

Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 12,884 bridges in the state, 1,701, or 13.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,658 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 9.0 percent of total deck area on all structures.
- 54 of the structurally deficient bridges are on the Interstate Highway System.
- 2,088 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,328 bridges at an estimated cost of \$7.6 billion.
- This compares to 3,417 bridges that needed work in 2015.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	579	2,999,833	9,234,165	15	88,314	292,390
Other principal arterial	630	1,224,742	3,855,014	23	23,038	110,860
Minor arterial	1,511	1,213,910	3,630,995	115	147,010	257,556
Major collector	1,786	997,475	3,418,524	227	114,496	351,402
Minor collector	1,064	387,778	982,886	182	55,361	144,994
Local	3,800	921,238	2,299,674	844	145,198	286,952
Urban Bridges						
Interstate	999	4,712,875	28,565,738	39	484,879	1,003,210
Freeway/expressway	160	822,016	2,592,949	2	67,961	37,200
Other principal arterial	578	2,121,535	9,967,028	50	235,900	811,850
Minor arterial	487	506,039	4,718,827	63	66,403	543,110
Collector	357	175,197	1,526,622	50	18,213	193,170
Local	933	654,556	3,954,854	91	51,484	151,272
Total	12,884	16,737,194	74,747,272	1,701	1,498,257	4,183,966

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,829	\$7,385	18,428,563	3,811,871
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	427	\$168	616,219	146,835
Deck rehabilitation/replacement	0	\$0	0	0
Other work	72	\$19	32,323	17,958
Total	3,328	\$7,572	19,077,105	3,976,664

Top Most Traveled Structurally Deficient Bridges in Louisiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Orleans	1966	116,500	Urban Interstate	I10 over Inner Harbor /City Sts
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
Jefferson	1967	70,700	Urban Interstate	I10 over Vet Mem Hwy
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
Bossier	1966	43,950	Urban Interstate	I20 over US 71/KCSRR/Ramp Sw
Bossier	1966	43,950	Urban Interstate	I20 over STL&SW-KCS RR/Westerfiel

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020. 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 surface transportation law 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 2018 and 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.