



The above chart represents the percentage of structurally deficient bridges on Montana's highway systems, not including federally maintained bridges. A structurally deficient rating does not indicate that the bridge is dangerous for vehicular travel.

#### Structurally Deficient Bridges

A structurally deficient bridge typically requires increased maintenance and repair to remain in service and eventual rehabilitation or replacement to address the overall deficiencies. All Montana bridges are inspected on an annual or biennial cycle, the Montana Department of Transportation (MDT) then looks at deficiencies and takes appropriate action, ranging from future repair work and load posting to immediate closure.

#### Federal Bridge Construction Funding

In an average year approximately 88.7% of bridge construction funding on Montana's major highway system is authorized by the federal government. The American Recovery and Reinvestment Act of 2009 enabled MDT to increase federal bridge funding by approximately 37%. From 2012-2015 federal funding averaged \$26.9 million with a state match of \$3.4 million per year. In fiscal year 2015 the federal authorization was \$31.6 million, with a match of \$4.5 million of state funds.

For more information on Montana's bridge conditions, [check out MDT's Transportation Asset Management Plan here.](#)