

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 2,473 bridges.
- Over the life of the IJJA, Arkansas will receive a total of \$300.8 million in bridge formula funds, which will help make needed repairs.
- Arkansas currently has access to \$120.3 million of that total, and has committed \$81.8 million towards 22 projects as of June 2023.
- Of the 12,962 bridges in the state, 697, 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 626 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	397	531,568	6,349,181	3	2,024	49,000
Other principal arterial	952	1,022,994	5,377,125	33	22,449	147,263
Minor arterial	1,207	659,303	3,445,403	79	61,774	194,555
Major collector	3,595	1,201,288	3,382,659	246	98,085	241,642
Minor collector	1,115	245,036	396,123	59	10,279	18,389
Local	2,665	432,418	610,522	185	25,279	34,039
Urban Bridges						
Interstate	505	1,177,950	14,146,203	12	47,232	560,756
Freeway/expressway	169	288,815	2,892,108	3	2,453	71,000
Other principal arterial	363	493,921	5,641,662	9	33,207	86,564
Minor arterial	774	544,966	6,450,209	22	21,303	161,392
Collector	590	187,286	1,523,051	29	12,535	66,295
Local	630	139,099	629,573	17	6,223	5,343
Total	12,962	6,924,646	50,843,820	697	342,844	1,636,238

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,522	\$2,225.7	5,137,050	634,465
Widening & rehabilitation	50	\$77.2	266,326	33,526
Rehabilitation	862	\$1,030.0	2,844,275	439,079
Deck rehabilitation/replacement	17	\$28.7	90,165	12,149
Other work	22	\$13.4	8,809	6,117
Total	2,473	\$3,374.9	8,346,625	1,125,336

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	1961	89,000	Urban Interstate	I-30 EB Log 136.91 over SH 367, RR, Creek
Pulaski	1969	55,000	Urban Interstate	I-630 WB Log 2.10 over Rice, Thayer Sts, RR Cree
Pulaski	1969	55,000	Urban Interstate	I-630 EB Log 2.10 over Rice, Thayer Sts, Upr
Pulaski	1958	50,000	Urban freeway/expressway	US 67 NB Log 10.89 over SH 161
Saline	1958	31,500	Urban Interstate	I-30 EB Log 113.96 over Saline River Relief
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 WB Log 3.92 over Lindsey Road
Pulaski	1977	24,628	Urban Interstate	I-440 EB Log 3.80 over Lindsey Road

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.