



Highlights from FHWA’s 2017 National Bridge Inventory Data

- Of the 17,072 bridges in the state, 2,008, or 11.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.¹
- 6 structurally deficient bridges in the state are on the Interstate Highway System.
- 2,153 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Over the last five years, bridge investment has accounted for 23.9 percent of highway and bridge contract awards in the state, compared to an average of 28.9 percent nationwide.²
- Over the last 10 years, 1,699 new bridges have been constructed in the state; 137 have undergone major reconstruction.
- The state has identified needed repairs on 7,317 bridges.³

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	540	722,252	7,409,510	4	5,056	54,000
Other principal arterial	1,371	1,635,728	7,699,430	24	15,486	101,400
Minor arterial	1,377	927,957	4,209,200	35	22,266	88,700
Major collector	3,885	1,860,560	4,498,504	358	120,789	302,745
Minor collector	859	308,344	736,990	56	12,858	16,591
Local	7,329	1,774,753	1,573,450	1,430	204,983	155,987
Urban Bridges						
Interstate	333	740,033	8,724,340	2	67,533	56,600
Freeway/expressway	77	148,629	1,067,150	0	0	0
Other principal arterial	395	936,770	4,920,184	13	8,666	109,500
Minor arterial	220	188,793	1,734,757	18	10,596	117,685
Collector	290	125,135	978,242	25	6,258	74,715
Local	396	111,528	448,567	43	6,140	25,502
Total	17,072	9,480,485	44,000,324	2,008	480,634	1,103,425

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,703	n/a	6,329,300	1,648,342
Widening & rehabilitation	1,023	n/a	7,431,455	749,323
Rehabilitation	332	n/a	420,844	87,331
Deck rehabilitation/replacement	38	n/a	26,122	17,101
Other work	221	n/a	332,909	86,107

Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
DeSoto	1959	29,000	Urban Interstate	I 55 over Star Landing Road
Warren	1973	27,600	Urban Interstate	Vicksburg Bridge
Pearl River	1948	16,000	Urban other principal arterial	US 11 over Hobolochitto Creek
Lee	1965	15,000	Urban minor arterial	Eason Blvd over Town and Kings Creek
Tate	1959	14,500	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	14,500	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	14,500	Rural Interstate	I 55 over SR 306
Hinds	1920	14,000	Urban minor arterial	Monument St over Town Creek
Lowndes	1953	14,000	Urban other principal arterial	SR 69 over McCary Creek
Rankin	1938	11,500	Urban other principal arterial	US 80 over KCS RR

Sources: Bridge data is from the 2017 National Bridge Inventory ASCII files, released by the Federal Highway Administration in January 2018. Note that specific conditions on bridges may have changed as a result of recent work.

¹ According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour. ARTBA follows the methodology of the FHWA and evaluates bridge status without applying the 10-year rule.

² ARTBA analysis of Dodge Data Analytics data.

³ States report the cost of proposed bridge work for each bridge to the Federal Highway Administration as part of the bridge inventory data each year. Each highway agency is encouraged to use its best available information and established procedures to determine bridge improvement costs.

⁴ 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, and the Dwight D. Eisenhower National System of Interstate and Defense Highways. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways are similar to interstates, with directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials are used for trips of moderate length, serve smaller geographic areas and connect to the higher arterial system. 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.