New York Congressional District 18

- Of the 1,682 bridges in the counties of this district, 213, or 12.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 194 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,681 bridges in the district, which will cost an estimated $7.6 billion.
- This compares to 1,676 bridges that needed work in 2020.
- There currently are now projects in the District that use IIJA formula bridge funds.

11

Compared to 13 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
10. North Dakota	11.0%
11. New York	9.0%
12. Illinois	9.0%

6

Compared to 7 in 2023

in the nation in # of structurally deficient bridges

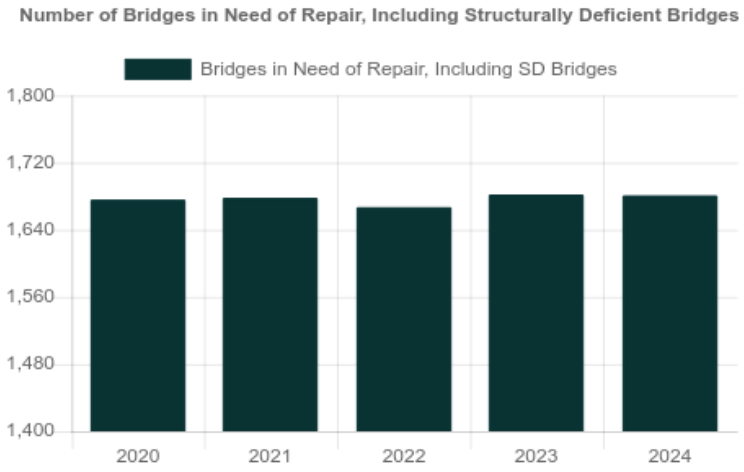
1. Iowa	4,544
5. Oklahoma	1,764
6. New York	1,664
7. California	1,527

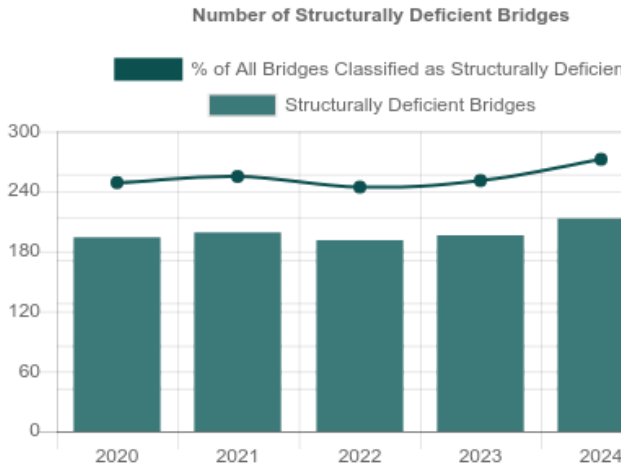
3

Compared to 5 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
2. West Virginia	13.0%
3. New York	12.0%
4. Puerto Rico	12.0%





Top Most Traveled Structurally Deficient Bridges in New York

County	Year Built	Daily Crossings	Type of Bridge	Location
Westchester	1983	143,278	Urban freeway/expressway	Rte 907K over 907G X, Mc Questen Avenu
Westchester	1955	107,326	Urban Interstate	Rte I95 over Rte 1
Westchester	1960	99,110	Urban Interstate	Rte I287 over Rte 1A
Westchester	1940	67,953	Urban freeway/expressway	Rte 987D over 907K, Ramp to Smrp, Rte
Westchester	1972	63,160	Urban Interstate	Rte I684 over Muscoot Reservoir Outlet
Westchester	1964	56,221	Urban freeway/expressway	Rte 987G over Rte 129
Westchester	1954	49,896	Urban freeway/expressway	Rte 907K over 1 X, 87Ix, Rte I87, Rt
Orange	1954	43,981	Urban Interstate	Rte I87 over Rte 32
Westchester	1928	43,830	Urban other principal arterial	Rte 9A over Pocantico River
Westchester	1927	43,153	Urban freeway/expressway	Rte 987D over Saw Mill River
Westchester	1972	42,029	Urban freeway/expressway	Rte 987F over Rte 987G
Orange	1958	34,831	Urban freeway/expressway	Rte 17 over Rte 17K
Westchester	1974	34,224	Urban other principal arterial	Rte 983 over pedestrian walkway, Nepp
Westchester	1957	30,516	Urban freeway/expressway	Rte 987D over Saw Mill River, Ex-Nycrr
Westchester	1971	30,516	Urban freeway/expressway	Rte 987D over Lockwood Avenue
Putnam	1968	30,039	Urban Interstate	Rte I84 over MNRR Be Line
Westchester	1934	29,010	Urban freeway/expressway	Rte 987D over Rte 119
Putnam	1969	27,488	Urban Interstate	Rte I84 over Ludingtonville Rd
Dutchess	1966	26,742	Urban freeway/expressway	Rte 9 over Railroad Plaza
Dutchess	1968	26,344	Urban Interstate	Rte I84 over Hosner Mountain Road
Dutchess	1963	26,344	Urban Interstate	Rte I84 over 987G 987G82031029, Rte 9
Westchester	1958	26,325	Urban freeway/expressway	Rte 907G over 987F 987F870110, Rte 9
Dutchess	1963	26,265	Urban Interstate	Rte I84 over Fishkill Creek
Dutchess	1963	25,349	Urban Interstate	Rte I84 over Fishkill Creek
Dutchess	1963	25,124	Urban Interstate	Rte I84 over 987G 987G82031029, Rte 9

Bridge Inventory: New York

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	12	7,625	356,477	3	1,784	47,039
Rural arterial	30	12,611	343,229	5	2,194	30,523
Rural minor arterial	18	4,076	70,837	1	402	3,886
Rural major collector	39	13,243	122,304	5	1,559	7,696
Rural minor collector	45	7,684	46,685	5	596	6,521
Rural local road	118	22,859	53,651	22	1,951	7,116
Urban Interstate	227	342,746	8,050,231	24	23,189	717,039
Urban freeway/expressway	240	173,683	8,456,782	17	20,499	643,572
Urban other principal arterial	180	119,620	2,736,665	14	18,100	261,233
Urban minor arterial	236	130,402	1,928,377	32	14,129	251,203
Urban collector	210	87,196	883,941	33	16,260	138,328
Urban local road	327	97,231	564,996	52	15,743	100,700
Total	1,682	1,018,975	23,614,175	213	116,406	2,214,856

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	0	$0	0	0
Widening & rehabilitation	1,665	$7,535	23,580,351	1,012,248
Rehabilitation	5	$29	17,574	3,549
Deck rehabilitation/replacement	0	$0	0	0
Other structural work	11	$9	1,650	2,641
Total	1,681	$7,573	23,599,575	1,018,437

About the data:

Data includes information for the following area(s): Dutchess County, Orange County, Putnam County, Westchester County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, published by FHWA. Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.