

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 4,353 bridges in the counties of this district, 31, or 0.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 20 bridges classified as structurally deficient in 2019.
- Repairs are needed on 1,008 bridges in the district, which will cost an estimated \$980.1 million.
- This compares to 1,042 bridges that needed work in 2019.
- The state has committed \$36.8 thousand in IJA bridge formula funds to support 1 project in the District.

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	1	6,547	3,080	0	0	0
Other principal arterial	29	40,215	326,004	0	0	0
Minor arterial	15	9,604	105,892	0	0	0
Major collector	32	21,609	124,232	0	0	0
Minor collector	42	21,206	56,984	0	0	0
Local	114	30,911	106,090	1	157	100
Urban Bridges						
Interstate	615	2,254,769	38,748,998	14	136,674	995,319
Freeway/expressway	704	2,793,718	32,392,346	4	13,150	204,925
Other principal arterial	450	893,482	9,445,574	4	22,664	107,374
Minor arterial	627	756,778	7,592,331	5	31,852	32,806
Collector	651	674,357	5,029,048	1	4,547	680
Local	1,073	596,511	3,715,813	2	3,473	13,202
Total	4,353	8,099,706	97,646,392	31	212,518	1,354,406

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	22	\$47.2	180,153	47,972
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	37	\$50.0	1,075,382	77,214
Deck rehabilitation/replacement	0	\$0	0	0
Other work	949	\$882.9	14,826,840	1,209,750
Total	1,008	\$980.1	16,082,375	1,334,936

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Dallas	1959	194,462	Urban Interstate	IH 35E over Oak Lawn Ave & Turtle Ck
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
Dallas	1971	81,504	Urban Interstate	IH 30 WBml over IH 635
Dallas	1967	76,110	Urban Interstate	IH 635 WB over Tap RR
Dallas	1967	76,110	Urban Interstate	IH 635 EB over KCS 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 B over US 80

Data includes information for the following area(s): Collin County, Dallas County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 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.