American Road & Transportation Builders Association

New York 2019 Bridge Profile

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 17,521 bridges in the state, 1,757, or 10.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,989 bridges classified as structurally deficient in 2014.
- 148 of the structurally deficient bridges are on the Interstate Highway System.
- 1,081 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 17,520 bridges at an estimated cost of $20.1 billion.
- This compares to 17,446 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge[4]	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	593	515,918	6,384,222	38	37,609	513,909
Other principal arterial	666	488,945	3,697,718	49	21,973	201,175
Minor arterial	699	296,834	2,381,642	60	30,145	207,299
Major collector	1,388	480,966	2,582,556	131	40,903	228,500
Minor collector	1,773	379,641	1,305,848	188	41,316	141,897
Local	4,168	667,452	1,163,057	642	83,110	145,122
Urban Bridges						
Interstate	1,713	3,938,260	58,816,408	110	585,256	4,204,609
Freeway/expressway	1,143	1,922,314	45,551,513	52	175,091	2,880,577
Other principal arterial	1,184	1,795,324	21,860,169	81	108,030	1,440,668
Minor arterial	1,544	1,346,344	14,884,922	117	79,852	951,759
Collector	1,226	613,406	5,018,021	118	66,135	469,059
Local	1,424	644,203	2,413,764	171	58,932	206,371
Total	**17,521**	**13,089,606**	**166,059,840**	**1,757**	**1,328,353**	**11,590,945**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	11	$4,121	2,261	1,271
Widening & rehabilitation	15,776	$18,403,389	152,106,847	11,953,053
Rehabilitation	12	$380	1,881	1,854
Deck rehabilitation/replacement	1,693	$1,654,408	13,946,444	1,127,898
Other work	28	$1,121	2,397	5,468
Total	**17,520**	**$20,063,418**	**166,059,830**	**13,089,545**

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Top Most Traveled Structurally Deficient Bridges in New York

County	Year Built	Daily Crossings	Type of Bridge	Location
Kings	1962	189,441	Urban Interstate	Rte I278 over 6th Avenue, Gowanus Cana
Kings	1941	167,236	Urban freeway/expressway	Rte 907C over Mill Basin
Kings	1942	160,861	Urban freeway/expressway	Rte 907C over Sheepshead Bay Rd
Kings	1942	160,861	Urban freeway/expressway	Rte 907C over Ocean Avenue
Kings	1954	145,240	Urban Interstate	Rte I278 over Flushing Avenue
New York	1985	142,461	Urban freeway/expressway	Rte 907 over East River Shore
New York	1939	141,734	Urban freeway/expressway	Rte 907V over Amtrak-W Side Con
Bronx	1960	138,029	Urban Interstate	Rte I278 over Bruckner Blvd, 138th Str
New York	1883	136,657	Urban freeway/expressway	Brooklyn Bridge
Queens	1963	135,408	Urban Interstate	Rte I678 over Flushing Creek, Meadow L

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.