Wisconsin – Congressional District 3

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 4,342 bridges in the counties of this district, 270, or 6.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 280 bridges classified as structurally deficient in 2019.
- Repairs are needed on 451 bridges in the district, which will cost an estimated $297.9 million.
- This compares to 490 bridges that needed work in 2019.
- The state has committed $3.8 million in IIJA bridge formula funds to support 27 projects in the District.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	198	156,130	3,015,346	4	2,003	70,800
Other principal arterial	274	232,683	1,715,869	6	2,213	20,880
Minor arterial	507	223,631	1,491,792	18	13,076	36,989
Major collector	683	192,917	772,266	58	17,354	54,511
Minor collector	221	45,167	134,903	21	3,485	8,927
Local	2,094	298,641	469,235	150	15,454	26,156
Urban Bridges						
Interstate	36	32,444	621,320	0	0	0
Freeway/expressway	33	34,949	378,490	0	0	0
Other principal arterial	105	207,951	1,226,774	1	1,208	18,600
Minor arterial	70	77,318	464,907	5	2,407	15,024
Collector	33	17,899	101,006	2	462	4,399
Local	88	46,136	229,780	5	1,532	8,776
Total	**4,342**	**1,565,865**	**10,621,688**	**270**	**59,194**	**265,062**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	432	$293.4	960,046	175,135
Widening & rehabilitation	0	$0	0	0
Rehabilitation	0	$0	0	0
Deck rehabilitation/replacement	15	$3.7	13,830	3,111
Other work	4	$0.7	1,212	579
Total	**451**	$297.9	**975,088**	**178,824**

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Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Dunn	1959	33,200	Rural Interstate	IH 94 over E Br Wilson Creek
Eau Claire	1988	18,600	Urban other principal arterial	USH 12 over Otter Creek
Monroe	1963	14,300	Rural Interstate	IH 94 EB over Ramp IH 90EB-IH 94WB
La Crosse	1968	12,900	Rural Interstate	IH 90 WB over Cth M
Jackson	1968	10,400	Rural Interstate	IH 94 WB over Union Pacific RR
Eau Claire	1965	9,500	Rural arterial	Sth 93 SB over IH 94
Chippewa	1966	5,600	Rural major collector	Cth X 37th Ave over Sth 29
Grant	1948	5,300	Urban minor arterial	Sth 80-Sth 81-Wate over Roundtree Creek
Crawford	1938	5,200	Rural arterial	Sth 35 over Campbell Coulee
Richland	1932	4,700	Rural major collector	Sth 130-Sth 133 over Wisconsin River 05

Data includes information for the following area(s): Adams County, Buffalo County, Chippewa County, Crawford County, Dunn County, Eau Claire County, Grant County, Jackson County, Juneau County, La Crosse County, Monroe County, Pepin County, Pierce County, Portage County, Richland County , Trempealeau County, Vernon County, Wood County

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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.