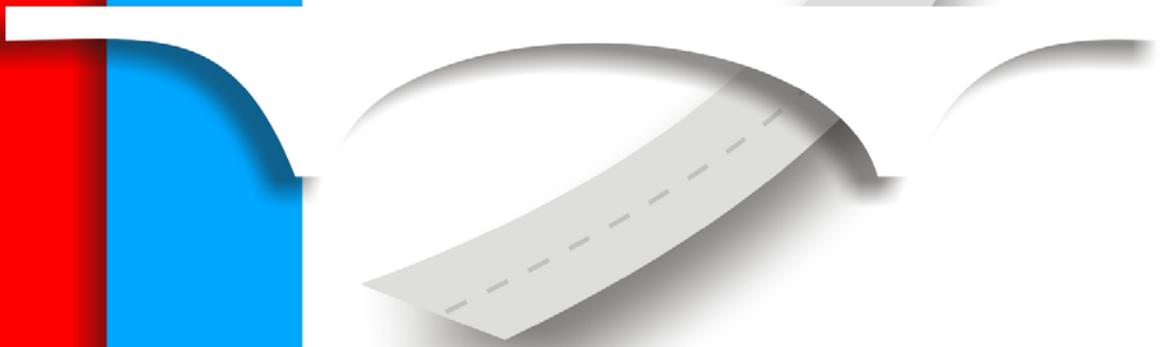




Report on Texas Bridges



as of September 2010

Report on

Texas Bridges

as of September 2010

Prepared by the Bridge Division
Texas Department of Transportation

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Report on Texas Bridges as of September 2010

Executive Summary

This report describes Texas publicly owned vehicular bridges and their condition as of September 2010 based on information in the Bridge Inspection Database, the Unified Transportation Program (UTP) planning document, and the Design and Construction Information System (DCIS). It describes bridges categorized by location either on or off the state highway system. It also describes the condition of Texas bridges in terms of sufficiency: sufficient bridges (bridges in good or better condition), structurally deficient bridges, functionally obsolete bridges, and sub-standard-for-load-only bridges.

Goals. This report tracks the progress toward TxDOT's goals to:

- Make 80% of Texas bridges in good or better condition by end of FY 2011; and
- Eliminate structurally deficient on-system bridges.

This and previous reports show the following progress toward these two goals:

Goal – Make 80% of Texas Bridges in Good or Better Condition by End of FY 2011

FY 2001 – 70% of bridges in good or better condition FY 2002 – 71% of bridges in good or better condition FY 2003 – 75% of bridges in good or better condition FY 2004 – 76% of bridges in good or better condition FY 2006 – 77% of bridges in good or better condition FY 2008 – 78% of bridges in good or better condition FY 2010 – 80% of bridges in good or better condition
--

Goal – Eliminate Structurally Deficient On-System Bridges

FY 2001 – 763 structurally deficient, on system bridges FY 2002 – 693 structurally deficient, on system bridges FY 2003 – 645 structurally deficient, on system bridges FY 2004 – 565 structurally deficient, on system bridges FY 2006 – 483 structurally deficient, on system bridges FY 2008 – 354 structurally deficient, on system bridges FY 2010 – 305 structurally deficient, on system bridges

This report also illustrates TxDOT strategies to plan, build, use, maintain, and manage key state resources to ensure that Texas bridges meet the goals outlined in the TxDOT Strategic Plan 2011-2015:

- Develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans.
- Enhance safety for all Texas transportation system users.

- Maintain the existing Texas transportation system.
- Promote congestion relief strategies.
- Enhance system connectivity.
- Facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.

Condition of Texas Bridges. In September, 2010, Texas had 51,557 bridges. Their condition at that time is shown by the following figure (same as Figure 3-1).

Condition of Texas Bridges by Count in September 2010 (51,557 Total)

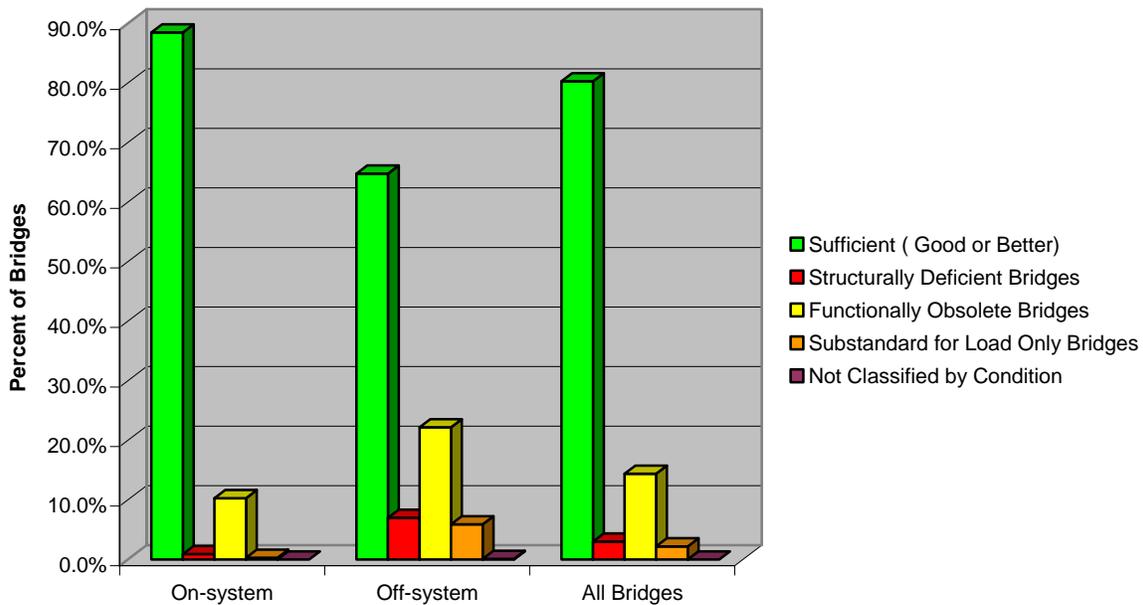


Figure ES-1.

From FY 2008 through FY 2010, the number of sufficient (good or better) bridges increased by 1,759. This increase was made up of 1,016 more on-system bridges and 743 additional sufficient off-system bridges. As the inventory of bridges in Texas grows, the percentage of sufficient bridges has increased steadily—from 70% in September 2001 to 71% in September 2002, to 75% in September 2003, to 76% in September 2004, to 77% in September 2006, to 78% in September 2008 and to over 80% in September 21010.

Of the non-sufficient bridges in Texas, the period from FY 2008 through FY 2010 produced a net improvement of 741 bridges, as shown by the negative numbers in the following table. This improvement encompassed 446 more on-system and 295 more off-system bridges that changed from non-sufficient to sufficient.

Change in Condition of Non-Sufficient Bridges from FY 2008-2010

Condition	Change On-System	Change Off-System	Total Change
Structurally Deficient	-49	-212	-261
Functionally Obsolete	-392	40	-352
Sub-standard for load only	-5	-123	-128
Total Change	-446	-295	-741

Table ES-1.

Change in the condition of non-sufficient Texas bridges from FY 2006 through FY 2008 is also shown in the following figure (same as Figure 3-2).

Change in Condition of Non-Sufficient Bridges from FY 2008-2010

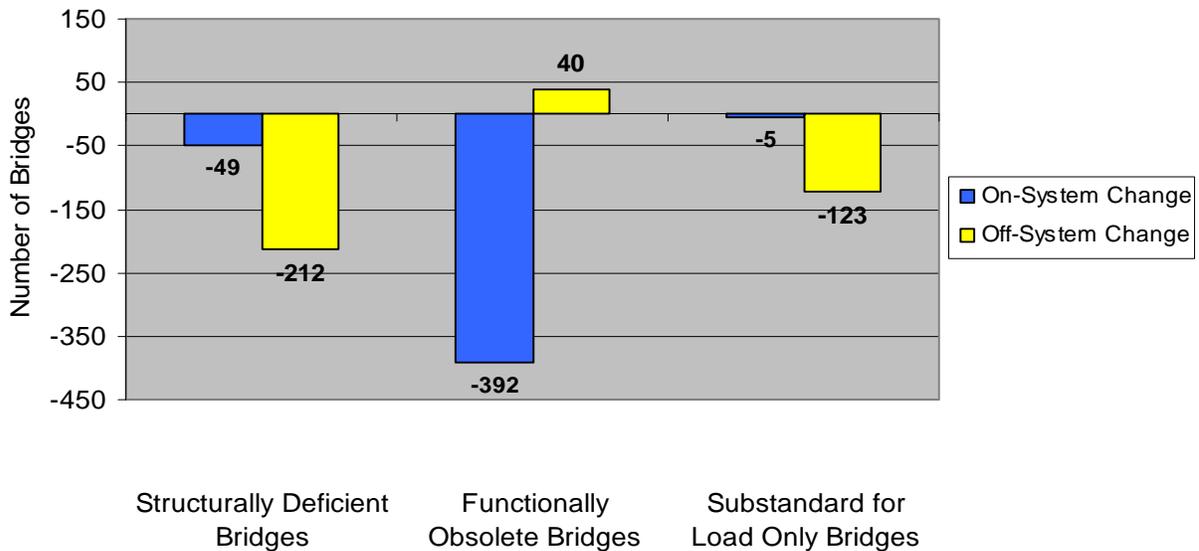


Figure ES-2.

Funding. The following programs made funds available or facilitated upgrades of non-sufficient bridges:

- Highway Bridge Program (HBP)—TxDOT has administered this Federal Highway Administration (FHWA) program since its beginning in 1970 when it was known as the Highway Bridge Replacement and Rehabilitation Program (HBRRP). Initial funding participation requirements for both on- and off-system bridges were 80% federal and 20% local; however, in 1995 TxDOT initiated a change in participation requirements for off-system bridges to pay half of the local government’s share (80% federal, 10% state, 10% local).

- **State Infrastructure Bank (SIB)**—Effective September 1997, this revolving account in the State Highway Fund allows TxDOT to award loans to local governments to support eligible transportation projects. The overall goal of the SIB program is to provide innovative financing methods that will add to the list of options available to communities to assist them in meeting their infrastructure needs. The SIB program allows borrowers to access capital funds at or lower than current market interest rates. The Texas Transportation Commission, TxDOT’s governing body, has approved 90 loans totaling more than \$382 million from the SIB program. The loans have helped leverage more than \$3.5 billion in transportation projects in Texas.
- **Economically Disadvantaged Counties (EDC) Program**—Effective January 1998, this program allows TxDOT to adjust a county’s matching funds requirements after evaluating the local government’s ability to meet the requirement. TxDOT also allows a county participating in the EDC program to use its adjusted participation amount in lieu of all or part of its 10% cost participation in the Participation-Waived Project/Equivalent-Match Project (PWP/EMP) program.
- **PWP/EMP Program**—Effective August 2000, this program revised local participation requirements to allow 100% federal/state funding of a TxDOT-programmed participation-waived project (PWP) in cases where the local government agrees to perform structural improvement work on other equivalent-match-project (EMP) deficient bridges with a dollar amount at least equal to their normal 10% project match. State design standards apply to the PWPs while the EMP design standards are determined by the local governments based on local needs and standards.
- **Simplified local government participation**—Effective August 2000, TxDOT provided that when the local government elects to participate in the cost of a TxDOT-programmed bridge, instead of being responsible for 10% of actual costs, the local government is now responsible for 10% of the estimated project cost at the time the agreement with TxDOT is signed. The local government no longer participates in subsequent overruns in costs of program-eligible project items unless it lets and manages the project.

Contracting and Funds Spent. During FY 2010, Texas contracted projects to address 55 structurally deficient bridges and 79 functionally obsolete on-system bridges. During the same time period, Texas contracted projects to address 142 structurally deficient and 11 functionally obsolete off-system bridges. This results in a total of 287 deficient or obsolete bridges addressed during FY 2010.

TxDOT spent a total of \$736.7 million in FY 2010 for on-system bridge maintenance, bridge replacement and rehabilitation, and construction of new location bridges. These funds were distributed as follows:

- \$385.3 million (52%) for on-system new location
- \$320.4 million (43%) for on-system replacement/rehabilitation
- \$31 million (5%) for on-system maintenance

TxDOT spent a total of \$95 million in FY 2010 for off-system bridge maintenance, bridge replacement and rehabilitation, and construction of new location bridges. These funds were distributed as follows:

- \$60.1 million (63%) for off-system replacement/rehabilitation
- \$34.9 million (37%) for new location

Challenges and Solutions.

