New York – Congressional District 17

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 1,019 bridges in the counties of this district, 89, or 8.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 81 bridges classified as structurally deficient in 2019.
- Repairs are needed on 1,019 bridges in the district, which will cost an estimated $3.3 billion.
- This compares to 1,011 bridges that needed work in 2019.
- There currently are now projects in the District that use IIJA formula bridge funds.

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	0	0	0	0	0	0
Other principal arterial	0	0		0	0	0
Minor arterial	0	0		0	0	0
Major collector	0	0	0	0	0	0
Minor collector	0	0	0	0	0	0
Local	2	699	1,240	0	0	0
Urban Bridges						
Interstate	138	500,509	7,061,182	14	33,042	886,904
Freeway/expressway	236	168,246	7,789,938	12	13,259	531,104
Other principal arterial	157	103,860	2,499,283	10	7,892	209,400
Minor arterial	211	116,934	1,537,243	14	7,595	94,453
Collector	102	48,445	466,076	13	10,153	58,728
Local	173	60,766	365,997	26	12,532	66,317
Total	**1,019**	**999,459**	**19,720,959**	**89**	**84,474**	**1,846,906**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	0	$0	0	0
Widening & rehabilitation	902	$2,960.1	17,927,144	911,964
Rehabilitation	0	$0	0	0
Deck rehabilitation/replacement	117	$294.3	1,793,815	87,495
Other work	0	$0	0	0
Total	**1,019**	$3,254.5	**19,720,959**	**999,459**

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Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Westchester	1983	143,278	Urban freeway/expressway	Rte 907K over 907G X, Mc Questen Avenu
Rockland	1954	110,239	Urban Interstate	Rte I87 over Rte 59, NJ Transit RR
Rockland	1953	107,699	Urban Interstate	Rte I87 over Route 59, Rte 59
Rockland	1953	107,699	Urban Interstate	Rte I87 over Rte 303
Westchester	1960	99,110	Urban Interstate	Rte I287 over Rte 1A
Rockland	1953	89,004	Urban Interstate	Rte I87 over Rte 45
Rockland	1954	89,004	Urban Interstate	Rte I87 over Saddle Rv Rd-Cr73
Rockland	1953	81,424	Urban Interstate	Rte I87 over 202, Rte 202, Washington
Rockland	1955	73,380	Urban Interstate	Rte I87 over Ramapo River
Westchester	1940	67,953	Urban freeway/expressway	Rte 987D over 907K, Ramp to Smp, Rte 9

Data includes information for the following area(s): Rockland County, Westchester County

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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.