NEBRASKA

American Road & Transportation Builders Association

2020 Bridge Profile

Highlights from FHWA's 2019 National Bridge Inventory Data

- Of the 15,332 bridges in the state, 1,356, 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 1,580 bridges classified as structurally deficient in 2015.
- The deck area of structurally deficient bridges accounts for 5.3 percent of total deck area on all structures.
- 2 of the structurally deficient bridges are on the Interstate Highway System.
- 3,942 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 6,383 bridges at an estimated cost of $2.3 billion.
- This compares to 6,451 bridges that needed work in 2015.

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	194	130,522	4,159,050	1	390	7,800
Other principal arterial	832	441,758	3,918,825	37	14,906	165,100
Minor arterial	1,269	461,438	2,231,945	59	42,032	108,440
Major collector	2,357	686,595	1,539,551	116	33,866	67,569
Minor collector	1,209	217,388	171,275	71	8,464	7,858
Local	8,557	1,136,904	563,370	1,044	97,678	41,106
Urban Bridges						
Interstate	134	366,541	10,643,645	1	2,724	14,995
Freeway/expressway	138	233,070	4,722,165	4	2,275	185,605
Other principal arterial	189	307,855	3,257,299	6	9,157	45,201
Minor arterial	194	215,067	2,094,730	12	16,648	101,440
Collector	94	68,421	522,007	3	1,948	7,010
Local	165	53,205	225,559	2	327	440
Total	**15,332**	**4,318,764**	**34,049,420**	**1,356**	**230,414**	**752,564**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	3,327	$1,116	1,424,723	628,907
Widening & rehabilitation	2,832	$1,001	5,487,708	839,664
Rehabilitation	169	$68	307,201	55,919
Deck rehabilitation/replacement	5	$8	83,286	6,492
Other work	50	$89	835,838	76,981
Total	**6,383**	**$2,281**	**8,138,756**	**1,607,963**

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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	1989	38,095	Urban freeway/expressway	US75 over Betz Creek
Douglas	1991	30,935	Urban freeway/expressway	WB-N64 over N Br W Papillion Creek
Douglas	1983	30,935	Urban freeway/expressway	EB-N64 over N Br W Papillion Creek
Douglas	1950	19,800	Urban minor arterial	Q St/FAU 5026 over EBg Ave /UPRR 817-369R
Lancaster	1968	16,560	Urban minor arterial	N 14th St/FAU 5227 over Oak Creek
Lancaster	1961	15,450	Urban minor arterial	14th St/FAU 5227 over US6
Dakota	1977	14,995	Urban Interstate	I129/US275 over Crystal Lake
Lancaster	1978	14,560	Urban minor arterial	Old Cheney/Fau5202 over Salt Creek (O 37)
Platte	1931	14,395	Rural arterial	WB-US30/US81 over Loup River

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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released April 2, 2020. 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 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 2018 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.