Texas has a bright transportation future and TxDOT will continue to work with communities and local, state and federal leaders to ensure that our state leads the nation in the safety and quality of our transportation infrastructure.

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Chapter 1 – Overview

Introduction. The Texas Department of Transportation is on a mission to modernize. We are changing the way we do business in order to keep up with our modern, mobile society. Our old ways of thinking are giving way to new, innovative ideas for meeting the mobility needs of the citizens of Texas. Some things, though, will never change – the safety of the traveling public will always be a top priority of the department.

Texas has long enjoyed a reputation for having a premier system of safe highways and bridges. This system has allowed Texans to experience economic prosperity and a quality of life unique to our state. Even though today we face mobility challenges, deteriorating infrastructure and funding shortages, the Texas Department of Transportation is ready to take on these challenges. We are committed to developing innovations in funding and infrastructure development and exploring new and more efficient technologies to make sure that Texas bridges are safe.

The Texas Transportation Commission has developed a plan to meet these challenges. This plan is laid out in the agency’s Strategic Plan, 2011 through 2015, available at ftp://ftp.dot.state.tx.us/pub/txdot-info/sppm/strategic_plan2011.pdf. The Commission’s plan is focused on six goals:

- Develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans.
- Enhance safety for all Texas transportation system users.
- Maintain the existing Texas transportation system.
- Promote congestion relief strategies.
- Enhance system connectivity.
- Facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.

Also, in August 2001, Texas Transportation Commissioner John W. Johnson established a new measure to increase safety for the traveling public. This new measure required that within ten years, or by September 2011, at least 80% of the bridges in Texas be in good or better condition.¹

As part of the September 2001 evaluation of Texas bridges, TxDOT adopted an additional goal to accelerate the upgrade of all structurally deficient on-system bridges in an effort to eliminate more quickly all structurally deficient on-system bridges.

The TxDOT Bridge Division tracks progress toward these goals in a report on the condition of publicly owned vehicular bridges:

- *Report on Texas Bridges as of September 2001*—Baseline information showing the state of the bridges at the end of FY 2001.

¹ Texas Transportation Commission’s Transportation Working Group, “Texas Transportation Partnerships: Connecting You to the World,” August 2001.

- *Report on Texas Bridges as of September 2002*—Information showing the state of the bridges at the end of FY 2002.
- *Report on Texas Bridges as of September 2003*—Information showing the state of the bridges at the end of FY 2003.
- *Report on Texas Bridges as of September 2004*—Information showing the state of the bridges at the end of FY 2004. At this time it was determined to publish the report biennially.
- *Report on Texas Bridges as of September 2006*—Information showing the state of the bridges for the period FY 2005 and FY 2006.
- *Report on Texas Bridges as of September 2008*—Information showing the state of the bridges for the period FY 2007 and FY 2008.
- *Report on Texas Bridges as of September 2010* – This report of information showing the state of the bridges for the period FY 2009 and FY 2010.

These reports show the following progress toward these two goals:

Goal – 80% of bridges in Texas in good or better condition:

FY 2001 – 70% of bridges in good or better condition
 FY 2002 – 71% of bridges in good or better condition
 FY 2003 – 75% of bridges in good or better condition
 FY 2004 – 76% of bridges in good or better condition
 FY 2006 – 77% of bridges in good or better condition
 FY 2008 – 78% of bridges in good or better condition
 FY 2010 – 80% of bridges in good or better condition

Goal – accelerate the upgrade and reduce the number of structurally deficient on-system bridges:

FY 2001 – 763 structurally deficient, on system bridges
 FY 2002 – 693 structurally deficient, on system bridges
 FY 2003 – 645 structurally deficient, on system bridges
 FY 2004 – 565 structurally deficient, on system bridges
 FY 2006 – 483 structurally deficient, on system bridges
 FY 2008 – 354 structurally deficient, on system bridges
 FY 2010 – 305 structurally deficient, on system bridges

As this shows, TxDOT has met its goal – one year ahead of time – to have 80% of bridges in good or better condition. In addition, we are consistently eliminating on-system structurally deficient bridges from our inventory.

Purpose. This report describes the condition of all publicly owned vehicular bridges in Texas at the end of FY 2010. It provides the following information:

- Chapter 2—Characteristics of Texas bridges, categorized by location on or off the state highway system and by age.
- Chapter 3—Condition of the bridges and changes from the preceding report.
- Chapter 4—Funding background and definitions.

- Chapters 5 and 6—Status of funding and letting of bridge projects at the end of FY 2010.
- Chapter 7—Concerns for the future of Texas bridges based on their attributes and conditions. Summaries of progress made toward TxDOT’s bridge goals during the preceding reporting period and tough decisions to be made. Our plan for staying on course.

Data Sources. TxDOT uses the Unified Transportation Program (UTP), a ten-year planning document, to guide and control project development. The UTP identifies Texas projects scheduled to be let for construction bids and is typically updated and re-issued yearly. It provides the source of data for funding information in this report. The 2012 UTP is available at http://ftp.dot.state.tx.us/pub/txdot-info/fin/utp/2012_utp_052611.pdf.

TxDOT maintains its inspection information on each publicly owned vehicular bridge in the electronic Bridge Inspection Database. This database is a repository of information on the characteristics of the bridges and their conditions, and it provides the source of data for descriptions of bridges in this report. The database identifies each bridge by its National Bridge Inventory (NBI) number and is updated continually based on biannual safety inspections.

TxDOT uses an automated information system—the Design and Construction Information System (DCIS)—for planning, programming, and developing projects. DCIS tracks information by work descriptions, funding requirements, and dates for proposed activities. DCIS provides the source of information on letting for construction bids of the projects described in this report.

These resources provide a wealth of information about Texas bridges. In addition, TxDOT continually evaluates bridge information needs and is currently developing new ways to collect and retrieve data.

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Chapter 2 – Characteristics of Texas Bridges

Terms. Distinctive characteristics of publicly owned vehicular bridges include the following:

- *On-system or off-system:* On-system bridges are located on the designated state highway system, are maintained by TxDOT, and are typically funded with a combination of federal and state or state-only funds. Off-system bridges are not part of the designated state highway system and are under the direct jurisdiction of the local government such as a county, city, other political subdivision of the state, or special district with authority to finance a highway improvement project. This report classifies bridges by their location as either on- or off-system.
- *Age:* This report classifies bridges by age according to significant historic changes in design criteria governing widths and live loads. Live loads are the moving weights placed on a bridge, not including the weight of the structure itself. In the few cases where accumulated data for a structure does not identify age, this report categorizes the age as “Not Classified.”

On- and Off-system Bridges. Texas has 51,557 bridges at the time of the writing of this report. This constitutes approximately 1/12th of the nation’s entire inventory of bridges and approximately 59% more bridges than any other state. The following figure shows the number of on- and off-system bridges in Texas.

Count of On- and Off-System Texas Bridges as of September 2010 (51,557 Total)

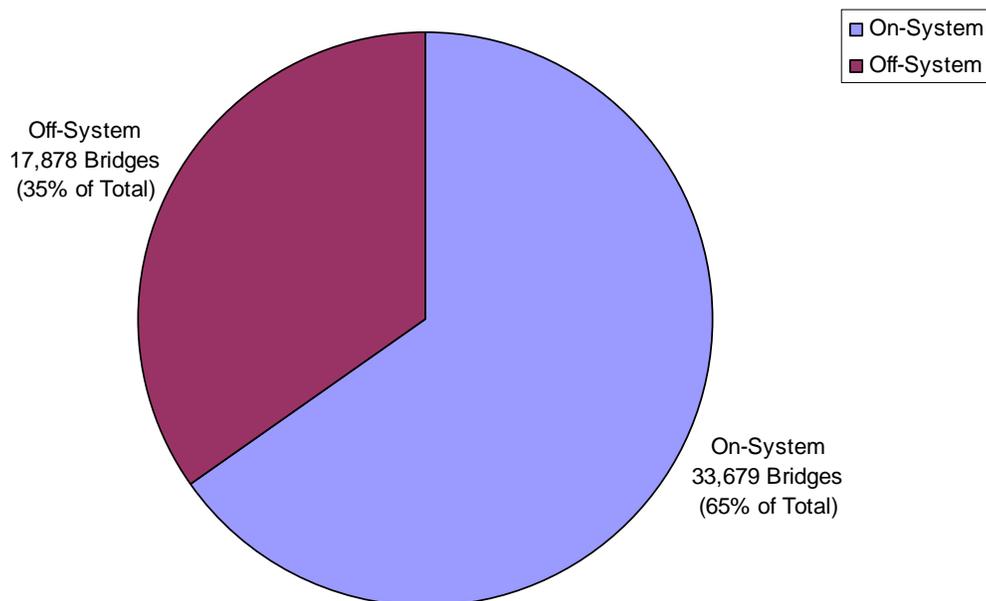


Figure 2-1.

In September 2010, Texas had 33,679 on-system bridges and 17,878 off-system bridges. This constitutes 985 more bridges than in September 2008. As shown in the following table, most of the bridges added during FY 2009 and FY 2010—561 of them—are on-system bridges.

Count of On- and Off-System Bridges

	On-system	Off-system	Total
Bridges in Sept. 2010	33,679	17,878	51,557
Bridges in Sept. 2008	33,118	17,454	50,572
Change as of FY 2008	+561	+424	+985

Table 2-1.

Age. The correlation between the age of bridges and their need for special maintenance predicts the need for resources to support bridge replacement and rehabilitation. In addition, on-system Texas bridges built after 1900 can be classified by significant changes in the design criteria that governed their construction:

- Built before 1950—Bridges generally designed for less than the current state legal load.
- Built between 1950 and 1970—Bridges generally required to accommodate the minimum design load or higher recommended by the American Association of State Highway and Transportation Officials, but may be narrower than their approach roadways. A number of these bridges are too narrow to meet current requirements. (Required bridge load capacity is described in detail in TxDOT's *Bridge Inspection Manual* at <http://onlinemanuals.txdot.gov/txdotmanuals/ins/index.htm>.)
- Built after 1970—Bridges generally required to accommodate the minimum design load or higher recommended by the American Association of State Highway and Transportation Officials, and must be at least as wide as their approach roadways.

Between 1950 and 1970, many new-location on-system bridges were built as the interstate system developed and the state highway system expanded. The number of on-system bridges built during this time was more than triple the number of off-system bridges built.

However, since 1970 the number of off-system bridges has increased at a much faster rate. This is because additional new off-system roads and bridges are being built as many of the metropolitan and urban areas of Texas experience exponential growth.

The following table and figure show bridges by age groupings.

Age of Bridges in FY 2010

Year Built	On-system Bridges		Off-system Bridges		All Bridges	
	Number	Percent	Number	Percent	Number	Percent
Built before 1950	6,529	19.4%	2,067	11.6%	8,596	16.7%
Built 1950 - 1970	13,229	39.3%	3,181	17.8%	16,410	31.8%
Built after 1970	13,905	41.3%	12,628	70.6%	26,533	51.5%
Not classified	16	0.0%	2	0.0%	18	0.0%
Total	33,679	100.0%	17,878	100.0%	51,557	100.0%

Table 2-2.

