

### Highlights from FHWA's 2020 National Bridge Inventory Data

- Of the 16,878 bridges in the state, 1,386, or 8.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,479 bridges classified as structurally deficient in 2016.
- The deck area of structurally deficient bridges accounts for 3.9 percent of total deck area on all structures.
- 7 of the structurally deficient bridges are on the Interstate Highway System. A total of 98.3 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.
- 2,944 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 7,377 bridges at an estimated cost of \$2.5 billion.

### 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	505	863,391	6,195,940	2	2,884	31,000
Other principal arterial	1,201	1,533,200	6,231,181	4	3,967	16,700
Minor arterial	1,315	932,576	3,815,890	35	23,776	115,900
Major collector	3,801	1,715,784	4,270,118	299	103,261	287,610
Minor collector	853	313,317	717,785	44	8,599	16,625
Local	7,112	1,812,437	1,479,115	928	133,500	113,438
<b>Urban Bridges</b>						
Interstate	450	900,264	11,520,780	5	74,581	113,000
Freeway/expressway	94	124,009	1,217,250	0	0	0
Other principal arterial	553	1,049,618	6,899,479	11	13,111	115,300
Minor arterial	279	303,155	1,898,664	14	6,599	87,830
Collector	316	163,694	1,154,920	23	7,665	61,805
Local	399	117,546	395,446	21	3,057	14,810
<b>Total</b>	<b>16,878</b>	<b>9,828,991</b>	<b>45,796,568</b>	<b>1,386</b>	<b>381,001</b>	<b>974,018</b>

### Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,403	\$1,653,695.5	6,184,947	1,593,600
Widening & rehabilitation	1,010	\$556,121.3	7,738,525	763,825
Rehabilitation	345	\$65,431.4	522,634	93,328
Deck rehabilitation/replacement	35	\$11,125.3	30,031	16,005
Other work	584	\$171,832.6	762,749	245,276
<b>Total</b>	<b>7,377</b>	<b>\$2,458,206.1</b>	<b>15,238,886</b>	<b>2,712,035</b>

### Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Hinds	1968	45,000	Urban Interstate	I 20 over Lynch Creek
Warren	1973	23,000	Urban Interstate	Vicksburg Bridge
Hinds	1966	18,500	Urban Interstate	I 20 over I 55 to I 20 West
Rankin	1981	18,000	Urban other principal arterial	SR 25 over Plummer Slough
Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	15,500	Rural Interstate	I 55 over Hickahala Creek
Lauderdale	1959	15,000	Urban Interstate	I 20/I 59 over Knight Parker Road
Lee	1965	15,000	Urban minor arterial	Eason Blvd over Town and Kings Creek
Pearl River	1948	15,000	Urban other principal arterial	US 11 over Hobolochitto Creek
Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek

**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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