State Bridge Profile
Arizona

Highlights from FHWA's 2014 National Bridge Inventory Data:

- Of the 8,035 bridges in the state, 256 bridges, or 3% are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition.[1]
- There are 684 bridges, or 9% of all state bridges, classified as functionally obsolete. This means the bridge does not meet design standards that are in line with current practice.
- State and local contract awards for bridge construction totaled $581.14 million over the past five years, 14 percent of highway and bridge contract awards, compared to a national average of 29 percent.
- Since 2004, 660 new bridges have been constructed in the state and 248 bridges have undergone major reconstruction.
- The state estimates that it would cost approximately $19.5 billion to fix a total of 2,403 bridges in the state.[2]

Bridge Inventory:

	All Bridges			Structurally deficient Bridges		
Type of Bridge	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	1,240	408,880	18,203,513	37	71,229	615,600
Other principal arterial	949	517,590	6,970,118	15	16,790	83,200
Minor arterial	711	217,489	2,476,284	28	11,508	37,401
Major collector	1,127	449,145	2,769,691	37	23,072	68,260
Minor collector	311	95,756	331,717	24	6,853	9,015
Local	664	169,884	437,762	55	13,177	14,842
Urban Bridges						
Interstate	313	593,553	14,497,158	17	24,018	607,050
Other freeway	377	851,338	22,396,636	3	11,251	33,500
Principal arterial	827	887,321	18,642,115	7	20,292	133,600
Minor arterial	517	389,614	6,174,906	3	4,023	25,280
Collector	426	220,484	2,930,184	9	4,276	31,657
Rural	573	164,109	1,174,815	21	3,862	14,525
Total	8,035	4,965,164	97,004,899	256	210,350	1,673,930

[1] According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. During inspections, the condition 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour.

[2] This data is provided by bridge owners as part of the FHWA data and is required for any bridge eligible for the Highway Bridge Replacement and Rehabilitation Program. However, for some states this amount is very low and likely not an accurate reflection of current costs.

Proposed bridge work:

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,906	$12,937.3	30,472,347	1,106,275
Widening & rehabilitation	186	$3,251.2	3,560,784	92,903
Rehabilitation	68	$1,281.3	693,836	101,414
Deck rehabilitation/replacement	13	$522.3	225,930	19,297
Other work	230	$1,468.4	6,192,875	185,356

Top 10 Most Traveled Structurally Deficient Bridges in the State:

County	Year Built	Daily Crossings	Type of Bridge	Location
Maricopa	1961	123,000	Urban Interstate	I-17 over 19th Avenue
Maricopa	1962	113,000	Urban Interstate	I-17 NB & SB over Central Avenue
Pima	1965	76,500	Urban Interstate	I-10 EB over Ruthrauff Rd
Pima	1965	39,000	Urban Interstate	I-10 WB over Ina Road
Pima	1965	38,500	Urban Interstate	I-10 EB over Ajo Way
Pima	1965	38,500	Urban Interstate	I-10 WB over Ajo Way
Pima	1965	37,000	Urban Interstate	22nd Street over the Southern Pacific Railroad; Aviation Highway
Pima	1966	37,000	Urban other principal arterial	I-10 EB over Ina Road
Coconino	1934	36,000	Urban other principal arterial	I-40 SB over Rio De Flag
Pima	1970	35,500	Rural Interstate	I-19 NB & SB over Wash

Sources: All data is from the 2014 National Bridge Inventory, released by the Federal Highway Administration in January 2015. Note that specific conditions on bridge may have changed as a result of recent work. Cost estimates of bridge work provided as part of the data and have been adjusted to 2014$ for inflation and estimated project costs. Contract awards data is for state and local government awards and comes from McGraw Hill. Note that additional bridge investment may be a part of other contract awards if a smaller bridge project is included with a highway project, and that would not be accounted for in the total in this profile.