

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 3,149 bridges.
- Over the life of the IIJA, Louisiana will receive a total of \$1.1 billion in bridge formula funds, which will help make needed repairs.
- Louisiana currently has access to \$438.2 million of that total, and has committed \$79.0 million towards 97 projects as of June 2023.
- Of the 12,717 bridges in the state, 1,545, or 12.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,701 bridges classified as structurally deficient in 2019.

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	572	3,008,109	9,649,992	12	17,809	216,152
Other principal arterial	627	1,239,476	3,838,982	24	29,867	113,000
Minor arterial	1,420	1,181,433	3,855,026	113	158,514	238,994
Major collector	1,769	998,659	3,411,002	234	133,655	373,006
Minor collector	1,064	390,773	1,018,574	152	46,246	126,285
Local	3,703	892,601	2,916,354	728	140,424	467,743
Urban Bridges						
Interstate	992	4,722,078	29,182,477	19	116,462	703,172
Freeway/expressway	169	841,232	2,761,905	3	68,221	29,502
Other principal arterial	563	2,080,783	9,656,542	48	171,545	882,906
Minor arterial	494	519,116	4,732,118	59	79,787	568,350
Collector	373	191,569	1,562,802	53	21,730	200,210
Local	971	671,276	4,176,775	100	73,164	293,795
Total	12,717	16,737,105	76,762,544	1,545	1,057,424	4,213,115

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,533	\$8,386.3	18,060,188	3,748,238
Widening & rehabilitation	1	\$46.3	46,000	30,552
Rehabilitation	534	\$375.6	1,132,291	244,468
Deck rehabilitation/replacement				
Other work	81	\$39.0	40,083	25,261
Total	3,149	\$8,847.2	19,278,562	4,048,520

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
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East Baton Rouge	1964	64,800	Urban other principal arterial	US61 over US 190-Florida Blvd
Calcasieu	1954	62,300	Rural Interstate	I10 over Sabine Relief
Jefferson	1957	54,200	Urban other principal arterial	La3046 over R/R, City Streets, La 611
Caddo	1965	48,450	Urban Interstate	I20 over Marshall St/La 1/RRs.
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 February 1, 2023. Note that specific conditions on bridges may have changed because 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 2020 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.