

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 1,325 bridges in the counties of this district, 45, or 3.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 72 bridges classified as structurally deficient in 2019.
- Repairs are needed on 1,301 bridges in the district, which will cost an estimated \$862.1 million.
- This compares to 1,307 bridges that needed work in 2019.
- The state has committed \$7.4 million in IJA bridge formula funds to support 1 project in the District.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	45	38,213	2,041,960	0	0	0
Other principal arterial	101	94,977	1,051,988	0	0	0
Minor arterial	103	55,541	572,234	0	0	0
Major collector	203	68,484	464,117	8	1,942	9,720
Minor collector	102	24,001	89,398	3	789	2,983
Local	390	79,453	150,774	29	2,789	9,336
Urban Bridges						
Interstate	19	55,908	1,476,700	0	0	0
Freeway/expressway	11	7,398	166,270	0	0	0
Other principal arterial	87	107,863	1,369,783	0	0	0
Minor arterial	123	95,600	1,280,100	3	1,389	16,760
Collector	55	14,177	197,525	1	680	2,820
Local	86	24,719	157,457	1	318	3,550
Total	1,325	666,334	9,018,306	45	7,907	45,169

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	146	\$63.3	147,770	31,782
Widening & rehabilitation	105	\$55.6	401,157	41,124
Rehabilitation	17	\$3.7	19,296	2,716
Deck rehabilitation/replacement	20	\$23.5	128,694	17,445
Other work	1,013	\$716.0	7,997,173	535,292
Total	1,301	\$862.1	8,694,090	628,359

Top Most Traveled Structurally Deficient Bridges in this District

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
Floyd	1974	3,550	Urban local road	Walnut Avenue over Ns Railroad(719109G)
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.

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

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.