

# National Bridge Inventory: Nebraska

- The state has identified needed repairs on 6,304 bridges.
- This compares to 6,366 bridges that needed work in 2020.
- Over the life of the IIJA, Nebraska will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Nebraska currently has access to \$135.0 million of that total, and has committed \$123.6 million towards 48 projects as of June 2024.
- Of the 15,398 bridges in the state, 1,217, or 7.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,302 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 4.8 percent of total deck area on all structures.

## 15

Compared to 17 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
14. Massachusetts	9.0%
15. Nebraska	8.0%
16. Alaska	8.0%

## 14

Compared to 14 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
13. Ohio	1,267
14. Nebraska	1,217
15. Kentucky	1,072

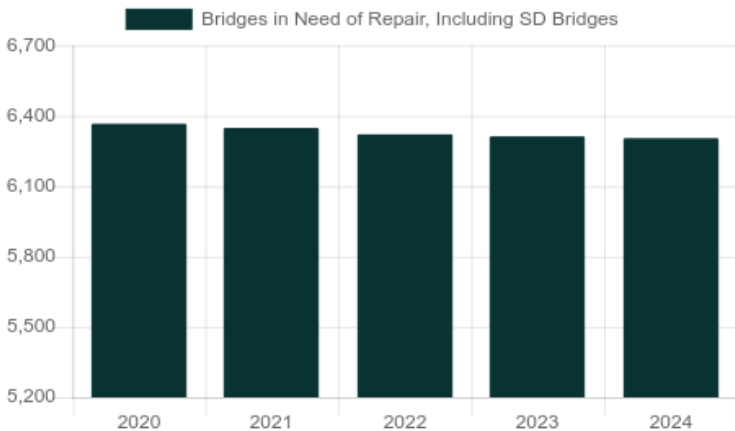
## 30

Compared to 30 in 2023

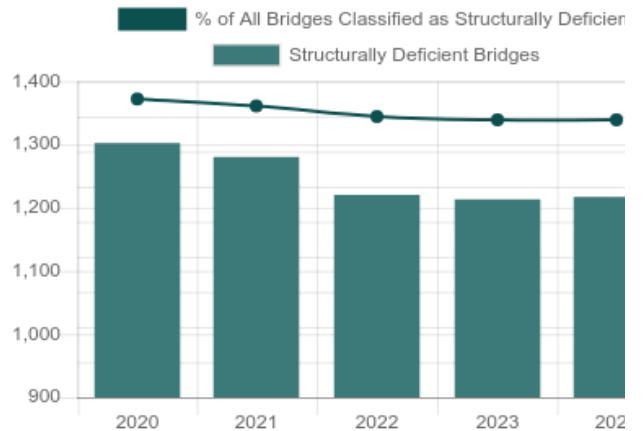
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
29. Arkansas	5.0%
30. Nebraska	5.0%
31. Hawaii	5.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



## Top Most Traveled Structurally Deficient Bridges in Nebraska

County	Year Built	Daily Crossings	Type of Bridge	Location
Douglas	1970	85,640	Urban freeway/expressway	US75 over J St
Sarpy	1988	58,870	Urban freeway/expressway	US75 over Stream
Douglas	1966	56,260	Urban other principal arterial	72nd St/FAU 5037 over UPRR 816-828-J
Sarpy	1989	38,095	Urban freeway/expressway	US75 over Betz Creek
Douglas	1960	38,000	Urban other principal arterial	42nd St/FAU 5057 over UPRR 816-825-N
Douglas	1960	38,000	Urban other principal arterial	42nd St/FAU 5057 over UPRR 191-593-U
Lancaster	1960	32,795	Urban Interstate	SB-I180/US34 over I80
Lancaster	1960	32,795	Urban Interstate	NB-I180/US34 over I80
Sarpy	1995	30,705	Urban freeway/expressway	N370 over Papillion Creek Trib
Douglas	1934	26,220	Urban other principal arterial	US6 over Saddle Creek Rd
Sarpy	1958	26,190	Urban minor arterial	N50 over I80
Douglas	1964	26,100	Urban other principal arterial	N38 over Big Papillion Creek
Douglas	1962	24,360	Urban other principal arterial	US275/N92 over 72nd Street
Lancaster	1968	21,750	Urban minor arterial	N 14th St/FAU 5227 over Oak Creek
Lancaster	1961	19,190	Urban minor arterial	14th St over US6
Platte	1931	14,395	Rural arterial	WB-US30/US81 over Loup River
Lancaster	1936	11,505	Urban other principal arterial	US6 over Up/BNSF RR 815-574-T
Douglas	1938	11,100	Urban other principal arterial	N31 over Park/Papio/Up 816-853-S
Dodge	1994	9,570	Urban minor arterial	Bell St over UPRR 191-707-E
Dodge	1954	9,535	Rural arterial	US77 over Elm Creek
Sarpy	1984	9,470	Rural major collector	36th St/Fas 5061 over Papillion Creek
Douglas	1977	8,730	Urban minor arterial	Hamiltn St/Fau5066 over US75
Dodge	1970	8,310	Rural arterial	US30 over Fremont Co Drain Ditch
Madison	1968	8,130	Urban other principal arterial	Norflk Ave/FAU6020 over N Fk Elkhorn River
Cheyenne	1974	7,800	Rural Interstate	I80 over Link 17B & Rd 77

## Bridge Inventory: Nebraska

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	193	140,191	4,136,544	1	390	7,800
Rural arterial	836	489,734	3,937,470	22	15,151	99,680
Rural minor arterial	1,268	471,974	2,233,280	33	31,318	57,975
Rural major collector	2,357	680,915	1,520,625	94	28,069	56,900
Rural minor collector	1,206	210,355	164,407	65	8,505	6,203
Rural local road	8,528	1,144,961	582,168	966	93,458	35,946
Urban Interstate	137	374,180	10,735,010	2	2,607	65,590
Urban freeway/expressway	164	269,920	4,801,974	4	1,648	213,310
Urban other principal arterial	188	314,805	3,206,547	10	16,934	241,978
Urban minor arterial	199	222,063	2,178,692	10	10,321	93,260
Urban collector	107	81,660	639,192	4	2,524	20,070
Urban local road	215	63,455	278,532	6	1,202	3,175
<b>Total</b>	<b>15,398</b>	<b>4,464,213</b>	<b>34,414,441</b>	<b>1,217</b>	<b>212,127</b>	<b>901,887</b>

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	3,262	\$1,720	1,429,224	638,303
Widening & rehabilitation	2,794	\$1,445	5,450,672	850,283
Rehabilitation	198	\$108	525,400	60,873
Deck rehabilitation/replacement	6	\$10	83,321	6,554
Other structural work	44	\$115	833,303	76,565
<b>Total</b>	<b>6,304</b>	<b>\$3,399</b>	<b>8,321,920</b>	<b>1,632,578</b>

#### About the data:

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.

---