



Austin District and Local Governments

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April 25, 2025

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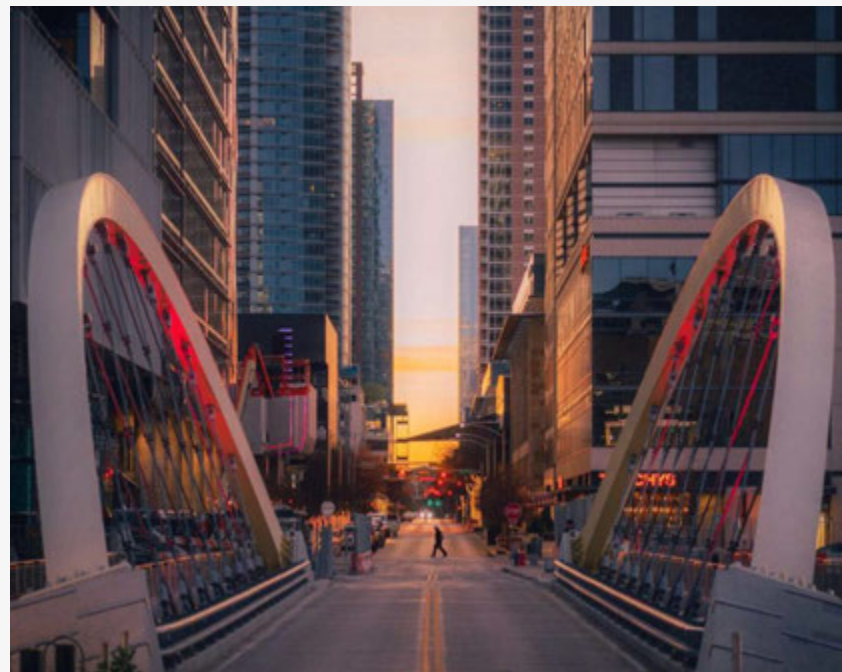
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Austin District-14

- There are 57 different local government agencies that we communicate with, including 11 Counties, 3 toll Authorities (CTTS, CTRMA, Centra), and the Austin-Bergstrom International Airport (AUS)



Austin District Bridge Maintenance Sections (Off-System)							
Maintenance Section (Off-System)	Maintenance Section Number	Number of Bridges	Total Off-System	Maintenance Section (Off-System)	Maintenance Section Number	Number of Bridges	Total Off-System
Bastrop County	MS-40	118	134	Llano County	MS-59	7	9
City of Bastrop	MS-41	11		City of Llano	MS-60	2	
City of Smithville	MS-42	4		Mason County	MS-65	6	10
City of Elgin	MS-89	1		City of Mason	MS-66	4	
Blanco County	MS-43	7	8	Travis County	MS-67	255	797
City of Blanco	MS-44	1		City of Manor	MS-86	4	
Burnet County	MS-45	15	28	City of Round Rock	MS-83	1	
City of Burnet	MS-46	3		ABIA (Airport)	MS-68	10	
City of Marblefalls	MS-47	10		City of Austin	MS-69	456	
Caldwell County	MS-48	48	54	City of Bee Cave	MS-70	4	
City of Lockhart	MS-49	4		City of Creedmoor	MS-71	1	
City of Luling	MS-50	2		City of Leander	MS-82	2	
Gillespie County	MS-51	27	41	City of Jonestown	MS-72	1	
City of Fredericksburg	MS-52	14		City of Lakeway	MS-73	8	
Hays County	MS-53	65	132	City of Pflugerville	MS-74	47	
City of Buda	MS-54	11		City of Rollingwood	MS-75	1	
City of Dripping Springs	MS-55	5		City of Sunset Valley	MS-76	2	
City of Kyle	MS-56	23		UT Austin	MS-88 (UT)	3	
City of San Marcos	MS-57	27		City of Lago Vista	MS-91	2	
City of Uland	MS-58	1	72	Williamson County	MS-77	342	678
Lee Precinct 1	MS-61	16		City of Austin	MS-69	22	
Lee Precinct 2	MS-62	24		City of Cedar Park	MS-78	53	
Lee Precinct 3	MS-63	17		City of Georgetown	MS-79	55	
Lee Precinct 4	MS-64	15		City of Granger	MS-80	2	
				City of Hutto	MS-81	21	
				City of Leander	MS-82	53	
				City of Roundrock	MS-83	108	
				City of Taylor	MS-84	17	
				City of Weir	MS-85	1	
				City of Liberty Hill	MS-87	2	
				City of Jarrell	MS-90	2	
Total Off-System Bridges							1963

