

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 12,899 bridges in the state, 1,678, or 13.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,609 bridges classified as structurally deficient in 2014.
- 46 of the structurally deficient bridges are on the Interstate Highway System.
- 2,083 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,347 bridges at an estimated cost of \$7.5 billion.
- This compares to 3,411 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	583	2,961,907	9,372,699	10	83,084	257,710
Other principal arterial	629	1,231,196	3,849,534	22	22,457	104,760
Minor arterial	1,515	1,201,872	3,618,754	105	140,738	236,263
Major collector	1,792	997,823	3,430,652	214	109,993	320,013
Minor collector	1,068	381,915	987,104	179	53,863	145,985
Local	3,826	875,158	2,079,933	869	148,972	311,146
Urban Bridges						
Interstate	982	4,674,110	28,874,079	36	428,590	783,570
Freeway/expressway	160	812,323	2,580,039	3	81,471	71,800
Other principal arterial	577	2,053,544	9,985,852	47	173,596	753,490
Minor arterial	492	521,471	4,733,836	62	76,167	521,136
Collector	395	285,242	1,829,044	46	15,570	189,820
Local	880	590,587	3,324,269	85	49,699	187,228
Total	12,899	16,587,147	74,665,800	1,678	1,384,201	3,882,921

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,950	\$7,413,108	18,613,829	3,839,932
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	327	\$45,373	416,082	112,305
Deck rehabilitation/replacement	0	\$0	0	0
Other work	70	\$1,276	31,479	13,119
Total	3,347	\$7,459,756	19,061,390	3,965,355



Top Most Traveled Structurally Deficient Bridges in Louisiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Caddo	1965	86,800	Urban Interstate	I20 over St. Louis & SW RR
Calcasieu	1952	81,100	Urban Interstate	Calcasieu River Bridge
Jefferson	1967	70,700	Urban Interstate	I10 over Vet Mem Hwy
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Jefferson	1971	61,800	Urban Interstate	I10 over Loyola Ave.
Calcasieu	1954	54,500	Rural Interstate	I10 over Sabine Relief
Jefferson	1957	52,500	Urban other principal arterial	La3046 over R/R, City Sts, La 611
Lafayette	1986	50,300	Urban other principal arterial	La3073 over Vermilion River
Bossier	1966	43,950	Urban Interstate	I20 over STL&SW-KCS RR/Westerfiel
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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.