

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 1,682 bridges in the counties of this district, 196, or 11.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 190 bridges classified as structurally deficient in 2019.
- Repairs are needed on 1,682 bridges in the district, which will cost an estimated \$3.4 billion.
- This compares to 1,679 bridges that needed work in 2019.
- There currently are now projects in the District that use IJA 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	12	7,151	356,477	3	1,784	47,039
Other principal arterial	30	12,611	343,229	3	686	19,059
Minor arterial	18	4,076	70,837	1	402	3,886
Major collector	40	13,664	129,139	4	1,670	10,847
Minor collector	45	7,533	46,685	7	778	6,909
Local	119	23,094	53,530	17	1,510	5,449
Urban Bridges						
Interstate	225	336,985	7,841,514	20	47,711	559,697
Freeway/expressway	240	173,683	8,456,214	15	18,146	630,201
Other principal arterial	181	121,315	2,743,327	14	16,232	283,053
Minor arterial	237	134,023	1,916,396	30	13,712	233,428
Collector	207	85,796	875,101	34	16,949	135,245
Local	328	98,477	574,101	48	16,343	95,852
Total	1,682	1,018,407	23,406,550	196	135,922	2,030,665

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	0	\$0	0	0
Widening & rehabilitation	1,395	\$2,928.7	20,740,455	874,729
Rehabilitation	6	\$12.2	17,574	3,708
Deck rehabilitation/replacement	271	\$470.8	2,647,071	137,365
Other work	10	\$10.2	1,450	2,606
Total	1,682	\$3,421.8	23,406,550	1,018,407

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
Westchester	1960	99,110	Urban Interstate	Rte I287 over Rte 1A
Westchester	1940	67,953	Urban freeway/expressway	Rte 987D over 907K, Ramp to Smp, Rte 9
Westchester	1972	63,160	Urban Interstate	Rte I684 over Muscoot Reservoir Outlet
Westchester	1964	56,221	Urban freeway/expressway	Rte 987G over Rte 129
Westchester	1954	49,896	Urban freeway/expressway	Rte 907K over 1 X, 87Ix, Rte I87, Rt
Orange	1954	43,981	Urban Interstate	Rte I87 over Rte 32
Westchester	1928	43,830	Urban other principal arterial	Rte 9A over Pocantico River
Westchester	1927	43,153	Urban freeway/expressway	Rte 987D over Saw Mill River
Westchester	1972	42,029	Urban freeway/expressway	Rte 987F over Rte 987G

Data includes information for the following area(s): Dutchess County, Orange County, Putnam County, Westchester 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.