



It's how we get there

# **Wisconsin Towns Association**

## **Small Bridge Program**

April 23, 2025

# Today's Talk



Our Progress



What's Next



Making the Case

# The Opportunity: 6-20' Structures



**2022**

Discussions about  
inventory & inspections

# No Details & Little Awareness



- We had an issue
- But we couldn't state the scope
  - Number
  - Location
  - Condition
  - Funds needed to improve conditions



# Reliance on Case Studies & Estimates



Town of Stanfold, Barron County

TDA



Schultz Road, La Crosse County

TDA

# Making Progress Together

2023-25 budget, small  
bridge project

**2022**

**2023**

**2024**

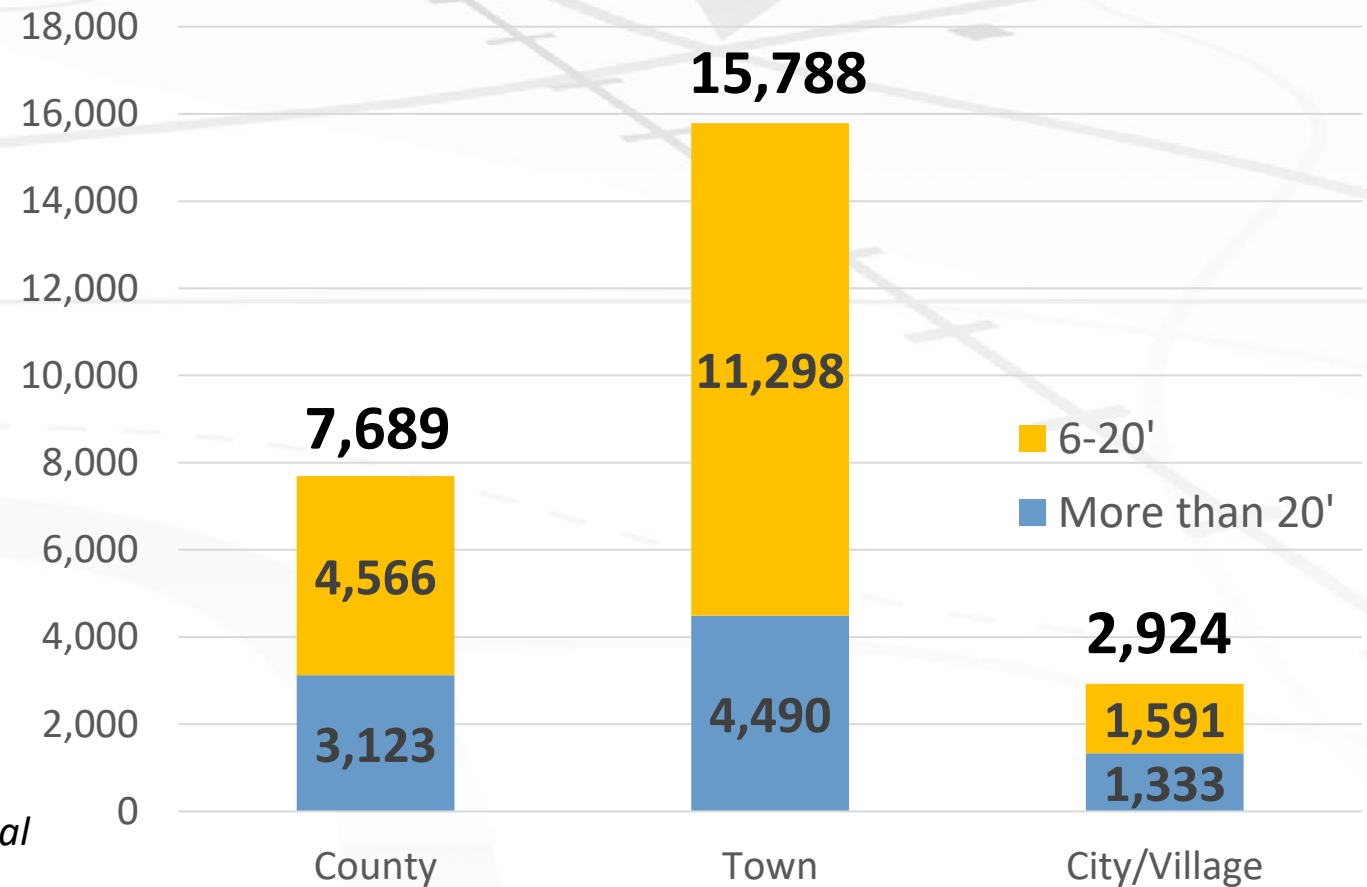
Discussions about  
inventory & inspections

