

## Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 4,010 bridges in the state, 232, or 5.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 273 bridges classified as structurally deficient in 2014.
- 25 of the structurally deficient bridges are on the Interstate Highway System.
- 168 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,587 bridges at an estimated cost of \$569.0 million.
- This compares to 1,638 bridges that needed work in 2014.

## Bridge Inventory

Type of Bridge <sup>4</sup>	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	585	343,141	10,685,557	15	12,199	139,436
Other principal arterial	523	261,039	3,043,900	9	11,519	30,518
Minor arterial	532	246,375	2,401,399	23	17,746	75,124
Major collector	449	153,454	659,145	32	9,129	35,605
Minor collector	295	120,190	154,386	36	11,761	9,964
Local	440	85,486	525,538	64	10,340	12,212
<b>Urban Bridges</b>						
Interstate	261	295,983	13,479,587	10	7,804	387,644
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	322	306,097	5,376,941	8	8,580	76,143
Minor arterial	214	106,936	1,256,408	10	5,605	49,082
Collector	246	134,322	1,396,183	21	5,459	39,443
Local	143	27,936	76,814	4	308	1,126
<b>Total</b>	<b>4,010</b>	<b>2,080,960</b>	<b>39,055,860</b>	<b>232</b>	<b>100,451</b>	<b>856,297</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	202	\$128,267	1,190,173	64,499
Widening & rehabilitation	28	\$13,705	539,665	15,596
Rehabilitation	1,246	\$380,912	9,161,265	530,998
Deck rehabilitation/replacement	63	\$38,568	631,523	52,945
Other work	48	\$7,596	110,475	18,905
<b>Total</b>	<b>1,587</b>	<b>\$569,048</b>	<b>11,633,101</b>	<b>682,942</b>



## Top Most Traveled Structurally Deficient Bridges in New Mexico

County	Year Built	Daily Crossings	Type of Bridge	Location
Bernalillo	1961	112,621	Urban Interstate	I-25 NBL over Gibson Blvd
Bernalillo	1963	82,785	Urban Interstate	I-25 SBL over NM-5 / Rio Bravo
Bernalillo	1976	32,408	Urban Interstate	I-40 EBL over Sedillo Hill Road
Santa Fe	1974	30,186	Urban Interstate	I-25 NBL over Sf Southern R/R
Dona Ana	1971	28,291	Urban Interstate	I-10 WBL over Ramp E of I-10
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Santa Fe	1975	25,218	Rural Interstate	I-25 NBL over Arroyo Hondo Rd
Dona Ana	1968	21,461	Urban Interstate	I-25 SBL over Missouri Avenue
Valencia	1974	21,235	Rural minor arterial	Main Street Bridge (NM-6 over the Rio Grande)
San Juan	1936	20,509	Urban other principal arterial	Irr/US64/491 WBL over San Juan River

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. Note that specific conditions on bridges may have changed as a result 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 federal aid highway bill 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 2017 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.