TXDOT Responsibilities

- Perform Bridge Inspections (Routine, UW or NSTM) by In-house or Consultant
- Provide Inspection Reports to Owner
- Maintain Inspection Files
- Order and Provide Load Posting Signs
- Coordinate Plan of Action Documentation for Scour Critical Bridges.
- Coordinate with LG on CAT 6 approved projects



Local Government Responsibilities

- Notify TxDOT of new bridges or rehabilitation of existing bridges
- Provide documentation in accordance with Bridge Inspection Program
- Ensure bridges are properly maintained



[Lower Elgin Road Bridge 012 | Bastrop Co. Texas](#)

Local Government Responsibilities

- Inform TxDOT of New or Rehabilitated Bridges Opening to Traffic



Local Government Responsibilities

- Review Bridge Inspection Reports



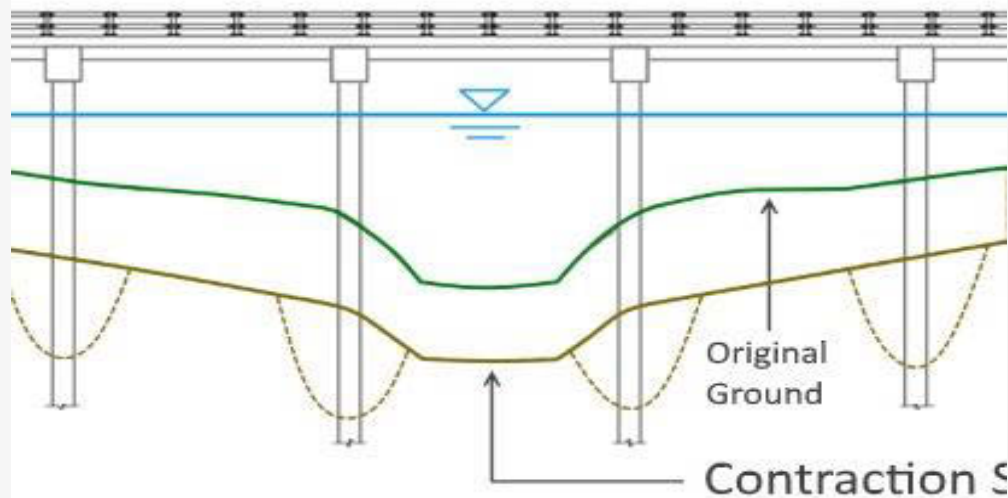
Local Government Responsibilities

- Perform required maintenance of bridges and submit documentation of resolution of critical findings

*District bridge offices inform local governments of bridges that are recommended for load posting by **certified mail or email** to the owner of the bridges. An email response or a signed copy of the cover letter is returned to TxDOT for acknowledgement. TxDOT designs and fabricates load posting signs. After the appropriate signs have been prepared by TxDOT, district bridge office sends a letter notifying the local jurisdiction as to where the signs and hardware may be picked up along with installation instructions. After the signs are installed, the local jurisdiction returns a statement of compliance to TxDOT. Photographs are required to document installation of load restriction signs and are stored in the inspection file for historical reference. **The local government is expected to install load posting signs within one week of arrival of sign.***

Local Government Responsibilities

Evaluate Bridge Scour



- Develop and Implement Scour Plans of Action

Austin District Coordination

- **Inspection Delivery**

- We send all Inspection Reports through box.com to ensure they are received and keep a receipt report in house showing when it was received and downloaded.



