

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

- The state has identified needed repairs on 17,568 bridges.
- Over the life of the IIJA, New York will receive a total of \$2.0 billion in bridge formula funds, which will help make needed repairs.
- New York currently has access to \$817.9 million of that total, and has committed \$1.8 million towards 5 projects as of June 2023.
- Of the 17,573 bridges in the state, 1,578, or 9.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,745 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	602	547,049	6,020,303	35	55,361	471,283
Other principal arterial	679	506,147	3,654,278	39	11,969	161,437
Minor arterial	710	302,369	2,404,326	58	30,115	178,879
Major collector	1,402	482,490	2,602,871	101	39,298	188,446
Minor collector	1,770	377,574	1,328,985	139	28,973	105,567
Local	4,162	666,729	1,187,763	562	72,755	126,041
<b>Urban Bridges</b>						
Interstate	1,705	4,155,170	60,905,621	106	595,268	4,403,520
Freeway/expressway	1,197	2,042,470	43,517,719	69	239,070	3,574,292
Other principal arterial	1,177	1,742,504	19,842,375	76	110,614	1,168,615
Minor arterial	1,537	1,356,287	13,946,798	127	95,532	955,185
Collector	1,224	608,731	4,744,655	113	65,053	419,502
Local	1,408	590,014	2,375,854	153	60,184	196,770
<b>Total</b>	<b>17,573</b>	<b>13,377,534</b>	<b>162,531,552</b>	<b>1,578</b>	<b>1,404,193</b>	<b>11,949,537</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	7	\$9.2	2,586	1,594
Widening & rehabilitation	15,393	\$38,914.6	142,396,398	11,649,197
Rehabilitation	15	\$71.5	25,614	22,280
Deck rehabilitation/replacement	2,128	\$5,693.1	20,100,018	1,693,594
Other work	25	\$24.2	2,099	6,182
<b>Total</b>	<b>17,568</b>	<b>\$44,712.6</b>	<b>162,526,715</b>	<b>13,372,848</b>

## Top Most Traveled Structurally Deficient Bridges in New York

County	Year Built	Daily Crossings	Type of Bridge	Location
Queens	1963	183,587	Urban Interstate	Rte I678 over Flushing Bay Promenade,
Kings	1962	181,470	Urban Interstate	Rte I278 over 278I 278Ix2Mr07C1, 15th
Queens	1972	154,703	Urban freeway/expressway	Rte 907M over 907A907Ax5M22126, Rte 90
Queens	1971	154,703	Urban freeway/expressway	Rte 907M over Commonwealth Blvd
Queens	1963	146,095	Urban freeway/expressway	Rte 907M over Rte I295, Rte I295, Rte
Kings	1944	143,724	Urban Interstate	Rte I278 over Rte I278, Brklyn Promena
Bronx	1960	143,338	Urban Interstate	Rte I278 over Bruckner Expwy, Bruckner
Westchester	1983	143,278	Urban freeway/expressway	Rte 907K over 907G X, Mc Questen Avenue
Bronx	1951	141,112	Urban Interstate	Rte I95 over Bronx River Ave., Ramp I
Queens	1941	138,557	Urban freeway/expressway	Rte 907A over Totten Rd

**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.