New Jersey Congressional District 4

- Of the 1,160 bridges in the counties of this district, 90, or 7.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 117 bridges classified as structurally deficient in 2020.
- Repairs are needed on 386 bridges in the district, which will cost an estimated $1.9 billion.
- This compares to 369 bridges that needed work in 2020.
- The state has committed $37.8 million in IIJA bridge formula funds to support 7 projects in the District.

27

Compared to 25 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
26. Mississippi	6.0%
27. New Jersey	6.0%
28. California	6.0%

31

Compared to 31 in 2023

in the nation in # of structurally deficient bridges

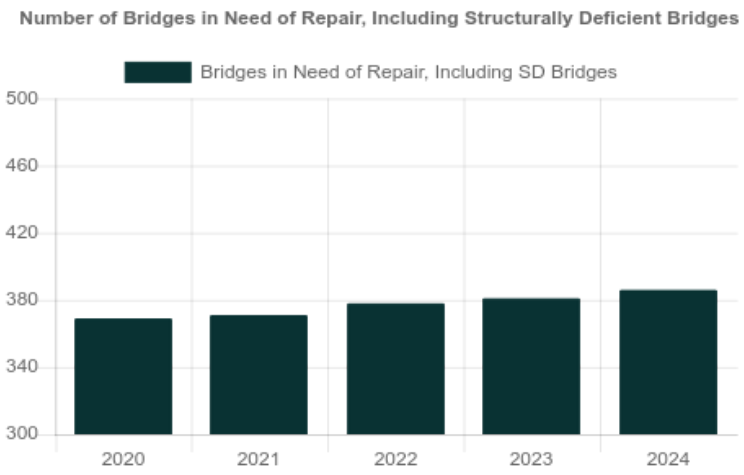
1. Iowa	4,544
30. Colorado	432
31. New Jersey	410
32. Maine	388

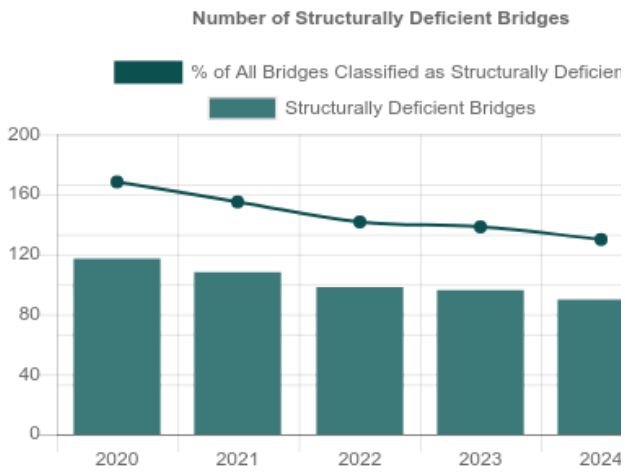
19

Compared to 18 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
18. Connecticut	6.0%
19. New Jersey	6.0%
20. Louisiana	6.0%





Top Most Traveled Structurally Deficient Bridges in New Jersey

County	Year Built	Daily Crossings	Type of Bridge	Location
Mercer	1973	42,271	Urban freeway/expressway	US Route 1 over D&R Canal
Monmouth	1915	34,650	Urban local road	Old Road (NJ 33) over Millstone River
Ocean	1950	34,451	Urban other principal arterial	NJ 35 over Wills Hole Manasquan Riv
Mercer	1966	33,105	Urban minor arterial	Quaker Bridge Road over Amtrak
Mercer	1936	32,898	Urban other principal arterial	US 130 over Millstone River
Monmouth	1927	29,944	Urban other principal arterial	NJ 33 over Manalapan Brook
Ocean	1928	26,921	Urban minor arterial	NJ 166 over North Channel Toms River
Monmouth	1932	25,211	Urban other principal arterial	NJ 35 over Edgar Felix Bike Path
Monmouth	1950	24,280	Urban other principal arterial	NJ 35 over NJ 71 (Union Ave)
Monmouth	1931	24,149	Urban other principal arterial	NJ 35 over N Branch Wreck Pond
Monmouth	1941	23,590	Urban other principal arterial	Route 36 over Troutmans Creek
Mercer	1923	22,960	Urban minor arterial	South Olden Avenue over Amtrak NE Corridor
Mercer	1928	21,276	Urban other principal arterial	U.S. 1B over Five Mile Run
Mercer	1936	20,985	Urban minor arterial	Qukrbrdg Rd CR533 over Miry Run
Monmouth	1979	20,788	Urban freeway/expressway	NJ 18 Southbound over Wayside Road
Ocean	1923	20,200	Urban other principal arterial	NJ Rt 88 over Beaver Dam Creek
Monmouth	1940	18,270	Urban collector	Union Hill Road over US 9
Monmouth	1931	18,017	Urban other principal arterial	NJ 35 NB over NJ Rt 36NB,Ramp G(GSP)
Mercer	1939	16,255	Urban other principal arterial	NJ 64 over Amtrak
Monmouth	1937	16,148	Urban minor arterial	NJ 71 over NJ Transit
Monmouth	1930	16,077	Urban other principal arterial	NJ Route 34 over Big Brook
Mercer	1900	15,867	Urban minor arterial	Clarksville Road over Amtrak NE Corridor
Mercer	1930	15,362	Urban minor arterial	N Olden Ave Cr 622 over Pcrr Sidetrack (Aban)
Monmouth	1939	15,330	Urban minor arterial	Cr 8A over Navesink River
Mercer	1954	15,158	Urban other principal arterial	Washington Road over D & R Canal

Bridge Inventory: New Jersey

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	8	3,393	484,099	0	0	0
Rural arterial	6	3,059	183,434	0	0	0
Rural minor arterial	6	2,553	51,493	1	106	6,240
Rural major collector	9	3,268	41,012	2	221	10,962
Rural minor collector	7	1,491	13,798	2	135	3,800
Rural local road	69	18,883	71,035	7	745	3,847
Urban Interstate	130	172,918	5,010,270	0	0	0
Urban freeway/expressway	239	224,583	8,922,578	4	5,854	82,043
Urban other principal arterial	150	211,113	3,866,317	16	8,420	336,828
Urban minor arterial	227	165,780	2,661,102	26	26,427	331,316
Urban collector	167	84,172	990,918	16	4,621	87,957
Urban local road	142	40,319	367,007	16	2,942	62,971
Total	1,160	931,532	22,663,063	90	49,471	925,964

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	130	$460	1,136,294	54,645
Widening & rehabilitation	83	$307	995,429	52,164
Rehabilitation	38	$307	726,255	52,083
Deck rehabilitation/replacement	17	$81	283,602	13,755
Other structural work	118	$736	2,009,517	125,380
Total	386	$1,890	5,151,097	298,026

About the data:

Data includes information for the following area(s): Mercer County, Monmouth County, Ocean 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.