**Smithville's
First Colorado River Bridge
c. 1900**
Destroyed in the 1913 flood

Austin District Coordination

- **Inspection Delivery**
 - Email Cover Letter.

SUBJECT: City of (BLANK) Bridge Inspections

Good morning (NAME),

Please use the following link to access the current TxDOT Off-System Bridge Inspection Reports for the
(box.com link to winzip file)

Note: This file is password protected as all bridge inspection records are considered confidential under the Texas Homeland Security Act and 23 USC Section 409, Safety Sensitive Information. This means that the files must be kept secured at all times. Do not keep the files unencrypted on any shared drive and do not disclose to unauthorized personnel, including the public. The password for the file can be provided via telephone; **please respond to this email to confirm receipt** so I can call and give you the password.

Please find the attached file for list of bridge repair recommendation, Follow-up Actions (FUAs) for bridges in your jurisdiction. The list shows inspection finding Priority Level 1s and Level 2s. Priority level 1 are expected to be addressed within 1 month and Priority Level 2 are expected to be addressed within 6 months. If you do not have an attached spreadsheet, then you currently do not have FUA 1 or 2's.

If you have any questions, please reach out to either Joe Riba, the Austin District Bridge Inspection Coordinator (210) 584-5573, Mathew Pridgen (512) 832-7089 or Scott Brown – Bridge Inspector (512) 635-4005.

Regards,
Mathew Pridgen

Austin District Coordination

Guidance for Off-System Bridge Owners: Roles and Responsibilities

Purpose of this Document:

The purpose of this document is to provide clear guidance on the roles and responsibilities of off-system bridge owners, including key requirements and processes for bridge management and safety compliance.

Topics Covered:

1. Purpose of Inspections
2. Definition of Bridge/Bridge Class Culvert
3. New Bridge Inventory and Documentation
4. Load Posting
5. Follow-Up Actions (FUAs), Maintenance, and Repair
6. Critical Findings (CF)
7. Sensitivity of Inspection Reports
8. Compliance with TAC and/or the Texas Transportation Code
9. Advanced Funding Agreements (AFAs) and Equivalent Match Projects (EMPs)
10. Vertical Clearance

1. Purpose of Inspections

The primary objective of the bridge inspection program is to ensure public safety by identifying deficiencies early and addressing them quickly. The Federal Highway Administration (FHWA) oversees this program, maintaining the National Bridge Inventory (NBI) in which your bridges are included. All inspections and maintenance activities are monitored at both federal and state levels. Our mutual goal is to remain compliant with national standards by partnering with local governments, who own and are responsible for maintaining off-system bridges.

2. Bridge / Culvert Definitions

Bridge: A structure that carries traffic over an obstruction, such as water or a roadway, and spans more than 30 feet, measured along the centerline of the road. It includes pipes and culverts where the clear distance between openings is less than half the smaller adjacent opening.

Culverts: Structures like multiple-barrel box or pipe culverts can be classified as bridges under specific conditions, such as skewed installation exceeding 15 degrees. These structures will require a Bridge Record and inclusion in the NBI if they meet specific criteria.

Off-System Bridge: A bridge that is owned and maintained by a local government (city or county).

Owner Responsibilities:

- Review bridge inspection reports.
- Schedule necessary repairs promptly and communicate them to TxDOT.

• Inspection Delivery

- Provide updates to the bridge inventory records with photos, repair descriptions, and NBI numbers.

3. New Bridge Inventory and Documentation

The National Bridge Inspection Standards (NBIS) require all new bridges to be entered into the state's bridge database within 3 months of their opening. This applies to both on-system and off-system bridges. The local government must notify TxDOT when a bridge is fully or partially opened to traffic.

For off-system bridges, the local government must submit:

- A copy of structural plans.
- Scour analysis (if applicable) within 31 days after construction or rehabilitation is completed.

4. TAC and the Texas Transportation Code

- Texas law (Section 201.804) requires local government bridge owners to provide plans for any newly constructed or rehabilitated bridge. This includes scour analysis and compliance with other national standards. Ensure compliance with all applicable laws and codes.

