

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 11,091 bridges.
- Over the life of the IJJA, Texas will receive a total of \$576.8 million in bridge formula funds, which will help make needed repairs.
- Texas currently has access to \$230.7 million of that total, and has committed \$178.8 million towards 88 projects as of June 2023.
- Of the 56,313 bridges in the state, 708, or 1.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 725 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
Rural Bridges						
Interstate	2,269	2,069,642	38,072,503	10	7,483	101,147
Other principal arterial	4,911	4,453,205	35,907,271	14	37,237	103,399
Minor arterial	3,904	2,747,491	13,964,509	28	59,468	122,656
Major collector	8,030	3,317,393	12,047,959	63	41,109	71,112
Minor collector	2,519	710,573	1,419,708	20	5,062	11,040
Local	10,444	2,259,932	5,601,798	416	49,682	64,452
Urban Bridges						
Interstate	3,507	10,077,096	199,177,550	25	187,318	1,758,001
Freeway/expressway	4,796	14,473,287	153,879,044	18	78,549	513,845
Other principal arterial	4,111	6,123,428	67,055,782	24	58,045	393,140
Minor arterial	3,018	3,309,326	33,448,106	26	71,847	171,678
Collector	3,264	2,931,531	24,019,719	17	25,134	96,022
Local	5,540	2,980,399	18,658,656	47	21,109	192,507
Total	56,313	55,453,304	603,252,608	708	642,043	3,598,999

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,679	\$1,290.3	9,375,480	1,156,881
Widening & rehabilitation	71	\$29.9	936,171	42,409
Rehabilitation	586	\$276.8	3,018,754	394,305
Deck rehabilitation/replacement	9	\$1.3	1,506	1,564
Other work	7,746	\$4,642.9	76,292,923	6,395,432
Total	11,091	\$6,241.1	89,624,834	7,990,590

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
Harris	1966	187,570	Urban Interstate	IH 610 over FM 521 & BNSF RR
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	1971	81,504	Urban Interstate	IH 30 WBml over IH 635
Dallas	1967	76,110	Urban Interstate	IH 635 EB over KCS RR

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.