

## Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 1,162 bridges in the counties of this district, 96, or 8.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 118 bridges classified as structurally deficient in 2019.
- Repairs are needed on 381 bridges in the district, which will cost an estimated \$1.9 billion.
- This compares to 348 bridges that needed work in 2019.
- The state has committed \$13.7 million in IJA bridge formula funds to support 5 projects 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
<b>Rural Bridges</b>						
Interstate	8	3,393	480,502	0	0	0
Other principal arterial	6	3,058	186,441	0	0	0
Minor arterial	7	3,266	49,641	1	106	6,240
Major collector	9	3,268	41,442	2	221	10,756
Minor collector	7	1,491	12,724	2	135	3,305
Local	72	19,210	70,280	11	1,101	11,092
<b>Urban Bridges</b>						
Interstate	130	173,008	5,560,207	0	0	0
Freeway/expressway	236	222,491	8,887,294	3	2,305	39,512
Other principal arterial	153	213,264	3,906,058	17	29,243	346,172
Minor arterial	225	165,045	2,615,186	27	26,833	337,389
Collector	170	85,101	999,723	16	4,378	98,497
Local	139	39,185	316,413	17	3,423	39,018
<b>Total</b>	<b>1,162</b>	<b>931,778</b>	<b>23,125,911</b>	<b>96</b>	<b>67,745</b>	<b>891,981</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	121	\$440.9	1,039,500	52,397
Widening & rehabilitation	79	\$179.3	932,333	30,908
Rehabilitation	45	\$295.6	734,580	50,210
Deck rehabilitation/replacement	16	\$76.7	268,133	13,107
Other work	120	\$857.9	1,967,530	145,893
<b>Total</b>	<b>381</b>	<b>\$1,850.3</b>	<b>4,942,076</b>	<b>292,515</b>

### Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Ocean	1950	33,772	Urban other principal arterial	NJ 35 over Wills Hole Manasquan Riv
Mercer	1936	32,898	Urban other principal arterial	US 130 over Millstone River
Mercer	1966	32,455	Urban minor arterial	Quaker Bridge Road over Amtrak
Monmouth	1927	29,357	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	1931	24,149	Urban other principal arterial	NJ 35 over N Branch Wreck Pond
Monmouth	1950	23,804	Urban other principal arterial	NJ 35 over NJ 71 (Union Ave)
Monmouth	1941	23,588	Urban other principal arterial	Route 36 over Troutmans Creek
Mercer	1923	22,510	Urban minor arterial	South Olden Avenue over Amtrak NE Corridor

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