

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 23,116 bridges in the state, 2,540, or 11.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 3,440 bridges classified as structurally deficient in 2014.
- 30 of the structurally deficient bridges are on the Interstate Highway System.
- 3,863 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 21,454 bridges at an estimated cost of \$8.2 billion.
- This compares to 22,393 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	598	561,375	8,507,350	3	2,324	35,800
Other principal arterial	1,391	1,114,251	7,540,710	16	33,436	100,750
Minor arterial	1,208	770,494	3,696,399	34	35,566	107,750
Major collector	7,128	2,151,700	6,013,951	676	179,089	296,600
Minor collector	5	9,490	4,260	1	4,132	2,000
Local	9,542	1,371,382	1,813,219	1,597	142,716	207,886
Urban Bridges						
Interstate	499	768,543	18,682,737	27	37,514	1,116,900
Freeway/expressway	421	535,578	11,261,820	13	11,098	370,000
Other principal arterial	358	389,289	4,101,737	11	22,598	89,850
Minor arterial	703	460,054	4,734,724	39	21,838	229,059
Collector	567	438,792	3,367,601	50	34,671	195,448
Local	696	167,663	1,254,924	73	17,503	119,180
Total	23,116	8,738,610	70,979,432	2,540	542,486	2,871,223

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	16,024	\$7,901,864	45,805,005	7,111,724
Widening & rehabilitation	4,992	\$267,709	21,905,965	796,518
Rehabilitation	83	\$13,910	280,110	41,734
Deck rehabilitation/replacement	0	\$0	0	0
Other work	355	\$7,636	300,097	68,335
Total	21,454	\$8,191,118	68,291,177	8,018,310



Top Most Traveled Structurally Deficient Bridges in Oklahoma

County	Year Built	Daily Crossings	Type of Bridge	Location
Oklahoma	1960	87,300	Urban Interstate	I-40 over Crooked Oak Creek
Oklahoma	1973	77,000	Urban Interstate	I-44 E-S Ramp over S.H. 66 & S.H. 3 Under
Oklahoma	1975	62,800	Urban Interstate	I-44 over Oklahoma River, Co. Rd.
Oklahoma	1975	61,950	Urban Interstate	I-44 over Oklahoma River, Co. Rd.
Oklahoma	1974	55,650	Urban Interstate	I-44 NB over Independence Ave Under
Tulsa	1972	50,100	Urban freeway/expressway	U.S. 75 over S.W. Blvd.& R.R.Under
Tulsa	1971	47,200	Urban Interstate	I-444 over Houston Ave. Under
Oklahoma	1951	46,450	Urban Interstate	I-44 WB over Deep Fork Creek
Oklahoma	1951	46,150	Urban Interstate	I-44 EB over Deep Fork Creek
Tulsa	1972	46,000	Urban Interstate	I-444 over 6th St. Under

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.