Inventory substantially  
complete

# Acknowledging a Milestone

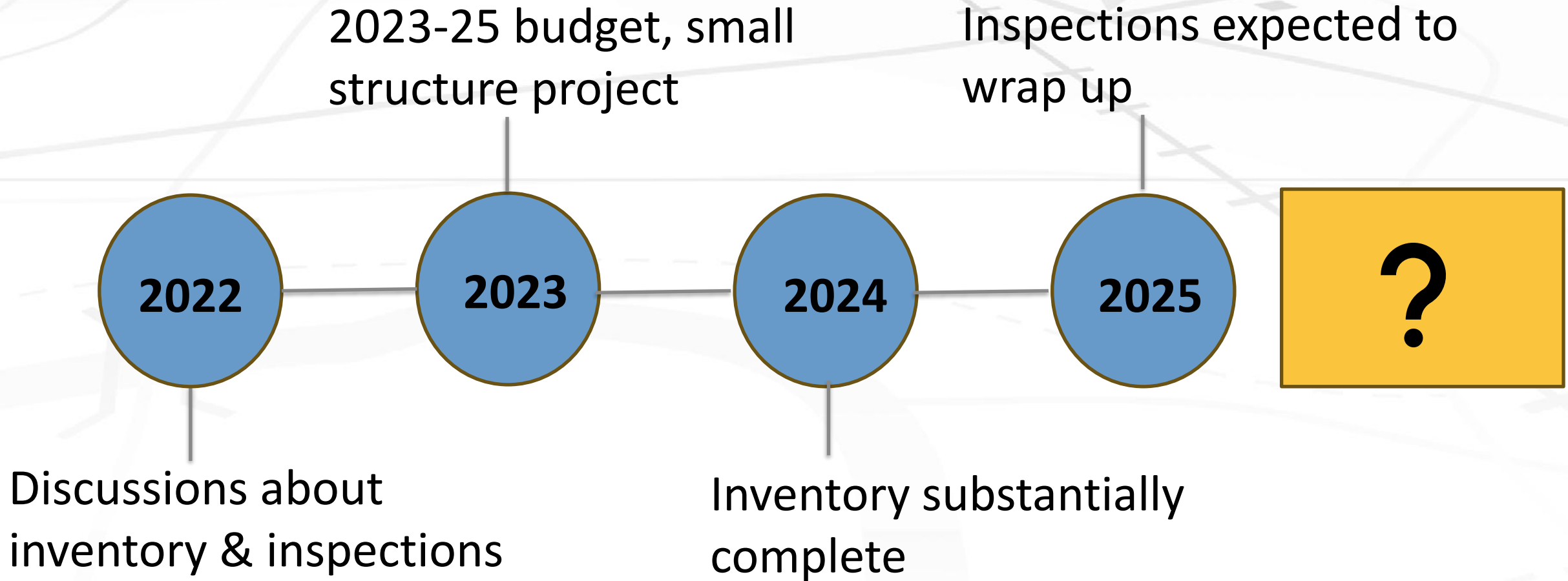
- With the inventory, # of WI bridges > doubles
- We know structure location

## Local-Owned Wisconsin Bridges



Sources: Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on Apr. 21, 2025.  
Structures with spans 6-20' from WisDOT Apr. 17, 2025.

# Keeping Momentum Going





# What's Next

1. Secure some funding in the 2025-2027 budget for the most severe structures
2. Determine how we are going to keep the database up to date
3. Make the case for ongoing funding for small bridge replacement in the 2027-29 budget