5. Load Posting Requirements

District bridge offices send a list of off-system bridges that are recommended for load posting by certified mail to the owner of the bridges. A signed copy of the cover letter is returned to TxDOT from the local jurisdiction official. After the appropriate load zone signs have been prepared by TxDOT, district bridge office sends a letter notifying the local jurisdiction as to where the signs and hardware may be picked up along with installation instructions. TxDOT supplies materials to implement the recommended load posting of all off-system bridges to the local jurisdiction. After the signs are installed, the local jurisdiction returns a statement of compliance to TxDOT. Photographs are required to document installation of load restriction signs and are stored in the inspection file for historical reference. The local government is expected to install load posting signs within one week of arrival of sign.

6. Follow-Up Action (FUA), Maintenance, and Repair

FUA Priority Levels:

- **Level 1 (Critical):** Actions must be completed within 30 days.
- **Level 2 (Urgent):** Actions to be completed within 6 months.
- **Level 3:** Actions recommended within 24 months.
- **Level 4:** Actions with no set timeframe.

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The local government shall address FUAs per the above timeline and upon completion of repairs, notify the TxDOT District Bridge office with documentation and photos. The district Bridge Section will immediately notify the local government via a phone call or email for Priority 1 and Priority 2 FUAs.

7. Critical Findings (CF)

Critical findings are structural or safety deficiencies requiring immediate action. These include, but are not limited to:

- Full or partial closures.
- Condition ratings of 3 or below.
- Score risks or structural integrity concerns.
- Missing vertical clearance signs where clearance is 14'6" or less.

The local government shall address critical findings in a timely manner for the safety of the travelling public and notify TxDOT of corrective actions within 30 days of the critical finding notification.

8. Sensitivity of Inspection Reports

Bridge inspection reports are confidential under the Texas Homeland Security Act and are considered sensitive under federal law (23 USC Section 409). Only authorized personnel should have access to these reports, and they should not be stored on unprotected shared drives or disclosed to the public.

9. AFAs and EMPs

Advanced Funding Agreements (AFAs) and Equivalent Match Projects (EMPs) are financial agreements between local governments and TxDOT to fund bridge projects. If your bridge is selected for such a project, a kick-off meeting will be arranged, and TxDOT will guide you through the necessary procedures.

10. Vertical Clearance

The local government shall review and update vertical clearance signage when necessary. Changes to signage should be documented, including the existing signed clearance and the proposed clearance. A list of all recommended changes in vertical clearance signs will be provided to the LG as part of the inspection report.

• Inspection Delivery

Summary:

Bridge owners are responsible for maintaining their infrastructure in compliance with state and federal regulations with safety of the travelling public in mind. If you have questions or require further clarification, please reach out to your Austin District Bridge Section for guidance. Thank you for your cooperation in ensuring the safety and longevity of your bridges.

For more information or to contact TxDOT, please refer to the contact details below.

<p>Biniam(Bin) K. Aregawi, P.E. Austin District Bridge and Hydraulics Section Manager 7901 N IH 35, Austin, TX 78753 Office: (512) 832-7198 Cell: (512) 949-7099 Email: Biniam.aregawi@txdot.gov</p>	<p>Joe Riba email: joe.riba@txdot.gov Mathew Pridgen email: Mathew.Pridgen@txdot.gov Scott Brown email: scott.brown@txdot.gov Aaron Sanders email: aaron.sanders@txdot.gov LIANXIANG Du email: lianxiang.du@txdot.gov</p>
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- **Critical Findings, Level 1 and Level 2 FUA Notifications**



College Street Bridge over San Gabriel River in Georgetown Texas.
Looking across the old, low water, one lane Bridge built in 1936-1937 to the new bridge.

