

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 3,390 bridges in the counties of this district, 353, or 10.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 398 bridges classified as structurally deficient in 2019.
- Repairs are needed on 3,388 bridges in the district, which will cost an estimated \$5.2 billion.
- This compares to 3,376 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	121	112,174	1,322,531	4	2,157	47,045
Other principal arterial	232	226,205	1,267,492	12	5,414	49,343
Minor arterial	132	56,270	458,887	13	2,438	31,547
Major collector	344	130,583	665,432	28	14,087	43,572
Minor collector	496	111,704	349,871	55	10,458	40,846
Local	1,069	153,043	265,857	157	19,712	40,892
Urban Bridges						
Interstate	175	187,046	2,857,469	8	9,631	160,528
Freeway/expressway	108	141,829	2,294,778	3	3,713	64,394
Other principal arterial	110	123,784	1,563,363	8	9,200	114,411
Minor arterial	168	131,185	1,293,486	16	12,828	129,374
Collector	215	88,525	729,481	26	10,969	76,873
Local	220	48,020	198,202	23	4,098	15,510
Total	3,390	1,510,366	13,266,849	353	104,704	814,335

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1	\$4.2	338	726
Widening & rehabilitation	2,880	\$4,478.0	11,605,210	1,297,778
Rehabilitation	6	\$9.6	3,207	2,453
Deck rehabilitation/replacement	500	\$716.5	1,656,297	204,392
Other work	1	\$4.1	7	1,049
Total	3,388	\$5,212.3	13,265,059	1,506,397

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Dutchess	1990	36,866	Urban other principal arterial	Rte 9 over Wappinger Lake
Ulster	1955	35,755	Urban Interstate	Rte I87 over Rte 213, Walkkill River
Ulster	1953	35,755	Urban Interstate	Rte I87 over Hurley Ave
Dutchess	1966	26,742	Urban freeway/expressway	Rte 9 over Railroad Plaza
Dutchess	1968	26,344	Urban Interstate	Rte I84 over Hosner Mountain Road
Dutchess	1963	26,265	Urban Interstate	Rte I84 over Fishkill Creek
Montgomery	1955	20,908	Urban Interstate	Rte I90 over Ped/Bike Path
Dutchess	1964	20,765	Urban other principal arterial	Rte 9D over 84I 84I82021014, Rte I84
Dutchess	1965	18,826	Urban freeway/expressway	Rte 9 over Laurel Street
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Data includes information for the following area(s): Broome County, Columbia County, Delaware County, Dutchess County, Greene County, Montgomery County, Otsego County, Rensselaer County, Schoharie County, Sullivan County, Ulster 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.