American Road & Transportation Builders Association

National Bridge Inventory: Mississippi

- The state has identified needed repairs on 7,385 bridges.
- This compares to 7,377 bridges that needed work in 2020.
- Over the life of the IIJA, Mississippi will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Mississippi currently has access to $135.0 million of that total, and has committed $40.0 million towards 20 projects as of June 2024.
- Of the 16,739 bridges in the state, 1,009, or 6.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,386 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 3.2 percent of total deck area on all structures.

26

Compared to 26 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
25. South Carolina	6.0%
26. Mississippi	6.0%
27. New Jersey	6.0%

17

Compared to 15 in 2023

in the nation in # of structurally deficient bridges

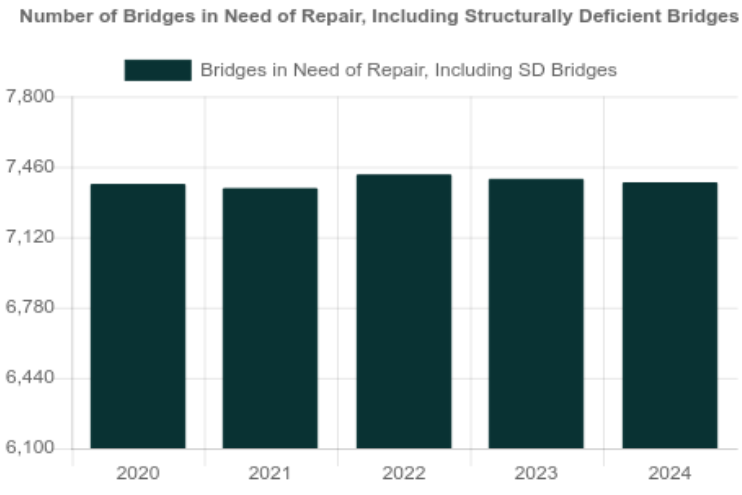
1. Iowa	4,544
16. Indiana	1,018
17. Mississippi	1,009
18. South Dakota	963

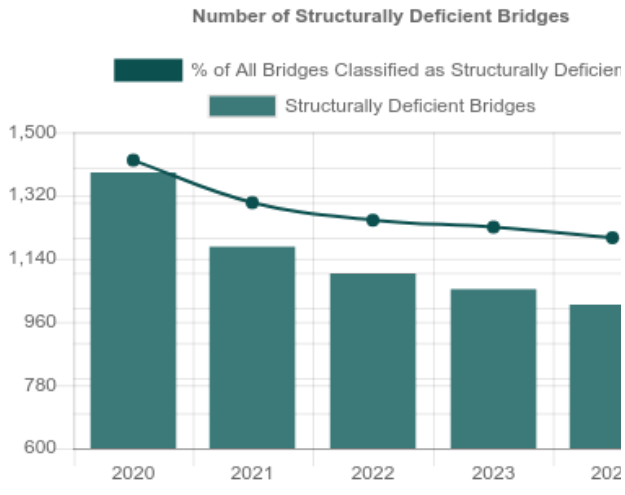
40

Compared to 41 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
39. Kansas	3.0%
40. Mississippi	3.0%
41. Indiana	3.0%





Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Warren	1971	31,000	Urban Interstate	I 20 over US 61N to I20W Ramp
Hinds	1969	24,500	Urban Interstate	I 20 over Lynch St, Abandoned RR
Hinds	1969	24,500	Urban Interstate	I 20 over Lynch St, Abandoned RR
Rankin	1966	24,000	Urban Interstate	I 20 E to I 55 N over I 20 WB
Forrest	1960	24,000	Urban Interstate	I 59 over US 49
Warren	1955	23,000	Urban Interstate	I 20 over Old Hwy 27, KCS RR
Rankin	1967	22,000	Urban Interstate	I 20 over KCS RR/County Road
Lafayette	1937	21,000	Rural arterial	US 278 over Stream
Warren	1992	18,000	Rural Interstate	I 20 over Big Black River
Harrison	1979	18,000	Urban other principal arterial	Popps Ferry Road over Back Bay Biloxi
Rankin	1966	16,500	Urban Interstate	I 20 over US 80
Rankin	1966	16,500	Urban Interstate	I 20 over US 80
Rankin	1981	16,000	Urban other principal arterial	SR 25 over Plummer Slough
Rankin	1938	16,000	Urban other principal arterial	US 80 over Pearl River Relief
DeSoto	1967	16,000	Urban freeway/expressway	US 78 over SR 302
Hinds	1938	16,000	Urban other principal arterial	US 80 over Pearl River
Rankin	1966	15,500	Rural Interstate	I 20 over SR 43
Warren	1971	15,500	Urban Interstate	I 20 over Iowa A,Kcsrr,Stout Bayou
Warren	1971	15,500	Urban Interstate	I 20 over Iowa A,Kcsrr,Stout Bayou
Pearl River	1948	15,000	Urban other principal arterial	US 11 over Hobolochitto Creek
DeSoto	1966	14,500	Rural arterial	US 78 over Coldwater River
Copiah	1963	14,500	Rural Interstate	I 55 over Clear Creek Road
Copiah	1963	14,500	Rural Interstate	I 55 over Clear Creek Road
Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek
Lee	1965	13,000	Urban minor arterial	Eason Blvd over Town and Kings Creek

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	506	873,421	6,752,100	6	5,709	84,500
Rural arterial	1,212	1,554,225	6,409,715	9	20,880	62,400
Rural minor arterial	1,315	935,371	3,819,900	47	32,466	131,610
Rural major collector	3,794	1,759,688	4,276,301	198	80,328	180,230
Rural minor collector	860	316,492	705,614	35	8,081	27,287
Rural local road	6,895	1,758,451	1,566,921	627	105,602	105,014
Urban Interstate	448	909,550	11,378,850	12	21,361	238,800
Urban freeway/expressway	94	124,034	1,218,400	1	843	16,000
Urban other principal arterial	552	1,056,468	6,816,615	14	29,722	146,620
Urban minor arterial	288	323,585	1,950,622	10	6,252	68,550
Urban collector	334	177,406	1,170,782	25	7,655	90,160
Urban local road	441	172,673	581,284	25	3,100	20,864
Total	16,739	9,961,365	46,647,104	1,009	322,000	1,172,035

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	5,474	$4,207	6,466,332	1,791,845
Widening & rehabilitation	969	$1,625	7,667,065	761,041
Rehabilitation	377	$220	640,058	133,954
Deck rehabilitation/replacement	27	$18	30,081	12,643
Other structural work	538	$350	727,803	228,564
Total	7,385	$6,419	15,531,339	2,928,047

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.