



KNOW THE FACTS

About Mississippi's Roads and Bridges

Mississippi's excise tax on gasoline and other fuels (Miss. code 27-55-1) was enacted by the Legislature to generate vital funding for maintenance and construction of our state's roads and bridges. This legislation states that all monies collected through this tax shall be used exclusively for the betterment of Mississippi's surface transportation system.

Raiding funds earmarked for Mississippi's roads and bridges could further endanger travelers who use our roadways every day. Please consider the following facts and oppose any attempt to transfer money from the road and bridge program:

- The Mississippi Department of Transportation estimates a total funding shortfall of \$6 billion from 2007 to 2016, leaving many needed transportation projects unable to proceed.
- The recently approved American Recovery and Reinvestment Act (stimulus) will provide a short-term boost in transportation funding in Mississippi but this represents only a down payment. While the approximately \$320 million in stimulus funding will allow the state to make many needed improvements to its roads, highways and bridges, it is not sufficient to allow the state to proceed with numerous projects needed to modernize its transportation system.
- Roads and bridges play a central role in our state's economy. But our roads, highways and bridges have significant levels of deterioration, are increasingly congested and have one of the highest rates of traffic fatalities in the nation.
- Businesses are increasingly reliant on an efficient and reliable transportation system to move products and services. A key component in business efficiency and success is ease of access to customers, markets, materials and workers.
 - Commercial truck travel in the state is expected to increase significantly over the next two decades. Based on federal projections, commercial trucking will increase by 38 percent in Mississippi by the year 2020.
 - Companies look at the quality of a region's transportation system when deciding to re-locate or expand. Regions with poorly maintained roads may see businesses relocate to areas with a more efficient transportation system.
- MDOT has identified several corridors where the existing roadways need to be improved to four-lane highways or where a four-lane highway needs to be built, but currently lack adequate funding.
- 40 percent of Mississippi's major roads are rated in poor or mediocre condition.
- Bridges provide communities and individuals with access to employment, schools, shopping and medical facilities, as well as facilitating commerce, tourism and access for emergency vehicles. Mississippi has the eighth highest percentage of bridges in the nation that are structurally deficient.



TOTAL NUMBER OF BRIDGES IN MISSISSIPPI: 17,023		
BRIDGE CONDITION	# IN THIS CONDITION	% OF TOTAL BRIDGES
Structurally Deficient	2,891	17%
Functionally Obsolete	1,310	8%

- 17 percent of Mississippi's bridges (20 feet or longer) are rated structurally deficient, the eighth highest percentage in the nation. Eight percent of Mississippi's bridges (20 feet or longer) were functionally obsolete in 2008.

The 30 most deficient bridges in Mississippi, carrying at least 5,000 vehicles per day.

Rank	Route Carried	Route or feature intersected	Average Daily Traffic	Year built
1	US 84	Dry Creek	6,100	1937
2	US 49	Walls Creek	6,000	1934
3	SR 15	Dry Creek	5,600	1937
4	SR 8	Hurricane Creek	8,400	1942
5	US 51	Relief Opening	7,100	1934
6	SR 15	Hurricane Creek	6,000	1936
7	SR 309	Stream	5,100	1958
8	US 11	Greene Creek	7,100	1931
9	US 49	Myers Creek	9,000	1941
10	SR 43	Walnut Creek	6,500	1955
11	SR 15	Ethomo Creek	6,100	1938
12	SR 15	Ethomo Creek	6,100	1938
13	SR 15	Ethomo Creek Trib 4	6,100	1938
14	SR 8	Creek	8,400	1942
15	SR 8	Creek	5,100	1939
16	US 51	Relief Opening	8,500	1935
17	US 51	Relief Opening	8,500	1935
18	US 51	Relief Opening	8,500	1935
19	US 51	Relief Opening	8,500	1935
20	US 51	Relief Opening	8,500	1935
21	SR 468	Terripin Skin Creek	5,700	1956
22	SR 15	Ethomo Creek	6,100	1938
23	SR 15	Ethomo Creek Trib 1	6,100	1938
24	SR 15	Huckleberry Creek	5,600	1937
25	US 11	Beaverdam Creek	5,100	1934
26	US 11	Hobolochitto Creek	8,100	1948
27	SR 309	Byhalia Creek	5,800	1948
28	US 49	Big Black River Relief	6,000	1937
29	SR 15	Ethomo Creek Trib 3	6,100	1938
30	US 51	Hickahala Creek	8,500	1935

- A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition. In Mississippi, 42 percent of the state's major roads were in good condition in 2007.
- Because reconstructing roads costs approximately four times more than resurfacing them, it is critical that roads are fixed before they require major repairs.
- The challenge faced by Mississippi in funding needed projects could be made more difficult by the rising cost of highway construction materials. The cost of roadway improvements is escalating, in part because the price of key materials needed for highway and bridge construction has increased rapidly. Over the five-year period from January 2004 to January 2009, the average cost of materials used for highway construction – including asphalt, concrete, steel, lumber and diesel – increased by 44 percent.
- As Mississippi looks to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to provide a 21st century network of roads, highways and bridges that can accommodate the mobility demands of a modern society.

SOURCE: March 2009 report from TRIP, a nonprofit research organization dedicated to evaluation and distribution of economic and technical data on U.S. highway transportation issues.

To find out more, contact: Mike Pepper, Executive Director, Mississippi Road Builders Association
Office: 601-948-8825 Mobile: 601-573-4216, pepper@msroadbuilders.com
On the web: www.msroadbuilders.com