

Highlights from FHWA's 2022 National Bridge Inventory Data

- Of the 15,034 bridges in the state, 293, or 1.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 494 bridges classified as structurally deficient in 2018.
- 0 of the structurally deficient bridges are on the Interstate Highway System. A total of 96.9 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.
- 1,554 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 13,739 bridges at an estimated cost of \$12.1 billion.

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	432	798,644	15,114,164	0	0	0
Other principal arterial	1,029	1,119,320	7,060,097	3	3,137	9,960
Minor arterial	1,387	1,010,943	5,427,160	3	8,732	10,090
Major collector	2,652	1,153,574	3,706,929	34	15,872	32,480
Minor collector	1,182	316,934	623,775	45	10,005	19,430
Local	3,414	668,703	1,380,729	172	26,959	60,322
Urban Bridges						
Interstate	617	1,328,699	53,695,636	0	0	0
Freeway/expressway	233	373,838	10,240,310	0	0	0
Other principal arterial	853	1,381,350	16,671,744	4	29,333	50,570
Minor arterial	1,260	1,247,495	15,166,626	9	4,389	60,740
Collector	615	426,852	3,950,474	5	3,479	39,310
Local	1,360	746,906	5,133,474	18	3,954	25,092
Total	15,034	10,573,255	138,171,120	293	105,860	307,994

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,301	\$1,052.2	4,497,893	577,616
Widening & rehabilitation	1,079	\$769.2	6,999,636	621,321
Rehabilitation	95	\$100.7	418,640	81,042
Deck rehabilitation/replacement	232	\$384.2	1,745,763	309,508
Other work	11,032	\$9,830.6	106,472,840	7,910,182
Total	13,739	\$12,136.9	120,134,772	9,499,668

Top Most Traveled Structurally Deficient Bridges in Georgia

County	Year Built	Daily Crossings	Type of Bridge	Location
Glynn	1986	22,740	Urban other principal arterial	SR 25Se Torras Cau over Mackay River
Fulton	1938	19,790	Urban minor arterial	Cheshire Bridge Rd over South Fork P Tree Creek
DeKalb	1958	18,960	Urban collector	Houston Mill Road over S Fork Peachtree Creek
Wayne	1957	18,520	Urban other principal arterial	US 84 (WBI) over Little Mcmillan Creek
Richmond	1996	12,500	Rural local road	Chamberlain Ave over Butler Creek Trib
DeKalb	1965	9,560	Urban collector	Cedar Grove Road over Ns Railroad
Bibb	1935	9,230	Urban minor arterial	Tucker Road over Rocky Creek
Clayton	1932	8,420	Urban minor arterial	Rex Circle over Big Cotton Indian Creek
Brantley	1964	7,120	Rural arterial	US 82 Cor Z WBL / over Satilla River overflow
Fulton	1965	6,620	Urban collector	Westview Drive over M-9131- White Street

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.