

Highlights from FHWA's 2022 National Bridge Inventory Data

- Of the 14,482 bridges in the state, 1,013, or 7.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,016 bridges classified as structurally deficient in 2018.
- 31 of the structurally deficient bridges are on the Interstate Highway System. A total of 95.8 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 4,467 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,207 bridges at an estimated cost of \$2.6 billion.

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	461	539,794	7,958,236	11	11,458	183,512
Other principal arterial	773	1,013,083	4,567,717	4	1,859	22,766
Minor arterial	670	462,882	2,753,652	21	12,293	78,598
Major collector	1,929	771,420	3,802,667	133	38,026	209,601
Minor collector	2,432	581,008	1,560,290	209	41,975	136,580
Local	5,925	834,843	1,242,616	507	65,270	96,844
Urban Bridges						
Interstate	468	937,082	26,129,989	20	91,030	1,299,963
Freeway/expressway	132	161,777	2,897,046	0	0	0
Other principal arterial	285	465,285	3,908,408	8	11,792	140,547
Minor arterial	506	557,068	5,198,775	23	25,054	248,110
Collector	425	225,222	1,756,987	34	14,341	127,958
Local	476	111,976	669,872	43	7,149	41,971
Total	14,482	6,661,441	62,446,252	1,013	320,246	2,586,450

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	558	\$647.3	1,042,221	279,693
Widening & rehabilitation	1,969	\$1,497.1	18,093,507	1,082,031
Rehabilitation	559	\$257.0	939,486	155,487
Deck rehabilitation/replacement	2	\$4.6	3,624	2,464
Other work	119	\$214.6	953,584	168,171
Total	3,207	\$2,620.6	21,032,422	1,687,846

Top Most Traveled Structurally Deficient Bridges in Kentucky

County	Year Built	Daily Crossings	Type of Bridge	Location
Jefferson	1988	135,678	Urban Interstate	I-65 over Standiford Ln
Jefferson	1988	135,678	Urban Interstate	I-65 over Grade Ln
Jefferson	1959	96,754	Urban Interstate	I-65 over E Kentucky & S Brook St
Jefferson	1957	96,754	Urban Interstate	I-65 over Hill, CSX RR & Burnett
Jefferson	1965	90,900	Urban Interstate	I-64 over Ky 3077 (River Rd)
Jefferson	1974	81,002	Urban Interstate	I-264 EB over I-264 WB On Ramp
Jefferson	1972	78,387	Urban Interstate	I-64 over Ky 3077 & Belvedere
Jefferson	1984	65,270	Urban Interstate	I-265 over Avoca-Quarry Rd
Jefferson	1969	65,180	Urban Interstate	I-64 EB Ramp over Ky 3064 (Northwestern)
Jefferson	1970	63,113	Urban Interstate	I-264 over P&L Railway

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.