Mississippi

American Road & Transportation Builders Association

2022 Bridge Profile

Highlights from FHWA's 2021 National Bridge Inventory Data

- Of the 16,788 bridges in the state, 1,174, or 7.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,432 bridges classified as structurally deficient in 2017.
- 14 of the structurally deficient bridges are on the Interstate Highway System. A total of 97.3 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.
- 2,722 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 7,357 bridges at an estimated cost of $2.4 billion.

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	507	866,350	6,393,580	4	4,486	49,000
Other principal arterial	1,202	1,533,308	6,359,261	4	3,967	16,900
Minor arterial	1,322	946,023	3,870,530	33	22,444	103,510
Major collector	3,803	1,736,467	4,293,572	262	99,944	250,100
Minor collector	848	310,378	741,170	31	6,513	12,962
Local	7,014	1,835,180	1,526,003	764	118,961	116,474
Urban Bridges						
Interstate	450	901,839	11,969,865	10	79,382	174,400
Freeway/expressway	94	124,009	1,280,200	0	0	0
Other principal arterial	549	1,047,818	6,920,319	12	13,698	125,160
Minor arterial	283	302,208	1,935,514	11	6,316	77,730
Collector	318	163,653	1,122,790	22	7,487	56,805
Local	398	117,430	436,937	21	2,774	10,540
Total	**16,788**	**9,884,663**	**46,849,744**	**1,174**	**365,971**	**993,581**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5,363	$1,585.7	6,155,714	1,651,011
Widening & rehabilitation	1,005	$605.8	7,942,865	765,500
Rehabilitation	361	$67.2	592,635	105,207
Deck rehabilitation/replacement	34	$9.5	30,231	15,969
Other work	594	$157.9	792,751	252,781
Total	**7,357**	**$2,426.0**	**15,514,196**	**2,790,468**

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Top Most Traveled Structurally Deficient Bridges in Mississippi

County	Year Built	Daily Crossings	Type of Bridge	Location
Hinds	1969	26,000	Urban Interstate	I 20 over Lynch St, Abandoned RR
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Warren	1973	23,000	Urban Interstate	Vicksburg Bridge
Hinds	1966	19,500	Urban Interstate	I 20 over I 55 to I 20 West
Rankin	1981	18,000	Urban other principal arterial	SR 25 over Plummer Slough
Rankin	1966	17,500	Urban Interstate	I 20 over US 80
Rankin	1966	17,500	Urban Interstate	I 20 over US 80
Tate	1959	16,000	Rural Interstate	I 55 over Hickahala Creek
Tate	1959	16,000	Rural Interstate	I 55 over Hickahala Creek
Lauderdale	1959	15,500	Urban Interstate	I 20/I 59 over Knight Parker Road

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on January 3, 2022. 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.