

# Percent of Bridges in Good or Better Condition - Statewide

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\* This count does not include Railroad, Pedestrian, Utility, Temporary and Federally Owned structures.



District	Total District Structures	Area Total	SD Count	SD Area	FO Count	FO Area	Sub Standard Load Count	Sub Standard Load Area	% G or B (Count)	% G or B (Area)
Abilene	1,754	7,889,688	44	127,010	169	799,662	46	69,243	85.2 %	87.4 %
Amarillo	795	6,566,436	20	170,269	60	359,358	13	16,567	88.3 %	91.7 %
Atlanta	1,322	10,216,799	7	75,823	77	591,725	14	26,105	92.6 %	93.2 %
Austin	3,619	42,882,109	24	85,047	543	9,032,643	38	63,132	83.3 %	78.6 %
Beaumont	1,570	15,895,577	28	410,950	230	2,279,164	22	36,950	82.2 %	82.8 %
Brownwood	1,299	4,521,380	29	37,535	87	290,557	57	97,761	86.7 %	90.6 %
Bryan	1,842	8,819,106	43	45,756	265	908,286	41	40,531	81.1 %	88.7 %
Childress	906	3,953,151	7	15,899	36	87,248	20	52,242	93.0 %	96.1 %
Corpus Christi	1,728	15,725,999	32	96,793	151	1,466,587	24	44,352	88.0 %	89.8 %
Dallas	6,159	96,131,009	49	2,161,751	1,524	22,583,251	66	237,126	73.4 %	74.0 %
El Paso	1,265	12,757,015	5	45,409	120	1,963,686	70	164,464	84.6 %	83.0 %
Fort Worth	4,000	42,326,048	52	320,459	637	6,623,008	70	270,471	81.0 %	83.0 %
Houston	6,281	121,783,236	66	811,619	1,659	28,460,450	104	206,747	70.9 %	75.8 %
Laredo	1,048	7,803,296	6	5,264	89	934,904	4	5,451	90.6 %	87.9 %
Lubbock	493	5,426,154	9	30,139	43	563,067	3	5,715	88.8 %	89.0 %
Lufkin	1,324	7,823,585	75	87,377	169	576,485	58	44,987	77.2 %	90.9 %
Odessa	1,124	6,411,082	7	45,246	25	136,005	4	37,187	96.8 %	96.6 %
Paris	2,221	9,905,971	74	391,071	256	956,978	64	87,592	82.3 %	85.5 %
Pharr	1,076	14,332,064	15	28,993	93	2,260,910	24	33,413	87.7 %	83.8 %
San Angelo	1,343	7,569,294	8	22,352	85	552,468	21	70,638	91.5 %	91.5 %
San Antonio	3,857	42,039,657	20	96,191	533	7,068,522	16	62,397	85.2 %	82.8 %
Tyler	1,797	11,304,095	28	32,275	176	803,616	44	41,167	86.2 %	92.2 %
Waco	2,708	16,489,872	98	186,422	298	2,227,941	87	122,167	82.2 %	84.6 %
Wichita Falls	1,541	8,867,459	25	106,235	149	944,578	48	47,345	85.6 %	87.6 %
Yoakum	2,803	14,407,157	94	224,287	309	1,031,679	74	80,357	83.0 %	90.7 %
<b>District Totals:</b>	<b>53,875</b>	<b>541,847,239</b>	<b>865</b>	<b>5,660,172</b>	<b>7,783</b>	<b>93,502,778</b>	<b>1,032</b>	<b>1,964,107</b>	<b>82.0 %</b>	<b>81.3 %</b>

## Definition of Percent of Bridges in Good or Better Condition

The Percent of Bridges in Good or Better (Sufficient) Condition is calculated by subtracting the sum of the Structurally Deficient, the Functionally Obsolete and the Sub-Standard Load from Total Structures and then dividing the difference by the Total Structures.

### Definitions of Structurally Deficient, Functionally Obsolete and Sub-Standard

Structurally Deficient Formula:

If one of the following items is coded as follows:

Deck Condition (Item 58)

Superstructure Condition (Item 59)

Substructure Condition (Item 60)

'4' : Poor condition

'3' : Serious Condition

'2' : Critical Condition

'1' : Imminent Failure

'0' : Failed Condition

OR

Structural Evaluation (Item 67) is coded as one of the following:

'2' : Requiring Replacement

'0' : Closed

OR

Waterway Adequacy (Item 71) is coded as one of the following:

'2' : Frequent overtopping of bridge deck and approaches with significant to severe traffic delays.

'0' : Bridge closed

Functionally Obsolete Formula:

Roadway Geometry (Item 68) is coded with a value of 3 or less.

OR

If one of the following items is coded as follows:

Underclearances, Vertical and Horizontal (Item 69)

'3' : Underclearance requiring corrective action

'2' : Underclearance requiring replacement

'0' : Bridge closed

Approach Roadway Alignment (Item 72)

'3 or less' : Intolerable

OR

Structural Evaluation (Item 67) is coded as '3' : Requiring corrective action

Waterway Adequacy (Item 71) is coded as '3' : Ranging from occasional overtopping of roadway approaches with significant traffic delays to Frequent overtopping of bridge deck and

approaches with significant to severe traffic delays.

Sub-Standard Load Definition:

A bridge is considered sub-standard for load only if it is not classified as structurally deficient or functionally obsolete but has a load capacity less than the maximum load permitted by state law.