MISSISSIPPI

American Road & Transportation Builders Association

2020 Bridge Profile

Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 17,019 bridges in the state, 1,484, or 8.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,541 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 4.0 percent of total deck area on all structures.
- 6 of the structurally deficient bridges are on the Interstate Highway System.
- 3,025 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 7,381 bridges at an estimated cost of $2.0 billion.
- This compares to 7,387 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	507	838,028	5,408,415	3	3,334	46,500
Other principal arterial	1,203	1,482,446	5,293,011	6	5,848	26,300
Minor arterial	1,316	904,653	3,761,880	36	23,742	107,130
Major collector	3,818	1,765,559	4,197,639	319	104,068	289,761
Minor collector	853	317,055	716,468	44	10,578	11,596
Local	7,225	1,838,102	1,465,110	1,004	148,654	125,536
Urban Bridges						
Interstate	452	901,426	10,032,080	3	69,163	68,000
Freeway/expressway	94	118,487	968,600	0	0	0
Other principal arterial	555	1,015,591	5,596,019	10	12,720	97,400
Minor arterial	277	293,863	1,769,354	14	6,309	89,730
Collector	315	262,244	1,085,680	18	5,781	47,465
Local	404	119,726	380,143	27	3,853	15,395
Total	**17,019**	**9,857,181**	**40,674,400**	**1,484**	**394,051**	**924,813**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,481	$1,336	5,977,748	1,588,887
Widening & rehabilitation	1,017	$464	6,411,190	767,081
Rehabilitation	355	$55	452,259	96,841
Deck rehabilitation/replacement	38	$9	31,721	16,606
Other work	490	$118	707,713	207,707
Total	**7,381**	**$1,981**	**13,580,631**	**2,677,123**

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Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Hinds	1968	45,500	Urban Interstate	I 20 over Lynch Creek
Pearl River	1948	17,000	Urban other principal arterial	US 11 over Hobolochitto Creek
Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	15,500	Rural Interstate	I 55 over SR 306
Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
Lee	1965	15,000	Urban minor arterial	Eason Blvd over Town and Kings Creek
Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek
Hinds	1938	14,000	Urban other principal arterial	US 80 over Pearl River
Pontotoc	1955	13,000	Rural minor arterial	SR 15 over Lappatubby Creek
Rankin	1938	12,000	Urban other principal arterial	US 80 over KCS RR

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.