MONTANA

American Road & Transportation Builders Association

2020 Bridge Profile

Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 5,278 bridges in the state, 380, or 7.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 303 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 7.8 percent of total deck area on all structures.
- 30 of the structurally deficient bridges are on the Interstate Highway System.
- 368 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,006 bridges at an estimated cost of $707.9 million.
- This compares to 961 bridges that needed work in 2015.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	747	593,306	3,048,647	28	52,942	118,685
Other principal arterial	478	264,355	1,600,838	12	8,632	46,124
Minor arterial	509	222,033	531,990	40	31,039	46,629
Major collector	583	214,789	499,478	24	10,836	48,269
Minor collector	502	115,259	136,384	28	7,190	6,376
Local	2,170	366,025	273,000	238	29,619	19,135
Urban Bridges						
Interstate	84	78,442	831,587	2	1,177	11,981
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	58	120,067	856,405	3	11,453	41,801
Minor arterial	44	41,698	313,464	2	7,334	16,903
Collector	34	17,367	82,608	1	288	1,288
Local	69	15,016	103,738	2	213	200
Total	**5,278**	**2,048,359**	**8,278,139**	**380**	**160,723**	**357,391**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	570	$492	1,033,588	277,865
Widening & rehabilitation	4	$1	205	475
Rehabilitation	377	$198	368,443	158,879
Deck rehabilitation/replacement	5	$0	249	231
Other work	50	$18	14,946	12,989
Total	**1,006**	**$708**	**1,417,431**	**450,439**

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Top Most Traveled Structurally Deficient Bridges in Montana

County	Year Built	Daily Crossings	Type of Bridge	Location
Lewis and Clark	1978	21,485	Rural arterial	US 12 over RR
Missoula	1957	21,077	Urban other principal arterial	N Russell St over Clark Fork River
Missoula	1962	15,205	Urban minor arterial	S Higgins Ave over Clark Fork R-Ped Paths
Yellowstone	1960	10,362	Urban other principal arterial	Montana Ave over U1024-25-RR
Yellowstone	1960	10,362	Urban other principal arterial	Montana Ave over U1025-RR
Lake	1933	9,668	Rural arterial	IRR - US 93 over Nine Pipe Reservoir
Missoula	1966	9,537	Urban Interstate	I 90 over Int Reserve Street
Hill	1976	9,495	Rural major collector	S 234 over Scotts Coulee
Granite	1970	9,370	Rural Interstate	I 90 over Clark Fork River
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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020. 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 surface transportation law 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 2018 and 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.