American Road & Transportation Builders Association

National Bridge Inventory: Montana

- The state has identified needed repairs on 923 bridges.
- This compares to 987 bridges that needed work in 2020.
- Over the life of the IIJA, Montana will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Montana currently has access to $135.0 million of that total, and has committed $92.6 million towards 33 projects as of June 2024.
- Of the 5,224 bridges in the state, 356, or 6.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 377 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 5.7 percent of total deck area on all structures.

20

Compared to 21 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
19. Kentucky	7.0%
20. Montana	7.0%
21. North Carolina	7.0%

35

Compared to 35 in 2023

in the nation in # of structurally deficient bridges

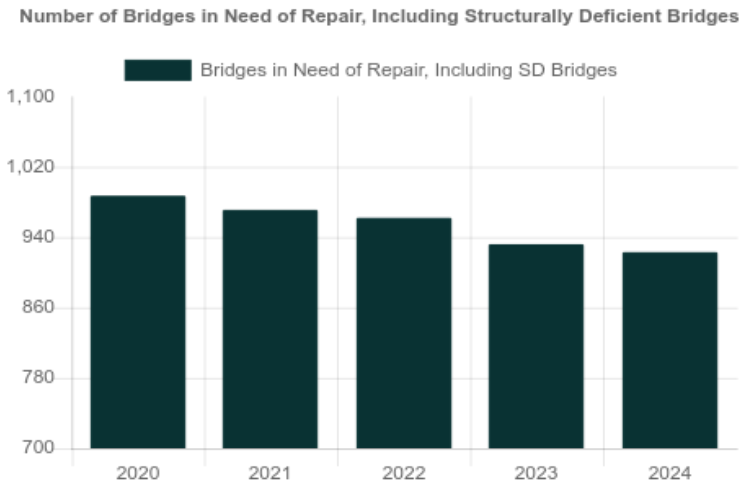
1. Iowa	4,544
34. Florida	364
35. Montana	356
36. Puerto Rico	332

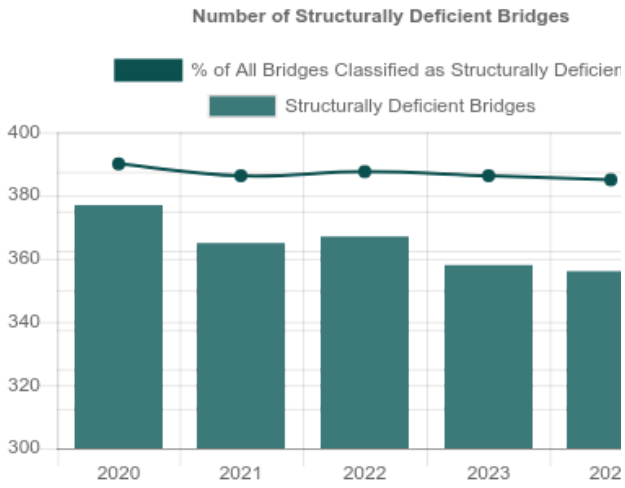
22

Compared to 20 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
21. District of Columbia	6.0%
22. Montana	6.0%
23. North Carolina	6.0%





Top Most Traveled Structurally Deficient Bridges in Montana

County	Year Built	Daily Crossings	Type of Bridge	Location
Missoula	1966	13,266	Urban Interstate	I 90 over Int Reserve Street
Granite	1970	11,980	Rural Interstate	I 90 over Clark Fork River
Missoula	1964	9,050	Rural Interstate	I 90 over Clark Fork River
Gallatin	1969	8,465	Rural Interstate	I 90 over Abandoned RR
Yellowstone	1960	8,399	Urban other principal arterial	Montana Ave over U1025-RR
Yellowstone	1960	8,399	Urban other principal arterial	Montana Ave over U1024-25-RR
Flathead	1955	8,155	Rural minor arterial	S 82 over Flathead River
Lewis and Clark	1962	7,447	Rural minor arterial	Lincoln Rd over Int Lincoln-I 15
Lake	1933	7,072	Rural arterial	IRR - US 93 over Nine Pipe Reservoir
Powell	1973	5,915	Rural Interstate	I 90 EB over RR
Powell	1973	5,915	Rural Interstate	I 90 over RR
Lincoln	1976	5,592	Rural arterial	US 2 over Big Cherry Creek
Powell	1979	5,165	Rural Interstate	I 90 over Int W Garrison-RR
Stillwater	1957	4,987	Rural minor arterial	S 78 over Yellowstone River
Dawson	1973	4,277	Rural Interstate	I 94 over Clear Creek
Mineral	1965	4,036	Rural Interstate	I 90 over Sep Elizabeth Ln
Mineral	1965	4,036	Rural Interstate	I 90 over Clark Fork River
Yellowstone	1949	3,981	Rural minor arterial	Old Hwy 312 over Yellowstone River 170
Mineral	1984	3,615	Rural Interstate	I 90 over Clark Fork River
Missoula	1935	3,605	Rural local road	North Ave W over Bitterroot River 010
Blaine	1964	3,196	Rural arterial	IRR - US 2 over Milk River
Park	1962	2,850	Rural arterial	US 89 over Int East Livingston I 90
Richland	1957	2,766	Rural arterial	S 16 over Crane Creek
Beaverhead	1946	2,660	Rural major collector	Hwy 91 N over Beaverhead River 033
Gallatin	1962	2,481	Rural arterial	US 191 Fh 42 over Teepee Creek

Bridge Inventory: Montana

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	688	542,110	2,763,442	12	22,452	64,197
Rural arterial	448	233,022	1,403,474	29	10,470	54,397
Rural minor arterial	473	226,619	525,614	38	29,783	53,568
Rural major collector	634	225,195	356,088	36	9,432	21,770
Rural minor collector	553	121,634	115,871	33	5,053	5,968
Rural local road	1,967	320,835	215,098	197	27,481	20,558
Urban Interstate	137	139,770	1,174,620	1	724	13,266
Urban freeway/expressway	0	0	0	0	0	0
Urban other principal arterial	86	168,213	1,169,307	2	10,122	16,798
Urban minor arterial	65	48,576	418,498	2	2,081	2,258
Urban collector	80	32,672	193,339	2	394	2,783
Urban local road	93	34,212	61,605	4	569	400
Total	5,224	2,092,858	8,396,956	356	118,562	255,963

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	511	$616	1,005,890	263,059
Widening & rehabilitation	4	$1	205	475
Rehabilitation	353	$220	347,325	129,740
Deck rehabilitation/replacement	6	$1	299	327
Other structural work	49	$24	14,389	12,767
Total	923	$861	1,368,108	406,368

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, published by FHWA. Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.