Austin District Coordination

- Critical Findings, Level 1 and Level 2 FUA Notifications**

From: [Scott Brown](#)
To: commissionerpct2@co.lee.tx.us
Cc: [Joe Riba](#); [Biniam Aregawi](#); [Mathew Pridgen](#)
Subject: Bridge_Level 2 FUA Notification_141440AA0039001_CR 106

- This is a heads-up on a Level 2 Follow-Up Action on a Bridge in your Offices Area, I will send the file as soon as the Inspection team uploads the inspection file.
 - 141440AA0039001
 - CR 106 over BLUFF CREEK
 - Description: Buildup of soil and debris at Bent Cap 1
 - Recommendation: Remove accumulated soil and debris at Bent 1. Clean and paint exposed steel as needed.

Scott C. Brown
Austin District/Bridge Inspection
Bridge Inspection Sp.
7901 N IH 35, Austin, TX 78753
Office: (512) 832-7198 Cell [512-632-4005](tel:512-632-4005)
Email: Scott.Brown@txdot.gov

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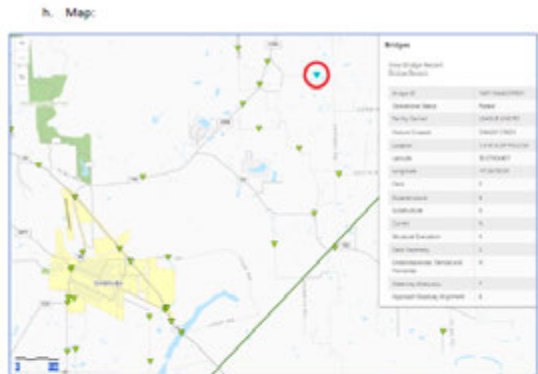
- **New Construction and Rehabilitation**



“On behalf of the Mayor, the City Council, the citizens of Smithville, especially those who live on the hill, thank you TxDOT for a job well done,” said Smithville City Manager Robert Tamble.

Austin District Coordination

- **CAT 6 Funding Opportunities**
 - **Highway Bridge Program (HBP)**
 - **Replace/Rehab Poor Condition Bridges**
 - **Increase Safety**
- **Advance Funding Agreement (AFA) Coordination**
 - **Constant Coordination between BRG Division, AUS Bridge Team, AUS LG Team and Local Entity ensures successful AFA Execution**
- **Equivalent Match Projects (EMP)**
 - **AUS Bridge Team in constant communication with LGs to ensure EMPs are completed in a timely manner.**
 - **Once completed, AUS Bridge Team will reach out to BRG Division for close-out.**



2. HBP and Selection Criteria
 - a. The Highway Bridge Program (HBP) is a federal-aid program that provides funding to enable states to improve primarily the condition of their poor condition highway bridges (on- and off-system) through replacement, rehabilitation, and systematic preventive maintenance. In addition, the purpose of the program is to increase the safety of highway bridges nationwide.
 - b. Selection Criteria: Condition Ratings <= 4 (Deck, Super, Sub), or as instructed by BRG (i.e. two or more Condition Ratings 5)
3. Review the PWP/EMP requirements
 - a. The local match fund participation requirement on federal off-system bridge program projects may be waived providing the local government agrees to perform structural improvement work on one or more of its load-carrying deficient bridge(s) or other cross-drainage structures. This work must have a dollar value at least equivalent to the required local match participation or the local participation value as adjusted under the Economically Disadvantaged County (EDC) provision.
 - b. EMP: Approximately \$3,601.17 (approved funding for replacement is \$523,807)

Austin District Coordination

- 15 Off-System HBP projects FY23-29 (~\$13M)