# Condition Ratings Only Go So Far

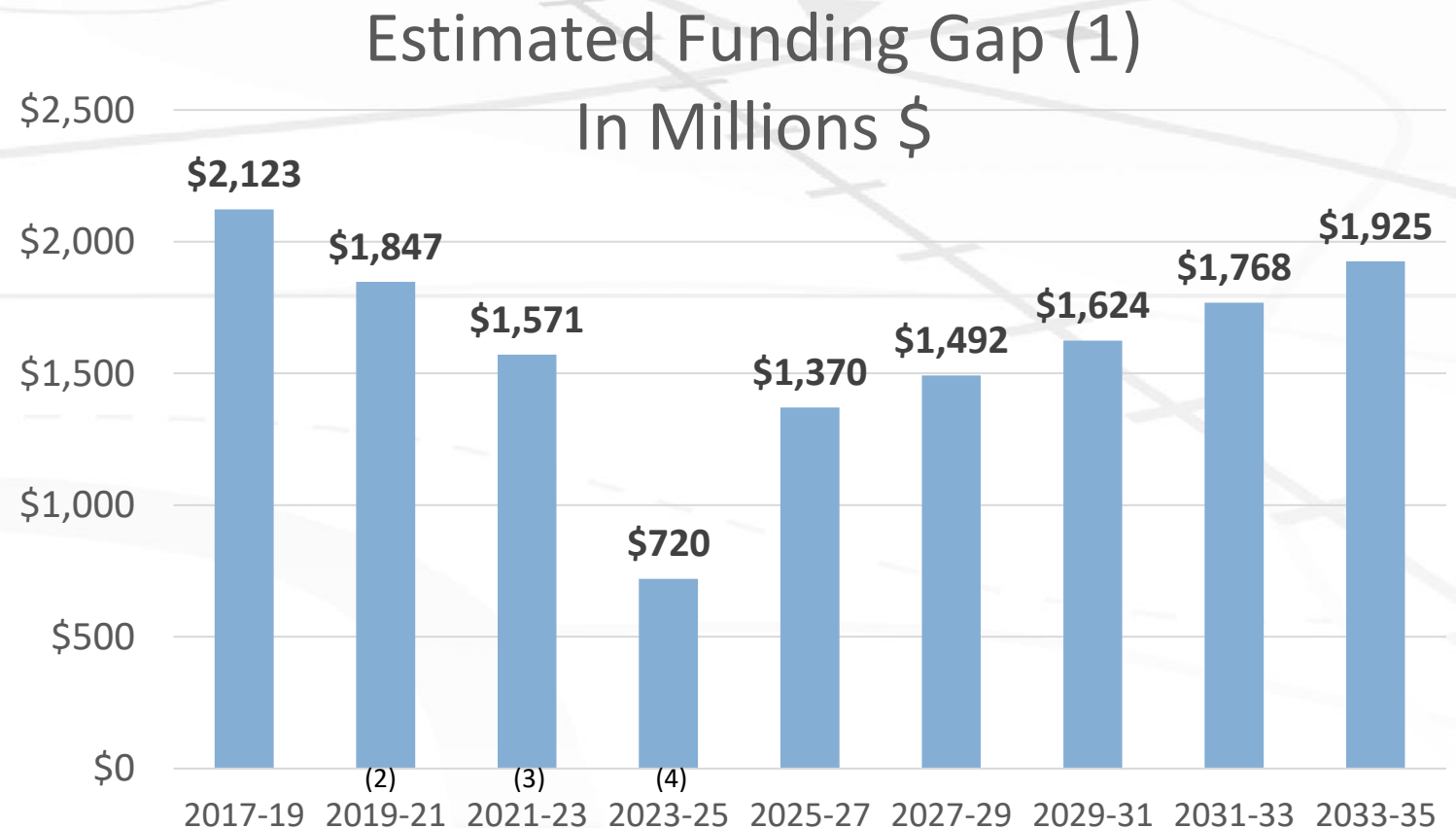


**“I suppose I’ll be the one  
to mention the elephant in the room.”**

# Without Long-Term Fixes, Structural Shortfalls

## Return and Grow

- \$1 billion/year shortfall was well-documented by multiple reports, but it doesn't reflect all Wisconsin's evolving needs.
- Wisconsin made progress in the 2019-21 & 2023-25 budgets budget, but fixed flat fees and one-time funding don't keep up with inflation and structural deficits.
- An influx of funds from the federal infrastructure law helped but didn't solve the long-term Trust Fund challenges. Surface reauthorization expires in 2026, with ongoing funding uncertain.



- (1) Using Wisconsin Construction Cost Index: actual for past, 10-year avg. for future.
- (2) 2019-21: \$230 million/year ongoing revenue, \$90 million non-recurring.
- (3) 2021-23: Highway/bridge federal Infrastructure law dollars (Est. \$290 million/year) & non-recurring funding to offset pandemic-induced state revenue declines.
- (4) 2023-25: \$57.2 million/year ongoing growing revenue, \$113 annually freed up from transit out of GF, \$555.5 million non-recurring. Growth of sales tax on EVs is assumed to offset loss of gas tax revenues in the short-term.

