

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 2,541 bridges.
- Over the life of the IJJA, New Jersey will receive a total of \$1.2 billion in bridge formula funds, which will help make needed repairs.
- New Jersey currently has access to \$492.2 million of that total, and has committed \$141.5 million towards 21 projects as of June 2023.
- Of the 6,820 bridges in the state, 442, or 6.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 529 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
Rural Bridges						
Interstate	55	98,242	2,585,851	2	1,278	114,337
Other principal arterial	82	171,356	1,873,418	10	7,558	185,916
Minor arterial	92	50,595	673,755	12	5,257	85,057
Major collector	157	50,257	562,923	14	3,781	42,360
Minor collector	74	18,439	148,378	4	441	4,802
Local	520	85,385	400,787	40	3,402	23,023
Urban Bridges						
Interstate	1,078	2,740,590	64,211,797	28	120,216	1,606,267
Freeway/expressway	865	1,446,533	46,387,182	21	119,466	1,232,507
Other principal arterial	923	1,309,883	27,049,293	90	104,710	2,392,293
Minor arterial	1,217	878,997	14,812,182	107	96,775	1,300,877
Collector	738	327,460	4,586,054	53	16,729	299,009
Local	1,019	377,513	3,614,952	61	15,126	142,541
Total	6,820	7,555,249	166,906,576	442	494,737	7,428,989

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	700	\$3,888.4	11,029,847	451,752
Widening & rehabilitation	611	\$3,007.3	11,338,363	508,041
Rehabilitation	218	\$3,884.5	4,879,792	651,375
Deck rehabilitation/replacement	109	\$680.6	2,917,998	114,784
Other work	903	\$8,059.3	21,701,905	1,359,375
Total	2,541	\$19,520.3	51,867,905	3,085,326

Top Most Traveled Structurally Deficient Bridges in New Jersey

County	Year Built	Daily Crossings	Type of Bridge	Location
Hudson	1951	137,601	Urban freeway/expressway	NJ495EB & Rmps B, J over NJ 3 EB & US 1 Ramp
Passaic	1969	134,739	Urban Interstate	I-80 over Pas Riv, Mcbride & Rrvvw
Essex	1970	130,764	Urban Interstate	Njtpk Snw&Nsw Rwy over Passaic Riv, Pcrr, Crr, Con
Hunterdon	1941	128,249	Urban Interstate	I-78 over Beaver Brook
Passaic	1939	124,421	Urban other principal arterial	US 46 over Lower Notch Road
Bergen	1932	109,780	Urban freeway/expressway	NJ 17 over NYS & W RR Spur
Bergen	1931	109,780	Urban freeway/expressway	NJ 17 over NYS & W RR
Bergen	1963	109,110	Urban Interstate	I-80WB, EB Exp over Rte 17SB, Gregg St & RR
Bergen	1931	92,725	Urban freeway/expressway	NJ 17 over West Central Avenue
Bergen	1931	91,575	Urban freeway/expressway	NJ 4 over Teaneck Road

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.