Wisconsin Congressional District 7

- Of the 4,290 bridges in the counties of this district, 341, or 7.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 337 bridges classified as structurally deficient in 2020.
- Repairs are needed on 634 bridges in the district, which will cost an estimated $372.5 million.
- This compares to 485 bridges that needed work in 2020.
- The state has committed $23.0 million in IIJA bridge formula funds to support 87 projects in the District.

23

Compared to 23 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
22. Hawaii	7.0%
23. Wisconsin	7.0%
24. Wyoming	7.0%

19

Compared to 19 in 2023

in the nation in # of structurally deficient bridges

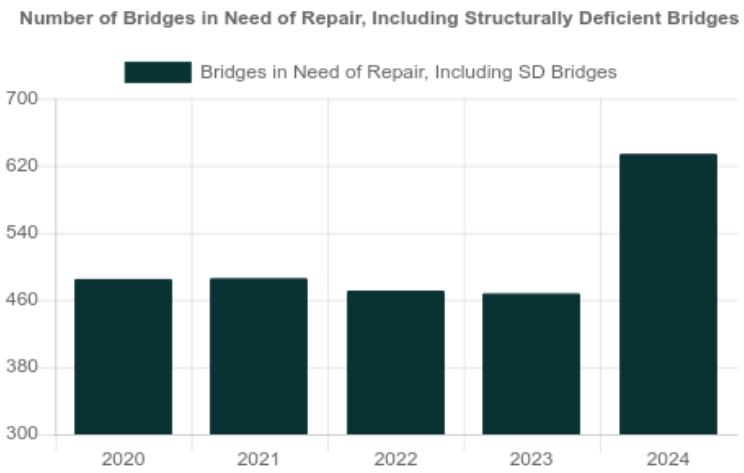
1. Iowa	4,544
18. South Dakota	963
19. Wisconsin	942
20. Tennessee	898

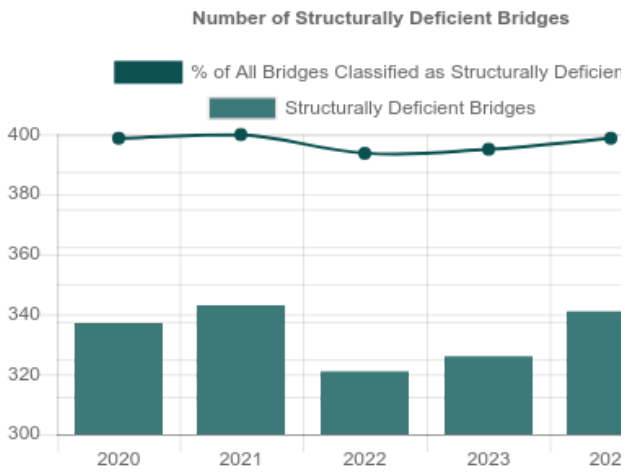
32

Compared to 32 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
31. Hawaii	5.0%
32. Wisconsin	4.0%
33. New Mexico	4.0%





Top Most Traveled Structurally Deficient Bridges in Wisconsin

County	Year Built	Daily Crossings	Type of Bridge	Location
Douglas	1961	33,021	Urban Interstate	I 535 over St Louis R; RR,Street
Marathon	1915	28,144	Urban other principal arterial	Ush Sth 52 EB-USH over Wisconsin River 31
St. Croix	1958	17,800	Rural Interstate	IH 94 EB over Eau Galle River
Sawyer	1996	13,500	Rural minor arterial	Sth 27 over Namekagon River
Monroe	1963	13,150	Rural Interstate	IH 94 EB over Ramp IH 90EB-IH 94WB
Jackson	1968	12,200	Rural Interstate	IH 94 WB over Union Pacific RR
St. Croix	1980	9,200	Rural major collector	Cth A over Willow River
Oneida	1956	8,213	Urban minor arterial	Lrd Kemp Street over Wisconsin River 46
Clark	1981	6,800	Rural arterial	Sth 13 over Porky Creek
Barron	1972	6,200	Rural arterial	Ush 53 SB over Cth I
Lincoln	1927	6,200	Urban other principal arterial	Sth 64-Sth 107-W M over Wisconsin River 39
Barron	1972	5,850	Rural arterial	Ush 53 SB over Lrd 20th St
Polk	1953	5,686	Rural minor arterial	Sth 243 over St Croix River 06
Chippewa	1978	5,515	Rural major collector	Cth S over Duncan Creek
Chippewa	1966	5,300	Rural major collector	Cth X 37th Ave over Sth 29
St. Croix	1962	4,800	Rural arterial	Ush 63 over Br Willow River
St. Croix	1992	4,200	Rural minor arterial	Sth 65 S over Sth 35
Oneida	1960	3,906	Rural major collector	Cth C over N Br Pelican River
Clark	1977	3,751	Rural local road	Lrd 5th Street over Black River
Oneida	1932	3,640	Rural major collector	Cth L over Bearskin Creek
Florence	1973	3,500	Rural major collector	Cth N over Menominee River
Rusk	1938	3,400	Rural arterial	Ush 8 over Little Soft Maple Creek
Chippewa	1934	3,310	Urban local road	Lrd Central Street over Duncan Creek
Clark	1920	3,300	Rural minor arterial	Sth 98-Elm Dr over Bear Creek
Chippewa	1934	2,855	Urban minor arterial	Lrd Bridgewater Av over Duncan Creek

Bridge Inventory: Wisconsin

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	133	82,712	2,081,313	4	1,894	43,207
Rural arterial	409	296,296	2,577,962	6	2,248	28,750
Rural minor arterial	375	165,367	1,087,680	14	9,086	41,256
Rural major collector	601	196,401	864,805	72	24,170	86,962
Rural minor collector	255	58,322	188,029	39	8,068	20,653
Rural local road	2,219	332,828	556,096	193	21,565	30,568
Urban Interstate	14	99,253	477,582	1	47,187	33,021
Urban freeway/expressway	44	102,974	628,963	0	0	0
Urban other principal arterial	77	121,398	988,762	2	2,920	34,344
Urban minor arterial	54	57,257	312,783	4	1,486	14,526
Urban collector	38	27,344	169,948	2	549	2,797
Urban local road	71	33,271	170,461	4	1,244	5,531
Total	4,290	1,573,423	10,104,384	341	120,418	341,615

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	609	$317	944,242	195,737
Widening & rehabilitation	0	$0	0	0
Rehabilitation	4	$51	33,171	47,431
Deck rehabilitation/replacement	15	$4	13,830	3,111
Other structural work	6	$1	1,342	720
Total	634	$373	992,585	246,999

About the data:

Data includes information for the following area(s): Ashland County, Barron County, Bayfield County, Burnett County, Chippewa County, Clark County, Douglas County, Florence County, Forest County, Iron County, Jackson County, Juneau County, Langlade County, Lincoln County, Marathon County, Monroe County, Oneida County, Polk County, Price County, Rusk County, St. Croix County, Sawyer County, Taylor County, Vilas County, Washburn County, Wood County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. 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 2023 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.