



Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 15,349 bridges in the state, 1,358, or 8.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,731 bridges classified as structurally deficient in 2014.
- 2 of the structurally deficient bridges are on the Interstate Highway System.
- 3,742 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 6,395 bridges at an estimated cost of \$1.5 billion.
- This compares to 6,539 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	212	199,332	5,059,672	1	390	7,800
Other principal arterial	894	557,171	4,708,720	36	16,538	160,450
Minor arterial	1,287	478,084	2,471,315	57	39,431	119,215
Major collector	2,363	675,699	1,550,145	123	32,858	67,730
Minor collector	1,215	208,992	166,863	74	9,664	7,679
Local	8,577	1,117,504	551,743	1,042	94,882	41,200
Urban Bridges						
Interstate	116	307,665	9,771,227	1	2,724	14,955
Freeway/expressway	55	129,738	2,618,545	1	1,139	81,950
Other principal arterial	230	381,649	4,848,194	8	6,880	118,648
Minor arterial	149	172,268	1,820,990	9	16,727	92,880
Collector	91	67,369	508,399	2	1,862	4,155
Local	160	45,067	197,737	4	1,030	2,300
Total	15,349	4,340,537	34,273,552	1,358	224,124	718,962

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	3,356	\$1,039,428	1,436,420	628,096
Widening & rehabilitation	2,850	\$405,570	5,524,323	838,283
Rehabilitation	134	\$10,391	212,179	38,311
Deck rehabilitation/replacement	5	\$4,138	83,201	6,493
Other work	50	\$69,898	840,026	77,061
Total	6,395	\$1,529,425	8,096,149	1,588,242



Top Most Traveled Structurally Deficient Bridges in Nebraska

County	Year Built	Daily Crossings	Type of Bridge	Location
Douglas	1970	81,950	Urban freeway/expressway	US75 over J St
Douglas	1938	29,815	Urban other principal arterial	N85 over BNSF RR 073-047-W
Douglas	1983	27,395	Urban other principal arterial	EB-N64 over N Br W Papillion Creek
Douglas	1991	27,395	Urban other principal arterial	WB-N64 over N Br W Papillion Creek
Douglas	1950	19,800	Urban minor arterial	Q St/FAU 5026 over EBg Ave /UPRR 817-369R
Douglas	1938	18,915	Rural minor arterial	N31 over Park/Papio/Up 816-853-S
Lancaster	1968	16,560	Urban minor arterial	N 14th St/FAU 5227 over Oak Creek
Dakota	1977	14,955	Urban Interstate	I129/US275 over Crystal Lake
Lancaster	1978	14,560	Urban minor arterial	Old Cheney/Fau5202 over Salt Creek (O 37)
Lancaster	1966	14,200	Urban minor arterial	N 10th St/FAU 5215 over Salt Creek

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.