%	5.4%	50.0%	0.0%
1975	354	27	421	40	566	32	19	6	2	0	7.6%	9.5%	5.7%	31.6%	0.0%
1976	328	13	487	35	510	35	6	2	3	0	4.0%	7.2%	6.9%	33.3%	0.0%
1977	255	17	302	28	420	21	11	4	2	0	6.7%	9.3%	5.0%	36.4%	0.0%
1978	254	12	275	27	463	17	8	1	0	0	4.7%	9.8%	3.7%	12.5%	0.0%
1979	302	14	268	17	441	16	2	0	0	0	4.6%	6.3%	3.6%	0.0%	0.0%
1980	317	23	299	25	437	17	3	0	0	0	7.3%	8.4%	3.9%	0.0%	0.0%
1981	237	8	295	16	425	15	2	0	0	0	3.4%	5.4%	3.5%	0.0%	0.0%
1982	241	10	207	9	462	17	10	0	0	0	4.2%	4.4%	3.7%	0.0%	0.0%
1983	235	8	207	5	578	22	5	0	0	0	3.4%	2.4%	3.8%	0.0%	0.0%
1984	294	9	236	4	641	13	3	0	1	0	3.1%	1.7%	2.0%	0.0%	0.0%
1985	275	5	239	12	692	24	1	0	1	0	1.8%	5.0%	3.5%	0.0%	0.0%
1986	290	5	249	4	682	14	2	0	0	0	1.7%	1.6%	2.1%	0.0%	0.0%
1987	228	1	278	1	656	9	0	0	0	0	0.4%	0.4%	1.4%	0.0%	0.0%
1988	225	6	276	2	803	12	1	0	0	0	2.7%	0.7%	1.5%	0.0%	0.0%
1989	207	6	252	5	718	5	0	0	0	0	2.9%	2.0%	0.7%	0.0%	0.0%
1990	273	4	283	6	828	9	3	1	0	0	1.5%	2.1%	1.1%	33.3%	0.0%
1991	213	0	276	0	723	10	2	0	0	0	0.0%	0.0%	1.4%	0.0%	0.0%
1992	288	1	257	7	835	10	3	1	0	0	0.4%	2.7%	1.2%	33.3%	0.0%
1993	218	1	238	3	843	14	3	0	0	0	0.5%	1.3%	1.7%	0.0%	0.0%
1994	244	2	259	6	791	3	0	0	0	0	0.8%	2.3%	0.4%	0.0%	0.0%
1995	229	1	256	6	696	6	2	0	0	0	0.4%	2.3%	0.9%	0.0%	0.0%
1996	293	1	259	4	801	2	3	0	0	0	0.3%	1.5%	0.3%	0.0%	0.0%
1997	233	2	252	0	814	4	1	0	0	0	0.9%	0.0%	0.5%	0.0%	0.0%
1998	172	1	197	0	742	2	0	0	0	0	0.6%	0.0%	0.3%	0.0%	0.0%
1999	192	1	243	0	746	3	0	0	3	0	0.5%	0.0%	0.4%	0.0%	0.0%
2000	171	1	199	3	843	2	1	0	0	0	0.6%	1.5%	0.2%	0.0%	0.0%
2001	153	0	255	2	694	1	2	0	1	0	0.0%	0.8%	0.1%	0.0%	0.0%

Table A.23. In-service bridges in poor condition in 2022 by main span superstructure material for state highways (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	163	0	240	0	784	2	2	0	1	1	0.0%	0.0%	0.3%	0.0%	100.0%
2003	145	1	222	3	759	0	1	0	1	0	0.7%	1.4%	0.0%	0.0%	0.0%
2004	156	0	220	1	711	3	0	0	0	0	0.0%	0.5%	0.4%	0.0%	0.0%
2005	140	1	185	0	794	3	2	0	0	0	0.7%	0.0%	0.4%	0.0%	0.0%
2006	126	0	230	1	849	3	0	0	0	0	0.0%	0.4%	0.4%	0.0%	0.0%
2007	123	0	200	1	722	0	0	0	1	0	0.0%	0.5%	0.0%	0.0%	0.0%
2008	118	0	185	0	784	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	92	0	211	2	770	1	2	0	0	0	0.0%	1.0%	0.1%	0.0%	0.0%
2010	135	0	178	1	926	0	0	0	0	0	0.0%	0.6%	0.0%	0.0%	0.0%
2011	110	2	193	1	979	0	1	0	4	0	1.8%	0.5%	0.0%	0.0%	0.0%
2012	115	0	200	0	1,021	2	0	0	2	0	0.0%	0.0%	0.2%	0.0%	0.0%
2013	103	0	167	0	961	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2014	131	0	178	2	834	0	0	0	0	0	0.0%	1.1%	0.0%	0.0%	0.0%
2015	112	0	144	0	886	0	2	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	117	0	153	1	892	0	0	0	3	0	0.0%	0.7%	0.0%	0.0%	0.0%
2017	105	0	181	1	836	0	2	0	1	0	0.0%	0.6%	0.0%	0.0%	0.0%
2018	99	0	140	1	881	0	0	0	1	0	0.0%	0.7%	0.0%	0.0%	0.0%
2019	95	0	131	0	717	0	2	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	82	0	146	0	562	0	0	0	5	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	108	0	109	1	498	0	0	0	3	0	0.0%	0.9%	0.0%	0.0%	0.0%
2022	70	0	106	0	319	0	0	0	4	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**23,968**	**1,256**	**24,954**	**2,103**	**41,891**	**936**	**829**	**211**	**51**	**1**	**5.2%**	**8.4%**	**2.2%**	**25.5%**	**2.0%**

Figure A.23. In-service bridges in poor condition in 2022 by main span superstructure material for state highways (Timber and Other materials are excluded for figure clarity)

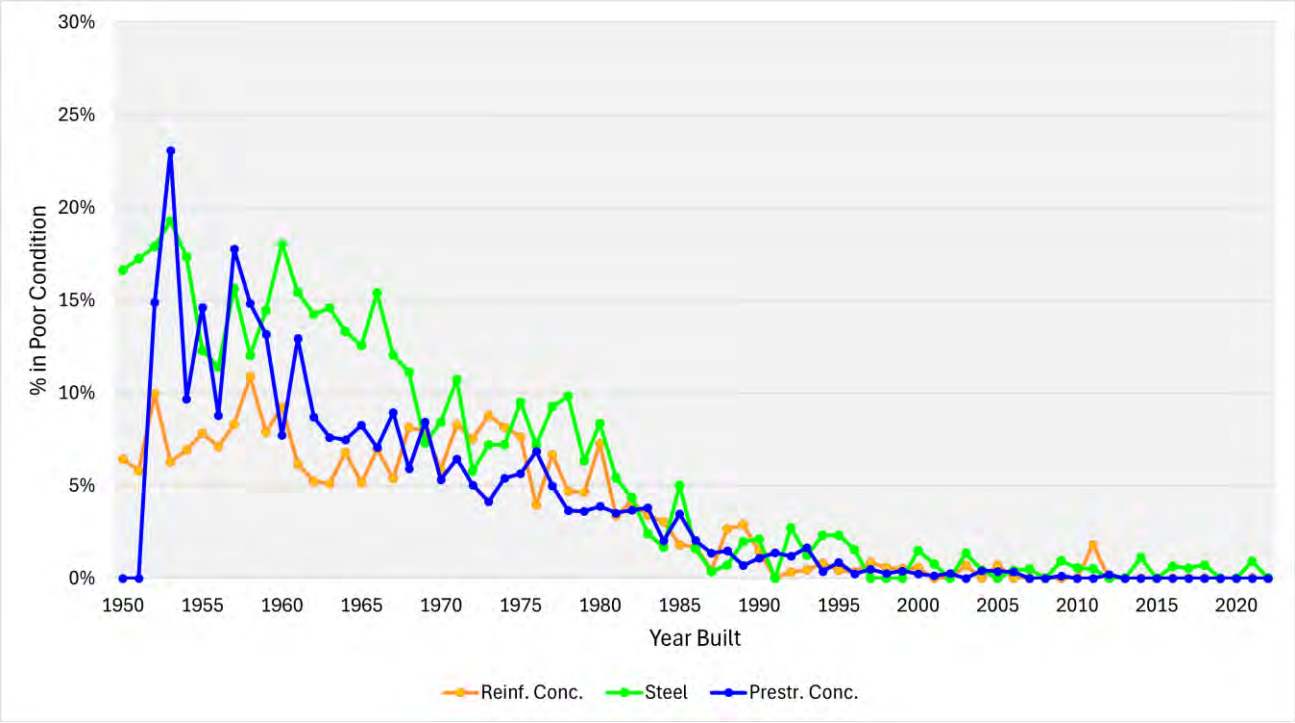


Table A.24. In-service bridges in poor condition in 2022 by main span superstructure material for county highways

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	652	76	1,748	450	148	5	339	144	1	0	11.7%	25.7%	3.4%	42.5%	0.0%
1951	185	16	410	126	26	2	70	41	0	0	8.7%	30.7%	7.7%	58.6%	0.0%
1952	276	32	459	116	34	1	113	46	0	0	11.6%	25.3%	2.9%	40.7%	0.0%
1953	267	42	444	98	35	9	100	49	0	0	15.7%	22.1%	25.7%	49.0%	0.0%
1954	331	48	635	111	65	6	72	20	0	0	14.5%	17.5%	9.2%	27.8%	0.0%
1955	516	62	873	208	113	23	164	63	0	0	12.0%	23.8%	20.4%	38.4%	0.0%
1956	461	62	660	105	118	19	80	30	0	0	13.5%	15.9%	16.1%	37.5%	0.0%
1957	529	63	512	125	181	35	85	31	1	0	11.9%	24.4%	19.3%	36.5%	0.0%
1958	719	98	538	123	267	45	123	45	1	0	13.6%	22.9%	16.9%	36.6%	0.0%
1959	744	94	577	107	277	52	87	30	0	0	12.6%	18.5%	18.8%	34.5%	0.0%
1960	1,164	165	1,637	326	594	72	338	157	1	0	14.2%	19.9%	12.1%	46.5%	0.0%
1961	582	62	580	101	368	52	73	25	0	0	10.7%	17.4%	14.1%	34.3%	0.0%
1962	649	58	681	95	421	47	89	24	0	0	8.9%	14.0%	11.2%	27.0%	0.0%
1963	607	66	737	106	462	51	125	35	0	0	10.9%	14.4%	11.0%	28.0%	0.0%
1964	690	78	822	127	524	62	128	37	0	0	11.3%	15.5%	11.8%	28.9%	0.0%
1965	1,098	130	1,298	203	855	74	292	120	1	0	11.8%	15.6%	8.7%	41.1%	0.0%
1966	600	73	750	108	571	80	137	46	0	0	12.2%	14.4%	14.0%	33.6%	0.0%
1967	637	98	790	129	515	54	124	32	1	1	15.4%	16.3%	10.5%	25.8%	100.0%
1968	722	105	837	124	719	66	141	35	0	0	14.5%	14.8%	9.2%	24.8%	0.0%
1969	575	64	719	87	590	56	109	34	0	0	11.1%	12.1%	9.5%	31.2%	0.0%
1970	1,084	170	1,340	198	1,037	106	251	73	0	0	15.7%	14.8%	10.2%	29.1%	0.0%
1971	563	87	699	78	622	75	112	33	0	0	15.5%	11.2%	12.1%	29.5%	0.0%
1972	580	82	700	63	760	71	98	26	1	0	14.1%	9.0%	9.3%	26.5%	0.0%
1973	586	73	703	72	803	70	105	23	1	0	12.5%	10.2%	8.7%	21.9%	0.0%
1974	640	88	722	86	833	71	100	28	0	0	13.8%	11.9%	8.5%	28.0%	0.0%
1975	874	119	950	126	1,075	72	185	77	3	2	13.6%	13.3%	6.7%	41.6%	66.7%
1976	613	70	659	88	922	82	116	41	2	1	11.4%	13.4%	8.9%	35.3%	50.0%
1977	651	69	618	81	1,009	73	165	31	4	2	10.6%	13.1%	7.2%	18.8%	50.0%
1978	678	68	671	77	1,201	110	208	54	0	0	10.0%	11.5%	9.2%	26.0%	0.0%
1979	562	43	600	76	1,060	85	144	44	0	0	7.7%	12.7%	8.0%	30.6%	0.0%
1980	679	46	764	102	1,205	74	178	36	3	0	6.8%	13.4%	6.1%	20.2%	0.0%
1981	558	32	635	86	1,107	51	97	23	0	0	5.7%	13.5%	4.6%	23.7%	0.0%
1982	558	29	686	77	1,142	74	126	23	1	0	5.2%	11.2%	6.5%	18.3%	0.0%
1983	655	35	662	71	1,302	66	93	16	2	0	5.3%	10.7%	5.1%	17.2%	0.0%
1984	742	28	658	59	1,345	70	114	25	1	0	3.8%	9.0%	5.2%	21.9%	0.0%
1985	669	26	752	69	1,406	57	166	27	2	0	3.9%	9.2%	4.1%	16.3%	0.0%
1986	645	17	748	62	1,259	53	148	18	5	0	2.6%	8.3%	4.2%	12.2%	0.0%
1987	660	28	876	72	1,412	54	161	24	2	1	4.2%	8.2%	3.8%	14.9%	50.0%
1988	650	23	884	76	1,363	57	155	29	4	1	3.5%	8.6%	4.2%	18.7%	25.0%
1989	644	17	938	65	1,298	17	157	29	5	0	2.6%	6.9%	1.3%	18.5%	0.0%
1990	741	23	1,038	81	1,409	24	175	25	1	1	3.1%	7.8%	1.7%	14.3%	100.0%
1991	737	23	980	70	1,540	30	190	29	1	1	3.1%	7.1%	2.0%	15.3%	100.0%
1992	654	12	879	60	1,419	28	167	15	1	1	1.8%	6.8%	2.0%	9.0%	100.0%
1993	687	20	807	44	1,358	19	167	20	3	0	2.9%	5.5%	1.4%	12.0%	0.0%
1994	651	12	885	63	1,334	10	140	11	3	0	1.8%	7.1%	0.8%	7.9%	0.0%
1995	723	22	878	62	1,299	22	151	13	1	0	3.0%	7.1%	1.7%	8.6%	0.0%
1996	689	21	894	46	1,303	11	124	9	2	0	3.1%	5.2%	0.8%	7.3%	0.0%
1997	760	16	920	52	1,325	21	148	4	2	0	2.1%	5.7%	1.6%	2.7%	0.0%
1998	721	8	858	23	1,233	14	105	11	3	0	1.1%	2.7%	1.1%	10.5%	0.0%
1999	807	12	919	25	1,279	12	85	10	1	1	1.5%	2.7%	0.9%	11.8%	100.0%
2000	726	8	930	31	1,215	17	82	8	2	0	1.1%	3.3%	1.4%	9.8%	0.0%
2001	731	10	949	21	1,148	15	68	2	2	0	1.4%	2.2%	1.3%	2.9%	0.0%

Table A.24 – (continued) In-service bridges in poor condition in 2022 by main span superstructure material for county highways

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	690	4	932	25	1,164	11	73	5	1	0	0.6%	2.7%	1.0%	6.9%	0.0%
2003	730	10	872	19	1,272	9	66	7	2	0	1.4%	2.2%	0.7%	10.6%	0.0%
2004	688	4	803	12	1,220	8	53	2	4	1	0.6%	1.5%	0.7%	3.8%	25.0%
2005	652	5	789	14	1,194	4	34	1	0	0	0.8%	1.8%	0.3%	2.9%	0.0%
2006	566	2	765	9	1,151	6	45	4	0	0	0.4%	1.2%	0.5%	8.9%	0.0%
2007	554	4	619	4	971	4	43	0	4	0	0.7%	0.7%	0.4%	0.0%	0.0%
2008	460	2	550	10	903	3	28	3	2	0	0.4%	1.8%	0.3%	10.7%	0.0%
2009	508	3	587	10	971	5	39	0	1	0	0.6%	1.7%	0.5%	0.0%	0.0%
2010	473	3	592	6	945	0	39	2	2	0	0.6%	1.0%	0.0%	5.1%	0.0%
2011	476	0	580	5	849	3	40	3	3	0	0.0%	0.9%	0.4%	7.5%	0.0%
2012	498	2	556	2	926	3	37	0	0	0	0.4%	0.4%	0.3%	0.0%	0.0%
2013	424	2	493	11	810	4	24	0	2	0	0.5%	2.2%	0.5%	0.0%	0.0%
2014	423	1	439	3	808	3	19	0	3	0	0.2%	0.7%	0.4%	0.0%	0.0%
2015	452	3	447	1	847	1	36	0	0	0	0.7%	0.2%	0.1%	0.0%	0.0%
2016	421	1	486	2	782	4	34	0	3	0	0.2%	0.4%	0.5%	0.0%	0.0%
2017	462	5	451	2	838	1	21	1	5	0	1.1%	0.4%	0.1%	4.8%	0.0%
2018	378	0	423	2	680	2	33	1	1	0	0.0%	0.5%	0.3%	3.0%	0.0%
2019	430	0	364	0	651	1	25	0	3	0	0.0%	0.0%	0.2%	0.0%	0.0%
2020	470	1	346	0	632	0	17	0	3	0	0.2%	0.0%	0.0%	0.0%	0.0%
2021	396	0	323	1	593	0	16	0	4	0	0.0%	0.3%	0.0%	0.0%	0.0%
2022	272	1	258	1	442	0	16	2	9	0	0.4%	0.4%	0.0%	12.5%	0.0%
Totals	**44,345**	**2,882**	**53,584**	**5,376**	**63,555**	**2,494**	**8,008**	**1,912**	**116**	**13**	**6.5%**	**10.0%**	**3.9%**	**23.9%**	**11.2%**

Figure A.24. In-service bridges in poor condition in 2022 by main span superstructure material for county highways (Timber and Other materials are excluded for figure clarity)

