

## Bridge Condition: Percent of state highway bridges that are “not distressed”

### Our strategy

The ODOT bridge strategy which focuses on preservation and maintenance (shown at the right) was developed in response to insufficient funding levels needed to sustain conditions of the many of bridges reaching the end of their service life.

### About the target

The target goal for “not distressed” bridges was established by analyzing the impact of program funding targets approved by the Oregon Transportation Commission, deterioration rates of our aging structures and historic performance of the Bridge Program in addressing needs in twelve categories.

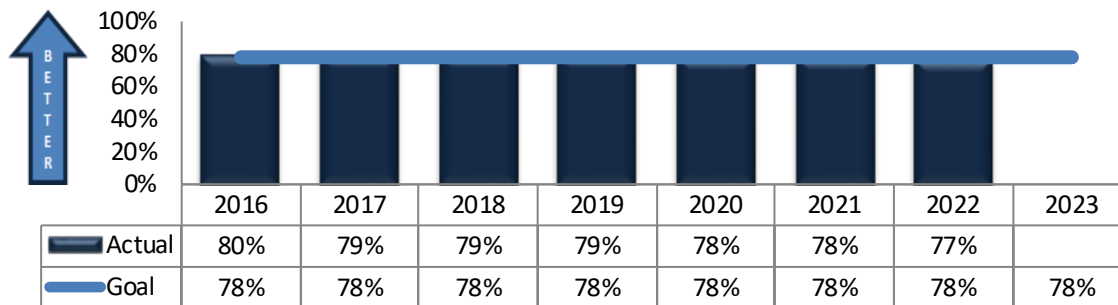
-  Protecting high-value coastal, historic, major river crossings and border structures
-  Using Practical Design and funding only basic bridge rehabilitation projects and rare replacements
-  Prioritizing maintenance on highest priority freight corridors
-  Practice bridge preservation best practices
-  Raising awareness of the lack of seismic preparation
-  Addressing significant structural problems (only) on low-volume bridges to protect public safety
-  Monitoring the health of bridges

### How we are doing and Projected Conditions

ODOT bridge conditions are characterized by the performance measure “not distressed” which means the bridges have not been identified as having freight mobility, deterioration, safety or serviceability needs and are not rated as Structurally Deficient based on Federal Highway Administration criteria.

The improvement in the percent “not distressed” measure since 2007 is largely due to the investments from the OTIA III State Bridge Delivery Program. Bridge Program funding levels have been able to maintain the bridge performance measure for the last seven years but is showing signs of decline since 2018 (79% to 77.2% in 2022). The predominant distresses are due to the aging bridge inventory, load capacity, and bridge functionality issues such as deck geometry and vertical clearance. However,

**Bridge Condition - Percent of State Highway bridges that are not 'distressed'**



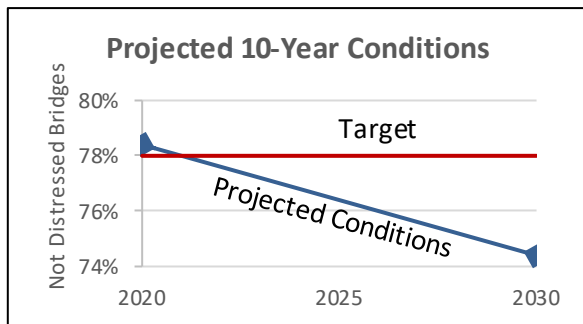
### Fact

Nearly half of the state’s bridges are over 50 years old and were built to older, lesser standards never intended for today’s heavy loads and traffic volumes.

# Bridge Condition, cont.

this is the first time since 2014 that the Bridge KPM is below the target. In 2022, the Bridge KPM dropped a full percentage point to 77%, primarily due to 2022 federal requirement to include specialized hauling vehicles in load ratings. This resulted in an increase in the number of bridges that have load restrictions.

Analysis shows that over the next ten years the new HB 2017 funding and the Federal IJA funding will not stop the decline, only slow it. This decline is primarily due to the aging bridge inventory and a long history of underfunding of the Bridge Program that precluded systematic replacement of deteriorated bridges.



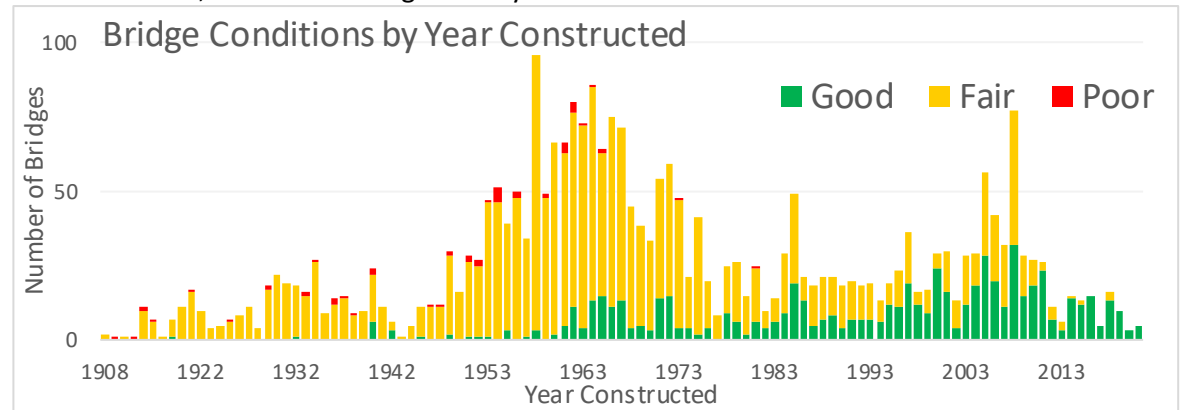
## Factors affecting results and what needs to be done

A sustainable bridge program includes replacing bridges when they reach the end of their service life at 100 years. Due to underfunding, at the current rate a bridge

will have to last more than 900 years before replacement. The result is a large population of aging bridges in fair condition.

With a disproportionate number of bridges in fair condition, available funding will only

able to keep up, and the resulting bridge postings are beginning to cause hardships for the communities that depend on these bridges.



be able to address the most critical needs with few bridge replacements on priority routes. The fair bridges will continue to challenge the Bridge Program's ability to address major rehabilitation and maintenance needs while also funding timely preservation treatments to optimize structure service life.

We continue to put effort into extending the service life of many bridges beyond a normal time period because of inadequate funding. Older bridges are more dependent on maintenance, they require increased effort by inspectors and maintenance personnel to maintain safe conditions. There is real concern that current resources will not be

## About the data

Each state reports bridge conditions for the National Bridge Inventory, using standard criteria established by FHWA.

## Contact information

Ray Bottenberg  
 Bridge Engineering Section  
 ODOT Highway Division  
 503-986-3344

## Data source

A snapshot of the bridge inventory is taken each April. Data in the snapshot is consistent with the annual NBI submittal required by FHWA. The snapshot provides a convenient and consistent reference point each year.