

Highlights from FHWA’s 2022 National Bridge Inventory Data

- Of the 248 bridges in the district, 4, 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 8 bridges classified as structurally deficient in 2018.
- 1 of the structurally deficient bridges are on the Interstate Highway System. A total of 0.0 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 10 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 122 bridges at an estimated cost of \$871.4 million.

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	0	0	0	0	0	0
Other principal arterial	0	0		0	0	0
Minor arterial	0	0		0	0	0
Major collector	0	0	0	0	0	0
Minor collector	1	271	2,000	0	0	0
Local	0	0	0	0	0	0
Urban Bridges						
Interstate	70	199,389	3,549,720	1	16,006	103,600
Freeway/expressway	16	55,802	657,700	0	0	0
Other principal arterial	50	156,162	1,867,100	2	16,788	19,300
Minor arterial	38	68,291	666,970	0	0	0
Collector	25	30,113	226,850	0	0	0
Local	48	49,888	494,347	1	138	2,100
Total	248	559,914	7,464,687	4	32,931	125,000

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1	\$69.0	14,300	16,526
Widening & rehabilitation				
Rehabilitation	16	\$90.6	674,125	29,040
Deck rehabilitation/replacement	10	\$44.7	224,800	10,905
Other work	95	\$667.1	2,592,672	162,196
Total	122	\$871.4	3,505,897	218,667

Top Most Traveled Structurally Deficient Bridges in District of Columbia

County	Year Built	Daily Crossings	Type of Bridge	Location
District of Columbia	1964	103,600	Urban Interstate	T. Roosevelt Brid over Pot River & Potomac
District of Columbia	1907	14,300	Urban other principal arterial	H Street over Washington Terminal Yard
District of Columbia	1955	5,000	Urban other principal arterial	Ramp from Benning Rd over SB Kenilworth Ave
District of Columbia	1950	2,100	Urban local road	Joyce Road over Luzon Branch

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 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.