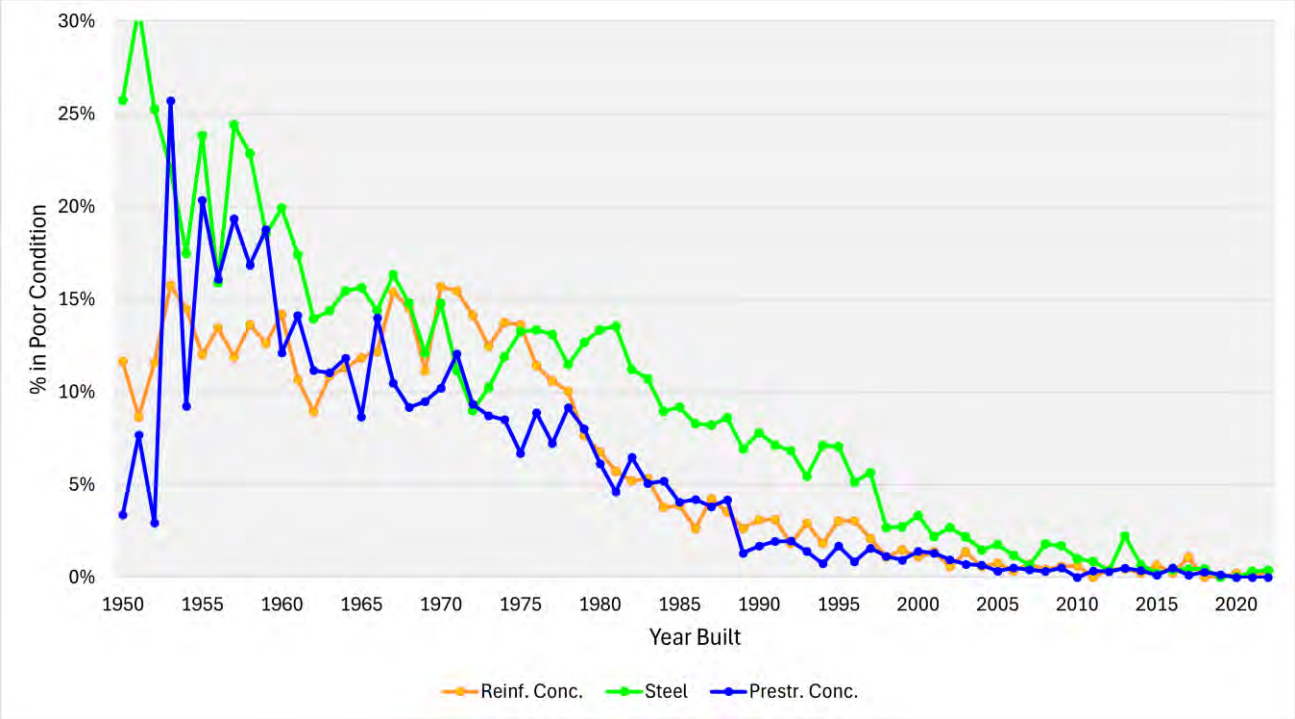


Table A.25. In-service bridges in poor condition in 2022 by main span superstructure material for city streets

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	314	34	366	115	44	3	26	7	3	1	10.8%	31.4%	6.8%	26.9%	33.3%
1951	82	6	87	17	11	0	4	2	0	0	7.3%	19.5%	0.0%	50.0%	0.0%
1952	109	11	107	16	17	4	3	1	0	0	10.1%	15.0%	23.5%	33.3%	0.0%
1953	105	8	92	14	11	0	3	1	0	0	7.6%	15.2%	0.0%	33.3%	0.0%
1954	136	10	187	34	26	6	5	2	0	0	7.4%	18.2%	23.1%	40.0%	0.0%
1955	181	11	241	58	62	13	6	4	2	0	6.1%	24.1%	21.0%	66.7%	0.0%
1956	140	12	239	55	161	30	7	1	1	1	8.6%	23.0%	18.6%	14.3%	100.0%
1957	156	18	216	28	92	19	1	1	2	0	11.5%	13.0%	20.7%	100.0%	0.0%
1958	188	27	258	43	152	26	9	1	0	0	14.4%	16.7%	17.1%	11.1%	0.0%
1959	205	26	177	36	142	22	2	0	1	0	12.7%	20.3%	15.5%	0.0%	0.0%
1960	388	34	343	74	252	37	17	5	1	0	8.8%	21.6%	14.7%	29.4%	0.0%
1961	156	18	190	31	159	20	5	4	1	0	11.5%	16.3%	12.6%	80.0%	0.0%
1962	277	20	214	22	129	11	7	3	1	0	7.2%	10.3%	8.5%	42.9%	0.0%
1963	200	15	272	46	188	25	6	4	0	0	7.5%	16.9%	13.3%	66.7%	0.0%
1964	253	16	237	29	196	31	4	2	0	0	6.3%	12.2%	15.8%	50.0%	0.0%
1965	332	32	290	57	305	54	15	7	0	0	9.6%	19.7%	17.7%	46.7%	0.0%
1966	189	13	223	34	188	20	7	4	0	0	6.9%	15.3%	10.6%	57.1%	0.0%
1967	198	14	239	35	191	17	9	3	0	0	7.1%	14.6%	8.9%	33.3%	0.0%
1968	212	15	264	40	205	26	11	2	0	0	7.1%	15.2%	12.7%	18.2%	0.0%
1969	179	13	220	24	176	18	13	1	0	0	7.3%	10.9%	10.2%	7.7%	0.0%
1970	311	31	278	45	441	55	24	5	3	0	10.0%	16.2%	12.5%	20.8%	0.0%
1971	138	11	185	24	202	19	5	1	0	0	8.0%	13.0%	9.4%	20.0%	0.0%
1972	161	10	235	28	259	27	12	2	0	0	6.2%	11.9%	10.4%	16.7%	0.0%
1973	157	15	186	16	295	27	12	2	0	0	9.6%	8.6%	9.2%	16.7%	0.0%
1974	172	16	135	18	323	30	14	5	0	0	9.3%	13.3%	9.3%	35.7%	0.0%
1975	227	15	178	19	411	27	17	3	0	0	6.6%	10.7%	6.6%	17.7%	0.0%
1976	156	22	147	18	248	26	18	2	0	0	14.1%	12.2%	10.5%	11.1%	0.0%
1977	121	7	124	12	254	33	8	1	1	0	5.8%	9.7%	13.0%	12.5%	0.0%
1978	175	6	112	10	297	37	22	4	0	0	3.4%	8.9%	12.5%	18.2%	0.0%
1979	132	11	147	16	276	27	12	0	0	0	8.3%	10.9%	9.8%	0.0%	0.0%
1980	151	7	167	17	358	35	19	4	2	0	4.6%	10.2%	9.8%	21.1%	0.0%
1981	157	7	102	9	283	12	20	2	2	0	4.5%	8.8%	4.2%	10.0%	0.0%
1982	136	7	105	10	282	14	11	3	0	0	5.2%	9.5%	5.0%	27.3%	0.0%
1983	164	4	118	6	316	9	19	0	0	0	2.4%	5.1%	2.9%	0.0%	0.0%
1984	145	4	127	12	395	28	16	2	0	0	2.8%	9.5%	7.1%	12.5%	0.0%
1985	206	9	141	12	455	17	27	5	1	0	4.4%	8.5%	3.7%	18.5%	0.0%
1986	237	3	112	8	390	11	30	0	0	0	1.3%	7.1%	2.8%	0.0%	0.0%
1987	176	3	109	6	409	13	23	3	1	0	1.7%	5.5%	3.2%	13.0%	0.0%
1988	205	6	114	3	431	18	25	2	2	0	2.9%	2.6%	4.2%	8.0%	0.0%
1989	207	4	125	6	435	12	17	0	2	0	1.9%	4.8%	2.8%	0.0%	0.0%
1990	239	3	137	8	422	12	23	3	0	0	1.3%	5.8%	2.8%	13.0%	0.0%
1991	231	3	108	4	410	9	28	0	0	0	1.3%	3.7%	2.2%	0.0%	0.0%
1992	179	4	98	6	378	7	34	3	1	1	2.2%	6.1%	1.9%	8.8%	100.0%
1993	183	2	102	2	374	6	17	1	0	0	1.1%	2.0%	1.6%	5.9%	0.0%
1994	197	2	100	4	289	6	29	1	0	0	1.0%	4.0%	2.1%	3.5%	0.0%
1995	161	3	116	4	301	3	27	2	0	0	1.9%	3.5%	1.0%	7.4%	0.0%
1996	213	1	111	6	338	4	18	2	1	0	0.5%	5.4%	1.2%	11.1%	0.0%
1997	194	1	106	3	375	4	24	0	0	0	0.5%	2.8%	1.1%	0.0%	0.0%
1998	167	0	112	4	367	3	27	2	1	0	0.0%	3.6%	0.8%	7.4%	0.0%
1999	179	1	81	0	404	4	20	1	0	0	0.6%	0.0%	1.0%	5.0%	0.0%
2000	205	2	124	1	403	7	9	0	2	0	1.0%	0.8%	1.7%	0.0%	0.0%
2001	160	0	108	2	332	2	17	1	0	0	0.0%	1.9%	0.6%	5.9%	0.0%

Table A.25. In-service bridges in poor condition in 2022 by main span superstructure material for city streets (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	164	1	101	2	342	2	14	1	0	0	0.6%	2.0%	0.6%	7.1%	0.0%
2003	216	0	109	3	325	2	11	0	0	0	0.0%	2.8%	0.6%	0.0%	0.0%
2004	201	2	110	2	339	0	8	0	0	0	1.0%	1.8%	0.0%	0.0%	0.0%
2005	165	1	104	0	336	4	16	0	2	0	0.6%	0.0%	1.2%	0.0%	0.0%
2006	174	2	90	3	340	2	9	0	3	0	1.2%	3.3%	0.6%	0.0%	0.0%
2007	134	2	92	2	315	1	9	0	2	0	1.5%	2.2%	0.3%	0.0%	0.0%
2008	153	2	94	1	336	1	1	0	4	0	1.3%	1.1%	0.3%	0.0%	0.0%
2009	167	1	92	2	289	0	4	0	0	0	0.6%	2.2%	0.0%	0.0%	0.0%
2010	170	0	92	0	300	1	4	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2011	115	0	68	0	271	0	8	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2012	93	0	85	0	259	0	2	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	70	1	73	0	278	1	10	0	1	0	1.4%	0.0%	0.4%	0.0%	0.0%
2014	103	1	59	0	241	0	7	0	2	0	1.0%	0.0%	0.0%	0.0%	0.0%
2015	108	0	70	0	251	0	5	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	109	0	69	1	224	0	3	0	3	0	0.0%	1.5%	0.0%	0.0%	0.0%
2017	113	0	59	0	249	1	0	0	2	0	0.0%	0.0%	0.4%	0.0%	0.0%
2018	121	0	62	0	200	0	3	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	112	0	65	1	270	0	3	0	1	0	0.0%	1.5%	0.0%	0.0%	0.0%
2020	127	0	55	1	242	0	1	0	2	0	0.0%	1.8%	0.0%	0.0%	0.0%
2021	114	0	49	0	170	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	95	0	40	2	118	0	2	0	0	0	0.0%	5.0%	0.0%	0.0%	0.0%
Totals	**12,666**	**586**	**10,350**	**1,167**	**19,555**	**941**	**905**	**118**	**58**	**3**	**4.6%**	**11.3%**	**4.8%**	**13.0%**	**5.2%**

Figure A.25. In-service bridges in poor condition in 2022 by main span superstructure material for city streets (Timber and Other materials are excluded for figure clarity)

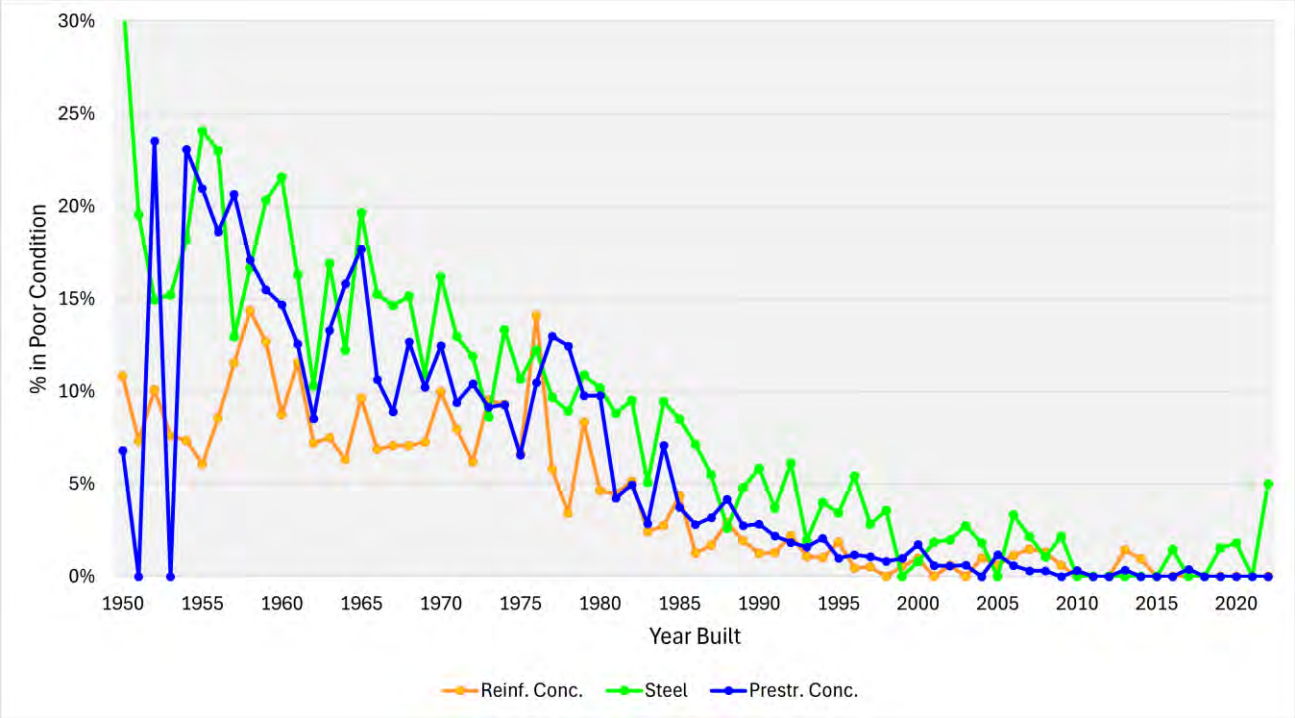


Table A.26. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with less than 1000 ft² of deck area on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	498	66	1,385	411	97	3	265	96	2	1	13.3%	29.7%	3.1%	36.2%	50.0%
1951	93	12	207	58	13	1	67	31	0	0	12.9%	28.0%	7.7%	46.3%	0.0%
1952	149	18	244	62	33	5	113	42	0	0	12.1%	25.4%	15.2%	37.2%	0.0%
1953	133	12	218	50	24	12	114	39	0	0	9.0%	22.9%	50.0%	34.2%	0.0%
1954	174	22	232	57	41	5	111	27	0	0	12.6%	24.6%	12.2%	24.3%	0.0%
1955	246	40	503	119	68	13	142	41	1	0	16.3%	23.7%	19.1%	28.9%	0.0%
1956	165	22	240	63	128	20	122	29	0	0	13.3%	26.3%	15.6%	23.8%	0.0%
1957	185	27	234	64	72	13	111	35	3	0	14.6%	27.4%	18.1%	31.5%	0.0%
1958	222	37	249	66	70	14	136	42	2	0	16.7%	26.5%	20.0%	30.9%	0.0%
1959	168	30	255	73	61	12	90	24	1	0	17.9%	28.6%	19.7%	26.7%	0.0%
1960	469	70	1,047	245	213	26	314	130	2	0	14.9%	23.4%	12.2%	41.4%	0.0%
1961	175	25	287	67	83	15	77	26	1	0	14.3%	23.3%	18.1%	33.8%	0.0%
1962	210	21	284	55	121	11	82	27	1	0	10.0%	19.4%	9.1%	32.9%	0.0%
1963	150	12	322	75	101	12	123	28	0	0	8.0%	23.3%	11.9%	22.8%	0.0%
1964	172	23	280	72	110	14	105	26	0	0	13.4%	25.7%	12.7%	24.8%	0.0%
1965	379	59	627	124	274	33	222	80	1	0	15.6%	19.8%	12.0%	36.0%	0.0%
1966	186	23	236	53	128	17	125	39	0	0	12.4%	22.5%	13.3%	31.2%	0.0%
1967	183	27	241	56	119	28	112	22	0	0	14.8%	23.2%	23.5%	19.6%	0.0%
1968	213	33	281	63	190	32	119	26	0	0	15.5%	22.4%	16.8%	21.9%	0.0%
1969	158	26	224	56	139	22	94	18	1	0	16.5%	25.0%	15.8%	19.2%	0.0%
1970	432	73	683	148	372	63	196	53	1	0	16.9%	21.7%	16.9%	27.0%	0.0%
1971	174	36	198	47	140	21	75	20	0	0	20.7%	23.7%	15.0%	26.7%	0.0%
1972	174	29	224	43	176	23	99	23	2	1	16.7%	19.2%	13.1%	23.2%	50.0%
1973	166	21	255	41	190	17	90	18	0	0	12.7%	16.1%	9.0%	20.0%	0.0%
1974	179	31	270	67	250	32	92	17	0	0	17.3%	24.8%	12.8%	18.5%	0.0%
1975	237	37	450	87	346	31	147	57	2	0	15.6%	19.3%	9.0%	38.8%	0.0%
1976	168	27	253	60	250	37	94	21	3	0	16.1%	23.7%	14.8%	22.3%	0.0%
1977	181	20	224	49	289	36	96	20	2	0	11.1%	21.9%	12.5%	20.8%	0.0%
1978	192	19	279	55	265	32	114	35	0	0	9.9%	19.7%	12.1%	30.7%	0.0%
1979	134	14	250	47	246	23	106	25	0	0	10.5%	18.8%	9.4%	23.6%	0.0%
1980	156	16	410	69	269	34	142	41	3	0	10.3%	16.8%	12.6%	28.9%	0.0%
1981	110	10	263	50	170	13	61	8	0	0	9.1%	19.0%	7.7%	13.1%	0.0%
1982	122	5	313	60	192	14	91	14	2	0	4.1%	19.2%	7.3%	15.4%	0.0%
1983	143	11	289	52	239	21	81	10	2	0	7.7%	18.0%	8.8%	12.4%	0.0%
1984	163	10	303	47	250	20	88	14	1	0	6.1%	15.5%	8.0%	15.9%	0.0%
1985	149	9	354	43	225	21	115	13	1	0	6.0%	12.2%	9.3%	11.3%	0.0%
1986	157	9	331	47	191	13	112	9	2	0	5.7%	14.2%	6.8%	8.0%	0.0%
1987	139	12	384	50	212	11	118	15	2	0	8.6%	13.0%	5.2%	12.7%	0.0%
1988	174	6	414	49	260	17	98	17	2	0	3.5%	11.8%	6.5%	17.4%	0.0%
1989	149	7	425	43	250	7	107	18	0	0	4.7%	10.1%	2.8%	16.8%	0.0%
1990	228	16	490	56	314	8	138	17	3	2	7.0%	11.4%	2.6%	12.3%	66.7%
1991	217	8	465	46	339	6	142	19	0	0	3.7%	9.9%	1.8%	13.4%	0.0%
1992	193	7	431	47	262	8	122	7	0	0	3.6%	10.9%	3.1%	5.7%	0.0%
1993	193	11	359	24	252	4	112	9	0	0	5.7%	6.7%	1.6%	8.0%	0.0%
1994	192	6	404	45	209	0	97	5	1	0	3.1%	11.1%	0.0%	5.2%	0.0%
1995	214	12	466	46	210	4	100	13	0	0	5.6%	9.9%	1.9%	13.0%	0.0%
1996	207	8	421	21	176	2	78	6	1	0	3.9%	5.0%	1.1%	7.7%	0.0%
1997	248	7	437	45	214	0	93	4	2	0	2.8%	10.3%	0.0%	4.3%	0.0%
1998	225	5	434	24	182	2	78	9	4	0	2.2%	5.5%	1.1%	11.5%	0.0%
1999	224	5	461	20	194	4	68	7	2	0	2.2%	4.3%	2.1%	10.3%	0.0%
2000	232	4	475	28	168	8	72	6	3	0	1.7%	5.9%	4.8%	8.3%	0.0%
2001	218	3	499	32	152	5	54	0	0	0	1.4%	6.4%	3.3%	0.0%	0.0%

