

# National Bridge Inventory: Arkansas

- The state has identified needed repairs on 2,407 bridges.
- This compares to 2,537 bridges that needed work in 2021.
- 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 \$240.6 million of that total, and has committed \$168.0 million towards 55 projects as of June 2025.
- Of the 12,978 bridges in the state, 695, 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 679 bridges classified as structurally deficient in 2021.
- The deck area of structurally deficient bridges accounts for 5.7 percent of total deck area on all structures.

30

Compared to 30 in 2024

in the nation in % of  
structurally deficient  
bridges

1. Iowa	19.0%
29. Idaho	5.0%
30. Arkansas	5.0%
31. Indiana	5.0%

21

Compared to 21 in 2024

in the nation in # of  
structurally deficient  
bridges

1. Iowa	4,424
20. Tennessee	887
21. Arkansas	695
22. Texas	680

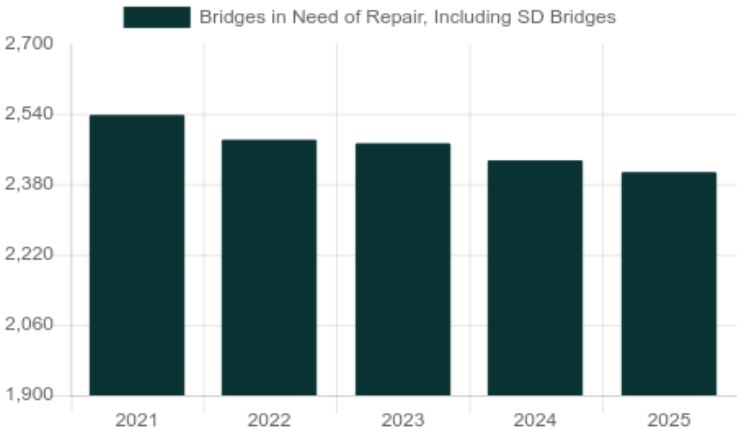
20

Compared to 29 in 2024

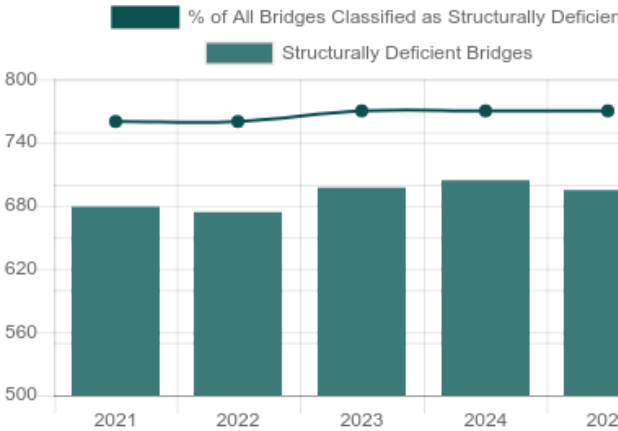
in the nation in % of structurally  
deficient bridge deck area

1. West Virginia	13.0%
19. New Jersey	6.0%
20. Arkansas	6.0%
21. District of Columbia	6.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



# 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	1969	55,000	Urban Interstate	I-630 WB Log 2.10 over Rice, Thayer, RR, Creek
Pulaski	1969	55,000	Urban Interstate	I-630 EB Log 2.10 over Rice, Thayer, RR, Creek
Pulaski	1961	53,500	Urban Interstate	I-30 EB Log 136.91 over SH 367, RR, Creek
Pulaski	1961	53,500	Urban Interstate	I-30 WB Log 136.90 over SH 367, RR, Creek
Pulaski	1958	50,000	Urban freeway/expressway	US 67 NB Log 10.89 over SH 161
Pulaski	1960	49,000	Urban Interstate	I 30-WB Log 138.29 over Frontage Rd & U.P.R.R.
Pulaski	1960	49,000	Urban Interstate	I 30-EB Log 138.28 over Frontage Rd & U.P.R.R.
Crittenden	1959	27,500	Urban Interstate	I 40, EB Lns over SH 77, Bn RR
Crittenden	1959	27,500	Urban Interstate	I 40-Sec 52, WB Ln over SH 77, Bn RR
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 EB Log 8.44 over Faulkner Lake
Pulaski	1979	21,500	Urban Interstate	I 440 WB Log 8.44 over Faulkner Lake
Pulaski	1980	21,000	Urban Interstate	I-440 EB Log 9.87 over Railroad & Swamp
Pulaski	1927	19,253	Urban minor arterial	N Main Street over W 9th St & Upr
Hot Spring	1955	18,000	Urban other principal arterial	US 270B Log 2.23 over Front St, UPRR &1St
Crawford	1965	15,000	Urban Interstate	I-40 Eastbound over Little Frog Bayou
Hot Spring	1963	15,000	Urban Interstate	I-30 EB Log 97.06 over Ouachita Rvr; Riverview
Hot Spring	1967	14,500	Rural Interstate	I-30 WB Log 84.11 over West Fork Delisle Creek
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.
White	1973	12,500	Rural arterial	US 67 SB White over Cane Creek

## 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	406	535,474	6,441,461	1	547	14,500
Rural arterial	958	1,030,476	5,395,389	39	30,206	188,013
Rural minor arterial	1,204	662,895	3,444,675	78	62,525	179,900
Rural major collector	3,597	1,205,752	3,392,573	238	97,091	235,045
Rural minor collector	1,114	245,631	397,033	60	9,875	14,014
Rural local road	2,654	433,288	627,070	188	25,772	32,220
Urban Interstate	512	1,212,756	14,539,059	16	95,515	632,256
Urban freeway/expressway	165	287,910	2,776,908	1	472	50,000
Urban other principal arterial	365	497,899	5,651,962	12	39,590	115,938
Urban minor arterial	780	557,885	6,489,041	14	19,511	96,339
Urban collector	594	191,541	1,539,191	30	14,245	71,439
Urban local road	629	140,309	633,566	18	6,104	6,973
Total	12,978	7,001,817	51,327,928	695	401,452	1,636,637

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,464	\$2,084	5,028,705	624,361
Widening & rehabilitation	49	\$76	266,907	33,479
Rehabilitation	855	\$1,120	2,742,298	493,653
Deck rehabilitation/replacement	17	\$28	90,165	12,149
Other structural work	22	\$14	10,409	6,337
Total	2,407	\$3,321	8,138,484	1,169,978

#### About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on June 24, 2025. 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.

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