Oregon's bridges play a vital role in everyday life throughout Oregon. They must be built and maintained to preserve and protect the environment while safely moving people and goods throughout the state.

By the numbers

- **6,800**: the approximate number of bridges included in the National Bridge Inventory (NBI)
  - 2,700 owned by ODOT
  - 4,100 owned by counties, cities and other public agencies
- **32**: number of ODOT bridges listed on the National Register of Historic Places
  - 52 more eligible for listing
- **44 years**: the average age of ODOT's bridges
  - 46 percent are 50 years old or older, and older bridges were not designed for today's weights, traffic volumes and speeds.
  - Many of Oregon's bridges have not been replaced at a sufficient rate to keep pace with increasing traffic volume and weight.
- **82**: the number of ODOT bridges classified as "structurally deficient" in 2014. This designation means the bridge has deteriorated physical conditions in its structural elements (primarily deck and supporting members) and, as a result, has reduced load capacity.
- **15:** the number of bridges that become newly classified as structurally deficient each year. This is expected to increase to 23 additional structurally deficient bridges each year on average over the next ten years, unless sufficient funding for bridge preservation activities becomes available to help offset the effects of deterioration.

If a bridge is deemed unsafe, it is immediately closed to travel.

Challenges in prioritizing investments

- Often, ODOT must restrict the weight a bridge can carry. These weight restrictions can contribute to congestion and make it difficult to deliver goods, resulting in higher shipping costs and higher prices for basic commodities.
- Oregon **ranks 19th among states in terms of structurally deficient bridges** on the National Highway System (NHS). The latest data from the Federal Highway Administration on the national average of structurally deficient deck area on NHS is 6.8 percent. Oregon's current number is 4.1 percent.
- A **seismic study** completed in 2009 found that very few of the state highway bridges are designed for current seismic standards. A magnitude 8.0 to 9.0 earthquake would severely damage **most of U.S. 101 and all of the highways from U.S. 101 to Interstate 5.** At current funding levels, it would take over 200 years to bring Oregon's bridges up to seismic standards.

Pictured left are Steel Bridge Standards Engineer Hormoz Seradj. P.E. (left) and Bridge Designer Angelito dela Cruz, receiving an "Award of Merit" for their innovative work on the Dodge Creek bridge (above left) on the Elkton-Sutherlin Highway. The use of super corrosion-resistant stainless steel made this bridge the first of its kind in the world, and it is recognized for its cost savings and sustainability, both due in part to the reduced need for regular maintenance.

Pictured above, Tioga to Susan Creek Bridge in winter. *(Photo by ODOT employee John Link)*