Table A.26. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with less than 1000 ft² of deck area on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	188	3	415	21	155	5	59	11	2	1	1.6%	5.1%	3.2%	18.6%	50.0%
2003	185	2	400	16	165	2	54	5	2	0	1.1%	4.0%	1.2%	9.3%	0.0%
2004	191	2	372	10	127	2	52	3	3	1	1.1%	2.7%	1.6%	5.8%	33.3%
2005	186	3	367	15	145	2	40	1	0	0	1.6%	4.1%	1.4%	2.5%	0.0%
2006	156	0	347	13	95	0	49	3	0	0	0.0%	3.8%	0.0%	6.1%	0.0%
2007	159	0	298	7	130	0	33	0	2	0	0.0%	2.4%	0.0%	0.0%	0.0%
2008	157	2	234	10	125	1	26	3	1	0	1.3%	4.3%	0.8%	11.5%	0.0%
2009	160	2	261	9	114	2	31	0	2	0	1.3%	3.5%	1.8%	0.0%	0.0%
2010	162	1	257	6	107	1	28	2	1	0	0.6%	2.3%	0.9%	7.1%	0.0%
2011	120	0	272	6	89	3	44	2	2	0	0.0%	2.2%	3.4%	4.6%	0.0%
2012	133	1	282	2	108	0	35	1	0	0	0.8%	0.7%	0.0%	2.9%	0.0%
2013	110	2	193	10	72	0	27	0	1	0	1.8%	5.2%	0.0%	0.0%	0.0%
2014	115	0	169	4	91	0	23	0	3	0	0.0%	2.4%	0.0%	0.0%	0.0%
2015	141	0	186	1	78	0	21	0	0	0	0.0%	0.5%	0.0%	0.0%	0.0%
2016	99	0	207	4	82	1	20	1	2	0	0.0%	1.9%	1.2%	5.0%	0.0%
2017	124	4	196	2	83	0	19	0	2	0	3.2%	1.0%	0.0%	0.0%	0.0%
2018	87	0	169	2	62	0	24	1	0	0	0.0%	1.2%	0.0%	4.2%	0.0%
2019	104	0	146	1	84	0	18	0	2	0	0.0%	0.7%	0.0%	0.0%	0.0%
2020	104	0	109	1	82	0	12	0	3	0	0.0%	0.9%	0.0%	0.0%	0.0%
2021	101	0	117	0	77	1	9	0	2	0	0.0%	0.0%	1.3%	0.0%	0.0%
2022	64	1	84	0	61	0	9	2	3	0	1.6%	0.0%	0.0%	22.2%	0.0%
Totals	**13,264**	**1,122**	**24,591**	**3,617**	**11,671**	**865**	**6,553**	**1,413**	**89**	**6**	**8.5%**	**14.7%**	**7.4%**	**21.6%**	**6.7%**

Figure A.26. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with less than 1000 ft² of deck area on all roadway systems (Timber and Other materials are excluded for figure clarity)

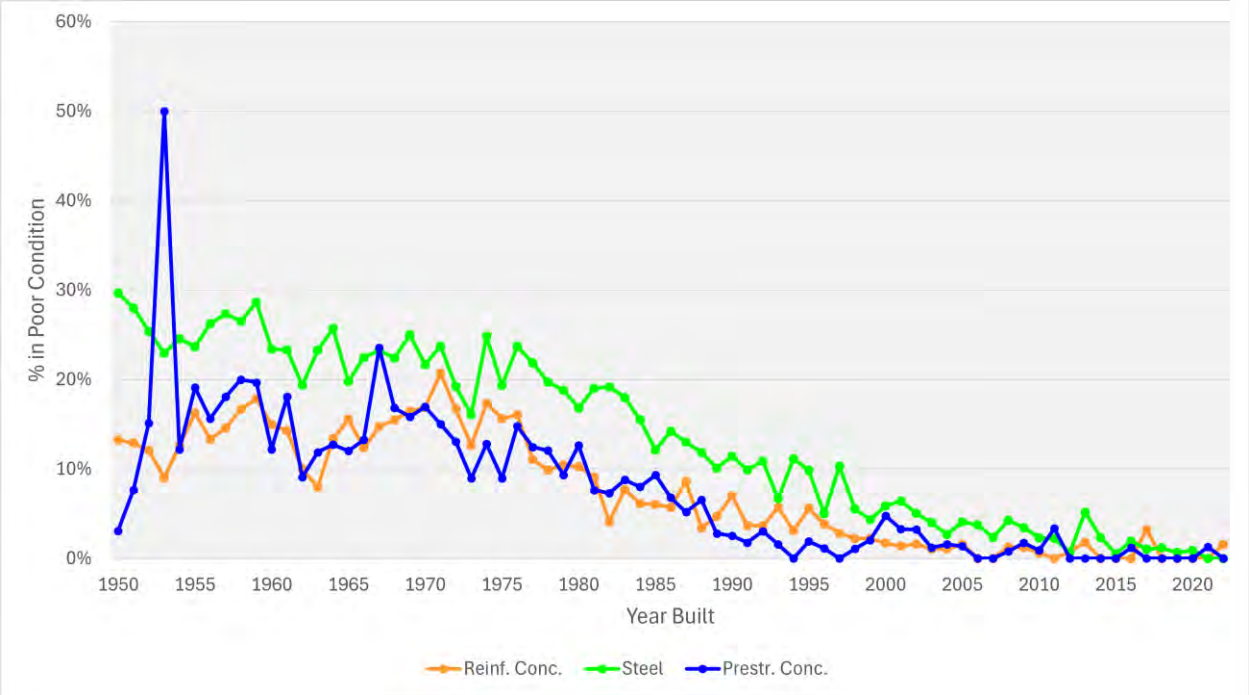


Table A.27. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 1000 to 2000 ft² of deck area on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	394	43	547	135	73	4	140	62	1	0	10.9%	24.7%	5.5%	44.3%	0.0%
1951	154	10	175	50	27	1	32	19	0	0	6.5%	28.6%	3.7%	59.4%	0.0%
1952	196	19	200	47	38	5	62	20	0	0	9.7%	23.5%	13.2%	32.3%	0.0%
1953	218	19	156	38	23	2	53	22	1	0	8.7%	24.4%	8.7%	41.5%	0.0%
1954	281	27	201	41	35	5	59	18	0	0	9.6%	20.4%	14.3%	30.5%	0.0%
1955	415	39	351	86	73	17	93	34	0	0	9.4%	24.5%	23.3%	36.6%	0.0%
1956	299	28	241	39	108	18	52	11	0	0	9.4%	16.2%	16.7%	21.2%	0.0%
1957	328	45	192	48	117	24	80	14	1	0	13.7%	25.0%	20.5%	17.5%	0.0%
1958	342	44	186	38	172	26	66	17	0	0	12.9%	20.4%	15.1%	25.8%	0.0%
1959	319	47	198	41	132	24	58	15	0	0	14.7%	20.7%	18.2%	25.9%	0.0%
1960	587	82	486	95	330	47	134	53	0	0	14.0%	19.6%	14.2%	39.6%	0.0%
1961	325	34	187	39	242	38	51	17	1	0	10.5%	20.9%	15.7%	33.3%	0.0%
1962	396	23	197	49	233	30	54	8	0	0	5.8%	24.9%	12.9%	14.8%	0.0%
1963	299	34	167	31	265	27	51	10	0	0	11.4%	18.6%	10.2%	19.6%	0.0%
1964	297	25	205	51	258	28	57	17	1	0	8.4%	24.9%	10.9%	29.8%	0.0%
1965	499	48	383	75	384	36	116	43	0	0	9.6%	19.6%	9.4%	37.1%	0.0%
1966	271	34	205	36	280	49	72	20	0	0	12.6%	17.6%	17.5%	27.8%	0.0%
1967	348	37	198	52	262	29	82	22	0	0	10.6%	26.3%	11.1%	26.8%	0.0%
1968	302	41	227	58	278	33	62	15	0	0	13.6%	25.6%	11.9%	24.2%	0.0%
1969	248	31	185	22	284	32	58	19	1	0	12.5%	11.9%	11.3%	32.8%	0.0%
1970	461	59	355	56	492	53	114	34	2	0	12.8%	15.8%	10.8%	29.8%	0.0%
1971	230	35	179	30	247	32	38	12	0	0	15.2%	16.8%	13.0%	31.6%	0.0%
1972	229	35	198	35	349	46	35	13	0	0	15.3%	17.7%	13.2%	37.1%	0.0%
1973	231	33	200	29	374	32	50	12	1	0	14.3%	14.5%	8.6%	24.0%	0.0%
1974	271	35	195	23	402	41	45	15	0	0	12.9%	11.8%	10.2%	33.3%	0.0%
1975	383	45	285	47	468	37	78	25	1	1	11.8%	16.5%	7.9%	32.1%	100.0%
1976	236	29	234	34	394	38	43	20	4	3	12.3%	14.5%	9.6%	46.5%	75.0%
1977	231	28	198	31	445	43	64	13	5	2	12.1%	15.7%	9.7%	20.3%	40.0%
1978	271	23	229	36	541	59	72	18	0	0	8.5%	15.7%	10.9%	25.0%	0.0%
1979	192	18	190	35	433	54	50	18	0	0	9.4%	18.4%	12.5%	36.0%	0.0%
1980	244	17	249	46	579	40	75	11	2	0	7.0%	18.5%	6.9%	14.7%	0.0%
1981	213	13	227	33	520	27	45	8	1	0	6.1%	14.5%	5.2%	17.8%	0.0%
1982	229	17	255	28	577	42	72	14	0	0	7.4%	11.0%	7.3%	19.4%	0.0%
1983	205	13	248	21	589	31	47	7	0	0	6.3%	8.5%	5.3%	14.9%	0.0%
1984	276	14	223	19	690	40	47	12	0	0	5.1%	8.5%	5.8%	25.5%	0.0%
1985	254	14	295	37	672	26	70	14	1	0	5.5%	12.5%	3.9%	20.0%	0.0%
1986	263	5	257	25	592	24	68	8	1	0	1.9%	9.7%	4.1%	11.8%	0.0%
1987	233	14	302	25	668	26	77	11	2	1	6.0%	8.3%	3.9%	14.3%	50.0%
1988	233	6	292	26	647	36	71	10	3	0	2.6%	8.9%	5.6%	14.1%	0.0%
1989	272	12	360	29	619	13	65	9	4	0	4.4%	8.1%	2.1%	13.9%	0.0%
1990	299	4	388	31	644	9	79	9	1	0	1.3%	8.0%	1.4%	11.4%	0.0%
1991	279	9	375	26	715	19	80	11	1	1	3.2%	6.9%	2.7%	13.8%	100.0%
1992	256	4	343	25	666	13	71	9	1	1	1.6%	7.3%	2.0%	12.7%	100.0%
1993	286	8	350	20	595	10	95	11	2	0	2.8%	5.7%	1.7%	11.6%	0.0%
1994	252	5	362	17	602	8	83	6	0	0	2.0%	4.7%	1.3%	7.2%	0.0%
1995	253	5	359	22	540	6	70	3	1	0	2.0%	6.1%	1.1%	4.3%	0.0%
1996	292	8	383	25	604	5	63	4	1	0	2.7%	6.5%	0.8%	6.4%	0.0%
1997	287	6	389	19	630	12	90	4	0	0	2.1%	4.9%	1.9%	4.4%	0.0%
1998	259	1	324	8	572	1	48	5	0	0	0.4%	2.5%	0.2%	10.4%	0.0%
1999	307	4	372	8	572	7	40	3	3	2	1.3%	2.2%	1.2%	7.5%	66.7%
2000	252	3	396	7	559	6	33	3	0	0	1.2%	1.8%	1.1%	9.1%	0.0%
2001	255	4	356	5	528	7	46	3	2	0	1.6%	1.4%	1.3%	6.5%	0.0%

Table A.27. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 1000 to 2000 ft² of deck area on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	275	0	405	10	520	5	54	3	0	0	0.0%	2.5%	1.0%	5.6%	0.0%
2003	297	7	388	12	532	4	34	6	1	0	2.4%	3.1%	0.8%	17.7%	0.0%
2004	269	3	346	5	499	3	34	2	1	0	1.1%	1.5%	0.6%	5.9%	0.0%
2005	261	3	329	6	546	3	16	0	0	0	1.2%	1.8%	0.6%	0.0%	0.0%
2006	210	1	322	3	468	6	26	1	1	0	0.5%	0.9%	1.3%	3.9%	0.0%
2007	198	2	269	1	450	2	21	0	4	0	1.0%	0.4%	0.4%	0.0%	0.0%
2008	197	1	257	3	392	2	13	0	2	0	0.5%	1.2%	0.5%	0.0%	0.0%
2009	219	2	260	7	416	1	25	0	1	0	0.9%	2.7%	0.2%	0.0%	0.0%
2010	209	1	263	1	492	0	24	1	0	0	0.5%	0.4%	0.0%	4.2%	0.0%
2011	185	0	256	1	404	0	25	0	4	0	0.0%	0.4%	0.0%	0.0%	0.0%
2012	186	1	236	0	487	2	17	0	1	0	0.5%	0.0%	0.4%	0.0%	0.0%
2013	149	0	234	2	440	0	20	0	0	0	0.0%	0.9%	0.0%	0.0%	0.0%
2014	192	1	217	0	447	0	7	0	1	0	0.5%	0.0%	0.0%	0.0%	0.0%
2015	176	2	199	0	513	0	19	0	1	0	1.1%	0.0%	0.0%	0.0%	0.0%
2016	192	0	220	0	477	1	18	0	3	0	0.0%	0.0%	0.2%	0.0%	0.0%
2017	184	1	222	1	512	0	7	1	3	0	0.5%	0.5%	0.0%	14.3%	0.0%
2018	173	0	229	0	376	1	16	0	2	0	0.0%	0.0%	0.3%	0.0%	0.0%
2019	184	0	200	0	373	0	13	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	204	1	188	0	332	0	9	0	4	0	0.5%	0.0%	0.0%	0.0%	0.0%
2021	164	0	168	0	318	1	6	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2022	152	0	140	2	183	0	10	0	4	0	0.0%	1.4%	0.0%	0.0%	0.0%
Totals	**19,228**	**1,262**	**19,603**	**1,983**	**30,316**	**1,349**	**3,870**	**825**	**78**	**11**	**6.6%**	**10.1%**	**4.4%**	**21.3%**	**14.1%**

Figure A.27. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 1000 to 2000 ft² of deck area on all roadway systems (Timber and Other materials are excluded for figure clarity)

