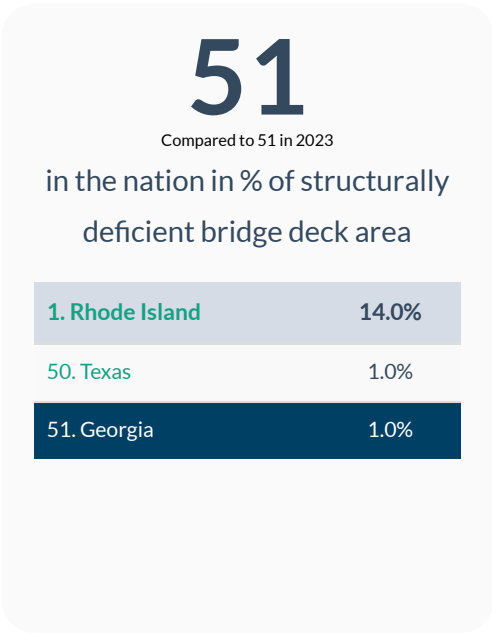
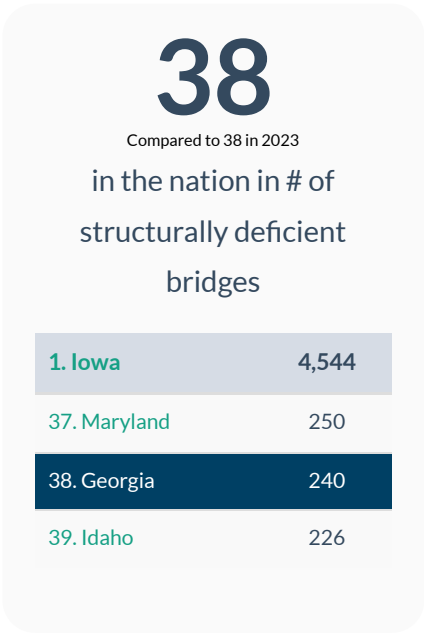
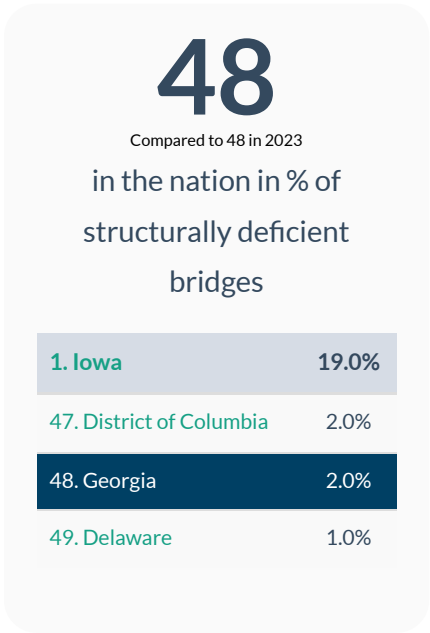
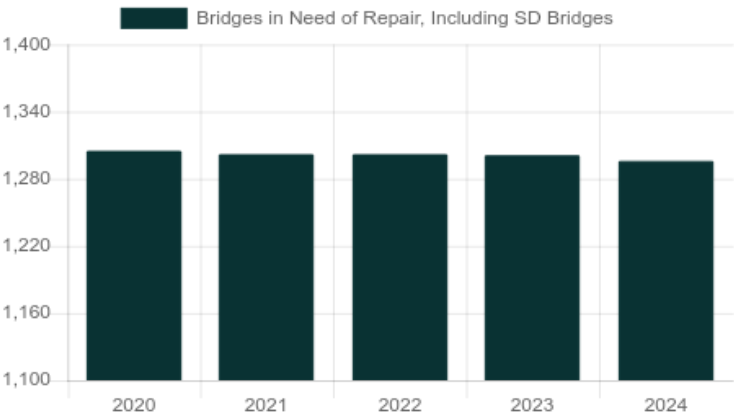


# Georgia Congressional District 14

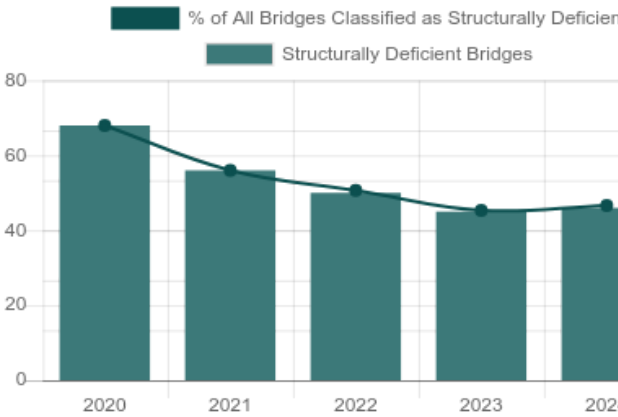
- Of the 1,324 bridges in the counties of this district, 46, or 3.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 68 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,296 bridges in the district, which will cost an estimated \$936.2 million.
- This compares to 1,305 bridges that needed work in 2020.
- The state has committed \$9.2 million in IJA bridge formula funds to support 3 projects in the District.



Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



## Top Most Traveled Structurally Deficient Bridges in Georgia

County	Year Built	Daily Crossings	Type of Bridge	Location
Floyd	1931	6,180	Urban minor arterial	Calhoun Road over Zuber Creek
Catoosa	1961	5,360	Urban minor arterial	Post Road (M-1110) over I-75
Floyd	1978	5,220	Urban minor arterial	Kingston Avenue over Ns Railroad (719097
Murray	1910	4,190	Rural major collector	US 76/SR 282 over Rock Creek
Polk	1918	2,820	Urban collector	College Street over CSX Railroad
Murray	1966	1,600	Rural local road	Cool Springs Rd over CSX Railroad (340672T)
Catoosa	1967	1,570	Rural major collector	Keith Road over Little Tiger Creek
Whitfield	1978	1,560	Rural minor collector	Mcgaughey Chapel R over Coahulla Creek
Chattooga	1952	1,358	Rural local road	Back Berryton Rd over Raccoon Creek Trib.
Chattooga	1930	990	Rural major collector	Oak Hill Road over Mosteller Creek
Walker	1923	920	Rural local road	Straight Cut Road over Crawfish Creek
Walker	1973	910	Rural major collector	East Armuchee Rd over East Armuchee Creek
Floyd	1926	780	Rural major collector	Plainville Road over Woodward Creek
Gordon	1983	780	Rural local road	Pocket Road over Snake Creek
Murray	1928	720	Rural major collector	Old US 411 over Coosawattee River
Murray	1921	720	Rural major collector	Old US 411 over Willbanks Branch
Haralson	1969	630	Rural local road	Broad Street over Tallapoosa River
Chattooga	1957	520	Rural minor collector	Lyerly Dam Road over Chattooga River
Chattooga	1958	410	Rural local road	Center Post Road over Chattooga River
Murray	1933	366	Rural local road	Dennis Mill Road over Rock Creek
Polk	1920	366	Rural local road	Davis Town Road over Hills Creek Trib
Chattooga	1989	360	Rural local road	Fish Hatchery Rd over Raccoon Creek Trib
Murray	1922	320	Rural local road	Loughridge Road over Mill Creek
Floyd	1938	280	Rural major collector	Bells Ferry Road over Woodward Creek
Murray	1934	280	Rural major collector	Ccc Camp Road over Emery Creek

## Bridge Inventory: Georgia

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	45	38,213	2,041,960	0	0	0
Rural arterial	101	94,977	1,051,988	0	0	0
Rural minor arterial	103	55,663	572,234	0	0	0
Rural major collector	202	68,661	463,857	9	2,032	10,440
Rural minor collector	102	24,005	89,398	2	750	2,080
Rural local road	391	79,664	153,928	31	2,974	9,716
Urban Interstate	19	55,908	1,476,700	0	0	0
Urban freeway/expressway	11	7,398	166,270	0	0	0
Urban other principal arterial	87	107,863	1,369,783	0	0	0
Urban minor arterial	122	95,080	1,276,910	3	1,389	16,760
Urban collector	55	14,177	197,525	1	680	2,820
Urban local road	86	24,719	157,457	0	0	0
Total	1,324	666,328	9,018,010	46	7,825	41,816

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	144	\$65	147,290	31,440
Widening & rehabilitation	104	\$57	400,791	40,526
Rehabilitation	17	\$4	18,496	2,735
Deck rehabilitation/replacement	21	\$25	128,794	17,723
Other structural work	1,010	\$786	7,992,820	534,655
Total	1,296	\$936	8,688,191	627,079

#### About the data:

Data includes information for the following area(s): Catoosa County, Chattooga County, Dade County, Floyd County, Gordon County, Haralson County, Murray County, Paulding County, Pickens County, Polk County, Walker County, Whitfield County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. 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 2023 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.