Georgia – Congressional District 5

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 1,330 bridges in the counties of this district, 14, or 1.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 17 bridges classified as structurally deficient in 2019.
- Repairs are needed on 1,085 bridges in the district, which will cost an estimated $2.0 billion.
- This compares to 1,077 bridges that needed work in 2019.
- The state has committed $2.4 million in IIJA bridge formula funds to support 2 projects 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	2	8,670	75,795	0	0	0
Other principal arterial	6	7,772	34,779	0	0	0
Minor arterial	1	932	31,600	0	0	0
Major collector	5	2,280	20,740	0	0	0
Minor collector	7	1,031	9,104	0	0	0
Local	30	8,964	30,282	3	443	2,326
Urban Bridges						
Interstate	188	504,656	26,671,870	0	0	0
Freeway/expressway	58	125,971	3,777,390	0	0	0
Other principal arterial	107	153,328	3,546,744	1	1,283	27,900
Minor arterial	309	419,892	4,859,155	1	191	2,004
Collector	221	204,604	1,844,725	3	2,733	24,820
Local	396	342,579	2,664,207	6	1,952	10,082
Total	**1,330**	**1,780,679**	**43,566,391**	**14**	**6,603**	**67,132**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	137	$201.1	1,817,836	102,037
Widening & rehabilitation	115	$127.8	1,912,172	95,051
Rehabilitation	5	$5.3	45,614	3,967
Deck rehabilitation/replacement	18	$25.5	180,910	18,845
Other work	810	$1,635.5	29,583,524	1,230,749
Total	**1,085**	$1,995.1	**33,540,056**	**1,450,650**

Georgia – Congressional District 5

American Road & Transportation Builders Association

District Bridge Profile

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
DeKalb	1954	27,900	Urban other principal arterial	Snapfinger Road over Snapfinger Creek
DeKalb	1958	11,800	Urban collector	Houston Mill Road over S Fork Peachtree Creek
DeKalb	1965	10,400	Urban collector	Cedar Grove Road over Ns Railroad
Fulton	1965	2,620	Urban collector	Westview Drive over M-9131- White Street
Fulton	1971	2,600	Urban local road	Marietta Road over CSX RR Yard (Tilford)
Clayton	1932	2,004	Urban minor arterial	Rex Circle over Big Cotton Indian Creek
DeKalb	1950	2,004	Urban local road	Park Drive over Snapfinger Creek
Fulton	1925	2,004	Urban local road	Lotus Ave. over Proctor Creek Trib
DeKalb	1952	2,004	Urban local road	W Nancy Creek Dr over Nancy Creek Trib
Fulton	1955	1,850	Rural local road	Johnson Road over Shoal Creek

Data includes information for the following area(s): Clayton County, DeKalb County, Fulton 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.