American Road & Transportation Builders Association

Wisconsin

Highlights from FHWA's 2017 National Bridge Inventory Data

- Of the 14,253 bridges in the state, 1,245, or 8.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.[1]
- 35 structurally deficient bridges in the state are on the Interstate Highway System.
- 442 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Over the last five years, bridge investment has accounted for 30.7 percent of highway and bridge contract awards in the state, compared to an average of 28.9 percent nationwide.[2]
- Over the last 10 years, 1,532 new bridges have been constructed in the state; 285 have undergone major reconstruction.
- The state has identified needed repairs on 2,809 bridges; which the state estimates will cost $2.6 billion.[3]

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	642	464,932	11,856,974	24	11,975	521,280
Other principal arterial	1,162	788,869	8,586,058	31	16,979	137,559
Minor arterial	1,129	499,690	4,043,035	54	18,179	196,169
Major collector	1,800	539,099	2,982,463	237	53,418	280,539
Minor collector	715	163,269	642,655	105	23,349	72,248
Local	5,888	931,029	2,158,357	634	67,064	123,541
Urban Bridges						
Interstate	650	1,145,950	22,563,281	11	22,324	496,850
Freeway/expressway	248	383,397	5,319,635	3	6,084	60,650
Other principal arterial	611	807,661	9,790,355	21	19,191	295,858
Minor arterial	637	654,723	6,779,739	51	53,517	520,876
Collector	208	125,286	1,187,009	26	9,718	69,733
Local	563	266,134	2,206,183	48	10,391	100,843
Total	14,253	6,770,044	78,115,744	1,245	312,194	2,876,146

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,787	$2,682.5	18,337,457	1,764,483
Widening & rehabilitation	0	$0.0	0	0
Rehabilitation	1	$1.0	214	196
Deck rehabilitation/replacement	15	n/a	13,830	2,930
Other work	6	$0.1	1,382	673

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
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	38,800	Rural Interstate	IH 41 SB-IH 94 EB over Cth Kr
Kenosha	1959	38,800	Rural Interstate	IH 41 NB-IH 94 WB over Cth Kr
Marathon	1972	37,800	Urban freeway/expressway	Sth 29 EB over Wisconsin River 28
Racine	1959	36,680	Rural Interstate	IH 41 SB/IH 94 EB over Sth 11
Milwaukee	1969	35,262	Urban minor arterial	Cth Pp W Good Hop over Br Milwaukee River

Sources: Bridge data is from the 2017 National Bridge Inventory ASCII files, released by the Federal Highway Administration in January 2018. Note that specific conditions on bridges may have changed as a result of recent work.

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[1] According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour. ARTBA follows the methodology of the FHWA and evaluates bridge status without applying the 10-year rule.

[2] ARTBA analysis of Dodge Data Analytics data.

[3] States report the cost of proposed bridge work for each bridge to the Federal Highway Administration as part of the bridge inventory data each year. Each highway agency is encouraged to use its best available information and established procedures to determine bridge improvement costs.

[4] 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, and the Dwight D. Eisenhower National System of Interstate and Defense Highways. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways are similar to interstates, with directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials are used for trips of moderate length, serve smaller geographic areas and connect to the higher arterial system. 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.