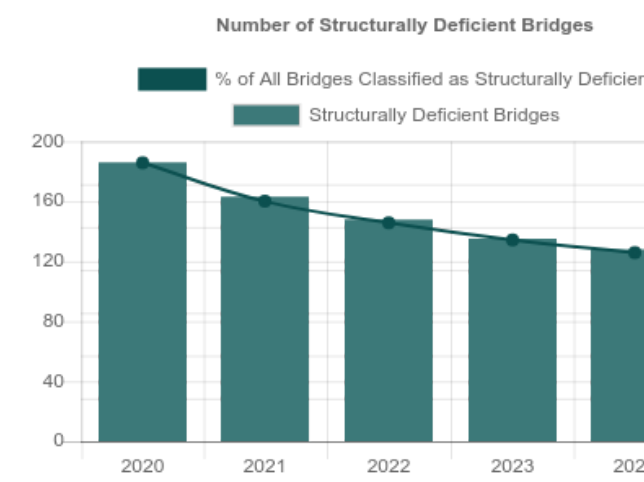
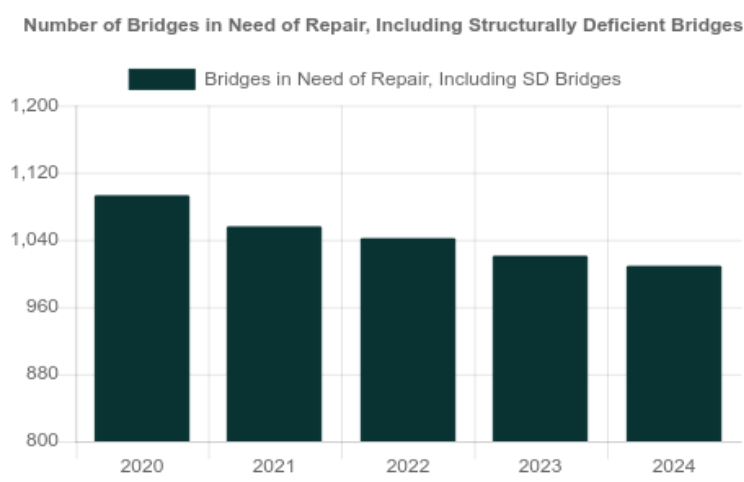
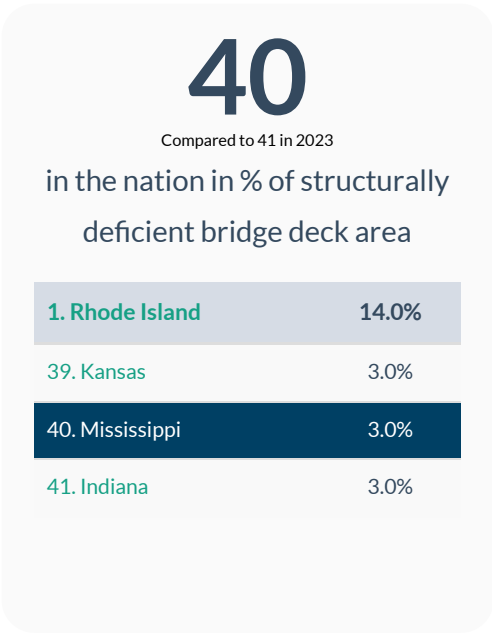
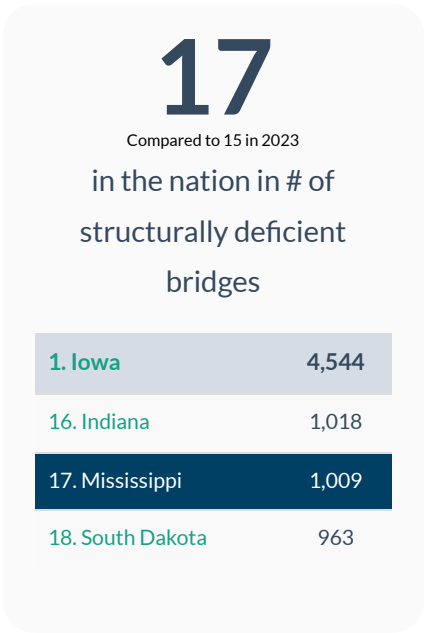
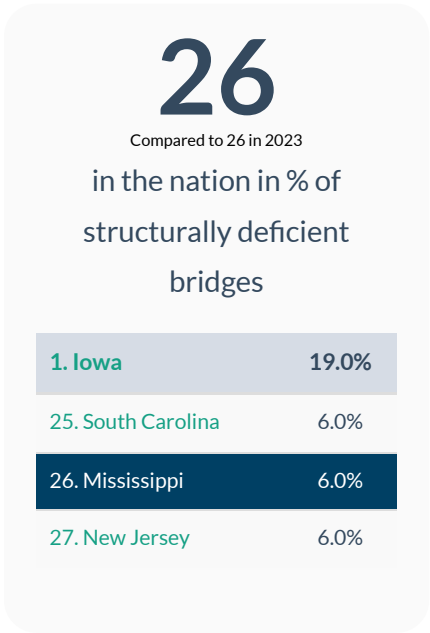