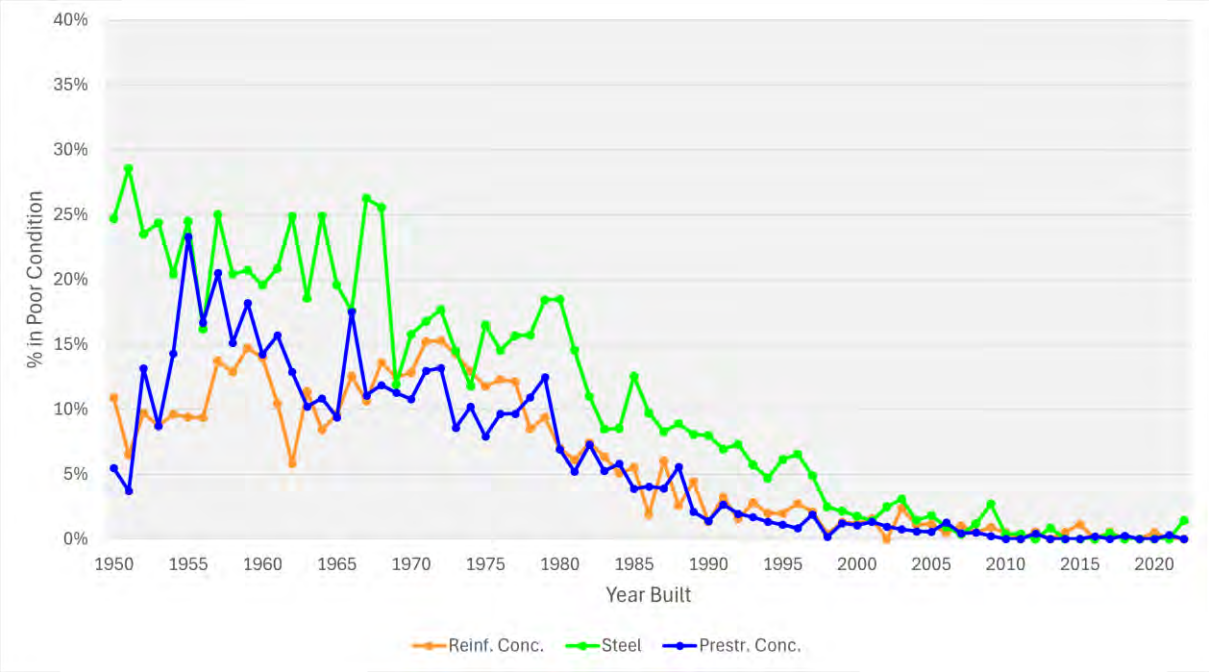


Table A.28. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 2000 to 4000 ft² of deck area on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	453	27	382	89	21	1	44	16	2	0	6.0%	23.3%	4.8%	36.4%	0.0%
1951	257	15	204	44	11	0	20	6	0	0	5.8%	21.6%	0.0%	30.0%	0.0%
1952	351	37	221	44	23	1	21	9	0	0	10.5%	19.9%	4.4%	42.9%	0.0%
1953	379	31	203	32	15	0	18	5	0	0	8.2%	15.8%	0.0%	27.8%	0.0%
1954	437	35	308	60	31	2	32	8	0	0	8.0%	19.5%	6.5%	25.0%	0.0%
1955	566	46	296	65	53	8	31	9	0	0	8.1%	22.0%	15.1%	29.0%	0.0%
1956	548	39	336	63	88	11	17	7	1	1	7.1%	18.8%	12.5%	41.2%	100.0%
1957	609	46	289	38	151	27	23	11	0	0	7.6%	13.2%	17.9%	47.8%	0.0%
1958	693	62	205	36	162	28	24	8	1	0	9.0%	17.6%	17.3%	33.3%	0.0%
1959	726	45	240	35	153	27	18	5	1	0	6.2%	14.6%	17.7%	27.8%	0.0%
1960	918	89	304	54	236	20	47	25	1	0	9.7%	17.8%	8.5%	53.2%	0.0%
1961	658	38	254	34	221	33	11	3	1	0	5.8%	13.4%	14.9%	27.3%	0.0%
1962	767	45	237	32	226	22	18	7	1	0	5.9%	13.5%	9.7%	38.9%	0.0%
1963	614	35	222	38	255	36	18	9	1	0	5.7%	17.1%	14.1%	50.0%	0.0%
1964	683	56	274	30	239	37	19	2	0	0	8.2%	11.0%	15.5%	10.5%	0.0%
1965	745	64	315	42	340	37	33	16	0	0	8.6%	13.3%	10.9%	48.5%	0.0%
1966	613	42	231	45	272	34	16	5	0	0	6.9%	19.5%	12.5%	31.3%	0.0%
1967	703	66	234	42	279	32	32	8	1	1	9.4%	18.0%	11.5%	25.0%	100.0%
1968	637	74	228	36	308	26	26	4	0	0	11.6%	15.8%	8.4%	15.4%	0.0%
1969	500	39	183	27	291	29	23	7	0	0	7.8%	14.8%	10.0%	30.4%	0.0%
1970	614	74	239	38	446	42	48	17	0	0	12.1%	15.9%	9.4%	35.4%	0.0%
1971	440	41	185	24	275	37	29	4	0	0	9.3%	13.0%	13.5%	13.8%	0.0%
1972	433	38	182	17	386	30	17	1	0	0	8.8%	9.3%	7.8%	5.9%	0.0%
1973	404	42	171	20	372	33	32	5	0	0	10.4%	11.7%	8.9%	15.6%	0.0%
1974	430	49	166	21	395	27	23	6	0	0	11.4%	12.7%	6.8%	26.1%	0.0%
1975	521	54	194	31	475	33	27	8	2	1	10.4%	16.0%	7.0%	29.6%	50.0%
1976	435	37	169	19	434	31	29	9	0	0	8.5%	11.2%	7.1%	31.0%	0.0%
1977	437	31	134	15	449	30	58	5	0	0	7.1%	11.2%	6.7%	8.6%	0.0%
1978	468	31	149	14	518	37	62	9	0	0	6.6%	9.4%	7.1%	14.5%	0.0%
1979	405	25	141	16	465	27	40	7	0	0	6.2%	11.4%	5.8%	17.5%	0.0%
1980	452	26	170	17	483	32	35	1	0	0	5.8%	10.0%	6.6%	2.9%	0.0%
1981	434	19	134	18	479	30	32	7	1	0	4.4%	13.4%	6.3%	21.9%	0.0%
1982	393	17	129	6	501	37	30	1	0	0	4.3%	4.7%	7.4%	3.3%	0.0%
1983	499	21	112	10	623	29	21	1	0	0	4.2%	8.9%	4.7%	4.8%	0.0%
1984	492	12	145	7	645	28	29	2	0	0	2.4%	4.8%	4.3%	6.9%	0.0%
1985	514	17	144	5	726	24	39	5	2	0	3.3%	3.5%	3.3%	12.8%	0.0%
1986	477	8	155	4	652	21	31	3	1	0	1.7%	2.6%	3.2%	9.7%	0.0%
1987	480	4	166	7	671	26	26	3	0	0	0.8%	4.2%	3.9%	11.5%	0.0%
1988	456	11	188	9	670	19	29	5	1	1	2.4%	4.8%	2.8%	17.2%	100.0%
1989	419	5	151	8	681	8	25	1	3	0	1.2%	5.3%	1.2%	4.0%	0.0%
1990	495	8	181	9	702	12	19	4	0	0	1.6%	5.0%	1.7%	21.1%	0.0%
1991	454	5	191	6	678	15	40	3	0	0	1.1%	3.1%	2.2%	7.5%	0.0%
1992	422	6	174	2	700	5	36	5	1	1	1.4%	1.2%	0.7%	13.9%	100.0%
1993	399	2	138	5	719	14	24	1	1	0	0.5%	3.6%	2.0%	4.2%	0.0%
1994	399	2	142	12	640	9	21	2	1	0	0.5%	8.5%	1.4%	9.5%	0.0%
1995	440	7	141	3	639	9	26	1	0	0	1.6%	2.1%	1.4%	3.9%	0.0%
1996	449	6	151	6	595	8	21	0	1	0	1.3%	4.0%	1.3%	0.0%	0.0%
1997	458	4	157	5	705	7	19	0	0	0	0.9%	3.2%	1.0%	0.0%	0.0%
1998	397	3	155	2	641	8	22	0	0	0	0.8%	1.3%	1.3%	0.0%	0.0%
1999	415	7	145	2	648	4	19	1	0	0	1.7%	1.4%	0.6%	5.3%	0.0%
2000	381	1	152	5	580	6	4	0	0	0	0.3%	3.3%	1.0%	0.0%	0.0%
2001	359	2	153	4	556	3	9	0	1	0	0.6%	2.6%	0.5%	0.0%	0.0%

Table A.28. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 2000 to 4000 ft² of deck area on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	375	2	166	1	623	4	16	1	0	0	0.5%	0.6%	0.6%	6.3%	0.0%
2003	401	1	161	2	634	1	14	0	0	0	0.3%	1.2%	0.2%	0.0%	0.0%
2004	361	1	146	3	628	2	12	1	1	0	0.3%	2.1%	0.3%	8.3%	0.0%
2005	291	0	122	0	623	2	9	0	1	0	0.0%	0.0%	0.3%	0.0%	0.0%
2006	321	2	123	0	678	0	11	2	1	0	0.6%	0.0%	0.0%	18.2%	0.0%
2007	304	0	115	1	548	1	12	0	0	0	0.0%	0.9%	0.2%	0.0%	0.0%
2008	237	0	116	0	511	0	6	1	1	0	0.0%	0.0%	0.0%	16.7%	0.0%
2009	264	0	126	1	575	1	6	0	2	0	0.0%	0.8%	0.2%	0.0%	0.0%
2010	277	1	116	2	651	0	6	0	0	0	0.4%	1.7%	0.0%	0.0%	0.0%
2011	302	1	126	0	704	2	4	1	2	0	0.3%	0.0%	0.3%	25.0%	0.0%
2012	250	0	98	0	657	1	7	0	1	0	0.0%	0.0%	0.2%	0.0%	0.0%
2013	242	0	122	0	604	1	3	0	1	0	0.0%	0.0%	0.2%	0.0%	0.0%
2014	236	1	103	0	642	3	4	0	1	0	0.4%	0.0%	0.5%	0.0%	0.0%
2015	255	1	128	0	560	0	10	0	0	0	0.4%	0.0%	0.0%	0.0%	0.0%
2016	240	0	131	0	561	0	6	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2017	269	0	112	0	581	0	2	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	236	0	90	1	603	0	3	0	1	0	0.0%	1.1%	0.0%	0.0%	0.0%
2019	241	0	103	0	470	1	4	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2020	264	0	119	0	443	0	5	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	229	0	97	1	373	0	4	0	1	0	0.0%	1.0%	0.0%	0.0%	0.0%
2022	129	0	89	0	228	0	1	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**31,852**	**1,556**	**12,779**	**1,265**	**33,421**	**1,111**	**1,558**	**293**	**45**	**5**	**4.9%**	**9.9%**	**3.3%**	**18.8%**	**11.1%**

Figure A.28. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 2000 to 4000 ft² of deck area on all roadway systems (Timber and Other materials are excluded for figure clarity)

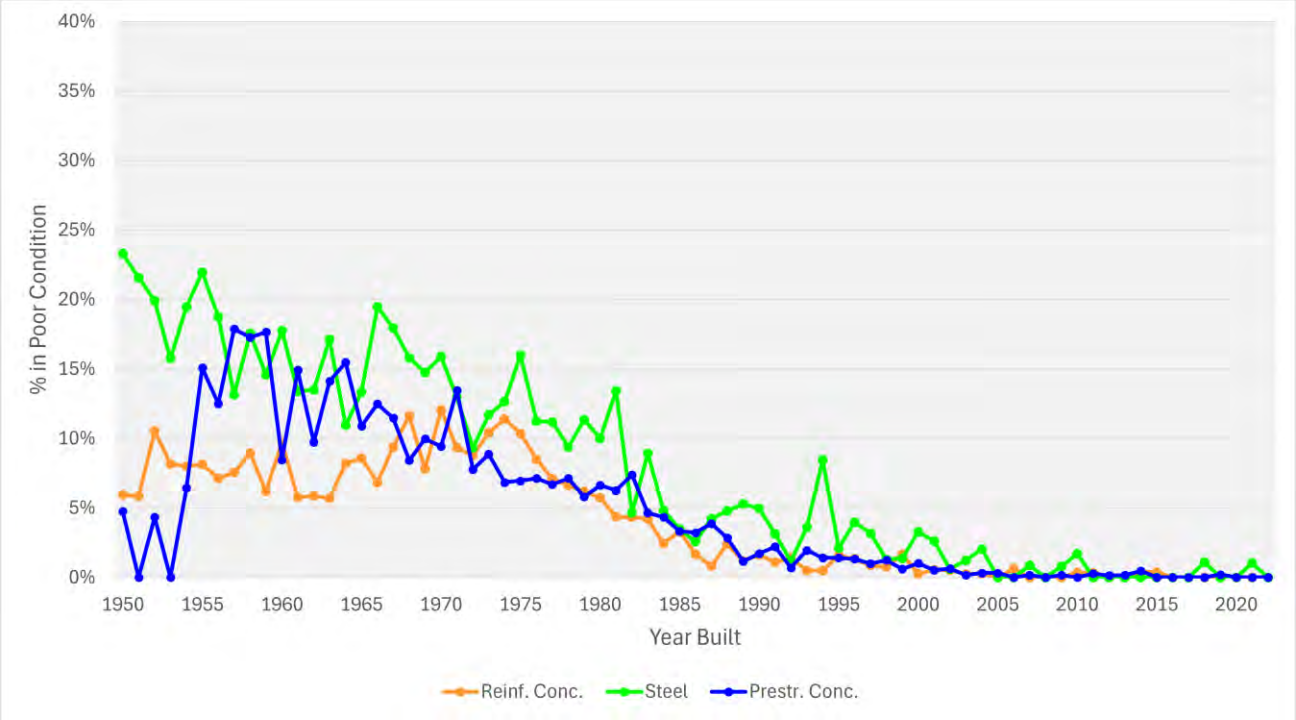


Table A.29. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 4000 to 8000 ft² of deck area on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	211	14	340	52	33	0	7	4	0	0	6.6%	15.3%	0.0%	57.1%	0.0%
1951	165	11	216	41	5	0	2	1	0	0	6.7%	19.0%	0.0%	50.0%	0.0%
1952	239	16	262	44	15	2	6	3	0	0	6.7%	16.8%	13.3%	50.0%	0.0%
1953	327	23	271	45	14	1	7	2	0	0	7.0%	16.6%	7.1%	28.6%	0.0%
1954	331	22	578	54	25	2	8	1	1	0	6.7%	9.3%	8.0%	12.5%	0.0%
1955	365	16	447	63	33	5	8	1	1	0	4.4%	14.1%	15.2%	12.5%	0.0%
1956	456	30	721	42	57	6	1	0	0	0	6.6%	5.8%	10.5%	0.0%	0.0%
1957	550	28	510	46	93	14	11	4	0	0	5.1%	9.0%	15.1%	36.4%	0.0%
1958	778	58	537	62	303	33	4	0	0	0	7.5%	11.6%	10.9%	0.0%	0.0%
1959	890	52	568	58	333	37	2	0	0	0	5.8%	10.2%	11.1%	0.0%	0.0%
1960	765	37	662	87	405	39	6	2	1	0	4.8%	13.1%	9.6%	33.3%	0.0%
1961	597	22	601	70	328	28	3	3	0	0	3.7%	11.7%	8.5%	100.0%	0.0%
1962	657	30	700	54	434	35	3	0	0	0	4.6%	7.7%	8.1%	0.0%	0.0%
1963	783	34	842	75	531	49	1	0	0	0	4.3%	8.9%	9.2%	0.0%	0.0%
1964	797	32	844	70	483	21	2	0	0	0	4.0%	8.3%	4.4%	0.0%	0.0%
1965	871	32	947	98	640	59	9	4	0	0	3.7%	10.4%	9.2%	44.4%	0.0%
1966	768	20	753	72	605	22	6	1	0	0	2.6%	9.6%	3.6%	16.7%	0.0%
1967	752	40	721	51	520	35	11	5	0	0	5.3%	7.1%	6.7%	45.5%	0.0%
1968	664	26	816	55	658	27	16	6	0	0	3.9%	6.7%	4.1%	37.5%	0.0%
1969	588	17	677	34	547	17	12	3	0	0	2.9%	5.0%	3.1%	25.0%	0.0%
1970	539	29	591	36	646	30	8	3	0	0	5.4%	6.1%	4.6%	37.5%	0.0%
1971	455	20	541	31	553	23	9	1	0	0	4.4%	5.7%	4.2%	11.1%	0.0%
1972	400	14	551	16	615	19	13	3	0	0	3.5%	2.9%	3.1%	23.1%	0.0%
1973	319	9	464	9	541	24	9	2	0	0	2.8%	1.9%	4.4%	22.2%	0.0%
1974	329	15	407	13	455	23	1	1	0	0	4.6%	3.2%	5.1%	100.0%	0.0%
1975	351	21	346	12	557	22	7	0	0	0	6.0%	3.5%	4.0%	0.0%	0.0%
1976	337	12	331	15	531	25	6	0	0	0	3.6%	4.5%	4.7%	0.0%	0.0%
1977	239	11	270	14	432	20	6	1	0	0	4.6%	5.2%	4.6%	16.7%	0.0%
1978	251	11	268	13	533	26	9	0	0	0	4.4%	4.9%	4.9%	0.0%	0.0%
1979	297	11	246	6	528	22	6	2	0	0	3.7%	2.4%	4.2%	33.3%	0.0%
1980	306	11	274	9	506	19	7	2	0	0	3.6%	3.3%	3.8%	28.6%	0.0%
1981	209	5	235	8	444	11	4	2	0	0	2.4%	3.4%	2.5%	50.0%	0.0%
1982	207	5	179	6	478	8	1	0	0	0	2.4%	3.4%	1.7%	0.0%	0.0%
1983	233	3	189	4	510	11	3	0	0	0	1.3%	2.1%	2.2%	0.0%	0.0%
1984	270	5	218	5	635	19	3	1	1	0	1.9%	2.3%	3.0%	33.3%	0.0%
1985	283	2	205	3	698	19	8	1	0	0	0.7%	1.5%	2.7%	12.5%	0.0%
1986	311	2	213	1	632	11	3	0	2	0	0.6%	0.5%	1.7%	0.0%	0.0%
1987	247	1	258	4	650	8	0	0	0	0	0.4%	1.6%	1.2%	0.0%	0.0%
1988	236	4	219	0	727	10	3	0	0	0	1.7%	0.0%	1.4%	0.0%	0.0%
1989	241	2	219	0	630	6	4	2	0	0	0.8%	0.0%	1.0%	50.0%	0.0%
1990	276	3	234	1	664	12	1	0	0	0	1.1%	0.4%	1.8%	0.0%	0.0%
1991	229	3	194	2	712	6	1	0	0	0	1.3%	1.0%	0.8%	0.0%	0.0%
1992	253	0	183	1	662	10	2	0	0	0	0.0%	0.6%	1.5%	0.0%	0.0%
1993	209	2	197	2	685	8	7	0	0	0	1.0%	1.0%	1.2%	0.0%	0.0%
1994	276	2	171	2	603	1	3	1	1	0	0.7%	1.2%	0.2%	33.3%	0.0%
1995	226	1	150	2	597	8	4	1	0	0	0.4%	1.3%	1.3%	25.0%	0.0%
1996	282	1	174	2	682	2	4	1	0	0	0.4%	1.2%	0.3%	25.0%	0.0%
1997	218	1	168	0	638	6	4	0	0	0	0.5%	0.0%	0.9%	0.0%	0.0%
1998	227	0	143	0	632	2	5	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
1999	246	0	133	0	650	0	3	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2000	235	2	137	1	775	2	3	1	0	0	0.9%	0.7%	0.3%	33.3%	0.0%
2001	238	0	158	0	632	2	2	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%