Age of On- and Off-System Texas Bridges in FY 2010 (51,557 Total)

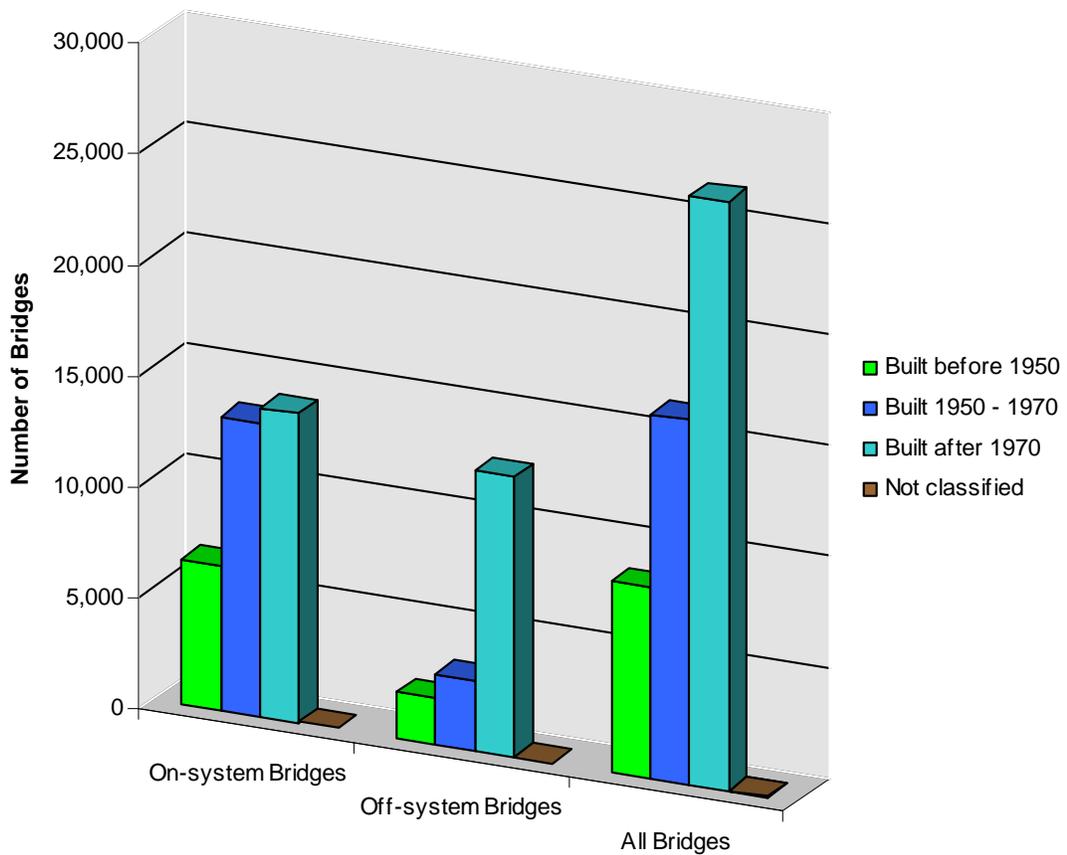


Figure 2-2.

The following table shows the change in age of Texas bridges from FY 2008 to FY 2010.

Change in Age of Bridges from September 2008 to September 2010

Age	As of Sept. 2008	As of Sept. 2010	Change
On-system Bridges			
▪ Built before 1950	6,658	6,529	-129
▪ Built 1950-1970	13,495	13,229	-266
▪ Built after 1970	12,963	13,905	942
Off-system Bridges			
▪ Built before 1950	2,242	2,067	-175
▪ Built 1950-1970	3,330	3,181	-149
▪ Built after 1970	11,881	12,628	747

Table 2-3.

As seen in the table above, older bridges are being replaced with new structures. This is evidenced by the fact that as of FY 2010, more than 51% of all Texas bridges were built after 1970.

Timber is not as durable or as strong under certain circumstances as other bridge materials. As a result, TxDOT has not built on-system timber bridges for more than 50 years and many on-system timber bridges are reaching the end of their service life. For these reasons, TxDOT targets on-system timber bridges for replacement by bridges with more durable materials, as seen in the following chart.

On-System Timber Bridges by Year

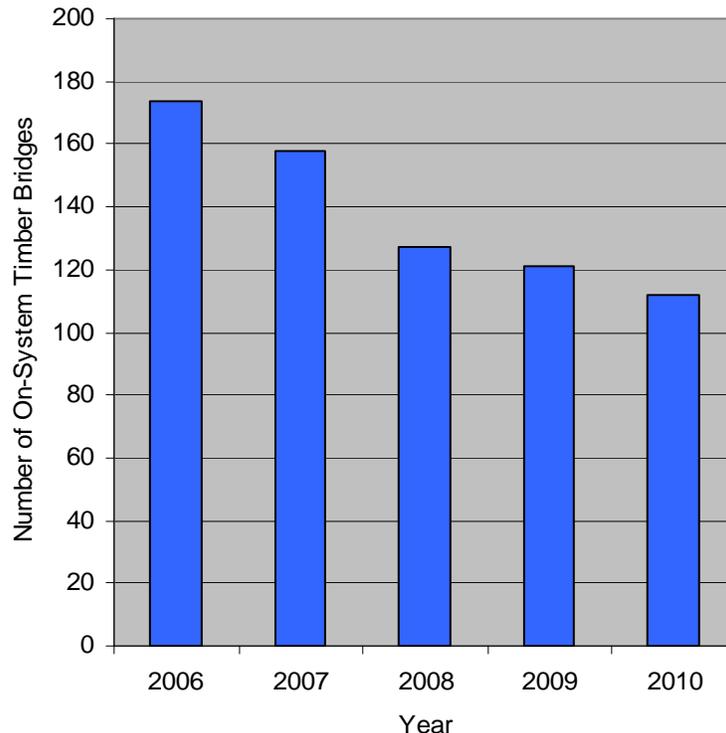


Figure 2-3.

Chapter 3 – Condition of Texas Bridges

Terms. This report characterizes the condition of bridges as follows:

- *Sufficient structure (good or better):* A sufficient structure meets current federal and Texas requirements. It is not structurally deficient, functionally obsolete, or sub-standard for load only. Desirable change in sufficient structures from year to year is reflected by positive numbers, showing an increase in sufficient structures.
- *Non-sufficient structure:* A non-sufficient structure is structurally deficient, functionally obsolete, or sub-standard for load only. Desirable change in non-sufficient structures from year to year is reflected by negative numbers, showing a decrease in non-sufficient structures.
- *Structurally deficient structure:* A bridge is classified by the Federal Highway Administration (FHWA) as structurally deficient if it meets any of the following criteria:
 - It has an extreme restriction on its load-carrying capacity.
 - It has deterioration severe enough to reduce its load-carrying capacity beneath its original as-built capacity.
 - It is closed.
 - It is frequently over-topped during flooding, creating severe traffic delays.
- *Functionally obsolete structure:* A bridge is classified by the FHWA as functionally obsolete if it fails to meet its design criteria in any one of the following areas:
 - Deck geometry
 - Load-carrying capacity
 - Vertical or horizontal clearances
 - Approach roadway alignment

In this report, structures that are both functionally obsolete and structurally deficient are counted only as structurally deficient.
- *Sub-standard for load only structure:* 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. It has not deteriorated or has not deteriorated severely enough to reduce its load capacity beneath its original as-built capacity, but its original as-built capacity was not designed to carry current legal loads. A sub-standard for load only structure is load-posted or recommended for load posting.
- *Load-posted bridge:* A bridge that is load-posted has a safe load capacity less than the state legal load, and its load capacity is communicated by signs at the bridge site. (Note: Certain vehicles, identified in Chapter 622 of the Texas Transportation Code, that exceed posted load capacity can legally use load-posted bridges.)
- *Land-locking bridges:* This report classifies a bridge as land-locking if it restricts traffic into an area because of load limitations or closures. These bridges are load-posted or closed.

Condition of Bridges. The following table and figure show the condition of Texas bridges as of September 2010.

Condition of Texas Bridges by Count in September 2010 (51,557 Total)

Condition	On System		Off System		All Bridges	
Sufficient (Good or Better)	29,805	88.5%	11,593	64.8%	41,398	80.3%
Structurally Deficient	305	0.9%	1,248	7.0%	1,553	3.0%
Functionally Obsolete	3,471	10.3%	3,962	22.2%	7,433	14.4%
Substandard for Load Only	94	0.3%	1,057	5.9%	1,151	2.2%
Not Classified by Condition	4	0.0%	18	0.1%	22	0.0%
Total	33,679	100.0%	17,878	100.0%	51,557	100.0%

Table 3-1.

Condition of Texas Bridges by Count in September 2010 (51,557 Total)

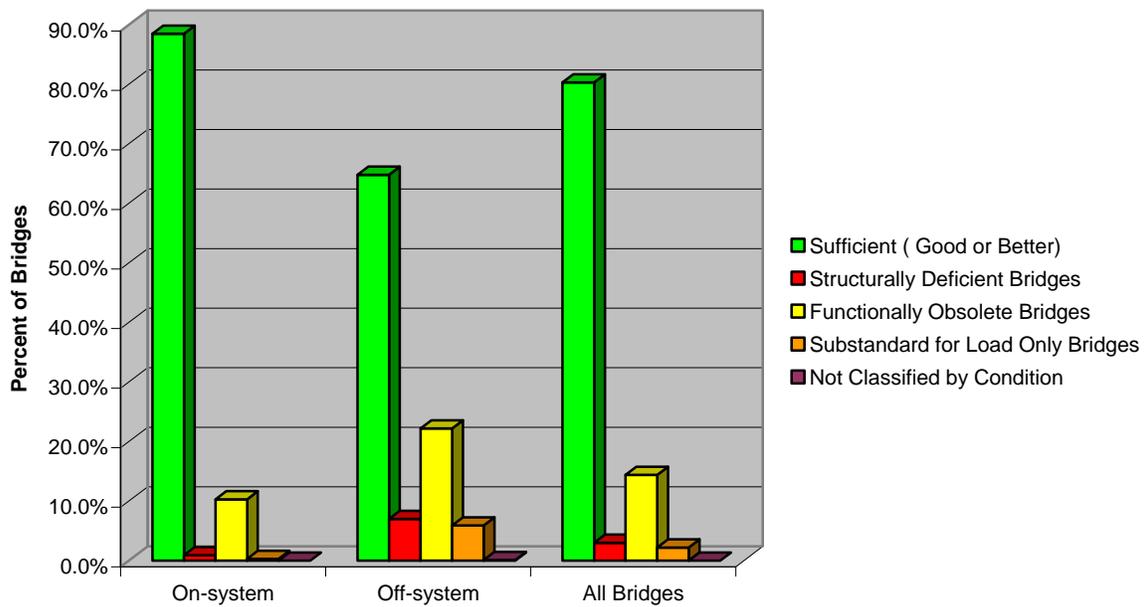


Figure 3-1.

Sufficient Bridges (Good or Better). In September 2010, a total of 41,420 of the state's 51,557 bridges were classified as sufficient, including bridges that were not classified by condition: 29,809 on-system and 11,611 off-system. This means more than 80% of Texas' bridges meet or exceed all state and federal safety requirements. By comparison, in September 2008, a total of 39,661 of the state's 50,572 bridges were classified as sufficient: 28,793 on-system and 10,868 off-system. This constitutes a statewide increase of 1,759 sufficient bridges for this reporting period.

Structurally Deficient Bridges. In September 2010, a total of 1,553 of the state's bridges were structurally deficient: 305 on-system and 1,248 off-system. By comparison, in September 2008, a total of 1,814 of the state's bridges were structurally deficient: 354 on-system and 1,460 off-system. This constitutes a statewide decrease of 261 in structurally deficient bridges for this reporting period.

Functionally Obsolete Bridges. In September 2010, a total of 7,433 of the state's bridges were functionally obsolete: 3,471 on-system and 3,962 off-system. By comparison, in September 2008, a total of 7,785 of the state's bridges were functionally obsolete: 3,863 on-system and 3,922 off-system. This constitutes a statewide decrease of 352 in functionally obsolete bridges for this reporting period.

Sub-Standard for Load Only Bridges. In September 2010, a total of 1,151 of the state's bridges were sub-standard for load only: 94 on-system and 1,057 off-system. By comparison, in September 2008, a total of 1,279 of the state's bridges were sub-standard for load only: 99 on-system and 1,180 off-system. This constitutes a statewide decrease of 128 in sub-standard for load only bridges for this reporting period.

It is important to note that sub-standard for load only structures are not recognized as non-sufficient structures by the FHWA and therefore are not eligible for HBP funds. TxDOT categorizes sub-standard for load only structures as non-sufficient because they are load-posted and therefore could impede the safe passage of school buses and emergency and commercial vehicles.

Bridge Counts. TxDOT tracks both on and off-system bridges by TxDOT district and by county. TxDOT has twenty-five districts and four regions. Please see Appendix A for a map of Texas counties overlaid with TxDOT districts and regions. Also, please see Appendices B and C that reflect the condition of on and off-system bridges by TxDOT district and by county as of September, 2010.

Change in Condition of Bridges.

The following table and figure summarize the change in condition of non-sufficient bridges from FY 2008 to FY 2010. They reflect a steady decrease in the number of bridges that are structurally deficient or sub-standard for load only, and a decrease in the number of functionally obsolete bridges.

