

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 597 bridges in the counties of this district, 47, or 7.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 44 bridges classified as structurally deficient in 2019.
- Repairs are needed on 186 bridges in the district, which will cost an estimated \$1.3 billion.
- This compares to 163 bridges that needed work in 2019.
- The state has committed \$4.4 million in IJA bridge formula funds to support 1 project in the District.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	1	48,669	41,551	0	0	0
Other principal arterial	9	14,163	310,617	1	226	9,484
Minor arterial	8	5,454	63,236	2	312	16,692
Major collector	24	4,442	73,269	4	1,334	12,847
Minor collector	3	1,679	3,761	0	0	0
Local	62	11,456	35,978	8	508	1,468
Urban Bridges						
Interstate	73	118,466	2,962,412	2	1,154	96,732
Freeway/expressway	70	64,259	3,156,508	0	0	0
Other principal arterial	91	168,809	2,497,291	10	25,080	214,782
Minor arterial	91	47,239	1,115,895	6	1,806	91,785
Collector	74	27,289	442,495	7	899	29,086
Local	91	25,573	189,856	7	1,216	8,365
Total	597	537,497	10,892,869	47	32,535	481,241

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	43	\$68.3	298,757	8,063
Widening & rehabilitation	41	\$77.7	420,266	13,446
Rehabilitation	25	\$592.6	493,303	98,980
Deck rehabilitation/replacement	8	\$21.5	83,586	3,665
Other work	69	\$544.9	1,095,458	91,733
Total	186	\$1,305.0	2,391,370	215,886

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Burlington	1925	70,736	Urban other principal arterial	US 130 over Pompeston Creek
Burlington	1971	48,366	Urban Interstate	I-295 SB over Burlingtn-Jacksonvllle Rd
Burlington	1971	48,366	Urban Interstate	I-295 NB over Burl - Jacks Rd (Cr 670)
Ocean	1950	33,772	Urban other principal arterial	NJ 35 over Wills Hole Manasquan Riv
Ocean	1928	26,921	Urban minor arterial	NJ 166 over North Channel Toms River
Burlington	1935	23,822	Urban other principal arterial	US 130 Southbound over Assiscunk Creek
Ocean	1923	20,200	Urban other principal arterial	NJ Rt 88 over Beaver Dam Creek
Burlington	1941	16,656	Urban minor arterial	Cr 537 over Mason Creek
Burlington	1972	14,444	Urban minor arterial	Tuckertn Rd Cr 620 over Haynes Creek
Ocean	1928	12,985	Urban minor arterial	NJ Route 166 over North Channel Toms River

Data includes information for the following area(s): Burlington County, Ocean County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.