Table A.29.) In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 4000 to 8000 ft² of deck area on all roadway systems (continued

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	215	0	165	2	642	2	1	0	0	0	0.0%	1.2%	0.3%	0.0%	0.0%
2003	260	1	169	2	652	4	3	0	0	0	0.4%	1.2%	0.6%	0.0%	0.0%
2004	255	0	167	1	651	3	2	0	0	0	0.0%	0.6%	0.5%	0.0%	0.0%
2005	214	0	146	0	679	0	3	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2006	186	1	154	0	676	2	0	0	0	0	0.5%	0.0%	0.3%	0.0%	0.0%
2007	158	1	137	0	555	2	2	0	0	0	0.6%	0.0%	0.4%	0.0%	0.0%
2008	176	0	127	0	601	0	2	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	154	0	130	0	584	0	3	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2010	156	0	150	1	566	0	1	0	0	0	0.0%	0.7%	0.0%	0.0%	0.0%
2011	126	1	138	0	597	2	1	0	3	0	0.8%	0.0%	0.3%	0.0%	0.0%
2012	147	0	140	0	630	0	2	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	143	0	141	1	559	1	0	0	0	0	0.0%	0.7%	0.2%	0.0%	0.0%
2014	159	0	114	0	478	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2015	154	0	131	0	558	1	1	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2016	158	1	105	0	477	2	1	0	1	0	0.6%	0.0%	0.4%	0.0%	0.0%
2017	131	0	123	0	487	2	1	0	2	0	0.0%	0.0%	0.4%	0.0%	0.0%
2018	115	0	83	0	501	1	0	0	1	0	0.0%	0.0%	0.2%	0.0%	0.0%
2019	120	0	100	0	480	0	0	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	142	0	98	0	403	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	125	0	82	0	315	0	2	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	96	0	62	1	222	0	0	0	2	0	0.0%	1.6%	0.0%	0.0%	0.0%
Totals	**23,919**	**773**	**22,941**	**1,399**	**36,608**	**869**	**299**	**65**	**21**	**0**	**3.2%**	**6.1%**	**2.4%**	**21.7%**	**0.0%**

Figure A.29. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with 4000 to 8000 ft² of deck area on all roadway systems (Timber and Other materials are excluded for figure clarity)

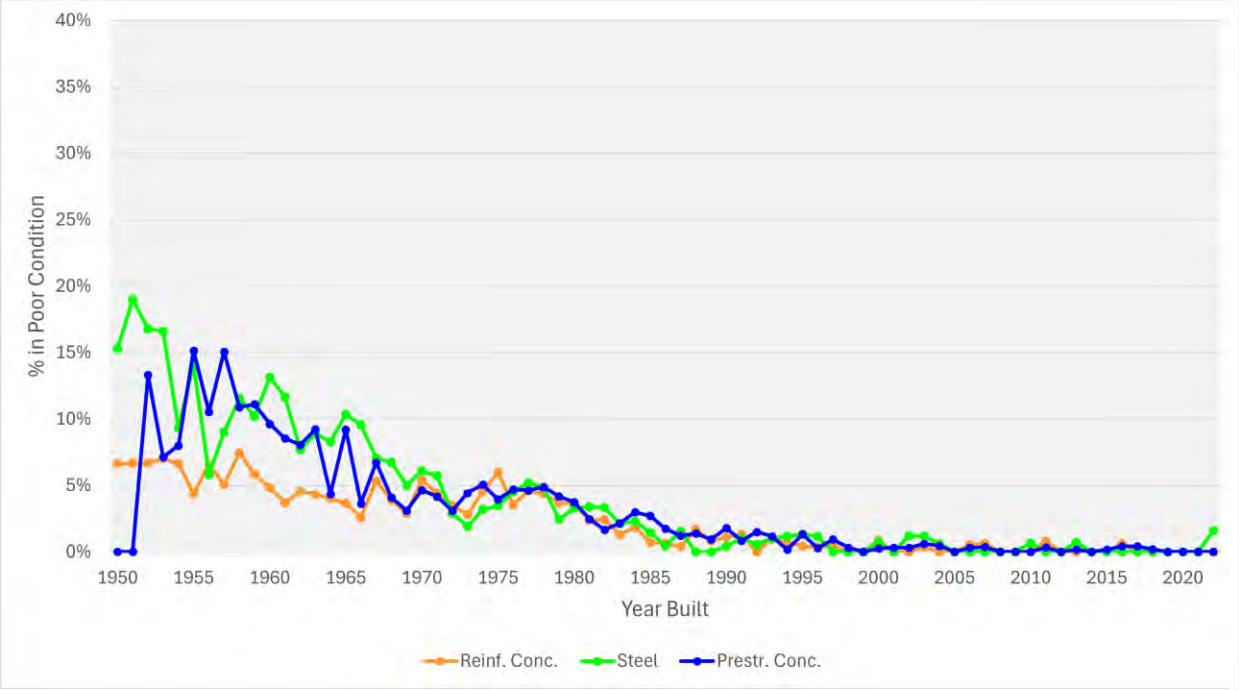


Table A.30. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with greater than 8000 ft² of deck area on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	121	11	400	37	22	2	0	0	2	0	9.1%	9.3%	9.1%	0.0%	0.0%
1951	102	8	278	34	7	0	1	1	0	0	7.8%	12.2%	0.0%	100.0%	0.0%
1952	135	19	275	28	8	0	2	0	0	0	14.1%	10.2%	0.0%	0.0%	0.0%
1953	191	16	442	63	13	0	4	0	0	0	8.4%	14.3%	0.0%	0.0%	0.0%
1954	214	23	643	72	23	2	0	0	0	0	10.8%	11.2%	8.7%	0.0%	0.0%
1955	183	13	517	70	18	2	0	0	0	0	7.1%	13.5%	11.1%	0.0%	0.0%
1956	260	27	693	66	38	3	0	0	0	0	10.4%	9.5%	7.9%	0.0%	0.0%
1957	288	23	769	86	67	14	5	0	0	0	8.0%	11.2%	20.9%	0.0%	0.0%
1958	407	25	1,054	94	291	11	0	0	1	0	6.1%	8.9%	3.8%	0.0%	0.0%
1959	436	36	935	100	315	20	1	0	0	0	8.3%	10.7%	6.4%	0.0%	0.0%
1960	465	36	1,105	113	371	24	2	0	0	0	7.7%	10.2%	6.5%	0.0%	0.0%
1961	402	29	988	112	373	24	0	0	0	0	7.2%	11.3%	6.4%	0.0%	0.0%
1962	528	32	1,146	104	362	23	1	0	0	0	6.1%	9.1%	6.4%	0.0%	0.0%
1963	532	26	1,429	138	489	18	2	1	0	0	4.9%	9.7%	3.7%	50.0%	0.0%
1964	574	32	1,380	119	462	32	0	0	0	0	5.6%	8.6%	6.9%	0.0%	0.0%
1965	611	15	1,289	124	594	44	1	1	0	0	2.5%	9.6%	7.4%	100.0%	0.0%
1966	528	33	1,353	122	569	28	1	0	0	0	6.3%	9.0%	4.9%	0.0%	0.0%
1967	601	37	1,367	110	702	32	1	1	0	0	6.2%	8.1%	4.6%	100.0%	0.0%
1968	472	22	1,510	106	736	28	2	0	0	0	4.7%	7.0%	3.8%	0.0%	0.0%
1969	441	25	1,390	83	717	38	0	0	0	0	5.7%	6.0%	5.3%	0.0%	0.0%
1970	500	39	1,464	85	809	31	0	0	0	0	7.8%	5.8%	3.8%	0.0%	0.0%
1971	361	23	1,343	88	953	36	0	0	0	0	6.4%	6.6%	3.8%	0.0%	0.0%
1972	345	22	1,310	80	896	28	0	0	2	0	6.4%	6.1%	3.1%	0.0%	0.0%
1973	229	12	1,152	51	890	28	1	1	0	0	5.2%	4.4%	3.2%	100.0%	0.0%
1974	228	10	1,065	46	787	20	1	0	0	0	4.4%	4.3%	2.5%	0.0%	0.0%
1975	253	10	928	38	850	17	0	0	0	0	4.0%	4.1%	2.0%	0.0%	0.0%
1976	219	9	978	47	815	29	1	0	0	0	4.1%	4.8%	3.6%	0.0%	0.0%
1977	161	6	739	36	593	13	1	0	0	0	3.7%	4.9%	2.2%	0.0%	0.0%
1978	117	4	591	27	671	21	0	0	0	0	3.4%	4.6%	3.1%	0.0%	0.0%
1979	125	3	638	26	572	15	1	0	0	0	2.4%	4.1%	2.6%	0.0%	0.0%
1980	136	11	674	34	712	23	0	0	0	0	8.1%	5.0%	3.2%	0.0%	0.0%
1981	150	3	663	22	691	6	0	0	0	0	2.0%	3.3%	0.9%	0.0%	0.0%
1982	91	3	478	15	612	10	0	0	0	0	3.3%	3.1%	1.6%	0.0%	0.0%
1983	95	1	458	10	689	12	0	0	0	0	1.1%	2.2%	1.7%	0.0%	0.0%
1984	105	3	471	17	726	9	0	0	0	0	2.9%	3.6%	1.2%	0.0%	0.0%
1985	130	1	531	17	785	18	0	0	0	0	0.8%	3.2%	2.3%	0.0%	0.0%
1986	112	1	464	11	883	13	1	0	1	0	0.9%	2.4%	1.5%	0.0%	0.0%
1987	117	2	496	2	910	9	1	1	0	0	1.7%	0.4%	1.0%	100.0%	0.0%
1988	115	8	492	8	1,007	9	0	0	0	0	7.0%	1.6%	0.9%	0.0%	0.0%
1989	95	3	557	5	954	12	0	0	0	0	3.2%	0.9%	1.3%	0.0%	0.0%
1990	116	4	590	6	975	14	1	0	0	0	3.5%	1.0%	1.4%	0.0%	0.0%
1991	107	2	522	0	830	6	0	0	0	0	1.9%	0.0%	0.7%	0.0%	0.0%
1992	118	1	476	7	937	16	1	0	0	0	0.9%	1.5%	1.7%	0.0%	0.0%
1993	109	0	434	1	971	10	4	0	0	0	0.0%	0.2%	1.0%	0.0%	0.0%
1994	118	1	462	7	974	12	0	0	0	0	0.9%	1.5%	1.2%	0.0%	0.0%
1995	103	1	432	5	946	14	2	0	0	0	1.0%	1.2%	1.5%	0.0%	0.0%
1996	111	0	411	8	1,084	7	1	1	0	0	0.0%	2.0%	0.7%	100.0%	0.0%
1997	106	1	418	1	994	5	1	0	0	0	0.9%	0.2%	0.5%	0.0%	0.0%
1998	106	0	426	2	973	6	0	0	0	0	0.0%	0.5%	0.6%	0.0%	0.0%
1999	104	1	433	1	1,052	5	0	0	0	0	1.0%	0.2%	0.5%	0.0%	0.0%
2000	118	1	421	1	1,150	6	1	0	1	0	0.9%	0.2%	0.5%	0.0%	0.0%
2001	87	1	476	2	998	3	0	0	1	0	1.2%	0.4%	0.3%	0.0%	0.0%

Table A.30. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with greater than 8000 ft² of deck area on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	92	0	492	0	1,077	5	0	0	0	0	0.0%	0.0%	0.5%	0.0%	0.0%
2003	106	0	464	2	1,149	0	1	0	0	0	0.0%	0.4%	0.0%	0.0%	0.0%
2004	102	0	487	1	1,157	4	0	0	0	0	0.0%	0.2%	0.4%	0.0%	0.0%
2005	85	2	494	2	1,130	6	3	0	1	0	2.4%	0.4%	0.5%	0.0%	0.0%
2006	94	0	522	1	1,202	5	0	0	1	0	0.0%	0.2%	0.4%	0.0%	0.0%
2007	101	3	418	0	1,059	2	0	0	2	0	3.0%	0.0%	0.2%	0.0%	0.0%
2008	68	1	410	0	1,173	2	3	0	1	0	1.5%	0.0%	0.2%	0.0%	0.0%
2009	68	0	365	0	1,028	2	0	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2010	97	0	380	0	956	1	0	0	1	0	0.0%	0.0%	0.1%	0.0%	0.0%
2011	74	1	329	2	925	2	0	0	2	0	1.4%	0.6%	0.2%	0.0%	0.0%
2012	98	0	370	0	1,060	2	0	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2013	55	1	334	0	1,081	3	2	0	1	0	1.8%	0.0%	0.3%	0.0%	0.0%
2014	56	0	371	1	903	0	0	0	0	0	0.0%	0.3%	0.0%	0.0%	0.0%
2015	69	0	266	0	914	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	62	0	326	1	978	0	0	0	3	0	0.0%	0.3%	0.0%	0.0%	0.0%
2017	54	0	284	0	827	0	1	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	61	0	273	0	837	0	0	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	57	0	251	0	778	0	0	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	64	0	247	0	724	0	0	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	70	0	184	1	590	0	0	0	6	0	0.0%	0.5%	0.0%	0.0%	0.0%
2022	75	0	161	0	450	0	0	0	4	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**14,086**	**683**	**47,384**	**2,498**	**53,864**	**842**	**51**	**7**	**40**	**0**	**4.8%**	**5.3%**	**1.6%**	**13.7%**	**0.0%**

Figure A.30. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with greater than 8000 ft² of deck area on all roadway systems (Timber and Other materials are excluded for figure clarity)