Approved FY	Letting Date (Anticipated)	Authorized Amount	County	Enter Funding Program	Highway (Funding)	Feature Crossed (Funding)
2023	1-Apr-23	\$1,641,000	Bastrop	HBP	OLD MCDADE ROAD	BIG SANDY CREEK
2023	1-Jul-23	\$566,800	Caldwell	HBP	CR 224 (HOLZ RD)	ELM CREEK BRANCH
2023	1-Feb-23	\$803,330	Caldwell	HBP	CR 205 (SEAWILLOW)	PLUM CREEK BRANCH
2023	1-Aug-23	\$900,000	Gillespie	HBP	GELLERMANN LN	PEDERNALES RIVER
2023	1-Mar-23	\$750,000	Williamson	HBP	CR 452	BRANCH OF MUSTANG CREEK
2023	1-Jul-23	\$520,000	Williamson	HBP	CR 118	COTTONWOOD CREEK
2025	1-Jun-25	\$624,000	Williamson	HBP	CR 143	DRY BERRY CREEK
2025	1-Sep-24	\$700,000	Williamson	HBP	CR 126	MILEHAM BR
2026	1-May-26	\$800,000	Caldwell	HBP	N BLANCO SREET	TOWN CREEK
2026	1-May-26	\$700,000	Lee	HBP	CR 208	RABBS CREEK
2026	1-Jun-26	\$1,620,000	Williamson	HBP	CR 258	NORTH SAN GABRIEL RI
2027	1-Jan-27	\$1,500,000	Williamson	HBP	CR 434	BRUSHY CREEK
2028	1-Jan-28	\$759,034	Travis	HBP	CIRCLE S RD	BOGGY CREEK
2029	1-Jan-29	\$523,807	Bastrop	HBP	LEAGUE LINE RD	GRASSY CREEK
2029	1-Jan-29	\$322,856	Lee	HBP	CR 410	BRUSHY CREEK TRIB

Austin District Coordination

• Rehabilitation

- Deteriorated Steel and Timber Piling

- Assist Bridge Owners

▪ Notify, Educate & Track

Program/Project or Work Item (BMC's Initiative)	Steel or Timber	Structure Name	Structure ID	Substructure Rating	Facility Carried	Feature Crossed	Latitude	Longitude	Status
No	Steel Piling	Austin	T0144001000001	5	CR 100	ALFAY CREEK	30.3	-97.6	27.0
			T0144001000002	5	CR 100	WOLFE YOUNG CREEK	30.4	-97.6	27.0
			T0144001000003	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000004	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000005	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000006	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000007	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000008	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000009	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000010	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000011	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000012	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000013	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000014	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000015	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
Yes	Steel Piling	Austin	T0144001000016	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000017	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000018	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000019	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000020	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000021	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000022	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000023	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000024	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000025	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000026	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000027	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000028	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000029	5	CR 100	CRICK CREEK	30.4	-97.6	27.0
			T0144001000030	5	CR 100	CRICK CREEK	30.4	-97.6	27.0

Bridge Structure Needing Steel Pile Repairs



Jorge Carrasco

To: commissionerpct2@co.lee.tx.us

Cc: Biniam Aregawi; Gregory Sanders; LIANXIANG DU

This message was sent with High Importance.



Steel and Timber piling-Brochure.pdf

1 MB



WD-PED-22.pdf

878 KB



WD-PED-22.dgn

158 KB

Good morning Commissioner,

The bridge structure(s) listed in the table below has been identified as having steel pile supports needing repair. Please refer to the brochure and repair details attached for addit

Feel free to reach out if you need additional assistance. It is important these repairs are completed as soon as possible.

Structure ID	Substructure	Facility Carried	Feature Crossed	Latitude	Longitude	Recommendation
						concrete collars as



Austin District Coordination

- Rehabilitation
 - Repair needs
 - Share Working Drawings

STEEL AND TIMBER PILING

Bridge Division January 2021

Steel and timber piles are vertical members that provide primary support for a bridge. Piles deteriorate over years of service without maintenance/preservation action due to moisture induced corrosion of steel or decay of timber. Severe deterioration and unrepaired piles can be a safety concern for the travelling public.

In 2018 TxDOT (BRG Division) began an initiative to identify repair needs of steel and timber piles over waterways. This was triggered after TxDOT required emergency closure of three bridges due to corrosion of steel piles or deterioration of timber piles.

As a result of the initiative, over 150 bridges were identified as requiring pile repairs. Repairs were completed on several of them. However, there are many bridges that still have not been repaired. To maintain the safety of the travelling public, it is necessary to have deteriorated steel and/or timber piles repaired in a timely manner.

