



Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 14,275 bridges in the state, 1,054, or 7.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,043 bridges classified as structurally deficient in 2014.
- 35 of the structurally deficient bridges are on the Interstate Highway System.
- 776 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,955 bridges at an estimated cost of \$1.4 billion.
- This compares to 1,984 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	641	476,332	11,926,539	22	11,673	490,400
Other principal arterial	1,167	848,507	8,670,056	24	12,212	87,465
Minor arterial	1,131	530,117	4,044,883	50	21,253	188,127
Major collector	1,798	561,184	2,964,382	218	53,722	258,573
Minor collector	720	169,671	646,672	96	20,344	62,704
Local	5,887	978,403	2,150,436	493	56,989	102,937
Urban Bridges						
Interstate	653	1,159,046	22,256,349	13	18,747	593,450
Freeway/expressway	249	385,390	5,327,770	2	1,251	21,400
Other principal arterial	616	824,504	9,898,416	21	25,650	314,223
Minor arterial	639	667,837	6,775,555	50	55,038	522,469
Collector	210	129,797	1,206,305	22	7,681	61,541
Local	564	276,004	2,203,529	43	10,062	92,400
Total	14,275	7,006,791	78,070,888	1,054	294,623	2,795,689

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,931	\$1,380,420	12,381,255	1,113,679
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	3	\$24	284	301
Deck rehabilitation/replacement	15	\$237	13,830	2,992
Other work	6	\$58	1,382	737
Total	1,955	\$1,380,738	12,396,751	1,117,709



Top Most Traveled Structurally Deficient Bridges in Wisconsin

County	Year Built	Daily Crossings	Type of Bridge	Location
Milwaukee	1960	124,000	Urban Interstate	IH 43-N-S Freeway over Lrd Glendale Ave
Milwaukee	1959	124,000	Urban Interstate	IH 43-N-S Freeway over Lrd W Hampton Ave
St. Croix	1972	73,000	Urban Interstate	IH 94-USH 12-Sth 3 over Lrd Front St
St. Croix	1972	73,000	Urban Interstate	IH 94-USH 12-Sth 3 over Sth 35 SB
Milwaukee	1967	50,000	Urban Interstate	IH 41/Ush 45/Sth 1 over Lrd W Mill Rd
Milwaukee	1967	50,000	Urban Interstate	IH 41/Ush 45/Sth 1 over Lrd W Mill Rd
Kenosha	1959	45,350	Rural Interstate	IH 41 SB-IH 94 EB over Cth Kr
Racine	1959	38,800	Rural Interstate	IH 41 SB/IH 94 EB over Sth 11
Kenosha	1959	38,800	Rural Interstate	IH 41 NB-IH 94 WB over Cth Kr
Milwaukee	1969	35,262	Urban minor arterial	Cth Pp W Good Hop over Br Milwaukee River

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.