American Road & Transportation Builders Association

National Bridge Inventory: Arkansas

- The state has identified needed repairs on 2,434 bridges.
- This compares to 2,570 bridges that needed work in 2020.
- Over the life of the IIJA, Arkansas will receive a total of $300.8 million in bridge formula funds, which will help make needed repairs.
- Arkansas currently has access to $180.5 million of that total, and has committed $158.6 million towards 40 projects as of June 2024.
- Of the 12,974 bridges in the state, 704, or 5.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 663 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 4.9 percent of total deck area on all structures.

30

Compared to 30 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	**19.0%**
29. Washington	6.0%
30. Arkansas	5.0%
31. Kansas	5.0%

21

Compared to 22 in 2023

in the nation in # of structurally deficient bridges

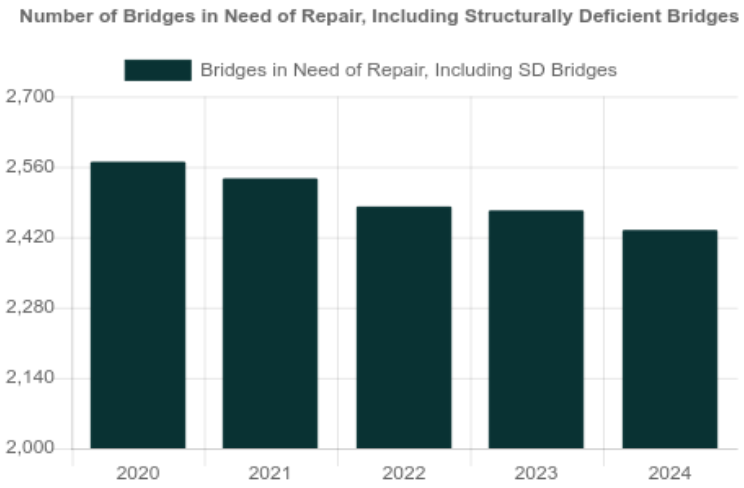
1. Iowa	**4,544**
20. Tennessee	898
21. Arkansas	704
22. Texas	695

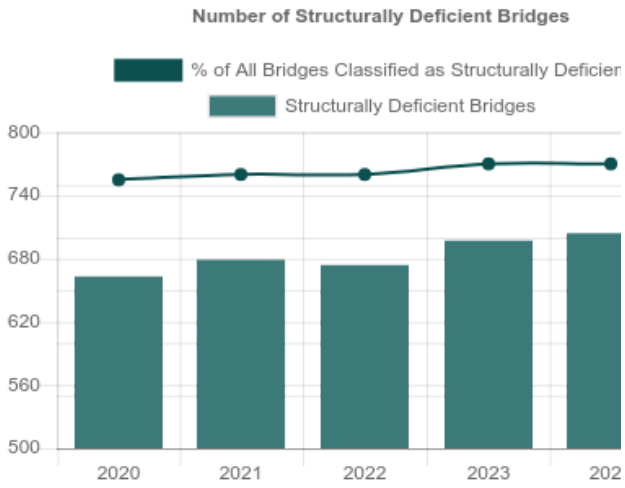
29

Compared to 27 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	**14.0%**
28. Tennessee	5.0%
29. Arkansas	5.0%
30. Nebraska	5.0%





Top Most Traveled Structurally Deficient Bridges in Arkansas

County	Year Built	Daily Crossings	Type of Bridge	Location
Pulaski	1961	119,000	Urban Interstate	I-30 Log 141.70 over Union Pacific RR
Pulaski	1960	89,000	Urban Interstate	I 30-EB Log 138.28 over Frontage Rd & U.P.R.R.
Pulaski	1969	55,000	Urban Interstate	I-630 EB Log 2.10 over Rice, Thayer Sts, Uprr
Pulaski	1969	55,000	Urban Interstate	I-630 WB Log 2.10 over Rice,Thayer Sts, RR Cree
Pulaski	1958	50,000	Urban freeway/expressway	US 67 NB Log 10.89 over SH 161
Pulaski	1960	29,000	Urban Interstate	I 30-WB Log 138.29 over Frontage Rd & U.P.R.R.
Pulaski	1977	24,628	Urban Interstate	I-440 EB Log 3.80 over Lindsey Road
Pulaski	1977	24,628	Urban Interstate	I 440 WB Log 3.92 over Lindsey Road
Pulaski	1961	21,884	Urban other principal arterial	SH 10-Sec 8, WB Ln over Gill St/RR/Rose Bayou
Pulaski	1979	21,500	Urban Interstate	I 440 WB Log 8.44 over Faulkner Lake
Pulaski	1927	19,253	Urban minor arterial	N Main Street over W 9th St & Uprr
Hot Spring	1955	18,000	Urban other principal arterial	US 270B Log 2.23 over Front St, UPRR &1St
Craighead	1973	17,518	Urban other principal arterial	SH 1-17- Lm 6.66 over Higginbottom Creek
Hot Spring	1967	15,500	Rural Interstate	I-30 EB Log 93.51 over Creek
Crawford	1965	15,000	Urban Interstate	I-40 EB-Crawford over Little Frog Bayou
Pulaski	1980	14,000	Urban Interstate	SH 440 E-S Ramp over I-40 Log 158.77
Crawford	1950	13,683	Urban minor arterial	US 64 WB-Crawford over Frog Bayou Relief
White	1969	13,391	Rural arterial	US 67 NB White over Cypress Rel
Washington	1940	13,000	Urban collector	East Huntsville Rd over Spout Spring Br. - Fay.
Benton	1967	12,000	Urban minor arterial	SH 340 Benton 1 over Little Sugar Creek
Pulaski	1954	12,000	Urban minor arterial	SH 161 Log 3.45 over Bayou Meto
Saline	1963	12,000	Rural arterial	US 167-Sec 12 NB over I 530 SB Lns Log 10.
Union	1935	11,000	Urban other principal arterial	US 82B S5 Lm 2.42 over Un Pac RR & Jackson St
Craighead	1978	10,500	Urban freeway/expressway	I-555 over Slsw RR; Mahon St.
Benton	1995	10,000	Rural arterial	US 412 Benton 2 over Illinois River/West Crsg

Bridge Inventory: Arkansas

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	397	531,599	6,349,181	1	808	15,500
Rural arterial	957	1,027,805	5,388,154	38	29,271	173,579
Rural minor arterial	1,203	660,947	3,441,702	75	61,024	178,208
Rural major collector	3,593	1,204,482	3,390,551	251	99,840	250,283
Rural minor collector	1,117	247,171	395,660	61	9,592	16,860
Rural local road	2,666	433,685	627,204	187	25,649	33,884
Urban Interstate	505	1,182,865	14,224,072	10	39,800	446,756
Urban freeway/expressway	175	293,203	2,906,388	2	1,637	60,500
Urban other principal arterial	364	494,641	5,644,262	10	33,663	104,082
Urban minor arterial	771	545,276	6,441,855	17	19,730	115,184
Urban collector	593	189,831	1,533,440	32	12,757	74,724
Urban local road	633	142,200	641,030	20	7,418	12,936
Total	12,974	6,953,706	50,983,499	704	341,187	1,482,496

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,491	$2,125	5,089,736	629,723
Widening & rehabilitation	50	$73	267,026	33,546
Rehabilitation	853	$998	2,651,627	444,016
Deck rehabilitation/replacement	17	$27	90,165	12,149
Other structural work	23	$13	10,309	6,377
Total	2,434	$3,235	8,108,863	1,125,810

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result 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 federal aid highway bill 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 2023 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.