American Road & Transportation Builders Association

National Bridge Inventory: New Mexico

- The state has identified needed repairs on 1,548 bridges.
- This compares to 1,566 bridges that needed work in 2020.
- Over the life of the IIJA, New Mexico will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- New Mexico currently has access to $135.0 million of that total, and has committed $63.0 million towards 25 projects as of June 2024.
- Of the 4,035 bridges in the state, 182, or 4.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 207 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 3.9 percent of total deck area on all structures.

39

Compared to 35 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
38. Maryland	5.0%
39. New Mexico	5.0%
40. Minnesota	4.0%

43

Compared to 42 in 2023

in the nation in # of structurally deficient bridges

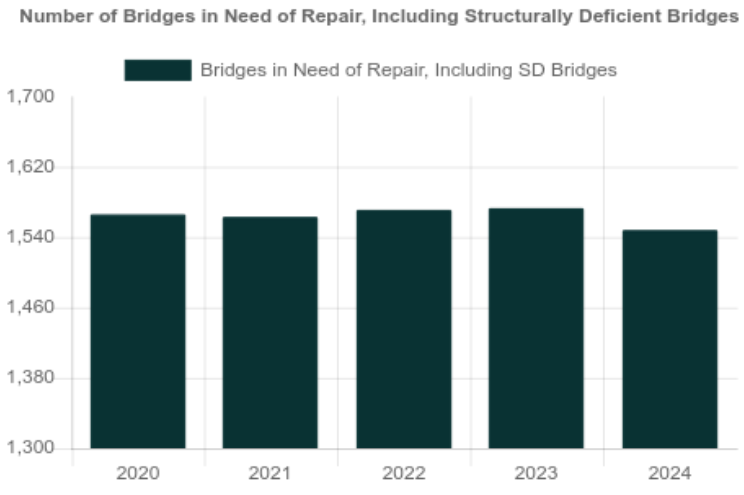
1. Iowa	4,544
42. New Hampshire	191
43. New Mexico	182
44. Alaska	133

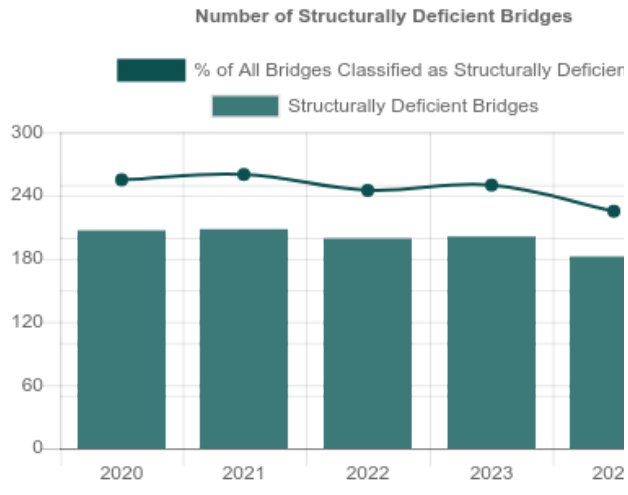
33

Compared to 31 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
32. Wisconsin	4.0%
33. New Mexico	4.0%
34. Vermont	4.0%





Top Most Traveled Structurally Deficient Bridges in New Mexico

County	Year Built	Daily Crossings	Type of Bridge	Location
Bernalillo	1961	122,928	Urban Interstate	I-25 SBL over Avenida Cesar Chavez
Bernalillo	1961	122,928	Urban Interstate	I-25 NBL over Avenida Cesar Chavez
Bernalillo	1961	116,519	Urban Interstate	I-25 NBL over Gibson Blvd
Bernalillo	1978	50,909	Urban Interstate	I-40 EBL over Tijeras Arroyo
Bernalillo	1961	41,561	Urban other principal arterial	FL-4018 over I-25 NB/SB
Bernalillo	1976	33,694	Rural Interstate	I-40 EBL over Sedillo Hill Road
Santa Fe	1974	33,451	Urban Interstate	I-25 NBL over Sf Southern R/R
Santa Fe	1955	29,604	Urban other principal arterial	US-84/285 over Unnamed Waterway
Santa Fe	1975	24,232	Rural Interstate	I-25 NBL over Arroyo Hondo Rd
Cibola	1967	24,170	Rural Interstate	I-40 WBL over San Jose Canyon
Cibola	1967	24,170	Rural Interstate	I-40 EBl/Ramp over San Jose Canyon
McKinley	1963	24,086	Rural Interstate	I-40 WBL over Gov Ord Base/Local Rd.
McKinley	1963	24,086	Rural Interstate	I-40 EBL over Gov Ord Base/Local Rd.
Dona Ana	2004	23,859	Urban Interstate	I-10 WB over NM-101, NM-478, BNSF R/R
Rio Arriba	1957	22,174	Urban other principal arterial	NM-68 NB over Santa Cruz River
Dona Ana	2004	19,998	Urban Interstate	I-10 EBL over NM-101,NM-478, BNSF RR
Santa Fe	1974	19,503	Urban Interstate	I-25 SBL over Sf Southern R/R
Bernalillo	1962	17,118	Urban other principal arterial	FL-4048 over I-25 NB Frontage Rd
San Juan	1936	16,419	Urban minor arterial	Irr/US64/491 WBL over San Juan River
Bernalillo	1969	14,663	Urban other principal arterial	FL-4048 over North Diversion Channel
Grant	1961	13,776	Urban minor arterial	NM-90 over Pinos Altos Creek
Socorro	1964	9,099	Rural Interstate	I-25 SBL over Walnut Creek
Socorro	1939	9,099	Rural Interstate	I-25 SBL over Madera Canyon
Socorro	1964	9,099	Rural Interstate	I-25 NBL over Walnut Creek
Socorro	1971	9,099	Rural Interstate	I-25 SBL over Matanza Arroyo

Bridge Inventory: New Mexico

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	578	317,839	8,656,178	16	8,229	216,817
Rural arterial	597	288,332	3,752,442	5	4,080	15,808
Rural minor arterial	473	182,661	970,485	13	5,347	15,971
Rural major collector	491	174,078	532,773	32	10,504	24,277
Rural minor collector	325	125,767	118,701	33	11,268	6,947
Rural local road	429	76,353	97,561	50	7,752	9,590
Urban Interstate	294	340,429	17,217,807	8	11,375	510,095
Urban freeway/expressway	20	16,669	553,268	0	0	0
Urban other principal arterial	332	361,528	6,329,014	7	10,650	134,405
Urban minor arterial	162	103,328	1,247,391	8	10,573	44,541
Urban collector	198	90,536	767,908	6	1,838	18,708
Urban local road	136	27,362	79,050	4	255	710
Total	4,035	2,104,883	40,322,578	182	81,871	997,869

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	173	$280	1,367,509	59,239
Widening & rehabilitation	26	$50	569,943	14,748
Rehabilitation	1,215	$1,665	8,916,215	500,433
Deck rehabilitation/replacement	62	$176	615,668	53,034
Other structural work	72	$87	123,561	27,746
Total	1,548	$2,258	11,592,896	655,200

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.