

## Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 17,071 bridges in the state, 1,603, or 9.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,604 bridges classified as structurally deficient in 2014.
- 7 of the structurally deficient bridges are on the Interstate Highway System.
- 3,127 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 7,397 bridges at an estimated cost of \$1.6 billion.
- This compares to 7,506 bridges that needed work in 2014.

## Bridge Inventory

Type of Bridge <sup>4</sup>	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	475	726,357	5,793,640	4	4,929	50,500
Other principal arterial	1,220	1,620,231	6,291,871	7	6,313	32,250
Minor arterial	1,312	913,755	3,805,760	38	22,578	103,330
Major collector	3,828	1,741,063	4,278,390	345	111,198	306,246
Minor collector	850	312,727	714,466	49	11,576	12,769
Local	7,285	1,867,701	1,464,778	1,084	161,717	133,307
<b>Urban Bridges</b>						
Interstate	452	912,073	11,575,760	3	68,548	62,500
Freeway/expressway	94	124,158	1,183,250	0	0	0
Other principal arterial	553	1,039,185	6,915,414	10	12,722	96,800
Minor arterial	279	301,616	1,853,934	14	6,313	88,530
Collector	316	261,512	1,118,950	20	6,123	52,915
Local	407	119,692	382,763	29	4,404	14,885
<b>Total</b>	<b>17,071</b>	<b>9,940,070</b>	<b>45,378,976</b>	<b>1,603</b>	<b>416,420</b>	<b>954,032</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,585	\$1,279,082	6,276,570	1,610,830
Widening & rehabilitation	1,017	\$271,476	7,851,605	769,242
Rehabilitation	354	\$10,029	451,589	96,361
Deck rehabilitation/replacement	38	\$817	31,621	16,599
Other work	403	\$21,423	640,091	179,380
<b>Total</b>	<b>7,397</b>	<b>\$1,582,827</b>	<b>15,251,476</b>	<b>2,672,413</b>



## Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
DeSoto	1959	30,000	Urban Interstate	I 55 over Star Landing Road
Warren	1973	22,000	Urban Interstate	Vicksburg Bridge
Lee	1965	15,000	Urban minor arterial	Eason Blvd over Town and Kings Creek
Hinds	1938	15,000	Urban other principal arterial	US 80 over Pearl River
Tate	1959	14,500	Rural Interstate	I 55 over SR 306
Tate	1959	14,500	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	14,500	Rural Interstate	I 55 over Hickahala Creek
Pearl River	1948	14,000	Urban other principal arterial	US 11 over Hobolochitto Creek
Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek
Pontotoc	1955	13,000	Rural minor arterial	SR 15 over Lappatubby Creek

**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.