

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

- The state has identified needed repairs on 13,740 bridges.
- Over the life of the IIJA, Georgia will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Georgia currently has access to \$90.0 million of that total, and has committed \$90.0 million towards 54 projects as of June 2023.
- Of the 15,058 bridges in the state, 239, 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 441 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	425	794,721	19,349,749	1	2,339	24,250
Other principal arterial	1,036	1,136,844	8,549,011	6	12,271	24,560
Minor arterial	1,392	1,016,306	6,535,431	4	9,174	23,290
Major collector	2,651	1,160,905	4,380,872	26	13,933	34,740
Minor collector	1,183	331,032	799,609	23	5,623	15,975
Local	3,417	671,261	1,385,922	140	16,862	44,983
<b>Urban Bridges</b>						
Interstate	628	1,359,731	56,267,727	0	0	0
Freeway/expressway	243	385,528	9,463,730	0	0	0
Other principal arterial	856	1,389,055	17,195,124	5	30,617	88,120
Minor arterial	1,250	1,248,191	15,658,052	8	3,463	34,814
Collector	614	428,379	4,378,138	5	3,479	29,320
Local	1,363	739,188	5,848,916	21	4,009	21,202
<b>Total</b>	<b>15,058</b>	<b>10,661,141</b>	<b>149,812,288</b>	<b>239</b>	<b>101,771</b>	<b>341,254</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,296	\$1,153.6	5,450,957	584,535
Widening & rehabilitation	1,059	\$817.9	7,591,586	608,829
Rehabilitation	101	\$113.6	498,844	85,301
Deck rehabilitation/replacement	308	\$545.7	2,434,323	408,587
Other work	10,976	\$10,498.2	114,761,010	7,869,965
<b>Total</b>	<b>13,740</b>	<b>\$13,129.1</b>	<b>130,736,720</b>	<b>9,557,217</b>

## Top Most Traveled Structurally Deficient Bridges in Georgia

County	Year Built	Daily Crossings	Type of Bridge	Location
Glynn	1986	32,900	Urban other principal arterial	SR 25Se Torras Cau over Mackay River
DeKalb	1954	27,900	Urban other principal arterial	Snapfinger Road over Snapfinger Creek
Columbia	1961	24,250	Rural Interstate	I-85 NB over Hartwell Reservoir
Wayne	1957	17,800	Urban other principal arterial	US 84 (WBI) over Little Mcmillan Creek
Richmond	1996	12,500	Rural local road	Chamberlain Ave over Butler Creek Trib
Bartow	1949	11,900	Rural minor arterial	US 41 over Two Run 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
Rabun	1926	9,330	Rural arterial	SR 15, US 23, US over Betty Creek
Spalding	1977	6,820	Urban minor arterial	Poplar Street over Ns Railroad

**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.