

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 14,368 bridges in the state, 1,016, or 7.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,066 bridges classified as structurally deficient in 2014.
- 27 of the structurally deficient bridges are on the Interstate Highway System.
- 3,231 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,386 bridges at an estimated cost of \$1.9 billion.
- This compares to 3,473 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	385	484,497	8,180,218	11	12,484	236,045
Other principal arterial	829	993,770	5,183,885	7	16,002	64,190
Minor arterial	675	474,926	2,777,298	30	25,509	118,026
Major collector	1,911	736,009	3,894,856	114	26,589	201,294
Minor collector	2,435	575,991	1,641,327	203	37,529	145,755
Local	5,852	814,609	1,237,785	523	55,845	121,214
Urban Bridges						
Interstate	462	930,252	28,954,895	16	82,362	1,004,006
Freeway/expressway	141	150,634	3,041,588	0	0	0
Other principal arterial	283	455,645	4,139,983	7	6,976	136,819
Minor arterial	507	557,419	5,444,732	17	19,338	204,360
Collector	426	227,369	1,831,483	48	21,817	228,315
Local	462	108,682	693,490	40	6,227	45,773
Total	14,368	6,509,802	67,021,540	1,016	310,678	2,505,797

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	668	\$564,082	1,165,559	299,719
Widening & rehabilitation	2,087	\$1,042,103	20,367,874	1,111,068
Rehabilitation	509	\$73,326	920,843	140,842
Deck rehabilitation/replacement	3	\$15,431	5,357	13,163
Other work	119	\$188,130	969,225	163,051
Total	3,386	\$1,883,072	23,428,858	1,727,842



Top Most Traveled Structurally Deficient Bridges in Kentucky

County	Year Built	Daily Crossings	Type of Bridge	Location
Jefferson	1957	123,194	Urban Interstate	I-65 over Brandeis Ave
Jefferson	1957	123,194	Urban Interstate	I-65 over CSX RR, Burnett, Hill St
Jefferson	1965	90,900	Urban Interstate	I-64 over CSX, 1St, Flyd, Prestn, Rvr
Jefferson	1963	84,001	Urban Interstate	I-65 over Brook St, Muhammad Ali
Jefferson	1960	75,342	Urban collector	Champions Trace Ln over S Fk Beargrass Creek
Jefferson	1972	75,109	Urban Interstate	I-64 over 3rd, 5th, Rvr Rd, Belvedere
Jefferson	1984	70,626	Urban Interstate	I-265 over Avoca-Quarry Rd
Jefferson	1970	67,529	Urban Interstate	I-264 over P and L Railway Wye
Jefferson	1970	65,739	Urban Interstate	I-64 EB On Ramp over Mid Fk Beargrass Creek
Jefferson	1976	61,823	Urban Interstate	I-64 over Old P and L RR (7-13 St)

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.