

Highlights from FHWA’s 2023 National Bridge Inventory Data

- The state has identified needed repairs on 1,573 bridges.
- Over the life of the IIJA, New Mexico will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- New Mexico currently has access to \$90.0 million of that total, and has committed \$32.9 million towards 13 projects as of June 2023.
- Of the 4,037 bridges in the state, 201, or 5.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 220 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	578	318,785	8,389,054	17	8,735	236,748
Other principal arterial	595	286,125	3,835,732	5	4,080	16,081
Minor arterial	472	182,030	940,826	13	5,453	13,866
Major collector	488	171,579	517,049	41	12,672	28,089
Minor collector	326	126,546	123,908	37	11,300	9,001
Local	435	77,689	98,088	53	8,139	10,168
Urban Bridges						
Interstate	293	334,113	17,904,690	8	11,375	575,200
Freeway/expressway	20	16,669	492,922	0	0	0
Other principal arterial	335	371,595	6,232,454	8	20,296	143,381
Minor arterial	162	103,038	1,237,075	8	10,573	44,877
Collector	196	88,496	744,927	7	1,783	11,736
Local	137	26,848	78,093	4	201	906
Total	4,037	2,103,514	40,594,816	201	94,607	1,090,053

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	180	\$413.2	1,418,719	60,038
Widening & rehabilitation	26	\$82.5	574,586	14,749
Rehabilitation	1,232	\$2,649.9	9,211,585	511,345
Deck rehabilitation/replacement	62	\$274.8	599,435	53,034
Other work	73	\$121.2	122,845	28,312
Total	1,573	\$3,541.6	11,927,170	667,477

Top Most Traveled Structurally Deficient Bridges in New Mexico

County	Year Built	Daily Crossings	Type of Bridge	Location
Bernalillo	1961	145,414	Urban Interstate	I-25 NBL over Avenida Cesar Chavez
Bernalillo	1961	145,414	Urban Interstate	I-25 SBL over Avenida Cesar Chavez
Bernalillo	1961	116,870	Urban Interstate	I-25 NBL over Gibson Blvd
Bernalillo	1978	74,664	Urban Interstate	I-40 EBL over Tijeras Arroyo
Bernalillo	1961	40,622	Urban other principal arterial	FL-4018 over I-25 NB/SB
Bernalillo	1976	33,393	Rural Interstate	I-40 EBL over Sedillo Hill Road
Santa Fe	1974	29,287	Urban Interstate	I-25 NBL over Sf Southern R/R
Cibola	1967	23,954	Rural Interstate	I-40 EBI/Ramp over San Jose Canyon
Cibola	1967	23,954	Rural Interstate	I-40 WBL over San Jose Canyon
Dona Ana	2004	23,931	Urban Interstate	I-10 WB over NM-101, NM-478, BNSF R/R

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.