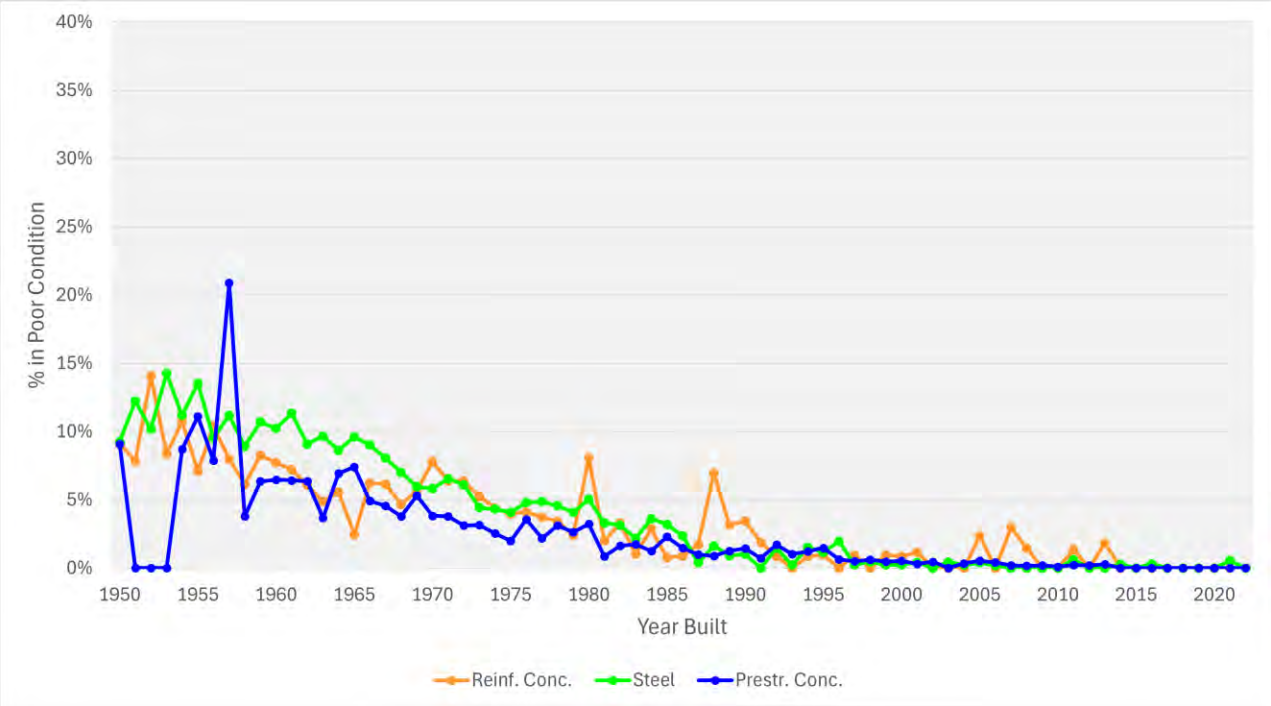


Table A.31. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length less than 50 ft on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	1,525	156	2,105	575	185	6	450	178	5	1	10.2%	27.3%	3.2%	39.6%	20.0%
1951	651	48	500	115	46	2	121	57	0	0	7.4%	23.0%	4.4%	47.1%	0.0%
1952	920	90	580	128	97	12	202	74	0	0	9.8%	22.1%	12.4%	36.6%	0.0%
1953	1,006	83	511	100	62	14	189	66	1	0	8.3%	19.6%	22.6%	34.9%	0.0%
1954	1,210	112	724	138	105	11	205	52	1	0	9.3%	19.1%	10.5%	25.4%	0.0%
1955	1,582	141	1,070	239	197	41	270	85	1	0	8.9%	22.3%	20.8%	31.5%	0.0%
1956	1,391	122	818	113	309	43	186	46	1	1	8.8%	13.8%	13.9%	24.7%	100.0%
1957	1,607	146	646	120	331	58	219	63	4	0	9.1%	18.6%	17.5%	28.8%	0.0%
1958	1,913	183	643	125	430	62	227	65	3	0	9.6%	19.4%	14.4%	28.6%	0.0%
1959	1,848	171	643	141	397	56	165	44	2	0	9.3%	21.9%	14.1%	26.7%	0.0%
1960	2,519	270	1,745	348	835	95	495	209	3	0	10.7%	19.9%	11.4%	42.2%	0.0%
1961	1,625	116	677	127	588	75	139	48	2	0	7.1%	18.8%	12.8%	34.5%	0.0%
1962	1,949	119	680	113	600	52	152	42	2	0	6.1%	16.6%	8.7%	27.6%	0.0%
1963	1,721	102	742	126	758	78	189	47	1	0	5.9%	17.0%	10.3%	24.9%	0.0%
1964	1,807	128	788	139	712	72	179	45	1	0	7.1%	17.6%	10.1%	25.1%	0.0%
1965	2,317	196	1,249	223	1,086	108	375	143	1	0	8.5%	17.9%	9.9%	38.1%	0.0%
1966	1,686	121	633	115	782	97	213	64	0	0	7.2%	18.2%	12.4%	30.1%	0.0%
1967	1,844	160	661	130	712	84	228	57	1	1	8.7%	19.7%	11.8%	25.0%	100.0%
1968	1,684	169	680	127	850	85	219	51	0	0	10.0%	18.7%	10.0%	23.3%	0.0%
1969	1,418	115	542	96	754	78	183	47	2	0	8.1%	17.7%	10.3%	25.7%	0.0%
1970	2,024	244	1,130	213	1,253	142	361	106	3	0	12.1%	18.9%	11.3%	29.4%	0.0%
1971	1,274	130	472	81	739	85	150	37	0	0	10.2%	17.2%	11.5%	24.7%	0.0%
1972	1,218	116	506	76	827	91	160	40	1	0	9.5%	15.0%	11.0%	25.0%	0.0%
1973	1,073	109	511	66	853	80	174	38	1	0	10.2%	12.9%	9.4%	21.8%	0.0%
1974	1,194	131	516	101	929	87	155	38	0	0	11.0%	19.6%	9.4%	24.5%	0.0%
1975	1,511	159	767	145	1,194	87	249	89	3	0	10.5%	18.9%	7.3%	35.7%	0.0%
1976	1,142	108	527	93	929	106	167	50	3	0	9.5%	17.7%	11.4%	29.9%	0.0%
1977	1,098	90	451	78	1,037	100	218	39	6	1	8.2%	17.3%	9.6%	17.9%	16.7%
1978	1,169	86	538	90	1,203	117	252	62	0	0	7.4%	16.7%	9.7%	24.6%	0.0%
1979	983	65	482	79	1,036	91	198	52	0	0	6.6%	16.4%	8.8%	26.3%	0.0%
1980	1,165	71	687	109	1,138	94	248	52	4	0	6.1%	15.9%	8.3%	21.0%	0.0%
1981	978	44	493	85	952	55	140	25	2	0	4.5%	17.2%	5.8%	17.9%	0.0%
1982	950	46	555	76	989	76	172	29	2	0	4.8%	13.7%	7.7%	16.9%	0.0%
1983	1,061	47	515	71	1,183	71	143	18	2	0	4.4%	13.8%	6.0%	12.6%	0.0%
1984	1,202	42	500	60	1,235	71	159	29	2	0	3.5%	12.0%	5.8%	18.2%	0.0%
1985	1,171	39	588	72	1,242	61	220	31	2	0	3.3%	12.2%	4.9%	14.1%	0.0%
1986	1,220	25	553	61	1,146	40	203	20	3	0	2.1%	11.0%	3.5%	9.9%	0.0%
1987	1,090	33	635	59	1,212	43	210	30	3	0	3.0%	9.3%	3.6%	14.3%	0.0%
1988	1,086	29	666	60	1,290	53	191	31	5	1	2.7%	9.0%	4.1%	16.2%	20.0%
1989	1,081	26	695	66	1,182	28	194	30	3	0	2.4%	9.5%	2.4%	15.5%	0.0%
1990	1,320	31	769	73	1,241	27	228	29	4	2	2.4%	9.5%	2.2%	12.7%	50.0%
1991	1,189	25	737	56	1,290	28	250	32	0	0	2.1%	7.6%	2.2%	12.8%	0.0%
1992	1,131	18	670	58	1,256	19	222	20	2	2	1.6%	8.7%	1.5%	9.0%	100.0%
1993	1,073	23	587	39	1,163	20	222	21	3	0	2.1%	6.6%	1.7%	9.5%	0.0%
1994	1,099	15	644	58	1,028	8	184	12	3	0	1.4%	9.0%	0.8%	6.5%	0.0%
1995	1,132	24	709	53	966	15	193	17	1	0	2.1%	7.5%	1.6%	8.8%	0.0%
1996	1,189	22	675	38	997	11	149	11	3	0	1.9%	5.6%	1.1%	7.4%	0.0%
1997	1,185	16	705	45	1,065	12	191	8	2	0	1.4%	6.4%	1.1%	4.2%	0.0%
1998	1,080	9	640	29	869	7	144	14	4	0	0.8%	4.5%	0.8%	9.7%	0.0%
1999	1,170	17	687	27	910	8	123	11	5	2	1.5%	3.9%	0.9%	8.9%	40.0%
2000	1,063	11	723	33	886	16	105	9	4	0	1.0%	4.6%	1.8%	8.6%	0.0%
2001	1,028	9	744	38	781	13	102	3	3	0	0.9%	5.1%	1.7%	2.9%	0.0%

Table A.31. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length less than 50 ft on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	1,014	5	706	28	804	10	123	15	2	1	0.5%	4.0%	1.2%	12.2%	50.0%
2003	1,123	11	657	19	771	8	98	10	3	0	1.0%	2.9%	1.0%	10.2%	0.0%
2004	1,017	6	641	13	756	4	96	6	4	1	0.6%	2.0%	0.5%	6.3%	25.0%
2005	923	7	594	17	796	2	65	1	1	0	0.8%	2.9%	0.3%	1.5%	0.0%
2006	846	4	555	13	708	2	84	6	3	0	0.5%	2.3%	0.3%	7.1%	0.0%
2007	805	3	484	9	656	0	65	0	6	0	0.4%	1.9%	0.0%	0.0%	0.0%
2008	698	3	421	8	635	5	42	4	4	0	0.4%	1.9%	0.8%	9.5%	0.0%
2009	728	4	433	13	609	2	59	0	5	0	0.6%	3.0%	0.3%	0.0%	0.0%
2010	740	3	400	8	654	0	56	3	1	0	0.4%	2.0%	0.0%	5.4%	0.0%
2011	690	1	431	7	570	4	72	3	9	0	0.1%	1.6%	0.7%	4.2%	0.0%
2012	659	2	432	2	632	2	57	1	1	0	0.3%	0.5%	0.3%	1.8%	0.0%
2013	584	2	331	12	554	1	49	0	1	0	0.3%	3.6%	0.2%	0.0%	0.0%
2014	610	2	307	4	581	0	32	0	5	0	0.3%	1.3%	0.0%	0.0%	0.0%
2015	647	3	307	1	533	0	46	0	1	0	0.5%	0.3%	0.0%	0.0%	0.0%
2016	597	1	334	4	512	2	43	1	6	0	0.2%	1.2%	0.4%	2.3%	0.0%
2017	616	4	331	3	538	0	27	1	3	0	0.7%	0.9%	0.0%	3.7%	0.0%
2018	532	0	290	2	475	1	41	1	4	0	0.0%	0.7%	0.2%	2.4%	0.0%
2019	581	0	278	1	425	0	34	0	3	0	0.0%	0.4%	0.0%	0.0%	0.0%
2020	595	0	232	1	404	0	24	0	9	0	0.0%	0.4%	0.0%	0.0%	0.0%
2021	520	0	234	0	391	2	21	0	3	0	0.0%	0.0%	0.5%	0.0%	0.0%
2022	349	1	201	1	234	0	18	2	7	0	0.3%	0.5%	0.0%	11.1%	0.0%
Totals	**84,446**	**4,670**	**45,313**	**5,792**	**56,095**	**2,936**	**11,835**	**2,570**	**191**	**13**	**5.5%**	**12.8%**	**5.2%**	**21.7%**	**6.8%**

Figure A.31. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length less than 50 ft on all roadway systems (Timber and Other materials are excluded for figure clarity)

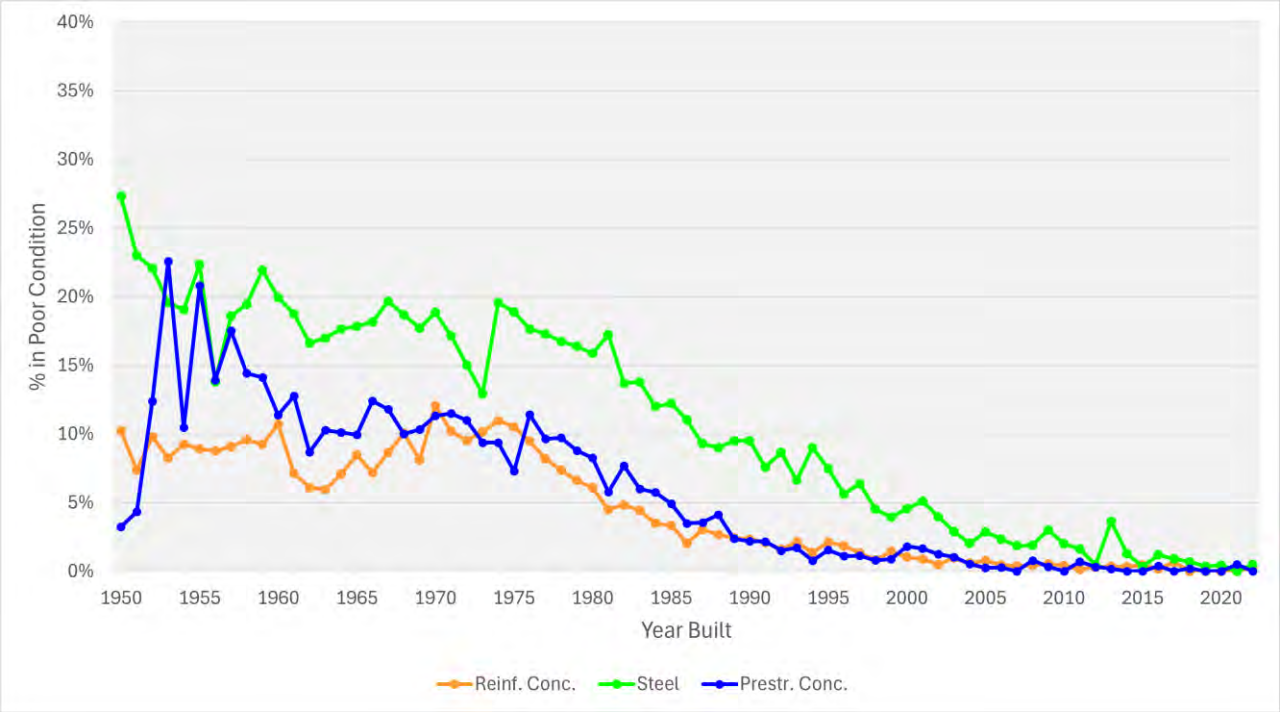


Table A.32. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 50 to 100 ft on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	136	4	779	121	57	4	5	0	0	0	2.9%	15.5%	7.0%	0.0%	0.0%
1951	102	7	445	83	17	0	1	1	0	0	6.9%	18.7%	0.0%	100.0%	0.0%
1952	139	16	501	80	18	1	2	0	0	0	11.5%	16.0%	5.6%	0.0%	0.0%
1953	225	17	601	104	19	1	6	1	0	0	7.6%	17.3%	5.3%	16.7%	0.0%
1954	201	13	1,037	118	43	5	5	2	0	0	6.5%	11.4%	11.6%	40.0%	0.0%
1955	169	11	839	132	47	4	2	0	1	0	6.5%	15.7%	8.5%	0.0%	0.0%
1956	309	22	1,179	136	103	15	6	1	0	0	7.1%	11.5%	14.6%	16.7%	0.0%
1957	323	21	1,109	129	162	33	11	1	0	0	6.5%	11.6%	20.4%	9.1%	0.0%
1958	501	40	1,239	131	542	49	3	2	1	0	8.0%	10.6%	9.0%	66.7%	0.0%
1959	615	37	1,233	120	571	62	4	0	0	0	6.0%	9.7%	10.9%	0.0%	0.0%
1960	617	40	1,470	199	692	61	8	1	1	0	6.5%	13.5%	8.8%	12.5%	0.0%
1961	474	26	1,322	151	632	59	3	1	1	0	5.5%	11.4%	9.3%	33.3%	0.0%
1962	518	27	1,472	147	737	67	6	0	0	0	5.2%	10.0%	9.1%	0.0%	0.0%
1963	569	33	1,789	174	835	62	6	1	0	0	5.8%	9.7%	7.4%	16.7%	0.0%
1964	630	31	1,732	158	806	58	4	0	0	0	4.9%	9.1%	7.2%	0.0%	0.0%
1965	700	20	1,784	193	1,086	94	4	0	0	0	2.9%	10.8%	8.7%	0.0%	0.0%
1966	561	24	1,605	146	997	53	5	1	0	0	4.3%	9.1%	5.3%	20.0%	0.0%
1967	585	36	1,502	127	1,057	69	10	1	0	0	6.2%	8.5%	6.5%	10.0%	0.0%
1968	444	17	1,686	134	1,169	59	4	0	0	0	3.8%	8.0%	5.1%	0.0%	0.0%
1969	386	15	1,467	85	1,053	52	4	0	0	0	3.9%	5.8%	4.9%	0.0%	0.0%
1970	379	19	1,392	93	1,183	63	5	1	0	0	5.0%	6.7%	5.3%	20.0%	0.0%
1971	270	17	1,093	80	1,042	50	1	0	0	0	6.3%	7.3%	4.8%	0.0%	0.0%
1972	253	13	1,010	64	1,164	41	4	0	1	1	5.1%	6.3%	3.5%	0.0%	100.0%
1973	209	5	921	57	1,157	46	8	0	0	0	2.4%	6.2%	4.0%	0.0%	0.0%
1974	167	2	823	38	1,011	47	6	1	0	0	1.2%	4.6%	4.7%	16.7%	0.0%
1975	149	7	739	43	1,148	41	10	1	1	1	4.7%	5.8%	3.6%	10.0%	100.0%
1976	195	5	646	48	1,094	42	5	0	2	1	2.6%	7.4%	3.8%	0.0%	50.0%
1977	117	6	546	40	892	37	6	0	0	0	5.1%	7.3%	4.2%	0.0%	0.0%
1978	106	1	541	39	1,063	48	5	0	0	0	0.9%	7.2%	4.5%	0.0%	0.0%
1979	132	5	504	30	946	44	5	0	0	0	3.8%	6.0%	4.7%	0.0%	0.0%
1980	95	6	551	44	1,062	45	11	3	0	0	6.3%	8.0%	4.2%	27.3%	0.0%
1981	87	3	437	25	1,070	30	2	0	0	0	3.5%	5.7%	2.8%	0.0%	0.0%
1982	80	1	401	27	1,098	29	21	0	0	0	1.3%	6.7%	2.6%	0.0%	0.0%
1983	93	2	413	15	1,187	31	9	0	0	0	2.2%	3.6%	2.6%	0.0%	0.0%
1984	87	1	453	20	1,355	41	8	0	0	0	1.2%	4.4%	3.0%	0.0%	0.0%
1985	116	4	490	17	1,468	38	12	2	2	0	3.5%	3.5%	2.6%	16.7%	0.0%
1986	90	0	429	17	1,368	33	11	0	1	0	0.0%	4.0%	2.4%	0.0%	0.0%
1987	102	0	515	25	1,420	33	12	0	1	1	0.0%	4.9%	2.3%	0.0%	100.0%
1988	110	4	481	24	1,460	33	9	1	1	0	3.6%	5.0%	2.3%	11.1%	0.0%
1989	75	1	509	11	1,380	11	6	0	4	0	1.3%	2.2%	0.8%	0.0%	0.0%
1990	83	3	554	23	1,505	18	9	1	0	0	3.6%	4.2%	1.2%	11.1%	0.0%
1991	79	2	513	23	1,471	21	11	1	0	0	2.5%	4.5%	1.4%	9.1%	0.0%
1992	96	0	471	18	1,433	20	10	1	0	0	0.0%	3.8%	1.4%	10.0%	0.0%
1993	105	0	486	11	1,497	18	20	0	0	0	0.0%	2.3%	1.2%	0.0%	0.0%
1994	126	0	463	16	1,412	14	18	2	0	0	0.0%	3.5%	1.0%	11.1%	0.0%
1995	91	2	423	20	1,352	18	7	1	0	0	2.2%	4.7%	1.3%	14.3%	0.0%
1996	138	1	482	16	1,414	9	17	0	0	0	0.7%	3.3%	0.6%	0.0%	0.0%
1997	109	2	456	22	1,454	12	14	0	0	0	1.8%	4.8%	0.8%	0.0%	0.0%
1998	105	0	427	6	1,458	11	5	0	0	0	0.0%	1.4%	0.8%	0.0%	0.0%
1999	114	0	418	3	1,502	9	6	0	0	0	0.0%	0.7%	0.6%	0.0%	0.0%
2000	125	0	429	8	1,554	8	5	0	0	0	0.0%	1.9%	0.5%	0.0%	0.0%
2001	105	0	425	3	1,318	4	6	0	1	0	0.0%	0.7%	0.3%	0.0%	0.0%