Change in Condition of Non-Sufficient Bridges from FY 2008 through FY 2010

Condition	Change On-System	Change Off-System	Total Change
Structurally Deficient	-49	-212	-261
Functionally Obsolete	-392	40	-352
Sub-standard for load only	-5	-123	-128
Total Change	-446	-295	-741

Table 3-2.

Change in Condition of Non-Sufficient Bridges from FY 2008 through FY 2010

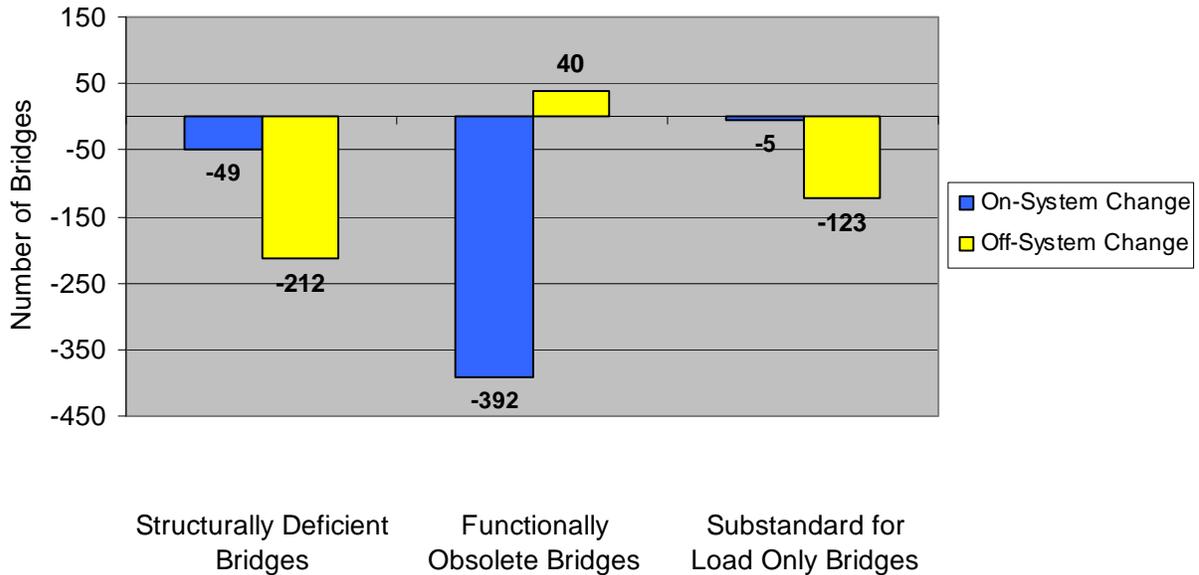


Figure 3-2.

Load Posted and Closed Bridges. Included within the categories of non-sufficient bridges are load-posted and closed bridges. As shown in the following table, in September 2010 Texas had 240 load-posted, 10 closed and 10 recommended for posting or closure on-system bridges. Also in September 2010, Texas had 2,582 load-posted, 1,461 closed and 110 recommended for posting or closure off-system bridges. Please note, the count of load posted and closed bridges is included in the count of non-sufficient bridges above and is not in addition to those numbers.

Load Posted and Closed Bridges as of September 2010

District	On-system Bridges			Off-system Bridges		
	Posted	Closed	Recommended for Posting or Closure	Posted	Closed	Recommended for Posting or Closure
Abilene	17	0	0	97	7	17
Amarillo	6	0	0	28	3	0
Atlanta	7	0	3	17	1	11
Austin	21	0	3	69	2	1
Beaumont	8	0	0	66	7	0
Brownwood	14	0	1	95	3	0
Bryan	6	0	0	154	5	0
Childress	10	1	0	46	6	1
Corpus Christi	10	1	2	47	1	0
Dallas	45	2	0	174	18	0
El Paso	1	1	0	81	0	0
Fort Worth	10	3	0	194	5	1
Houston	3	0	0	266	5	0
Laredo	0	0	0	49	3	0
Lubbock	0	0	0	7	0	0
Lufkin	13	0	0	174	11	0
Odessa	0	1	0	4	2	0
Paris	19	0	0	166	12	19
Pharr	0	0	0	27	12	5
San Angelo	1	0	0	32	2	0
San Antonio	0	0	0	59	2	0
Tyler	2	0	0	127	0	0
Waco	36	0	0	287	28	22
Wichita Falls	5	1	1	85	3	0
Yoakum	6	0	0	231	3	35
Total	240	10	10	2582	141	112

Table 3-3.

Local governments are legally required to comply with a TxDOT bridge inspector's request to load-post an off-system bridge. Federal law requires that load-posting signs be installed within 90 days of a change in status indicating deficiency of an on-system bridge and within 180 days of a change in status indicating deficiency of an off-system bridge. The process of posting an off-system bridge may take several months. First, TxDOT inspects the bridge, analyzes the inspection data, and makes a formal posting recommendation. Then, the local government acknowledges the request and arranges for fabrication of appropriate signs. To assist in this process and at the request of the local government, TxDOT will supply the signs and make them available to the local government for installation.

Local governments are encouraged but not legally required to comply with a request to close an off-system bridge. To encourage compliance, TxDOT uses its Participation-Waived

Project/Equivalent Match Project (PWP/EMP) program, described in Chapter 4 of this report, to encourage compliance by local governments with recommendations for posting or closure of off-system bridges. Local governments cannot participate in the PWP/EMP program until TxDOT confirms their compliance with all requests to post or close off-system bridges in their jurisdiction.

Land-Locking Bridges. Also included within the categories of non-sufficient bridges are land-locking bridges. The Texas Transportation Code establishes the minimum load that unposted Texas bridges must be able to carry. Bridges unable to safely support that minimum load must be load-posted to protect them and the people who travel them from possible harm. This minimum load is the state legal load. In general, the maximum gross load on any truck cannot exceed 80,000 pounds, the maximum load on any tandem axles cannot exceed 34,000 pounds, and the maximum load on any single axle cannot exceed 20,000 pounds.

However, vehicles exceeding posted limits may use load-posted bridges under certain conditions. Pursuant to current Texas law, a carrier may obtain for a fee an annual weight tolerance permit. The permit allows for the transport of excess loads on a land-locking bridge if the bridge provides the only public vehicular access to or from the permittee's origin or destination. In addition, certain vehicles identified in Chapter 622 of the Texas Transportation Code that exceed posted load capacity also can legally use load-posted bridges. Some examples include vehicles transporting concrete, timber, agricultural products or power poles.

Land-locking bridges limit the movement of legal loads into an area by imposing load restrictions or by being closed. TxDOT identifies a bridge or combination of bridges as land-locking only if no other public road into the area—and it must be a public road shown on a map maintained by TxDOT—is capable of supporting legal loads. As shown in the following table, in September 2010 Texas had 56 land-locking on-system bridges and 527 land-locking off-system bridges. These numbers represent a decrease of 161 land-locking bridges from FY 2008. Again, please note, the count of land-locking bridges is included in the count of non-sufficient bridges above and is not in addition to those numbers.

Land-Locking Bridges as of September 2010

District	On-System Land-locking Bridges	Off-System Land-locking Bridges
Abilene	0	16
Amarillo	0	4
Atlanta	3	6
Austin	9	3
Beaumont	3	14
Brownwood	2	9
Bryan	1	51
Childress	0	8
Corpus Christi	1	10
Dallas	15	38
El Paso	0	6

District	On-System Land-locking Bridges	Off-System Land-locking Bridges
Fort Worth	1	22
Houston	0	62
Laredo	0	46
Lufkin	9	53
Odessa	0	2
Paris	4	24
Pharr	0	5
San Angelo	0	9
San Antonio	0	4
Tyler	0	15
Waco	4	58
Wichita Falls	2	12
Yoakum	2	50
Total	56	527

Table 3-4.

Vehicles that exceed posted limits but have a weight tolerance permit may legally use land-locking bridges. However, use of land-locking bridges for excess loads increases the risk of damage to the bridge.

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Chapter 4 – Funding

SAFETEA-LU. On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. The spending bill expired on September 30, 2009, and has since been given seven short-term extensions. The last of these extensions expires September 30, 2011. Congress may thereafter approve a full six-year authorization bill.

Under SAFETEA-LU the Highway Bridge Replacement and Rehabilitation Program (HBRRP) became known more simply as the Highway Bridge Program (HBP). (SAFETEA-LU Sections 1101(a)(3) and 1114). The text and additional information on SAFETEA-LU are available at <http://www.fhwa.dot.gov/safetealu/index.htm>.

HBP provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. It does not, however, fund the construction of new location structures. The HBP is administered by the TxDOT Bridge Division.

Unified Transportation Program. The TxDOT Unified Transportation Program (UTP) is a 10-year plan approved by the Texas Transportation Commission to guide transportation project development and construction. It contains 12 different categories of funding. Category 6 of the UTP is dedicated to bridge replacement and rehabilitation. The 2012 UTP is available at http://ftp.dot.state.tx.us/pub/txdot-info/fin/utp/2012_utp_052611.pdf. It was approved by the Texas Transportation Commission through [Minute Order # 112696](#) on May 26, 2011.

Terms. This report uses the following terms to describe eligibility for funding of bridge projects under the HBP:

Category 6-on-system bridge projects: This is a classification of replacement or rehabilitation work on structurally deficient or functionally obsolete *on*-system bridges that have a sufficiency rating of 80 or less and are, therefore, eligible for specific funding support under the HBP.

Category 6-off-system bridge projects: This is a classification of replacement or rehabilitation work on structurally deficient or functionally obsolete *off*-system bridges that have a sufficiency rating of 80 or less and are, therefore, eligible for specific funding support under the HBP.

Programmed project: A programmed project is a project that has been identified as eligible for funding (for example, under HBP), prioritized using specific TxDOT and federal criteria, and listed in the current UTP as being authorized for letting to contract. Programmed projects are scheduled for letting of construction bids for a specific fiscal year.

Sufficiency rating: This is a numerical evaluation established by the FHWA. It measures a bridge's structural adequacy and safety, serviceability and functional obsolescence, and essentiality for traffic service. The higher the number, the more sufficient the bridge. The rating is used to determine whether a bridge project is eligible for HBP rehabilitation or replacement.

A bridge must be structurally deficient or functionally obsolete and have a sufficiency rating less than 80 to be eligible for the HBP. A sufficiency rating of 80 or less is required to qualify for rehabilitation, and a sufficiency rating of less than 50 is required to qualify for replacement. A structurally deficient bridge with a sufficiency rating between 50 and 80 may qualify for replacement if justified by engineering or economic analysis. The lower the number, the higher the priority.

HBP Funding. A limited amount of HBP funds is apportioned to the states from FHWA for the specific purpose of replacing or rehabilitating structurally deficient or functionally obsolete bridges on public highways, roads, and streets. The program applies to deficient existing structures of bridge definition and classification that carry highway vehicular traffic. HBP funds can be used for both on-system and off-system bridges. However, as mentioned in Chapter 3 in greater detail, HBP funds are not available for sub-standard for load only bridges.

TxDOT administers the HBP in Texas by selecting bridge projects for funding according to FHWA eligibility criteria, including but not limited to structural deficiency and functional obsolescence. Once eligible projects are identified, the structurally deficient bridges are ordered by sufficiency rating and included in the program list until available funding is exhausted. Then, if funds are still available, the functionally obsolete bridges are ordered by sufficiency rating. Finally, the projects are authorized using the UTP or, in its absence, by Commission Minute Order.

On-System Bridge Projects Authorized to be Awarded Contracts. TxDOT authorized the following classes of on-system bridge projects to be awarded contracts in FY 2008 through FY 2010:

- HBP-funded projects (UTP Category 6-on-system)
- Replacement and rehabilitation projects not funded under HBP (that is, these bridges are not necessarily structurally deficient or functionally obsolete, and the projects are funded under other funding categories)
- New-location bridge projects funded under other categories of funding

Off-System Bridge Projects Authorized to be Awarded Contracts. The following classes of off-system bridge projects were funded in FY 2008 through FY 2010:

- HBP-funded project (UTP Category 6-off-system)
- Replacement and rehabilitation projects not funded under HBP (that is, these bridges are not necessarily structurally deficient or functionally obsolete)
- New-location bridge projects not funded with Category 6 funds.

