

## Highlights from FHWA’s 2023 National Bridge Inventory Data

- The state has identified needed repairs on 1,025 bridges.
- Over the life of the IJJA, Florida will receive a total of \$263.4 million in bridge formula funds, which will help make needed repairs.
- Florida currently has access to \$105.3 million of that total, and has committed \$36.5 million towards 27 projects as of June 2023.
- Of the 12,881 bridges in the state, 449, or 3.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 361 bridges classified as structurally deficient in 2019.

## Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	575	811,302	15,113,537	3	7,306	105,500
Other principal arterial	1,048	1,362,799	9,638,572	13	6,240	43,750
Minor arterial	570	664,406	3,433,907	18	16,905	91,428
Major collector	745	512,622	2,530,849	35	6,429	60,032
Minor collector	528	243,834	1,096,496	39	16,182	50,385
Local	1,490	370,437	1,286,018	182	55,409	61,981
<b>Urban Bridges</b>						
Interstate	1,366	4,283,644	81,284,297	4	3,652	234,062
Freeway/expressway	1,393	2,908,836	51,284,480	0	0	0
Other principal arterial	1,471	3,535,584	39,639,908	18	71,001	543,654
Minor arterial	1,165	2,354,956	21,889,748	48	69,213	713,993
Collector	1,254	891,359	12,914,225	33	11,770	221,828
Local	1,276	593,931	4,158,128	56	21,218	190,317
<b>Total</b>	<b>12,881</b>	<b>18,533,710</b>	<b>244,270,176</b>	<b>449</b>	<b>285,325</b>	<b>2,316,930</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	93	\$227.9	349,635	87,875
Widening & rehabilitation	61	\$90.3	575,057	51,638
Rehabilitation	457	\$608.7	2,510,228	336,410
Deck rehabilitation/replacement	4	\$13.3	153,370	7,428
Other work	410	\$3,443.7	9,052,870	2,062,213
<b>Total</b>	<b>1,025</b>	<b>\$4,383.9</b>	<b>12,641,160</b>	<b>2,545,562</b>

## Top Most Traveled Structurally Deficient Bridges in Florida

County	Year Built	Daily Crossings	Type of Bridge	Location
Broward	1965	100,750	Urban Interstate	SB I-95 (SR-9) over Dania Cut-Off Canal
Duval	2004	82,000	Urban Interstate	I-295 (SR-9A) over drainage Ditch
Palm Beach	1976	55,500	Urban other principal arterial	N. Lake Blvd EB over Lwdd C-17 Canal
Broward	1975	52,500	Urban other principal arterial	SR 816 Oakland Pk over Canal C-13
Okaloosa	1964	50,500	Urban other principal arterial	US98 SR30 over ICWW & Brooks St.
Miami-Dade	2016	48,400	Urban local road	WB NW 25th St. over North Line Canal
Broward	1965	45,800	Urban other principal arterial	Sheridan St(Cr822) over Florida S Turnpike
Lee	1965	43,000	Urban collector	Del Prado Blvd NB over Lido Canal
Duval	1983	41,000	Urban minor arterial	SR-134 (103rd St.) over Ortega Creek
St. Johns	1958	41,000	Urban other principal arterial	US-1 (SR-5) over Oyster Creek

**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.