Table A.32. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 50 to 100 ft on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	113	0	456	4	1,401	7	6	0	0	0	0.0%	0.9%	0.5%	0.0%	0.0%
2003	106	0	483	12	1,508	3	5	1	0	0	0.0%	2.5%	0.2%	20.0%	0.0%
2004	141	0	381	5	1,437	5	4	0	0	0	0.0%	1.3%	0.4%	0.0%	0.0%
2005	91	1	371	4	1,451	7	6	0	1	0	1.1%	1.1%	0.5%	0.0%	0.0%
2006	100	0	399	3	1,435	7	2	0	0	0	0.0%	0.8%	0.5%	0.0%	0.0%
2007	86	1	317	0	1,235	4	0	0	1	0	1.2%	0.0%	0.3%	0.0%	0.0%
2008	103	1	291	5	1,275	0	5	0	2	0	1.0%	1.7%	0.0%	0.0%	0.0%
2009	120	0	321	3	1,294	3	5	0	0	0	0.0%	0.9%	0.2%	0.0%	0.0%
2010	114	0	366	1	1,353	1	1	0	0	0	0.0%	0.3%	0.1%	0.0%	0.0%
2011	86	1	312	0	1,355	3	2	0	2	0	1.2%	0.0%	0.2%	0.0%	0.0%
2012	119	0	300	0	1,341	1	1	0	0	0	0.0%	0.0%	0.1%	0.0%	0.0%
2013	89	1	294	1	1,306	1	1	0	0	0	1.1%	0.3%	0.1%	0.0%	0.0%
2014	123	0	276	0	1,200	3	2	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2015	106	0	280	0	1,239	1	4	0	1	0	0.0%	0.0%	0.1%	0.0%	0.0%
2016	116	0	297	0	1,211	2	1	0	2	0	0.0%	0.0%	0.2%	0.0%	0.0%
2017	111	1	292	0	1,182	2	2	0	3	0	0.9%	0.0%	0.2%	0.0%	0.0%
2018	101	0	256	1	1,098	1	2	0	2	0	0.0%	0.4%	0.1%	0.0%	0.0%
2019	95	0	240	0	995	1	0	0	2	0	0.0%	0.0%	0.1%	0.0%	0.0%
2020	131	1	251	0	896	0	2	0	2	0	0.8%	0.0%	0.0%	0.0%	0.0%
2021	114	0	207	1	739	0	0	0	3	0	0.0%	0.5%	0.0%	0.0%	0.0%
2022	115	0	162	2	527	0	1	0	7	0	0.0%	1.2%	0.0%	0.0%	0.0%
Totals	**14,672**	**576**	**49,784**	**3,636**	**77,059**	**1,805**	**435**	**29**	**46**	**4**	**3.9%**	**7.3%**	**2.3%**	**6.7%**	**8.7%**

Figure A.32. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 50 to 100 ft on all roadway systems (Timber and Other materials are excluded for figure clarity)

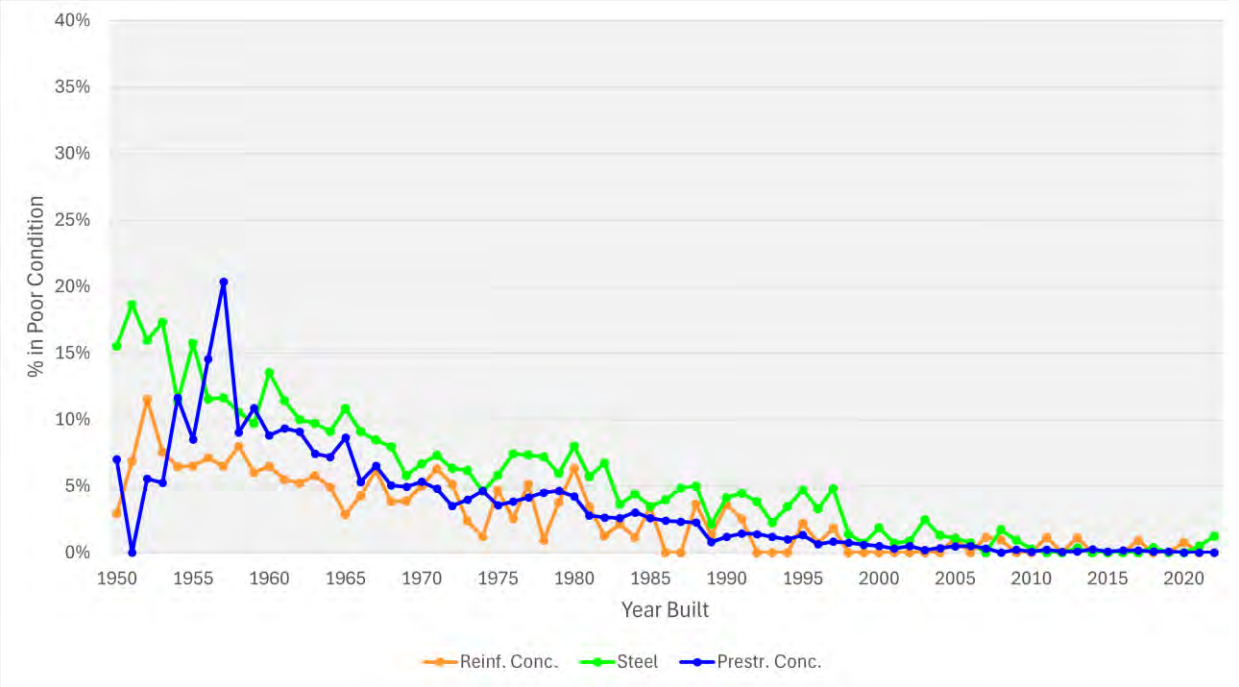


Table A.33. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 100 to 150 ft on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	12	1	117	25	4	0	1	0	2	0	8.3%	21.4%	0.0%	0.0%	0.0%
1951	14	1	89	24	0	0	0	0	0	0	7.1%	27.0%	0.0%	0.0%	0.0%
1952	10	3	86	12	2	0	0	0	0	0	30.0%	14.0%	0.0%	0.0%	0.0%
1953	15	1	125	13	8	0	1	1	0	0	6.7%	10.4%	0.0%	100.0%	0.0%
1954	21	2	139	18	7	0	0	0	0	0	9.5%	13.0%	0.0%	0.0%	0.0%
1955	19	1	142	20	1	0	2	0	0	0	5.3%	14.1%	0.0%	0.0%	0.0%
1956	24	2	164	11	6	0	0	0	0	0	8.3%	6.7%	0.0%	0.0%	0.0%
1957	27	2	171	22	6	1	0	0	0	0	7.4%	12.9%	16.7%	0.0%	0.0%
1958	24	3	243	30	20	1	0	0	0	0	12.5%	12.4%	5.0%	0.0%	0.0%
1959	70	2	239	32	22	2	0	0	0	0	2.9%	13.4%	9.1%	0.0%	0.0%
1960	65	4	297	33	27	0	0	0	0	0	6.2%	11.1%	0.0%	0.0%	0.0%
1961	52	6	238	32	25	4	0	0	0	0	11.5%	13.5%	16.0%	0.0%	0.0%
1962	82	4	314	24	33	1	0	0	0	0	4.9%	7.6%	3.0%	0.0%	0.0%
1963	82	4	345	37	45	1	0	0	0	0	4.9%	10.7%	2.2%	0.0%	0.0%
1964	80	9	366	32	30	1	0	0	0	0	11.3%	8.7%	3.3%	0.0%	0.0%
1965	83	1	424	35	55	7	2	1	0	0	1.2%	8.3%	12.7%	50.0%	0.0%
1966	113	6	422	48	71	0	2	0	0	0	5.3%	11.4%	0.0%	0.0%	0.0%
1967	149	11	483	34	100	3	0	0	0	0	7.4%	7.0%	3.0%	0.0%	0.0%
1968	154	10	564	52	134	1	1	0	0	0	6.5%	9.2%	0.8%	0.0%	0.0%
1969	124	7	535	36	147	7	0	0	0	0	5.7%	6.7%	4.8%	0.0%	0.0%
1970	133	9	657	44	271	11	0	0	0	0	6.8%	6.7%	4.1%	0.0%	0.0%
1971	111	8	681	38	320	11	0	0	0	0	7.2%	5.6%	3.4%	0.0%	0.0%
1972	98	9	781	36	348	12	0	0	2	0	9.2%	4.6%	3.5%	0.0%	0.0%
1973	60	3	650	21	303	5	0	0	0	0	5.0%	3.2%	1.7%	0.0%	0.0%
1974	66	5	600	24	264	6	0	0	0	0	7.6%	4.0%	2.3%	0.0%	0.0%
1975	76	1	544	22	286	10	0	0	1	1	1.3%	4.0%	3.5%	0.0%	100.0%
1976	53	1	616	27	312	9	1	0	2	2	1.9%	4.4%	2.9%	0.0%	100.0%
1977	33	0	435	23	222	1	1	0	1	1	0.0%	5.3%	0.5%	0.0%	100.0%
1978	20	1	322	11	214	6	0	0	0	0	5.0%	3.4%	2.8%	0.0%	0.0%
1979	36	1	372	16	239	5	0	0	0	0	2.8%	4.3%	2.1%	0.0%	0.0%
1980	32	4	397	15	311	7	0	0	1	0	12.5%	3.8%	2.3%	0.0%	0.0%
1981	42	2	413	16	252	1	0	0	0	0	4.8%	3.9%	0.4%	0.0%	0.0%
1982	11	0	282	7	237	4	1	0	0	0	0.0%	2.5%	1.7%	0.0%	0.0%
1983	16	0	260	8	242	2	0	0	0	0	0.0%	3.1%	0.8%	0.0%	0.0%
1984	16	1	292	11	302	4	0	0	0	0	6.3%	3.8%	1.3%	0.0%	0.0%
1985	41	0	323	11	352	9	0	0	0	0	0.0%	3.4%	2.6%	0.0%	0.0%
1986	9	0	300	7	385	9	1	0	2	0	0.0%	2.3%	2.3%	0.0%	0.0%
1987	19	0	321	2	414	4	0	0	0	0	0.0%	0.6%	1.0%	0.0%	0.0%
1988	17	2	303	4	480	4	1	0	0	0	11.8%	1.3%	0.8%	0.0%	0.0%
1989	16	2	315	6	485	5	1	0	0	0	12.5%	1.9%	1.0%	0.0%	0.0%
1990	10	1	352	6	494	9	1	0	0	0	10.0%	1.7%	1.8%	0.0%	0.0%
1991	17	0	319	1	448	3	2	0	1	1	0.0%	0.3%	0.7%	0.0%	100.0%
1992	12	0	320	2	485	13	0	0	0	0	0.0%	0.6%	2.7%	0.0%	0.0%
1993	17	0	252	2	478	4	0	0	0	0	0.0%	0.8%	0.8%	0.0%	0.0%
1994	11	1	255	3	522	6	2	0	0	0	9.1%	1.2%	1.2%	0.0%	0.0%
1995	11	0	278	4	537	6	2	0	0	0	0.0%	1.4%	1.1%	0.0%	0.0%
1996	11	0	261	4	626	3	1	1	0	0	0.0%	1.5%	0.5%	100.0%	0.0%
1997	15	1	242	2	556	6	2	0	0	0	6.7%	0.8%	1.1%	0.0%	0.0%
1998	21	0	257	1	573	0	4	0	0	0	0.0%	0.4%	0.0%	0.0%	0.0%
1999	9	0	261	0	624	2	1	0	0	0	0.0%	0.0%	0.3%	0.0%	0.0%
2000	23	0	238	0	706	3	2	1	0	0	0.0%	0.0%	0.4%	50.0%	0.0%
2001	16	0	282	1	685	3	2	0	0	0	0.0%	0.4%	0.4%	0.0%	0.0%

Table A.33. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 100 to 150 ft on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	15	0	279	2	715	3	1	0	0	0	0.0%	0.7%	0.4%	0.0%	0.0%
2003	16	0	266	3	748	0	1	0	0	0	0.0%	1.1%	0.0%	0.0%	0.0%
2004	18	0	278	1	781	2	0	0	1	0	0.0%	0.4%	0.3%	0.0%	0.0%
2005	21	0	257	0	786	4	0	0	0	0	0.0%	0.0%	0.5%	0.0%	0.0%
2006	17	0	247	0	911	2	0	0	0	0	0.0%	0.0%	0.2%	0.0%	0.0%
2007	26	2	221	0	773	3	2	0	0	0	7.7%	0.0%	0.4%	0.0%	0.0%
2008	22	0	226	0	790	0	2	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	12	0	205	1	741	0	0	0	0	0	0.0%	0.5%	0.0%	0.0%	0.0%
2010	25	0	204	1	651	1	2	0	1	0	0.0%	0.5%	0.2%	0.0%	0.0%
2011	22	1	192	1	717	1	0	0	1	0	4.6%	0.5%	0.1%	0.0%	0.0%
2012	21	0	197	0	864	2	2	0	1	0	0.0%	0.0%	0.2%	0.0%	0.0%
2013	20	0	206	0	807	3	2	0	1	0	0.0%	0.0%	0.4%	0.0%	0.0%
2014	22	0	190	1	709	0	0	0	0	0	0.0%	0.5%	0.0%	0.0%	0.0%
2015	32	0	168	0	747	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	31	0	174	1	733	0	1	0	1	0	0.0%	0.6%	0.0%	0.0%	0.0%
2017	27	0	148	0	653	0	1	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	30	0	136	0	706	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	19	0	135	0	671	0	1	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	39	0	141	0	626	0	0	0	2	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	42	0	107	1	484	0	0	0	2	0	0.0%	0.9%	0.0%	0.0%	0.0%
2022	45	0	79	0	323	0	1	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**2,820**	**135**	**21,740**	**957**	**28,652**	**233**	**50**	**4**	**26**	**5**	**4.8%**	**4.4%**	**0.8%**	**8.0%**	**19.2%**

Figure A.33. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 100 to 150 ft on all roadway systems (Timber and Other materials are excluded for figure clarity)

