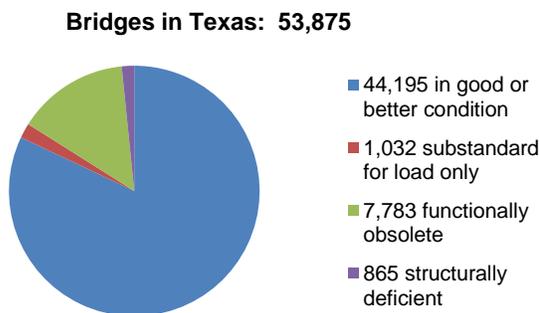


### Bridge Facts

- Texas has 53,875 bridges--about 26,000 more bridges than any other state in the nation, and more than the combined inventories of 17 states.
- 35,489 Texas bridges are on the state system, and 18,386 bridges are off the state system (city streets, county roads, etc.)
- TxDOT routinely inspects most bridges every two years. This ensures all bridges open to vehicular traffic in Texas are safe.
- Texas has 27 international bridges open to traffic between Mexico and Texas.
- The average age of Texas bridges is 40 years -- 45 years for bridges on the state highway system and 32 years for bridges off the state highway system.
- 89 percent of all on-system bridges and 68.6 percent of all off-system bridges are in good or better condition. Overall, 82 percent (44,195) of all Texas bridges are in good or better condition.



### Bridge Condition Terms

- A structurally deficient (SD) bridge is one with maintenance concerns or one that frequently floods. SD bridges do not pose a safety risk; however, to remain open to vehicular traffic, they are often posted with reduced weight limits that restrict the gross weight of vehicles using the bridges. SD bridges are inspected frequently and are closed to the traveling public if determined to be unsafe.
- A functionally obsolete (FO) bridge is one that does not have adequate lane widths, shoulder widths, or vertical clearance to serve current traffic demands, or is occasionally flooded. Like SD bridges, they are often load-restricted.
- A substandard-for-load-only bridge is one in relatively good condition that does not have specific maintenance concerns. This term is used by TxDOT to designate bridges that have a load-carrying capacity less than the state legal limit for public roadways. These bridges are posted with reduced weight limits. Under FHWA definitions, these bridges are not classified as structurally deficient or functionally obsolete.

Prior to 2012, the Federal Highway Administration (FHWA) used the bridge condition terms above to designate bridges eligible for federal funding. Ever since July 6, 2012, when the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) bill was signed into law, the Federal Highway Administration (FHWA) no longer manages a federal bridge funding program, instead allocating federal funds to the states to manage. TxDOT has chosen to continue its Highway Bridge Program (HBP) at the state level. TxDOT uses the terms above to identify bridges that are eligible for rehabilitation or replacement through the HBP.

### Bridge Contracts

- Contracts were awarded to replace, widen, repair or rehabilitate 654 existing bridges. The value of bridge work in these contracts is \$269 million (FY16).
- Contracts were awarded to construct 133 new bridges. The value of bridge work in these contracts is \$287 million (FY16).