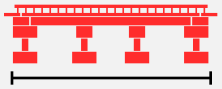
# BRIDGE CONDITIONS IN NEW HAMPSHIRE

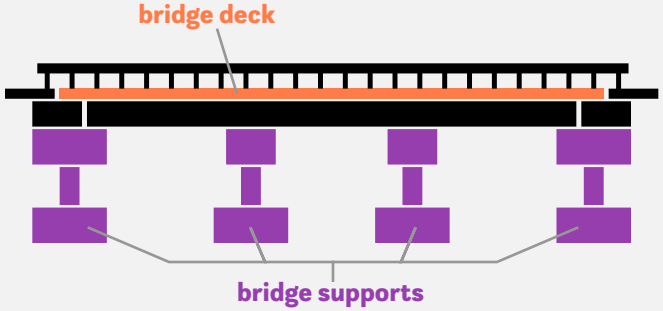
New Hampshire's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

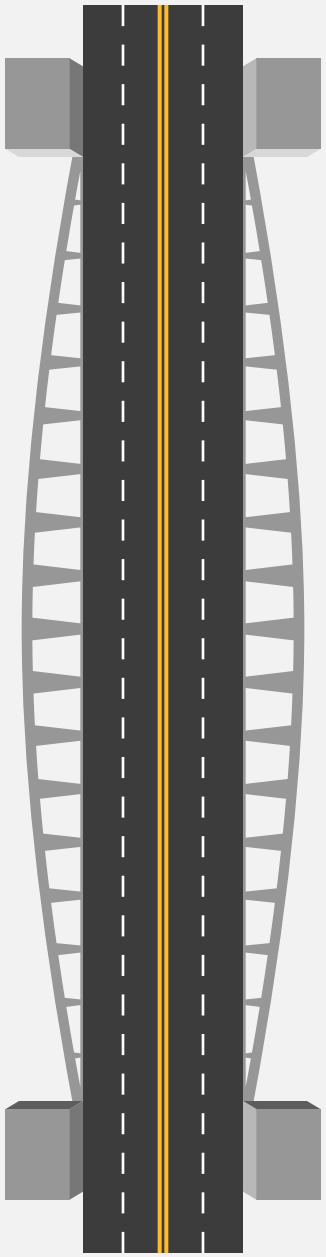
Nine percent (224 of 2,494) of New Hampshire's locally and state-maintained bridges are rated in poor/structurally deficient condition. This includes all bridges that are 20 feet or more in length.

**9%** of NH's bridges are rated **poor**, including **all** bridges of **20ft+** length




A bridge is deemed poor/structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.



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Bridges that are poor/structurally deficient may be posted for lower weight limits or closed if their condition warrants such action.

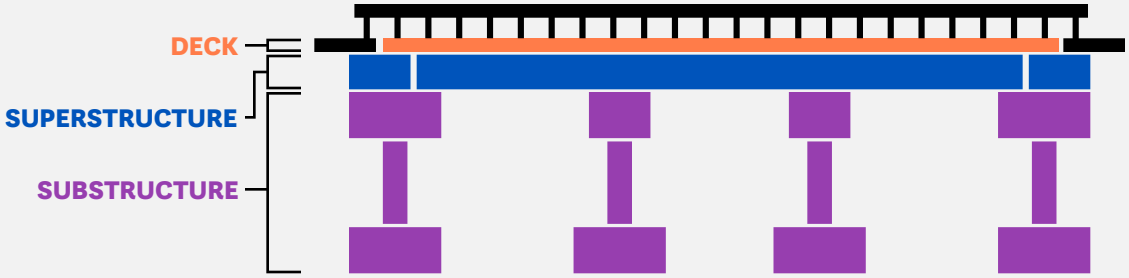


## IMPACTS OF DETERIORATION ON DAILY LIFE

Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles—especially emergency vehicles, commercial trucks, school buses and farm equipment—to use alternate routes to avoid posted bridges.

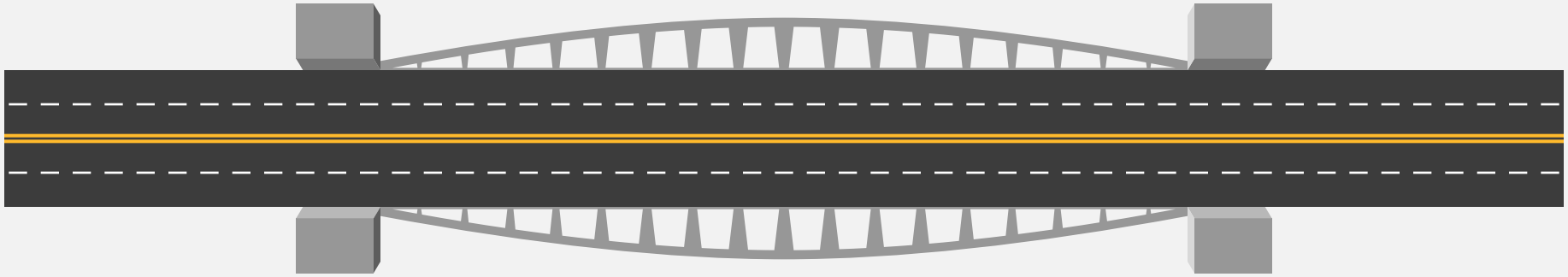
Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Thirty-eight percent (947 of 2,494) of New Hampshire's locally and state-maintained bridges have been rated in fair condition. A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure.




**38%** of NH's bridges are rated **fair**, while the remaining **53%** are rated **good**

The remaining 53 percent (1,323 of 2,494) of the state's bridges are rated in good condition.



Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In New Hampshire, 55 percent of the state's bridges were built in 1969 or earlier.


The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

resurfacing decks

painting surfaces

ensuring good drainage

replacing deteriorating components

## STATEWIDE BRIDGE CONDITIONS BY NEW HAMPSHIRE COUNTIES

| | # POOR | % POOR | # FAIR | % FAIR | # GOOD | % GOOD | TOTAL BRIDGES |
|---|---|---|---|---|---|---|---|
| BELKNAP | 9 | 8% | 43 | 40% | 56 | 52% | 108 |
| CARROLL | 19 | 10% | 74 | 39% | 56 | 51% | 189 |
| CHESHIRE | 21 | 11% | 88 | 47% | 56 | 42% | 189 |
| COOS | 14 | 8% | 72 | 39% | 56 | 53% | 185 |
| GRAFTON | 39 | 7% | 210 | 40% | 56 | 53% | 530 |
| HILLSBOROUGH | 39 | 10% | 134 | 35% | 56 | 55% | 383 |
| MERRIMACK | 32 | 10% | 147 | 46% | 56 | 44% | 321 |
| ROCKINGHAM | 29 | 10% | 71 | 23% | 56 | 67% | 302 |
| STRAFFORD | 10 | 7% | 38 | 29% | 56 | 64% | 133 |
| SULLIVAN | 12 | 8% | 70 | 45% | 56 | 47% | 154 |
| NEW HAMPSHIRE | 224 | 9% | 947 | 38% | 1,323 | 53% | 2,494 |

**Source:** TRIP analysis of Federal Highway Administration National Bridge Inventory (2018).