

National Bridge Inventory: Louisiana

- The state has identified needed repairs on 3,045 bridges.
- This compares to 3,251 bridges that needed work in 2020.
- Over the life of the IIJA, Louisiana will receive a total of \$1.1 billion in bridge formula funds, which will help make needed repairs.
- Louisiana currently has access to \$657.2 million of that total, and has committed \$183.7 million towards 131 projects as of June 2024.
- Of the 12,698 bridges in the state, 1,458, or 11.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,634 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 6.1 percent of total deck area on all structures.

8

Compared to 8 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
7. Pennsylvania	13.0%
8. Louisiana	12.0%
9. Michigan	11.0%

8

Compared to 8 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
7. California	1,527
8. Louisiana	1,458
9. West Virginia	1,370

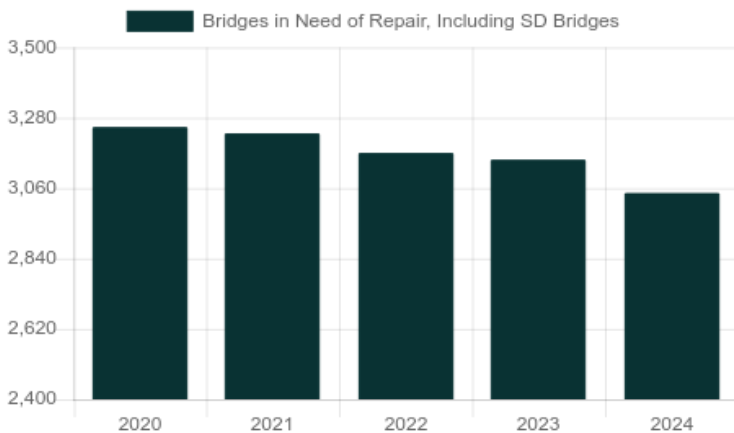
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Compared to 19 in 2023

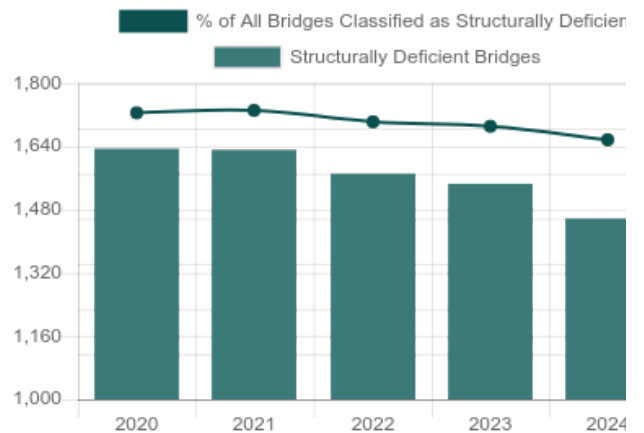
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
19. New Jersey	6.0%
20. Louisiana	6.0%
21. District of Columbia	6.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Louisiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Orleans	1960	154,311	Urban Interstate	I10 over Service Rd & Upt R/R
Jefferson	1967	137,542	Urban Interstate	I10 over Vet Mem Hwy
Caddo	1965	98,318	Urban Interstate	I20 over M.P. RR
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Caddo	1965	98,318	Urban Interstate	I20 over Lk Shore Dr&Kesrr
Caddo	1965	98,318	Urban Interstate	I20 over Lk Shore Dr&Kcsrr
Caddo	1965	98,318	Urban Interstate	I20 over Marshall St/La 1/RRs.
Caddo	1985	87,567	Urban Interstate	I20 over I-20 Ramp W-N I-20 Mkt S
Caddo	1965	87,567	Urban Interstate	I20 over Marshall St&La&Kci-20
Calcasieu	1954	86,969	Rural Interstate	I10 over Sabine Relief
Calcasieu	1952	86,600	Urban Interstate	Calcasieu River Bridge
Caddo	1965	84,672	Urban Interstate	I20 over St. Louis & SW RR
Bossier	1966	69,892	Urban Interstate	I20 over STL&SW-KCS RR/Westerfiel
Jefferson	1957	55,994	Urban other principal arterial	La3046 over R/R, City Streets, La 611
Lincoln	1963	50,895	Urban Interstate	I20 over Creek
Orleans	1963	49,634	Urban Interstate	I10 over I-610 & I-10
St. Bernard	1991	47,739	Urban other principal arterial	La39 over LA 39 over RR Canal
Orleans	1957	47,739	Urban other principal arterial	La39 over Inner Harbor Nav Canal
Orleans	1960	47,738	Urban local road	Palmetto St Onramp over KCS RR
Bossier	1966	45,300	Urban Interstate	I20 over STL&SW-KCS RR/Westerfiel
East Baton Rouge	1960	44,391	Urban other principal arterial	US0190 over Creek
Jefferson	1967	41,695	Urban Interstate	I10 over Vet Mem Hwy
West Baton Rouge	1969	41,644	Urban Interstate	I10 over I-10 over LA 415-Westove
Ouachita	1965	40,300	Urban local road	Orange St over I-20
Bienville	1964	37,514	Rural Interstate	I20 over Bear Creek

Bridge Inventory: Louisiana

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	572	3,027,064	16,549,653	12	20,145	298,169
Rural arterial	626	1,244,422	4,748,477	26	31,033	170,970
Rural minor arterial	1,320	1,182,702	3,845,754	99	148,290	211,276
Rural major collector	1,770	1,015,269	3,367,468	230	132,723	370,475
Rural minor collector	1,058	399,339	1,036,388	140	43,965	110,984
Rural local road	3,652	903,914	2,826,916	664	129,144	402,968
Urban Interstate	992	4,750,814	39,882,066	21	123,764	1,475,884
Urban freeway/expressway	176	860,974	3,731,061	4	67,324	33,356
Urban other principal arterial	566	2,083,544	12,042,878	49	174,103	1,003,371
Urban minor arterial	531	586,366	5,193,532	58	79,058	511,746
Urban collector	436	223,365	1,870,648	65	23,301	228,894
Urban local road	999	637,342	4,124,772	90	51,581	255,668
Total	12,698	16,915,115	99,219,613	1,458	1,024,432	5,073,761

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	2,453	\$8,517	22,264,549	3,736,386
Widening & rehabilitation	1	\$45	87,741	30,552
Rehabilitation	511	\$400	1,444,339	232,160
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	80	\$46	40,073	25,099
Total	3,045	\$9,007	23,836,702	4,024,197

About the data:

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.
