

National Bridge Inventory: Florida

- The state has identified needed repairs on 925 bridges.
- This compares to 1,003 bridges that needed work in 2020.
- Over the life of the IIJA, Florida will receive a total of \$263.4 million in bridge formula funds, which will help make needed repairs.
- Florida currently has access to \$158.0 million of that total, and has committed \$151.8 million towards 47 projects as of June 2024.
- Of the 13,036 bridges in the state, 364, or 2.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 408 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 1.4 percent of total deck area on all structures.

46

Compared to 43 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
45. Vermont	3.0%
46. Florida	3.0%
47. District of Columbia	2.0%

34

Compared to 30 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
33. Oregon	383
34. Florida	364
35. Montana	356

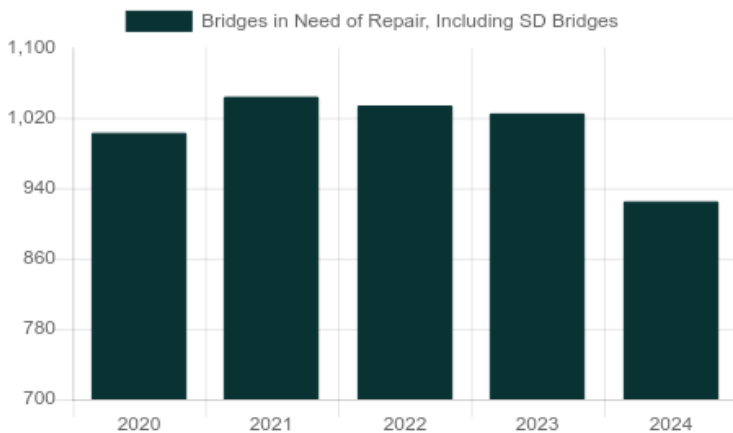
48

Compared to 46 in 2023

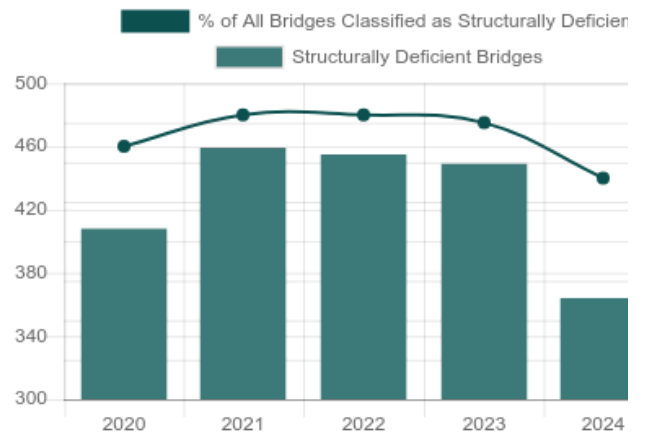
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
47. Utah	2.0%
48. Florida	1.0%
49. Arizona	1.0%

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



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Florida

County	Year Built	Daily Crossings	Type of Bridge	Location
Duval	1959	126,500	Urban Interstate	I-95 (SR-9) over 13th St.
Duval	1966	100,362	Urban Interstate	I-95 (SR-9) over Sweetwater Creek
Duval	2004	95,500	Urban Interstate	I-295 (SR-9A) over drainage Ditch
Okaloosa	1964	49,500	Urban other principal arterial	US98 SR30 over ICWW & Brooks St.
Miami-Dade	2016	48,400	Urban local road	WB NW 25th St. over North Line Canal
St. Johns	1958	47,000	Urban other principal arterial	US-1 (SR-5) over Oyster Creek
Duval	1967	45,000	Rural Interstate	I-95 NB (SR-9) over Nassau River
Duval	1967	45,000	Rural Interstate	I-95 SB (SR-9) over Nassau River
Duval	1983	44,500	Urban minor arterial	SR-134 (103rd St.) over Ortega Creek
Lee	1965	43,000	Urban collector	Del Prado Blvd NB over Lido Canal
Miami-Dade	1953	41,000	Urban other principal arterial	Comp SR-112 over Indian Creek Canal
Miami-Dade	1985	39,107	Urban minor arterial	Sw 117th Ave. over Town and Country Lake
Miami-Dade	1943	34,503	Urban minor arterial	Sw 42nd Avenue over Coral Gables Canal
Miami-Dade	1944	30,804	Urban other principal arterial	Rickenbacker Cswy. over Biscayne Bay/Bear Cut
Palm Beach	1956	29,500	Urban minor arterial	US-1 (SR-5) over Earman River (C-17)
Escambia	1961	26,494	Urban Interstate	I10 Sr8 over US90A SR10
Escambia	1961	26,494	Urban Interstate	I10 Sr8 over Sr297 Pine Forest
Duval	1960	25,000	Urban minor arterial	SR-13 over New Rose Creek
Miami-Dade	1966	24,725	Urban minor arterial	NW 22nd Ave. over Little River Canal (C7)
Broward	1974	23,920	Urban collector	NE 26th St. over North Fork Middle River
Miami-Dade	1958	23,500	Urban minor arterial	NE 96th Street over Bay Harbor Waterway
Miami-Dade	1963	23,500	Urban minor arterial	Kane Concourse over Indian Creek
Jackson	1943	23,500	Urban other principal arterial	US90 SR10 over Chipola River
Miami-Dade	2006	22,890	Urban minor arterial	NE 123rd Street over Biscayne Bay
Miami-Dade	1971	22,500	Urban other principal arterial	Sr934 WB (870550) over East Biscayne Bay

Bridge Inventory: Florida

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	570	795,166	15,736,092	3	7,306	110,200
Rural arterial	1,056	1,415,557	10,948,684	2	1,517	10,250
Rural minor arterial	558	640,119	3,488,927	16	15,729	88,659
Rural major collector	736	504,604	2,469,917	29	4,330	43,112
Rural minor collector	536	246,854	1,013,979	34	11,405	43,885
Rural local road	1,507	404,272	1,360,140	155	49,599	38,962
Urban Interstate	1,401	4,335,977	87,135,825	6	6,552	397,600
Urban freeway/expressway	1,433	3,026,100	56,579,026	0	0	0
Urban other principal arterial	1,488	3,652,021	40,392,236	14	76,902	359,304
Urban minor arterial	1,162	2,379,821	22,016,439	42	65,506	605,831
Urban collector	1,276	895,707	12,449,642	19	11,635	162,453
Urban local road	1,313	616,815	4,425,756	44	19,094	138,047
Total	13,036	18,913,012	258,016,663	364	269,574	1,998,303

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	88	\$262	346,917	86,919
Widening & rehabilitation	61	\$107	567,489	51,638
Rehabilitation	375	\$571	2,109,078	294,446
Deck rehabilitation/replacement	3	\$12	85,660	5,859
Other structural work	398	\$4,624	9,664,929	2,057,085
Total	925	\$5,576	12,774,073	2,495,946

About the data:

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.
