

Highlights from FHWA's 2020 National Bridge Inventory Data

- Of the 12,853 bridges in the state, 1,634, or 12.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,534 bridges classified as structurally deficient in 2016.
- The deck area of structurally deficient bridges accounts for 8.4 percent of total deck area on all structures.
- 53 of the structurally deficient bridges are on the Interstate Highway System. A total of 91.4 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 2,037 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,251 bridges at an estimated cost of \$6.9 billion.

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	579	2,988,075	9,250,905	13	87,265	296,970
Other principal arterial	630	1,232,647	3,856,304	23	28,962	115,750
Minor arterial	1,504	1,204,702	3,637,162	111	146,036	242,004
Major collector	1,784	997,131	3,410,885	222	115,550	338,092
Minor collector	1,067	386,371	1,003,359	178	54,370	142,864
Local	3,756	887,986	2,389,419	796	143,691	331,017
Urban Bridges						
Interstate	999	4,724,953	28,629,050	40	436,941	937,382
Freeway/expressway	160	822,212	2,580,549	2	67,961	24,800
Other principal arterial	577	2,100,837	9,953,700	47	179,524	759,520
Minor arterial	494	517,106	4,786,098	58	74,748	520,219
Collector	358	181,372	1,506,554	50	17,461	181,320
Local	945	655,438	4,075,841	94	51,133	164,307
Total	12,853	16,698,831	75,079,832	1,634	1,403,642	4,054,245

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,731	\$6,676,866.9	18,367,257	3,791,072
Widening & rehabilitation	1	\$36,214.2	22,000	30,552
Rehabilitation	447	\$190,963.2	622,188	156,274
Deck rehabilitation/replacement				
Other work	72	\$22,219.5	32,323	17,969
Total	3,251	\$6,926,263.9	19,043,768	3,995,867

Top Most Traveled Structurally Deficient Bridges in Louisiana

County	Year Built	Daily Crossings	Type of Bridge	Location
Calcasieu	1952	86,600	Urban Interstate	Calcasieu River Bridge
Caddo	1965	84,672	Urban Interstate	I20 over St. Louis & SW RR
Jefferson	1967	65,250	Urban Interstate	I10 over Vet Mem Hwy
Jefferson	1967	65,250	Urban Interstate	I10 over Vet Mem Hwy
Calcasieu	1954	62,300	Rural Interstate	I10 over Sabine Relief
Jefferson	1957	54,200	Urban other principal arterial	La3046 over R/R, City Sts, La 611
Jefferson	1987	48,300	Urban Interstate	US90B over Harvey Canal/Sts/RR
Jefferson	1987	48,300	Urban Interstate	US90B over Harvey Canal/Sts/RR
Bossier	1966	45,300	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), downloaded on March 11, 2021. 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 2019 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.

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