American Road & Transportation Builders Association

National Bridge Inventory: Georgia

- The state has identified needed repairs on 13,721 bridges.
- This compares to 13,698 bridges that needed work in 2020.
- Over the life of the IIJA, Georgia will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Georgia currently has access to $135.0 million of that total, and has committed $134.8 million towards 65 projects as of June 2024.
- Of the 15,069 bridges in the state, 240, or 1.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 374 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 1.0 percent of total deck area on all structures.

48

Compared to 48 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
47. District of Columbia	2.0%
48. Georgia	2.0%
49. Delaware	1.0%

38

Compared to 38 in 2023

in the nation in # of structurally deficient bridges

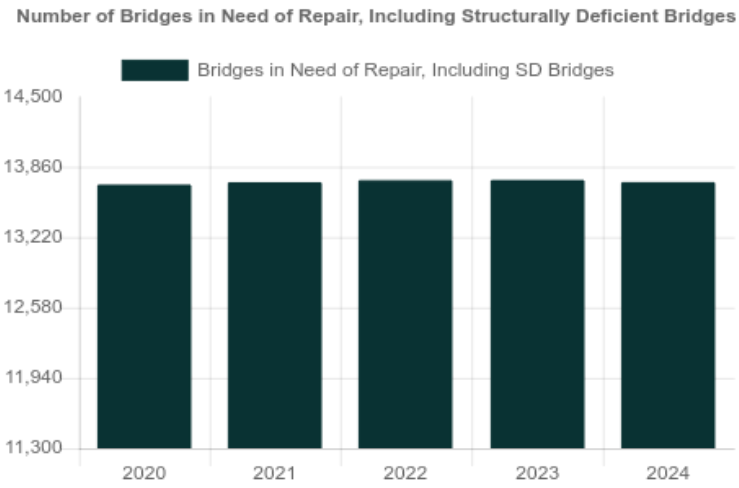
1. Iowa	4,544
37. Maryland	250
38. Georgia	240
39. Idaho	226

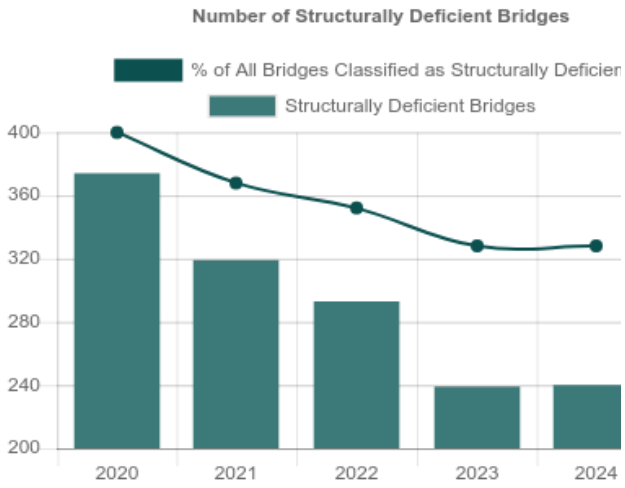
51

Compared to 51 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
50. Texas	1.0%
51. Georgia	1.0%





Top Most Traveled Structurally Deficient Bridges in Georgia

County	Year Built	Daily Crossings	Type of Bridge	Location
Rockdale	1963	45,600	Urban other principal arterial	SR 20 over I-20
Clayton	1959	35,000	Urban local road	I-285 Ramp over I-285 Ramp to I-75 SBl
Glynn	1986	32,900	Urban other principal arterial	SR 25Se Torras Cau over Mackay River
DeKalb	1954	27,900	Urban other principal arterial	Snapfinger Road over Snapfinger Creek
Wayne	1957	17,800	Urban other principal arterial	US 84 (WBl) over Little Mcmillan Creek
Fulton	1937	17,700	Urban minor arterial	Cheshire Bridge Rd over CSX Railroad (639814N)
Bartow	1949	11,900	Rural minor arterial	US 41 over Two Run Creek
DeKalb	1958	11,800	Urban collector	Houston Mill Road over S Fork Peachtree Creek
Fulton	1962	11,500	Urban minor arterial	Mt. Vernon Hwy over I-285 (SR 407)
Hall	1961	11,100	Urban minor arterial	Mcever Rd over Balus Creek
DeKalb	1965	10,400	Urban collector	Cedar Grove Road over Ns Railroad
White	1941	10,200	Rural minor arterial	SR 17- SR 75 over Chattahoochee River
Rabun	1926	9,330	Rural arterial	SR 15, US 23, US over Betty Creek
Spalding	1977	6,820	Urban minor arterial	Poplar Street over Ns Railroad
McIntosh	1944	6,790	Rural minor arterial	US 17 SR 25 over Darien River
Floyd	1931	6,180	Urban minor arterial	Calhoun Road over Zuber Creek
Butts	1954	5,920	Rural local road	SR 36 over Norris Creek
Brantley	1964	5,680	Rural arterial	US 82 Cor Z WBL / over Satilla River overflow
Newton	1964	5,470	Rural major collector	SR 212 over Lake Jackson(Ocmulgee R)
Catoosa	1961	5,360	Urban minor arterial	Post Road (M-1110) over I-75
Chatham	1922	5,240	Urban other principal arterial	Houlihan Bridge over Savannah River
Floyd	1978	5,220	Urban minor arterial	Kingston Avenue over Ns Railroad (719097
Stephens	1956	4,980	Urban minor arterial	Fernside Drive over Wards Creek
Baker	1956	4,900	Rural arterial	US 29 over Savannah Riv/Co Rd In Ga
Gilmer	1940	4,880	Rural major collector	SR 52 over Licklog 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	430	806,476	19,399,230	0	0	0
Rural arterial	1,034	1,136,658	8,559,432	5	11,584	23,030
Rural minor arterial	1,395	1,023,180	6,577,101	6	11,732	34,880
Rural major collector	2,651	1,167,783	4,386,607	32	17,088	44,410
Rural minor collector	1,179	331,613	797,674	21	5,194	15,431
Rural local road	3,417	674,686	1,452,975	136	15,610	33,699
Urban Interstate	625	1,362,183	55,639,748	0	0	0
Urban freeway/expressway	243	384,075	9,481,280	0	0	0
Urban other principal arterial	856	1,400,467	17,248,531	6	32,313	133,720
Urban minor arterial	1,251	1,254,306	15,703,566	10	4,405	73,014
Urban collector	614	429,130	4,380,630	4	3,413	27,640
Urban local road	1,374	746,747	5,864,892	20	3,906	51,304
Total	15,069	10,717,302	149,491,666	240	105,246	437,128

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,297	$1,287	5,487,849	602,855
Widening & rehabilitation	1,034	$834	6,719,130	579,158
Rehabilitation	107	$135	603,397	90,863
Deck rehabilitation/replacement	355	$706	3,179,490	476,023
Other structural work	10,928	$11,614	114,276,228	7,828,015
Total	13,721	$14,576	130,266,094	9,576,913

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.