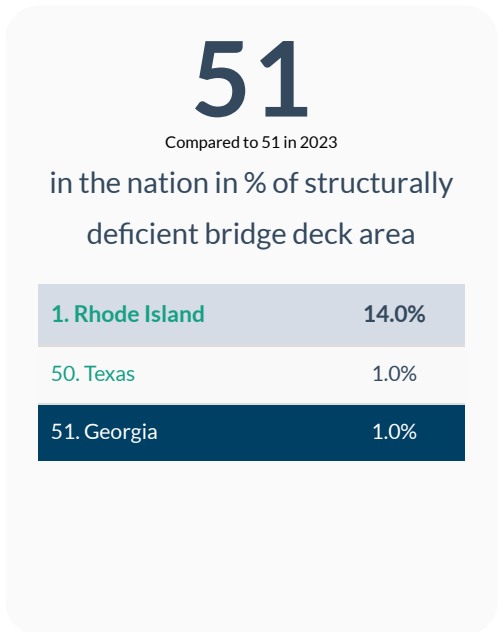
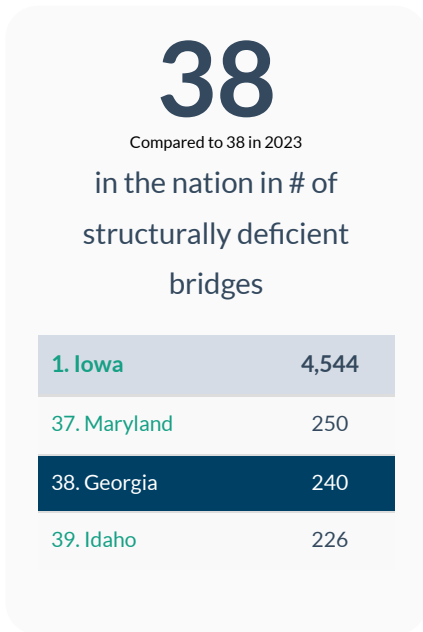
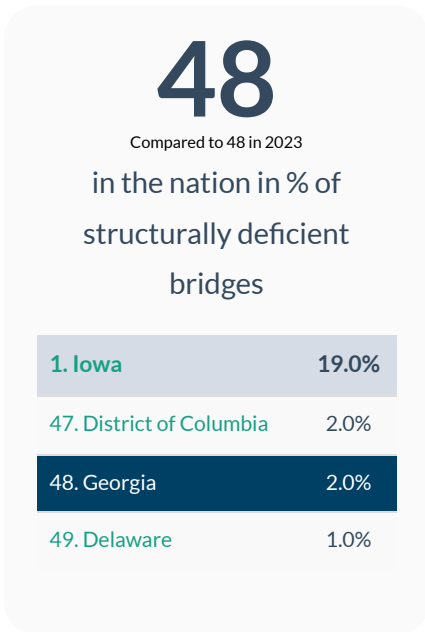
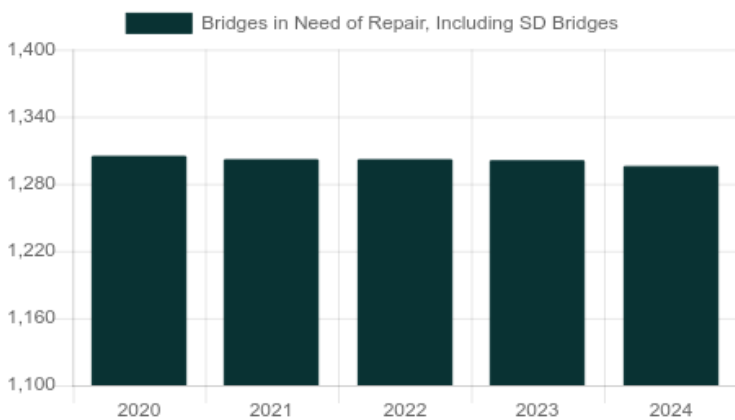


Georgia Congressional District 14

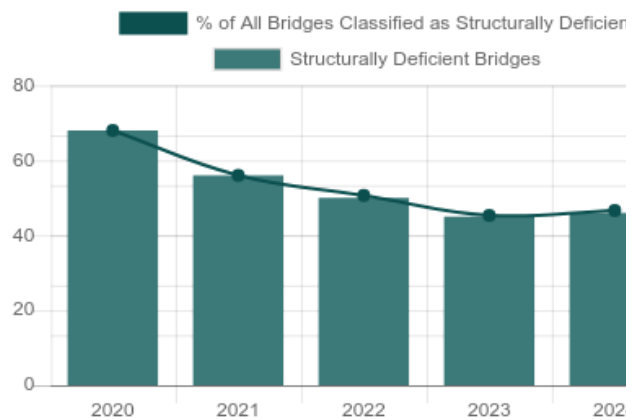
- Of the 1,324 bridges in the counties of this district, 46, or 3.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 68 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,296 bridges in 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.