# Working with Partners, Growing the Tent



## BRIDGES

- Ag groups
- Timber
- Towns
- Counties
- Motor Carriers



## MAIN STREETS

- Businesses
- Chambers of Commerce
- Economic Development Orgs
- Local Governments, Mayors
- Law Enforcement & Other Safety Advocates



## LARGE PROJECTS

- Businesses
- Chambers of Commerce
- Economic Development Orgs
- Local Governments, Mayors
- Law Enforcement & Other Safety Advocates
- Labor

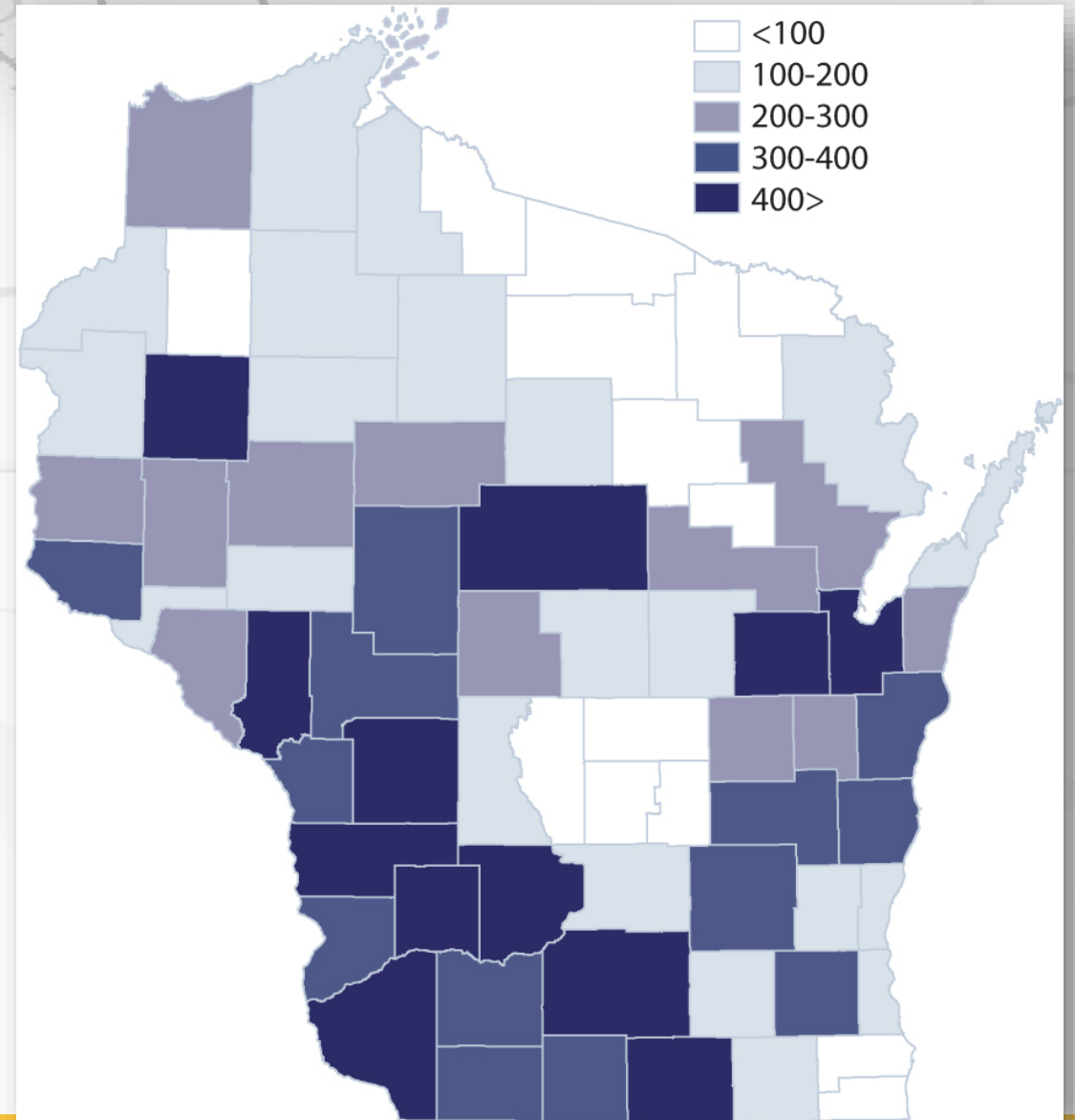


## Wisconsin's Small Bridges

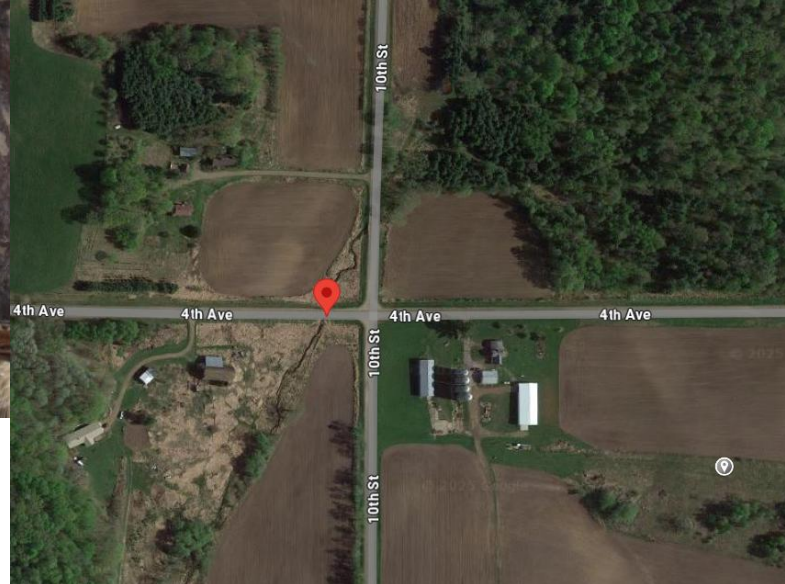
# We Need to Tell the Stories

Focusing on:

- key districts
- safety
- detours
- Other community/industry impacts



