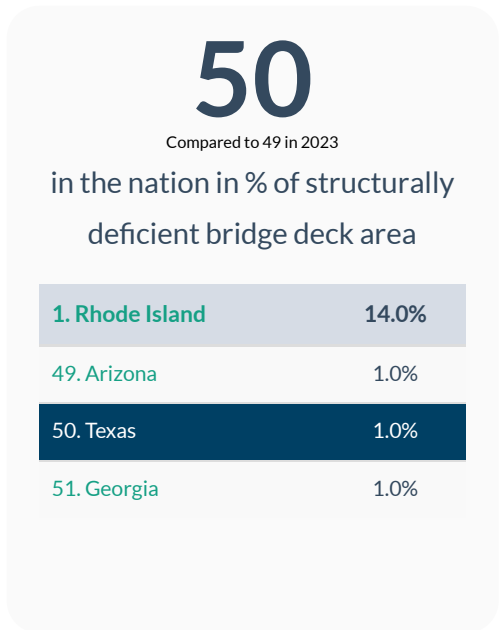
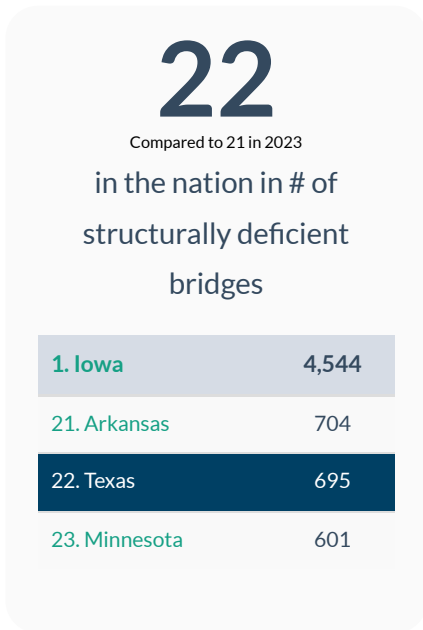
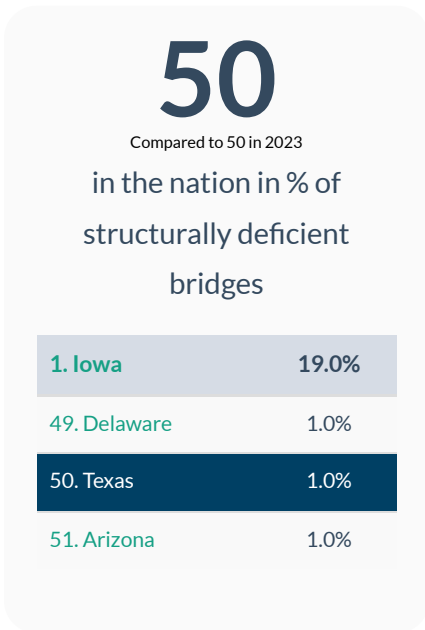
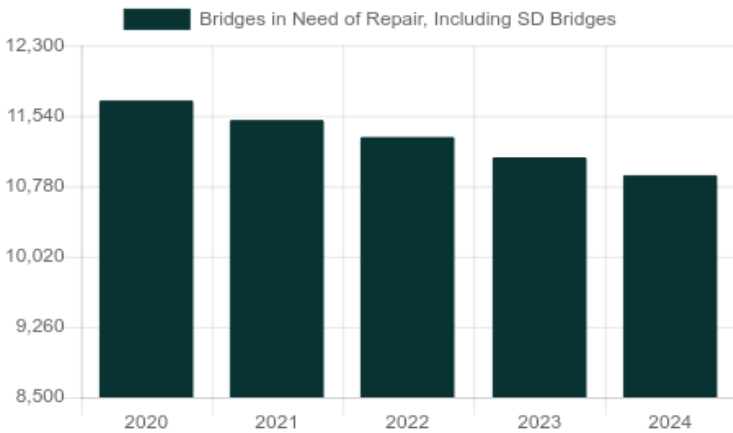


National Bridge Inventory: Texas

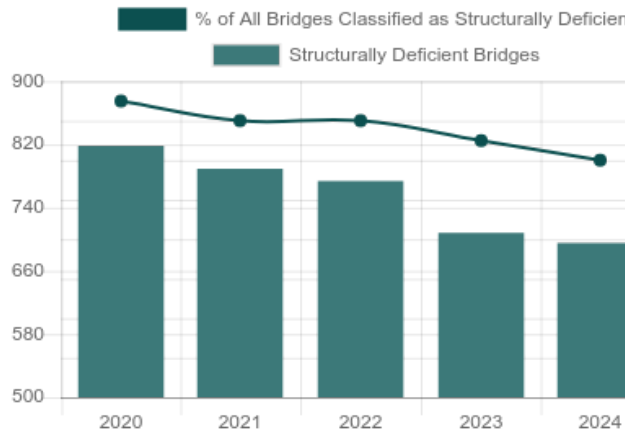
- The state has identified needed repairs on 10,899 bridges.
- This compares to 11,704 bridges that needed work in 2020.
- Over the life of the IIJA, Texas will receive a total of \$576.8 million in bridge formula funds, which will help make needed repairs.
- Texas currently has access to \$346.1 million of that total, and has committed \$247.8 million towards 289 projects as of June 2024.
- Of the 56,729 bridges in the state, 695, or 1.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 818 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 1.0 percent of total deck area on all structures.



Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Texas

County	Year Built	Daily Crossings	Type of Bridge	Location
Dallas	1959	194,462	Urban Interstate	IH 35E over Oak Lawn Ave & Turtle Ck
Dallas	1969	159,081	Urban Interstate	IH 635 over Draw
Travis	1990	143,268	Urban Interstate	IH 35 over FM 1825 N / Grand Ave
Dallas	1995	141,993	Urban Interstate	IH 30 over Lake Ray Hubbard
Dallas	1961	138,390	Urban Interstate	IH 45 NB Conn C over IH 30
Harris	1960	116,204	Urban Interstate	IH 45 SB over Crosstimbers St
Harris	1960	116,204	Urban Interstate	IH 45 NB over Crosstimbers St
Jefferson	1958	89,604	Urban Interstate	IH 10 over 11th St
Rockwall	1995	82,077	Urban Interstate	IH 30 over East Fork Trinity River
Dallas	1967	76,110	Urban Interstate	IH 635 EB over KCS RR
Dallas	1967	76,110	Urban Interstate	IH 635 WB over Kcr RR
Dallas	1967	76,110	Urban Interstate	IH 635 EB over SH 78 & KCS RR
Dallas	1954	68,837	Urban Interstate	IH 45 over UP RR & Miller Ferry Rd
Dallas	1970	66,000	Urban other principal arterial	Ss348NB to Ih35 NB over IH 35E SB
Dallas	1971	62,860	Urban freeway/expressway	US 80 Conn A over US 80
Dallas	1971	62,860	Urban freeway/expressway	US 80 Conn B over US 80
Harris	1986	47,938	Urban freeway/expressway	SH 146 over Clear Crk & Shipyard Dr
Harris	1970	44,730	Urban local road	S Braeswood Blvd over Hcfcd Ditch
Dallas	1971	39,466	Urban Interstate	IH 345 SB over IH 30 US 75 Dart Rail
Tarrant	1961	35,634	Urban other principal arterial	SH 121 WB over IH 35W SBI
Tarrant	1960	35,634	Urban other principal arterial	Spur 347 EB over IH 35W SB
Tarrant	1965	34,052	Urban freeway/expressway	US 287 NB over Carey Street
Galveston	1939	33,950	Urban Interstate	IH 45 NB over BNSF RR
Galveston	1965	33,950	Urban Interstate	IH 45 SB over BNSF RR
Denton	1958	33,174	Urban Interstate	IH 35 NBml over Clear Creek

Bridge Inventory: Texas

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	2,264	2,117,392	38,847,980	9	5,579	96,050
Rural arterial	4,932	4,521,021	36,221,426	13	38,870	79,293
Rural minor arterial	3,846	2,691,170	13,981,078	27	49,251	113,166
Rural major collector	7,997	3,374,319	12,037,656	51	38,068	57,622
Rural minor collector	2,536	719,044	1,421,284	19	5,153	12,013
Rural local road	10,407	2,265,188	5,841,611	423	51,784	92,925
Urban Interstate	3,548	10,149,316	203,245,732	24	178,209	1,771,573
Urban freeway/expressway	4,850	14,696,782	156,459,921	14	58,928	374,061
Urban other principal arterial	4,234	6,348,038	70,240,998	23	42,042	436,856
Urban minor arterial	3,115	3,387,800	34,581,090	24	70,033	144,657
Urban collector	3,364	3,043,099	23,861,907	14	10,901	64,272
Urban local road	5,636	3,027,418	18,715,484	54	24,249	232,369
Total	56,729	56,340,588	615,456,167	695	573,067	3,474,857

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	2,619	\$1,384	9,373,771	1,142,280
Widening & rehabilitation	69	\$37	939,162	44,520
Rehabilitation	585	\$315	3,184,929	380,698
Deck rehabilitation/replacement	9	\$1	1,506	1,564
Other structural work	7,617	\$5,212	75,679,702	6,304,464
Total	10,899	\$6,949	89,179,070	7,873,525

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result 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 federal aid highway bill 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 2023 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.
