American Road & Transportation Builders Association

National Bridge Inventory: New York

- The state has identified needed repairs on 17,636 bridges.
- This compares to 17,548 bridges that needed work in 2020.
- Over the life of the IIJA, New York will receive a total of $2.0 billion in bridge formula funds, which will help make needed repairs.
- New York currently has access to $1.2 billion of that total, and has committed $46.5 million towards 15 projects as of June 2024.
- Of the 17,642 bridges in the state, 1,664, or 9.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,702 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 11.8 percent of total deck area on all structures.

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

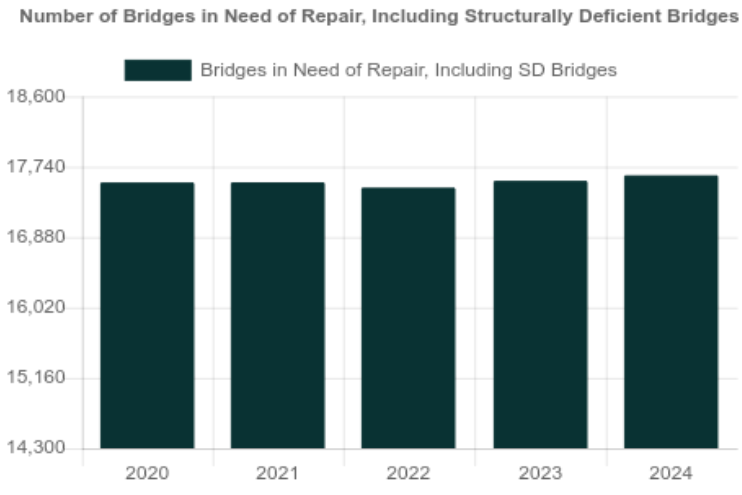
1. Iowa	4,544
5. Oklahoma	1,764
6. New York	1,664
7. California	1,527

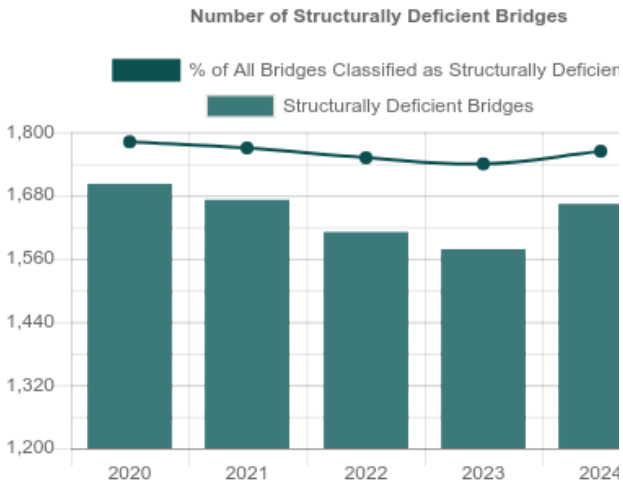
3

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
Kings	1944	202,650	Urban Interstate	Rte I278 over Rte I278, Furman Street
Queens	1963	183,587	Urban Interstate	Rte I678 over Flushing Bay Promenade,
Kings	1962	181,470	Urban Interstate	Rte I278 over 15th Street WB, 17th Str
Queens	1972	154,703	Urban freeway/expressway	Rte 907M over 907A907Ax5M22126, Rte 90
Queens	1971	154,703	Urban freeway/expressway	Rte 907M over Commonwealth Blvd
Queens	1963	146,095	Urban freeway/expressway	Rte 907M over Rte I295, Rte I295, Rte
Kings	1944	143,724	Urban Interstate	Rte I278 over Rte I278, Furman Street
Kings	1944	143,724	Urban Interstate	Rte I278 over Rte I278, Brklyn Promena
Kings	1948	143,724	Urban Interstate	Rte I278 over Rte I278, Joralemon St
Bronx	1960	143,338	Urban Interstate	Rte I278 over Bruckner Expwy, Bruckner
Westchester	1983	143,278	Urban freeway/expressway	Rte 907K over 907G X, Mc Questen Avenu
Bronx	1951	141,112	Urban Interstate	Rte I95 over Bronx River Ave., Ramp I
Kings	1950	140,343	Urban Interstate	Rte I278 over Meeker Avenue, Meeker Av
Queens	1941	138,557	Urban freeway/expressway	Rte 907A over Totten Rd
Kings	1954	137,578	Urban Interstate	Rte I278 over Flushing Avenue
New York	1966	135,883	Urban freeway/expressway	Rte 907L over 34th Street, 35th Street
Kings	1944	134,789	Urban Interstate	Rte I278 over Rte I278, Furman Street,
Kings	1942	132,147	Urban freeway/expressway	Rte 907C over Ocean Avenue
Kings	1942	132,147	Urban freeway/expressway	Rte 907C over Sheepshead Bay Rd
Queens	1963	131,123	Urban freeway/expressway	Rte 907M over Midland Parkway, Midland
Queens	1960	129,775	Urban Interstate	Rte I495 over Rte I295, Rte I295
Nassau	1968	129,086	Urban freeway/expressway	Rte 908G over Rte I495
Queens	1963	127,491	Urban Interstate	Rte I678 over Flushing Creek, Meadow L
Erie	1950	126,187	Urban Interstate	Rte I90 over Galleria Drive, Scajaqua
New York	1985	124,183	Urban freeway/expressway	Rte 907 over East River Shore

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	601	546,071	6,022,440	39	62,715	502,536
Rural arterial	680	508,156	3,672,306	40	12,298	188,478
Rural minor arterial	711	302,565	2,406,305	56	30,865	168,767
Rural major collector	1,401	482,754	2,591,823	113	42,119	211,580
Rural minor collector	1,775	379,362	1,331,124	140	27,908	103,160
Rural local road	4,170	669,441	1,186,859	585	71,788	128,622
Urban Interstate	1,707	4,168,189	62,820,546	122	672,048	5,749,167
Urban freeway/expressway	1,201	2,055,583	44,170,363	77	267,041	3,820,627
Urban other principal arterial	1,184	1,749,876	19,855,613	83	157,147	1,274,301
Urban minor arterial	1,542	1,346,453	14,008,359	134	119,799	1,079,136
Urban collector	1,231	609,375	4,762,202	107	61,056	396,556
Urban local road	1,439	608,354	2,371,506	168	63,558	206,265
Total	17,642	13,426,178	165,199,446	1,664	1,588,344	13,829,195

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	7	$8	2,603	1,594
Widening & rehabilitation	17,589	$101,125	165,149,363	13,391,022
Rehabilitation	14	$191	25,614	22,121
Deck rehabilitation/replacement	0	$0	0	0
Other structural work	26	$20	2,311	6,218
Total	17,636	$101,343	165,179,891	13,420,955

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.