

Highlights from FHWA’s 2014 National Bridge Inventory Data:

- Of the 3,951 bridges in the state, 284 bridges, or 7% are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in “poor” or worse condition.¹
- There are 359 bridges, or 9% of all state bridges, classified as functionally obsolete. This means the bridge does not meet design standards that are in line with current practice.
- State and local contract awards for bridge construction totaled \$288.49 million over the past five years, 14 percent of highway and bridge contract awards, compared to a national average of 29 percent.
- Since 2004, 204 new bridges have been constructed in the state and 88 bridges have undergone major reconstruction.
- The state estimates that it would cost approximately \$741.0 million to fix a total of 1,625 bridges in the state.²

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	600	238,967	5,994,735	19	6,067	103,305
Other principal arterial	584	176,348	3,042,127	14	11,895	61,927
Minor arterial	430	100,963	1,064,957	24	6,560	44,217
Major collector	458	168,041	662,139	48	14,985	59,373
Minor collector	386	121,426	262,776	53	17,027	26,267
Local	514	84,505	188,336	80	14,016	20,936
Urban Bridges						
Interstate	279	315,090	9,010,317	12	8,987	141,723
Other freeway	1	704	26,033	0	0	0
Principal arterial	297	292,117	4,897,166	13	9,392	124,253
Minor arterial	143	121,287	1,043,656	12	13,460	63,685
Collector	143	62,199	551,883	6	1,694	16,978
Rural	116	22,879	189,821	3	365	4,199
Total	3,951	1,704,528	26,933,946	284	104,448	666,863

¹ According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. During inspections, the condition 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour.

² This data is provided by bridge owners as part of the FHWA data and is required for any bridge eligible for the Highway Bridge Replacement and Rehabilitation Program. However, for some states this amount is very low and likely not an accurate reflection of current costs.

Proposed bridge work:

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	232	\$126.1	800,531	69,467
Widening & rehabilitation	33	\$19.5	297,357	17,688
Rehabilitation	1,248	\$530.1	7,312,697	375,296
Deck rehabilitation/replacement	71	\$36.0	406,370	60,074
Other work	41	\$29.3	139,565	20,283

Top 10 Most Traveled Structurally Deficient Bridges in the State:

County	Year Built	Daily Crossings	Type of Bridge	Location
Valencia	1974	22,577	Urban minor arterial	NM-6 over the Rio Grande (Main Street Bridge)
Bernalillo	1963	21,425	Urban Interstate	I-25 SB over NM-500/Rio Bravo
Santa Fe	1969	20,835	Urban other principal arterial	FL-4777 over the Santa Fe River
Dona Ana	1968	18,412	Urban Interstate	I-25 SB over Missouri Avenue
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Otero	1933	15,750	Urban other principal arterial	US-54/70 over an unnamed waterway
Bernalillo	1969	15,503	Urban other principal arterial	FL-4048 over North Diversion Channel
Santa Fe	1958	14,018	Rural Interstate	I-25 NB/SB over NM-300 Canoncito Exit
Grant	1972	13,765	Urban other principal arterial	NM-90 over San Vicente Arroyo/Road
Grant	1961	13,765	Urban other principal arterial	NM-90 over Pinos Altos Creek

Sources: All data is from the 2014 National Bridge Inventory, released by the Federal Highway Administration in January 2015. Note that specific conditions on bridge may have changed as a result of recent work. Cost estimates of bridge work provided as part of the data and have been adjusted to 2014\$ for inflation and estimated project costs. Contract awards data is for state and local government awards and comes from McGraw Hill. Note that additional bridge investment may be a part of other contract awards if a smaller bridge project is included with a highway project, and that would not be accounted for in the total in this profile.