

## Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 7,402 bridges.
- Over the life of the IJJA, Mississippi will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Mississippi currently has access to \$90.0 million of that total, and has committed \$200.0 thousand towards 2 projects as of June 2023.
- Of the 16,756 bridges in the state, 1,053, or 6.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,484 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
<b>Rural Bridges</b>						
Interstate	507	875,086	6,621,420	6	7,193	77,000
Other principal arterial	1,202	1,537,261	6,306,555	9	22,019	33,950
Minor arterial	1,316	932,273	3,818,960	45	31,645	128,430
Major collector	3,801	1,756,341	4,287,789	220	85,129	206,349
Minor collector	866	318,379	776,362	30	7,057	21,087
Local	6,913	1,748,743	1,555,943	657	106,618	114,243
<b>Urban Bridges</b>						
Interstate	448	907,253	11,451,170	11	20,453	203,800
Freeway/expressway	94	124,034	1,201,250	0	0	0
Other principal arterial	555	1,057,388	6,680,449	13	15,913	127,420
Minor arterial	289	321,945	1,961,072	11	6,553	74,930
Collector	330	176,199	1,125,363	24	5,873	70,910
Local	435	169,336	568,649	27	3,008	16,490
<b>Total</b>	<b>16,756</b>	<b>9,924,238</b>	<b>46,354,980</b>	<b>1,053</b>	<b>311,463</b>	<b>1,074,609</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,438	\$3,623.8	6,432,421	1,754,472
Widening & rehabilitation	977	\$985.9	7,662,055	760,953
Rehabilitation	370	\$181.2	580,579	129,877
Deck rehabilitation/replacement	33	\$21.9	33,041	15,132
Other work	584	\$351.5	794,907	247,177
<b>Total</b>	<b>7,402</b>	<b>\$5,164.4</b>	<b>15,503,003</b>	<b>2,907,611</b>

## Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Warren	1971	31,000	Urban Interstate	I 20 over US 61N to I20W Ramp
Hinds	1969	25,000	Urban Interstate	I 20 over Lynch St, Abandoned RR
Hinds	1969	25,000	Urban Interstate	I 20 over Lynch St, Abandoned RR
Warren	1955	23,000	Urban Interstate	I 20 over Old Hwy 27, KCS RR
Rankin	1967	22,000	Urban Interstate	I 20 over KCS RR/County Road
Warren	1992	18,000	Rural Interstate	I 20 over Big Black River
Rankin	1981	17,000	Urban other principal arterial	SR 25 over Plummer Slough
Rankin	1966	16,500	Urban Interstate	I 20 over US 80
Rankin	1966	16,500	Urban Interstate	I 20 over US 80
Rankin	1938	16,000	Urban other principal arterial	US 80 over Pearl River Relief

**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.