PWP/EMP Program. In FY 2001, TxDOT initiated its Participation-Waived Project/Equivalent-Match Project (PWP/EMP) program to allow a local government to waive its 10% cost participation requirement in an HBP off-system bridge project if it agrees to use an equivalent dollar amount to improve other deficient structures in its jurisdiction.¹ In addition to

¹ A November 2001 amendment to the PWP/EMP program expanded the safety-improvement types of work that may be classified as EMP projects and allowed local governments to receive EMP credit for work performed in geographically adjacent governmental units.

HBP-programmed bridges, EMP work may be performed on bridge structures that are not part of the National Bridge Inventory.

Other Funding Resources for Off-system Bridge Work. Texas provides additional resources for local governments to facilitate improvement of off-system bridges, and those resources include the following:

- The State Infrastructure Bank (SIB) is a revolving account in the State Highway Fund from which TxDOT may award loans to local governments to fund eligible transportation projects. More information on the SIB is available at <http://www.txdot.gov/business/governments/sib.htm>.
- TxDOT's Economically Disadvantaged Counties (EDC) Program allows TxDOT to adjust a county's matching funds requirements after evaluating the local government's ability to meet the requirement. TxDOT also allows a county participating in the EDC program to use its adjusted participation amount in lieu of all or part of its cost participation in the PWP/EMP program. More information on this program is available in TxDOT's *Bridge Project Development Manual* at <http://onlinemanuals.txdot.gov/txdotmanuals/bpd/index.htm> and in TxDOT's *Transportation Planning Manual* at <http://onlinemanuals.txdot.gov/txdotmanuals/pln/index.htm>.

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Chapter 5 – On-System Contract Awards

Contracts Awarded in FY 2010 for On-System Bridge Projects.

HBP Projects. The following table shows on-system bridges in HBP projects awarded contracts in TxDOT districts in FY 2010, with historical information on FY 2008 provided for comparison. Please note that HBP does not provide funding for new location bridges, so that information is not included in this table.

On-System Bridges Awarded in HBP Projects, by District

District	Bridges		District	Bridges	
	2008	2010		2008	2010
Abilene	12	0	Laredo	1	1
Amarillo	1	5	Lubbock	0	0
Atlanta	16	4	Lufkin	0	9
Austin	12	7	Odessa	1	0
Beaumont	5	3	Paris	3	7
Brownwood	0	1	Pharr	0	0
Bryan	1	1	San Angelo	2	3
Childress	10	5	San Antonio	25	1
Corpus Christi	1	4	Tyler	5	2
Dallas	7	9	Waco	5	5
El Paso	0	0	Wichita Falls	8	5
Fort Worth	12	3	Yoakum	8	8
Houston	5	6	Total	140	89

Table 5-1.

Non-HBP Projects. The following table shows on-system bridges in non-HBP projects awarded contracts in TxDOT districts in FY 2010, with historical information on FY 2008 provided for comparison. Please note that this table does include information for new location bridges.

On-System Bridges Awarded in Non-HBP Projects, by District

District	2008		2010	
	New-location Bridges	Repl./Rehab.	New-location Bridges	Repl./Rehab.
Abilene	0	2	0	5
Amarillo	0	0	2	0
Atlanta	0	0	2	7
Austin	1	4	17	9
Beaumont	2	1	6	5
Brownwood	0	6	0	0
Bryan	1	4	2	2
Childress	0	1	0	0
Corpus Christi	1	2	0	8
Dallas	46	12	20	22
El Paso	0	2	1	1
Fort Worth	4	0	45	5
Houston	5	1	27	25
Laredo	0	5	10	3

District	2008		2010	
	New-location Bridges	Repl./Rehab.	New-location Bridges	Repl./Rehab.
Lubbock	2	2	7	7
Lufkin	0	1	2	4
Odessa	9	6	3	0
Paris	9	2	5	0
Pharr	13	9	15	3
San Angelo	0	0	0	1
San Antonio	5	10	2	5
Tyler	6	4	3	3
Waco	18	10	12	52
Wichita Falls	0	21	6	3
Yoakum	0	12	4	17
Total	122	117	191	187

Table 5-2.

Condition of Bridges Replaced or Rehabilitated. The following table shows the condition of on-system bridges that were replaced or rehabilitated in FY 2010.

On-System Bridges Replaced or Rehabilitated in FY 2010

Condition	HBP Funded	Non-HBP Funded	Total No. of Repl./Rehab. Bridges	Percent of Repl./Rehab. Bridges
Structurally Deficient	53	2	55	20%
Functionally Obsolete	34	45	79	29%
Not Structurally Deficient or Functionally Obsolete	2	139	141	51%
Total	89	186	275	100%

Table 5-3.

Funding Levels. The following table shows funding levels and the number of on-system bridges in projects let in FY 2010.

On-System Bridges in Bridge Projects Awarded in FY 2010

	HBP-funded		Non-HBP Repl./Rehab.		Non-HBP New-location		Total
		% of Total		% of Total		% of Total	
Funding for Bridge Projects Let	\$189.1M	26.8%	\$131.3M	18.6%	\$385.3M	54.6%	\$705.7M
Number of Bridges in Projects Let	89	20.0%	186	41.9%	169	38.1%	444
Number of Bridge Projects Let	75	32.5%	97	42.0%	59	25.5%	231

Table 5-4.

For on-system bridge construction in FY 2010—which included rehabilitation, replacement, and new-location bridges, 24.1% of the bridges addressed (down from 32 % in FY 2008) were new-location bridges. Of the money spent on bridge construction in FY 2010, 54.6% (down from 61% in FY 2008) was used for new-location bridges.

On-system Bridge Maintenance Projects Awarded in FY 2010. In FY 2010, maintenance (including preventive maintenance) funds for on-system bridges came from two sources:

- **TxDOT Statewide Maintenance Expenditures:** In FY 2010, TxDOT spent \$22.6 million on funding for bridge maintenance. This constituted 2.2% of TxDOT’s \$1.0 billion statewide maintenance budget. In FY 2008, funding for bridge maintenance constituted 3.4% of TxDOT’s \$995.6 million statewide maintenance expenditures.
- **TxDOT Construction Contract Awards:** In FY 2010, TxDOT awarded construction contracts in the amount of \$8.42 million for bridge maintenance. This constituted 0.25% of the \$3.36 billion in construction letting. In FY 2008, funding for bridge maintenance constituted 0.40% of the \$3.45 billion in construction letting.

Summary of FY 2010 Funds Spent on On-system Bridges. The following figure shows the distribution of money spent in FY 2010 for on-system bridge maintenance, bridge replacement and rehabilitation, and construction of new-location bridges.

Distribution of Funds Spent on On-system Bridges in FY 2010 (\$736.7 M Total)

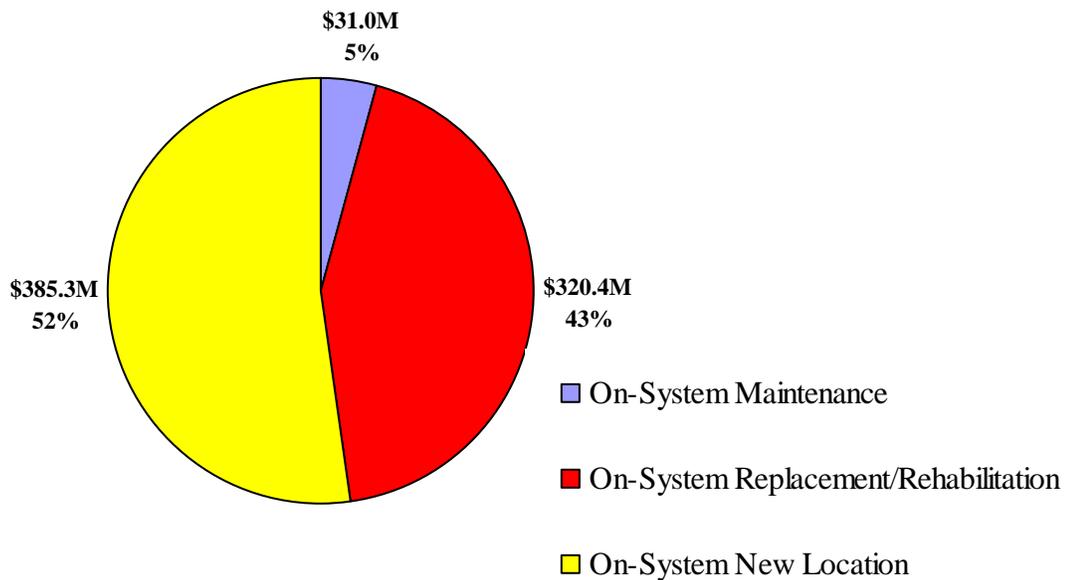


Figure 5-1.

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Chapter 6 – Off-System Contract Awards

Contracts Awarded in FY 2010 for Off-System Bridge Projects.

HBP Projects. The following table shows off-system bridges in HBP projects awarded in TxDOT districts in FY 2010, with historical information on FY 2008 provided for comparison. Again, please note that HBP does not provide funding for new location bridges, so that information is not included in this table.

Off-System Bridges Awarded in HBP Projects, by District

District	Bridges		District	Bridges	
	2008	2010		2008	2010
Abilene	5	9	Laredo	4	2
Amarillo	0	3	Lubbock	0	0
Atlanta	5	14	Lufkin	1	3
Austin	1	10	Odessa	0	0
Beaumont	6	4	Paris	0	17
Brownwood	11	3	Pharr	2	0
Bryan	3	9	San Angelo	0	1
Childress	10	5	San Antonio	2	4
Corpus Christi	1	3	Tyler	4	0
Dallas	7	10	Waco	11	13
El Paso	0	2	Wichita Falls	15	0
Fort Worth	1	8	Yoakum	10	9
Houston	6	25	Total	105	154

Table 6-1.

Non-HBP Projects. The following table shows off-system bridges in non-HBP bridge projects awarded in TxDOT districts in FY 2010, with historical information on FY 2008 provided for comparison. Please note that this table does include funding information for new location bridges.

Off-System Bridges Awarded in Non-HBP Projects, by District

District	2008		2010	
	New-location Bridges	Repl./Rehab.	New-location Bridges	Repl./Rehab.
Abilene	0	0	0	0
Amarillo	0	0	0	0
Atlanta	0	0	0	0
Austin	0	0	1	0
Beaumont	0	0	0	0
Brownwood	0	0	0	0
Bryan	0	0	0	0
Childress	0	0	0	0
Corpus Christi	0	0	0	0
Dallas	0	0	0	0
El Paso	0	1	0	0
Fort Worth	0	0	4	0
Houston	0	0	0	1
Laredo	0	0	0	0
Lubbock	0	0	0	0

District	2008		2010	
	New-location Bridges	Repl./Rehab.	New-location Bridges	Repl./Rehab.
Lufkin	0	0	0	0
Odessa	1	0	0	0
Paris	0	0	0	0
Pharr	1	0	5	0
San Angelo	0	0	0	1
San Antonio	0	0	14	0
Tyler	0	0	0	0
Waco	0	0	0	0
Wichita Falls	0	0	0	0
Yoakum	0	0	0	0
Total	2	1	24	2

Table 6-2.

Except for the HBP, TxDOT has limited authority to fund locally owned bridge projects. However, some projects may be selected for construction off the state highway system on roadways with a sufficient functional classification (greater than a local road or rural minor collector). These projects are funded under UTP Category 11, District Discretionary.

Condition of Bridges Replaced or Rehabilitated. The following table shows the condition of off-system bridges that were removed or rehabilitated in FY 2010.

Off-System Bridges Replaced or Rehabilitated in FY 2010

Condition	HBP Funded	Non-HBP Funded	Total No. of Repl./Rehab. Bridges	Percent of Repl./Rehab. Bridges
Structurally Deficient	141	1	142	92%
Functionally Obsolete	11	0	11	7%
Not Structurally Deficient or Functionally Obsolete	1	1	2	1%
Total	153	2	155	100%

Table 6-3.

Funding Levels. The following table shows funding levels and the number of off-system bridges in projects awarded in FY 2010.