# Example: Town of Prairie Farm, 4<sup>th</sup> Ave. (Barron Co.)



Age: Unknow (likely 75-100 years)

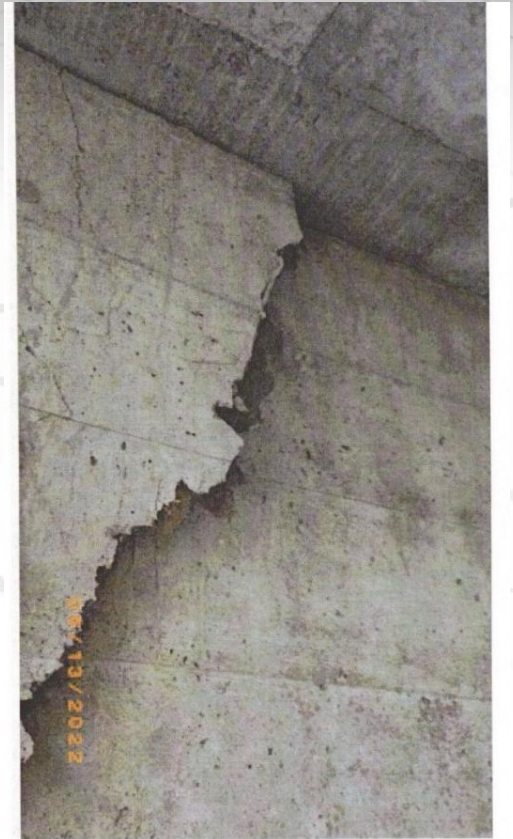
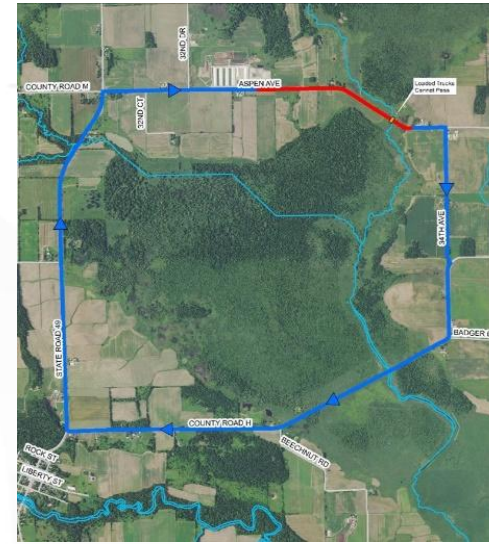
Posting : 14 tons

Component ratings: 3-4

Prairie Farm is a farming community. This structure likely carries ag loads, with limited alternative routes.



# Submit a Story and Stay Tuned



Severed East Abutment







**TUESDAY, MAY 20, 2025**

**Morning Briefing and Lunch**  
*Monona Terrace, Hall of Ideas E-I, Madison*  
**Office Visits** *at the Capitol*

For more information, visit the home page of [TDAWisconsin.org](http://TDAWisconsin.org).







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