

Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 5,265 bridges in the state, 390, or 7.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 284 bridges classified as structurally deficient in 2014.
- 34 of the structurally deficient bridges are on the Interstate Highway System.
- 340 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,041 bridges at an estimated cost of \$535.9 million.
- This compares to 952 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	745	600,818	2,946,940	30	61,158	127,563
Other principal arterial	478	267,245	1,574,302	17	12,515	66,711
Minor arterial	509	223,567	536,189	34	29,416	43,261
Major collector	583	213,337	504,465	21	10,106	39,355
Minor collector	502	112,014	137,651	31	7,603	7,640
Local	2,158	394,637	276,575	247	28,720	19,163
Urban Bridges						
Interstate	84	77,746	824,670	4	2,650	21,246
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	58	120,757	844,735	1	1,331	23,080
Minor arterial	44	41,715	306,328	2	7,334	15,766
Collector	34	17,936	81,876	1	287	1,298
Local	70	15,034	101,161	2	214	200
Total	5,265	2,084,807	8,134,892	390	161,334	365,283

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	589	\$441,887	1,056,646	282,816
Widening & rehabilitation	4	\$44	205	474
Rehabilitation	392	\$92,685	378,075	163,610
Deck rehabilitation/replacement	5	\$21	259	230
Other work	51	\$1,227	15,468	13,267
Total	1,041	\$535,864	1,450,653	460,397



Top Most Traveled Structurally Deficient Bridges in Montana

County	Year Built	Daily Crossings	Type of Bridge	Location
Missoula	1957	23,080	Urban other principal arterial	N Russell St over Clark Fork River
Lewis and Clark	1978	17,288	Rural arterial	US 12 over RR
Missoula	1962	14,039	Urban minor arterial	S Higgins Ave over Clark Fork R-Ped Paths
Flathead	1975	13,173	Rural arterial	S 40 over Whitefish River
Missoula	1966	9,489	Urban Interstate	I 90 over Int Reserve Street
Granite	1970	9,241	Rural Interstate	I 90 over Sep Bearmouth Road
Granite	1970	9,241	Rural Interstate	I 90 over Clark Fork River
Hill	1976	9,135	Rural major collector	S 234 over Scotts Coulee
Missoula	1964	8,315	Rural Interstate	I 90 over Clark Fork River
Lewis and Clark	1962	8,157	Rural major collector	Lincoln Rd over Int Lincoln-I 15

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.