Off-System Bridges in Projects Awarded in FY 2010

	HBP-funded		Non-HBP Repl./Rehab.		Non-HBP New-location		Total
		% of Total		% of Total		% of Total	
Funding for Bridge Projects Let	\$58.4M	61.5%	\$1.7M	1.8%	\$34.9M	36.7%	\$95.0M
Number of Bridges in Projects Let	153	84.5%	2	1.1%	26	14.4%	181
Number of Bridge Projects Let	137	90.7%	2	1.3%	12	7.9%	151

Table 6-4.

Off-System Bridge Maintenance. As discussed in Chapter 2, off-system bridges are not part of the designated state highway system and are under the direct jurisdiction of the local government such as a county, city, or other political subdivision of the state, or special district with authority to finance a highway improvement project. As a result, maintenance expenditures for off-system bridges are the responsibility of the local jurisdictions.

Summary of FY 2010 Funds Spent on Off-System Bridges. The following figure shows the distribution of money spent in FY 2010 for off-system bridge replacement and rehabilitation and construction of new-location bridges. As noted above, state funds are not used for the maintenance of off-system bridges.

Distribution of Funds Spent on Off-System Bridges in FY 2010 (\$95.0M Total)

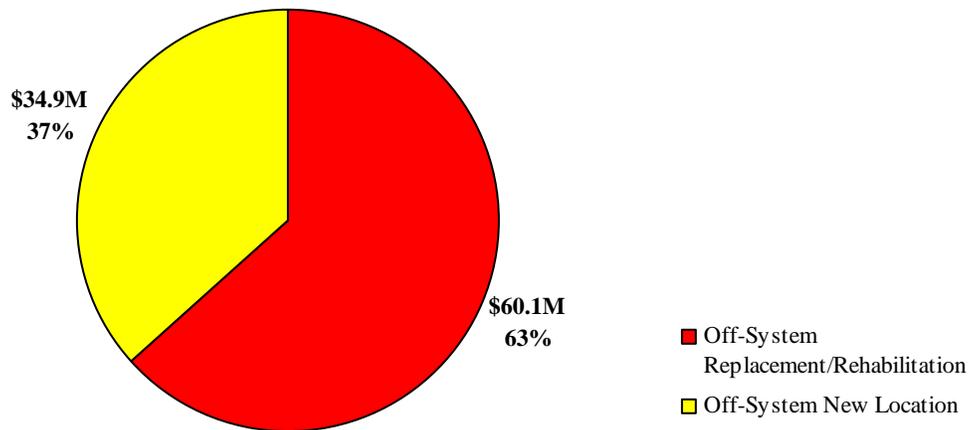


Figure 6-1.

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Chapter 7 – Meeting the Challenges

Goals. In August 2001, TxDOT adopted a goal that within ten years, or by the end of FY 2011, at least 80% of the bridges in Texas would be in good or better condition. Additionally, TxDOT has adopted a goal to accelerate the upgrade of and to eliminate all structurally deficient on-system bridges.

In September 2001, 70% of Texas bridges were in good or better condition. In September 2002, this number increased to 71%; in September 2003, 75%; in September 2004, 76%; in September 2006, 77%; September 2008, 78%; and in 2010, 80% of Texas bridges were in good or better condition. As this shows, TxDOT has met its goal – one year ahead of time – to have 80% of bridges in good or better condition. In addition, we are consistently eliminating on-system structurally deficient bridges from our inventory.

Challenges for Eliminating All Structurally Deficient On-system Bridges. In September 2000, Texas had 758 structurally deficient on-system bridges. During FY 2001 the inventory of structurally deficient on-system bridges actually increased by 5, and in September 2001 Texas had 763 structurally deficient on-system bridges. The inventory of structurally deficient on-system bridges has gradually decreased since 2001. In September 2002 Texas had 693 structurally deficient on-system bridges; in September 2003, 645; in September 2004, 565; in September 2006, 483; in September 2008, 354; and in 2010 this number was reduced to 305. TxDOT is making steady and consistent progress toward this goal.

Bridge Resources Needed. TxDOT will continue to maximize the use of funds made available under HBP. The agency also will continue to explore, develop and implement creative programs to improve Texas bridges. In addition, TxDOT is committed to using all of the financial tools made available to it by the Texas Legislature in order to meet its goals.

Also, developments in technology will play a critical role in increasing our efficiencies to get the most from our limited transportation funding. Access to information about Texas bridges is essential for effective planning and monitoring. TxDOT is developing an automated system to facilitate the management of on- and off-system bridges. The Bridge Management Information System (BMIS), which will be based on AASHTO's bridge management software, Pontis, will allow TxDOT to store and process bridge inspection data, bridge photographs, bridge reports, and other bridge information in a relational database. Information retrieval will be possible in a variety of textual and graphical formats. The retrieved information will facilitate assessment of implications of project decisions, understanding the impact of alternative bridge management strategies, forecasting preventive maintenance, and evaluation of bridge performance over time. Information retrieval will be quick, and retrieved information will be easily shared and available in user-friendly formats. This system is much needed and will greatly increase the efficiency of bridge management and administration. This system is especially necessary to allow tracking of the condition of Texas bridges at a level of detail and frequency required to facilitate prioritization of funding to ensure that those bridges with the greatest need are given the highest priority. BMIS will better equip TxDOT to meet the challenges inherent to reaching and exceeding our goals for improving Texas bridges.

However, Texas is facing enormous and rapidly increasing transportation needs, with no quick and easy solutions to meet them. Demand is outpacing funding and transfers of transportation dollars to non-transportation projects has left Texas with a funding shortage that must be addressed.

The Bigger Picture. In 2008, Texas Transportation Commission Chair Deirdre Delisi appointed members of the original 2030 Committee. The initial charge of this committee made up of experienced and respected business leaders was to provide an independent, authoritative assessment of the state’s transportation infrastructure and mobility needs from 2009 to 2030. The report that emerged from the first 2030 Committee, entitled *2030 Committee Texas Transportation Needs Report*, was released in February 2009 and can be found, along with its executive summary, on the Committee’s website at <http://texas2030committee.tamu.edu>.

In July 2010, Chair Delisi reconvened the 2030 Committee, which includes most of the original Committee members, and charged it with developing a forecast for alternative levels of service for four elements of the Texas transportation system—including bridges—along with analyzing potential sources of transportation revenue and determining the economic effects of under-investing in the system. This report was published in March 2011 and is available at http://texas2030committee.tamu.edu/documents/final_03-2011_report.pdf.

According to the report, addressing current bridge deficiencies would require \$3 billion as of 2010. The report also states that the cost to repair the backlog of deficient bridges will increase from \$3 billion in 2010 to \$7 billion in 2035 (in 2010 dollars).

The Committee went on to identify the following principles to be used in determining appropriate funding levels and ensure accountability with Texans:

- First and foremost, preserve Texas’ substantial investment in transportation infrastructure.
- Ensure Texas is getting “bang for the buck” in using its transportation system.
- Involve transportation users and employers in transportation solutions.
- Attack problems and seize opportunities.
- Display results and support accountability.
- Require users to pay for services they “consume.”
- Make timely decisions about transportation investment levels.

The 2030 Committee also reported that Texans pay less in transportation fees than residents of 43 other states, including residents in almost all states with which Texas competes economically. Based on the typical family vehicle, among the 50 states, Texas ranks:

- 18th in vehicle registration fees;
- 29th in state gasoline tax rate; and
- 44th in overall annual cost of vehicle ownership.

Texans pay less in transportation fees than residents of 43 other states, including residents in almost all states with which Texas competes economically. In addition, Texas motorists do not pay some taxes that are common in other states, including a property tax on vehicles.

Tough Decisions. The choice is clear: do nothing to address transportation challenges facing Texas—resulting in stop-and-go traffic, lost family and work time, and economic loss—or avoid further system degradation and substantial increases in vehicle use and maintenance costs through an increased investment in transportation funding.

Staying on Course. Obviously, challenges abound. To be able to continue to meet these challenges, TxDOT continually monitors its performance against the principles, measures and goals set out in this report.

TxDOT is committed to dedicating resources, increasing efficiencies and maximizing funding opportunities to improve our bridges. We will continue to work together with the Legislature and local governments to maximize efficiencies and use all the financial tools available to improve the bridges in Texas and ensure the safety of the traveling public.

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Appendix A – Map of Texas Counties with TxDOT Districts and Regions

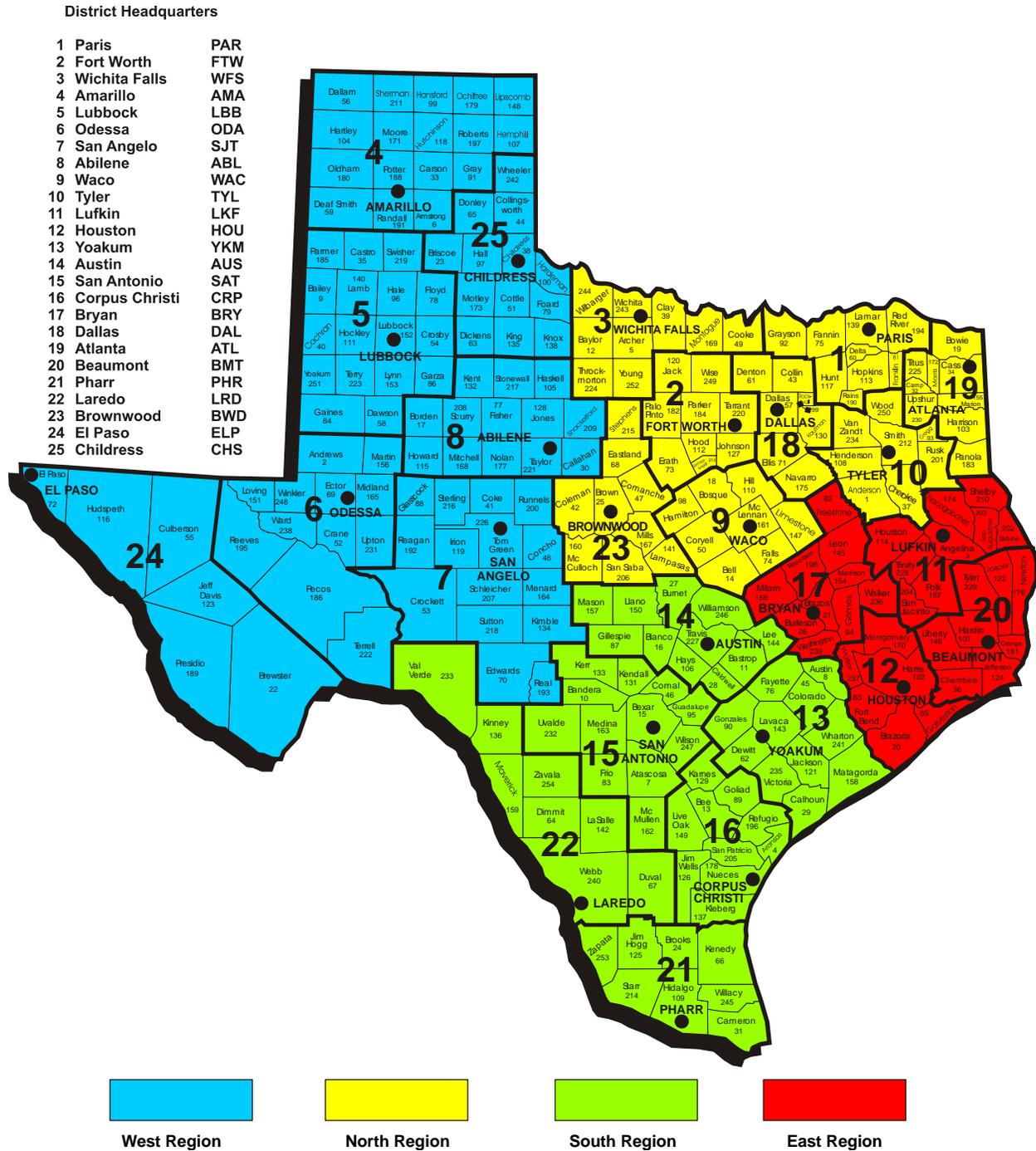


Figure A-1. Map of Texas Counties with TxDOT Districts and Regions

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Appendix B – Condition of On-System bridges by TxDOT District and County as of September, 2010.