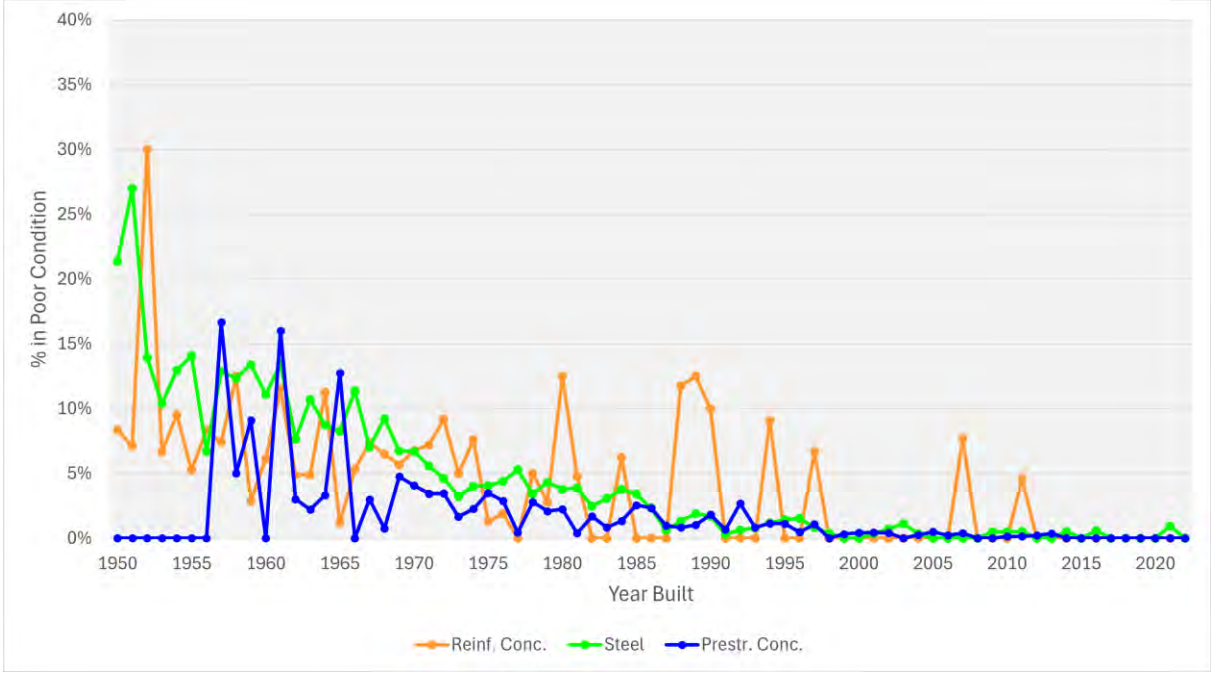


Table A.34. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 150 to 200 ft on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	3	0	18	1	0	0	0	0	0	0	0.0%	5.6%	0.0%	0.0%	0.0%
1951	4	0	22	3	0	0	0	0	0	0	0.0%	13.6%	0.0%	0.0%	0.0%
1952	0	0	8	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1953	1	0	27	5	0	0	0	0	0	0	0.0%	18.5%	0.0%	0.0%	0.0%
1954	4	1	29	1	0	0	0	0	0	0	25.0%	3.5%	0.0%	0.0%	0.0%
1955	4	1	33	4	0	0	0	0	0	0	25.0%	12.1%	0.0%	0.0%	0.0%
1956	3	0	35	5	1	0	0	0	0	0	0.0%	14.3%	0.0%	0.0%	0.0%
1957	3	0	29	4	1	0	0	0	0	0	0.0%	13.8%	0.0%	0.0%	0.0%
1958	1	0	54	4	5	0	0	0	0	0	0.0%	7.4%	0.0%	0.0%	0.0%
1959	4	0	50	8	2	0	0	0	0	0	0.0%	16.0%	0.0%	0.0%	0.0%
1960	3	0	55	8	1	0	0	0	0	0	0.0%	14.6%	0.0%	0.0%	0.0%
1961	5	0	43	3	2	0	0	0	0	0	0.0%	7.0%	0.0%	0.0%	0.0%
1962	5	1	50	4	6	1	0	0	0	0	20.0%	8.0%	16.7%	0.0%	0.0%
1963	3	0	56	10	2	1	0	0	0	0	0.0%	17.9%	50.0%	0.0%	0.0%
1964	4	0	54	7	4	1	0	0	0	0	0.0%	13.0%	25.0%	0.0%	0.0%
1965	5	1	57	7	5	0	0	0	0	0	20.0%	12.3%	0.0%	0.0%	0.0%
1966	6	1	65	10	3	0	0	0	0	0	16.7%	15.4%	0.0%	0.0%	0.0%
1967	7	0	69	15	12	0	0	0	0	0	0.0%	21.7%	0.0%	0.0%	0.0%
1968	5	0	82	1	17	1	1	0	0	0	0.0%	1.2%	5.9%	0.0%	0.0%
1969	5	0	66	2	23	1	0	0	0	0	0.0%	3.0%	4.4%	0.0%	0.0%
1970	9	2	97	6	50	3	0	0	0	0	22.2%	6.2%	6.0%	0.0%	0.0%
1971	5	0	135	13	53	3	0	0	0	0	0.0%	9.6%	5.7%	0.0%	0.0%
1972	11	0	128	10	71	2	0	0	0	0	0.0%	7.8%	2.8%	0.0%	0.0%
1973	6	0	94	3	48	2	0	0	0	0	0.0%	3.2%	4.2%	0.0%	0.0%
1974	10	2	107	4	73	3	1	0	0	0	20.0%	3.7%	4.1%	0.0%	0.0%
1975	7	0	109	3	48	0	0	0	0	0	0.0%	2.8%	0.0%	0.0%	0.0%
1976	4	0	105	5	76	2	0	0	0	0	0.0%	4.8%	2.6%	0.0%	0.0%
1977	1	0	96	3	45	3	0	0	0	0	0.0%	3.1%	6.7%	0.0%	0.0%
1978	4	0	77	2	31	1	0	0	0	0	0.0%	2.6%	3.2%	0.0%	0.0%
1979	1	0	72	5	20	1	0	0	0	0	0.0%	6.9%	5.0%	0.0%	0.0%
1980	2	0	95	3	30	2	0	0	0	0	0.0%	3.2%	6.7%	0.0%	0.0%
1981	6	0	119	3	21	1	0	0	0	0	0.0%	2.5%	4.8%	0.0%	0.0%
1982	1	0	77	3	22	0	0	0	0	0	0.0%	3.9%	0.0%	0.0%	0.0%
1983	2	0	72	3	28	0	0	0	0	0	0.0%	4.2%	0.0%	0.0%	0.0%
1984	0	0	75	2	37	0	0	0	0	0	0.0%	2.7%	0.0%	0.0%	0.0%
1985	2	0	91	5	35	0	0	0	0	0	0.0%	5.5%	0.0%	0.0%	0.0%
1986	1	0	93	1	39	0	0	0	0	0	0.0%	1.1%	0.0%	0.0%	0.0%
1987	4	0	82	2	50	0	0	0	0	0	0.0%	2.4%	0.0%	0.0%	0.0%
1988	0	0	92	3	59	1	0	0	0	0	0.0%	3.3%	1.7%	0.0%	0.0%
1989	1	0	128	2	60	1	0	0	0	0	0.0%	1.6%	1.7%	0.0%	0.0%
1990	0	0	131	1	42	0	0	0	0	0	0.0%	0.8%	0.0%	0.0%	0.0%
1991	0	0	125	0	40	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1992	2	0	88	2	44	0	0	0	0	0	0.0%	2.3%	0.0%	0.0%	0.0%
1993	1	0	103	0	54	1	0	0	0	0	0.0%	0.0%	1.9%	0.0%	0.0%
1994	1	0	111	1	44	2	0	0	0	0	0.0%	0.9%	4.6%	0.0%	0.0%
1995	2	0	88	0	56	2	0	0	0	0	0.0%	0.0%	3.6%	0.0%	0.0%
1996	2	0	75	2	72	0	0	0	0	0	0.0%	2.7%	0.0%	0.0%	0.0%
1997	4	0	104	0	79	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1998	7	0	102	0	57	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1999	3	0	112	0	52	1	0	0	0	0	0.0%	0.0%	1.9%	0.0%	0.0%
2000	2	0	110	0	50	1	1	0	0	0	0.0%	0.0%	2.0%	0.0%	0.0%
2001	6	0	125	1	62	0	1	0	0	0	0.0%	0.8%	0.0%	0.0%	0.0%

Table A.34. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 150 to 200 ft on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	2	0	126	0	65	1	0	0	0	0	0.0%	0.0%	1.5%	0.0%	0.0%
2003	2	0	103	0	76	0	2	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2004	2	0	112	0	62	3	0	0	0	0	0.0%	0.0%	4.8%	0.0%	0.0%
2005	1	0	129	2	64	0	0	0	0	0	0.0%	1.6%	0.0%	0.0%	0.0%
2006	0	0	139	0	49	2	0	0	0	0	0.0%	0.0%	4.1%	0.0%	0.0%
2007	1	0	104	0	56	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2008	7	0	101	0	82	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	2	0	112	0	53	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2010	12	0	125	0	85	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2011	6	0	99	0	59	1	0	0	0	0	0.0%	0.0%	1.7%	0.0%	0.0%
2012	10	0	107	0	82	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	4	0	108	0	65	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2014	2	0	96	0	55	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2015	5	0	88	0	80	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	4	0	87	0	91	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2017	3	0	81	0	92	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	5	0	77	0	78	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	9	0	75	0	83	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	7	0	71	0	48	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	8	0	48	0	49	0	0	0	3	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	5	0	41	0	43	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**279**	**9**	**6,149**	**192**	**3,049**	**44**	**10**	**0**	**6**	**0**	**3.2%**	**3.1%**	**1.4%**	**0.0%**	**0.0%**

Figure A.34. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length of 150 to 200 ft on all roadway systems (Timber and Other materials are excluded for figure clarity)

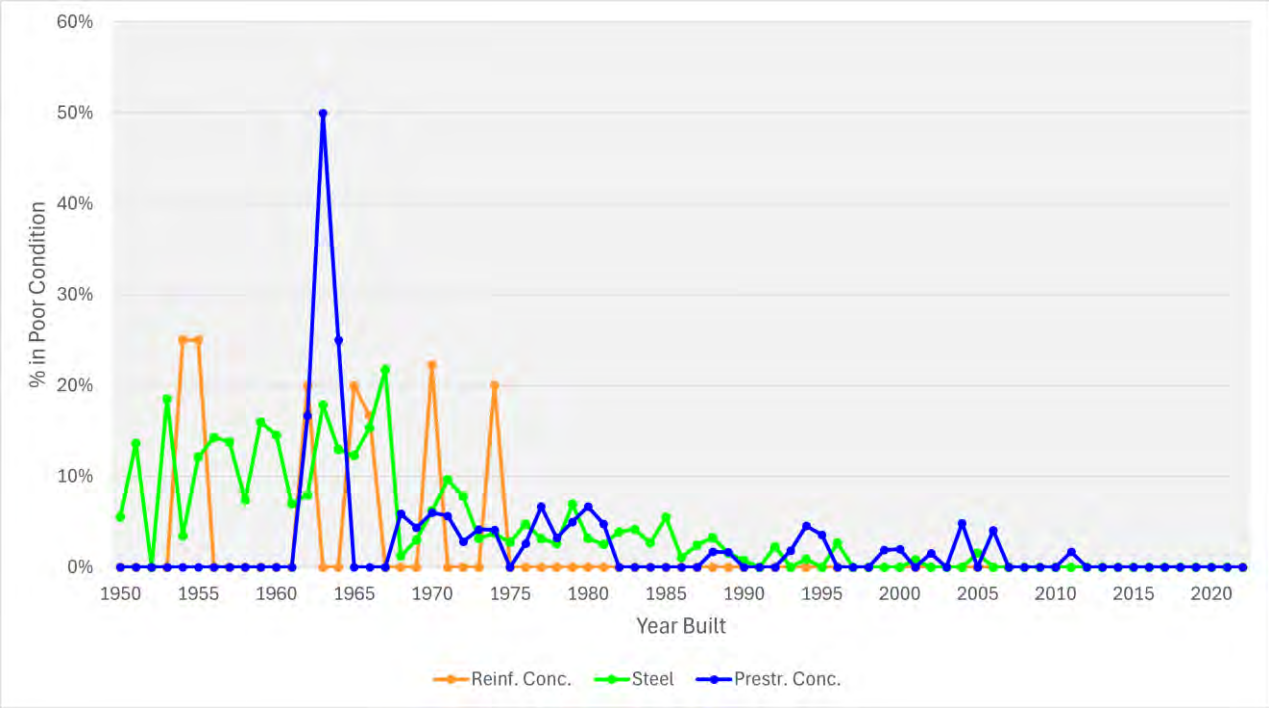


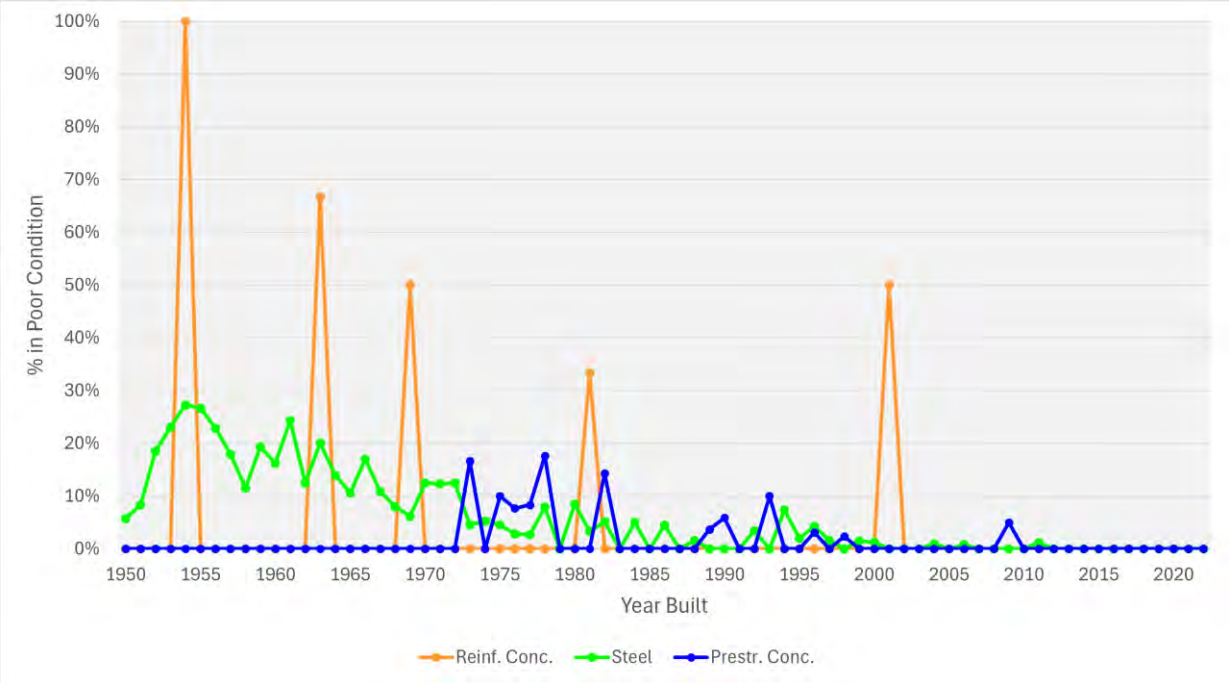
Table A.35. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length greater than 200 ft on all roadway systems

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
1950	1	0	35	2	0	0	0	0	0	0	0.0%	5.7%	0.0%	0.0%	0.0%
1951	0	0	24	2	0	0	0	0	0	0	0.0%	8.3%	0.0%	0.0%	0.0%
1952	1	0	27	5	0	0	0	0	0	0	0.0%	18.5%	0.0%	0.0%	0.0%
1953	1	0	26	6	0	0	0	0	0	0	0.0%	23.1%	0.0%	0.0%	0.0%
1954	1	1	33	9	0	0	0	0	0	0	100.0%	27.3%	0.0%	0.0%	0.0%
1955	1	0	30	8	0	0	0	0	0	0	0.0%	26.7%	0.0%	0.0%	0.0%
1956	1	0	35	8	0	0	0	0	0	0	0.0%	22.9%	0.0%	0.0%	0.0%
1957	0	0	39	7	0	0	0	0	0	0	0.0%	18.0%	0.0%	0.0%	0.0%
1958	3	0	52	6	1	0	0	0	0	0	0.0%	11.5%	0.0%	0.0%	0.0%
1959	2	0	31	6	2	0	0	0	0	0	0.0%	19.4%	0.0%	0.0%	0.0%
1960	0	0	37	6	0	0	0	0	0	0	0.0%	16.2%	0.0%	0.0%	0.0%
1961	1	0	37	9	0	0	0	0	0	0	0.0%	24.3%	0.0%	0.0%	0.0%
1962	4	0	48	6	0	0	0	0	0	0	0.0%	12.5%	0.0%	0.0%	0.0%
1963	3	2	50	10	1	0	0	0	0	0	66.7%	20.0%	0.0%	0.0%	0.0%
1964	2	0	43	6	0	0	0	0	0	0	0.0%	14.0%	0.0%	0.0%	0.0%
1965	0	0	47	5	0	0	0	0	0	0	0.0%	10.6%	0.0%	0.0%	0.0%
1966	0	0	53	9	1	0	0	0	0	0	0.0%	17.0%	0.0%	0.0%	0.0%
1967	2	0	46	5	1	0	0	0	0	0	0.0%	10.9%	0.0%	0.0%	0.0%
1968	1	0	50	4	0	0	0	0	0	0	0.0%	8.0%	0.0%	0.0%	0.0%
1969	2	1	49	3	1	0	0	0	0	0	50.0%	6.1%	0.0%	0.0%	0.0%
1970	1	0	56	7	8	0	0	0	0	0	0.0%	12.5%	0.0%	0.0%	0.0%
1971	0	0	65	8	14	0	0	0	0	0	0.0%	12.3%	0.0%	0.0%	0.0%
1972	1	0	40	5	12	0	0	0	0	0	0.0%	12.5%	0.0%	0.0%	0.0%
1973	1	0	66	3	6	1	0	0	0	0	0.0%	4.6%	16.7%	0.0%	0.0%
1974	0	0	57	3	12	0	0	0	0	0	0.0%	5.3%	0.0%	0.0%	0.0%
1975	2	0	44	2	20	2	0	0	0	0	0.0%	4.6%	10.0%	0.0%	0.0%
1976	1	0	71	2	13	1	0	0	0	0	0.0%	2.8%	7.7%	0.0%	0.0%
1977	0	0	37	1	12	1	0	0	0	0	0.0%	2.7%	8.3%	0.0%	0.0%
1978	0	0	38	3	17	3	0	0	0	0	0.0%	7.9%	17.7%	0.0%	0.0%
1979	1	0	35	0	3	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1980	0	0	47	4	8	0	0	0	0	0	0.0%	8.5%	0.0%	0.0%	0.0%
1981	3	1	60	2	9	0	0	0	0	0	33.3%	3.3%	0.0%	0.0%	0.0%
1982	0	0	39	2	14	2	0	0	0	0	0.0%	5.1%	14.3%	0.0%	0.0%
1983	3	0	36	0	10	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1984	1	0	40	2	17	0	0	0	0	0	0.0%	5.0%	0.0%	0.0%	0.0%
1985	0	0	37	0	9	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1986	0	0	45	2	12	0	0	0	1	0	0.0%	4.4%	0.0%	0.0%	0.0%
1987	1	0	53	0	15	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1988	1	0	63	1	22	0	0	0	0	0	0.0%	1.6%	0.0%	0.0%	0.0%
1989	3	0	65	0	27	1	0	0	0	0	0.0%	0.0%	3.7%	0.0%	0.0%
1990	1	0	77	0	17	1	0	0	0	0	0.0%	0.0%	5.9%	0.0%	0.0%
1991	1	0	53	0	25	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
1992	1	0	58	2	9	0	0	0	0	0	0.0%	3.5%	0.0%	0.0%	0.0%
1993	0	0	50	0	30	3	0	0	0	0	0.0%	0.0%	10.0%	0.0%	0.0%
1994	0	0	68	5	22	0	0	0	0	0	0.0%	7.4%	0.0%	0.0%	0.0%
1995	0	0	50	1	21	0	0	0	0	0	0.0%	2.0%	0.0%	0.0%	0.0%
1996	1	0	47	2	32	1	0	0	0	0	0.0%	4.3%	3.1%	0.0%	0.0%
1997	4	0	62	1	27	0	0	0	0	0	0.0%	1.6%	0.0%	0.0%	0.0%
1998	1	0	56	0	43	1	0	0	0	0	0.0%	0.0%	2.3%	0.0%	0.0%
1999	0	0	66	1	28	0	0	0	0	0	0.0%	1.5%	0.0%	0.0%	0.0%
2000	5	0	81	1	36	0	0	0	0	0	0.0%	1.2%	0.0%	0.0%	0.0%
2001	2	1	66	0	20	0	0	0	0	0	50.0%	0.0%	0.0%	0.0%	0.0%

Table A.35. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length greater than 200 ft on all roadway systems (continued)

Year Built	Counts										Percent in Poor Condition				
	Reinf. Conc. Total	Reinf. Conc. Poor	Steel Total	Steel Poor	Prestr. Conc. Total	Prestr. Conc. Poor	Timber Total	Timber Poor	All Other Total	All Other Poor	Reinf. Conc.	Steel	Prestr. Conc.	Timber	All Other
2002	1	0	76	0	32	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2003	2	0	73	0	29	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2004	0	0	106	1	26	0	0	0	0	0	0.0%	0.9%	0.0%	0.0%	0.0%
2005	1	0	107	0	26	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2006	4	0	128	1	16	0	0	0	0	0	0.0%	0.8%	0.0%	0.0%	0.0%
2007	2	0	111	0	22	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2008	5	0	105	0	20	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2009	3	0	71	0	20	1	0	0	0	0	0.0%	0.0%	5.0%	0.0%	0.0%
2010	10	0	71	0	29	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2011	3	0	87	1	18	0	0	0	1	0	0.0%	1.2%	0.0%	0.0%	0.0%
2012	5	0	90	0	23	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2013	2	0	85	0	24	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2014	1	0	105	0	16	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2015	5	0	67	0	24	0	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2016	3	0	97	0	28	0	0	0	1	0	0.0%	0.0%	0.0%	0.0%	0.0%
2017	5	0	85	0	25	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2018	4	0	85	0	22	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2019	2	0	72	0	11	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2020	6	0	66	0	10	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2021	5	0	52	0	10	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
2022	2	0	53	0	17	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	**132**	**6**	**4,312**	**185**	**1,025**	**18**	**1**	**0**	**4**	**0**	**4.5%**	**4.3%**	**1.8%**	**0.0%**	**0.0%**

Figure A.35. In-service bridges in poor condition in 2022 by main span superstructure material for bridges with maximum span length greater than 200 ft on all roadway systems (Timber and Other materials are excluded for figure clarity)



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