American Road & Transportation Builders Association

National Bridge Inventory: Oregon

- The state has identified needed repairs on 1,946 bridges.
- This compares to 1,999 bridges that needed work in 2020.
- Over the life of the IIJA, Oregon will receive a total of $288.4 million in bridge formula funds, which will help make needed repairs.
- Oregon currently has access to $173.1 million of that total, and has committed $28.9 million towards 14 projects as of June 2024.
- Of the 8,305 bridges in the state, 383, or 4.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 395 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 2.9 percent of total deck area on all structures.

37

Compared to 37 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
36. Connecticut	5.0%
37. Oregon	5.0%
38. Maryland	5.0%

33

Compared to 33 in 2023

in the nation in # of structurally deficient bridges

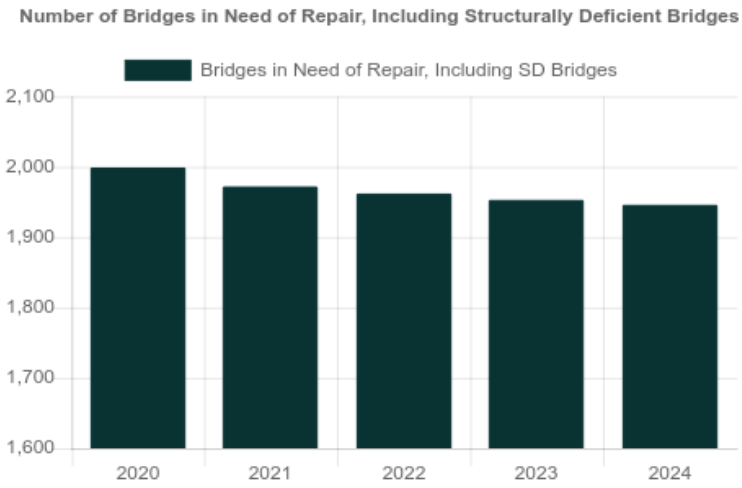
1. Iowa	4,544
32. Maine	388
33. Oregon	383
34. Florida	364

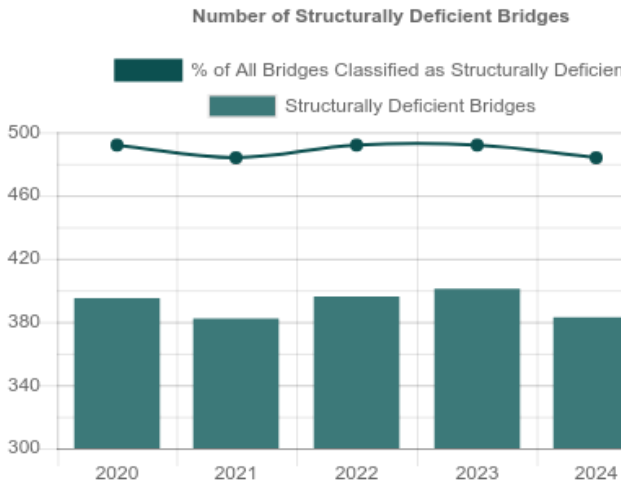
43

Compared to 38 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
42. Maryland	3.0%
43. Oregon	3.0%
44. Virginia	3.0%





Top Most Traveled Structurally Deficient Bridges in Oregon

County	Year Built	Daily Crossings	Type of Bridge	Location
Multnomah	1916	57,550	Urban Interstate	Hwy 1 NB over Columbia River
Multnomah	1913	30,388	Urban other principal arterial	NW Broadway Ramp over Broadway St Conn
Washington	1981	19,471	Urban minor arterial	Allen Blvd over Hwy 144
Multnomah	1968	19,379	Urban other principal arterial	Columbia Blvd over B-79 X N. Columbia Way
Jackson	1961	18,321	Rural Interstate	I-5 (Hwy 1) NB over Or 99 (Hwy 060)
Clackamas	1940	17,911	Urban other principal arterial	OR 99E (Hwy 81) over Partial Viaduct
Lane	1965	17,868	Urban minor arterial	Goodpasture IS Rd over Hwy 132
Lincoln	1934	17,391	Urban other principal arterial	US101 (Hwy 9) over Yaquina Bay
Linn	1921	15,212	Urban other principal arterial	US 20 (Hwy 16) EB over Lebanon Ditch
Washington	1960	14,741	Urban collector	Sw 205th Ave over Beaverton Creek
Multnomah	1916	14,354	Urban other principal arterial	Hwy 081 over Uprr
Yamhill	1958	14,338	Rural arterial	Hwy 140 (Or 219) over Hess Creek
Multnomah	1909	13,970	Urban minor arterial	Hwy 123 over BNSF
Multnomah	1909	13,910	Urban other principal arterial	Columbia Blvd over B-78 over BNRR
Lincoln	1953	13,184	Rural arterial	US 20 (Hwy 33) over Beaver Creek
Multnomah	1930	13,113	Urban minor arterial	N Burgard St over B-1 over Up/Sprr
Hood River	1924	12,861	Urban other principal arterial	I-84 White Salmon over Columbia River
Multnomah	1962	12,054	Rural Interstate	I-84 (Hwy 2) EB over McCord Creek
Marion	1947	11,400	Rural major collector	Scotts Mills Rd over Butte Creek
Linn	1940	11,330	Urban minor arterial	Salem Ave over Cox Creek
Washington	1940	11,148	Rural arterial	US 26 (Hwy 047) over West Fork Dairy Creek
Polk	1954	10,967	Rural minor arterial	Or 99W (Hwy 91) over North Fork Ash Creek
Tillamook	1952	10,718	Rural arterial	US101 (Hwy 9) over Kilchis R. & Possetti Rd
Marion	1968	10,640	Urban minor arterial	Wilco Road over Salem Ditch
Multnomah	1910	10,362	Urban minor arterial	Hwy 1W (Steel Br) over Willamette River

Bridge Inventory: Oregon

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	363	440,323	5,610,734	2	2,444	30,375
Rural arterial	716	623,224	4,039,954	10	5,624	80,303
Rural minor arterial	506	318,664	2,031,078	13	5,316	39,598
Rural major collector	1,388	549,452	2,392,833	67	22,281	89,696
Rural minor collector	932	232,351	583,661	47	9,100	23,094
Rural local road	2,642	454,952	600,834	183	27,358	30,327
Urban Interstate	306	924,043	13,215,000	1	14,881	57,550
Urban freeway/expressway	75	151,332	2,832,551	0	0	0
Urban other principal arterial	355	614,823	7,044,139	12	30,843	179,341
Urban minor arterial	446	504,198	7,479,802	26	24,613	166,283
Urban collector	362	217,232	3,954,997	17	7,525	67,525
Urban local road	214	101,455	1,160,644	5	1,073	8,735
Total	8,305	5,132,049	50,946,227	383	151,058	772,827

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	279	$1,063	1,166,820	191,943
Widening & rehabilitation	1,106	$5,141	13,361,954	1,229,994
Rehabilitation	229	$320	271,221	85,236
Deck rehabilitation/replacement	4	$3	1,510	941
Other structural work	328	$178	17,309	64,141
Total	1,946	$6,704	14,818,814	1,572,255

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.