

## Highlights from FHWA’s 2023 National Bridge Inventory Data

- The state has identified needed repairs on 3,172 bridges.
- Over the life of the IJJA, Kentucky will receive a total of \$472.7 million in bridge formula funds, which will help make needed repairs.
- Kentucky currently has access to \$189.1 million of that total, and has committed \$47.5 million towards 79 projects as of June 2023.
- Of the 14,493 bridges in the state, 1,012, 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 1,042 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
<b>Rural Bridges</b>						
Interstate	457	541,852	8,857,078	9	9,408	165,654
Other principal arterial	785	1,042,912	4,823,790	5	10,837	33,500
Minor arterial	662	449,752	2,725,772	21	10,035	82,961
Major collector	1,935	788,544	3,750,139	134	38,065	208,586
Minor collector	2,436	582,506	1,552,396	202	40,774	127,078
Local	5,932	836,793	1,228,354	517	65,253	98,028
<b>Urban Bridges</b>						
Interstate	468	937,230	27,558,113	19	89,448	1,341,721
Freeway/expressway	132	161,896	2,961,165	1	327	51,078
Other principal arterial	274	442,689	3,916,298	8	11,727	134,318
Minor arterial	505	557,014	5,223,034	22	29,833	227,326
Collector	427	230,097	1,724,043	29	11,436	102,638
Local	480	112,369	668,954	45	7,341	43,617
<b>Total</b>	<b>14,493</b>	<b>6,683,654</b>	<b>64,989,136</b>	<b>1,012</b>	<b>324,482</b>	<b>2,616,505</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	523	\$668.1	1,027,501	271,926
Widening & rehabilitation	1,946	\$1,689.9	18,909,720	1,078,386
Rehabilitation	583	\$293.3	936,447	169,726
Deck rehabilitation/replacement	2	\$4.5	3,721	2,464
Other work	118	\$253.4	989,951	168,102
<b>Total</b>	<b>3,172</b>	<b>\$2,909.1</b>	<b>21,867,340</b>	<b>1,690,605</b>

## Top Most Traveled Structurally Deficient Bridges in Kentucky

County	Year Built	Daily Crossings	Type of Bridge	Location
Jefferson	1988	151,835	Urban Interstate	I-65 over Standiford Ln
Jefferson	1965	144,000	Urban Interstate	I-64 over Ky 3077 (River Rd)
Jefferson	1957	119,270	Urban Interstate	I-65 over Bradley Ave
Jefferson	1957	114,308	Urban Interstate	I-65 over Hill, CSX RR & Burnett
Jefferson	1959	114,308	Urban Interstate	I-65 over E Kentucky & S Brook St
Jefferson	1972	87,355	Urban Interstate	I-64 over Ky 3077 & Belvedere
Jefferson	1974	81,002	Urban Interstate	I-264 EB over I-264 WB On Ramp
Jefferson	1969	65,180	Urban Interstate	I-64 EB Ramp over Ky 3064 (Northwestern)
Jefferson	1984	65,147	Urban Interstate	I-265 over Avoca-Quarry Rd
Jefferson	1970	59,068	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.