

Bridges (FY 2022)

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Bridge Facts

Texas has **more than 55,000 bridges that carry vehicular traffic** — about **28,000 more bridges than any other state in the nation**, and more than the combined inventories of 17 states. Of those, **nearly 36,000 Texas bridges are on the state system**, and the remaining 19,000 bridges are off the state system (city streets, county roads, etc.)

TxDOT routinely inspects bridges in accordance with the National Bridge Inspection Standards and conducts additional reviews as part of the Maintenance Bridge Inspection Tracking System. This ensures all bridges open to vehicular traffic in Texas are safe.

Texas has **33 international bridges** open to traffic between Mexico and Texas, six of which are federally owned and the other 27 owned by TxDOT or local governments.

The average age of Texas bridges is 48 years for bridges on the state highway system and 34 years for bridges off the state highway system.



Texas has 50.7% of bridges in Good Condition, 48.1% in Fair Condition, and 1.2% in Poor Condition. Historic trends show the percent of Good Condition decreasing, and the percent of Fair and Poor Condition increasing.

Contracts were awarded to replace, widen, repair, rehabilitate or construct **740** bridge-class structures in fiscal year 2022.

Bridge Condition Terms

Bridges in **Good Condition** are those with a minimum condition rating of seven or greater. These bridges have no signs or very minor signs of deterioration.

Bridges in **Fair Condition** are those with a minimum condition rating of five or six. These bridges have minor to moderate deterioration that may benefit from maintenance or repair.

Bridges in **Poor Condition** have a minimum condition rating of four or less. These bridges show signs of more advanced deterioration and are in need of repair, rehabilitation, or replacement. If open, they have been deemed safe to continue carrying traffic. Any bridge determined to be unsafe is immediately closed.

The terms above were defined by The Federal Highway Administration (FHWA) and published in January 2017. TxDOT has adopted these terms and incorporated them in the programming of bridge projects. Since July 6, 2012, when the Moving Ahead for Progress in the 21st Century (MAP 21) bill was signed into law, the FHWA no longer manages a federal bridge funding program. Instead, the FHWA allocates federal funds to the states to manage. TxDOT has chosen to continue its Highway Bridge Program (HBP) at the state level for Poor bridges and has dedicated separate funding programs for minor rehabilitation and the preservation of bridges through the Bridge Maintenance and Improvement Program (BMIP). TxDOT uses the terms above to identify bridges that are eligible for rehabilitation or replacement through the HBP or the BMIP.

