

MAP-21

Performance Measures

Bridge Condition

Moving Ahead for Progress in the 21st Century

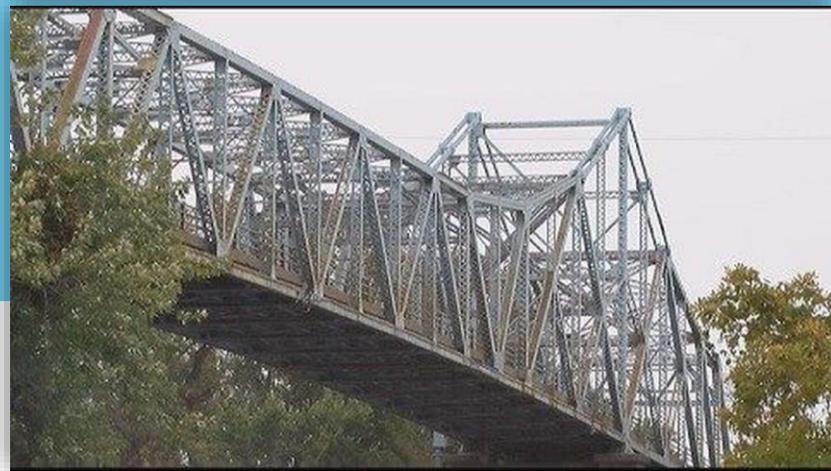
Effective in 2012, MAP-21 is the bill that outlines federal funding and policy for the U.S. surface transportation system.

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this program is to allow States to invest resources in highway projects that will collectively help impact the achievement of the designated national performance goals.

The states are required to invest resources to progress the following national goals:

- **Safety,**
- **Infrastructure Condition,**
- **Congestion Reduction,**
- **System Reliability,**
- **Freight Movement and Economic Vitality,**
- **Environmental Sustainability,**
- **Reduced Project Delivery Delays.**

Quick Fact! There are over **7,300**¹ state owned bridges and approximately **5,370** county & city owned bridges in Arkansas.²



2015, KAIT

Who We Are

The **Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.)** is the designated metropolitan planning organization (MPO) for the cities of Bay, Bono, Brookland, Jonesboro, and some unincorporated portions of Craighead County. The purpose of the N.A.R.T.P.C. is to prepare consensus-driven, fiscally-constrained plans for the development of a safe, efficient and affordable regional transportation system.

What We Measure

The N.A.R.T.P.C. is in support of the targets set by the Federal Highway Administration (FHWA) for the Arkansas Department of Transportation (ARDOT) to assess and maintain the condition of existing bridges, particularly structure length and deck approach, within the National Highway System (NHS).

How We Measure

Ratings for bridge conditions are categorized as **Good** or **Poor**. Bridge condition is judged in the following terms:

- **Structurally Deficient**- slight deterioration to major components, but not necessarily unsafe to motorists
- **Functionally Obsolete**- Bridge features outdated (possess inadequate lane widths, shoulder widths, and/or flood prevention measures in relation to current traffic flow)
- **Significant Progress**- Percentage of overall bridge conditions equal to or greater than the state established target; or percentage of overall bridge conditions better than the standard condition

How We Improve⁴

- Impose weight and size restrictions on vehicles
- Adhere to asset management principles to enhance preservation
- Locate potential freight corridors to anticipate commercial vehicle bottlenecks

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Performance Targets-State of Arkansas

The following chart reflects the current bridge performance targets set by the Arkansas Department of Transportation (AR DOT) for the state in 2019. These standards have been adopted by the N.A.R.T.P.C.

*Please note that the targets were established based on current statewide highway funding limitations, and may be adjusted in subsequent years should additional funding become available.

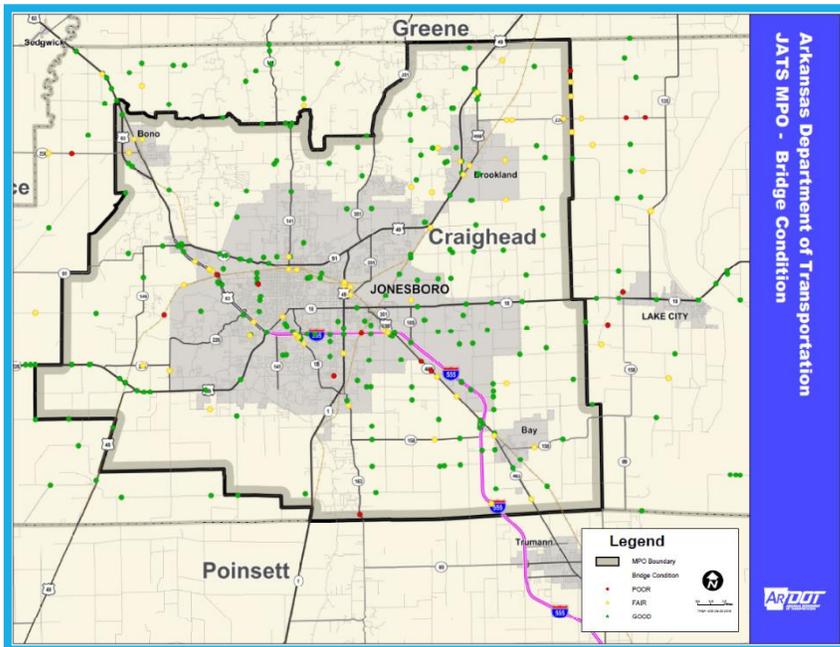
Bridge Performance Measures	2 Year Performance Targets: Arkansas	4 Year Performance Targets: Arkansas
% of NHS Bridges with deck area in Good Condition	50%	50%
% of NHS Bridges with deck area in Poor Condition	4%	6%

Quick Fact! Approximately **9.65%** of the bridges in Arkansas are structurally deficient.³

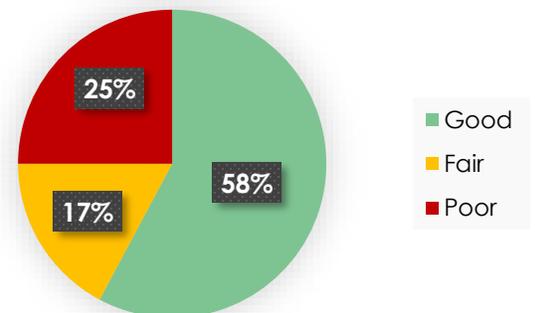


Photo courtesy of AR Highway & Transportation Dept.

Quick Fact! **\$1.14 Billion** is the estimated cost of repair for all structurally deficient bridges in Arkansas.⁴



Bridge Conditions- Craighead County



**NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION**

¹ Jones, J. *Arkansas Highways Magazine*. September/October 2017 Issue. Page 26

² Arkansas State Highway Transportation Department: https://www.arkansashighways.com/Magazine/2016/ARHighwaysMagazine_January2016_w eb_spreads.pdf

³ Arkansas Department of Transportation: https://www.arkansashighways.com/Magazine/2016/ARHighwaysMagazine_January2016_w eb_spreads.pdf

⁴ Arkansas Section of the American Society of Civil Engineers: <http://www.infrastructurereportcard.org/wp-content/uploads/2016/10/2014-AR-Report-Card-FINAL-Web.pdf>