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
Abilene							
	Borden	47	0	1	1	49	
	Callahan	133	0	5	0	138	
	Fisher	70	0	7	1	78	
	Haskell	64	0	3	0	67	
	Howard	92	0	17	0	109	
	Jones	114	0	2	1	117	
	Kent	24	0	1	0	25	
	Mitchell	91	2	19	4	116	
	Nolan	123	0	8	0	131	
	Scurry	85	1	9	0	95	
	Shackelford	64	0	1	2	67	
	Stonewall	34	0	1	0	35	
	Taylor	289	0	34	0	323	
	Total	1230	3	108	9	1350	91.1%
Amarillo							
	Armstrong	11	0	0	0	11	
	Carson	32	0	1	0	33	
	Dallam	17	1	2	1	21	
	Deaf Smith	18	0	4	0	22	
	Gray	50	3	4	1	58	
	Hansford	27	0	3	0	30	
	Hartley	17	0	0	0	17	
	Hemphill	31	0	0	0	31	
	Hutchinson	39	1	0	0	40	
	Lipscomb	35	1	0	0	36	
	Moore	21	1	1	0	23	
	Ochiltree	19	1	1	0	21	
	Oldham	50	0	1	0	51	
	Potter	137	4	20	0	161	
	Randall	67	3	9	0	79	
	Roberts	20	0	0	1	21	
	Sherman	25	0	0	0	25	
	Total	616	15	46	3	680	90.6%
Atlanta							
	Bowie	213	0	17	0	230	
	Camp	33	1	0	0	34	
	Cass	130	0	0	0	130	
	Harrison	172	25	14	0	211	
	Marion	40	1	5	0	46	
	Morris	47	0	2	0	49	
	Panola	121	8	2	0	131	
	Titus	84	0	13	0	97	
	Upshur	118	7	5	0	130	

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
	Total	958	42	58	0	1058	90.5%
Austin							
	Bastrop	116	0	13	0	129	
	Blanco	41	0	10	4	55	
	Burnet	59	0	18	3	80	
	Caldwell	79	2	14	2	97	
	Gillespie	78	1	12	0	91	
	Hays	89	0	24	0	113	
	Lee	51	0	16	1	68	
	Llano	63	2	8	3	76	
	Mason	66	2	7	0	75	
	Travis	552	2	114	0	668	
	Williamson	375	1	49	1	426	
	Total	1569	10	285	14	1878	83.5%
Beaumont							
	Chambers	110	1	6	0	117	
	Hardin	113	1	4	0	118	
	Jasper	125	1	8	0	134	
	Jefferson	241	8	31	0	280	
	Liberty	135	2	3	0	140	
	Newton	101	1	11	0	113	
	Orange	97	5	7	0	109	
	Tyler	66	1	7	0	74	
	Total	988	20	77	0	1085	91.1%
Brownwood							
	Brown	124	2	0	0	126	
	Coleman	101	0	5	0	106	
	Comanche	100	0	13	3	116	
	Eastland	161	0	5	2	168	
	Lampasas	70	1	4	1	76	
	McCulloch	89	0	2	1	92	
	Mills	50	0	2	1	53	
	San Saba	64	0	5	0	69	
	Stephens	76	1	5	1	83	
	Total	835	4	41	9	889	93.9%
Bryan							
	Brazos	175	0	18	0	193	
	Burleson	63	0	11	0	74	
	Freestone	95	4	18	0	117	
	Grimes	103	1	14	0	118	
	Leon	112	4	10	0	126	
	Madison	80	1	21	0	102	
	Milam	109	0	18	0	127	
	Robertson	85	0	10	0	95	
	Walker	103	1	9	1	114	
	Washington	91	1	6	0	98	
	Total	1016	12	135	1	1164	87.3%
Childress							
	Briscoe	14	0	0	0	14	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Childress	66	0	1	0	67	
	Collingsworth	44	1	1	0	46	
	Cottle	50	1	2	1	54	
	Dickens	58	1	1	0	60	
	Donley	58	0	2	0	60	
	Foard	45	2	1	1	49	
	Hall	86	1	1	1	89	
	Hardeman	52	0	2	0	54	
	King	37	3	0	0	40	
	Knox	42	2	0	0	44	
	Motley	41	0	2	0	43	
	Wheeler	84	0	0	2	86	
	Total	677	11	13	5	706	95.9%
Corpus Christi							
	Aransas	17	0	0	0	17	
	Bee	105	0	2	2	109	
	Goliad	79	0	3	0	82	
	Jim Wells	130	1	7	0	138	
	Karnes	96	0	6	1	103	
	Kleberg	46	2	2	1	51	
	Live Oak	191	0	12	0	203	
	Nueces	293	4	27	1	325	
	Refugio	102	1	4	0	107	
	San Patricio	175	0	7	0	182	
	Total	1234	8	70	5	1317	93.7%
Dallas							
	Collin	275	1	95	3	374	
	Dallas	1019	12	404	0	1435	
	Denton	357	9	79	1	446	
	Ellis	374	0	77	0	451	
	Kaufman	307	5	61	0	373	
	Navarro	199	3	30	2	234	
	Rockwall	38	0	15	1	54	
	Total	2569	30	761	7	3367	76.3%
El Paso							
	Brewster	89	0	2	0	91	
	Culberson	132	0	1	0	133	
	El Paso	340	1	81	0	422	
	Hudspeth	124	0	6	0	130	
	Jeff Davis	132	0	2	0	134	
	Presidio	70	0	3	0	73	
	Total	887	1	95	0	983	90.2%
Fort Worth							
	Erath	115	1	3	0	119	
	Hood	52	0	5	0	57	
	Jack	70	1	3	2	76	
	Johnson	185	5	18	0	208	
	Palo Pinto	172	1	3	2	178	
	Parker	143	7	7	1	158	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Somervell	24	0	2	0	26	
	Tarrant	861	19	172	0	1052	
	Wise	113	5	10	0	128	
	Total	1735	39	223	5	2002	86.7%
Houston							
	Brazoria	263	5	19	0	287	
	Fort Bend	236	3	20	0	259	
	Galveston	158	3	31	0	192	
	Harris	1235	6	442	0	1683	
	Montgomery	243	1	10	0	254	
	Waller	117	0	6	0	123	
	Total	2252	18	528	0	2798	80.5%
Laredo							
	Dimmit	66	0	5	0	71	
	Duval	113	4	0	0	117	
	Kinney	34	0	2	0	36	
	Lasalle	108	0	1	0	109	
	Maverick	77	0	2	0	79	
	Val Verde	76	0	7	0	83	
	Webb	237	0	17	0	254	
	Zavala	66	0	5	0	71	
	Total	777	4	39	0	820	94.8%
Lubbock							
	Bailey	4	0	0	0	4	
	Castro	9	0	1	0	10	
	Cochran	0	0	0	0	0	
	Crosby	12	0	0	0	12	
	Dawson	3	0	0	0	3	
	Floyd	8	0	2	0	10	
	Gaines	0	0	0	0	0	
	Garza	48	0	0	0	48	
	Hale	39	1	5	0	45	
	Hockley	3	0	0	0	3	
	Lamb	11	0	0	0	11	
	Lubbock	180	1	26	0	207	
	Lynn	5	0	0	0	5	
	Parmer	21	0	0	0	21	
	Swisher	65	0	1	0	66	
	Terry	5	0	0	0	5	
	Yoakum	0	0	0	0	0	
	Total	413	2	35	0	450	91.8%
Lufkin							
	Angelina	99	1	6	1	107	
	Houston	92	0	5	0	97	
	Nacogdoches	111	0	13	4	128	
	Polk	106	6	8	0	120	
	Sabine	63	0	0	0	63	
	San Augustine	66	2	4	0	72	
	San Jacinto	44	0	4	0	48	

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
	Shelby	92	4	6	0	102	
	Trinity	51	4	2	0	57	
	Total	724	17	48	5	794	91.2%
Odessa							
	Andrews	0	0	0	0	0	
	Crane	18	0	0	0	18	
	Ector	107	0	6	0	113	
	Loving	4	0	0	0	4	
	Martin	14	0	0	0	14	
	Midland	81	0	7	0	88	
	Pecos	464	0	1	0	465	
	Reeves	201	2	5	0	208	
	Terrell	53	0	0	0	53	
	Upton	39	0	0	0	39	
	Ward	52	1	2	0	55	
	Winkler	1	0	0	0	1	
	Total	1034	3	21	0	1058	97.7%
Paris							
	Delta	61	2	4	1	68	
	Fannin	148	1	13	0	162	
	Franklin	48	0	2	0	50	
	Grayson	215	2	33	0	250	
	Hopkins	148	10	15	0	173	
	Hunt	273	2	21	3	299	
	Lamar	151	5	18	2	176	
	Rains	32	2	0	0	34	
	Red River	109	3	2	5	119	
	Total	1185	27	108	11	1331	89.0%
Pharr							
	Brooks	29	0	0	0	29	
	Cameron	219	0	15	0	234	
	Hidalgo	212	0	21	0	233	
	Jim Hogg	27	0	2	0	29	
	Kenedy	15	0	0	0	15	
	Starr	48	0	2	0	50	
	Willacy	54	0	2	0	56	
	Zapata	33	0	4	0	37	
	Total	637	0	46	0	683	93.3%
San Angelo							
	Coke	81	0	1	0	82	
	Concho	64	2	1	0	67	
	Crockett	155	2	2	0	159	
	Edwards	24	0	1	0	25	
	Glasscock	18	0	0	0	18	
	Irion	49	0	1	0	50	
	Kimble	137	0	8	0	145	
	Menard	59	1	0	0	60	
	Reagan	28	0	0	0	28	
	Real	22	0	6	0	28	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Runnels	102	2	9	1	114	
	Schleicher	28	0	0	0	28	
	Sterling	51	0	1	0	52	
	Sutton	86	0	4	0	90	
	Tom Green	238	0	17	0	255	
	Total	1142	7	51	1	1201	95.1%
San Antonio							
	Atascosa	145	0	6	0	151	
	Bandera	45	0	11	0	56	
	Bexar	1068	0	169	0	1237	
	Comal	119	1	9	0	129	
	Frio	115	0	11	0	126	
	Guadalupe	193	1	8	0	202	
	Kendall	67	0	13	0	80	
	Kerr	124	1	13	0	138	
	McMullen	53	0	0	0	53	
	Medina	147	0	11	0	158	
	Uvalde	84	2	7	0	93	
	Wilson	86	0	11	0	97	
	Total	2246	5	269	0	2520	89.1%
Tyler							
	Anderson	109	0	3	0	112	
	Cherokee	114	0	6	0	120	
	Gregg	123	0	14	0	137	
	Henderson	151	0	14	0	165	
	Rusk	158	1	3	0	162	
	Smith	198	0	17	0	215	
	Van Zandt	159	0	13	0	172	
	Wood	89	1	14	0	104	
	Total	1101	2	84	0	1187	92.8%
Waco							
	Bell	320	0	47	3	370	
	Bosque	102	0	9	1	112	
	Coryell	113	0	15	1	129	
	Falls	148	1	9	0	158	
	Hamilton	75	1	3	2	81	
	Hill	221	4	10	3	238	
	Limestone	128	0	3	1	132	
	McLennan	361	3	62	2	428	
	Total	1468	9	158	13	1648	89.1%
Wichita Falls							
	Archer	91	0	1	0	92	
	Baylor	42	1	6	0	49	
	Clay	114	1	5	1	121	
	Cooke	127	2	10	0	139	
	Montague	97	0	2	0	99	
	Throckmorton	45	0	0	0	45	
	Wichita	274	0	31	0	305	
	Wilbarger	102	1	12	4	119	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Young	83	0	1	0	84	
	Total	975	5	68	5	1053	92.6%
Yoakum							
	Austin	96	2	8	0	106	
	Calhoun	74	2	2	0	78	
	Colorado	134	0	17	0	151	
	Dewitt	138	2	8	0	148	
	Fayette	214	1	16	0	231	
	Gonzales	204	1	26	1	232	
	Jackson	123	1	1	0	125	
	Lavaca	120	0	6	0	126	
	Matagorda	79	1	6	0	86	
	Victoria	193	0	6	0	199	
	Wharton	166	1	8	0	175	
	Total	1541	11	104	1	1657	93.0%
Totals		29809	305	3471	94	33679	88.5%

The total number of "Good or Better" bridges includes 20 on-system bridges identified as unclassified.

Table B-1.

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Appendix C – Condition of Off-System bridges by TxDOT District and County as of September, 2010.

