

## Highlights from FHWA’s 2023 National Bridge Inventory Data

- The state has identified needed repairs on 2,484 bridges.
- Over the life of the IIJA, New Hampshire will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- New Hampshire currently has access to \$90.0 million of that total, and has committed \$8.9 million towards 1 project as of June 2023.
- Of the 2,537 bridges in the state, 193, or 7.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 213 bridges classified as structurally deficient in 2019.

## 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	208	119,494	2,014,891	3	3,711	40,498
Other principal arterial	124	57,409	1,113,615	4	1,289	40,054
Minor arterial	165	61,163	782,244	11	3,130	52,313
Major collector	199	67,192	555,363	22	9,840	52,732
Minor collector	184	37,333	247,015	15	5,162	19,272
Local	865	113,312	301,150	86	9,707	30,111
<b>Urban Bridges</b>						
Interstate	163	209,994	4,969,103	8	9,465	237,760
Freeway/expressway	92	118,983	2,695,329	5	4,732	128,540
Other principal arterial	112	164,664	1,788,876	6	11,091	91,793
Minor arterial	135	104,316	1,425,172	13	12,918	171,213
Collector	118	58,129	626,515	8	4,508	46,799
Local	172	48,088	258,381	12	1,696	15,296
<b>Total</b>	<b>2,537</b>	<b>1,160,078</b>	<b>16,777,654</b>	<b>193</b>	<b>77,249</b>	<b>926,381</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,471	\$4,968.5	16,762,953	1,154,135
Widening & rehabilitation				
Rehabilitation	8	\$3.3	345	857
Deck rehabilitation/replacement	1	\$0.7	50	180
Other work	4	\$8.4	11,011	2,205
<b>Total</b>	<b>2,484</b>	<b>\$4,980.8</b>	<b>16,774,359</b>	<b>1,157,377</b>

Top Most Traveled Structurally Deficient Bridges in New Hampshire

County	Year Built	Daily Crossings	Type of Bridge	Location
Merrimack	1959	46,168	Urban Interstate	I-89 over South Street
Merrimack	1958	43,701	Urban minor arterial	US202 over NHRR, Constitution Av.
Merrimack	1958	43,701	Urban Interstate	I-393, US 4, US202 over I-93
Hillsborough	1954	42,559	Urban freeway/expressway	Fee Tpk SB over Pennichuck Brook
Merrimack	1980	39,386	Urban Interstate	I-393, US 4, US202 over Fort Eddy Rd
Hillsborough	1923	23,236	Urban other principal arterial	US 3, NH 3A over I-293, NH 3A, PAR, Merr R
Hillsborough	1956	23,120	Urban Interstate	I-293, NH 3A, Tpk N over Black Brook
Merrimack	1966	22,756	Urban minor arterial	Nh 9 (Loudon Road) over Merrimack River
Strafford	1957	22,646	Urban freeway/expressway	Nh 16, Sp Tpk SB over Cocheco River
Grafton	1966	22,039	Urban Interstate	I-89 NB over US 4, NH 10

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 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.