

## Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 17,540 bridges in the state, 1,745, or 9.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,964 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 10.0 percent of total deck area on all structures.
- 135 of the structurally deficient bridges are on the Interstate Highway System.
- 1,030 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 17,509 bridges at an estimated cost of \$29.8 billion.
- This compares to 17,423 bridges that needed work in 2015.

## Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	599	504,418	6,490,348	38	29,604	529,711
Other principal arterial	675	489,832	3,844,792	55	19,724	254,717
Minor arterial	702	292,528	2,413,277	62	31,695	210,713
Major collector	1,399	477,069	2,613,120	119	39,803	219,414
Minor collector	1,768	381,886	1,309,634	187	40,913	140,862
Local	4,167	676,262	1,161,134	647	81,684	151,304
<b>Urban Bridges</b>						
Interstate	1,692	4,116,997	61,609,405	97	555,350	3,804,470
Freeway/expressway	1,166	1,982,892	45,959,150	49	214,906	2,696,380
Other principal arterial	1,190	1,763,941	21,947,033	72	91,323	1,235,310
Minor arterial	1,543	1,344,753	15,000,675	121	90,794	1,015,818
Collector	1,228	606,687	5,090,755	124	73,662	497,662
Local	1,411	616,999	2,324,904	174	55,954	193,609
<b>Total</b>	<b>17,540</b>	<b>13,254,264</b>	<b>169,764,240</b>	<b>1,745</b>	<b>1,325,411</b>	<b>10,949,970</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	8	\$6	2,576	1,644
Widening & rehabilitation	15,766	\$27,182	155,217,862	11,950,654
Rehabilitation	19	\$42	159,660	18,731
Deck rehabilitation/replacement	1,686	\$2,554	13,692,816	1,115,681
Other work	30	\$18	2,404	6,975
<b>Total</b>	<b>17,509</b>	<b>\$29,802</b>	<b>169,075,318</b>	<b>13,093,686</b>

## Top Most Traveled Structurally Deficient Bridges in New York

County	Year Built	Daily Crossings	Type of Bridge	Location
Kings	1962	189,679	Urban Interstate	Rte I278 over 6th Avenue, Gowanus Cana
Kings	1942	161,044	Urban freeway/expressway	Rte 907C over Sheepshead Bay Rd
Kings	1942	161,044	Urban freeway/expressway	Rte 907C over Ocean Avenue
Kings	1954	145,422	Urban Interstate	Rte I278 over Flushing Avenue
New York	1939	141,895	Urban freeway/expressway	Rte 9A over 158th Street, Amtrak-W S
New York	1939	141,895	Urban freeway/expressway	Rte 907V over Amtrak-W Side Con
Bronx	1951	138,387	Urban Interstate	Rte I95 over Bronx River Ave., Rte I8
Bronx	1960	138,202	Urban Interstate	Rte I278 over Bruckner Blvd, 138th Str
New York	1883	136,229	Urban freeway/expressway	Brooklyn Bridge
Queens	1963	135,578	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 April 2, 2020. 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 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 2018 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.