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
Abilene							
	Borden	3	0	0	0	3	
	Callahan	12	5	1	1	19	
	Fisher	15	34	15	10	74	
	Haskell	11	0	2	0	13	
	Howard	8	0	1	0	9	
	Jones	40	3	3	4	50	
	Kent	2	1	1	4	8	
	Mitchell	16	5	3	2	26	
	Nolan	22	2	2	10	36	
	Scurry	38	0	0	5	43	
	Shackelford	6	3	0	2	11	
	Stonewall	10	3	0	4	17	
	Taylor	69	1	11	4	85	
	Total	252	57	39	46	394	64.0%
Amarillo							
	Armstrong	0	0	0	1	1	
	Carson	0	0	2	0	2	
	Dallam	0				0	
	Deaf Smith	1	0	1	4	6	
	Gray	13	5	5	2	25	
	Hansford	8	0	1	1	10	
	Hartley	0				0	
	Hemphill	3	5	0	0	8	
	Hutchinson	10	2	0	1	13	
	Lipscomb	2	1	0	0	3	
	Moore	1	0	0	1	2	
	Ochiltree	6	0	0	1	7	
	Oldham	0				0	
	Potter	16	1	3	0	20	
	Randall	4	1	1	0	6	
	Roberts	0	1	0	0	1	
	Sherman	5	0	0	0	5	
	Total	69	16	13	11	109	63.3%
Atlanta							
	Bowie	36	9	13	0	58	
	Camp	4	0	0	0	4	
	Cass	10	0	2	0	12	
	Harrison	34	4	4	3	45	
	Marion	9	1	1	1	12	
	Morris	7	3	7	4	21	
	Panola	5	0	11	0	16	
	Titus	35	5	5	0	45	
	Upshur	8	0	0	0	8	
	Total	148	22	43	8	221	67.0%

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
Austin							
	Bastrop	75	6	18	3	102	
	Blanco	5	0	1	0	6	
	Burnet	16	3	3	1	23	
	Caldwell	30	8	7	0	45	
	Gillespie	15	3	12	3	33	
	Hays	38	1	5	0	44	
	Lee	55	2	15	1	73	
	Llano	5	2	2	0	9	
	Mason	2	1	5	3	11	
	Travis	512	2	132	3	649	
	Williamson	421	6	30	6	463	
	Total	1174	34	230	20	1458	80.5%
Beaumont							
	Chambers	11	1	2	3	17	
	Hardin	34	1	2	4	41	
	Jasper	26	4	14	0	44	
	Jefferson	106	11	39	2	158	
	Liberty	20	6	12	1	39	
	Newton	23	9	3	6	41	
	Orange	38	4	15	2	59	
	Tyler	33	3	11	6	53	
	Total	291	39	98	24	452	64.4%
Brownwood							
	Brown	65	5	14	11	95	
	Coleman	32	3	6	2	43	
	Comanche	62	14	12	10	98	
	Eastland	46	5	8	5	64	
	Lampasas	12	0	3	1	16	
	McCulloch	17	2	4	3	26	
	Mills	7	3	1	4	15	
	San Saba	12	3	3	2	20	
	Stephens	21	0	7	5	33	
	Total	274	35	58	43	410	66.8%
Bryan							
	Brazos	104	3	8	1	116	
	Burleson	22	8	7	11	48	
	Freestone	20	8	9	8	45	
	Grimes	36	12	33	9	90	
	Leon	15	4	5	8	32	
	Madison	5	6	9	8	28	
	Milam	33	5	14	3	55	
	Robertson	29	9	3	4	45	
	Walker	25	4	0	2	31	
	Washington	78	4	29	6	117	
	Total	367	63	117	60	607	60.5%
Childress							
	Briscoe	4	0	0	0	4	
	Childress	21	2	0	1	24	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Collingsworth	16	0	1	2	19	
	Cottle	20	1	3	0	24	
	Dickens	7	4	1	1	13	
	Donley	8	2	2	1	13	
	Foard	5	2	1	3	11	
	Hall	17	7	0	2	26	
	Hardeman	15	4	0	4	23	
	King	3	1	1	0	5	
	Knox	3	3	1	0	7	
	Motley	5	2	1	0	8	
	Wheeler	10	1	2	5	18	
	Total	134	29	13	19	195	68.7%
Corpus Christi							
	Aransas	2	0	1	0	3	
	Bee	14	1	7	1	23	
	Goliad	35	2	5	1	43	
	Jim Wells	23	5	3	3	34	
	Karnes	32	3	3	0	38	
	Kleberg	1	1	0	0	2	
	Live Oak	1	7	2	3	13	
	Nueces	123	8	9	2	142	
	Refugio	19	2	5	1	27	
	San Patricio	40	4	5	3	52	
	Total	290	33	40	14	377	76.9%
Dallas							
	Collin	428	1	95	3	527	
	Dallas	928	18	467	10	1423	
	Denton	205	13	47	2	267	
	Ellis	98	10	59	10	177	
	Kaufman	20	9	13	6	48	
	Navarro	39	16	19	20	94	
	Rockwall	12	0	0	2	14	
	Total	1730	67	700	53	2550	67.8%
El Paso							
	Brewster	6	0	1	1	8	
	Culberson	1	0	0	0	1	
	El Paso	118	3	28	65	214	
	Hudspeth	1	0	0	0	1	
	Jeff Davis	0				0	
	Presidio	0	0	1	0	1	
	Total	126	3	30	66	225	56.0%
Fort Worth							
	Erath	51	5	13	5	74	51
	Hood	19	1	0	2	22	19
	Jack	32	6	13	11	62	32
	Johnson	105	1	8	6	120	105
	Palo Pinto	38	9	7	3	57	38
	Parker	102	7	20	25	154	102
	Somervell	2	0	0	0	2	2

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Tarrant	661	30	288	14	993	
	Wise	79	12	18	14	123	
	Total	1089	71	367	80	1607	67.8%
Houston							
	Brazoria	149	60	40	27	276	
	Fort Bend	209	13	87	37	346	
	Galveston	90	9	14	8	121	
	Harris	934	28	864	27	1853	
	Montgomery	130	12	31	6	179	
	Waller	38	10	1	14	63	
	Total	1550	132	1037	119	2838	54.6%
Laredo							
	Dimmit	2	0	0	0	2	
	Duval	2	0	0	0	2	
	Kinney	2	0	0	0	2	
	Lasalle	13	1	2	11	27	
	Maverick	18	0	4	2	24	
	Val Verde	4	0	5	0	9	
	Webb	49	3	37	0	89	
	Zavala	0	2	0	0	2	
	Total	90	6	48	13	157	57.3%
Lubbock							
	Bailey	0				0	
	Castro	0				0	
	Cochran	0				0	
	Crosby	1	2	1	0	4	
	Dawson	0				0	
	Floyd	0	0	0	1	1	
	Gaines	0				0	
	Garza	0	1	0	0	1	
	Hale	0	1	1	0	2	
	Hockley	0				0	
	Lamb	0				0	
	Lubbock	6	1	1	0	8	
	Lynn	0				0	
	Parmer	5	0	0	0	5	
	Swisher	2	2	0	0	4	
	Terry	0				0	
	Yoakum	0				0	
	Total	14	7	3	1	25	56.0%
Lufkin							
	Angelina	43	2	7	4	56	43
	Houston	36	11	25	22	94	36
	Nacogdoches	76	2	27	7	112	76
	Polk	26	31	23	12	92	26
	Sabine	16	10	2	1	29	16
	San Augustine	5	13	1	4	23	5
	San Jacinto	21	2	0	0	23	21
	Shelby	36	25	10	7	78	36

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
	Trinity	12	2	0	7	21	
	Total	271	98	95	64	528	51.3%
Odessa							
	Andrews	0				0	
	Crane	0				0	
	Ector	28	0	0	0	28	
	Loving	0				0	
	Martin	0				0	
	Midland	15	0	3	2	20	
	Pecos	2	1	0	0	3	
	Reeves	2	1	1	1	5	
	Terrell	0				0	
	Upton	0				0	
	Ward	0				0	
	Winkler	0				0	
	Total	47	2	4	3	56	83.9%
Paris							
	Delta	16	8	1	4	29	
	Fannin	54	33	37	23	147	
	Franklin	17	4	2	1	24	
	Grayson	185	7	48	11	251	
	Hopkins	35	15	16	5	71	
	Hunt	104	21	4	7	136	
	Lamar	84	23	18	4	129	
	Rains	10	1	6	1	18	
	Red River	23	16	4	4	47	
	Total	528	128	136	60	852	62.0%
Pharr							
	Brooks	3	2	1	1	7	
	Cameron	79	5	8	6	98	
	Hidalgo	112	7	26	8	153	
	Jim Hogg	0				0	
	Kenedy	0				0	
	Starr	4	3	2	0	9	
	Willacy	51	4	1	1	57	
	Zapata	0				0	
	Total	249	21	38	16	324	76.9%
San Angelo							
	Coke	9	0	3	5	17	
	Concho	3	1	0	1	5	
	Crockett	0				0	
	Edwards	0				0	
	Glasscock	0				0	
	Irion	0				0	
	Kimble	1	0	1	1	3	
	Menard	0	2	1	0	3	
	Reagan	0				0	
	Real	0				0	
	Runnels	16	8	13	8	45	

District	County	Number of Bridges by Condition			Total Bridges	Percent Good or Better	
		Good or Better	Structurally Deficient	Functionally Obsolete			Sub-Standard for Load Only
	Schleicher	5	0	0	0	5	
	Sterling	0	2	0	0	2	
	Sutton	1	0	1	0	2	
	Tom Green	30	0	6	3	39	
	Total	65	13	25	18	121	53.7%
San Antonio							
	Atascosa	16	3	0	2	21	
	Bandera	7	0	4	0	11	
	Bexar	704	5	189	6	904	
	Comal	21	3	10	0	34	
	Frio	12	2	2	0	16	
	Guadalupe	37	1	4	2	44	
	Kendall	15	3	7	0	25	
	Kerr	15	0	12	0	27	
	McMullen	0	0	3	0	3	
	Medina	34	2	9	1	46	
	Uvalde	6	0	0	0	6	
	Wilson	21	3	6	3	33	
	Total	888	22	246	14	1170	75.9%
Tyler							
	Anderson	32	6	12	5	55	
	Cherokee	43	4	14	11	72	
	Gregg	62	2	11	1	76	
	Henderson	15	2	14	1	32	
	Rusk	94	0	5	4	103	
	Smith	91	13	14	26	144	
	Van Zandt	38	11	19	9	77	
	Wood	10	1	2	0	13	
	Total	385	39	91	57	572	67.3%
Waco							
	Bell	149	6	44	6	205	
	Bosque	23	5	4	2	34	
	Coryell	19	3	0	5	27	
	Falls	63	53	22	28	166	
	Hamilton	21	7	6	4	38	
	Hill	83	30	19	27	159	
	Limestone	47	49	42	17	155	
	McLennan	171	14	47	21	253	
	Total	576	167	184	110	1037	55.5%
Wichita Falls							
	Archer	19	1	2	7	29	
	Baylor	5	2	0	2	9	
	Clay	7	2	2	0	11	
	Cooke	110	3	15	12	140	
	Montague	83	2	36	7	128	
	Throckmorton	7	1	0	0	8	
	Wichita	58	3	23	8	92	
	Wilbarger	19	6	1	8	34	
	Young	17	5	4	0	26	

District	County	Number of Bridges by Condition				Total Bridges	Percent Good or Better
		Good or Better	Structurally Deficient	Functionally Obsolete	Sub-Standard for Load Only		
	Total	325	25	83	44	477	68.1%
Yoakum							
	Austin	63	20	8	8	99	
	Calhoun	14	4	4	1	23	
	Colorado	77	3	9	5	94	
	Dewitt	80	5	20	10	115	
	Fayette	56	6	61	12	135	
	Gonzales	30	19	6	4	59	
	Jackson	24	7	12	3	46	
	Lavaca	61	10	58	5	134	
	Matagorda	79	8	3	9	99	
	Victoria	78	5	32	7	122	
	Wharton	117	32	11	30	190	
	Total	679	119	224	94	1116	60.8%
Totals		11611	1248	3962	1057	17878	64.9%

The total number of "Good or Better" bridges includes 20 off-system bridges identified as unclassified.

Table C-1.

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Texas Department of Transportation
Bridge Division