

National Bridge Inventory: New Jersey

- The state has identified needed repairs on 2,563 bridges.
- This compares to 2,433 bridges that needed work in 2020.
- Over the life of the IIJA, New Jersey will receive a total of \$1.2 billion in bridge formula funds, which will help make needed repairs.
- New Jersey currently has access to \$738.4 million of that total, and has committed \$396.8 million towards 48 projects as of June 2024.
- Of the 6,827 bridges in the state, 410, or 6.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 502 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 6.1 percent of total deck area on all structures.

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

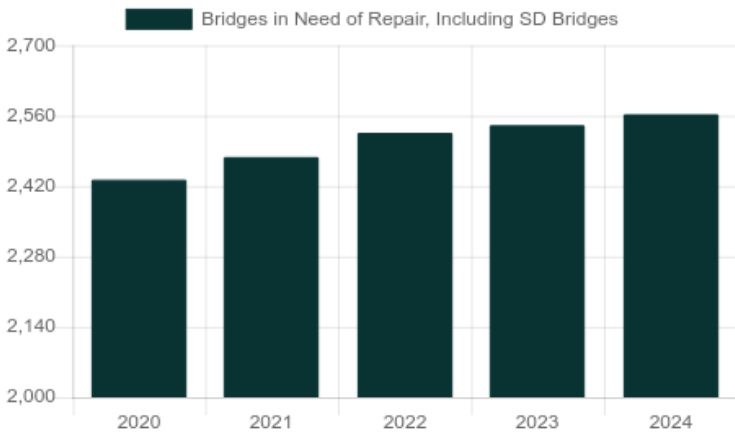
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Compared to 18 in 2023

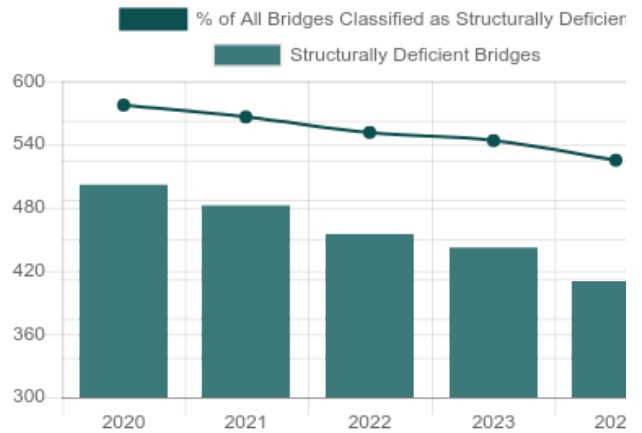
in the nation in % of structurally deficient bridge deck area

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

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in New Jersey

County	Year Built	Daily Crossings	Type of Bridge	Location
Hudson	1951	152,276	Urban freeway/expressway	NJ495EB & Rmps B, J over NJ 3 EB & US 1 Ramp
Passaic	1969	139,551	Urban Interstate	I-80 over Pas Riv, McBride & Rvrw
Essex	1970	130,764	Urban Interstate	Njtpk Snw&Nsw Rwy over Passaic Riv, Pcurr, Crr, Con
Hunterdon	1941	128,249	Urban Interstate	I-78 over Beaver Brook
Passaic	1939	126,922	Urban other principal arterial	US 46 over Lower Notch Road
Bergen	1931	105,573	Urban freeway/expressway	NJ 17 over NYS & W RR
Bergen	1932	105,554	Urban freeway/expressway	NJ 17 over NYS & W RR Spur
Bergen	1931	92,725	Urban freeway/expressway	NJ 17 over West Central Avenue
Bergen	1931	92,076	Urban freeway/expressway	NJ 4 over Hackensack Rivr & Road
Bergen	1931	91,575	Urban freeway/expressway	NJ 4 over Teaneck Road
Camden	1956	91,353	Urban Interstate	I-76 over Newton Ck, Klemm Av & Conrl
Bergen	1931	88,880	Urban freeway/expressway	NJ 4 over Palsd Av, Wndsr Rd & CSX RR
Hudson	1932	86,402	Urban freeway/expressway	US 1&9 over Hcksck & Pssc Rvrs, Rds
Hudson	1954	85,330	Urban other principal arterial	US1+9T over Hackensack River
Essex	1972	84,700	Urban Interstate	I-78EB Outer, Ramps over Conrail (Mp 11.33)
Essex	1932	84,212	Urban freeway/expressway	US 1&9 over Passaic R, Njtpk, RR, 1&9T
Bergen	1931	83,252	Urban freeway/expressway	NJ 4 over Grand Ave. (NJ 93, CR501)
Essex	1973	83,060	Urban Interstate	I-78 WB Ramps over Conrail Mp 11.25
Hudson	1927	77,190	Urban other principal arterial	NJ 139 over Conrail (Aban Eirie-LAc)
Camden	1956	73,907	Urban Interstate	I-676 NB & Ramp Fn over Newton Creek
Union	1929	73,690	Urban other principal arterial	US 22 over Echo Lake
Burlington	1925	72,151	Urban other principal arterial	US 130 over Pompeston Creek
Bergen	1936	70,812	Urban other principal arterial	US 46 over Erie-Lackawanna Railroad
Middlesex	1932	67,565	Urban other principal arterial	US 1 over Forrestal Road
Camden	1930	60,600	Urban other principal arterial	Rt 73 & Ramp G over Route US 130

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	55	98,242	2,600,617	1	689	58,865
Rural arterial	82	171,369	1,879,347	10	7,558	195,731
Rural minor arterial	94	51,864	710,974	13	5,703	84,751
Rural major collector	157	50,257	561,024	14	3,077	45,593
Rural minor collector	77	18,889	151,324	5	470	5,798
Rural local road	508	83,435	400,237	31	2,784	15,125
Urban Interstate	1,078	2,742,509	64,547,036	29	121,310	1,616,801
Urban freeway/expressway	865	1,446,186	46,448,378	19	121,811	1,233,601
Urban other principal arterial	922	1,308,398	27,346,089	81	76,892	2,208,338
Urban minor arterial	1,214	879,267	14,747,422	101	92,321	1,245,239
Urban collector	749	355,563	4,880,935	52	16,665	291,460
Urban local road	1,026	379,095	3,708,078	54	13,378	145,429
Total	6,827	7,585,073	167,981,461	410	462,659	7,146,731

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	710	\$3,953	11,278,453	458,995
Widening & rehabilitation	622	\$3,142	11,493,114	529,954
Rehabilitation	217	\$3,887	4,931,775	651,083
Deck rehabilitation/replacement	112	\$760	3,068,492	128,004
Other structural work	902	\$7,946	21,989,835	1,339,375
Total	2,563	\$19,687	52,761,669	3,107,410

About the data:

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.