Mississippi Congressional District 4

- Of the 2,879 bridges in the counties of this district, 128, or 4.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 186 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,009 bridges in the district, which will cost an estimated \$1.2 billion.
- This compares to 1,093 bridges that needed work in 2020.
- There currently are now projects in the District that use IIJA formula bridge funds.



Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Forrest	1960	24,000	Urban Interstate	I 59 over US 49
Harrison	1979	18,000	Urban other principal arterial	Popps Ferry Road over Back Bay Biloxi
Pearl River	1948	15,000	Urban other principal arterial	US 11 over Hobolochitto Creek
Jackson	1991	9,600	Urban collector	Hanshaw Road over Davis Bayou
Marion	1960	6,500	Urban other principal arterial	N Main St/Old 13 N over Dry Creek
Harrison	1973	6,000	Urban collector	Cedar Lake Rd over Tchoutacabouffa River
Wayne	1937	5,300	Rural major collector	SR 184 over Chickasawhay River
Harrison	1978	5,100	Rural major collector	E. Wortham Rd over Flat Branch
Harrison	1960	5,100	Urban collector	Old Hwy 67 over Howard Creek
Jackson	1959	4,900	Rural major collector	Wade-Vancleave Rd over Pascagoula River
Jackson	1992	4,500	Rural minor collector	Beach View Dr. over Simmons Bayou
Harrison	1964	4,000	Rural major collector	Woolmarket Rd over Parker Creek
Harrison	1950	4,000	Urban collector	Porter Ave over Keegans Bayou
Jones	1960	3,100	Urban collector	13th Ave over I 59
Forrest	1949	3,000	Urban collector	Country Club Rd over US 49
Forrest	1929	2,900	Urban minor arterial	Mcleod Street over Gordons Creek
Pearl River	1965	2,900	Rural minor arterial	SR 43 over Hogpen Branch
Hancock	1934	2,600	Rural minor arterial	US 90 over East Pearl River
Jones	1970	2,500	Rural major collector	Springhill Rd over Spring Creek
Jones	1963	2,400	Rural local road	Bush Dairy Road over Relief For Tallahoma Ck
Hancock	1974	2,400	Rural major collector	Lakeshore Road over Bayou
Jones	1974	2,400	Urban collector	West Drive over Sandy Creek
Jones	1963	2,400	Rural local road	Bush Dairy Road over Tallahoma Creek
Forrest	1980	2,100	Urban local road	W L Runnells Road over Branch of Priests Creek
Hancock	1988	2,000	Rural local road	Beach Blvd. over Bayou

Bridge Inventory: Mississippi

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	99	344,526	1,556,140	0	0	0
Rural arterial	218	284,895	1,086,140	0	0	0
Rural minor arterial	202	185,459	590,470	2	2,660	5,500
Rural major collector	657	371,853	1,006,106	35	14,879	45,827
Rural minor collector	176	61,674	98,874	7	1,422	6,347
Rural local road	1,000	264,924	311,226	62	10,591	26,199
Urban Interstate	103	292,340	2,490,950	1	908	24,000
Urban freeway/expressway	0	0	0	0	0	0
Urban other principal arterial	113	559,080	1,627,350	3	17,255	39,500
Urban minor arterial	73	126,022	428,820	1	211	2,900
Urban collector	117	82,319	495,250	10	3,395	37,500
Urban local road	121	27,722	126,301	7	1,019	3,510
Total	2,879	2,600,815	9,817,627	128	52,340	191,283

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	668	\$640	1,188,424	269,005
Widening & rehabilitation	208	\$479	1,939,230	231,043
Rehabilitation	33	\$15	36,365	10,424
Deck rehabilitation/replacement	2	\$5	10,900	3,522
Other structural work	98	\$79	168,825	43,207
Total	1,009	\$1,218	3,343,744	557,201

About the data:

Data includes information for the following area(s): Clarke County, Forrest County, George County, Greene County, Hancock County, Harrison County, Jackson County, Jones County, Lamar County, Marion County, Pearl River County, Perry County, Stone County, Wayne County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. 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 2023 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.