Identify repair needs of steel and timber piles (from Inspection Reports or TxDOT's District Office)

↓

Prepare repair plans (utilize TxDOT's working drawing)



↓

Have the piles repaired in a timely manner before it turns into a safety risk for the travelling public

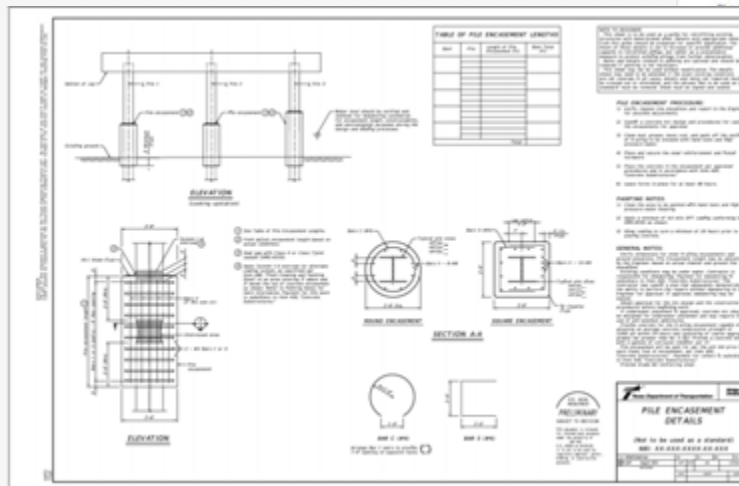
Working photos show actual bridges in our inventory and need to illustrate the severity of pile deterioration.

has developed a working drawing than can be used as a standard into repair plans for addressing pile deterioration. See page 3 for the working drawing that has been used widely on a number of projects in Texas.

Contact Benjamin Aragawa, Bridge Preservation Engineer, at benjamin.aragawa@txdot.gov or your local district bridge inspection coordinator for more information.

Steel and Timber Piling 1 & 2

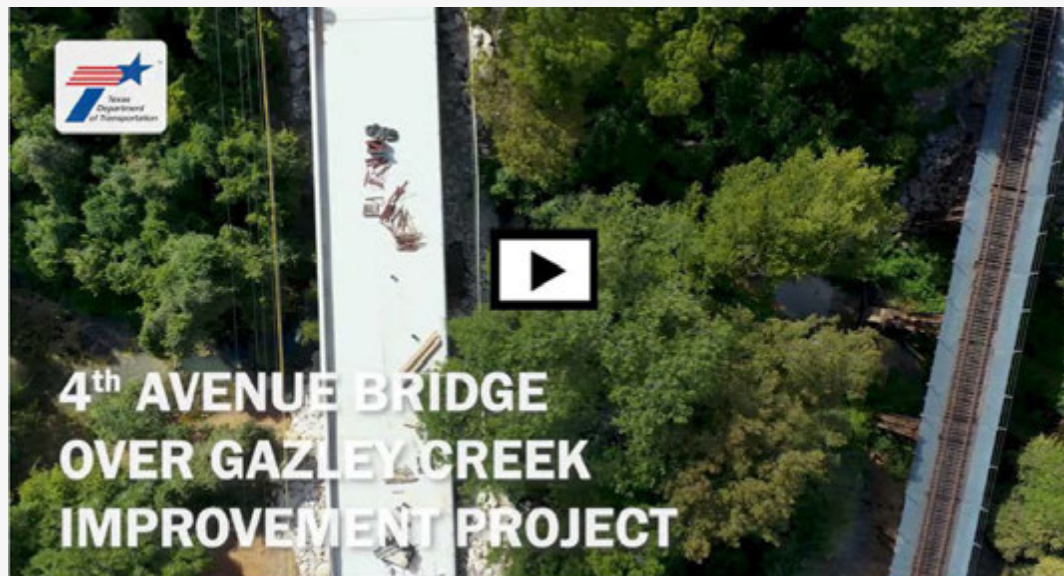


Austin District Coordination

- **Open Line of Communication**



Thank You!





HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov
#EndTheStreakTX Toolkit

